Application

17069 - 2022 Safe Routes to School Infrastructure

17664 - Meadow Lake Elementary Safe Routes to School

Regional Solicitation - Bicycle and Pedestrian Facilities

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

Organization Information

Name:	NEW HOPE, CITY OF
Jurisdictional Agency (if different):	

Organization Type:	City
Organization Website:	
Address:	4401 XYLON AVE N

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	City	State/Province	Postal Code/Zip

County:	Hennepin
Phone:*	612-531-5100 Ext.
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PeopleSoft Vendor Number	0000020977A1

Project Information

Project Name	Meadow Lake Elementary Safe Routes to School
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	New Hope; Brooklyn Park
Jurisdictional Agency (If Different than the Applicant):	

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

Meadow Lake Elementary is a large public school on the north side of New Hope, MN with a diverse student population and an extensive community of caring parents and teachers.

It is situated on the southeast corner of Boone Avenue North (major collector) and 62nd Avenue North (minor collector). Highway 169 (principal arterial) is located to the west, 63rd Avenue North (a principal arterial in the city of Brooklyn Park) is located further to the north, Bass Lake Road (minor arterial) is located further to the south, and Winnetka Avenue North (minor arterial) is located further to the east.

Road conditions on 62nd, Boone, and Zealand avenues pose significant risks to the student population and are barriers to walking and biking to Meadow Lake Elementary. There have been 14 accidents reported within four blocks of the school since 2014, including two in which bicyclists were injured. Parents note the hazards posed by long and uncomfortable crossings, inattentive drivers blocking crosswalks, low visibility, and lack of signage. As a result, 64% of parents reported the safety of intersections and crossings and the amount of traffic as reasons that they would not allow their children to walk or bike to school. In addition, the disabled students and bikers of Meadow Lake have struggled with safe accessibility to school due to the lack of ramps.

Since 2017, significant assessment, planning, and public engagement efforts have been undertaken by the city and its partner organizations to identify barriers to walking and biking and discover ways to make it safer for students. Detailed action plans have been developed and, with the help of a grant from MnDOT and support from partner

organizations, a temporary demonstration project was installed which allowed the city to evaluate potential infrastructure improvements to the 62nd and Boone intersection before investing in permanent changes. This project produced clear and measurable results that demonstrate the importance of these improvements in ensuring that Meadow Lake students are safe as they travel to school.

The proposed project will focus on several infrastructure improvements near the school, many of which are outlined in the Meadow Lake Elementary Safe Routes to School Plan and were tested as part of the demonstration project. These improvements include high visibility crosswalks, curb extensions, ramps, stop bars, stop sign flashers, and increased signage. Possible other improvements are outlined in the SRTS Plan that could further increase safety and accessibility.

These improvements, if implemented, will allow students at Meadow Lake Elementary to walk or bike to school safely, thereby improving their health and performance at school.

(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.

Meadow Lake Elementary Safe Routes to School 62nd and Boone avenues

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

0.3

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

$363,616.80

Match Amount $90,904.20

Minimum of 20% of project total

Project Total $454,521.00

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 New Hope

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: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of New Hope

Zip Code where Majority of Work is Being Performed 55428

(Approximate) Begin Construction Date 06/01/2027

(Approximate) End Construction Date 08/02/2027

Name of Trail/Ped Facility: N/A

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) N/A

To:
(Intersection or Address) N/A

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

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0

Is this a new trail? No

Primary Types of Work Curb extensions, pedestrian ramps, stop sign flashers, blinker pedestrian crossing signage, speed feedback signage

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

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.

"Local and state agencies are encouraged to coordinate with state safety efforts to educate the public in the proper use of sidewalks and crosswalks by pedestrians and proper use of shared lanes, bicycle lanes and trails by bicyclists. These safety programs include the 'Safe Routes to School' programs that promote bicycling and walking safety for school students" (page 2.7).

"Improving local street connectivity and using design principles of Complete Streets during planning and designing" (page 3.9). The city of New Hope adopted a Complete Streets policy in 2011 and applies the policy to reconstruction projects.

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

"Pedestrian facilities, like sidewalks and curb ramps, are often constructed or improved in conjunction with public roadway projects implemented by the state and local governments. Sidewalks with curb ramps are commonly thought of as the backbone of the pedestrian infrastructure network. Street crossing facilities can include a wide range of treatments, from differing types of marked crosswalks, advance stop lines, accessible pedestrian signals for people with vision impairments, curb extensions to reduce crossing distances, pedestrian crossing islands, and other signal treatments" (pages 7.3, 7.4).

"Pedestrians are the most vulnerable travelers on our transportation network and they include different groups of people with various trip types: children walking to school, people with different disabilities requiring a range of mobility devices (e.g., wheelchairs, power chairs, walkers, canes or guide dogs), or senior citizens with limited mobility options. Planning for safe accommodations

throughout the year should be routine" (page 7.10).

"Many state and local partners, including MnDOT and the Minnesota Department of Health (MDH), have continued working over the past 15 years to develop and fund programs that support youth walking and biking to school on routes that are safe, comfortable, and convenient. Comprehensive Safe Routes to School programs address multiple areas, including engineering, education, encouragement, enforcement, equity, and evaluation" (page 7.12).

(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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Safe Routes to School Plan for Meadow Lake Elementary (pages 17-21)

https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_9826625/File/City%20Hall/Planning%20&%20Development/Policies%20&%20Plans/Meadow%20Lake_Final%20Draft.pdf

City of New Hope 2040 Comprehensive Plan (page 179)

https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_9826625/File/City%20Hall/Community%20Development/2040%20Comprehensive%20Plan%20Final%20-W%20Apndx%20FINAL.pdf

City of New Hope Complete Streets Policy (pages 9, 10)

https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_9826625/File/City%20Hall/Planning%20&%20Development/Policies%20&%20Plans/complete_streets_policy_0511.pdf

(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. Unique project costs are limited to those that are federally eligible.

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

5.Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2020 funding cycle).
Multiuse Trails and Bicycle Facilities: *$250,000 to $5,500,000*
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): *$250,000 to $2,000,000*
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. Yes

Date plan completed: 06/22/2020

Link to plan: https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_9826625/File/City%20Hall/Planning%20&%20Development/Policies%20&%20Plans/New%20Hope_ADATransitionPlan_Final.pdf

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.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

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. Unique projects are exempt from this qualifying requirement.

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

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Upload Agreement PDF

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

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.

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 within one year of project completion. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$15,740.99

Removals (approx. 5% of total cost)	$24,671.75
Roadway (grading, borrow, etc.)	$1,147.52
Roadway (aggregates and paving)	$101,344.64
Subgrade Correction (muck)	$0.00
Storm Sewer	$573.76
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$102,473.81
Traffic Control	$3,935.25
Striping	$4,983.69
Signing	$2,295.05
Lighting	$0.00
Turf - Erosion & Landscaping	$9,266.25
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
Totals	**$266,432.71**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
Sidewalk Construction	$6,196.62
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$17,212.85
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$71,720.19
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00

Bicycle and Pedestrian Contingencies	$41,320.09
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$136,449.75**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$51,638.54
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$51,638.54**

Transit Operating Costs

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

Totals

Total Cost	$454,521.00
Construction Cost Total	$454,521.00
Transit Operating Cost Total	$0.00

Measure 1A: Relationship Between Safe Routes to School Program Elements

Response:

Evaluation

In 2017, the city partnered with MnDOT to develop a Safe Routes to School Plan for Meadow Lake Elementary. The plan includes an assessment of existing barriers and opportunities for the site. Student and parent surveys and traffic crash data were utilized to help understand program effectiveness, identify improvements, and ensure program sustainability. In 2018, the city received a grant from MnDOT to fund a temporary installation at an intersection that was identified as a dangerous crossing for students. Stantec Engineering completed a traffic count analysis to record traffic patterns before and during the installation.

Education

To educate students on the importance of walking and biking, the city has developed and offered programs, including the Bike Rodeo, New Hope Safe Kids Coalition, Safety Camp, school crossing guards, and transportation safety communication. A student-led campaign, and Walk! Bike! Fun! Curriculum are also planned.

Encouragement

Robbinsdale Area Schools coordinates a Walk and Bike to School Day to encourage students to stay active. Other planned programs include a Walking School Bus, Bus Drop, Walk/Park and Walk, and Walking Route Maps, as outlined in the SRTS Plan.

Equity

These improvements will benefit low-income, disabled, and BIPOC students. According to Robbinsdale Area Schools, 86.53% of students

enrolled at Meadow Lake Elementary are part of the BIPOC community, 70.1% of students are on free/reduced lunch programs, 0.99% are experiencing homelessness, and 21.58% are English learners. The school draws a significant number of students from an apartment complex that participates in an affordable housing program and has household income limits. According to the Metropolitan Council, in 2019, 75% of the available units in New Hope are affordable (30%-80% AMI). New Hope's Housing Performance Score recently increased from 86 in 2018 to 90 in 2021, according to the Metropolitan Council.

Engagement

All students and parents were encouraged to participate in the planning process. Student and parent surveys for both the SRTS plan and demonstration project were completed. Feedback was solicited from school staff, who received comments from parents, students, and neighbors. Staff met with students and Brooklyn Park staff when preparing the SRTS plan.

