



Application

13876 - 2020 Safe Routes to School Infrastructure

13973 - Safes Routes to School Grant

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

05/01/2020 9:34 AM

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## Primary Contact

Name:\*

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Department:

Administration

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\*

Mahtomedi	Minnesota	55115
City	State/Province	Postal Code/Zip

Phone:\*

651-426-3344	
Phone	Ext.

Fax:

651-426-1786

What Grant Programs are you most interested in?

Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

Name:

MAHTOMEDI,CITY OF

Jurisdictional Agency (if different):

<b>Organization Type:</b>	City		
<b>Organization Website:</b>			
<b>Address:</b>	600 STILLWATER RD		
<b>*</b>	MAHTOMEDI	Minnesota	55115-2098
	City	State/Province	Postal Code/Zip
<b>County:</b>	Washington		
<b>Phone:*</b>	651-426-3344		
		Ext.	
<b>Fax:</b>			
<b>PeopleSoft Vendor Number</b>	0000004637A1		

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## Project Information

<b>Project Name</b>	Warner Road and 72nd Street North SRTS Improvements
<b>Primary County where the Project is Located</b>	Washington
<b>Cities or Townships where the Project is Located:</b>	City of Mahtomedi
<b>Jurisdictional Agency (If Different than the Applicant):</b>	

New sidewalk on the south side of 72nd Street North from Warner Road to Glenmar Avenue.

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

New sidewalk on the west side of Warner Road from the south O.H. Anderson Elementary School entrance to 150 feet south of Bevins Lane/City limits.

New raised crosswalk and Rectangular Rapid Flashing Beacon (RRFB) along Warner Road at the south O.H. Anderson Elementary School entrance.

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

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

Pedestrian/Bike

**Project Length (Miles)**

0.4

*to the nearest one-tenth of a mile*



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## 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 \$335,583.00

Match Amount \$83,896.00

*Minimum of 20% of project total*

Project Total \$419,479.00

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

Match Percentage 20.0%

*Minimum of 20%*

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

Source of Match Funds City of Mahtomedi

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

### Preferred Program Year

Select one: 2024

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

### Additional Program Years:

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

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## Project Information

County, City, or Lead Agency City of Mahtomedi

Zip Code where Majority of Work is Being Performed 55115

(Approximate) Begin Construction Date 06/01/2024

(Approximate) End Construction Date 08/01/2024

Name of Trail/Ped Facility: 72nd Street North & Warner Road

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

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

From:  
(Intersection or Address) 72nd Street North and Glenmar Avenue

To:  
(Intersection or Address) Warner Road and Bevins Lane

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

### Or At:

Miles of trail (nearest 0.1 miles): 0.4

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

0.1

**Is this a new trail?**

Yes

**Primary Types of Work**

Sidewalk and Crosswalk

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

## **BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

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## **Requirements - All Projects**

### **All Projects**

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).*

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

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

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

### Safety and Security

Goal: The regional transportation system is safe and secure for all users.

Objective: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport.

### Access to Destinations

Goal: A reliable and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

Objective: Increase the number and share of trips taken using transit, carpools, bicycling and walking.

Objective: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect jobs and other opportunities, particularly for historically under-represented populations.

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

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

## Mahtomedi Safe Routes to School Plan, Aug/2016

pages 11, 12 and 20

List the applicable documents and pages:

City of Mahtomedi 2020-2024 CIP - 2024 project

City Of Mahtomedi 2040 Comprehensive Plan

pages 101 and 165

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

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

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

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

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

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

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

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

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

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

**Safe Routes to School:** \$250,000 to \$1,000,000

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

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

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

**Date plan completed:**

**Link to plan:**

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

Date self-evaluation completed: 02/19/2020

Link to plan: <https://www.ci.mahtomedi.mn.us/195/2040-Comprehensive-Plan>

Upload plan or self-evaluation if there is no link 1585595473010\_Mahtomedi ADA Transition Plan 02.19.20.pdf

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

#### Safe Routes to School projects only:

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00

Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$349,971.00
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)	\$39,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$30,508.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$419,479.00</b>

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## 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

Totals

\$0.00

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**Transit Operating Costs**

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

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**Totals**

Total Cost	\$419,479.00
Construction Cost Total	\$419,479.00
Transit Operating Cost Total	\$0.00

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



Mahtomedi Public Schools collaborated with MnDOT and a steering committee of local partners to complete a SRTS plan for three schools in December 2015 (updated August 2016), including O.H. Anderson Elementary. The plan has resulted in action on the part of the school district, the City of Mahtomedi, and Washington County to make it easier for students to walk and bike to school.

Engineering - School zone signage and pavement markings have been installed along Warner Rd. adjacent to O.H. Anderson Elementary from 72nd St. to Puma Ln. Bicycle parking is also provided near the School entrance. In addition to the proposed project, several other infrastructure recommendations from the SRTS plan have been implemented or are in the process of being developed.

**Response:**

**Completed**

Warner Rd at Warwick Ln and School entrance:  
Painted crosswalks

Stillwater Rd at Glenmar Ave: Curb extensions, high visibility crosswalk, median refuge island, and RRFB

**In Development**

Warner Rd: Demonstration grant to install advisory walk/bike lanes near O.H. Anderson Elementary

Stillwater Rd at Hallam Ave S: Signals and crosswalk installation

Stillwater Rd from Hilton Trail to Wildwood Elementary: School speed limit/flashing beacon

Education/Encouragement - Maps have been produced showing suggested walking routes to Mahtomedi schools including O.H. Anderson Elementary. In addition to showing suggested routes, the maps also identify crossing guard locations, marked crosswalks, bicycle parking, traffic signals, all-way stops, loading zones and other destinations including parks and green space. They also include tips for safe walking and biking for students and parents to discuss. The route maps were shared with families via email and school newsletters and made available on the District website. A week-long "Bike and Blade" camp takes place during the summer for the school-age childcare programs, which includes safety education as a key component.

Enforcement - Crossing guards are present at the north and south O.H. Anderson Elementary School entrances to make it easier and safer for students to cross Warner Rd. Route maps produced for each school include specific safety outreach to parents and guardians, including reminders of unsafe and illegal driving maneuvers and tips for driving near schools where students may be walking or biking.

Evaluation - Student travel tallies were conducted to determine the number of students who walk and bike to school. Tallies were first completed in November 2015, with a second round completed in May 2016. Post-surveys are scheduled following construction of the proposed project.

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

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

**Select one:**

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

Yes

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

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

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

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

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

Average Percent of Student Population

5.0%

Documentation Attachment

1585598188393\_Mahtomedi\_SRTS Plan\_update.pdf

*Please upload attachment in PDF form.*

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## Measure B: Student Population

Student population within one mile of the school

198.0

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

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

**Response:**

The SRTS planning process that led to the proposed project involved a wide range of stakeholders and made a specific effort to engage students in the identification of issues and the design of potential solutions. The stakeholder committee consisted of school staff, law enforcement, community members, Washington County planners and public health staff, and representatives from the Cities of Mahtomedi and Willernie. A two-day participatory planning and design charrette was held with the stakeholder committee and fifth grade students at O.H. Anderson Elementary School in October 2015 to identify issues and solutions. The perspectives and firsthand experience of students provided an understanding of challenges faced when walking or biking to school. One of the major challenges identified was a lack of sidewalks or other safe places for students to walk or bike on many roadways that provide access to the School. The proposed project was identified along with several other infrastructure improvements to address this need. Student input also shaped the suggested walking routes proposed as part of the final plan recommendations. The charrette also included site visits to three schools, and dismissal observation at O.H. Anderson Elementary School to improve the understanding of challenges faced by students.

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

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

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

The proposed project will improve nonmotorized access to O.H. Anderson Elementary School, an important community destination. The primary beneficiaries of the proposed project will be children and families within walking and biking distance of O.H. Anderson Elementary, who will be provided with safer, better-connected options for bicycle and pedestrian travel. In the 2017-18 school year, approximately 9% of students at O.H. Anderson were eligible for free or reduced-price lunch and roughly 15% were students of color. According to ACS 2013-2017 5-year estimates, the population within one mile of the proposed project is approximately 8% minority, 30% younger than age 18, 17% age 65 and older, and 12% with household income of \$25,000 or less.

**Response:**

The families of low-income students and students of color are less likely to have access to personal automobiles, therefore providing additional nonmotorized mode choices provides a direct benefit. In addition, these groups also face disproportionate safety outcomes in the transportation system and tend to be overrepresented in crashes involving biking and walking. Since the streets leading to O.H. Anderson Elementary do not currently have sidewalks, students and parents that rely on walking and biking must use private yards/ditches or walk in the street, placing them at risk of crashes with vehicles. While there were no documented bicycle or pedestrian crashes in the project area over the period studied, evidence of run off road-type crashes suggest heightened risk for students that walk or bike in or near the roadway. The proposed project will reduce these risks and improve safety by providing a separated facility for students (and all neighborhood users). The proposed project will also improve accessibility to the school for people with disabilities by providing ADA-compliant

pedestrian facilities where none currently exist. In the existing conditions, people using wheelchairs or other personal mobility devices are forced to use the street, placing them at an elevated crash risk.

Giving students the ability to safely walk or bike to school provides a variety of health and academic benefits. Many children, especially those facing health disparities, have fewer and fewer opportunities for physical activity. Walking or biking to school produces daily physical activity benefits and has also been shown to produce mental health benefits in the form of better academic performance.

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

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

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

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

*Increased noise.*

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

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

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

*Removed or diminished safe bicycle access.*

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

*Displacement of residents and businesses.*

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

*Other*

**Response:**

The proposed project will not result in any permanent negative impacts. Access to the school and residential properties adjacent to the proposed project will be maintained during construction. Temporary impacts related to additional noise, dust and traffic during construction will be mitigated to the maximum extent feasible. Construction activities will be avoided during arrival and dismissal times to minimize disruptions for students and parents walking and biking to and from school.

(Limit 2,800 characters; approximately 400 words)

**Select one:**

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

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

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

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

d.10 points for all other areas

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

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

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

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

(up to 40% of maximum score )

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

**Upload Map** 1585598695311\_Socio-Economic Conditions.pdf

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## Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Mahtomedi	0.4	1.0	46.0	46.0

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## Total Project Length

**Total Project Length** 0.4

Project length entered on the Project Information - General form.

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## Housing Performance Score

**Total Project Length (Miles) or Population** 0.4

**Total Housing Score** 46.0

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## Affordable Housing Scoring

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### Part 2: Affordable Housing Access

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

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



There are two existing affordable housing developments within ½ mile of the proposed project.

Lincoln Place (aka Diamond Estates) is a LIHTC property located at 840 and 860 Stillwater Rd in Mahtomedi. It includes 31 2-bedroom units and 17 3-bedroom units for a total of 48 units at 30% Area Median Income (AMI). The proposed project will benefit students who may be living at the property by providing a separated walking and biking facility approaching O.H. Anderson for students using the suggested walking routes on Hallam Ave S and 72nd St N (see attached walking routes map) between home and school.

Piccadilly Square is a LIHTC property located at 70 Mahtomedi Ave in Mahtomedi. It includes 60 1-bedroom units and 19 2-bedroom units for a total of 79 units. Sixteen units are affordable at 50% AMI and 63 at 60% AMI. While this property exclusively serves older adults, residents may benefit from the proposed project if they are attending an event at O.H. Anderson or using neighborhood streets for walking or biking as recreation.

In addition to the existing properties, there is one potential future affordable housing development within ½ mile of the proposed project located at the southwest corner of the intersection of Old Wildwood Rd/Robert St and Lincolntown Ave. A multi-unit residential project with affordable units has been proposed for the redevelopment of this site. In the future, students walking or biking to O.H. Anderson from this site using the southern of the two suggested routes along Lincolntown Ave, Warner Way, and Puma Ln (see attached) would be able to use the proposed sidewalk once they reached Warner Rd.

Response:

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

**Upload map:**

1585599212771\_AffordableHousing.pdf

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

The proposed project includes construction of a new sidewalk along the south side of 72nd St N from Warner Rd to Glenmar Ave, new sidewalk along the west side of Warner Rd from the south entrance of O.H. Anderson Elementary to 150 feet south of Bevins Ln., and a new raised crosswalk and Rectangular Rapid Flashing Beacon (RRFB) crossing Warner Rd at the south School entrance. These improvements will provide separated facilities for students walking or biking to O.H. Anderson Elementary where no such facilities currently exist. As shown in the "Project to RBTN Orientation" map, the proposed sidewalk along 72nd St N falls within a Tier 1 RBTN Alignment.

**Response:**

O.H. Anderson Elementary is located along Warner Rd., a two-lane local street with a posted speed limit of 30 MPH and an AADT of 1,050 (2018). There are no dedicated bicycle or pedestrian facilities along Warner Rd in the vicinity of the School except for a bituminous trail along the east side of the street from the north School entrance to 72nd St N. The northern terminus of the existing trail connects to 72nd St N, a two-lane local street with a posted speed limit of 30 MPH, an AADT of 1,400 (2017) with no existing bicycle or pedestrian facilities. Portions of both Warner Rd and 72nd St have been designated as walking routes for students (see attached walking routes map), but the lack of dedicated bicycle or pedestrian facilities means that students walking or biking to school must travel in the street or through the front yards of properties along the street.

As shown in the attached walking routes map, the proposed sidewalk along 72nd St N will fill a gap in the network of suggested routes to school for students traveling to and from O.H. Anderson between Glenmar Ave and the existing trail on

Warner Rd. The proposed sidewalk connecting to the south school entrance will provide connectivity to students living in the neighborhood south of the School on the west side of Warner Rd. There are no parallel corridors to 72nd St N or Warner Rd that children could use to bike or walk to O.H. Anderson Elementary School.

While the streets approaching O.H. Anderson are low-volume local streets, traffic increases dramatically during school arrival and dismissal times. Providing separated facilities and an enhanced crosswalk will improve the visibility and safety of students during arrival and dismissal.

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

**Upload Map**

*Please upload attachment in PDF form.*

1585602032938\_OH-SRTS-Walking Routes-Map.pdf

---

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

A two-day participatory planning and design charrette was held with the SRTS stakeholder committee and fifth grade students at O.H. Anderson in October 2015 to identify safety issues and solutions. One of the major challenges identified by this committee was a lack of sidewalks or other safe places for students to walk or bike on roadways that provide access to the School. As a result, a variety of safety/security improvements were recommended in the SRTS Plan, including sidewalk and crosswalk improvements along Warner Rd and 72n St N.

**Response:**

The most recent 10-year crash data set (January 2010-December 2019) shows that there have been 9 crashes within the project limits, all of which have been on Warner Road. None of the reported crashes involved a pedestrian or bicyclist. However, four of the crashes were classified as Run-off-Road type collisions and one was classified as a Rear End type collision into a parked car. By placing a grass boulevard and sidewalk next to the roadway, non-motorized users will be physically separated from motorized vehicles, reducing the likelihood that a run-off-road crash will strike a pedestrian or bicycle.

The proposed project includes the installation of a sidewalk, boulevard, and crossing system, providing a safer route to school for elementary-aged students currently walking or biking to school on the shared roadway. Although there are not any existing pedestrian/bicycle-related crashes, it can be recognized that there is an applicable Clearinghouse Crash Modification Factor (CMF) for this type of roadway improvement. The ?Implement to Safe Routes to School Program (Age 5-12)? CMF (CMF ID: 2205) with a value of 0.724 could be applied to the project and reduce any potential

vehicle/bicycle or vehicle/pedestrian crashes by nearly 28 percent.

There is a need to improve crossing facilities near O.H. Anderson Elementary School. Currently, the School has volunteer crossing guards at the north and south school entrances to help students safely cross the street during arrival and dismissal times. As shown in the image on page 7 of the attached SRTS plan, there are no crosswalk markings to alert drivers to the possibility of students crossing the street at the south school entrance. The proposed RRFB and raised crosswalk will increase the visibility of students crossing Warner Rd with or without assistance from a crossing guard. Installation of an RRFB has a Crash Reduction Factor (CRF) of 47.4, indicating the possibility of reducing vehicle-pedestrian crashes by 47 percent.

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

---

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

The group of stakeholders involved in the SRTS planning process will continue to be engaged in the planning and implementation process for the proposed project. This group included:

Danielle Erickson, Washington County Sheriff Office

Patricia Galligher, Washington County Public Health

Bob Goebel, City of Mahtomedi

Dorian Grilley, Community Member and Advocate

Paul Hoff, Mahtomedi Area Green Initiative

Stephanie Kovarik, Lakeview Health/Power Up

Dr. Mark Larson, Mahtomedi Public Schools Superintendent

Megan McMahon, Mahtomedi Public Schools Nurse

Barb Parent, Mayor of Willernie

Ann Pung-Terwedo, Washington County

Steve Wolgamot, Community Member

Dr. Cathy Wyland, Mahtomedi Community Education Director

Using input from students and field observations, this group worked with planning consultants to develop a list of infrastructure and program recommendations during a two-day participatory SRTS design charrette. While parent surveys were not completed as part of the SRTS planning

#### Response

process, the recommendations identified in the Plan reflect the concerns of parents as understood by school, city, and county staff involved in the project.

Prior to the outbreak of COVID-19, the City of Mahtomedi had planned to hold an open house on April 1st at O.H. Anderson Elementary with the intent to engage students and families in the surrounding neighborhood in conversation about the proposed project. This meeting has been postponed due to CDC and MDH guidance on public gatherings but will be held at a future date once it is determined to be safe to do so. Additional future outreach will focus on the community surrounding the School and coordination with all project partners to address any potential barriers to implementation.

In addition to outreach to parents and students, the City of Mahtomedi will conduct outreach to property owners that may be temporarily or permanently impacted by the project to address concerns related to right of way, access during construction, and other issues.

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

#### **Survey Attachment**

1585602706249\_Mahtomedi\_SRTS Plan\_update.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 (25 Percent of Points)

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

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

100%

Attach Layout

1585663995984\_Warner Road\_72nd Street Layouts.pdf

*Please upload attachment in PDF form.*

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

50%

Attach Layout

*Please upload attachment in PDF form.*

Layout has not been started

0%

Anticipated date or date of completion

### 2)Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

### 3)Right-of-Way (25 Percent of Points)

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

100%

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

50%

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

25%

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

0%

**Anticipated date or date of acquisition**

#### **4)Railroad Involvement (15 Percent of Points)**

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

Yes

100%

#### **Signature Page**

*Please upload attachment in PDF form.*

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

50%

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

0%

**Anticipated date or date of executed Agreement**

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

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful.*

*The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:*

**Meeting with general public:**

**Meeting with partner agencies:**

**Targeted online/mail outreach:**

**Number of respondents:**

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

100%

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

75%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

0%

The SRTS planning process involved a stakeholder committee consisting of school staff, law enforcement, community members, Washington County planners and public health staff, and representatives from the Cities of Mahtomedi and Willernie (see above). A two-day participatory planning and design charrette was held with the stakeholder committee and fifth grade students at O.H. Anderson in October 2015. The purpose of the charrette was to review existing conditions and identify issues and solutions. The perspectives and firsthand experience of students provided an understanding of student transportation habits and challenges faced when walking or biking to school.

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

One of the main challenges identified during the charrette was a lack of sidewalks or other safe places for students to walk or bike on many roadways that provide access to the School. The proposed project was identified along with several other infrastructure improvements to address the need to travel safely along and across roadways in the area. Student input also shaped the suggested walking routes proposed as part of the final plan recommendations. The charrette included site visits to three schools and dismissal observation at O.H. Anderson to improve the understanding of biking and walking challenges faced by students. The proposed project was selected due to the need to prioritize investments in the immediate area around school campuses where additional traffic during arrival and dismissal times creates increased safety risks for students walking and biking.

Prior to the outbreak of COVID-19, the City of Mahtomedi had planned to hold an open house on April 1st at O.H. Anderson Elementary School. The purpose of the open house was to engage students and families in the surrounding neighborhood in further conversation about the identified SRTS

transportation problems and the proposed sidewalk and crosswalk improvements to 72nd St N and Warner Rd. This open house meeting has been postponed due to CDC and MDH guidance on public gatherings but will be held at a future date as soon as it is determined to be safe. Additional future project outreach will focus on the community surrounding the school and coordination with all project partners and adjacent property owners to address any potential barriers to implementation.

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$419,479.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$419,479.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

### Other Attachments

File Name	Description	File Size
2020-2024 CIP Amended for SRTS Project.pdf	City of Mahtomedi Capital Improvement Program (CIP).	73 KB
AffordableHousing.pdf	Affordable housing map.	4.0 MB
City of Mahtomedi Letter and Resolution of Support.pdf	City of Mahtomedi letter and resolution of support.	1.3 MB
City of Mahtomedi Snow and Ice Letter.pdf	Snow and Ice Maintenance Letter	386 KB
existing conditions images.pdf	Existing conditions photographs.	853 KB
Mahtomedi Public Schools Letter of Support.pdf	Mahtomedi Public Schools letter of support.	46 KB
Project to RBTN Orientation.pdf	RBTN project location map.	1.9 MB
Project to RBTN Orientation.pdf	RBTN project location map.	1.9 MB
ProjectLocationMap.pdf	Project location map.	3.8 MB
Socio-Economic Conditions.pdf	Socio-economic conditions map.	3.6 MB
Temporary Construction Easement Properties.pdf	Temporary construction easement properties.	59 KB
Warner Road_72nd Street Layouts.pdf	Concept drawing of proposed improvements.	6.8 MB
Warner Road_72nd Street SRTS One-Page Summary.pdf	One-page project summary.	267 KB

FEBRUARY 19, 2020



ADA TRANSITION PLAN  
FOR PEDESTRIAN FACILITIES  
IN THE PUBLIC RIGHT-OF-WAY  
CITY OF MAHTOMEDI

# **1. INTRODUCTION**

## **A. TRANSITION PLAN NEED AND PURPOSE**

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of Mahtomedi must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." [42 USC. Sec. 12132; 28 CFR. Sec. 35.130]

The City of Mahtomedi has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all those facilities are accessible to all individuals.

## **B. ADA AND ITS RELATIONSHIP TO OTHER LAWS**

Title II of ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Acts of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

## **C. AGENCY REQUIREMENTS**

Under Title II, the City of Mahtomedi must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities [28 C.F.R. Sec. 35.150].
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [28 C.F.R. Sec. 35.130 (a)].
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [28 C.F.R. Sec. 35.130(b) (7)].



- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [28 C.F.R. Sec. 35.130(b)(iv) & (d)].
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [29 C.F.R. Sec. 35.160(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35,106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].

**This document has been created to specifically cover accessibility within the public rights of way and does not include information on the City of Mahtomedi's programs, practices, or building facilities not related to public rights of way.**

## **2. SELF-EVALUATION**

### **A. OVERVIEW**

In accordance with Title II of the Americans with Disabilities Act (ADA), the City of Mahtomedi has performed a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation identifies what policies and practices impact accessibility and examines how the City implements these policies. The goal of the self-evaluation is to verify that, in implementing the City's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails and traffic control signals that are located within the City of Mahtomedi public rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

### **B. SUMMARY**

The City of Mahtomedi conducted an inventory of pedestrian facilities within the city-owned public rights of way and paved trails within city-owned parks. Sidewalks, trails, and pedestrian curb ramps along county and state owned public rights of way were also evaluated. The evaluation consisted of the following facilities:

- 9.6 miles of sidewalks/trails
- 167 pedestrian curb ramp locations
- 20 traffic control signal devices at three intersections (Hilton Trail and CSAH 12, Long Lake Road and TH 120, Woodland Drive and TH 120)

A summary of the inventory results on how facilities relate to ADA standards is found in **Appendix A** and will be updated periodically.

### **3. POLICIES AND PRACTICES**

#### **A. PREVIOUS PRACTICES**

Since the adoption of the ADA, the City of Mahtomedi has striven to provide accessible pedestrian features as part of the City's capital improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City updated their procedures to accommodate these methods.

#### **B. POLICY**

The City of Mahtomedi's goal is to continue to provide accessible pedestrian design features as part of the City's capital improvement projects. The City of Mahtomedi has established ADA design standards and procedures as listed in **Appendix E**. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City of Mahtomedi will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City's jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public rights of way will continue to follow the policies set forth by the City of Mahtomedi. All City street reconstruction projects with pedestrian facilities will be designed and constructed in accordance with the most current ADA guidance and design best practices to the maximum extent feasible.

Requests for accessibility improvements can be submitted to the ADA Coordinator. Contact information for the ADA Coordinator is in **Appendix B**.

### **4. IMPROVEMENT SCHEDULE**

#### **A. PRIORITY AREAS**

The City of Mahtomedi has identified areas near public building/facilities, schools, and commercial centers as a priority for planned accessibility improvement projects. Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

#### **B. EXTERNAL AGENCY COORDINATION**

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of Mahtomedi, including Washington County, MnDOT, and Metro Transit. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

#### **C. SCHEDULE**

The City of Mahtomedi has set the following schedule goal for improving the accessibility of its pedestrian facilities within the City's jurisdiction:

- After 20 years, 80 percent of accessibility features within the jurisdiction of City would be ADA compliant.

## **5. ADA COORDINATOR**

The City of Mahtomedi has identified an ADA Title II Coordinator to oversee the City's policies and procedures. Contact information for this individual is in **Appendix B**.

## **6. IMPLEMENTATION SCHEDULE**

The City of Mahtomedi will utilize two methods for upgrading pedestrian facilities to current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. These projects will be incorporated into the Capital Improvement Program (CIP) by the City of Mahtomedi. The City CIP, which includes a detailed schedule and budget for specific improvements, is available on the City's website at <https://www.ci.mahtomedi.mn.us>. For the second method, the City has an annual maintenance budget for sidewalk improvements that will be utilized as appropriate.

## **7. GRIEVANCE PROCEDURE**

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regard to the ADA. A draft of this public notice is provided in **Appendix C**. If users of the City of Mahtomedi facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

The City of Mahtomedi has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in **Appendix C**.

## **8. MONITOR THE PROGRESS**

This document will continue to be updated as conditions within the City evolve. This document will be updated periodically with a future update schedule to be developed at that time. Public outreach will be provided as part of plan updates.