Engineering

Physical projects were completed when bus loading and unloading areas for students were relocated to Zealand Avenue North in 2017, as recommended in the SRTS plan. A sidewalk, pedestrian landing island, stop sign, crosswalk, and parking signage were installed. The proposed project would improve the safety of students walking and biking to school by making significant safety improvements at Boone and 62nd avenues and Zealand and 62nd avenues.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project, or the issue/barrier being addressed by 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)

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

Average Percent of Student Population	7.8%
Documentation Attachment	1649687144455_Travel tally and survey results.pdf

Please upload attachment in PDF form.

Measure B: Student Population

Student population within one mile of the school	239.0

Measure A: Engagement

i.Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii.Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii.Describe the progression of engagement activities in this project. A full response should answer these questions:

Response:

Planning for the Safe Routes to School Plan and the demonstration project was completed in close coordination with school-based teams to support a clear path to implementation. A planning session took place with the city, consultants, Robbinsdale Area Schools, and Meadow Lake Elementary in which the team met with Meadow Lake students to get their feedback on biking and walking to school. All students were encouraged to attend, and the planning session was planned to accommodate the needs of as many students and parents as possible. Meadow Lake has a diverse student population, with 86.53% BIPOC students, 70.1% on free/reduced lunch programs, 0.99% experiencing homelessness, and 21.58% English learners. The needs of all these students were supported in the planning process. Bilingual and special needs staff attended to make sure every student could participate. Large-format maps were used for students to show neighborhood destinations, walking routes, biking routes, and barriers. The staff took the time to make sure students and parents understood the material.

Consultant staff also led stakeholders on a walk assessment to evaluate pedestrian experiences. It allowed the group to understand what walking to school is like. Following the walk assessment, meeting participants observed the dismissal of students. All stakeholders reconvened and discussed their observations. Walking and bicycling routes, bus loading, parent pick up, issues and opportunities were recorded on large format maps and referenced later by the consultant team when making recommendations.

Consultants presented the local team with recommendations. The local team provided useful initial feedback, which the consultant team then used when meeting with the New Hope planning

and engineering staff in 2016. The integration of these recommendations with other capital projects programmed for the area was discussed. The feedback received was critical in finalizing the infrastructure recommendations shown in the plan.

Tallies of students' methods of transportation to and from school were administered and surveys were sent to parents in an effort to gather parents' and caregivers' thoughts about walking and biking to school. These materials were available in multiple languages and simplified so that everyone could understand the recommendations. In 2016, 29 classrooms submitted walk and bike numbers. As part of the Safe Routes to School plan, 100 parent survey questionnaires were analyzed. There were 26 parent surveys completed after the demonstration project. The city and school received feedback from school staff, who requested comments from parents, students, and neighbors on the demonstration project. This feedback was crucial in guiding the proposed improvements.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:
This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.
Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.
Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

The infrastructure improvements proposed in this application, including advanced stop bars, curb extensions, ADA compliant ramps, high visibility crosswalk markings, improved signage, and reduced crossing widths, will improve the safety of pedestrians and cyclists. They are intended to slow traffic in the area and bring awareness to motorists that they are entering a school zone. The natural result will be that drivers will be more likely to stop behind crosswalks and drivers will travel at slower speeds and anticipate people desiring to cross streets.

This will result in more students walking and biking to school, which has marked benefits for students' physical and mental health. It decreases the likelihood of obesity, increases test scores and school performance, and decreases the likelihood of mental illness. The results of a lack of safe alternative travel options fall hardest on disadvantaged segments of the population, who are more likely to suffer from obesity, mental illness, and academic performance challenges.

The mobility improvements brought about by these upgrades will not only benefit the students of Meadow Lake Elementary but will positively impact the community as a whole. According to the US Census Bureau, 34% of the population of New Hope identifies as people of color, and 9.2% of residents are persons in poverty. By improving bike and pedestrian safety, disadvantaged populations will have greater access to safe multimodal transportation options and can experience similar increases in physical and mental health in addition to the financial benefits of decreased vehicle reliance.

The improvements would also shorten crossing distances through the use of sidewalk extensions,

which would be improve safety and convenience for people using wheelchairs, strollers, walkers, crutches, bicycles or who have mobility restrictions.

The 2019 installation demonstrated the effectiveness of the proposed improvements at Boone ave and 62nd at ensuring pedestrian and bike safety. The school district staff stated that students, crossing guards, and supervisors felt the installation was extremely beneficial in terms of student and pedestrian safety and the installation received positive feedback from the public works and police departments. The traffic study conducted before and during the installation observed slight slowdowns, which was as to be expected considering the aim of slowing down traffic around the school zone.

These changes will greatly reduce the stress of people crossing in this area. By feeling safer when walking in the area, students and residents will be willing to do so more frequently, thus improving health and wellness.

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

Measure C: Affordable Housing Access

Describe any affordable housing developmentsexisting, under construction, or plannedwithin ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).
Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:
This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

There is an abundance of affordable housing in the area surrounding Meadow Lake Elementary and the residents of these developments will directly benefit from the transportation improvements proposed in this application. The "Socio-Economic Conditions" map produced by Metropolitan Council states that there are 779 publicly subsidized rental housing units in census tracts within 1/2 mile of the project location.

New Hope has a significant amount of naturally occurring affordable housing units in the city. According to the Metropolitan Council, the percentage of affordable units (30%-80% AMI) available in the city was 75% in 2019 (as reported in 2021). The city's Housing Performance Score, as assigned by Metropolitan Council, increased from 86 in 2018 to 90 in 2021 (maximum score is 100). The scoring system assesses and recognizes local efforts in developing and maintaining housing affordable to low- and moderate-income households through a variety of programs and services. In comparison to the 181 other cities and townships included in the assessment, New Hope's 2021 score was higher than 148 other cities, lower than 30 other cities, and tied with two other cities.

The proposed transportation improvements will improve access to education for residents of these affordable units. Meadow Lake Elementary draws a significant number of students from the Autumn Ridge Apartments at 8516 63rd Avenue North in Brooklyn Park. The 366-unit apartment complex participates in an affordable housing program and household income limits apply. Many of the students walk to Meadow Lake Elementary and must cross 62nd Avenue North or Boone Avenue North to get to school. Other students walk to school from the single-family neighborhoods surrounding the school in all directions. The

proposed improvements would ensure that these students are safe and experience a stress-free commute to school.

In addition, all residents of affordable housing are more likely to experience poverty, and according to the National Household Travel Survey, individuals living in poverty have the greatest rate of bike trips and take walk trips about 50% more than their higher-income counterparts.

The improved pedestrian and bicycle safety infrastructure will allow greater safety and convenience to all the residents of surrounding affordable housing units and provide greater ease of access to the many opportunities and resources provided in New Hope.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1648844680938_Map 1.pdf

Measure A: Gaps, Barriers, and Continuity/Connections

Response:

When New Hope consulted with stakeholders and partners to develop a Safe Routes to School Plan for Meadow Lake Elementary, a thorough assessment was done to identify existing barriers to the existing bicycle and pedestrian network around the school.

Barriers that were identified include long and uncomfortable crossings of primary walking routes, drivers not anticipating people crossing, and drivers blocking crosswalks. Disabled students as well as bikers face the additional challenges of navigating stormwater bumpouts and a lack of ramps to the school.

The two main crosswalks that students coming from the north, east, and west, must cross to get to the main entrance on 62nd Ave N both pose significant hazards to students crossing. The lack of adequate signage at the intersections, wide road cross-sections that encourage drivers to move quickly, long and narrow crosswalks, and heavy traffic blocking the way, make it difficult for students to cross safely. These challenges are intensified for disabled students and bikers, who need additional time to cross the street, have difficulties traversing curb bumps, and need ramp access to travel safely.

The nearest alternative crossing to the school is located over 850 feet to the south of the main entrance along Boone Ave N. This crosswalk is the same length and also lacks adequate signage.

The proposed improvements will greatly enhance the safety and ease of students' travel to school.

Flashing lights and additional signage will alert drivers to the stop signs, speed limit signs, and pedestrian crosswalks. Wider, high-visibility crosswalks will increase their profile. A median on

the wider crossing at Zealand would slow drivers down and provide a respite for students crossing. Stop bar legs would prevent drivers from crossing into the intersections. In addition, curb improvements at the intersections will prevent tripping, falling off bikes, and wheelchair tipping. ADA-compliant ramps will also improve accessibility to the school for bikes and wheelchairs.

Additional improvements outlined in the SRTS Plan would extend sidewalks and bike lanes to improve accessibility, add speed feedback signage, and provide streetlights for visibility in the dark.

A traffic count analysis completed by the city's engineering firm shows that traffic in the area around the school is higher than previously reported, with annual average daily traffic (AADT) along Boone Ave N, south of 62nd, recorded at over 8,000. The study found that traffic during peak hours is heavy and could be exceeding what an All-Way Stop controlled intersection is capable of adequately handling.

These high traffic volumes show that congestion around the school needs to be controlled to ensure the safety of Meadow Lake students.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1648845155954_Map 2.pdf

Please upload attachment in PDF form.

Measure B:Deficiencies corrected or safety or security addressed

Traffic hazards on 62nd and Boone avenues pose significant risks to students walking and biking to Meadow Lake Elementary. There have been 14 accidents reported within four blocks of the school since 2014. This includes two accidents involving motor vehicles and bicycles. Six accidents were reported on Boone or 62nd avenues or at the school. All the others were reported on Boone Avenue North, just south of the school.

This has resulted in concerned parents not allowing their children to walk or bike to school. According to survey data, the majority of parents reported safety of intersections and crossings and amount of traffic affected their decision to allow their children to walk or bike to school.

Response:

Through extensive public engagement, assessment, and planning, the community of stakeholders have identified infrastructure improvements that will allow students to walk or bike to school safely.

In the planning process, the intersection of Boone and 62nd avenue was identified as a dangerous crossing. High volume, fast traffic with an abundance of cars turning, long and narrow crosswalks, weak visibility of stop signs, and hazardous bumpouts create a multitude of hazards for children crossing.

The addition of flashing lights on stop signs, widened high-visibility crosswalks, and stop bars would help to keep cars out the intersection while students cross. The removal of the right-turn lane on northbound Boone Ave would eliminate the hazard of cars recklessly turning. In addition, the installation of ADA-compliant ramps and curb

extensions on NW, SW, and SE corners of the intersection would prevent bikes and wheelchairs from tipping and allow ease of access to the crosswalks.

A temporary installation including delineators, paint, and signage, lead to reported safety improvements by students, crossing guards, supervisors, the public works, and police.

The crossings at Zealand and 62nd also pose similar hazards, and would benefit from ADA-complaint ramps, curb extensions, stop bars, additional signage, and a blinker for pedestrian crossing. This stretch of road is also wider, which encourages drivers to drive too fast. This could be improved by adding a median crossing island and flashing school speed limit sign.

The safety of bikers and disabled students is also threatened by four curb cuts on the property, which could be eliminated by reducing the width of driveway aprons. Other possibilities outlined in the Meadow Lake SRTS Plan include extending sidewalks and bike lanes, installing speed feedback radar signs, shortening the intersection crossing at Boone and 60 ½ Ave N, and adding streetlights.

These improvements would significantly improve what is currently an unacceptably hazardous situation for students walking and biking to school.

(Limit 2,800 characters; approximately 400 words)

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.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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

Planning was completed in close coordination with school-based teams to support a clear path to implementation.
When the Safe Routes to School (SRTS) plan for Meadow Lake Elementary was developed, the intersection of Boone and 62nd Avenue was identified as a dangerous crossing for students walking to and from school and as a candidate for a demonstration pilot program. In 2018, the city was awarded a grant from MnDOT to help fund a temporary installation at the intersection. With the assistance of Alta Planning + Design, Robbinsdale Area Schools, Meadow Lake Elementary, and Brooklyn Park, an installation concept was developed. The demonstration project allowed the city to evaluate potential infrastructure improvements to the intersection before investing in permanent changes.
Feedback was solicited from school staff, who received comments from parents, students, and neighbors. Staff met with students and Brooklyn Park staff when preparing the SRTS plan. Student and parent feedback was solicited through paper and/or electronic surveys. Tallies of students? daily methods of transportation to and from school were administered and surveys were sent to parents in an effort to gather parents? and caregivers? thoughts about walking and biking to school. Twenty-nine classrooms submitted walk and bike numbers during the month of September 2016. 100 parent survey questionnaires were analyzed. Survey respondents of students who do not currently walk or bike to school cited the amount of traffic along the route, the safety of intersections and crossings, distance, weather, and speed of traffic as the main reasons that affect their decision to not allow their students to walk or bike to and from school. Some parents submitted comments, and many of them noted busy streets as the reason they would not let their children walk or bike to school.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. *100%*	Yes
A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us. *100%*	
For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. *75%*	
Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. *50%*	
Layout has been started but is not complete. A PDF of the layout must be attached to receive points. *25%*	
Layout has not been started *0%*	
Attach Layout *Please upload attachment in PDF form.*	1649797688146_Layout.pdf
Additional Attachments *Please upload attachment in PDF form.*	1649797855679_Brooklyn Park letter of support.pdf

3.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 *100%*	Yes
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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $454,521.00

Enter Amount of the Noise Walls: $0.00

Total Project Cost subtract the amount of the noise walls:	$454,521.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Aerial images before and during installation.pdf	Drone images taken at the intersection of Boone Ave N and 62nd Ave North before and during the installation of the temporary demonstration project.	2.1 MB
Brooklyn Park letter of support.pdf	Brooklyn Park letter of support	88 KB
Layout.pdf	Layout	335 KB
Meadow Lake Elementary Safe Routes to School Summary.pdf	One-page project summary	329 KB
Project to RBTN Orientation map.pdf	Project to RBTN Orientation map	3.4 MB
Socio-Economic Conditions map.pdf	Socio-Economic Conditions map	3.1 MB
Travel tally and survey results.pdf	Travel tally and survey results	675 KB

Meadow Lake Elementary in Context

Meadow Lake Elementary is located on the north side of the City of New Hope along the east side of Boone Avenue N. Highway 169 is located to the west, 63rd Avenue N. is located further to north, Bass Lake Rd. is located further to the south, and Winnetka Avenue N. is located further to the east. During the 2016-2017 school year, there were 605 students enrolled. The school draws students from Robbinsdale Area Schools, which is comprised of seven communities in the northwest suburbs of the Twin Cities and include Brooklyn Center, Brooklyn Park, Crystal, Golden Valley, New Hope, Plymouth, and Robbinsdale.

The majority of parents report their children traveling to and from school by school bus (62.5%) or family vehicle (28.6%), while few walk (6.8%), bike (1%) or carpool (1%). These percentages vary by distance from school. More than twenty-five percent of students living within a half mile of school report walking, 31.9% take the school bus to school, 38.3% report receiving a ride in a family vehicle, and 4.3% bike. As the distance from school increases to one mile or greater, less than one-percent of students walk, none bike, less than 2% carpool, family vehicle trips decrease (27.4%), and school bus trips increase (72.6%).

63rd Avenue N and Boone Avenue N are significant barriers to walking and biking to Meadow Lake Elementary. Between 2006 and 2015, four crashes involving vehicles and a bicyclist or pedestrian within a one-half mile radius of school, mostly along Boone Avenue N near 63rd Avenue N. Sixty-four percent of parents reported safety of intersections and crossings and amount of traffic and 61% reported distance affected their decision to allow their children to walk or bike to school.

APPENDIX

FURTHER READING

The summary on this page takes information from a more detailed existing conditions report found in the appendix. There you'll find a report that talks about how students and parents report traveling to and from school, a map showing pedestrian and bicyclist-involved crashes, and a map of residences of students who attend Meadow Lake Elementary. This information helped planners and community stakeholders develop the best strategies for increasing safety and comfort for students walking and biking to school.

Appendix F. Parent Survey

The following is a summary of a survey sent home to parents of children attending Meadow Lake Elementary in the fall of 2016. It asks parents their feelings about walking and biking. Below is a direct export from the National Safe Routes to School Data Collection System, which processed the survey responses and generated the report.