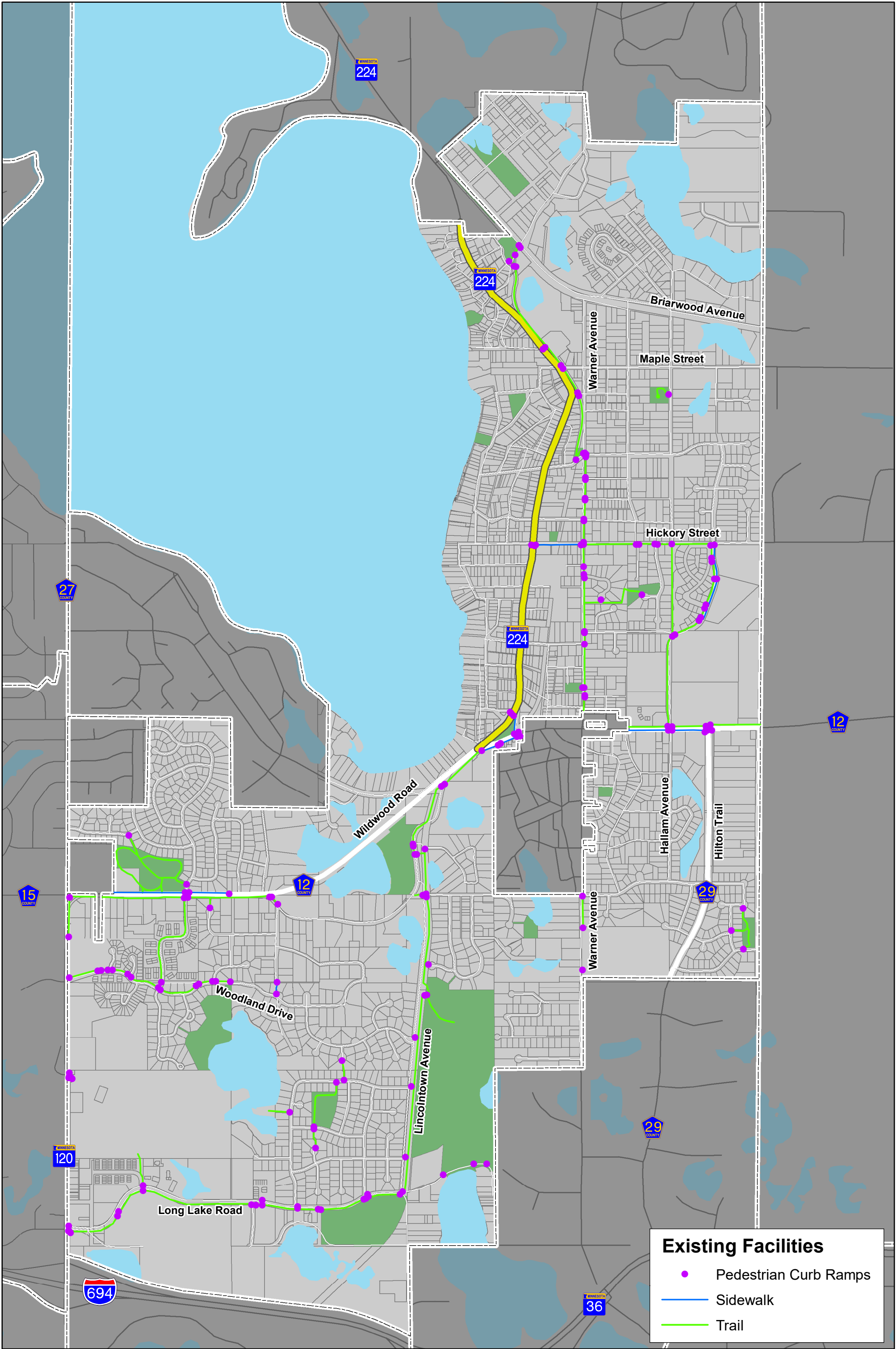
## **APPENDICES**

- A. SELF-EVALUATION RESULTS**
- B. CONTACT INFORMATION**
- C. GRIEVANCE PROCEDURE**
- D. BUDGET INFORMATION**
- E. AGENCY ADA DESIGN STANDARDS AND PROCEDURES**
- F. GLOSSARY OF TERMS**

## **APPENDIX A – SELF-EVALUATION RESULTS**

In February 2020, an inventory of curb ramps, sidewalks, trails, and traffic signals was performed using available imagery and GIS data. A total of 167 curb ramp locations and approximately 9.6 miles of sidewalk and trails were inventoried. Based upon this information, this initial self-evaluation of pedestrian facilities yielded the following results:

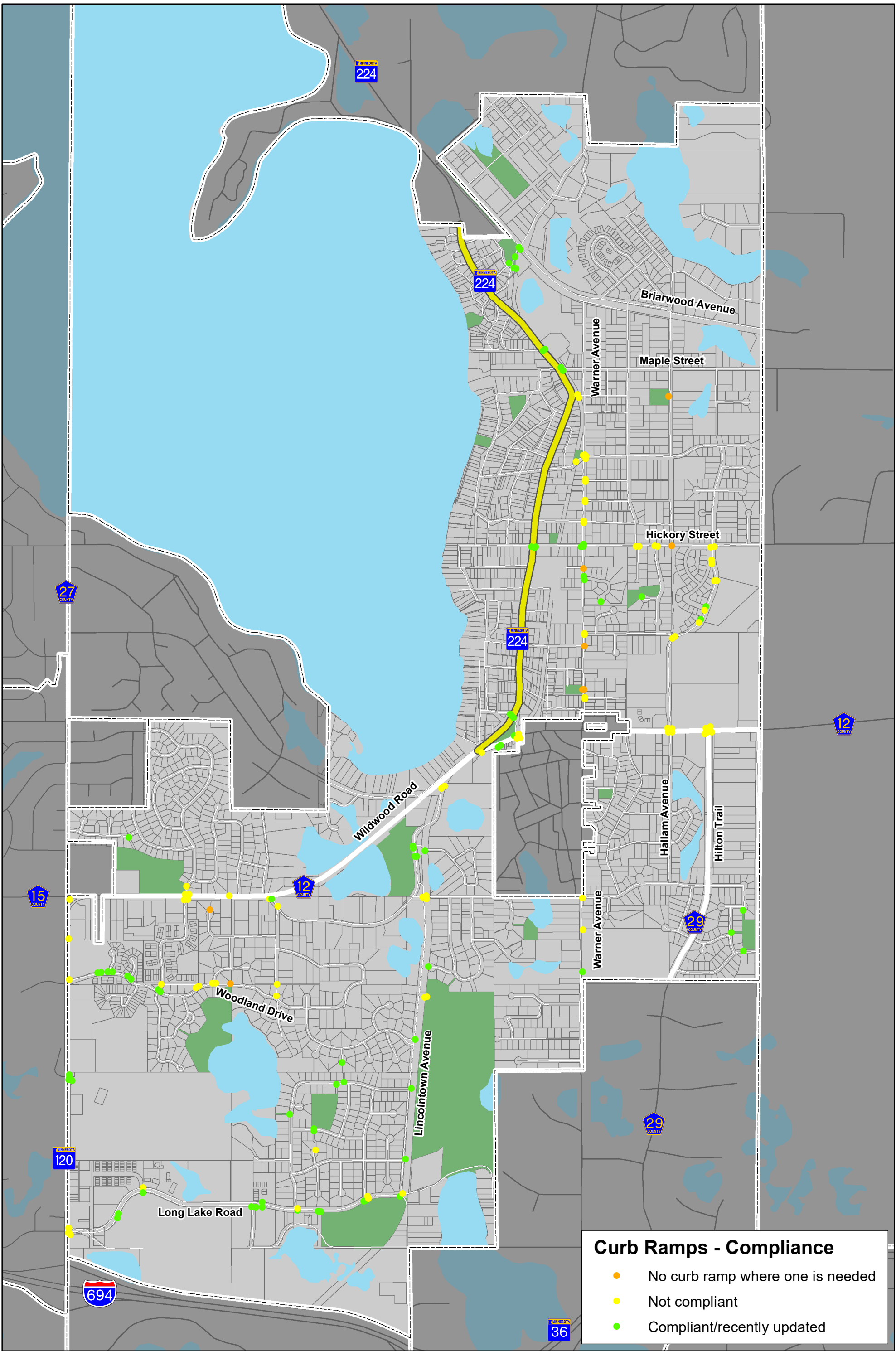
- 67 percent of sidewalks met accessibility criteria
- 74 percent of trails met accessibility criteria
- 45 percent of curb ramps met accessibility criteria
- 5 percent of locations did not have any curb ramps
- 100 percent of traffic control signals had push buttons that are accessible, or had the pedestrian indications on recall
- 20 percent of traffic control signals had Accessible Pedestrian Signal (APS) components



**Existing Facilities**  
ADA TRANSITION PLAN FOR PEDESTRIAN FACILITIES  
IN THE PUBLIC RIGHT-OF-WAY  
CITY OF MAHTOMEDI



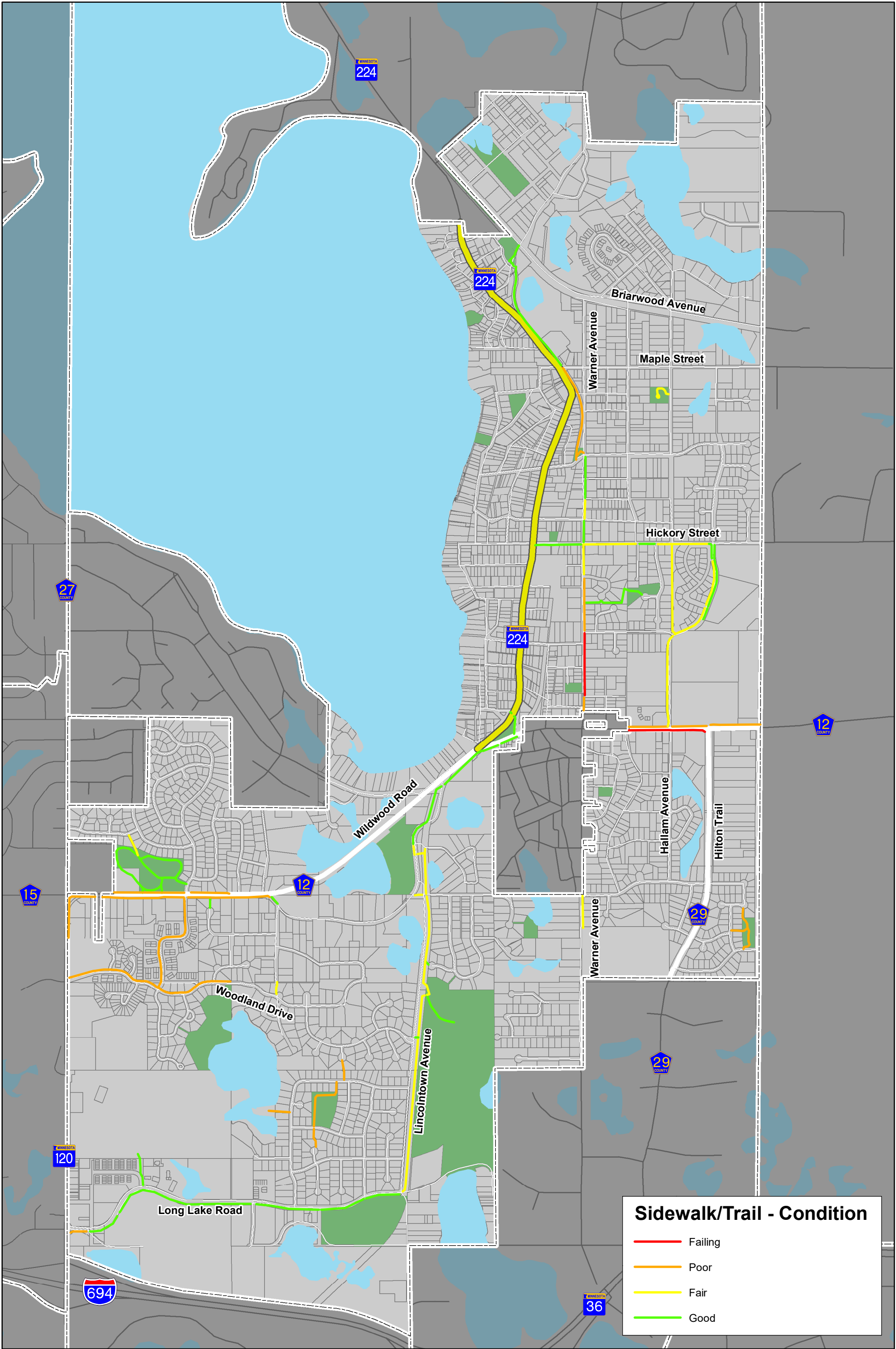




**Inventory Results - Pedestrian Curb Ramps**  
ADA TRANSITION PLAN FOR PEDESTRIAN FACILITIES  
IN THE PUBLIC RIGHT-OF-WAY  
CITY OF MAHTOMEDI

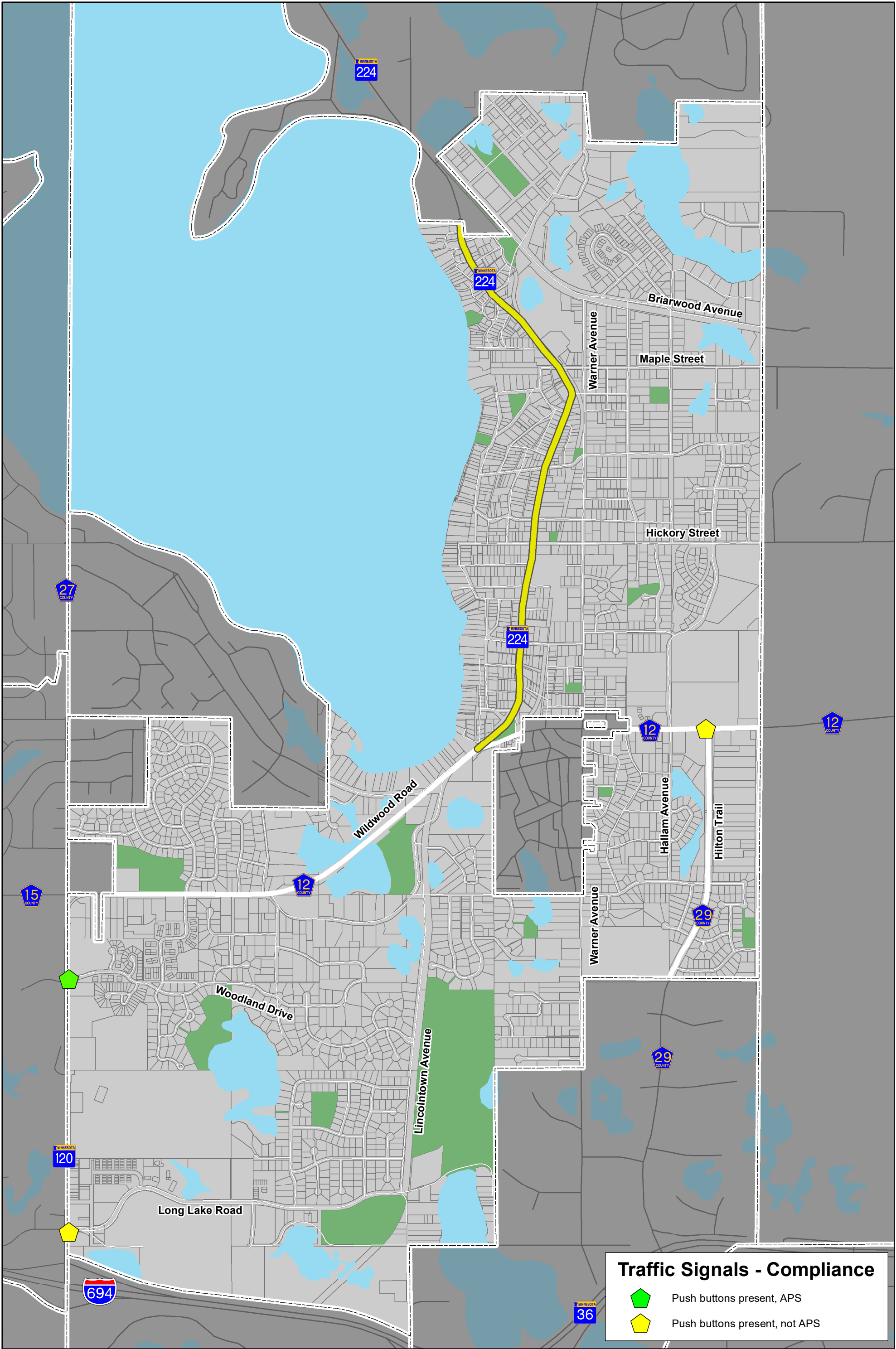






**Inventory Results - Sidewalk and Trail**  
ADA TRANSITION PLAN FOR PEDESTRIAN FACILITIES  
IN THE PUBLIC RIGHT-OF-WAY  
CITY OF MAHTOMEDI





**Inventory Results - Traffic Signals**  
ADA TRANSITION PLAN FOR PEDESTRIAN FACILITIES  
IN THE PUBLIC RIGHT-OF-WAY  
CITY OF MAHTOMEDI



## **APPENDIX B – CONTACT INFORMATION**

### **1. ADA TITLE II COORDINATOR**

Name: Bob Goebel, Public Works Director  
Address: City of Mahtomedi  
600 Stillwater Road  
Mahtomedi, MN 55115  
Phone: 651-773-9730  
E-mail: bgoebel@ci.mahtomedi.mn.us

### **2. PUBLIC RIGHTS OF WAY ADA IMPLEMENTATION COORDINATOR**

Name: Bob Goebel, Public Works Director  
Address: City of Mahtomedi  
600 Stillwater Road  
Mahtomedi, MN 55115  
Phone: 651-773-9730  
E-mail: bgoebel@ci.mahtomedi.mn.us

## **APPENDIX C – GRIEVANCE PROCEDURE**

As part of the ADA requirements the City has posted the following notice outlining its ADA requirements:

### **1. PUBLIC NOTICE**

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, The City of Mahtomedi will not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities.

**Employment:** The City of Mahtomedi does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

**Effective Communication:** The City of Mahtomedi will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

**Modifications to Policies and Procedures:** The City of Mahtomedi will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City of Mahtomedi program, service, or activity, should contact the office of the City's ADA Coordinator, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Mahtomedi to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

The City of Mahtomedi will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.



## **2. CITY OF MAHTOMEDI GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Mahtomedi. The City's Personnel Policy governs employment-related complaints of disability discrimination.

Citizens may contact the ADA Coordinator to discuss ADA issues without filing a formal grievance procedure. The City recognizes that contacting staff informally to discuss ADA issues does not limit a person's ability or right to file a formal grievance at a later date.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

**ADA Coordinator  
Public Works Department  
City of Mahtomedi  
600 Stillwater Road  
Mahtomedi, MN 55115**

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or assigned designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or assigned designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Mahtomedi and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or assigned designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Administrator or assigned designee.

Within 15 calendar days after receipt of the appeal, the City Administrator or assigned designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Administrator or assigned designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or assigned designee, appeals to the City Administrator or assigned designee, and responses from these two offices will be retained by the City of Mahtomedi for at least seven years.

Complaints of Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by

the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice  
Civil Rights Division  
950 Pennsylvania Avenue, N.W.  
Disability Rights Section - NYAV  
Washington, D.C. 20530  
[www.ada.gov](http://www.ada.gov)  
(800) 514-0301 (voice – toll free)  
(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

**City of Mahtomedi**

**Title II of the Americans with Disabilities Act  
Section 504 of the Rehabilitation Act of 1973  
Discrimination Complaint Form**

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the address on page 3.

Complainant: \_\_\_\_\_

Address: \_\_\_\_\_

City, State and Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Home: \_\_\_\_\_

Business: \_\_\_\_\_

Person Discriminated Against (if other than the complainant): \_\_\_\_\_

Address: \_\_\_\_\_

City, State, and Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_ Home: \_\_\_\_\_ Business: \_\_\_\_\_

**Government, or organization, or institution which you believe has discriminated**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

County: \_\_\_\_\_

City, State and Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

When did the discrimination occur? \_\_\_\_\_ Date: \_\_\_\_\_

Describe the acts of discrimination providing the name(s) where possible of the individuals who discriminated (use space on page 3 if necessary):

Have efforts been made to resolve this complaint through the internal grievance procedure of the government, organization, or institution?

Yes \_\_\_\_\_ No \_\_\_\_\_

If yes: what is the status of the grievance?

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes \_\_\_\_\_ No \_\_\_\_\_

If yes:

Agency or Court: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, and Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Date Filed: \_\_\_\_\_



Do you intend to file with another agency or court?

Yes \_\_\_\_\_ No \_\_\_\_\_

Agency or Court: \_\_\_\_\_

Address: \_\_\_\_\_

City, State and Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

**Additional space for answers:**

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**Return to:**

**ADA Coordinator  
Public Works Department  
City of Mahtomedi  
600 Stillwater Road  
Mahtomedi, MN 55115**

## **APPENDIX D – BUDGET INFORMATION**

### **1. UNIT PRICES**

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2020 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project.

Intersection corner ADA improvement retrofit: +/- \$4,000 per corner

Intersection corner ADA improvement as part of adjacent capital project: +/- \$1,500 per corner

Traffic control signal APS upgrade retrofit: +/- \$ 15,000

Traffic control signal APS upgrade as part of full traffic control signal installation: +/- \$10,000

Sidewalk ADA improvement retrofit: +/- \$7.00 per SF

Trail ADA improvement retrofit: +/- \$4.00 per SF

### **2. ESTIMATED COSTS**

Based on the results of the self-evaluation, the estimated costs associated with providing ADA accessibility for facilities within the City public rights of way is approximately \$637,800. This is a significant amount that the City of Mahtomedi is committed to making in the upcoming years. A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of Mahtomedi budget for improvements to the public rights of way. Additional City contributions may be required as part of county or state roadway improvements based on cost participation policies as facilities are upgraded consistent with their respective ADA Transition Plan goals and objectives.

The City CIP, which includes a detailed schedule and budget for specific improvements, is available on the City's website at <https://www.ci.mahtomedi.mn.us>.

	<b>Replace</b>	<b>Unit Cost</b>	<b>Subtotal</b>	<b>Total</b>
<b>Sidewalk</b>	697 SF	\$7.00/SF	\$4,879	\$637,807
<b>Trail</b>	50,232 SF	\$4.00/SF	\$200,928	
<b>Curb Ramps</b>	63 Each	\$4,000.00/Each	\$252,000.00	
<b>Signals</b>	12 Each	\$15,000.00/Each	\$180,000.00	

## **APPENDIX E – AGENCY ADA DESIGN STANDARDS AND PROCEDURES**

### **1. DESIGN PROCEDURES**

#### ***Intersection Corners***

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

#### ***Sidewalks / Trails***

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

#### ***Traffic Control Signals***

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City staff.

#### ***Other policies, practices and programs***

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

### **2. DESIGN STANDARDS**

The City of Mahtomedi has PROWAG, as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard. Refer to MnDOT Accessibility Design Guidance for current standards on the MnDOT website at: <http://www.dot.state.mn.us/ada/design.html>.

## **APPENDIX F – GLOSSARY OF TERMS**

**ABA:** See Architectural Barriers Act.

**ADA:** See Americans with Disabilities Act.

**ADA Transition Plan:** Agency's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the capital improvement program, and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

**ADAAG:** See Americans with Disabilities Act Accessibility Guidelines.

**Accessible:** A facility that provides access to people with disabilities using the design requirements of the ADA.

**Accessible Pedestrian Signal (APS):** A device that communicates information about the WALK phase in audible and vibrotactile formats.

**Alteration:** A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

**Americans with Disabilities Act (ADA):** The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

**Americans with Disabilities Act Accessibility Guidelines (ADAAG):** contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

**APS:** See Accessible Pedestrian Signal.

**Architectural Barriers Act (ABA):** Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

**Capital Improvement Program (CIP):** The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the city's transportation system.

**Detectable Warning:** A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

**DOJ:** See United States Department of Justice.

**Federal Highway Administration (FHWA):** A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

**FHWA:** See Federal Highway Administration.

**Pedestrian Access Route (PAR):** A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

**Pedestrian Circulation Route (PCR):** A prepared exterior or interior way of passage provided for pedestrian travel.

**PROWAG:** An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

**Rights of Way:** A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

**Section 504:** The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

**Uniform Accessibility Standards (UFAS):** Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

**United States Access Board:** An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

**United States Department of Justice (DOJ):** The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

A blue-tinted photograph of a large group of students walking along a sidewalk towards school. Many students are wearing backpacks. In the background, there are parked cars and school buses.

MAHTOMEDI, MINNESOTA

# SAFE ROUTES to SCHOOL

A plan to make walking and biking  
to school a safe, fun activity.

Wildwood Elementary School, O.H. Anderson Elementary School  
& Mahtomedi Middle School  
December 2015  
Updated August 2016

# Acknowledgments

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The following key people participated in the Safe Routes to School (SRTS) plan efforts for this Safe Routes to School Plan. Their creativity, energy, and commitment were critical to the success of this effort.

Dave Cowan, MnDOT  
Danielle Erickson, Washington County Sheriff's Office  
Patricia Galligher, Washington County Public Health  
Bob Goebel, City of Mahtomedi  
Dorian Grilley, Community Member and Advocate  
Paul Hoff, Mahtomedi Area Green Initiative  
Stephanie Kovarik, Lakeview Health/Power Up  
Dr. Mark Larson, Mahtomedi Public Schools Superintendent  
Megan McMahon, Mahtomedi Public Schools Nurse  
Barb Parent, Mayor of Willernie  
Ann Pung-Terwedo, Washington County  
Steve Wolgamot, Community Member  
Dr. Cathy Wyland, Mahtomedi Community Education Director

This plan was prepared by:



# Introduction + Context

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## Introduction to Safe Routes to School

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

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

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

## Context

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

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

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

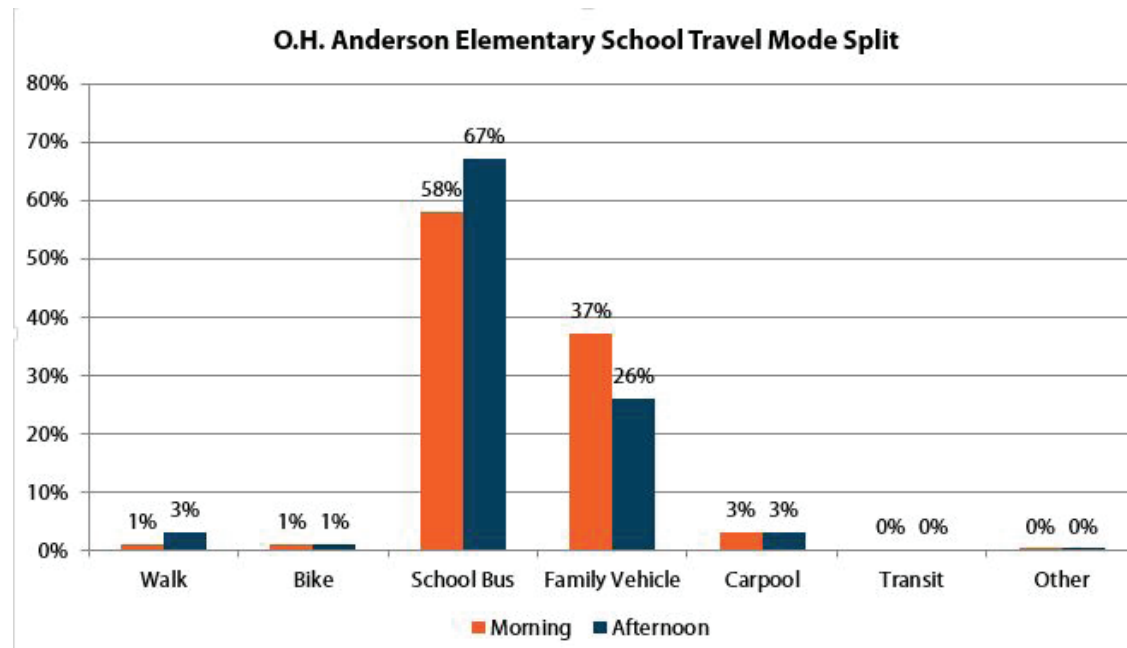


# Introduction + Context

## Hand Tallies

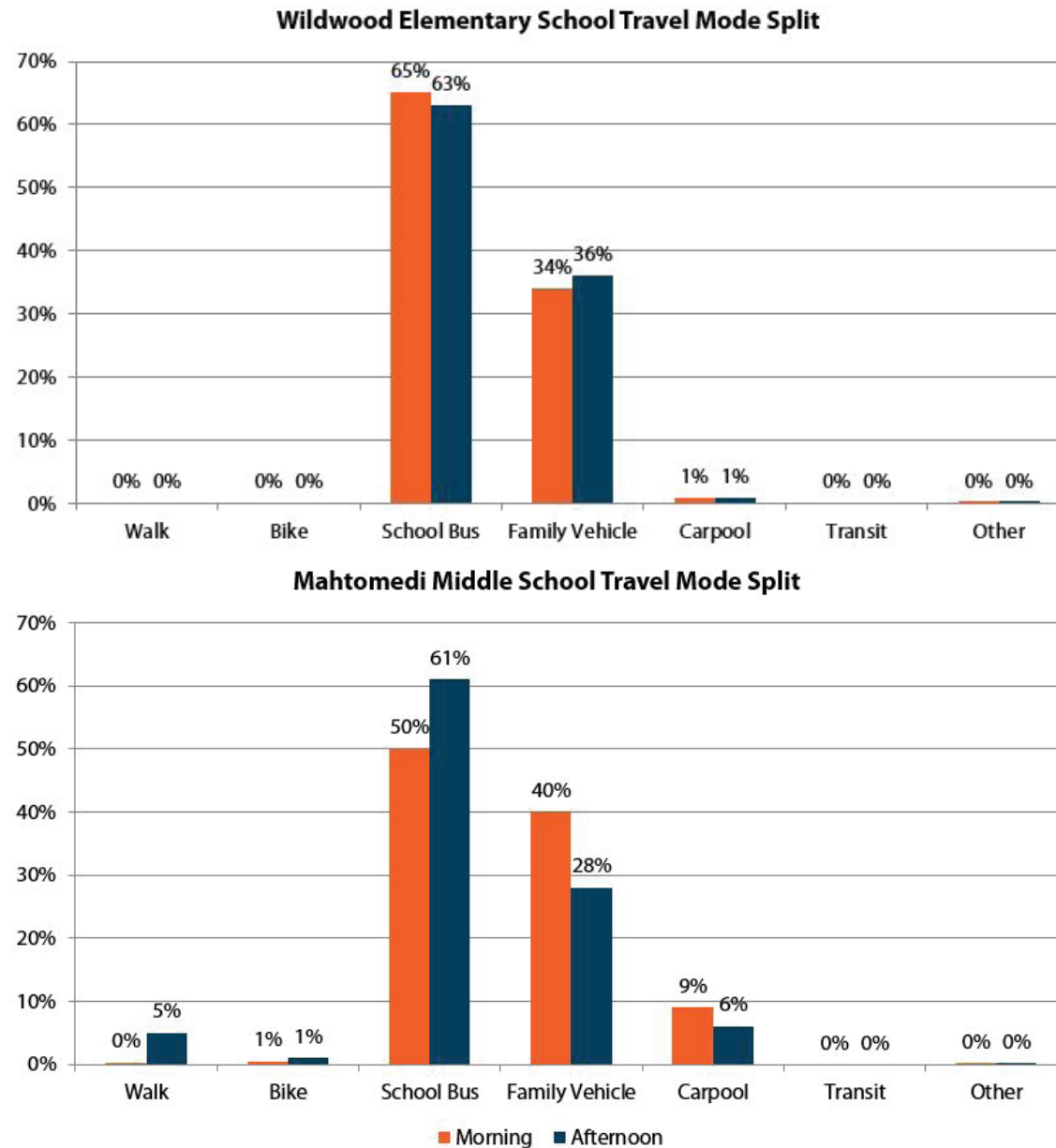
In-classroom tallies of students' arrival and departure travel modes were conducted at O.H. Anderson Elementary, Wildwood Elementary and Mahtomedi Middle School over three days in November 2015\*. The total trips tallied included:

- 1,431 morning trips and 1,401 afternoon trips at O.H. Anderson Elementary School
- 1,126 morning trips and 1,080 afternoon trips at Wildwood Elementary School
- 1,456 morning trips and 1,406 afternoon trips at Mahtomedi Middle School



\*See Appendix for updated student hand tally results from Spring 2016.

# Introduction + Context



# Crash Maps + Safety Needs

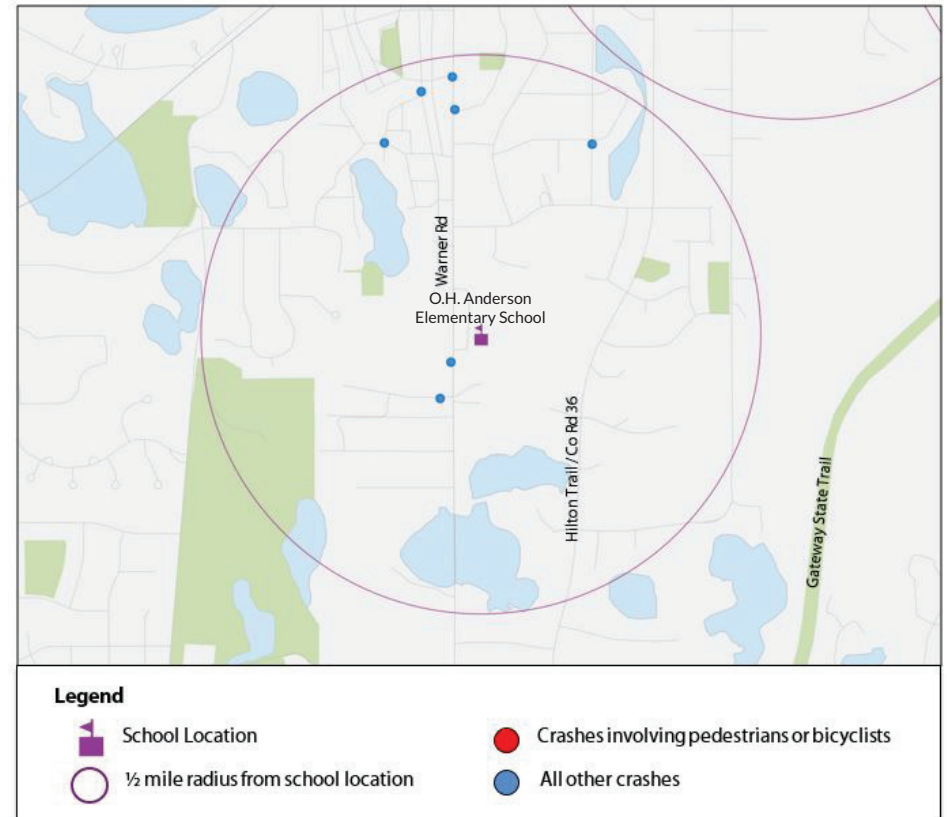
## Crash Maps

An assessment of collisions surrounding the campuses of O.H. Anderson Elementary School, Wildwood Elementary School and Mahtomedi Middle School was completed using Minnesota Department of Transportation (MnDOT) crash data from 2004 - 2013.

A primary objective in analyzing this data is to identify crash patterns and particular locations or corridors that have been unsafe for pedestrians and bicyclists over a period of time.

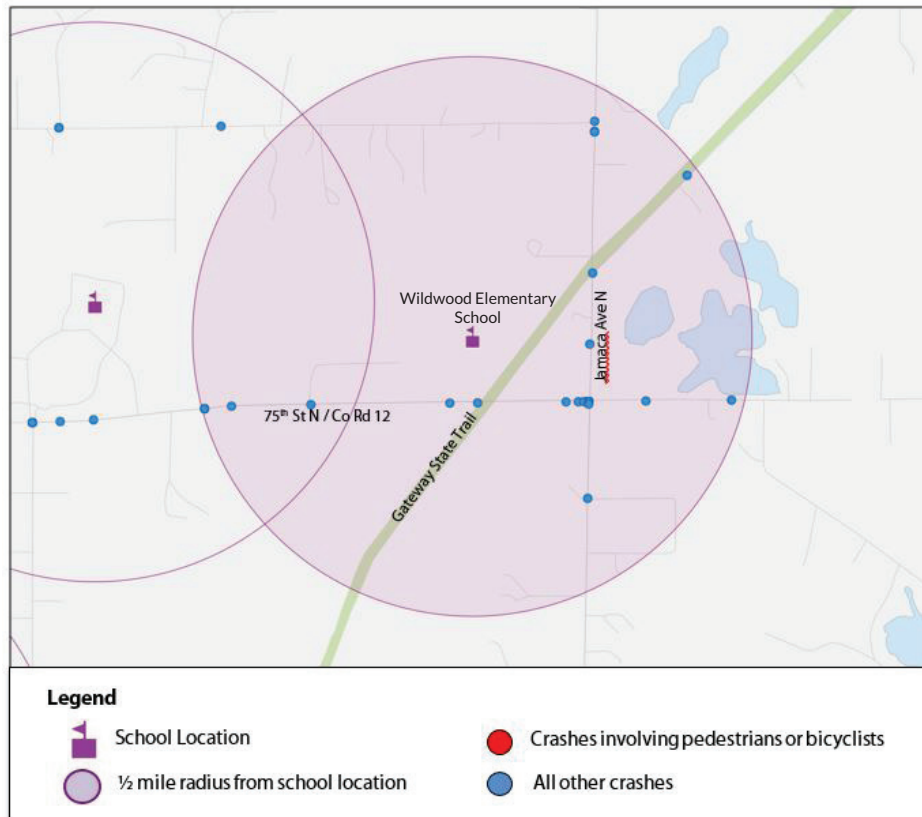
### O.H. Anderson Elementary School

Data from 2004 - 2013 reported a total of 7 collisions within ½ mile of O.H. Anderson Elementary School. None of the collisions involved a pedestrian or bicyclist.



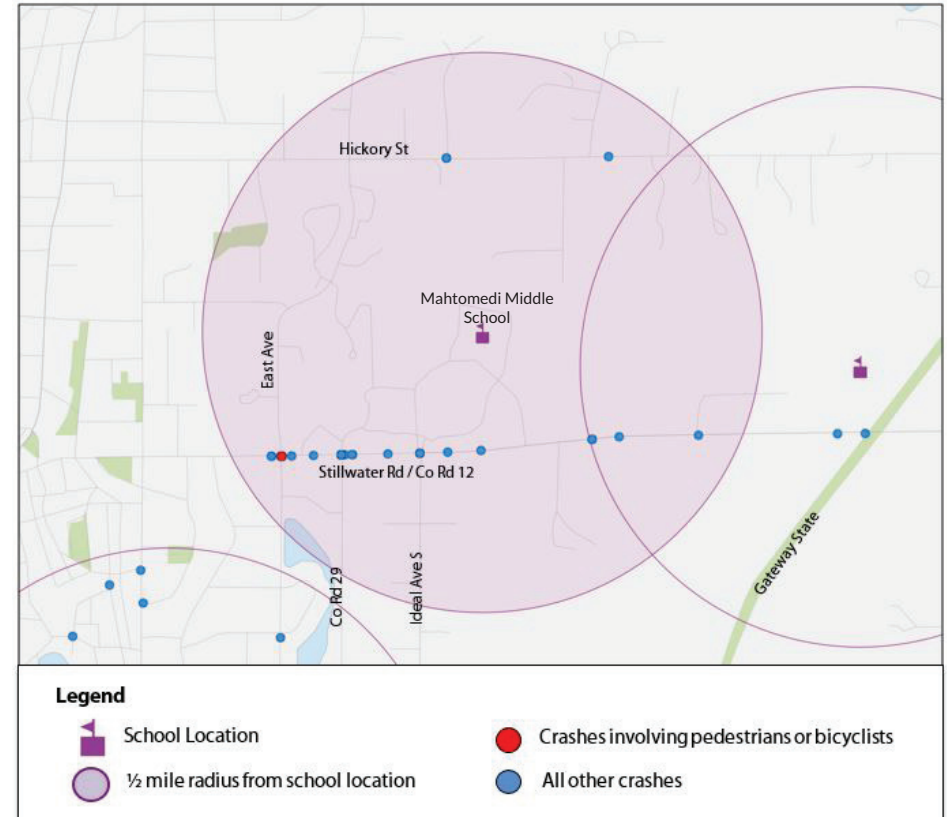
## Wildwood Elementary School

Data from 2004 – 2013 reported a total of 40 collisions within ½ mile of Wildwood Elementary School. None of these collisions involved a pedestrian or bicyclist.



## Mahtomedi Middle School

Data from 2004 – 2013 reported a total of 62 collisions within ½ mile of Mahtomedi Middle School. Of these collisions, one involved a pedestrian and one involved a bicyclist, both of whom were under the age of 18. Both collisions occurred at the intersection of Stillwater Road and East Avenue.





# Process

## Existing Conditions

Mahtomedi School District includes four public schools which serve students in Mahtomedi and surrounding townships through an open enrollment program.

Mahtomedi Public Schools include:

- Wildwood Elementary School (K-2)
- O.H. Anderson Elementary School (3-5)
- Mahtomedi Middle School (6-8)
- Mahtomedi High School (9-12)

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

Wildwood Elementary School and Mahtomedi Middle School are both located north of Stillwater Road. Mahtomedi Middle School shares a campus with Mahtomedi High School. Athletic fields are located between the upper schools and Wildwood Elementary School. An internal circulation network connects the high school and middle school to athletic field parking lots and to Wildwood Elementary School. Inter-campus sidewalk and trail connections are limited.

O.H. Anderson Elementary School is located along Warner Road south of 72nd Street North in south-central Mahtomedi. The township of Willernie is located a block northwest of the school, primarily on the west side of Warner Road.



*Many students were observed walking and bicycling home from school after dismissal at O.H. Anderson Elementary.*



*Students at O.H. Anderson Elementary attempt to cross Warner Road after school dismissal. There are no sidewalks or crosswalks on the south end of the school.*



# Process

## Existing Conditions



A teacher volunteers as a crossing guard at O.H. Anderson Elementary at the south end of the school on Warner Road.



Dozens of students walk along a sidewalk after dismissal at Mahtomedi Middle School.



Wildwood Elementary, Mahtomedi Middle and Mahtomedi High School are adjacent to County Road 12, a high speed arterial with a path/shoulder for walking and biking.



A few bikes were observed at the bike racks at Mahtomedi Middle School.



# Process

## Charrette Process

In October 2015, the consultant team convened with the community SRTS team to conduct a highly-participatory, two-day planning and design charrette. A charrette is a multi-day collaborative workshop during which a wide range of stakeholders work together to resolve conflicts, identify opportunities, and map solutions. Charrettes harness the perspectives, experiences, and expertise of all interested parties to develop a vision and support system for transformative and feasible change in the community.

The first day of the charrette included an intensive four-hour morning session which included a Safe Routes to School overview and inventory of existing conditions and programming resources. The afternoon session focused on place-based learnings including site visits of Wildwood Elementary School and Mahtomedi Middle School, and dismissal observation at O.H. Anderson Elementary School. In addition, the team met with a 5th grade class to learn first-hand from students about the experiences, challenges, and opportunities they face when walking or biking to school.

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



*Fifth grade students from O.H. Anderson provided valuable feedback on their current transportation habits and potential routes.*



*At O.H. Anderson, the consultant team and the stakeholder committee interacted with students to identify opportunities and challenges in Mahtomedi.*

# Process

## Lessons Learned

### Challenges identified by the project team include:

- Several wide, high-speed arterial roadways create barriers for school children, including Stillwater Road/County Road 12, Hilton Trail and Highway 244.
- Many roadways lack sidewalks or safe places for students to walk or bike.

### Existing programs, assets and opportunities include:

- 33% of students at Mahtomedi Middle School and 45% of students at O.H. Anderson live within two miles of the school (a 10 minute bike ride).
- The Mahtomedi area is home to a strong academic program. Emphasizing the academic and health benefits of walking and biking to school could help get parents and other partners on board with SRTS programs and infrastructure improvements.
- Previous and ongoing programs that can be built upon or reinstated include: community bike roundup, bicycle rodeo, formalize remote drop-off, expand Walk! Bike! Fun! teacher training and expand the O.H. Anderson student valet program.
- Several partnerships are already in place and could be leveraged to expand existing programs, reinstate previous programs, and implement new ones. Potential partners include: Student Wellness Council, EcoClub, Parent Teacher Organization, PowerUp, Mahtomedi Area Education Foundation (MAEF), Mahtomedi Area Green Initiative (MAGI), Washington County SHIP, BikeMN, and the Minnesota High School Cycling League.



*Maps of the three school areas were used to identify existing walking and biking routes, as well as potential locations for infrastructure improvements.*



*The stakeholder committee included local leaders and residents, school district employees, county planners and public health staff.*



# Infrastructure Recommendations

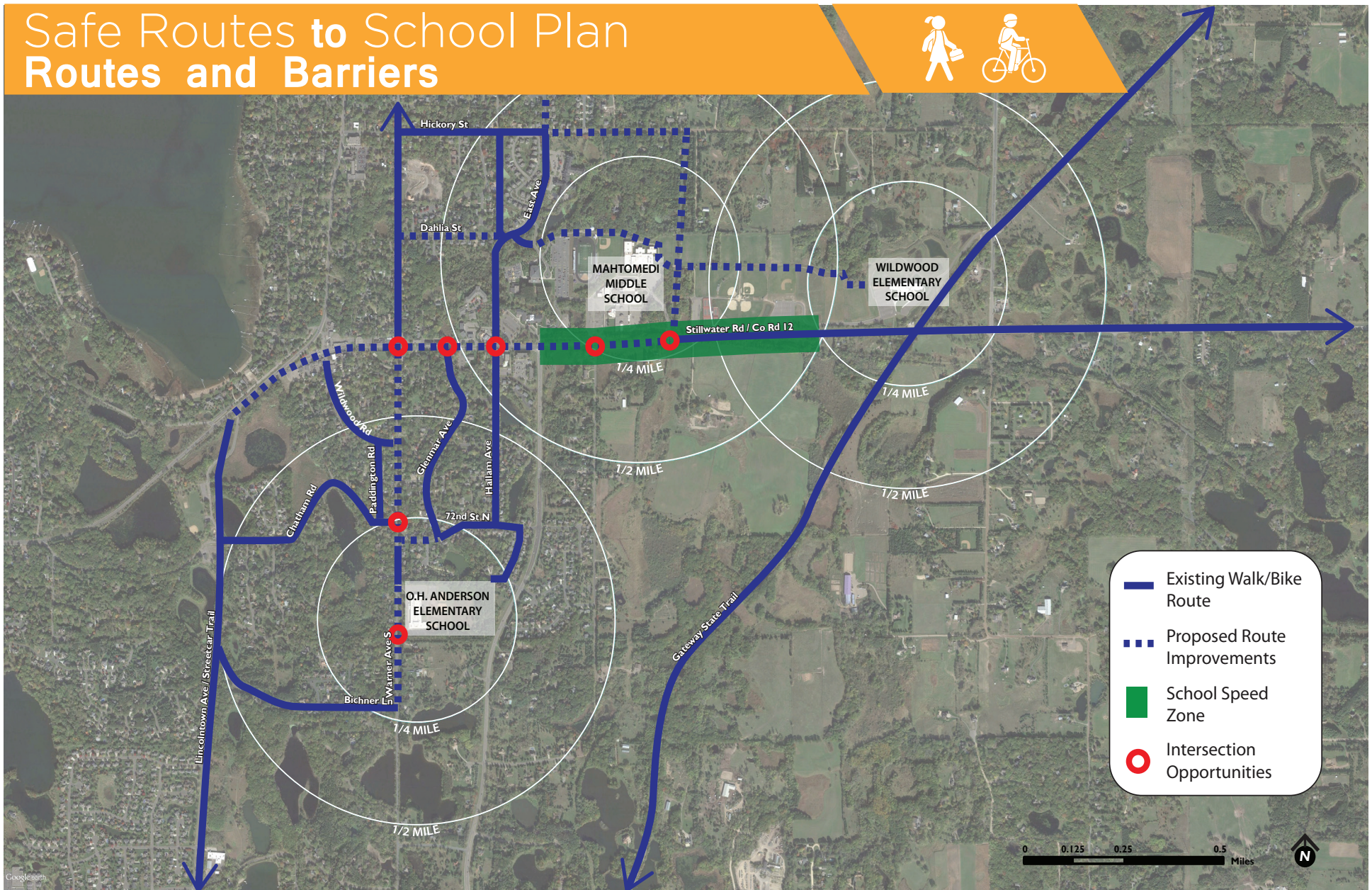
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## Infrastructure Issues + Recommendations

The initial field review and subsequent meetings yielded specific recommendations to address the key identified barriers to walking and bicycling at O.H. Anderson Elementary, Wildwood Elementary and Mahtomedi Middle Schools. This plan does not represent a comprehensive list of every project that could improve conditions for walking and cycling in the neighborhood, but rather the key conflict points and highest priority infrastructure improvements to improve walking and cycling access to the school.

The “Routes and Barriers” Map on the following page illustrates potential areas for infrastructure improvements around the three schools.

# Safe Routes to School Plan Routes and Barriers





# Infrastructure Recommendations

## Stillwater Road & Glenmar Avenue



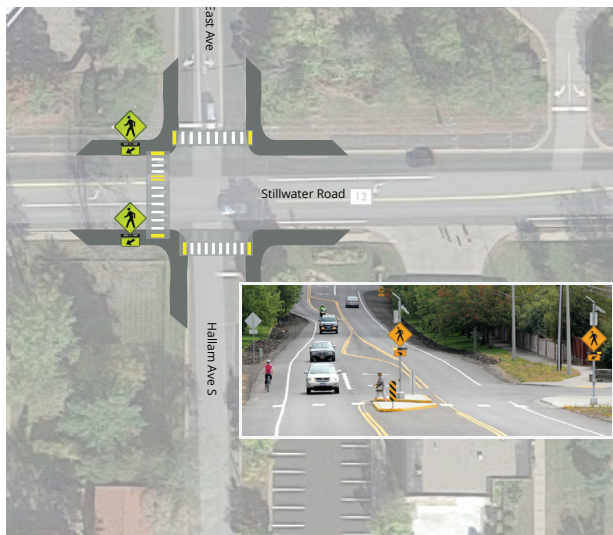
Add curb extensions to reduce crossing distance across Stillwater Road at Glenmar Avenue. Replace existing crosswalk with a high visibility crosswalk and a median refuge island to create a safer and more comfortable crossing. Add Rectangular Rapid Flash Beacons.

## Warner Road at Warwick Lane & School Entrance



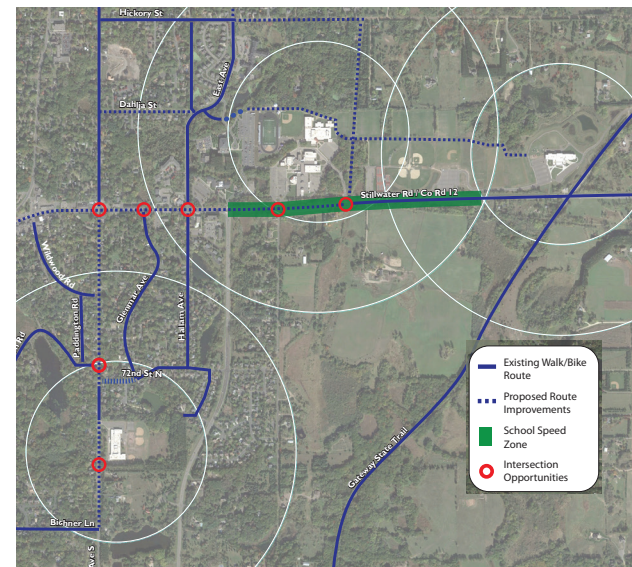
Install raised crosswalks on Warner Road at Warwick Lane and at the entrance to O.H. Anderson Elementary School. Install sidewalks on 72nd Ave, from Warner Road to Glenmar Avenue. Install sidewalks on Warner Road from the southern school entrance to Puma Lane.

## Stillwater Road & Hallam Avenue South



Install an enhanced crosswalk with a median safety island and Rectangular Rapid Flash Beacons across Stillwater Road at Hallam Ave S. Install crosswalk across both legs of Hallam Ave S. Reduce corner radii on all 4 corners to reduce crossing distance and reduce vehicle turning speeds.

## Stillwater Road from Hwy 244 to Jamaca Ave



Coordinate with Washington County's upcoming capital road improvement plan for Stillwater Road from Hwy 244 to Jamaca Ave. Spot fixes along corridor may include reducing crossing distances across school driveways, curb extensions, median safety islands, marked crosswalks and Rectangular Rapid Flash Beacons.



# Infrastructure Recommendations

## Stillwater Road School Speed Zone



Consider establishing a school speed limit within the school zone of Wildwood Elementary School and Mahtomedi Middle School. A flashing beacon with the supplemental plaque WHEN FLASHING is an appropriate treatment for the school speed limit. Coordinate with upcoming Stillwater Road capital plan speed study.

## Bike Parking



Install additional bike parking facilities, conveniently located near the front doors, at O.H. Anderson, Wildwood Elementary and Mahtomedi Middle Schools.

## Warner Road Advisory Bike Lane



Install advisory walk/bike lanes on Warner Road near O.H. Anderson Elementary School. Advisory lanes are created by removing the road centerline and painting dashed white lines on each side of the street. The advisory lanes prioritize space for walking and biking, but also allow motor vehicles to use the space when passing.

# Program Recommendations

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

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

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

## Bicycle Rodeos



Bicycle rodeos are events that offer bicycle skills and safety stations for youth (and sometimes parents). Hosted at least once per school year, bicycle rodeos teach students basic bicycle riding skills and help students understand how to ride safely to school. Past bicycle rodeo initiatives can be expanded by increasing the number of events per year and age range of participants.

## Idling Reduction Campaign



Car exhaust not only pollutes, but it also disproportionately affects the health of exposed children. An anti-idling campaign encourages parents and bus drivers to spare the air by turning off their engines when waiting for student dismissal. The campaign can include street signs, a “marketing” campaign led by students, and informational materials for parents. The campaign would likely take place during pick-up/drop-off or outside of school.

## School SRTS Communications

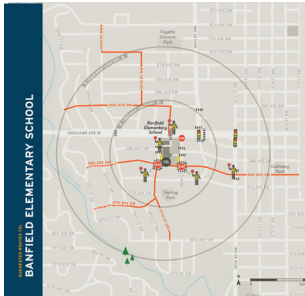


School communications—sent at key points during the year—can provide the tools, resources, and support needed to familiarize students and parents with SRTS. Topics could include starting a walking school bus, carpool matching, launching a safety campaign, how to be a responsible driver, or organizing an event such as Walk and Bike to School Day. A recommended overarching theme for Mahtomedi is educating adults on the link between SRTS and academic performance and increased student concentration.



# Program Recommendations

## Walk/Bike to School Route Maps



Route to School maps show stop signs, signals, crosswalks, sidewalks, paths/trails, crossing guard locations (if applicable), and hazardous locations around a school. These can be used by families to identify the best way to walk or bike to school. A well-defined route should provide the greatest physical separation between walking students and traffic, expose students to the lowest traffic speeds, and use the fewest and safest roadway crossings.

## Walk! Bike! Fun! Skills & Safety Training



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

## Walk & Bike to School Day



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

## Drop & Walk



This program is designed to encourage families to park several blocks (or an equivalent distance) from school and walk the rest of the way to school. Not all students are able to walk or bike the whole distance to school; they may live too far away or their route may include hazardous traffic situations. This program allows students who are unable to walk or bike to school a chance to participate in Safe Routes to School programs. It also helps reduce traffic congestion at the school.

## Walking School Bus



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

## Bike Trains



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

# Program Recommendations

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## School & Community Safety Campaign



A school or community-wide safety campaign is used to encourage safe travel behaviors around schools for all modes. Campaigns can include posters, fliers, website updates and in-classroom announcements.

## Student Patrols



School safety patrols are trained student volunteers responsible for enforcing drop-off and pick-up procedures and assisting with street or driveway crossings. They do not stop vehicular traffic, but rather look for openings and then direct students to cross. Student safety patrols increase safety for students walking and biking to and from school.

# Implementation

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

## Year One

The programs identify first-year steps for implementation and will require the leading organization to take some immediate actions to make progress and follow this timeline. Programs were selected based on existing capacity and interest identified during the planning process. Most education, encouragement and enforcement programs will be ongoing and, once started, can be integrated into school programs year after year.

## Future Actions

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



# Implementation

## Programs to Implement in Mahtomedi

Type	Program	Potential Lead(s)	Key Partners	School(s)	Implementation Timeline
Education	Bicycle Rodeo	PowerUp	PTO; Law Enforcement	Wildwood & O.H. Anderson	Year 1: Continue existing program at Wildwood; assess existing program capacity and plan for expansion Years 2-5: Expand number of events and student reach
Education	Idling Reduction Campaign	Student Group (e.g. Wellness Committee, Student Leadership Committee)	SHIP; PTO; School Administration, Teachers & Staff	O.H. Anderson	Year 1: Identify student group to lead effort; provide resources to educate around the issue Years 2-5: Implement the campaign
Education	School SRTS Communications	School Administration	PTO; SHIP; PowerUp	Wildwood, O.H. Anderson & Mahtomedi Middle School	Year 1: Collect information linking SRTS and academic performance; decide on other key talking points around other SRTS programs Years 2-5: Provide regular and targeted communications through varied methods
Education	Walk/Bike to School Route Maps	School District	Cities of Mahtomedi & Willernie; PTO; PowerUp	Wildwood, O.H. Anderson & Mahtomedi Middle School	Years 1: Plan for routes Years 2-5: Implement maps; update as new infrastructure is installed
Education	Walk! Bike! Fun! Skills & Safety Training	School District; Teachers & Staff	SHIP; PowerUp; BikeMN	Wildwood, O.H. Anderson & Mahtomedi Middle School	Year 1: Identify how to integrate into school curriculum; identify additional material needs Years 2-5: Implement training

# Implementation

## Programs to Implement in Mahtomedi (continued)

Type	Program	Potential Lead(s)	Key Partners	School(s)	Implementation Timeline
Encouragement	Walk & Bike to School Day	School Administration	Local Volunteers; Teachers/Staff; PTO; SHIP; PowerUp; Law Enforcement	Wildwood, O.H. Anderson & Mahtomedi Middle School	Year 1: Plan for Walk to School Day in October Year 2-5: Expand program to including biking with annual events in the fall and spring
Encouragement	Drop & Walk	School Administration; PTO	Local Volunteers; SHIP; PowerUp	Wildwood	Year 1: Plan for a pilot/test event Years 2-5: Test the program at Wildwood; utilize new infrastructure to support the program; increase frequency and potentially expand to other schools
Encouragement	Walking School Bus & Bike Trains	School Administration; PTO	PTO; Local Volunteers; PowerUp	O.H. Anderson & Mahtomedi Middle School	Year 1: Identify groups of students that already walk or bike together Years 2-5: Work with older students, parents and local volunteers/residents to establish regular routes
Enforcement	School & Community Safety Campaign	Cities of Mahtomedi & Willernie	Law Enforcement; Local Volunteers; PTO; PowerUp	Wildwood, O.H. Anderson & Mahtomedi Middle School	Year 1: Collect/develop SRTS campaign materials and modify to reflect the messaging goals of Mahtomedi and Willernie Years 2-5: Implement the campaign
Enforcement	Student Patrols	School Administration	Teachers & Staff; Student Groups	O.H. Anderson	Year 1: Coordinate with staff and work with students to establish program; consider using patrols at the on-site crosswalk at the bus driveway Years 2-5: Implement the on-site program

# Implementation

## Infrastructure Action Plan

Location	Recommendation	Anticipated Outcome	Potential Lead	Priority
Stillwater Road at Glenmar Ave	Add curb extensions to reduce crossing distance across Stillwater Road at Glenmar Avenue. Replace existing crosswalk with a high visibility crosswalk and a median refuge island to create a safer and more comfortable crossing. Add Rectangular Rapid Flash Beacons.	Increased pedestrian comfort and visibility. Decreased pedestrian delay.	Washington County	High Priority
Stillwater Road at Hallam Ave S	Install an enhanced crosswalk with a median safety island and Rectangular Rapid Flash Beacons across Stillwater Road at Hallam Ave S. Install crosswalk across both legs of Hallam Ave S. Reduce corner radii on all 4 corners to reduce crossing distance and reduce vehicle turning speeds.	Increased pedestrian comfort and visibility. Decreased pedestrian delay.	Washington County	High Priority
Warner Rd at Warwick Lane and School Entrance	Install raised crosswalks on Warner Road at Warwick Lane and at the entrance to O.H. Anderson Elementary School.	Increased pedestrian comfort and visibility, particularly for students.	City of Mahtomedi, City of Willernie	High Priority
72nd Ave and Warner Road	Install sidewalks on 72nd Ave, from Warner Road to Glenmar Avenue. Install sidewalks on Warner Road from the southern entrance to O.H. Anderson Elementary School to Puma Lane.	Dedicated place for students to bike/walk, increased pedestrian comfort and visibility, particularly for students.	City of Mahtomedi, City of Willernie	High Priority
Stillwater Road from Hilton Trail to Wildwood Elementary School	Consider establishing a school speed limit within the school zone of Wildwood Elementary School and Mahtomedi Middle School. A flashing beacon with the supplemental plaque WHEN FLASHING is an appropriate treatment for the school speed limit.	Decreased motor vehicle speeds when students are present, creating a safer environment for all roadway users.	Washington County	Medium Priority
Warner Road	Install advisory walk/bike lanes on Warner Road near O.H. Anderson Elementary School. Advisory lanes are created by removing the road centerline and painting dashed white lines on each side of the street. The advisory lanes prioritize space for walking and biking, but also allow motor vehicles to use the space when passing.	Increased awareness of students walking and biking, slower vehicle speeds and increased cyclist/pedestrian comfort.	City of Mahtomedi, City of Willernie	Medium Priority

# Get Involved!

---

PLAN your walking or biking route with your student.