Parent Survey Report: One School in One Data Collection Period

School Name: Meadow Lake

School Group: Robbinsdale Schools

School Enrollment: 699

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

Number of Questionnaires Distributed: 699

Set ID: 15388

Month and Year Collected: October 2016

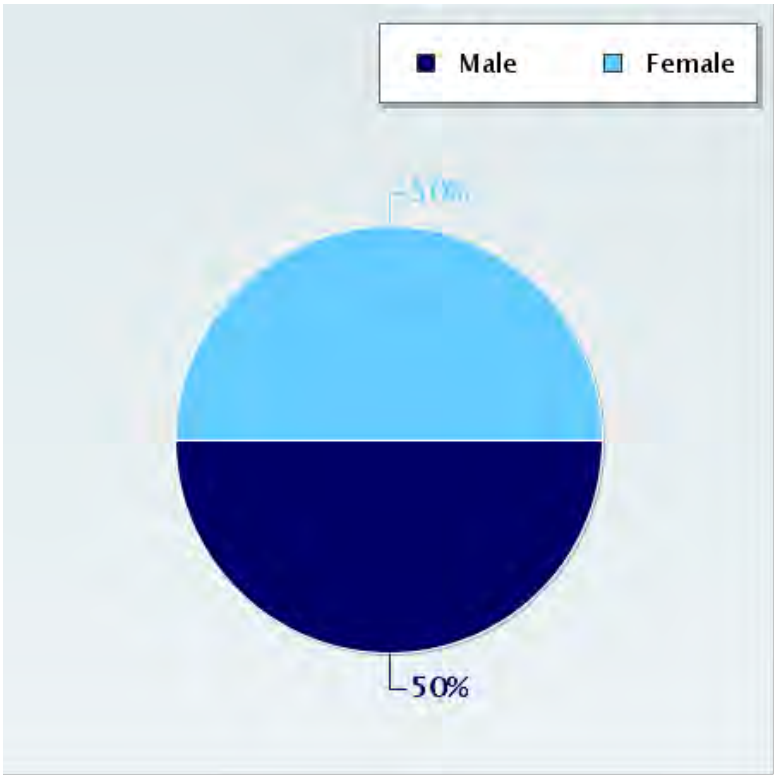
Date Report Generated: 10/21/2016

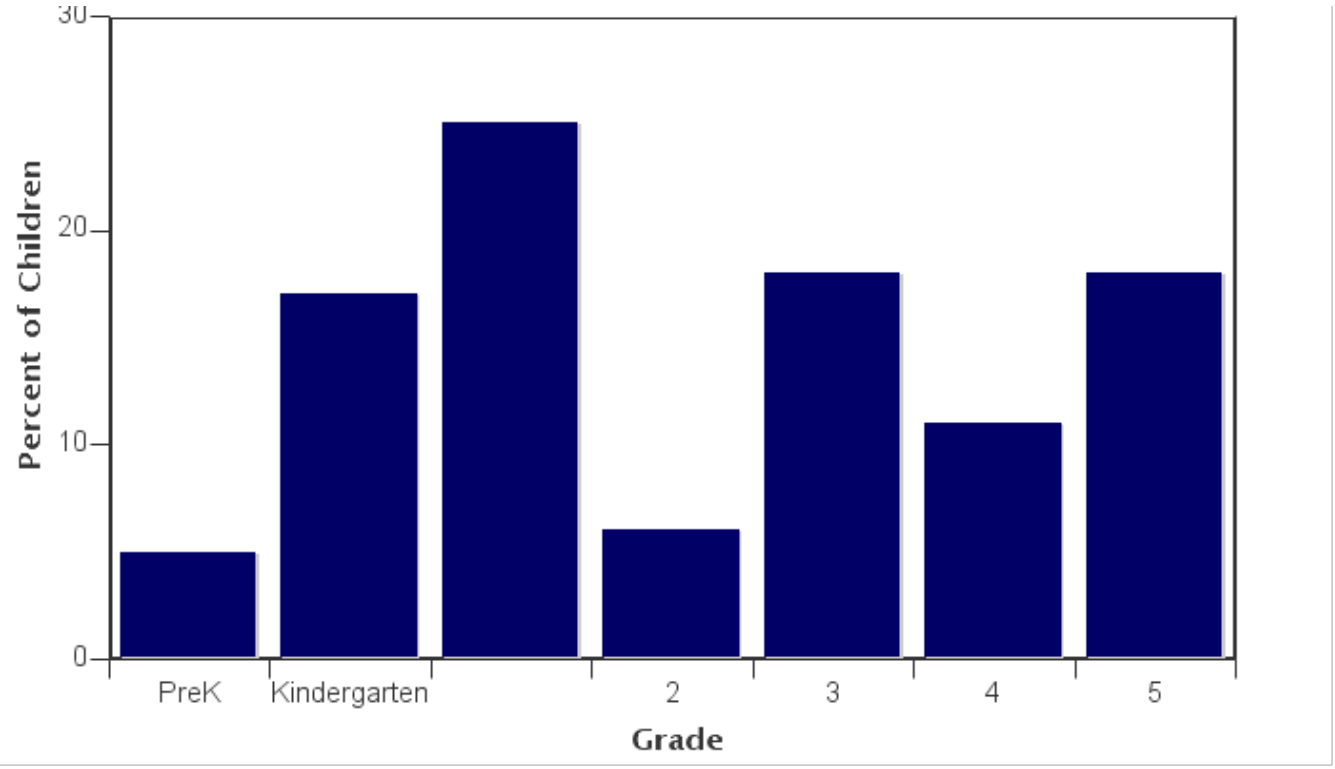
Tags:

Number of Questionnaires Analyzed for Report: 100

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

Sex of children for parents that provided information



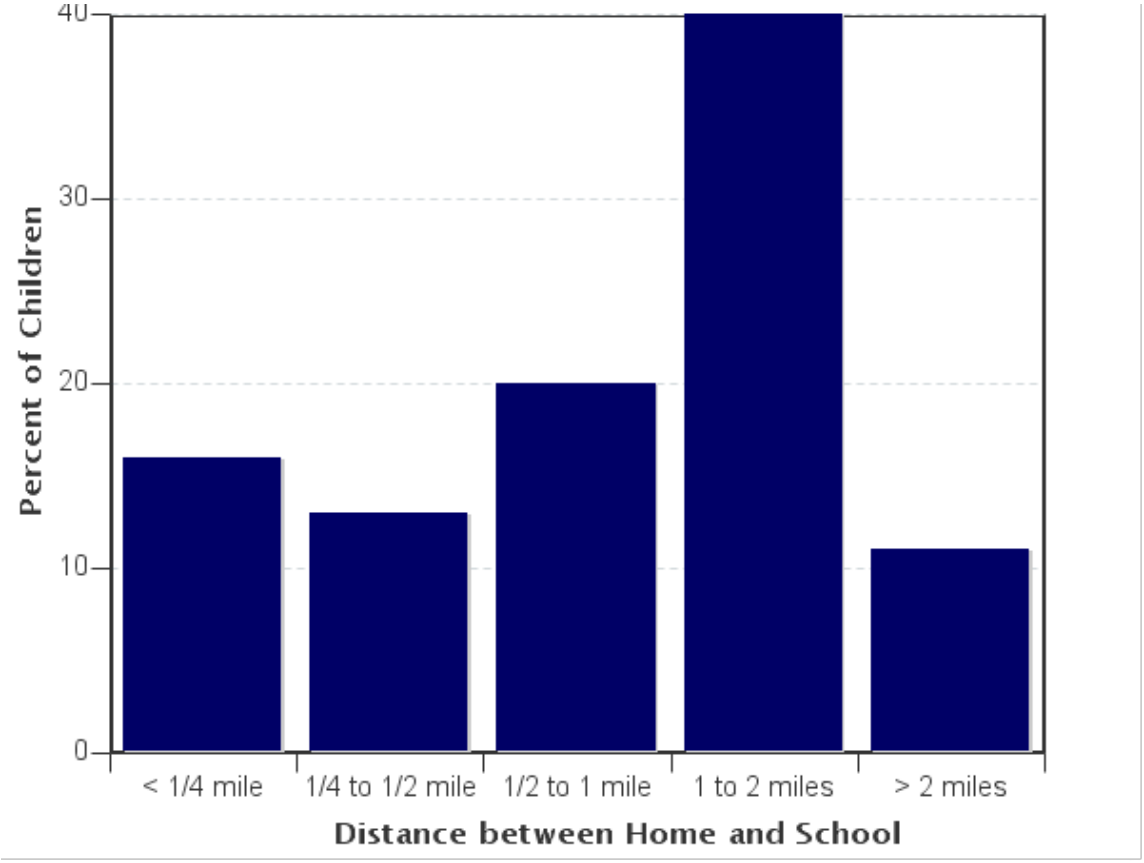


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	5	5%
Kindergarten	17	17%
1	25	25%
2	6	6%
3	18	18%
4	11	11%
5	18	18%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

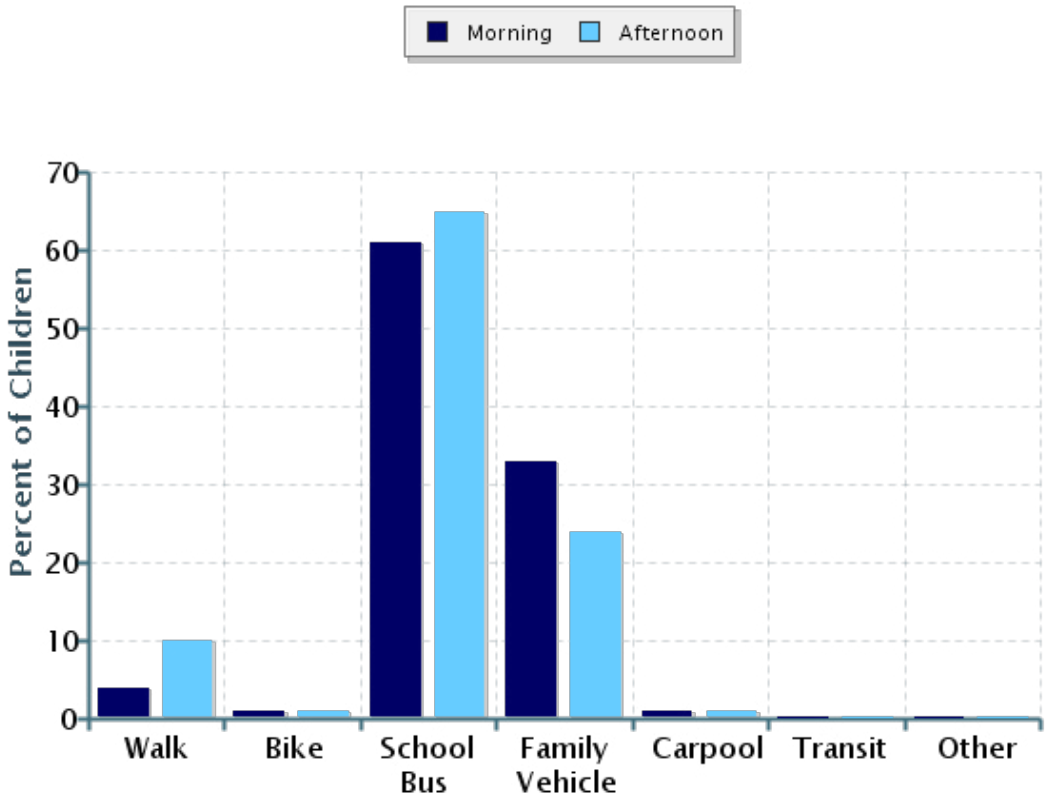


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	13	16%
1/4 mile up to 1/2 mile	11	13%
1/2 mile up to 1 mile	17	20%
1 mile up to 2 miles	33	40%
More than 2 miles	9	11%