FORM a walking school bus or bike train.

BE a good role model by practicing good walking and biking behaviors.

WATCH for students and RESPECT THE ZONE when driving. Slow down in school zones. The safe speed may be less than 20 miles per hour.

SHOW that you support safe walking and bicycling and VOLUNTEER! If you would like to get involved contact your school principal.



## Appendix : Updated Student Hand Tallies

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

**School Name:** Oh Anderson Elementary School

**Set ID:** 20786

**School Group:** Mahtomedi

**Month and Year Collected:** May 2016

**School Enrollment:** 0

**Date Report Generated:** 10/20/2016

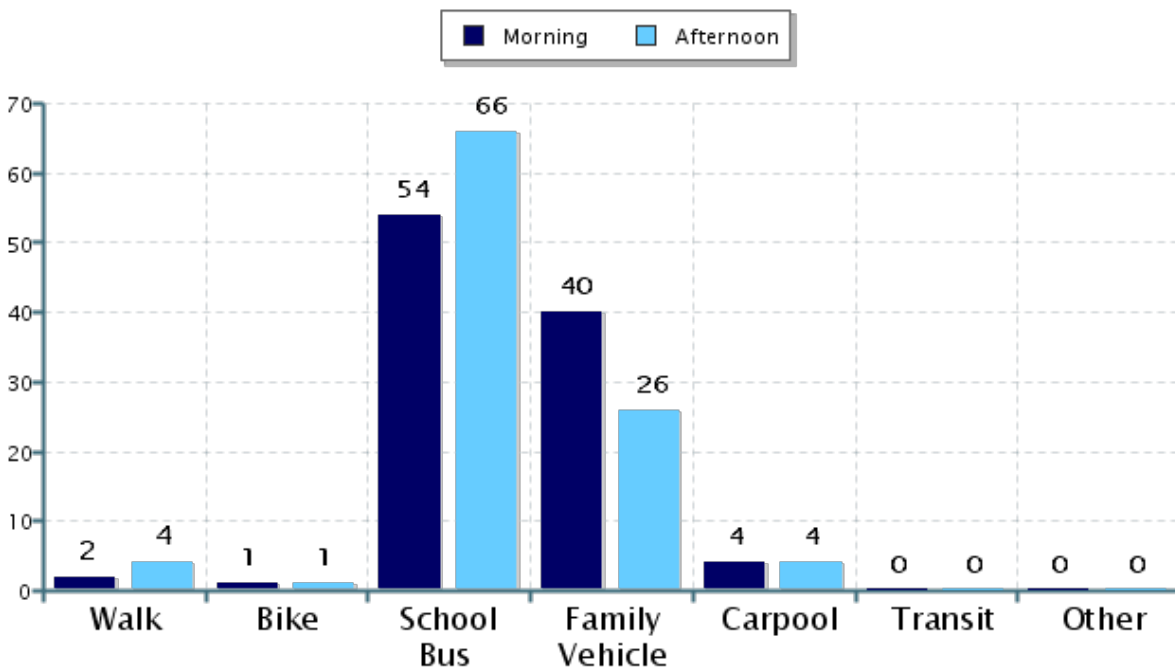
**% of Students reached by SRTS activities:** Don't Know

**Tags:** End-of-year evaluation

**Number of Classrooms  
Included in Report:** 24

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



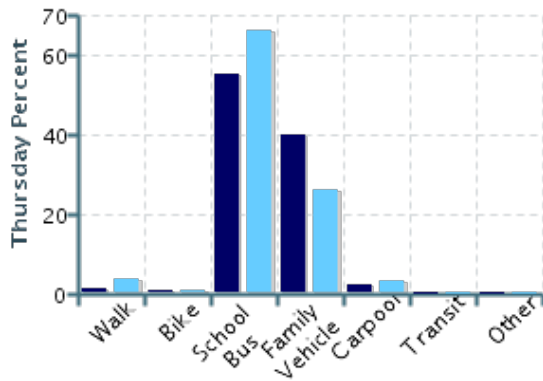
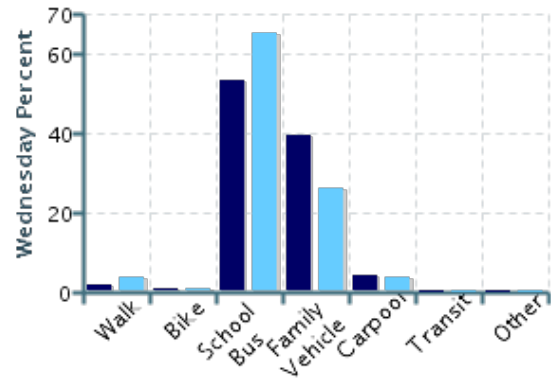
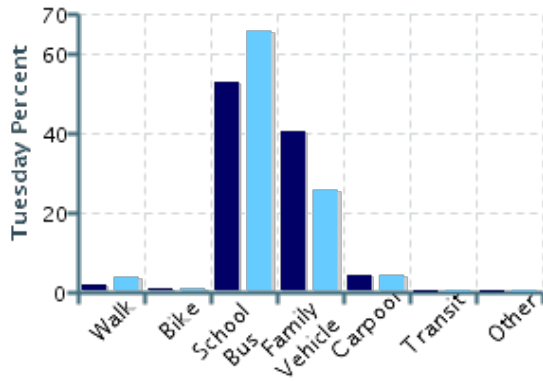
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1498	2%	0.9%	54%	40%	4%	0%	0%
Afternoon	1496	4%	0.9%	66%	26%	4%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon



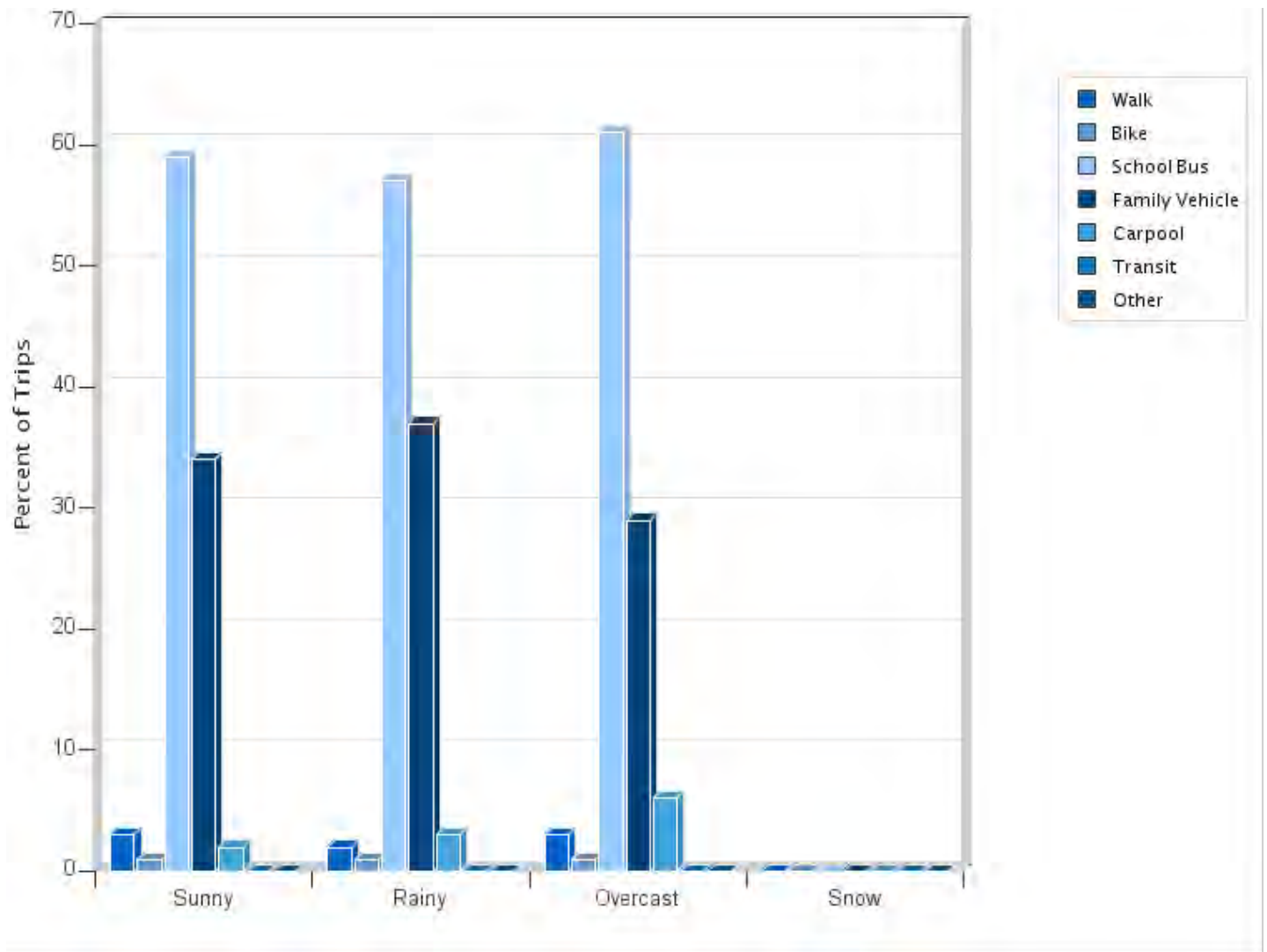
## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	592	2%	0.7%	53%	41%	4%	0%	0%
Tuesday PM	593	4%	0.7%	66%	26%	4%	0%	0%
Wednesday AM	499	2%	1%	53%	40%	4%	0%	0%
Wednesday PM	497	4%	1%	65%	26%	4%	0%	0%
Thursday AM	407	1%	1.0%	55%	40%	2%	0%	0%
Thursday PM	406	4%	1.0%	66%	26%	3%	0%	0%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	829	3%	1.0%	59%	34%	2%	0%	0%
Rainy	829	2%	0.7%	57%	37%	3%	0%	0%
Overcast	1018	3%	1%	61%	29%	6%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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

**School Name:** Mahtomedi Middle School

**Set ID:** 20746

**School Group:** Mahtomedi

**Month and Year Collected:** May 2016

**School Enrollment:** 0

**Date Report Generated:** 10/20/2016

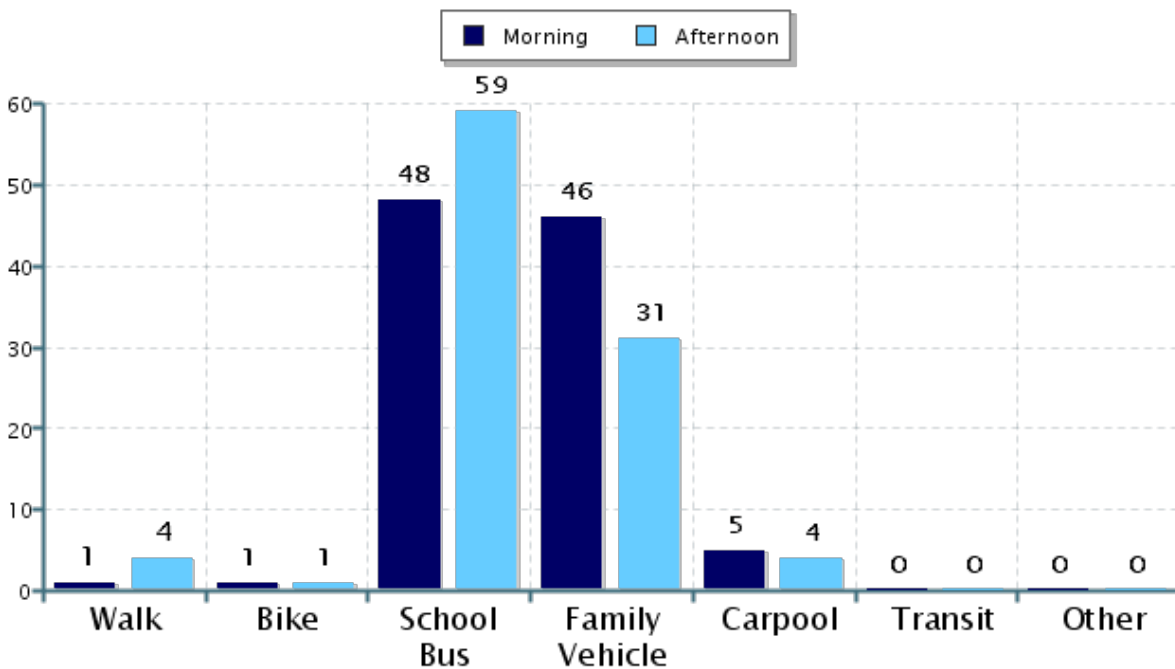
**% of Students reached by SRTS activities:** Don't Know

**Tags:** End-of-year evaluation

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

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

## Morning and Afternoon Travel Mode Comparison



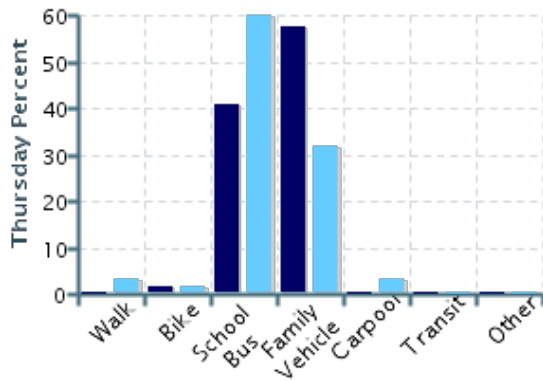
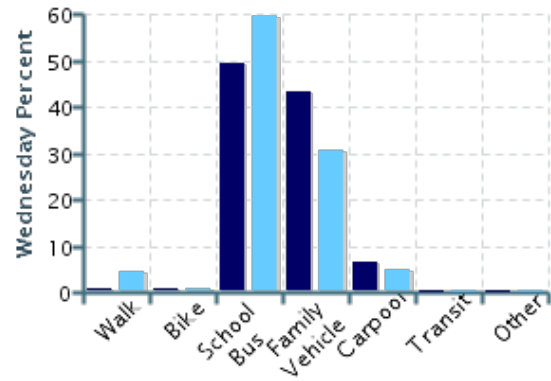
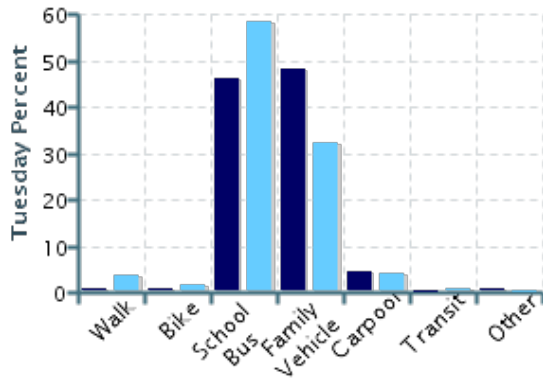
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1555	0.6%	0.6%	48%	46%	5%	0%	0.1%
Afternoon	1463	4%	1%	59%	31%	4%	0.1%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

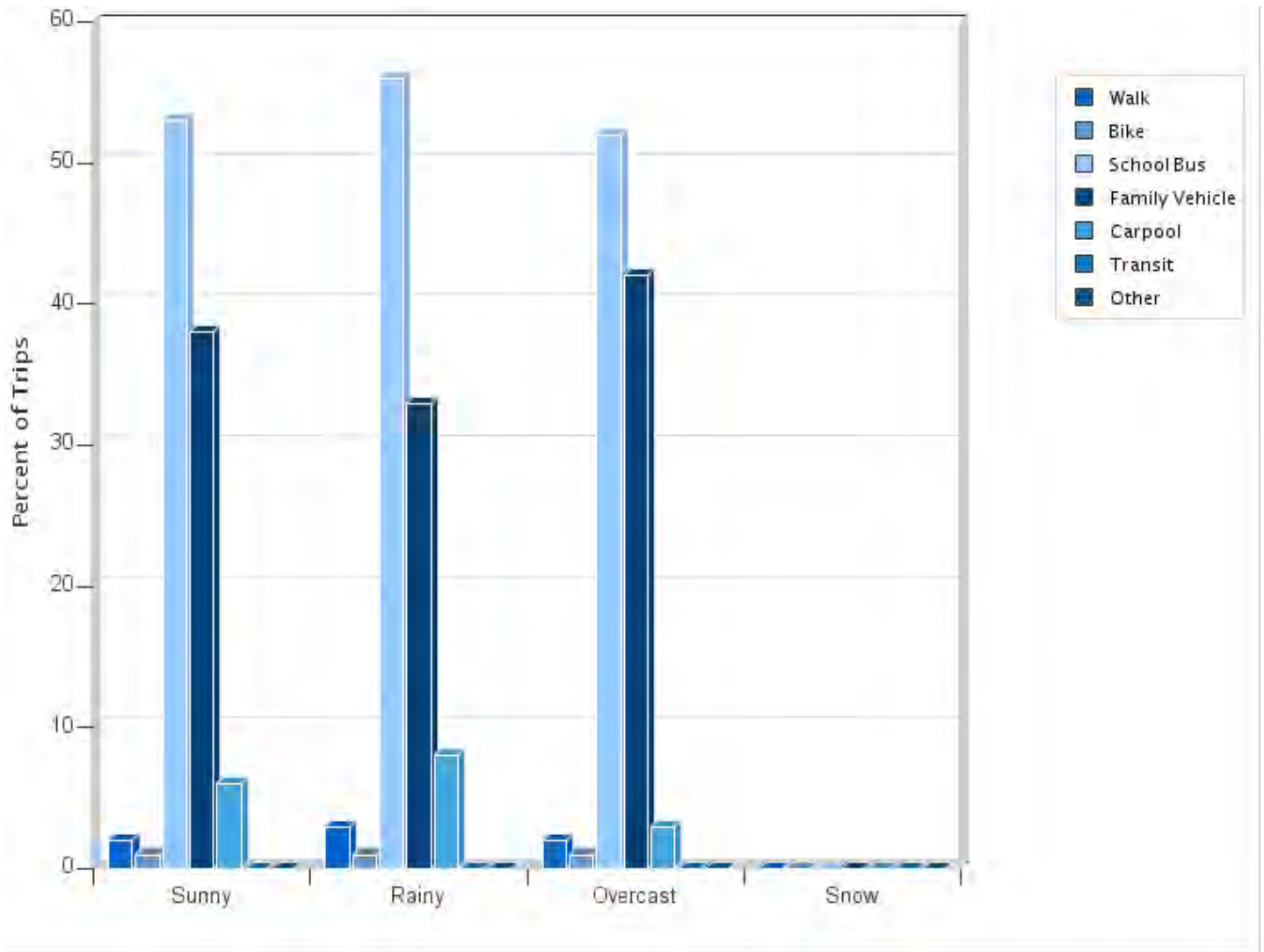


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	758	0.7%	0.5%	46%	48%	4%	0%	0.1%
Tuesday PM	730	4%	2%	58%	32%	4%	0.3%	0%
Wednesday AM	738	0.5%	0.5%	49%	43%	6%	0%	0%
Wednesday PM	673	4%	0.4%	60%	31%	5%	0%	0%
Thursday AM	59	0%	2%	41%	58%	0%	0%	0%
Thursday PM	60	3%	2%	60%	32%	3%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1376	2%	0.6%	53%	38%	6%	0.1%	0%
Rainy	227	3%	0.9%	56%	33%	8%	0%	0.4%
Overcast	1072	2%	1%	52%	42%	3%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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

**School Name:** Wildwood Elementary School

**Set ID:** 20796

**School Group:** Mahtomedi

**Month and Year Collected:** May 2016

**School Enrollment:** 0

**Date Report Generated:** 10/20/2016

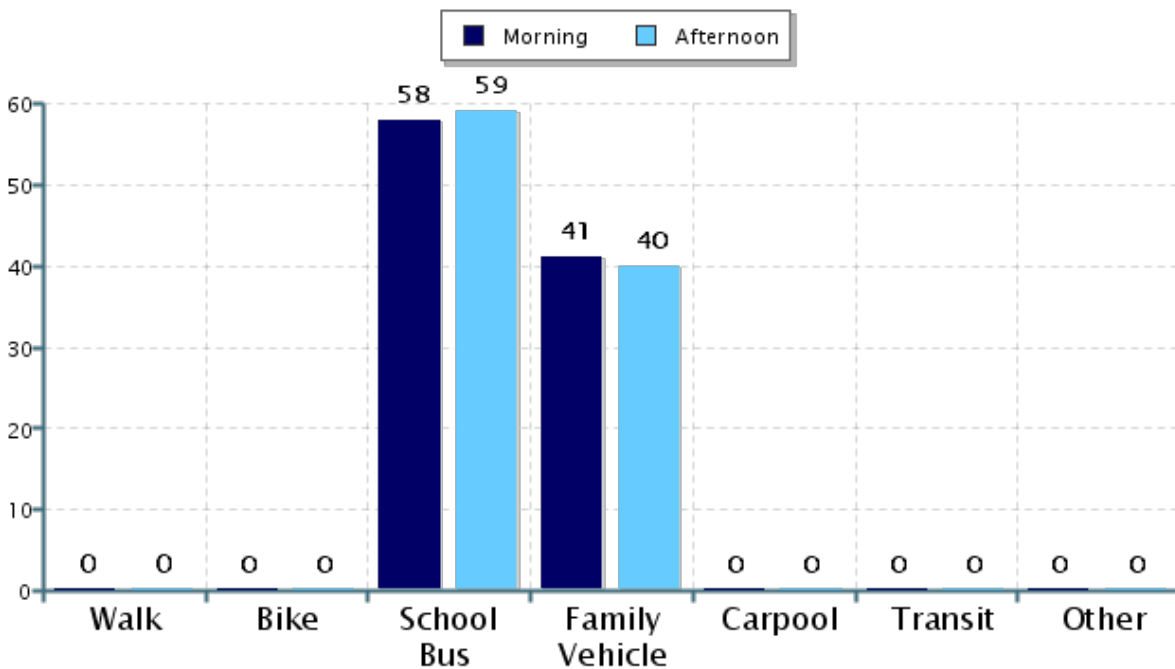
**% of Students reached by SRTS activities:** Don't Know

**Tags:** End-of-year evaluation

**Number of Classrooms  
Included in Report:** 20

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

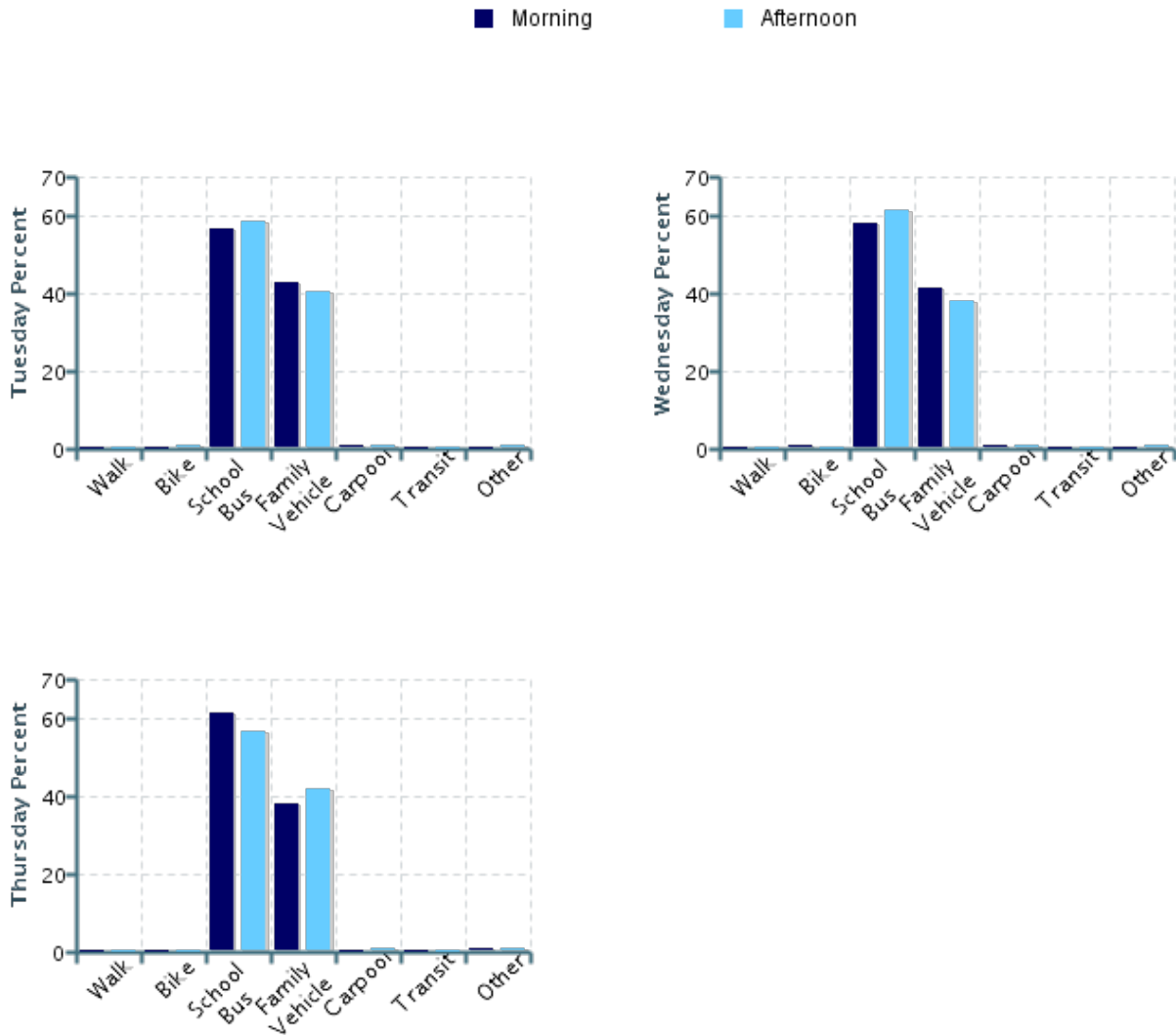


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1032	0%	0.1%	58%	41%	0.3%	0%	0.1%
Afternoon	1043	0%	0.1%	59%	40%	0.5%	0%	0.3%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

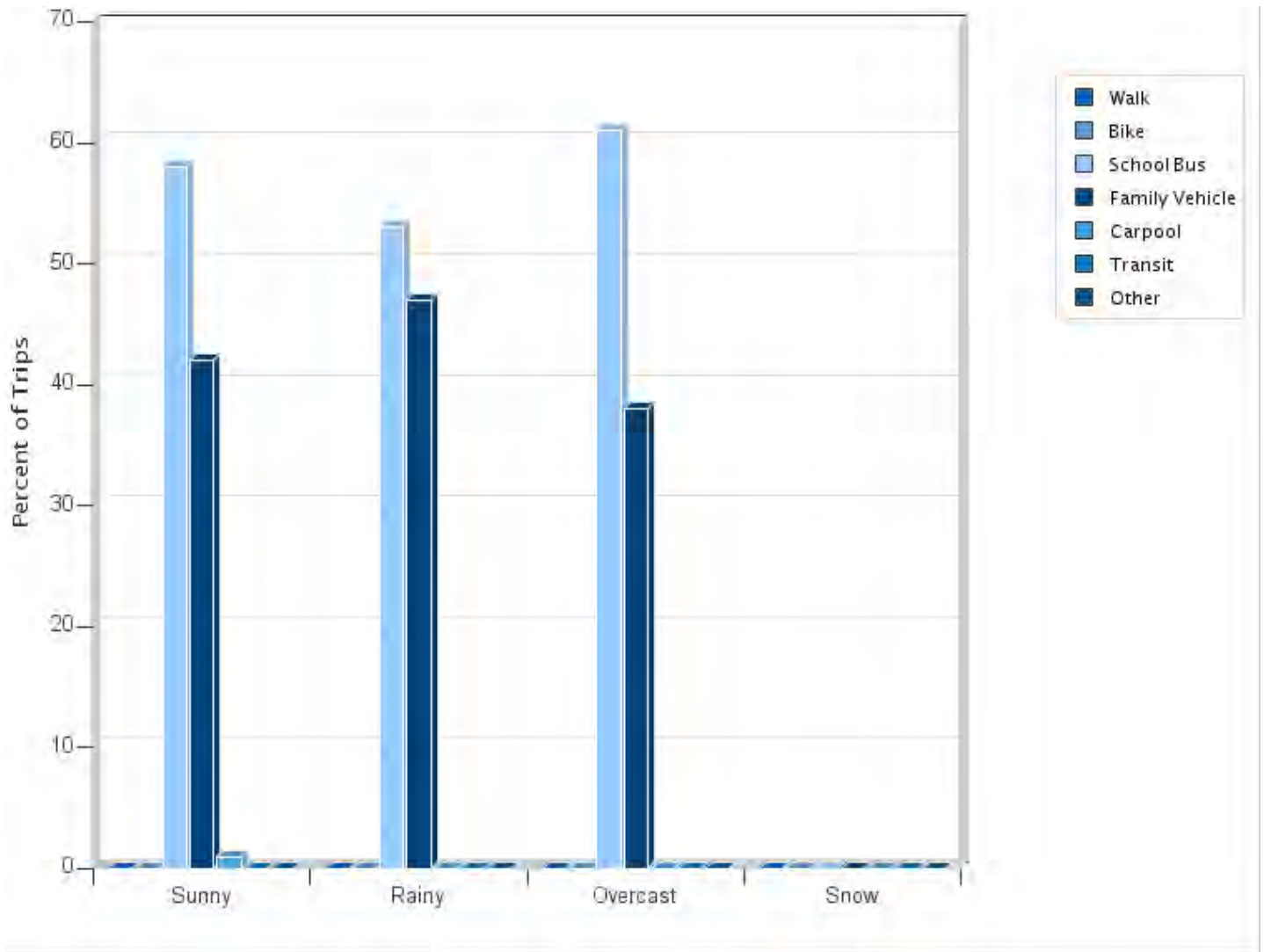


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	442	0%	0%	57%	43%	0.2%	0%	0%
Tuesday PM	447	0%	0.2%	59%	40%	0.4%	0%	0.2%
Wednesday AM	399	0%	0.3%	58%	41%	0.5%	0%	0%
Wednesday PM	397	0%	0%	61%	38%	0.3%	0%	0.3%
Thursday AM	191	0%	0%	61%	38%	0%	0%	0.5%
Thursday PM	199	0%	0%	57%	42%	1%	0%	0.5%

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	881	0%	0.1%	58%	42%	0.6%	0%	0.1%
Rainy	122	0%	0%	53%	47%	0%	0%	0%
Overcast	713	0%	0.1%	61%	38%	0.3%	0%	0.4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

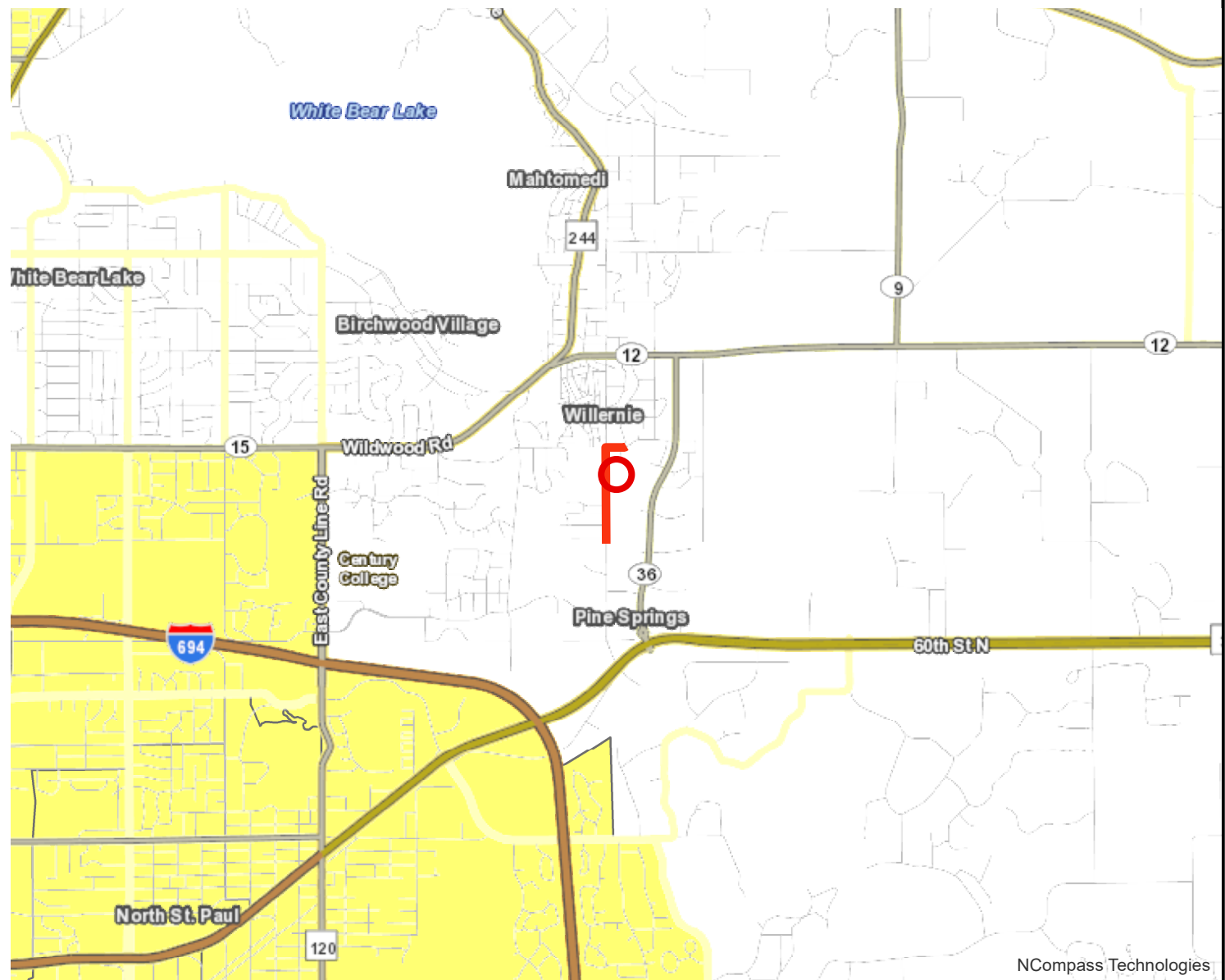
## Socio-Economic Conditions

Safe Routes to Schools Project: Warner Road SRTS | Map ID: 1584114051430

### Results

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:  
(0 to 12 Points)

Tracts within half-mile:  
70303 70304 70403



NCompass Technologies



Points



Lines



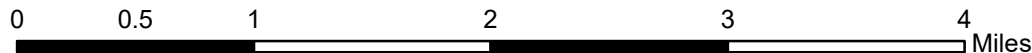
Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 3/13/2020  
LandscapeRSA2



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







## Affordable Housing Map

Warner Road and 72nd Street Safe Routes to School  
Mahtomedi, MN

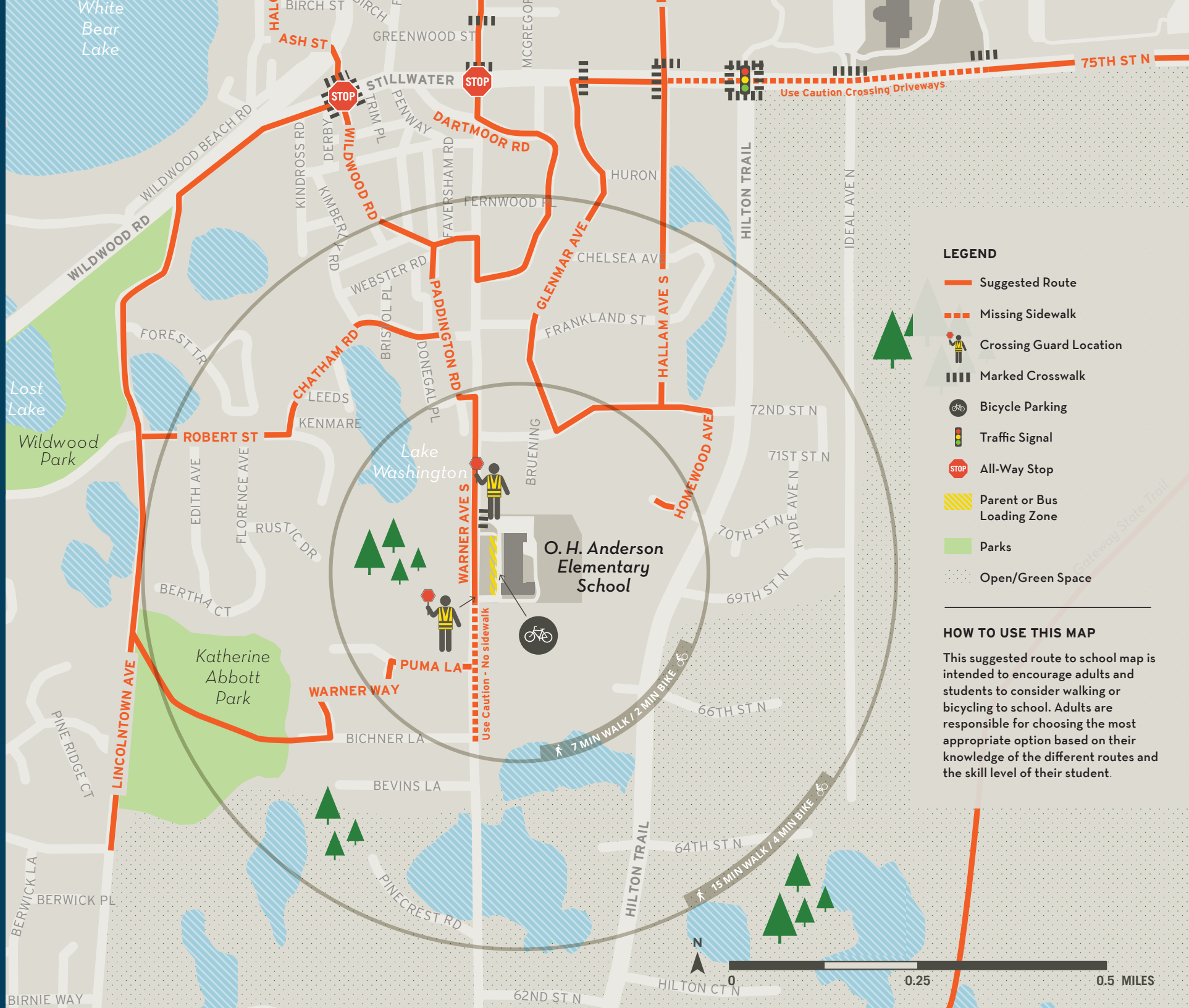


0 750  
Feet  
1 inch = 750 feet





# O. H. ANDERSON ELEMENTARY SCHOOL



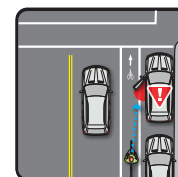
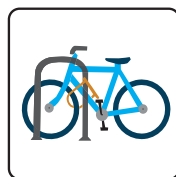
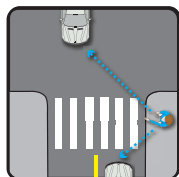
## LEGEND

- Suggested Route
- Missing Sidewalk
- Crossing Guard Location
- Marked Crosswalk
- Bicycle Parking
- Traffic Signal
- All-Way Stop
- Parent or Bus Loading Zone
- Parks
- Open/Green Space

## HOW TO USE THIS MAP

This suggested route to school map is intended to encourage adults and students to consider walking or bicycling to school. Adults are responsible for choosing the most appropriate option based on their knowledge of the different routes and the skill level of their student.





#### TIPS FOR KIDS

## WALK & SKATE SAFE!

### USE A CROSSWALK & THE CROSSING GUARDS:

Always cross at corners or at a marked crosswalk where drivers expect to see you. Cross with the crossing guard if your school has one.

### LOOK BEFORE YOU CROSS:

Look left, right, and left again before crossing a street. Make eye contact with drivers before stepping off of the sidewalk.

### BE VISIBLE:

Wear reflective or bright-colored clothing and walk with one or more walking buddies.

### WALK WITH CARE:

If there is no sidewalk, walk facing traffic as far to the side of the road as possible, but do not weave in and out of parked cars.

#### TIPS FOR KIDS

## BIKE SAFE!

### WEAR YOUR HELMET:

It models good behavior. Helmets should fit snug, be level on your head and should always be buckled firmly under your chin.

### RIDE PREDICTABLY:

Look for vehicles and signal to drivers which direction you plan to go before making turns. Ride in a straight line. Avoid the door zone, about five feet away from parked cars.

### RIDE WITH TRAFFIC:

Ride on the right, in the direction of traffic. Obey all signs and signals.

### LOCK YOUR BIKE:

When you get to school, lock your bike to a bike rack inside the campus. Lock both your front wheel and the bike frame to the rack.

## SAFETY TIPS FOR PARENTS & GUARDIANS

### RESPECT THE ZONE:

If driving, slow down in school zones. The safe speed may be less than 25 miles per hour.

### SET A GOOD EXAMPLE:

Follow instructions from crossing guards.

### WATCH FOR CHILDREN:

Stop for pedestrians in crosswalks and at unmarked intersections. Look for children who may be crossing mid-block, too.

### BE AWARE AND ALERT:

Set aside distractions and keep an eye out for unexpected movements by children.

### GO WITH THE FLOW:

Follow your school's drop-off and pick-up procedures. Pull to the curb rather than letting kids out in the street.

### AVOID UNSAFE MANEUVERS, SUCH AS MID-BLOCK U-TURNS.

### RESPECT THE NEIGHBORHOOD:

Park in legal spaces and avoid double parking or blocking neighbors' driveways. Consider carpooling or walking/biking to school.



## GET INVOLVED!

**PLAN** your walking or biking route with your student.

**FORM** or join a walking school bus or bike train. Walking school buses and bike trains are groups of students who walk or bike together to school with a parent or adult volunteer.

## SUGGESTED ROUTES TO

# O.H. ANDERSON ELEMENTARY SCHOOL

A blue-tinted photograph of a large group of students walking along a sidewalk towards school. Many students are wearing backpacks. In the background, there are parked cars and school buses.

MAHTOMEDI, MINNESOTA

# SAFE ROUTES to SCHOOL

A plan to make walking and biking  
to school a safe, fun activity.

Wildwood Elementary School, O.H. Anderson Elementary School  
& Mahtomedi Middle School  
December 2015  
Updated August 2016

# Acknowledgments

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The following key people participated in the Safe Routes to School (SRTS) plan efforts for this Safe Routes to School Plan. Their creativity, energy, and commitment were critical to the success of this effort.

Dave Cowan, MnDOT  
Danielle Erickson, Washington County Sheriff's Office  
Patricia Galligher, Washington County Public Health  
Bob Goebel, City of Mahtomedi  
Dorian Grilley, Community Member and Advocate  
Paul Hoff, Mahtomedi Area Green Initiative  
Stephanie Kovarik, Lakeview Health/Power Up  
Dr. Mark Larson, Mahtomedi Public Schools Superintendent  
Megan McMahon, Mahtomedi Public Schools Nurse  
Barb Parent, Mayor of Willernie  
Ann Pung-Terwedo, Washington County  
Steve Wolgamot, Community Member  
Dr. Cathy Wyland, Mahtomedi Community Education Director

This plan was prepared by:



# Introduction + Context

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## Introduction to Safe Routes to School

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

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

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

## Context

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

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

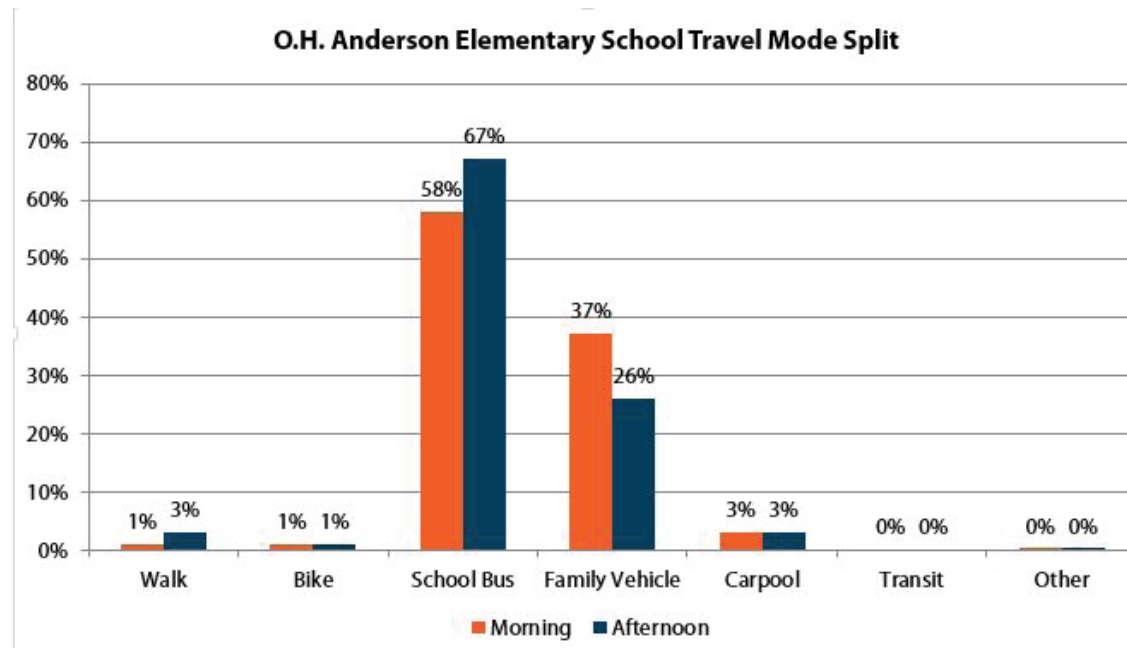
The vision of walking and bicycling around Mahtomedi schools will help frame the Safe Routes to School planning process and inform recommended improvements to pedestrian and bicycle infrastructure and programs.

# Introduction + Context

## Hand Tallies

In-classroom tallies of students' arrival and departure travel modes were conducted at O.H. Anderson Elementary, Wildwood Elementary and Mahtomedi Middle School over three days in November 2015\*. The total trips tallied included:

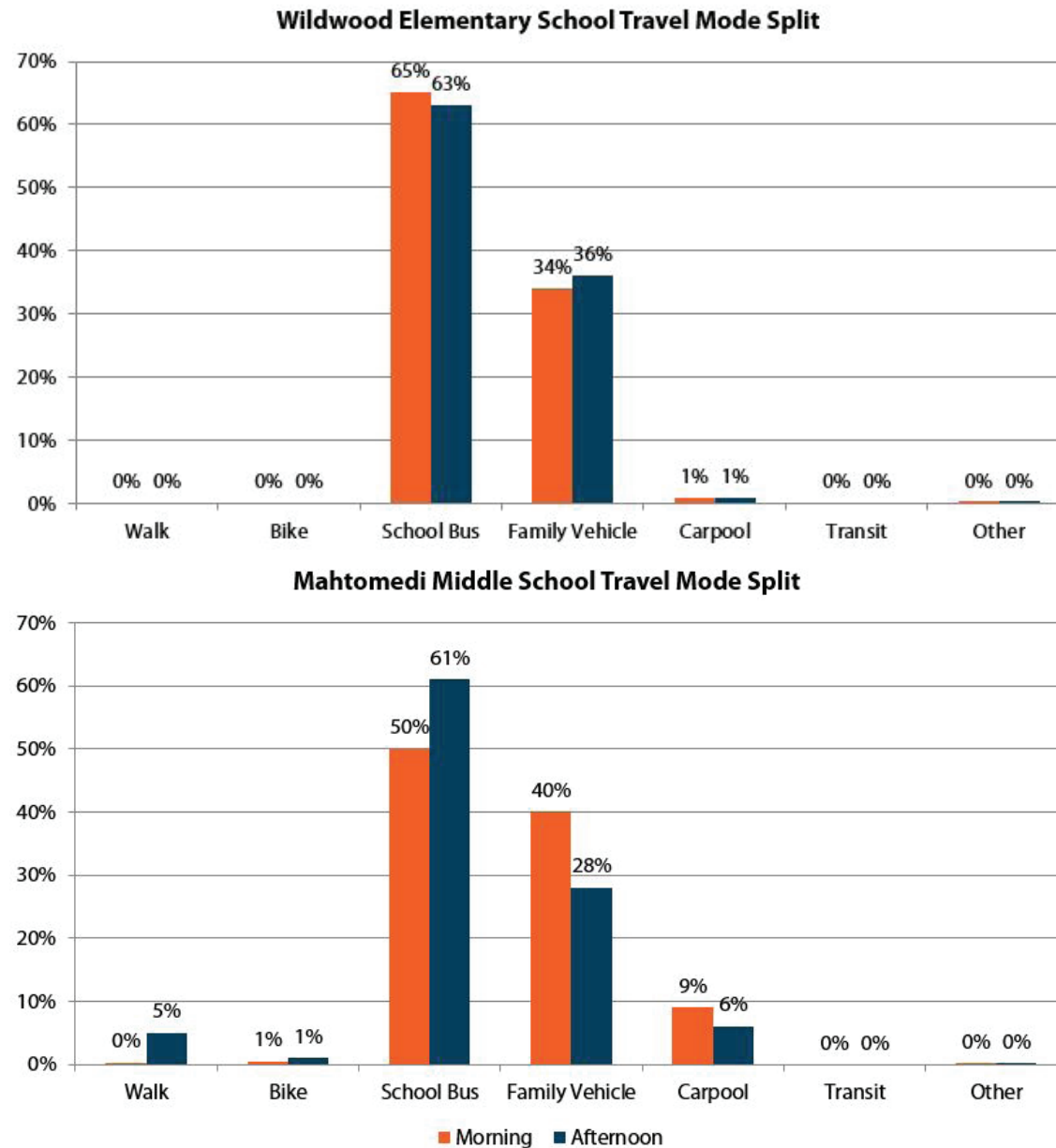
- 1,431 morning trips and 1,401 afternoon trips at O.H. Anderson Elementary School
- 1,126 morning trips and 1,080 afternoon trips at Wildwood Elementary School
- 1,456 morning trips and 1,406 afternoon trips at Mahtomedi Middle School



\*See Appendix for updated student hand tally results from Spring 2016.



# Introduction + Context



# Crash Maps + Safety Needs

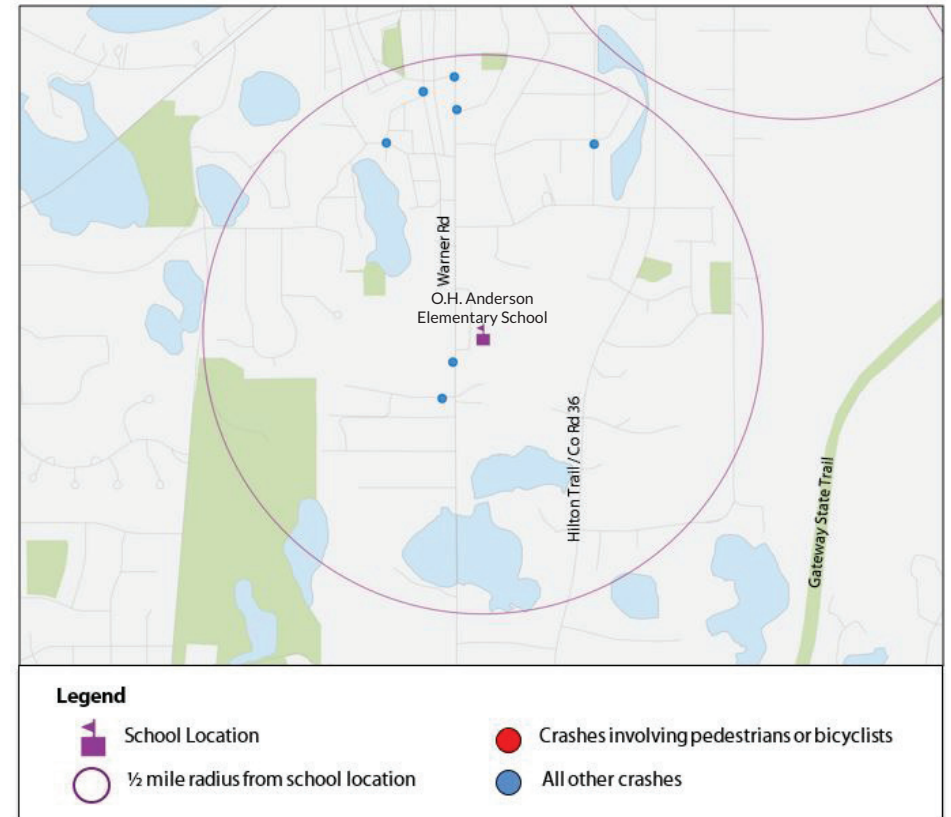
## Crash Maps

An assessment of collisions surrounding the campuses of O.H. Anderson Elementary School, Wildwood Elementary School and Mahtomedi Middle School was completed using Minnesota Department of Transportation (MnDOT) crash data from 2004 - 2013.

A primary objective in analyzing this data is to identify crash patterns and particular locations or corridors that have been unsafe for pedestrians and bicyclists over a period of time.

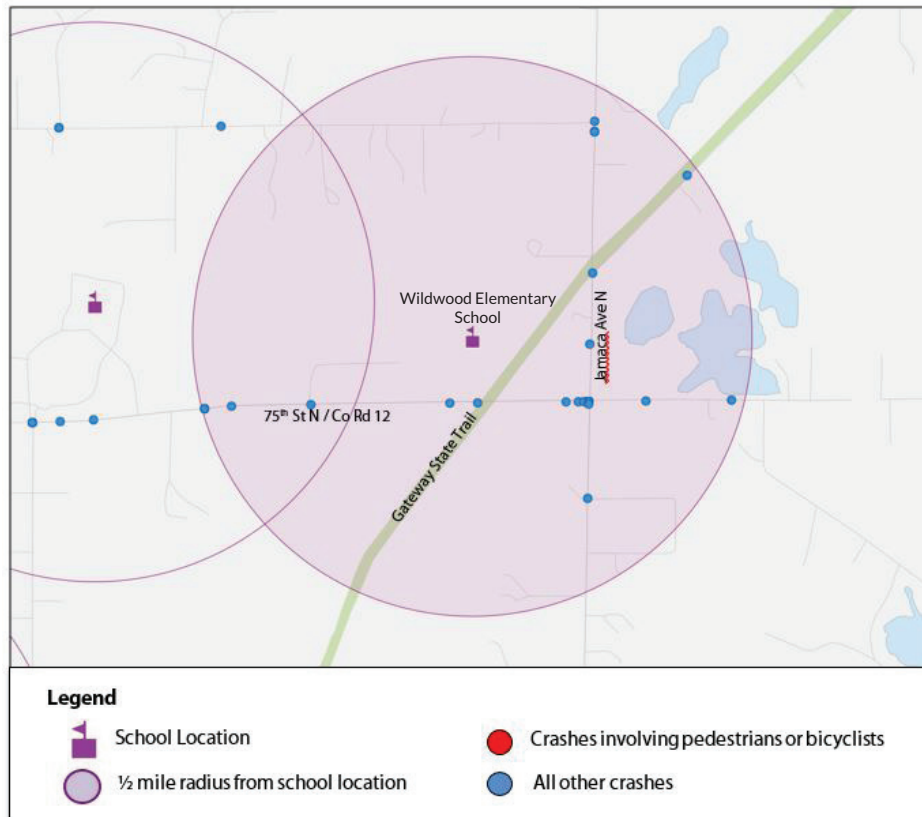
### O.H. Anderson Elementary School

Data from 2004 - 2013 reported a total of 7 collisions within ½ mile of O.H. Anderson Elementary School. None of the collisions involved a pedestrian or bicyclist.