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

Typical mode of arrival at and departure from school

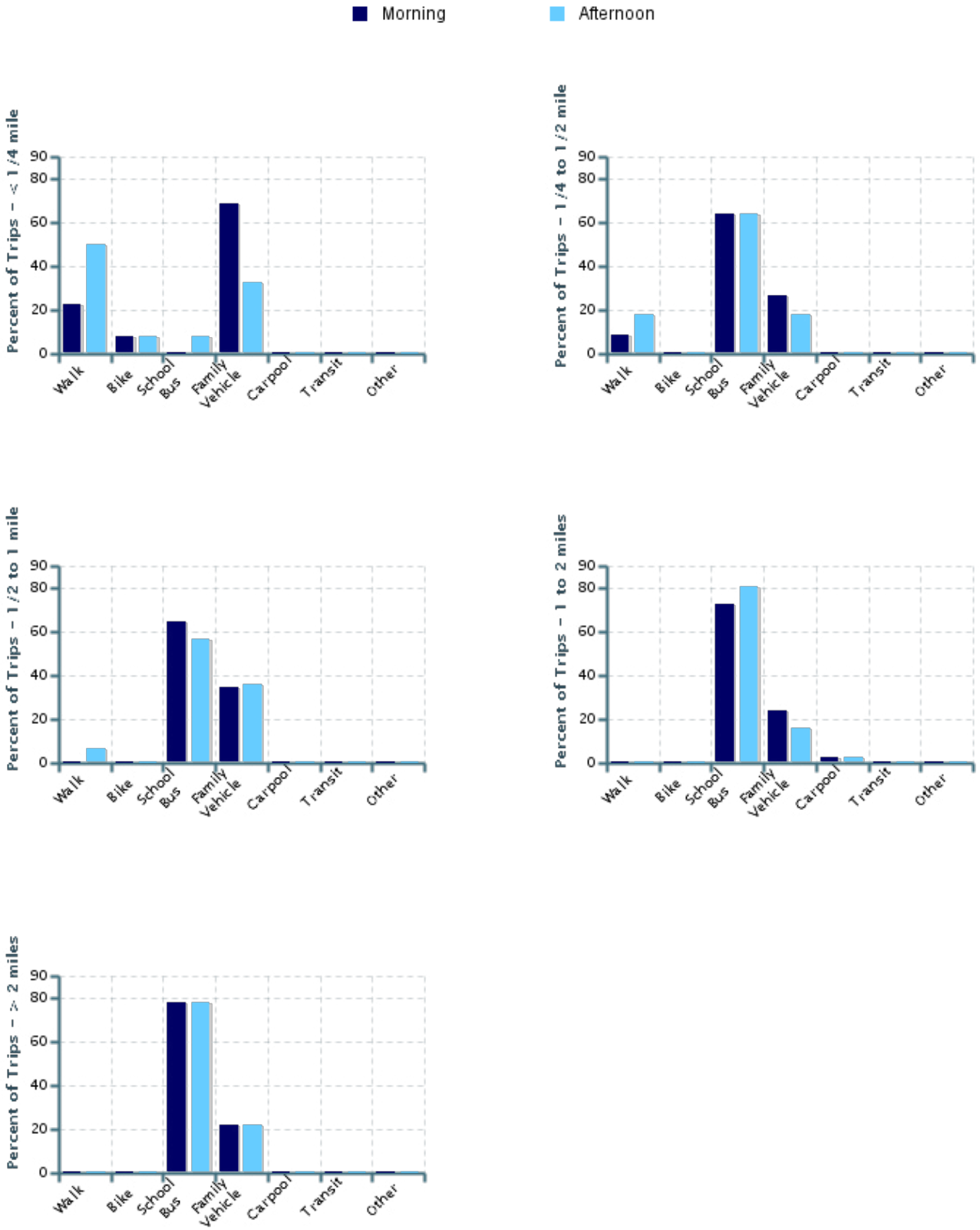


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	99	4%	1%	61%	33%	1%	0%	0%
Afternoon	93	10%	1%	65%	24%	1%	0%	0%

No Response Morning: 1
No Response Afternoon: 7
Percentages may not total 100% due to rounding.

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



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	13	23%	8%	0%	69%	0%	0%	0%
1/4 mile up to 1/2 mile	11	9%	0%	64%	27%	0%	0%	0%
1/2 mile up to 1 mile	17	0%	0%	65%	35%	0%	0%	0%
1 mile up to 2 miles	33	0%	0%	73%	24%	3%	0%	0%
More than 2 miles	9	0%	0%	78%	22%	0%	0%	0%

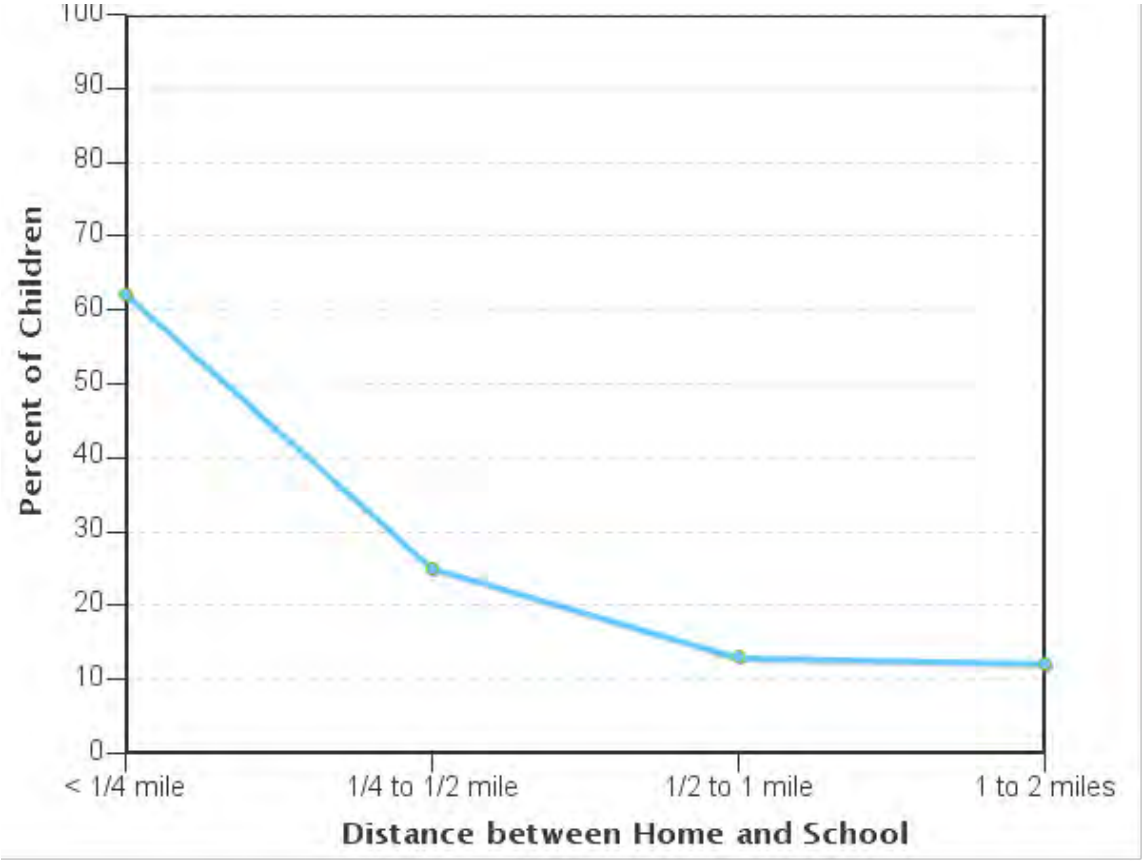
Don't know or No response: 17
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	50%	8%	8%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	11	18%	0%	64%	18%	0%	0%	0%
1/2 mile up to 1 mile	14	7%	0%	57%	36%	0%	0%	0%
1 mile up to 2 miles	31	0%	0%	81%	16%	3%	0%	0%
More than 2 miles	9	0%	0%	78%	22%	0%	0%	0%

Don't know or No response: 23
Percentages may not total 100% due to rounding.