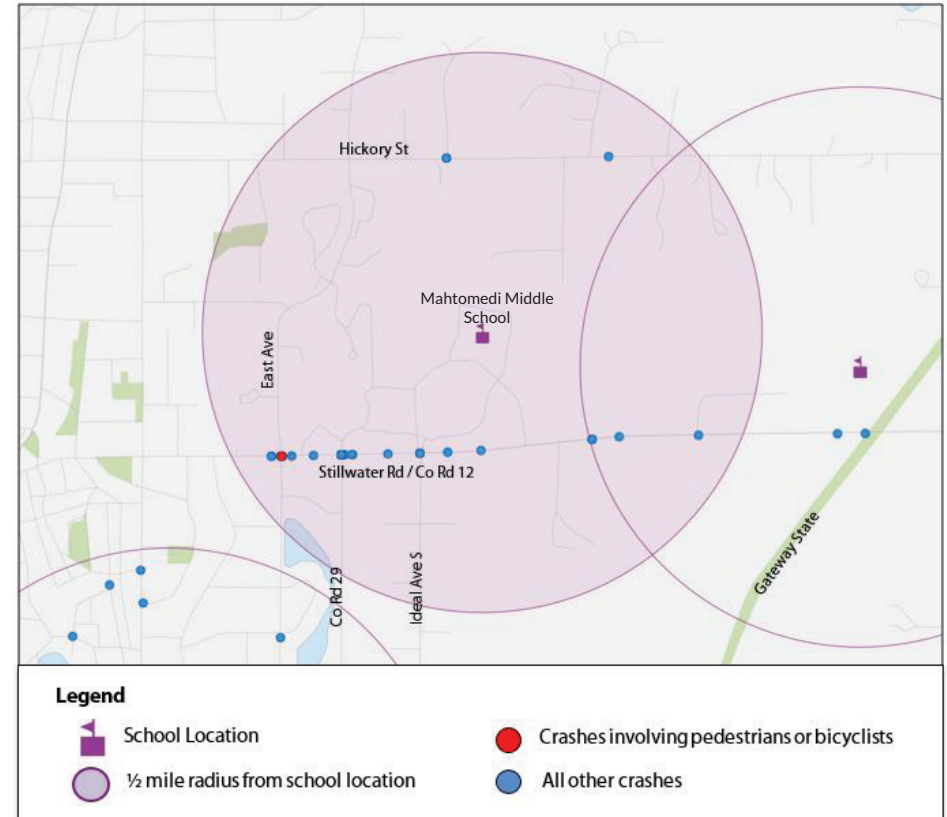
## Wildwood Elementary School

Data from 2004 – 2013 reported a total of 40 collisions within ½ mile of Wildwood Elementary School. None of these collisions involved a pedestrian or bicyclist.



## Mahtomedi Middle School

Data from 2004 – 2013 reported a total of 62 collisions within ½ mile of Mahtomedi Middle School. Of these collisions, one involved a pedestrian and one involved a bicyclist, both of whom were under the age of 18. Both collisions occurred at the intersection of Stillwater Road and East Avenue.



# Process

## Existing Conditions

Mahtomedi School District includes four public schools which serve students in Mahtomedi and surrounding townships through an open enrollment program.

Mahtomedi Public Schools include:

- Wildwood Elementary School (K-2)
- O.H. Anderson Elementary School (3-5)
- Mahtomedi Middle School (6-8)
- Mahtomedi High School (9-12)

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

Wildwood Elementary School and Mahtomedi Middle School are both located north of Stillwater Road. Mahtomedi Middle School shares a campus with Mahtomedi High School. Athletic fields are located between the upper schools and Wildwood Elementary School. An internal circulation network connects the high school and middle school to athletic field parking lots and to Wildwood Elementary School. Inter-campus sidewalk and trail connections are limited.

O.H. Anderson Elementary School is located along Warner Road south of 72nd Street North in south-central Mahtomedi. The township of Willernie is located a block northwest of the school, primarily on the west side of Warner Road.



*Many students were observed walking and bicycling home from school after dismissal at O.H. Anderson Elementary.*



*Students at O.H. Anderson Elementary attempt to cross Warner Road after school dismissal. There are no sidewalks or crosswalks on the south end of the school.*



# Process

## Existing Conditions



A teacher volunteers as a crossing guard at O.H. Anderson Elementary at the south end of the school on Warner Road.



Dozens of students walk along a sidewalk after dismissal at Mahtomedi Middle School.



Wildwood Elementary, Mahtomedi Middle and Mahtomedi High School are adjacent to County Road 12, a high speed arterial with a path/shoulder for walking and biking.



A few bikes were observed at the bike racks at Mahtomedi Middle School.



# Process

## Charrette Process

In October 2015, the consultant team convened with the community SRTS team to conduct a highly-participatory, two-day planning and design charrette. A charrette is a multi-day collaborative workshop during which a wide range of stakeholders work together to resolve conflicts, identify opportunities, and map solutions. Charrettes harness the perspectives, experiences, and expertise of all interested parties to develop a vision and support system for transformative and feasible change in the community.

The first day of the charrette included an intensive four-hour morning session which included a Safe Routes to School overview and inventory of existing conditions and programming resources. The afternoon session focused on place-based learnings including site visits of Wildwood Elementary School and Mahtomedi Middle School, and dismissal observation at O.H. Anderson Elementary School. In addition, the team met with a 5th grade class to learn first-hand from students about the experiences, challenges, and opportunities they face when walking or biking to school.

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



*Fifth grade students from O.H. Anderson provided valuable feedback on their current transportation habits and potential routes.*



*At O.H. Anderson, the consultant team and the stakeholder committee interacted with students to identify opportunities and challenges in Mahtomedi.*

# Process

## Lessons Learned

### Challenges identified by the project team include:

- Several wide, high-speed arterial roadways create barriers for school children, including Stillwater Road/County Road 12, Hilton Trail and Highway 244.
- Many roadways lack sidewalks or safe places for students to walk or bike.

### Existing programs, assets and opportunities include:

- 33% of students at Mahtomedi Middle School and 45% of students at O.H. Anderson live within two miles of the school (a 10 minute bike ride).
- The Mahtomedi area is home to a strong academic program. Emphasizing the academic and health benefits of walking and biking to school could help get parents and other partners on board with SRTS programs and infrastructure improvements.
- Previous and ongoing programs that can be built upon or reinstated include: community bike roundup, bicycle rodeo, formalize remote drop-off, expand Walk! Bike! Fun! teacher training and expand the O.H. Anderson student valet program.
- Several partnerships are already in place and could be leveraged to expand existing programs, reinstate previous programs, and implement new ones. Potential partners include: Student Wellness Council, EcoClub, Parent Teacher Organization, PowerUp, Mahtomedi Area Education Foundation (MAEF), Mahtomedi Area Green Initiative (MAGI), Washington County SHIP, BikeMN, and the Minnesota High School Cycling League.



*Maps of the three school areas were used to identify existing walking and biking routes, as well as potential locations for infrastructure improvements.*



*The stakeholder committee included local leaders and residents, school district employees, county planners and public health staff.*



# Infrastructure Recommendations

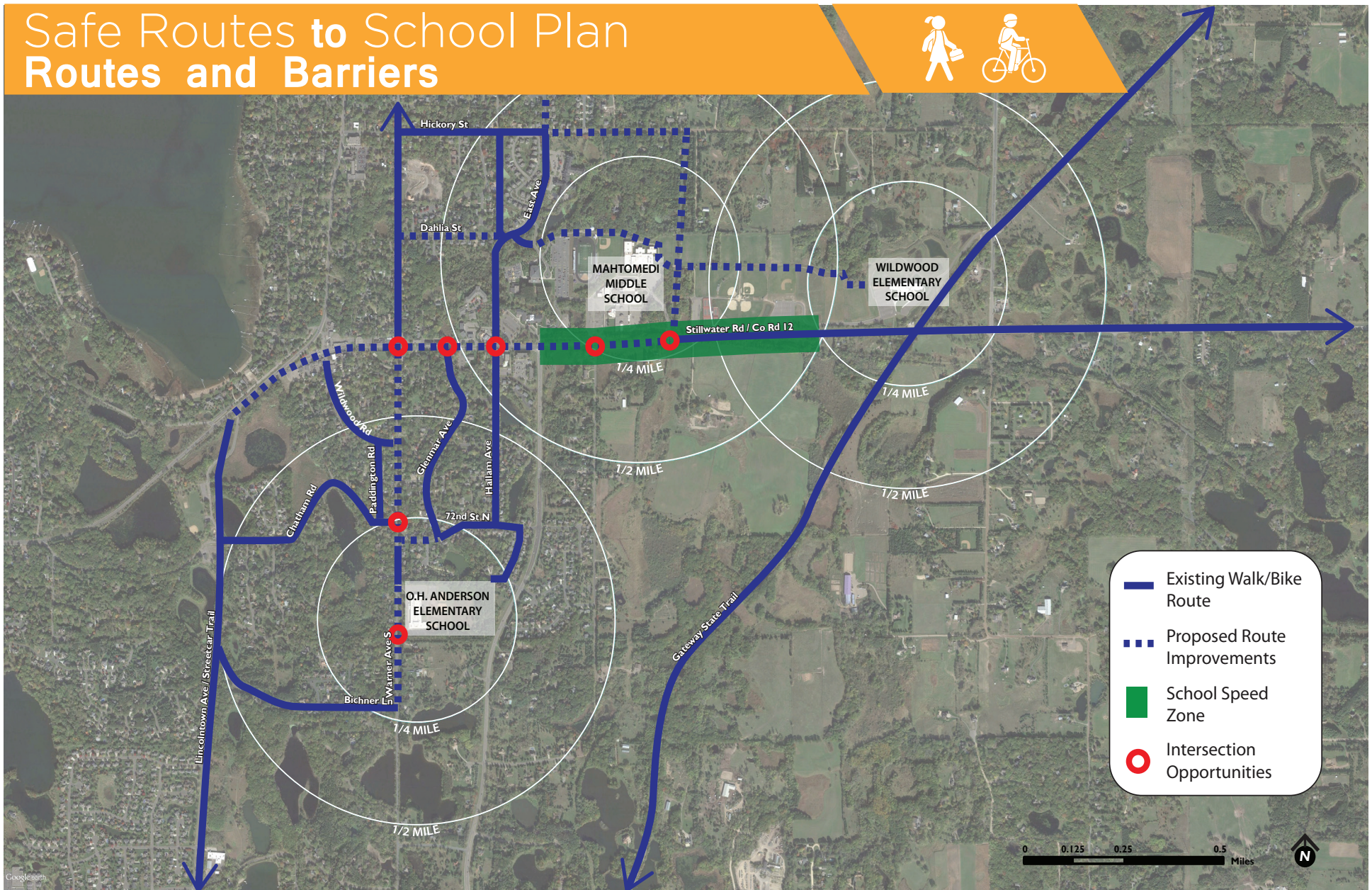
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## Infrastructure Issues + Recommendations

The initial field review and subsequent meetings yielded specific recommendations to address the key identified barriers to walking and bicycling at O.H. Anderson Elementary, Wildwood Elementary and Mahtomedi Middle Schools. This plan does not represent a comprehensive list of every project that could improve conditions for walking and cycling in the neighborhood, but rather the key conflict points and highest priority infrastructure improvements to improve walking and cycling access to the school.

The “Routes and Barriers” Map on the following page illustrates potential areas for infrastructure improvements around the three schools.

# Safe Routes to School Plan Routes and Barriers





# Infrastructure Recommendations

## Stillwater Road & Glenmar Avenue



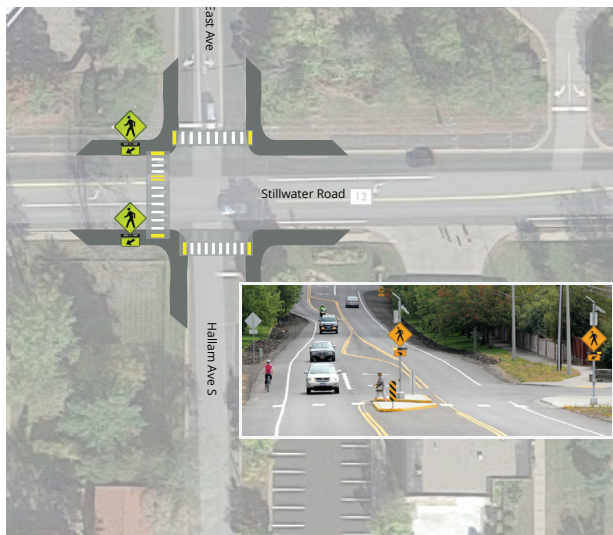
Add curb extensions to reduce crossing distance across Stillwater Road at Glenmar Avenue. Replace existing crosswalk with a high visibility crosswalk and a median refuge island to create a safer and more comfortable crossing. Add Rectangular Rapid Flash Beacons.

## Warner Road at Warwick Lane & School Entrance



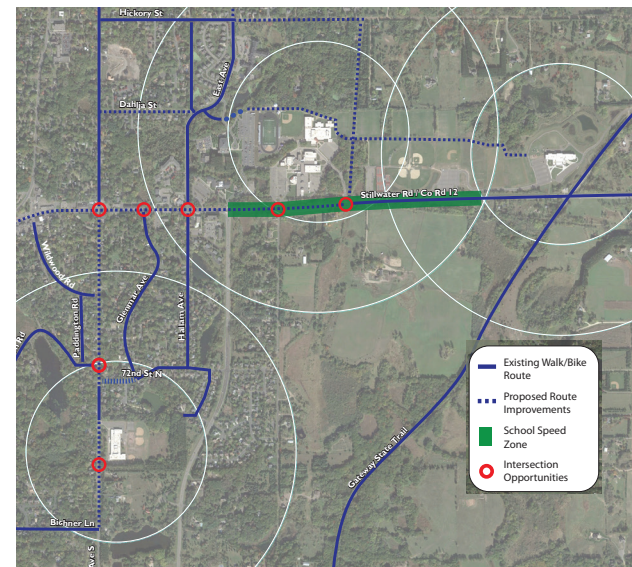
Install raised crosswalks on Warner Road at Warwick Lane and at the entrance to O.H. Anderson Elementary School. Install sidewalks on 72nd Ave, from Warner Road to Glenmar Avenue. Install sidewalks on Warner Road from the southern school entrance to Puma Lane.

## Stillwater Road & Hallam Avenue South



Install an enhanced crosswalk with a median safety island and Rectangular Rapid Flash Beacons across Stillwater Road at Hallam Ave S. Install crosswalk across both legs of Hallam Ave S. Reduce corner radii on all 4 corners to reduce crossing distance and reduce vehicle turning speeds.

## Stillwater Road from Hwy 244 to Jamaca Ave



Coordinate with Washington County's upcoming capital road improvement plan for Stillwater Road from Hwy 244 to Jamaca Ave. Spot fixes along corridor may include reducing crossing distances across school driveways, curb extensions, median safety islands, marked crosswalks and Rectangular Rapid Flash Beacons.



# Infrastructure Recommendations

## Stillwater Road School Speed Zone



Consider establishing a school speed limit within the school zone of Wildwood Elementary School and Mahtomedi Middle School. A flashing beacon with the supplemental plaque WHEN FLASHING is an appropriate treatment for the school speed limit. Coordinate with upcoming Stillwater Road capital plan speed study.

## Bike Parking



Install additional bike parking facilities, conveniently located near the front doors, at O.H. Anderson, Wildwood Elementary and Mahtomedi Middle Schools.

## Warner Road Advisory Bike Lane



Install advisory walk/bike lanes on Warner Road near O.H. Anderson Elementary School. Advisory lanes are created by removing the road centerline and painting dashed white lines on each side of the street. The advisory lanes prioritize space for walking and biking, but also allow motor vehicles to use the space when passing.

# Program Recommendations

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

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

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

## Bicycle Rodeos



Bicycle rodeos are events that offer bicycle skills and safety stations for youth (and sometimes parents). Hosted at least once per school year, bicycle rodeos teach students basic bicycle riding skills and help students understand how to ride safely to school. Past bicycle rodeo initiatives can be expanded by increasing the number of events per year and age range of participants.

## Idling Reduction Campaign



Car exhaust not only pollutes, but it also disproportionately affects the health of exposed children. An anti-idling campaign encourages parents and bus drivers to spare the air by turning off their engines when waiting for student dismissal. The campaign can include street signs, a “marketing” campaign led by students, and informational materials for parents. The campaign would likely take place during pick-up/drop-off or outside of school.

## School SRTS Communications

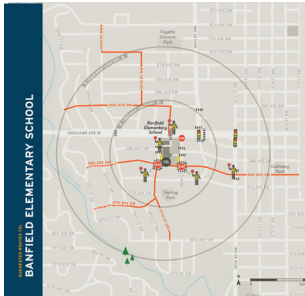


School communications—sent at key points during the year—can provide the tools, resources, and support needed to familiarize students and parents with SRTS. Topics could include starting a walking school bus, carpool matching, launching a safety campaign, how to be a responsible driver, or organizing an event such as Walk and Bike to School Day. A recommended overarching theme for Mahtomedi is educating adults on the link between SRTS and academic performance and increased student concentration.



# Program Recommendations

## Walk/Bike to School Route Maps



Route to School maps show stop signs, signals, crosswalks, sidewalks, paths/trails, crossing guard locations (if applicable), and hazardous locations around a school. These can be used by families to identify the best way to walk or bike to school. A well-defined route should provide the greatest physical separation between walking students and traffic, expose students to the lowest traffic speeds, and use the fewest and safest roadway crossings.

## Walk! Bike! Fun! Skills & Safety Training



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

## Walk & Bike to School Day



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

## Drop & Walk



This program is designed to encourage families to park several blocks (or an equivalent distance) from school and walk the rest of the way to school. Not all students are able to walk or bike the whole distance to school; they may live too far away or their route may include hazardous traffic situations. This program allows students who are unable to walk or bike to school a chance to participate in Safe Routes to School programs. It also helps reduce traffic congestion at the school.

## Walking School Bus



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

## Bike Trains



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



# Program Recommendations

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## School & Community Safety Campaign



A school or community-wide safety campaign is used to encourage safe travel behaviors around schools for all modes. Campaigns can include posters, fliers, website updates and in-classroom announcements.

## Student Patrols



School safety patrols are trained student volunteers responsible for enforcing drop-off and pick-up procedures and assisting with street or driveway crossings. They do not stop vehicular traffic, but rather look for openings and then direct students to cross. Student safety patrols increase safety for students walking and biking to and from school.

# Implementation

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

## Year One

The programs identify first-year steps for implementation and will require the leading organization to take some immediate actions to make progress and follow this timeline. Programs were selected based on existing capacity and interest identified during the planning process. Most education, encouragement and enforcement programs will be ongoing and, once started, can be integrated into school programs year after year.

## Future Actions

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

# Implementation

## Programs to Implement in Mahtomedi

Type	Program	Potential Lead(s)	Key Partners	School(s)	Implementation Timeline
Education	Bicycle Rodeo	PowerUp	PTO; Law Enforcement	Wildwood & O.H. Anderson	Year 1: Continue existing program at Wildwood; assess existing program capacity and plan for expansion Years 2-5: Expand number of events and student reach
Education	Idling Reduction Campaign	Student Group (e.g. Wellness Committee, Student Leadership Committee)	SHIP; PTO; School Administration, Teachers & Staff	O.H. Anderson	Year 1: Identify student group to lead effort; provide resources to educate around the issue Years 2-5: Implement the campaign
Education	School SRTS Communications	School Administration	PTO; SHIP; PowerUp	Wildwood, O.H. Anderson & Mahtomedi Middle School	Year 1: Collect information linking SRTS and academic performance; decide on other key talking points around other SRTS programs Years 2-5: Provide regular and targeted communications through varied methods
Education	Walk/Bike to School Route Maps	School District	Cities of Mahtomedi & Willernie; PTO; PowerUp	Wildwood, O.H. Anderson & Mahtomedi Middle School	Years 1: Plan for routes Years 2-5: Implement maps; update as new infrastructure is installed
Education	Walk! Bike! Fun! Skills & Safety Training	School District; Teachers & Staff	SHIP; PowerUp; BikeMN	Wildwood, O.H. Anderson & Mahtomedi Middle School	Year 1: Identify how to integrate into school curriculum; identify additional material needs Years 2-5: Implement training

# Implementation

## Programs to Implement in Mahtomedi (continued)

Type	Program	Potential Lead(s)	Key Partners	School(s)	Implementation Timeline
Encouragement	Walk & Bike to School Day	School Administration	Local Volunteers; Teachers/Staff; PTO; SHIP; PowerUp; Law Enforcement	Wildwood, O.H. Anderson & Mahtomedi Middle School	Year 1: Plan for Walk to School Day in October Year 2-5: Expand program to including biking with annual events in the fall and spring
Encouragement	Drop & Walk	School Administration; PTO	Local Volunteers; SHIP; PowerUp	Wildwood	Year 1: Plan for a pilot/test event Years 2-5: Test the program at Wildwood; utilize new infrastructure to support the program; increase frequency and potentially expand to other schools
Encouragement	Walking School Bus & Bike Trains	School Administration; PTO	PTO; Local Volunteers; PowerUp	O.H. Anderson & Mahtomedi Middle School	Year 1: Identify groups of students that already walk or bike together Years 2-5: Work with older students, parents and local volunteers/residents to establish regular routes
Enforcement	School & Community Safety Campaign	Cities of Mahtomedi & Willernie	Law Enforcement; Local Volunteers; PTO; PowerUp	Wildwood, O.H. Anderson & Mahtomedi Middle School	Year 1: Collect/develop SRTS campaign materials and modify to reflect the messaging goals of Mahtomedi and Willernie Years 2-5: Implement the campaign
Enforcement	Student Patrols	School Administration	Teachers & Staff; Student Groups	O.H. Anderson	Year 1: Coordinate with staff and work with students to establish program; consider using patrols at the on-site crosswalk at the bus driveway Years 2-5: Implement the on-site program

# Implementation

## Infrastructure Action Plan

Location	Recommendation	Anticipated Outcome	Potential Lead	Priority
Stillwater Road at Glenmar Ave	Add curb extensions to reduce crossing distance across Stillwater Road at Glenmar Avenue. Replace existing crosswalk with a high visibility crosswalk and a median refuge island to create a safer and more comfortable crossing. Add Rectangular Rapid Flash Beacons.	Increased pedestrian comfort and visibility. Decreased pedestrian delay.	Washington County	High Priority
Stillwater Road at Hallam Ave S	Install an enhanced crosswalk with a median safety island and Rectangular Rapid Flash Beacons across Stillwater Road at Hallam Ave S. Install crosswalk across both legs of Hallam Ave S. Reduce corner radii on all 4 corners to reduce crossing distance and reduce vehicle turning speeds.	Increased pedestrian comfort and visibility. Decreased pedestrian delay.	Washington County	High Priority
Warner Rd at Warwick Lane and School Entrance	Install raised crosswalks on Warner Road at Warwick Lane and at the entrance to O.H. Anderson Elementary School.	Increased pedestrian comfort and visibility, particularly for students.	City of Mahtomedi, City of Willernie	High Priority
72nd Ave and Warner Road	Install sidewalks on 72nd Ave, from Warner Road to Glenmar Avenue. Install sidewalks on Warner Road from the southern entrance to O.H. Anderson Elementary School to Puma Lane.	Dedicated place for students to bike/walk, increased pedestrian comfort and visibility, particularly for students.	City of Mahtomedi, City of Willernie	High Priority
Stillwater Road from Hilton Trail to Wildwood Elementary School	Consider establishing a school speed limit within the school zone of Wildwood Elementary School and Mahtomedi Middle School. A flashing beacon with the supplemental plaque WHEN FLASHING is an appropriate treatment for the school speed limit.	Decreased motor vehicle speeds when students are present, creating a safer environment for all roadway users.	Washington County	Medium Priority
Warner Road	Install advisory walk/bike lanes on Warner Road near O.H. Anderson Elementary School. Advisory lanes are created by removing the road centerline and painting dashed white lines on each side of the street. The advisory lanes prioritize space for walking and biking, but also allow motor vehicles to use the space when passing.	Increased awareness of students walking and biking, slower vehicle speeds and increased cyclist/pedestrian comfort.	City of Mahtomedi, City of Willernie	Medium Priority



# Get Involved!

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PLAN your walking or biking route with your student.

FORM a walking school bus or bike train.

BE a good role model by practicing good walking and biking behaviors.

WATCH for students and RESPECT THE ZONE when driving. Slow down in school zones. The safe speed may be less than 20 miles per hour.

SHOW that you support safe walking and bicycling and VOLUNTEER! If you would like to get involved contact your school principal.



## Appendix : Updated Student Hand Tallies

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

**School Name:** Oh Anderson Elementary School

**Set ID:** 20786

**School Group:** Mahtomedi

**Month and Year Collected:** May 2016

**School Enrollment:** 0

**Date Report Generated:** 10/20/2016

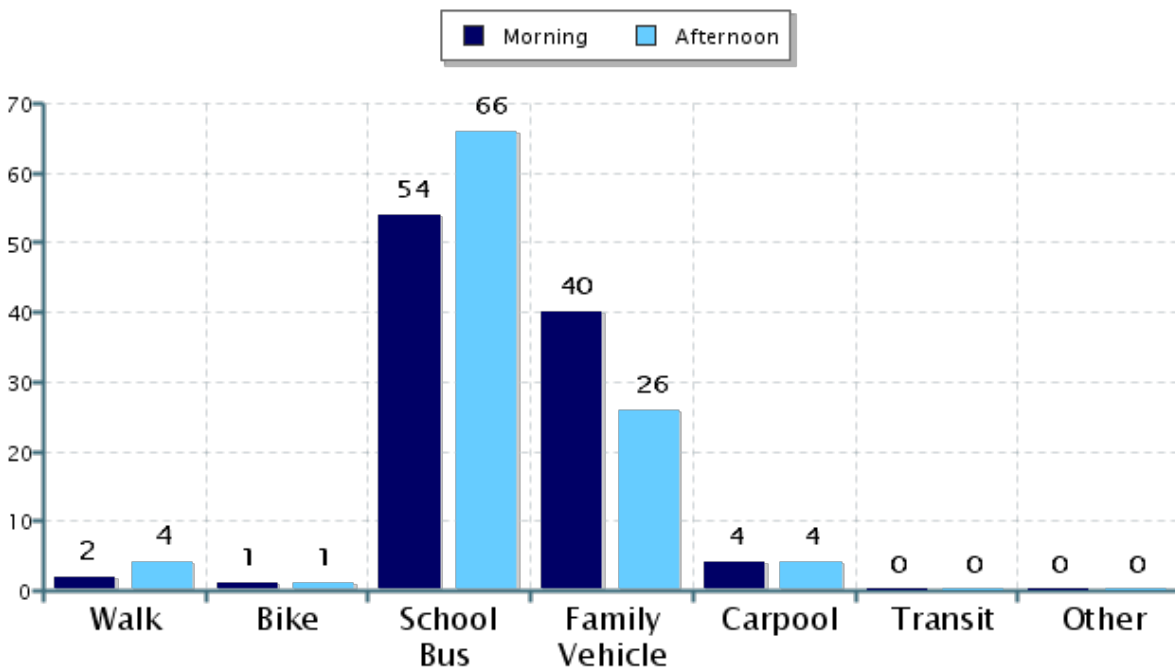
**% of Students reached by SRTS activities:** Don't Know

**Tags:** End-of-year evaluation

**Number of Classrooms  
Included in Report:** 24

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



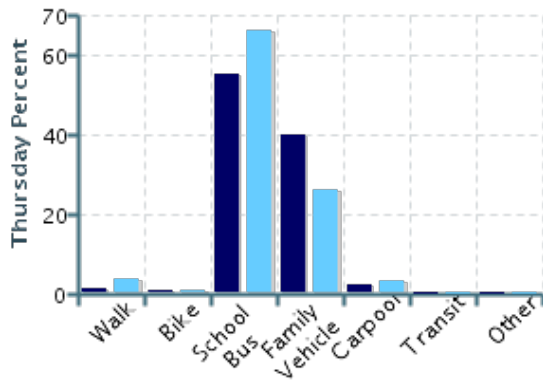
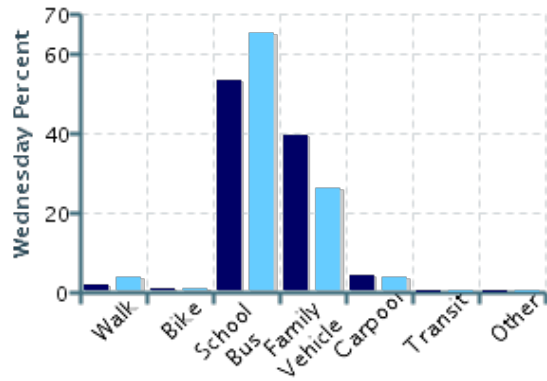
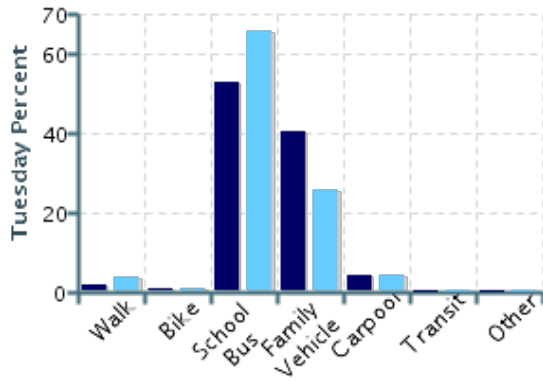
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1498	2%	0.9%	54%	40%	4%	0%	0%
Afternoon	1496	4%	0.9%	66%	26%	4%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon



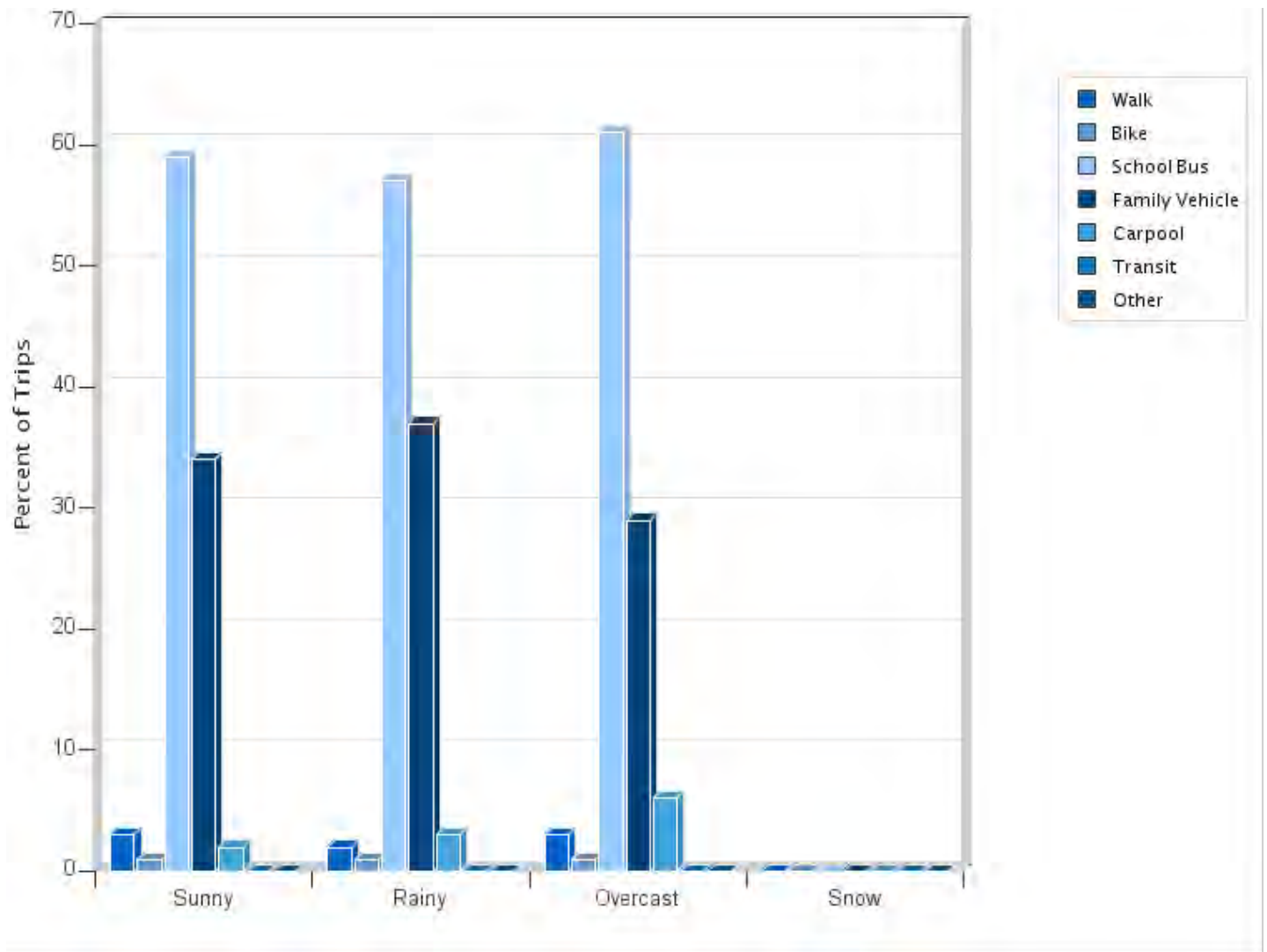
## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	592	2%	0.7%	53%	41%	4%	0%	0%
Tuesday PM	593	4%	0.7%	66%	26%	4%	0%	0%
Wednesday AM	499	2%	1%	53%	40%	4%	0%	0%
Wednesday PM	497	4%	1%	65%	26%	4%	0%	0%
Thursday AM	407	1%	1.0%	55%	40%	2%	0%	0%
Thursday PM	406	4%	1.0%	66%	26%	3%	0%	0%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	829	3%	1.0%	59%	34%	2%	0%	0%
Rainy	829	2%	0.7%	57%	37%	3%	0%	0%
Overcast	1018	3%	1%	61%	29%	6%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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

**School Name:** Mahtomedi Middle School

**Set ID:** 20746

**School Group:** Mahtomedi

**Month and Year Collected:** May 2016

**School Enrollment:** 0

**Date Report Generated:** 10/20/2016

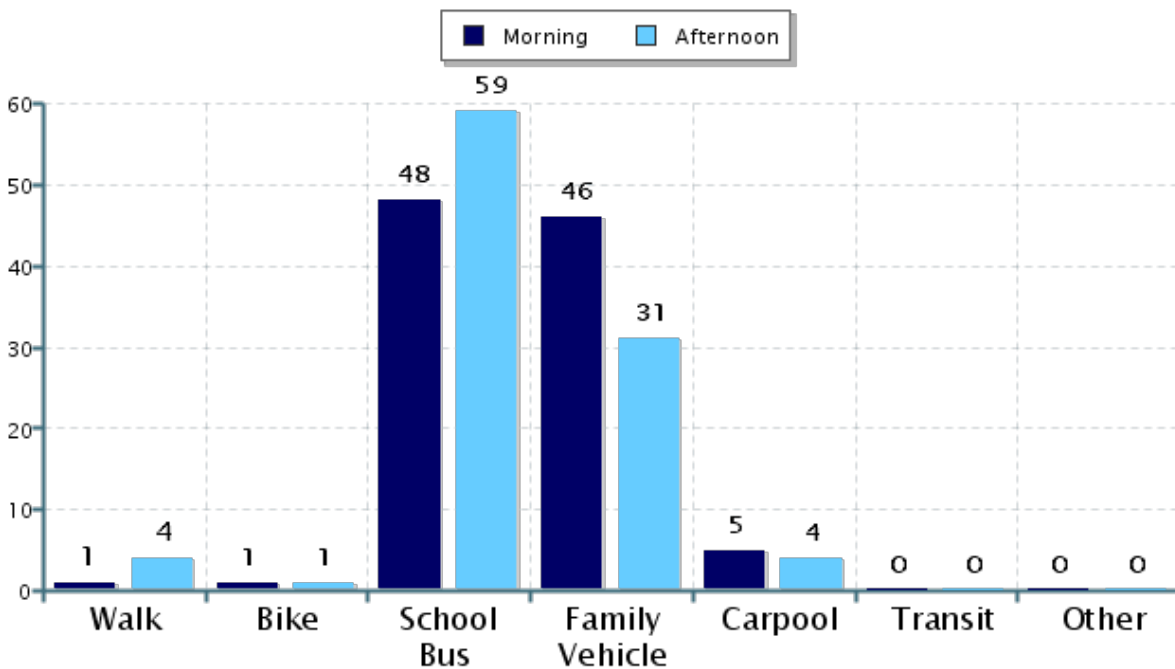
**% of Students reached by SRTS activities:** Don't Know

**Tags:** End-of-year evaluation

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

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

## Morning and Afternoon Travel Mode Comparison



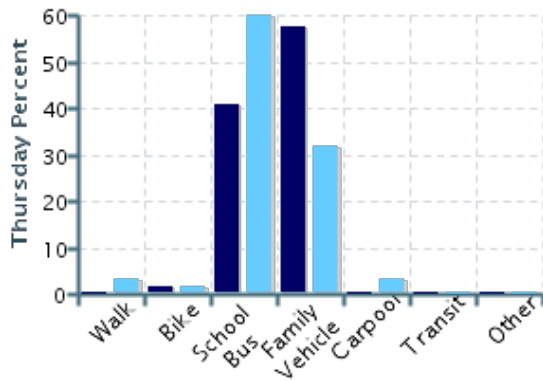
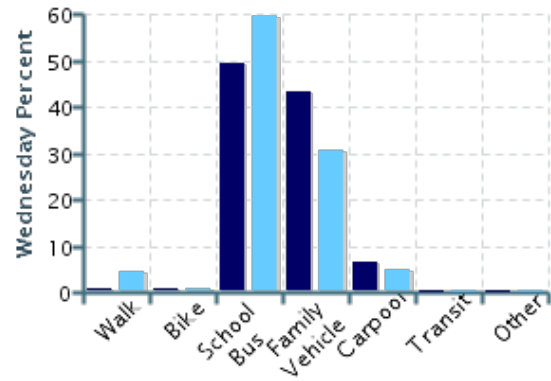
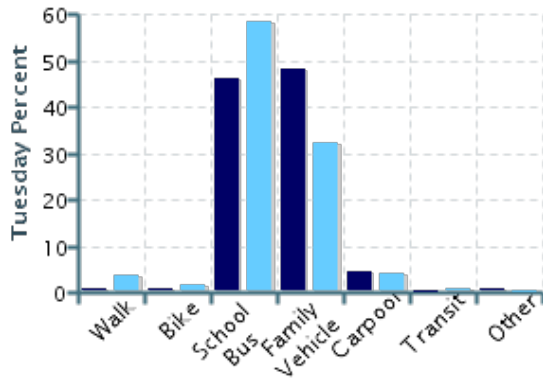
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1555	0.6%	0.6%	48%	46%	5%	0%	0.1%
Afternoon	1463	4%	1%	59%	31%	4%	0.1%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

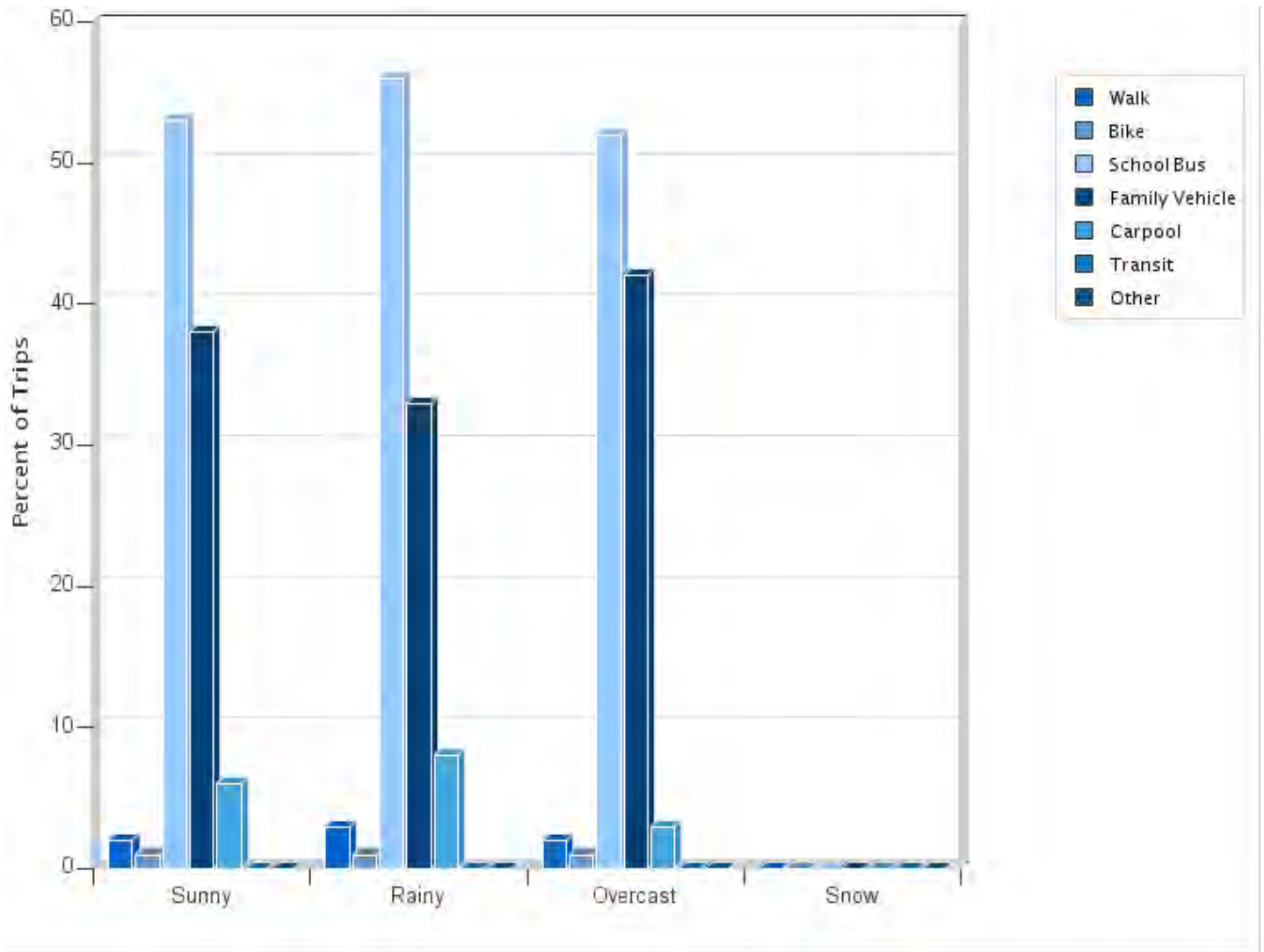


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	758	0.7%	0.5%	46%	48%	4%	0%	0.1%
Tuesday PM	730	4%	2%	58%	32%	4%	0.3%	0%
Wednesday AM	738	0.5%	0.5%	49%	43%	6%	0%	0%
Wednesday PM	673	4%	0.4%	60%	31%	5%	0%	0%
Thursday AM	59	0%	2%	41%	58%	0%	0%	0%
Thursday PM	60	3%	2%	60%	32%	3%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1376	2%	0.6%	53%	38%	6%	0.1%	0%
Rainy	227	3%	0.9%	56%	33%	8%	0%	0.4%
Overcast	1072	2%	1%	52%	42%	3%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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

**School Name:** Wildwood Elementary School

**Set ID:** 20796

**School Group:** Mahtomedi

**Month and Year Collected:** May 2016

**School Enrollment:** 0

**Date Report Generated:** 10/20/2016

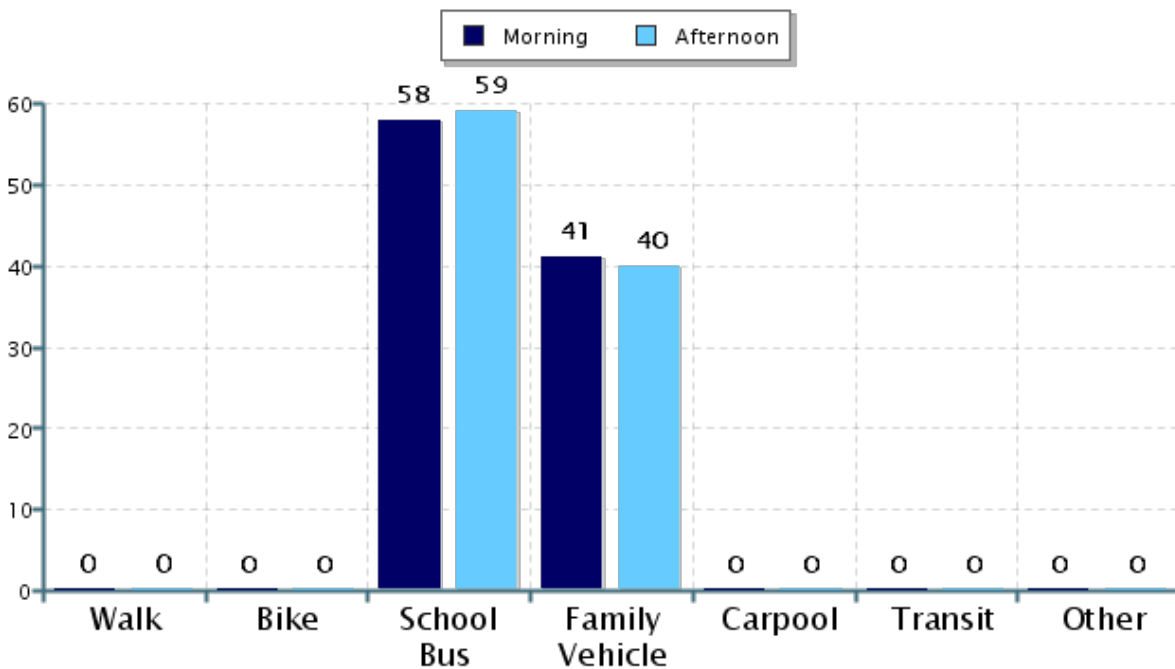
**% of Students reached by SRTS activities:** Don't Know

**Tags:** End-of-year evaluation

**Number of Classrooms  
Included in Report:** 20

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



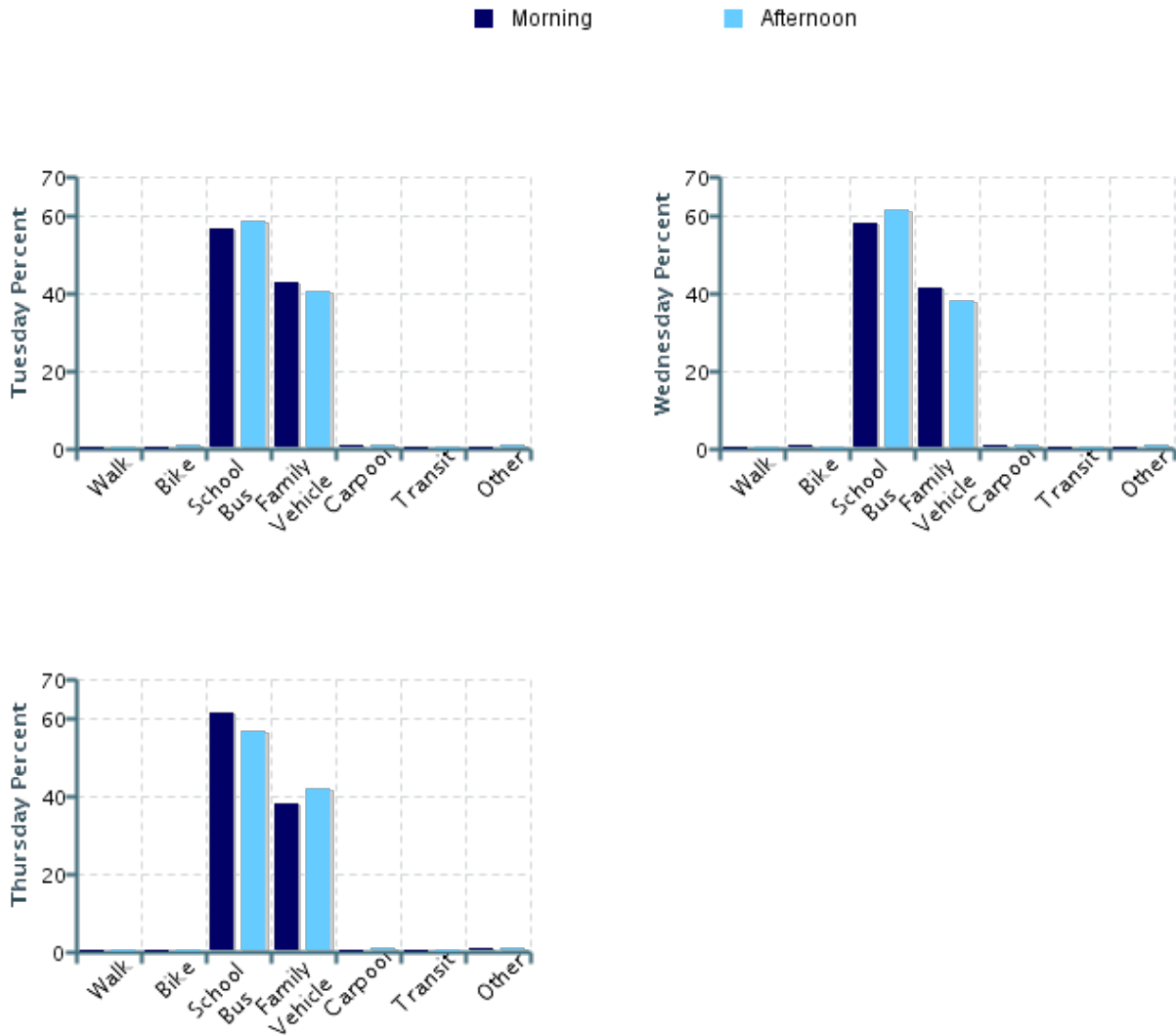
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1032	0%	0.1%	58%	41%	0.3%	0%	0.1%
Afternoon	1043	0%	0.1%	59%	40%	0.5%	0%	0.3%

Percentages may not total 100% due to rounding.



## Morning and Afternoon Travel Mode Comparison by Day

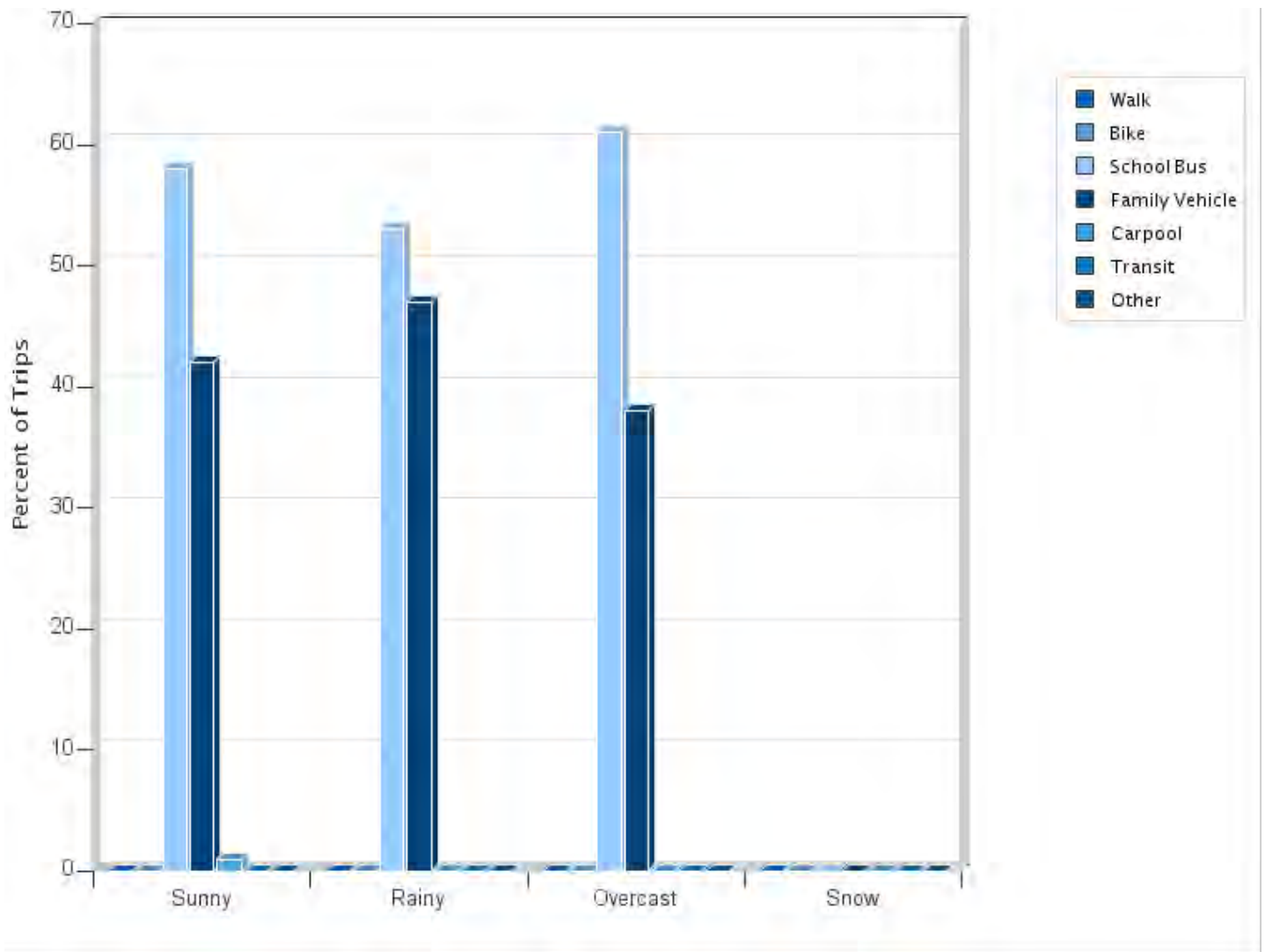


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	442	0%	0%	57%	43%	0.2%	0%	0%
Tuesday PM	447	0%	0.2%	59%	40%	0.4%	0%	0.2%
Wednesday AM	399	0%	0.3%	58%	41%	0.5%	0%	0%
Wednesday PM	397	0%	0%	61%	38%	0.3%	0%	0.3%
Thursday AM	191	0%	0%	61%	38%	0%	0%	0.5%
Thursday PM	199	0%	0%	57%	42%	1%	0%	0.5%

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	881	0%	0.1%	58%	42%	0.6%	0%	0.1%
Rainy	122	0%	0%	53%	47%	0%	0%	0%
Overcast	713	0%	0.1%	61%	38%	0.3%	0%	0.4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.