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

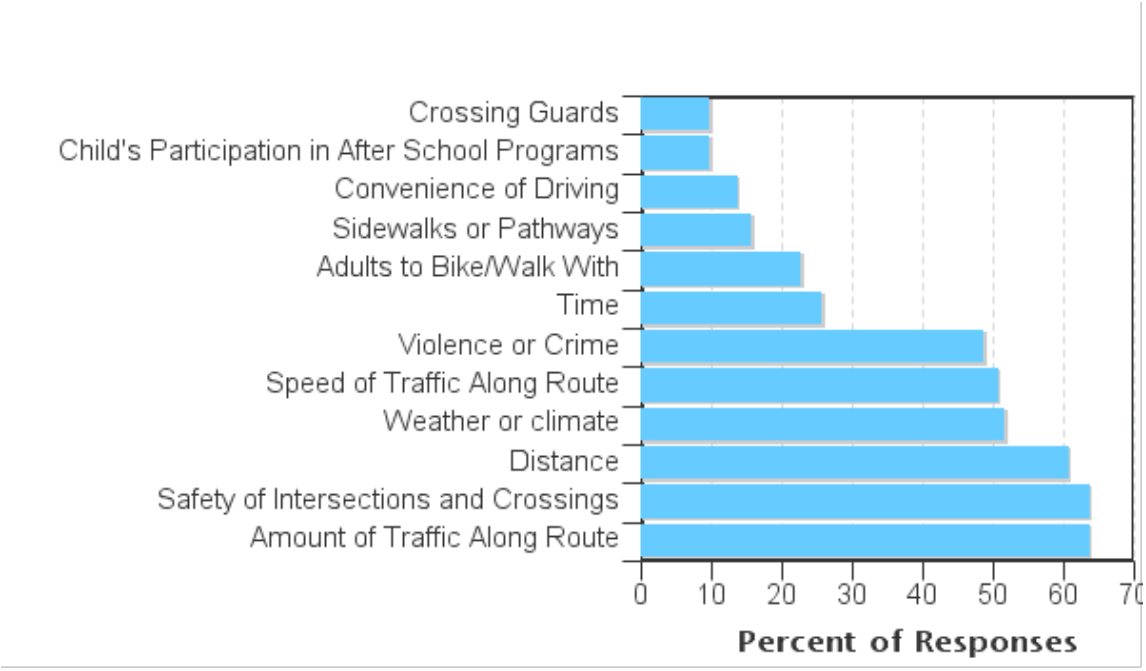


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

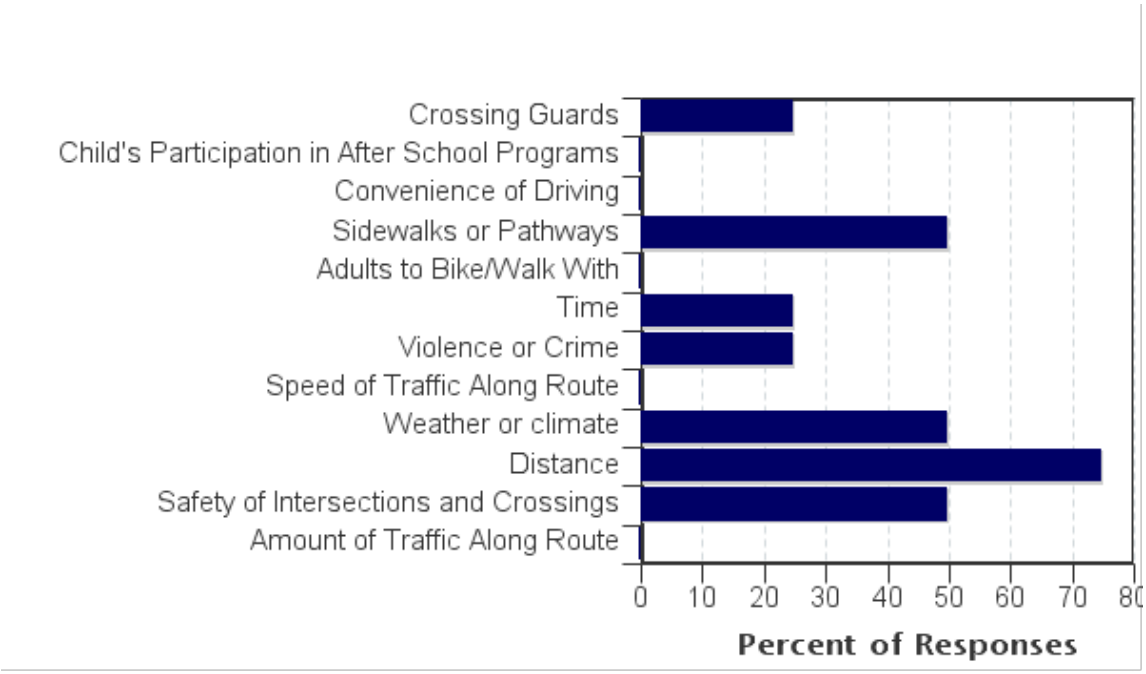
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	15	62%	25%	13%	12%	0%
No	55	38%	75%	87%	88%	100%

Don't know or No response: 30
Percentages may not total 100% due to rounding.

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



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

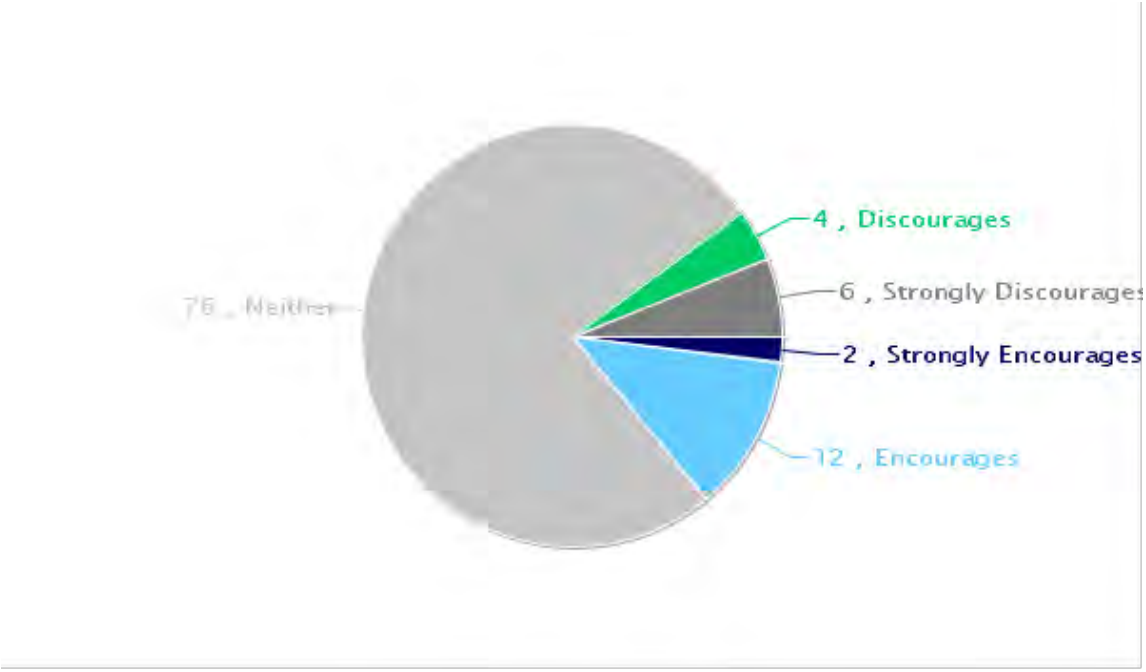


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

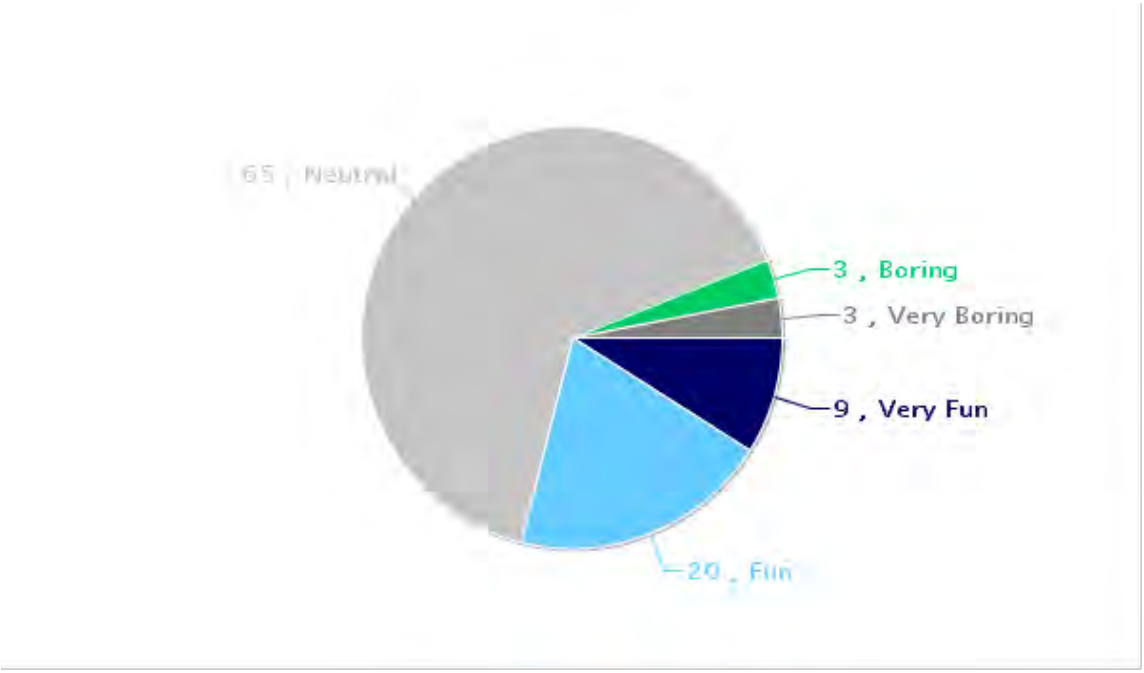
Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	64%	0%
Safety of Intersections and Crossings	64%	50%
Distance	61%	75%
Weather or climate	52%	50%
Speed of Traffic Along Route	51%	0%
Violence or Crime	49%	25%
Time	26%	25%
Adults to Bike/Walk With	23%	0%
Sidewalks or Pathways	16%	50%
Convenience of Driving	14%	0%
Child's Participation in After School Programs	10%	0%
Crossing Guards	10%	25%
Number of Respondents per Category	**69**	**4**

No response: 27
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

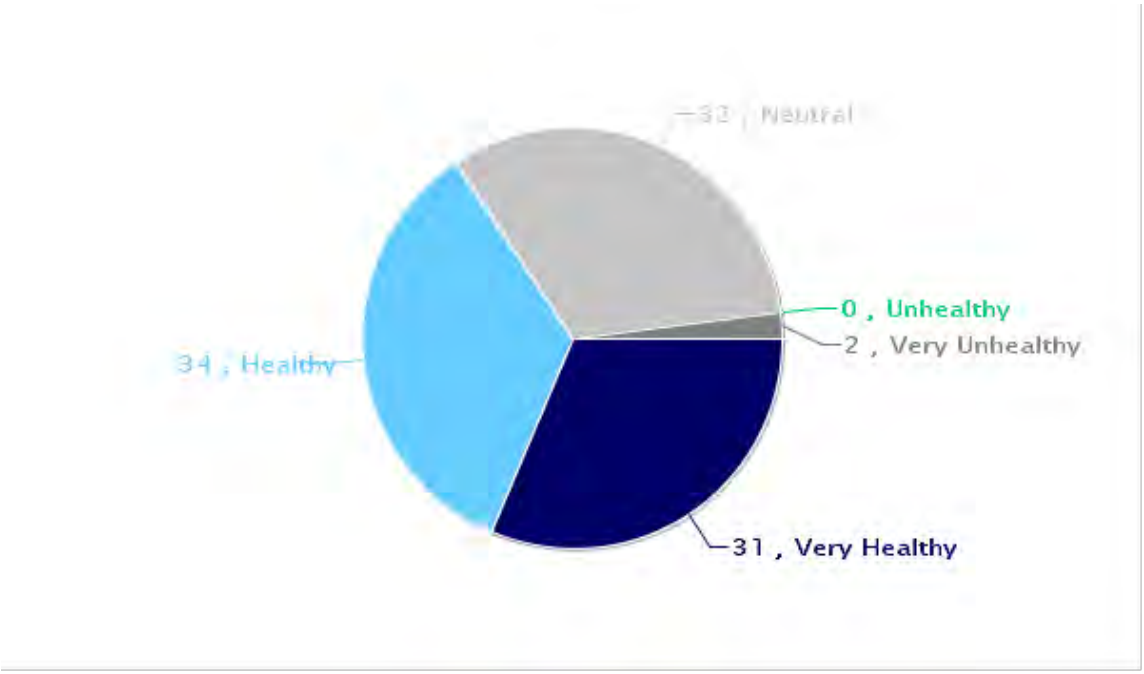
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1471407	My daughter is too young to walk to school alone. But when the weather is nice, I pick her up on foot and we walk home together. She loves doing that.
1471421	N/A
1471457	My kids school is one of the best in our community.
1471420	We transferred our son to Meadow Lake, so we are outside the bussing zone.
1471478	My kids school is one of the best in our community
1471474	My child is not interested in walking or biking to and from school.
1471392	Graduated cosmetology school and have an associates in Applied Science degree and am certified through American Society of Clinical Pathology in histotechnology (ASCP) HT AAS. I would let younger children go with siblings school.
1471395	My children would have to cross a busy road with no crosswalk to get to school. No stop sign or lights either. Not comfortable with this if they are alone.
1471402	N/A
1471415	N/A
1471458	If you would prefer I drive my child to school please express that not survey that thank you
1471476	School is to far and dangerous intersections. Weather is a big deal snow and frezing days.
1471492	I'm sure I'm being overprotective, but I grew up not far from where Jacob Weiterling was abducted. That single event re-shaped how I was raised, and how I choose to raise my child. Even though we live 3 blocks from school, kidnapping became my biggest fear as a parent, especially of a tiny daughter.
1471507	No me gustaria en ningun grado que mi hija fuera sola ala escuela. No me sentiria segura, es algo lejos y mucho trafico. I wouldn't like my daughter to go to school alone at any grade. I wouldn't feel safe, it's somewhat far and there's a lot of traffic.
1471387	N/A
1471469	Walking is health but some old students normally bully young ones. This scares a lot as my son has always complained.
1471500	En el cruze donde el autobus deja a los ninos los carros la majoria no respetan cuando los ninos se saben o bajan y se pasan es peligrosa 56th y Zane Ave N New Hope MN 55428. On the street where the bus picks up the kids, the majority of cars don't respect the kids getting on or off the bus and it's dangerous.
1471484	I couldn't fill question 12, 13, 14 because my student does not bike to school & from school

Appendix G. Student Hand Tally

The following is a summary of student transportation behavior. In the fall of 2016, students at Meadow Lake Elementary were asked how they traveled to and from school on a number of midweek school days. This report is a direct export from the National Safe Routes to School Data Collection System, which processed the hand tally and generated this report.

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

School Name: Meadow Lake

School Group: Robbinsdale Schools

School Enrollment: 699

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

Number of Classrooms Included in Report: 29

Set ID: 21655

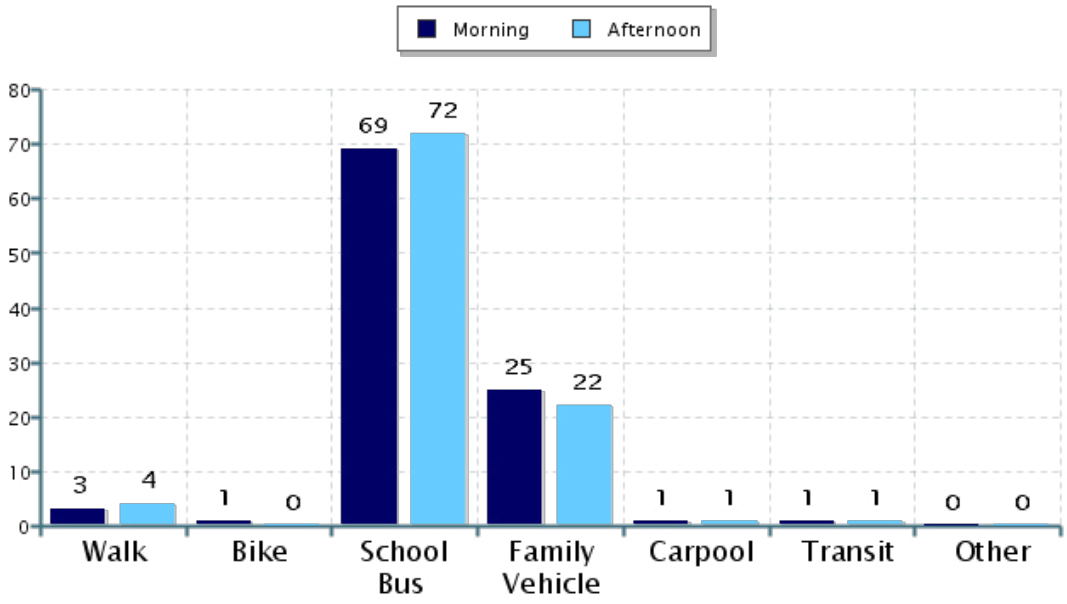
Month and Year Collected: September 2016

Date Report Generated: 10/20/2016

Tags:

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

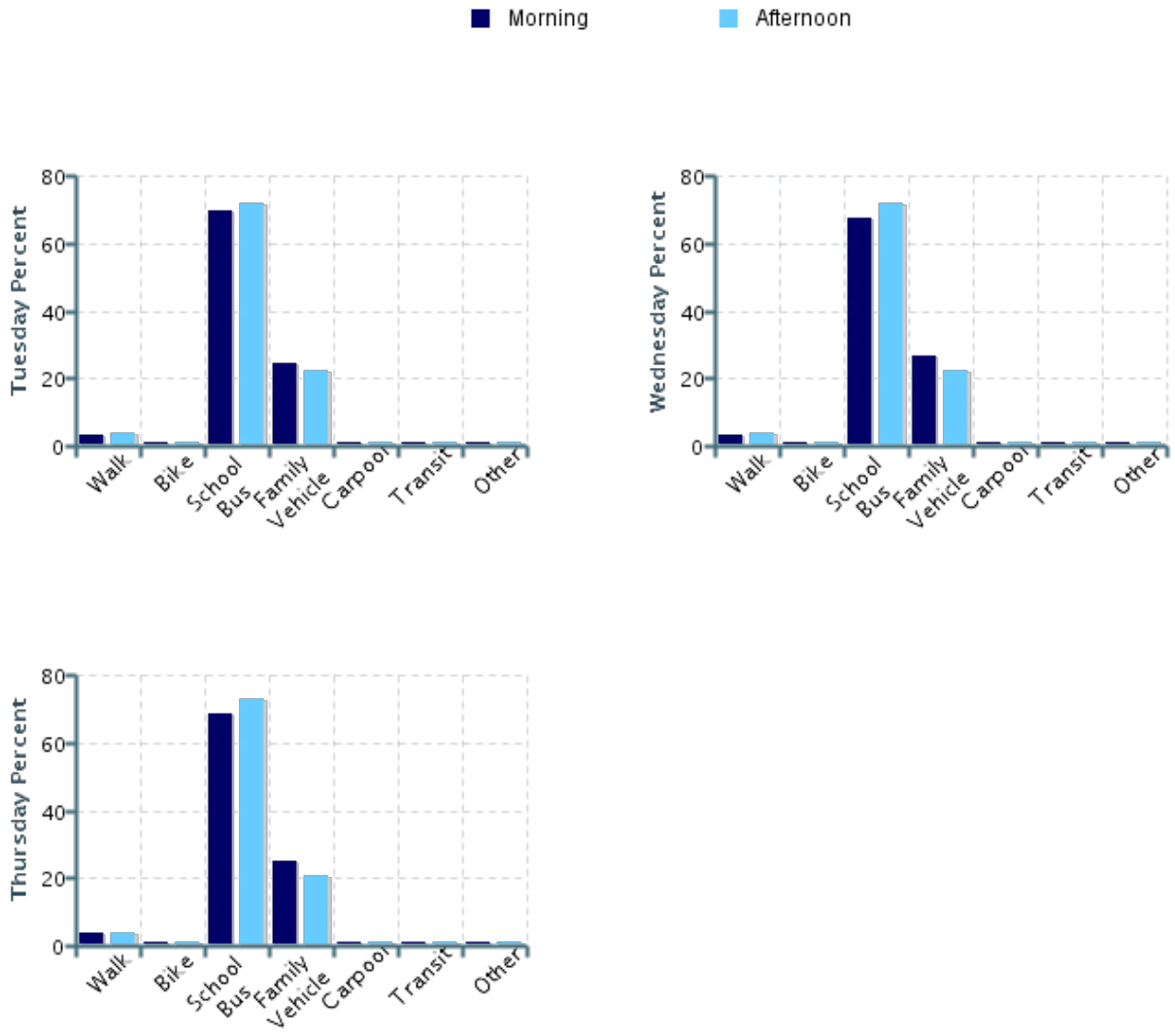


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1752	3%	0.5%	69%	25%	1%	0.7%	0.3%
Afternoon	1689	4%	0.4%	72%	22%	1%	0.7%	0.4%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