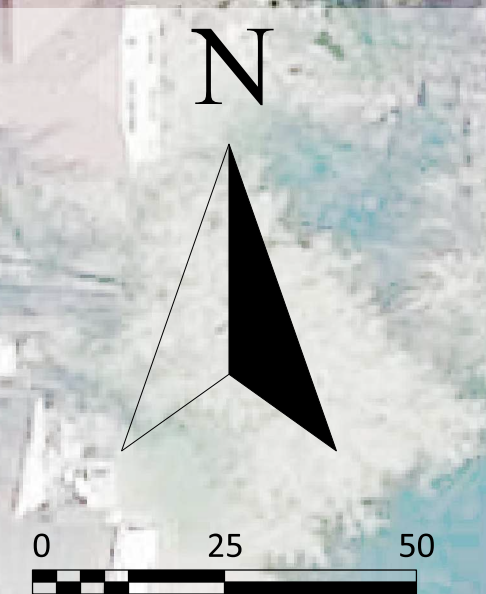


wsb

# Safe Routes to School Project

## Layout Plan - Page 1 of 2

72nd Street: Glenmar Avenue to Warner Avenue



Warwick Lane

Warner Avenue

Glenmar Avenue

72nd Street N

60'

Grass Boulevard

Bruening Court

Existing Trail

See Warner Avenue Layout, Page 2



Safe Routes to School Project  
**Layout Plan - Page 2 of 2**

Warner Road: South School Entrance  
to Bevins Lane

See 72nd Street Layout, Page 1

O.H. Anderson  
Elementary  
School

Pedestrian Flasher System



Puma Lane

Talahi Drive

Bichner Lane

Bevins Lane

Grass Boulevard

Warner Road

66'



**2020-2024 CAPITAL IMPROVEMENT PLAN**

	Street Improvement Fund	State-Aid	G.O. Improvement Bonds (Assessed portion)	G.O. Improvement Bonds (Levy Portion)	Water Utility	Met Council I/I/ Washington Co/ MnDOT/ RCWD Grants	Storm Water Utility	Sanitary Sewer Utility	TOTALS
<b>2020</b>									
Historic District Redevelopment - Phase IV (west portion)			\$ 540,000	\$ 2,227,000	\$ 1,085,000		\$ 535,000	\$ 113,000	\$ 4,500,000
Dahlia Street Improvements	\$ 39,000	\$ 485,800	\$ 114,200		\$ 199,000				\$ 838,000
Glennmar Area Diversion Project							\$ 360,000		\$ 360,000
Birchwood and Lost Lake Court Improvement Project			\$ 181,000	\$ 629,000	\$ 295,000	\$ 300,000	\$ 75,000	\$ 75,000	\$ 1,555,000
Bevins, Biehner & Talahi Street & Utility Improvements			\$ 830,300	\$ 433,700	\$ 99,000		\$ 170,000	\$ 170,000	\$ 1,533,000
Storm Sewer Pond Maintenance & Drainage Project							\$ 380,000		\$ 380,000
Sanitary Sewer Maintenance Program						\$ 40,000	\$ 160,000	\$ 160,000	\$ 200,000
<b>Total - 2020</b>	\$ 39,000	\$ 485,800	\$ 1,665,500	\$ 3,289,700	\$ 1,678,000	\$ 340,000	\$ 1,350,000	\$ 518,000	\$ 9,366,000
<b>2021</b>									
Historic District Redevelopment - Phase IV (east portion) Bonded in 2020			\$ 280,000	\$ 920,000	\$ 400,000		\$ 282,000	\$ 38,000	\$ 1,920,000
<b>Total - 2021</b>	\$ -	\$ -	\$ 280,000	\$ 920,000	\$ 400,000	\$ -	\$ 282,000	\$ 38,000	\$ 1,920,000
<b>2022</b>									
CSAH 12 Improvement Project Phase II (East Ave to Hilton Trail)	\$ 1,250,000	\$ 650,000			\$ 42,000			\$ 12,000	\$ 704,000
2022 Pavement Management Streets Project									\$ 1,250,000
<b>Total - 2022</b>	\$ 1,250,000	\$ 650,000	\$ -	\$ -	\$ 42,000	\$ -	\$ -	\$ 12,000	\$ 1,954,000
<b>2023</b>									
<b>Total - 2023</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>2024</b>									
2024 Street Improvements			\$ 300,000	\$ 1,700,000	\$ 60,000		\$ 40,000	\$ 50,000	\$ 2,150,000
120 Century Ave		\$ 500,000							\$ 500,000
Storm Sewer Pond Maintenance & Drainage Project							\$ 600,000		\$ 600,000
<b>Safe Routes to School</b>	\$ 150,000					\$ 428,000			\$ 578,000
Water Tower Painting					\$ 500,000				\$ 500,000
<b>Total - 2024</b>	\$ -	\$ -	\$ 300,000	\$ 1,700,000	\$ 560,000	\$ -	\$ 640,000	\$ 50,000	\$ 4,328,000
<b>2020-2024 Totals</b>	\$ 1,289,000	\$ 1,135,800	\$ 2,245,500	\$ 5,909,700	\$ 2,680,000	\$ 340,000	\$ 2,272,000	\$ 618,000	\$ 17,568,000





## Affordable Housing Map

Warner Road and 72nd Street Safe Routes to School  
Mahtomedi, MN



0 750  
Feet  
1 inch = 750 feet







March 17, 2020

Mr. John Sachi  
City Engineer  
c/o WSB  
178 9<sup>th</sup> Street  
St. Paul, MN 55101

Dear Mr. Sachi:

As City Administrator for the City of Mahtomedi, I am pleased to express support and concurrence for the Safe Routes to School Grant being submitted by the City of Mahtomedi. The improvements along Warner Avenue and 72<sup>nd</sup> Street will enhance our walking and biking facilities and address the safety concerns that have been raised by parents and shown in the SRTS Plan.

As the proposed improvements are largely on public right of way, the City of Mahtomedi will be taking the lead on the grant implementation. The Mahtomedi School District has agreed to work with the City to conduct all post-surveys required as part of the grant and the SRTS program.

Thank you for consideration of the grant request. If you have any questions, please feel free to contact me at 651-426-3344 or [sneilson@ci.mahtomedi.mn.us](mailto:sneilson@ci.mahtomedi.mn.us)

Sincerely,

Scott Neilson  
City Administrator  
City of Mahtomedi

**CITY OF MAHTOMEDI  
WASHINGTON COUNTY, MINNESOTA  
RESOLUTION NO. 2020-15  
RESOLUTION APPROVING AN AMENDMENT TO THE 2020-2024  
CAPITAL IMPROVEMENT PLAN**

---

**WHEREAS**, pursuant to a vote of the Council on December 3, 2019, the 2020-2024 Capital Improvement Plan for the City was approved; and

**WHEREAS**, the City is preparing a grant application for a Safe Routes to School federal grant for the years 2024-2025; and

**WHEREAS**, the application consists of a proposed sidewalk along 72nd Street and along Warner Avenue and crosswalk improvements in the proximity of O.H. Anderson School; and

**WHEREAS**, the grant program requires at least a 20% local government match for the construction costs; and

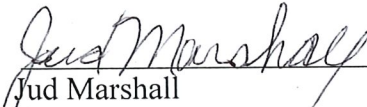
**WHEREAS**, the grant program does not pay for non-construction related expenses associated with the proposed project.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MAHTOMEDI, WASHINGTON COUNTY, MINNESOTA AS FOLLOWS:**

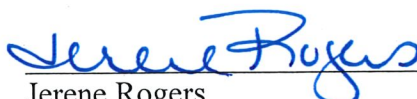
1. That the 2020-2024 Capital Improvements Plan for the City is amended to include the Safe Routes to School proposed project in 2024.

**ADOPTED** by the Mahtomedi City Council on March 17, 2020.

**CITY OF MAHTOMEDI**

  
\_\_\_\_\_  
Jud Marshall  
Its: Mayor

Attest:

  
\_\_\_\_\_  
Jerene Rogers  
Its: City Clerk

**CITY OF MAHTOMEDI  
WASHINGTON COUNTY, MINNESOTA**

**RESOLUTION NO. 2020-13**

**RESOLUTION FOR APPROVAL OF SAFE ROUTES TO SCHOOL IMPROVEMENTS  
GRANT APPLICATION SUBMITTAL AND AUTHORIZATION TO PROVIDE A  
LETTER OF SUPPORT FOR SAFE ROUTES TO SCHOOL 2020 FEDERAL FUNDING  
SOLICITATION PROCESS**

**WHEREAS,** The Metropolitan Council is requesting project submittals for federal funding under the Safe Routes to School (SRTS) Program; and

**WHEREAS,** these improvements include SRTS improvements, including a sidewalk on the south side of 72<sup>nd</sup> Street from Glenmar Avenue to Warner Avenue, and sidewalk on the west side of Warner Avenue from the south O.H. Anderson Elementary School entrance to 150 feet south of Bevins Lane and crosswalk enhancements at Warner Avenue and the southern O.H. Anderson School entrance.

**WHEREAS,** the Metropolitan Council adopted the criteria and measures for the biennial regional solicitation for federal transportation projects for program years 2024 and 2025; and

**WHEREAS,** staff believes that the 2020 SRTS grant solicitation is the best opportunity to obtain funding for the above described project, which is also included in the City's Capital Improvement Plan (CIP); and

**WHEREAS,** all regional solicitation projects require a 20 percent local match from nonfederal sources; and

**WHEREAS,** the 2020 SRTS Solicitation Process project grant applications submittals are due on April 16, 2020; and

**WHEREAS,** subject to federal funding award the City Council of Mahtomedi Minnesota, would be asked to consider authorization to execute a grant agreement at a future meeting.


**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Mahtomedi, Minnesota, as follows:

1. Hereby approves the grant application submittals for the SRTS Improvements including a sidewalk on the south side of 72<sup>nd</sup> Street from Glenmar Avenue to Warner Avenue and sidewalk on the west side of Warner Avenue from the south O.H. Anderson School entrance to 150 feet south of Bevins Lane and crosswalk enhancements at Warner Avenue and the southern O.H. Anderson School entrance.
2. The City Engineer is hereby authorized to submit a letter of support to be submitted as part of the SRTS Improvements grant submittal package by the City of Mahtomedi.

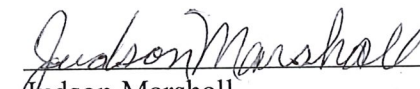
**RESOLUTION 2020-13**  
**PAGE 2**

Adopted this 17<sup>th</sup> day of March, 2020

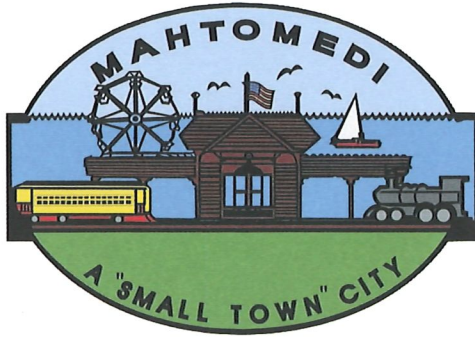
**ATTEST:**

  
\_\_\_\_\_  
Jerene Rogers  
City Clerk

**CITY OF MAHTOMEDI**

  
\_\_\_\_\_  
Judson Marshall  
Mayor





April 3, 2020

Mr. John Sachi  
City Engineer  
C/O WSB  
178 9<sup>th</sup> Street  
St. Paul, MN 55101

Subject: Metropolitan Council Regional Solicitation SRTS 2024/2025 Application:  
Warner Road: O.H. Anderson Elementary School to 150 Ft. South of Bevins Lane  
72<sup>nd</sup> Street North: Warner Road to Glenmar Avenue

Dear Mr. Sachi:

This letter documents that the City of Mahtomedi agrees to maintain and operate the above referenced proposed sidewalk improvements for their expected design life. Additionally, the City commits to keeping these facilities free of ice and snow to allow for year-round bicycle and pedestrian use.

Sincerely,

A handwritten signature in blue ink, appearing to be 'Scott Neilson', written over a horizontal line.

Scott Neilson  
City Administrator  
City of Mahtomedi

## City of Mahtomedi: Warner Road Safe Routes to School Improvements

Existing Conditions Images



Warner Road, facing north near southern project terminus. Photo Credit: Google (Street View)



Warner Road, facing north at southern entrance to O.H. Anderson Elementary. Location of proposed crosswalk enhancements. Photo Credit: Google (Street View)





Warner Road, facing north near northern entrance to O.H. Anderson Elementary. Photo Credit: Google (Street View)



Warner Road, facing north. Existing sidewalk/path just north of O.H. Anderson Elementary. Photo Credit: Google (Street View)





Warner Road and 72nd St N, facing east. Photo Credit: Google (Street View)



72nd St N, facing east. Photo Credit: Google (Street View)



72nd St N and Glenmar Ave, facing east. Photo Credit: Google (Street View)



**District Office**  
1520 Mahtomedi Avenue  
Mahtomedi, MN 55115-1907  
651-407-2000  
Fax: 651-407-2025  
[www.mahtomedi.k12.mn.us](http://www.mahtomedi.k12.mn.us)

March 11, 2020

Mr. Scott Neilson  
City Administrator  
City of Mahtomedi  
600 Stillwater Road  
Mahtomedi, MN 55115

Dear Mr. Neilson:

As Superintendent of Mahtomedi Public Schools, I am pleased to express my support and concurrence for the Safe Routes to School (SRTS) Grant being submitted by the City of Mahtomedi. The improvements along Warner Avenue will enhance our walking and biking facilities and address the safety concerns that have been raised by parents and shown in the SRTS Plan.

As the proposed improvements are largely on public right of way, the City of Mahtomedi will be taking the lead on the grant implementation. The Mahtomedi School District will work with the City to conduct all post-surveys required as part of the grant and the SRTS program.

Thank you for consideration of the grant request. If you have any questions, please feel free to contact me at 651-407-2001 or [barb.duffrin@issd832.net](mailto:barb.duffrin@issd832.net)

Sincerely,

Barbara Duffrin  
Superintendent of Schools



# Project to RBTN Orientation

Safe Routes to Schools Project: Warner Road SRTS | Map ID: 1584114051430

## Results

Project **IN** TIER 1  
Bicycle Transport Corridor.



# Project to RBTN Orientation

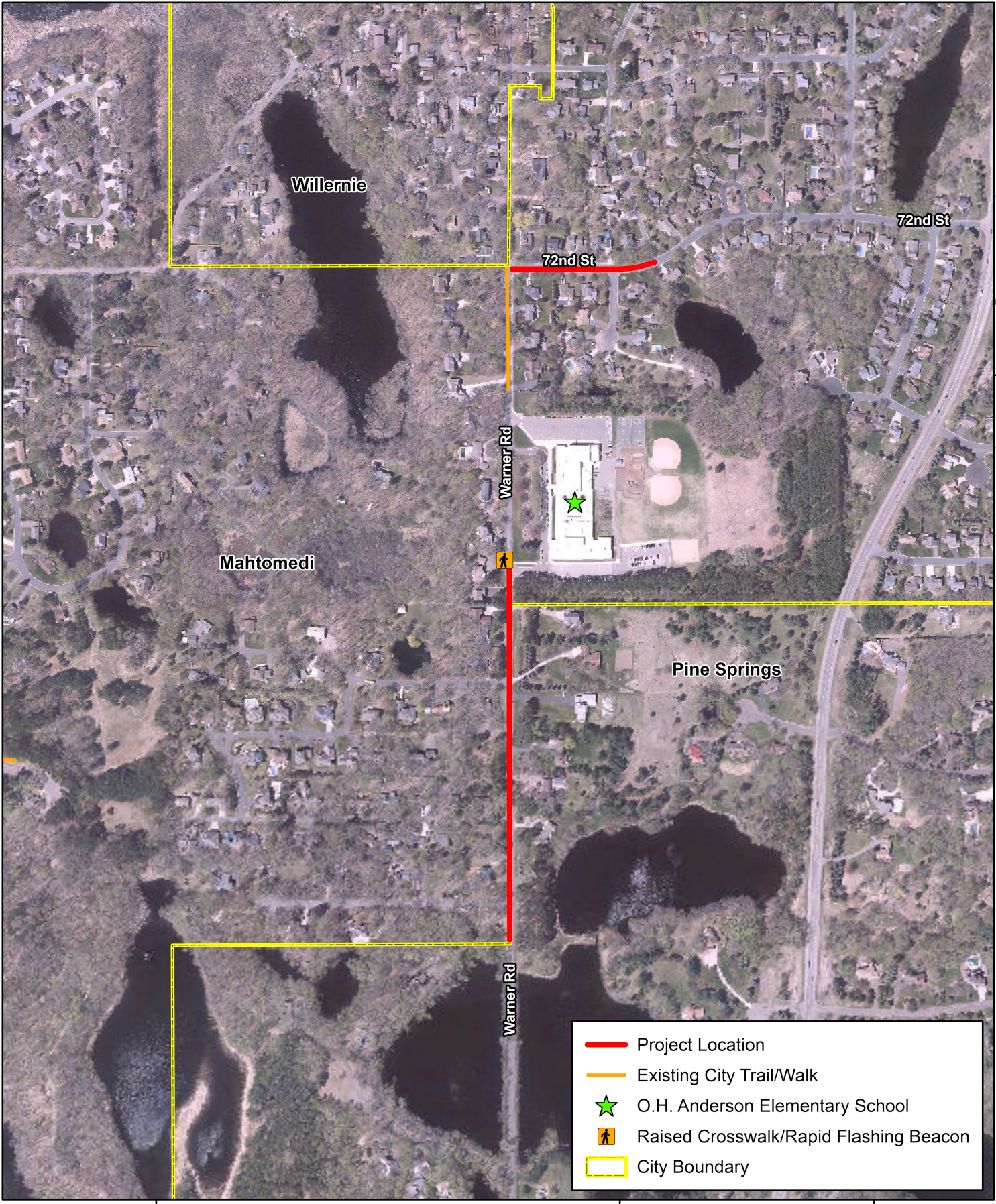
Safe Routes to Schools Project: Warner Road SRTS | Map ID: 1584114051430

## Results

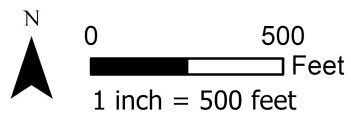
Project **IN** TIER 1  
Bicycle Transport Corridor.







**Project Location Map**  
Warner Road and 72nd Street Safe Routes to School  
Mahtomedi, MN





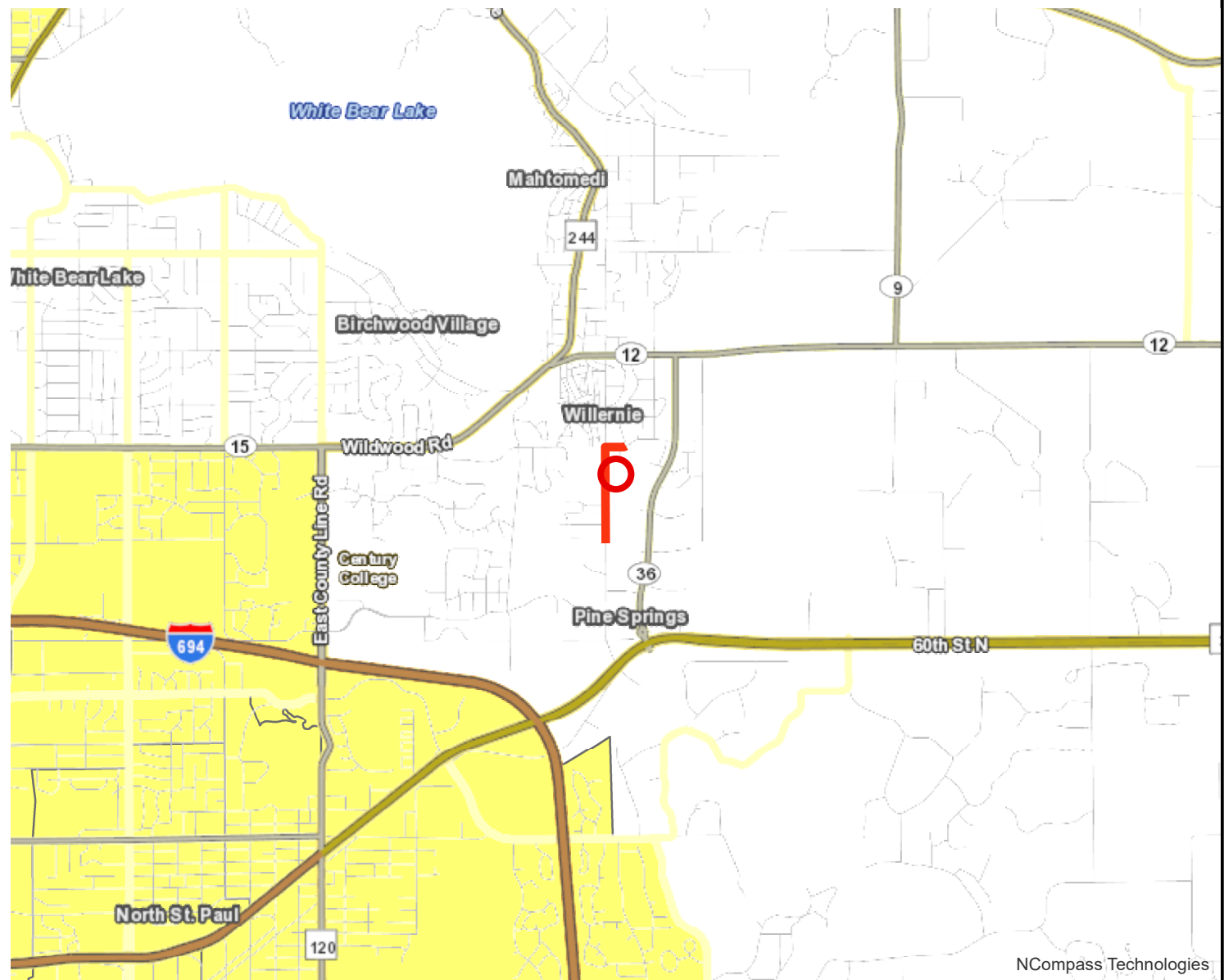
## Socio-Economic Conditions

Safe Routes to Schools Project: Warner Road SRTS | Map ID: 1584114051430

### Results

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:  
(0 to 12 Points)

Tracts within half-mile:  
70303 70304 70403



NCompass Technologies



Points



Lines



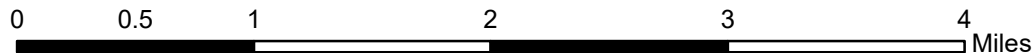
Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 3/13/2020  
LandscapeRSA2



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



**City of Mahtomedi Safe Routes to School Project**  
**72<sup>nd</sup> Street North: Warner Road to Glenmar Avenue**

**Potential Temporary Construction Easement Properties**

James & Brittany Barth  
248 72<sup>nd</sup> Street North  
Mahtomedi, Minnesota 55155  
Parcel ID#: 32.030.21.12.0030

Shawn & Sara Bromeland  
262 Bruening Court  
Mahtomedi, Minnesota 55155  
Parcel ID#: 32.030.21.12.0017

John H. & Joan H. Neumiller  
224 72<sup>nd</sup> Street North  
Mahtomedi, Minnesota 55155  
Parcel ID#: 32.030.21.12.0015

Gerald R. & Mary B. Dick  
222 72<sup>nd</sup> Street North  
Mahtomedi, Minnesota 55155  
Parcel ID#: 32.030.21.12.0014

Timothy S. Morrison  
540 Warner Avenue South  
Mahtomedi, Minnesota 55155  
Parcel ID#: 32.030.21.12.0013



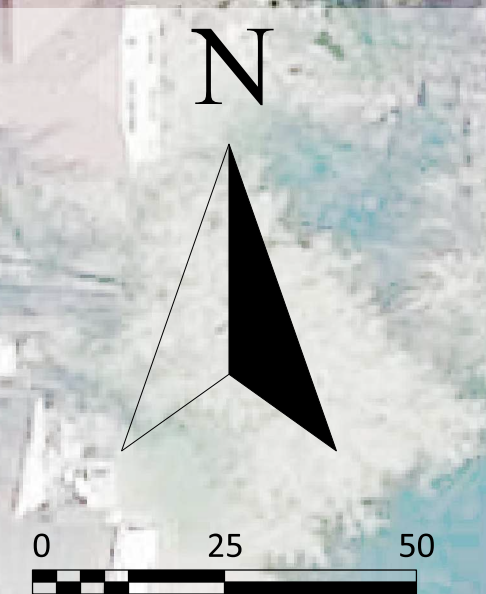


wsb

# Safe Routes to School Project

## Layout Plan - Page 1 of 2

72nd Street: Glenmar Avenue to Warner Avenue



Warwick Lane

Warner Avenue

Glenmar Avenue

72nd Street N

60'

Grass Boulevard

Bruening Court

Existing Trail

See Warner Avenue Layout, Page 2



Safe Routes to School Project  
**Layout Plan - Page 2 of 2**

Warner Road: South School Entrance  
to Bevins Lane

See 72nd Street Layout, Page 1

O.H. Anderson  
Elementary  
School

Pedestrian Flasher System



Puma Lane

Talahi Drive

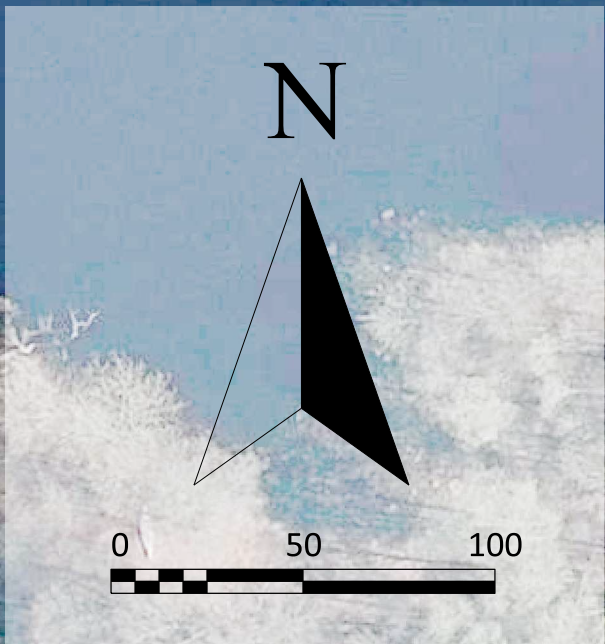
Bichner Lane

Bevins Lane

Grass Boulevard

Warner Road

66'







## Project Name:

**Applicant:** City of Mahtomedi

**Project Location:** Warner Road: South O.H. Anderson School entrance to 150 feet south of Bevins Lane  
72<sup>nd</sup> Street North: Warner Road to Glenmar Avenue

**Total Project Cost:** \$419,479

**Requested Federal Amount:** \$335,583

**Local Match:** \$83,896 (20% of total)

## Project Description:

The City of Mahtomedi is proposing a new sidewalk on the south side of 72<sup>nd</sup> Street North from Warner Road to Glenmar Avenue and new sidewalk on the west side of Warner Road from the south O.H. Anderson Elementary School access to 150 feet south of Bevins Lane. A new raised crosswalk with Rectangular Rapid Flashing Beacon (RRFB) is also proposed along Warner Road at the south O.H. Anderson Elementary School entrance. A diverse committee of community representatives and significant parent input led to identification of the proposed project as an important need in the Mahtomedi Safe Routes to School Plan. The project addresses critical existing sidewalk gaps preventing O.H. Anderson Elementary School students from safely biking and walking to school.

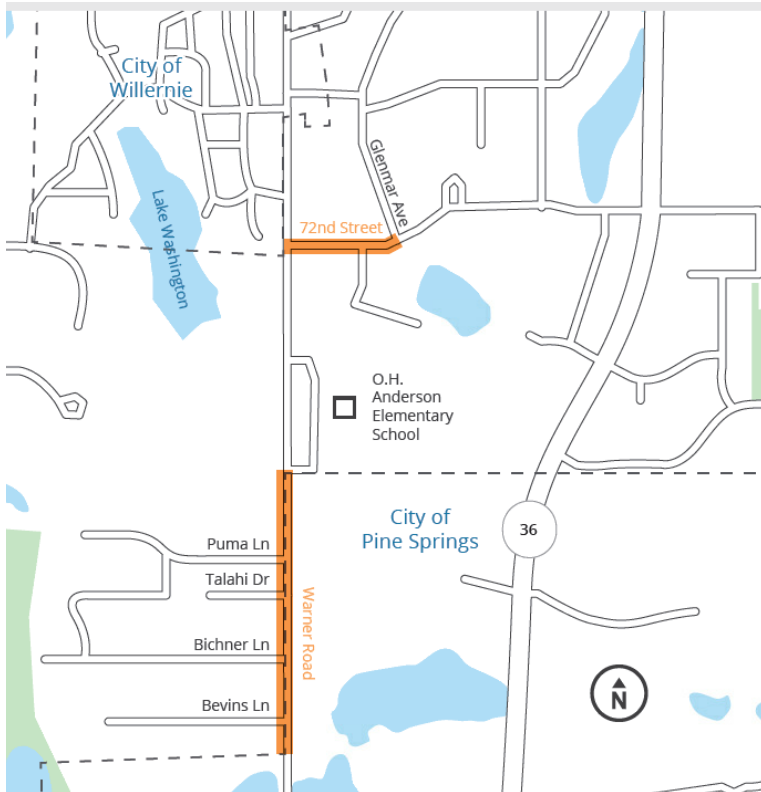
## Key Project Benefits:

- Completes gaps in the existing sidewalk network along Warner Road and 72<sup>nd</sup> Street North
- Provides new raised crosswalk and a Rectangular Rapid Flashing Beacon (RRFB) along Warner Road south O.H. Anderson Elementary School access
- Reduces risk of crashes and conflicts between bicycles/pedestrians and vehicles

## Key Connections:

- O.H. Anderson Elementary School
- Tier 1 RBTN Corridor

## Project Area:



Warner Road facing north at south School entrance (Google Maps).



72<sup>nd</sup> Street facing east at Warner Road (Google Maps).