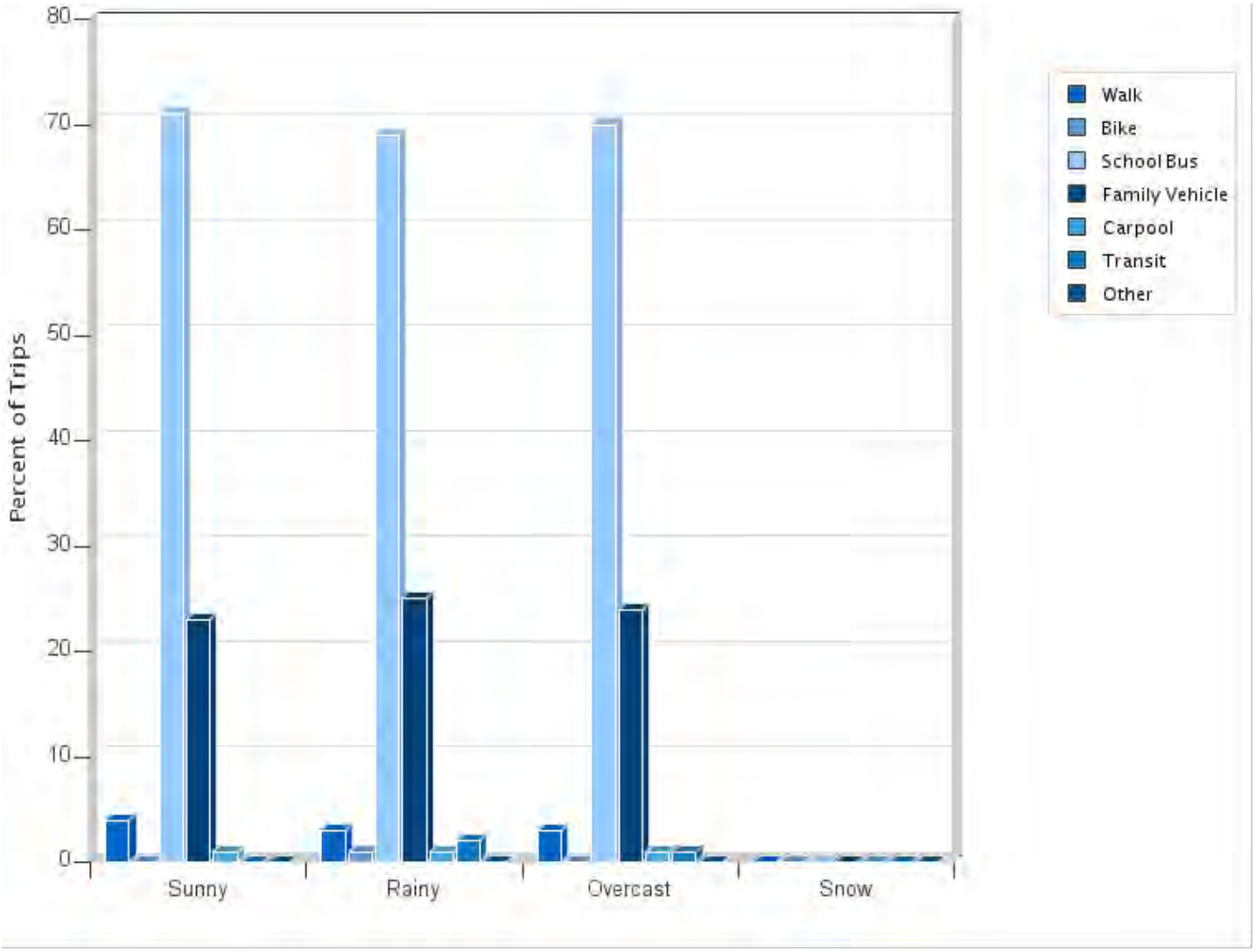


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	578	3%	0.5%	70%	25%	0.9%	0.7%	0.3%
Tuesday PM	557	4%	0.4%	72%	22%	1%	0.7%	0.4%
Wednesday AM	585	3%	0.5%	68%	26%	1%	0.9%	0.3%
Wednesday PM	565	4%	0.4%	72%	22%	1%	0.7%	0.4%
Thursday AM	589	4%	0.5%	68%	25%	1%	0.5%	0.3%
Thursday PM	567	4%	0.5%	73%	20%	1%	0.5%	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	1136	4%	0.4%	71%	23%	1.0%	0.4%	0.4%
Rainy	188	3%	0.5%	69%	25%	1%	2%	0%
Overcast	1999	3%	0.5%	70%	24%	1%	0.8%	0.4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

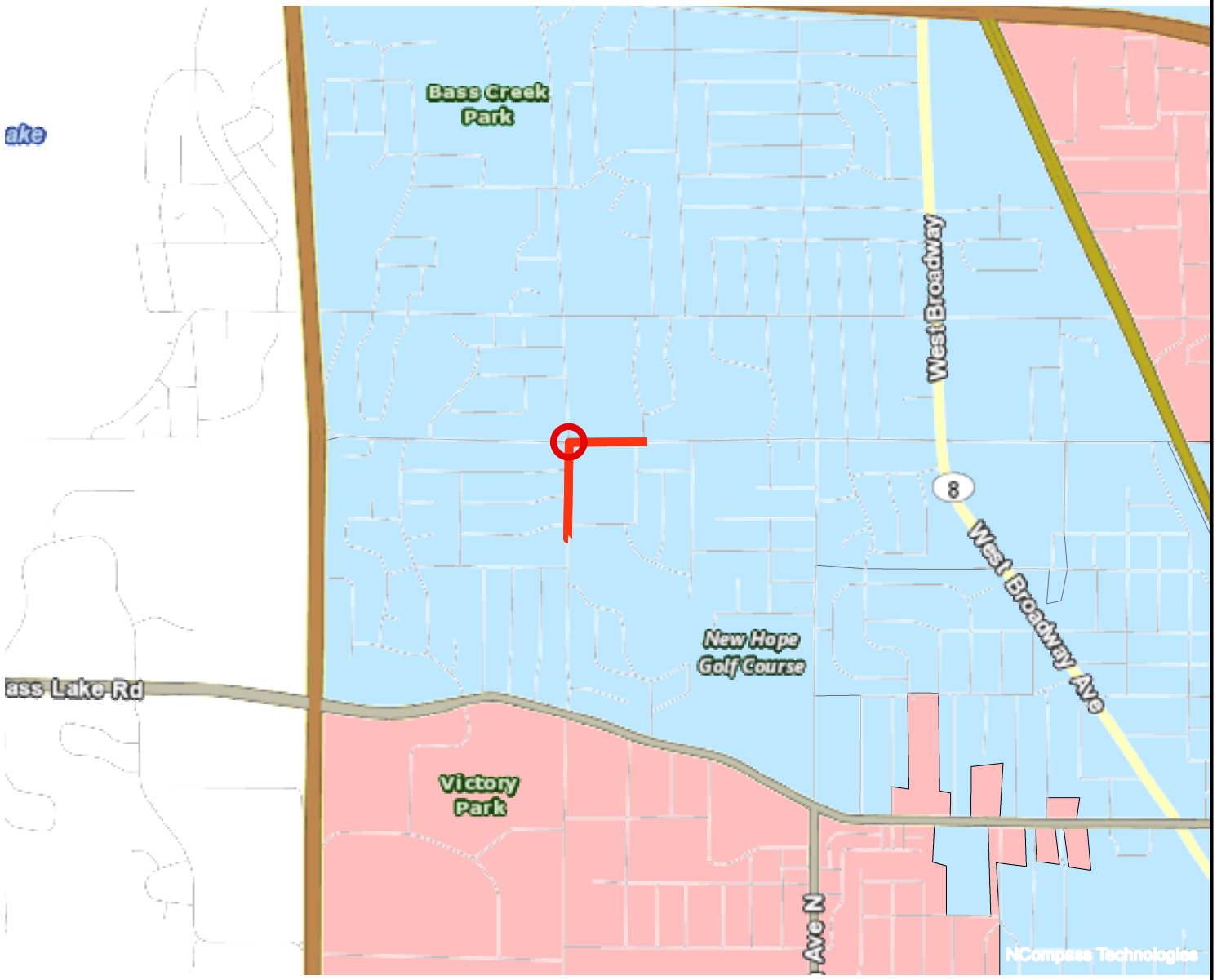
Socio-Economic Conditions

Safe Routes to Schools Project: Meadow Lake Elementary | Map ID: 1648844538134

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 779

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 4/1/2022
LandscapeRSA2

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

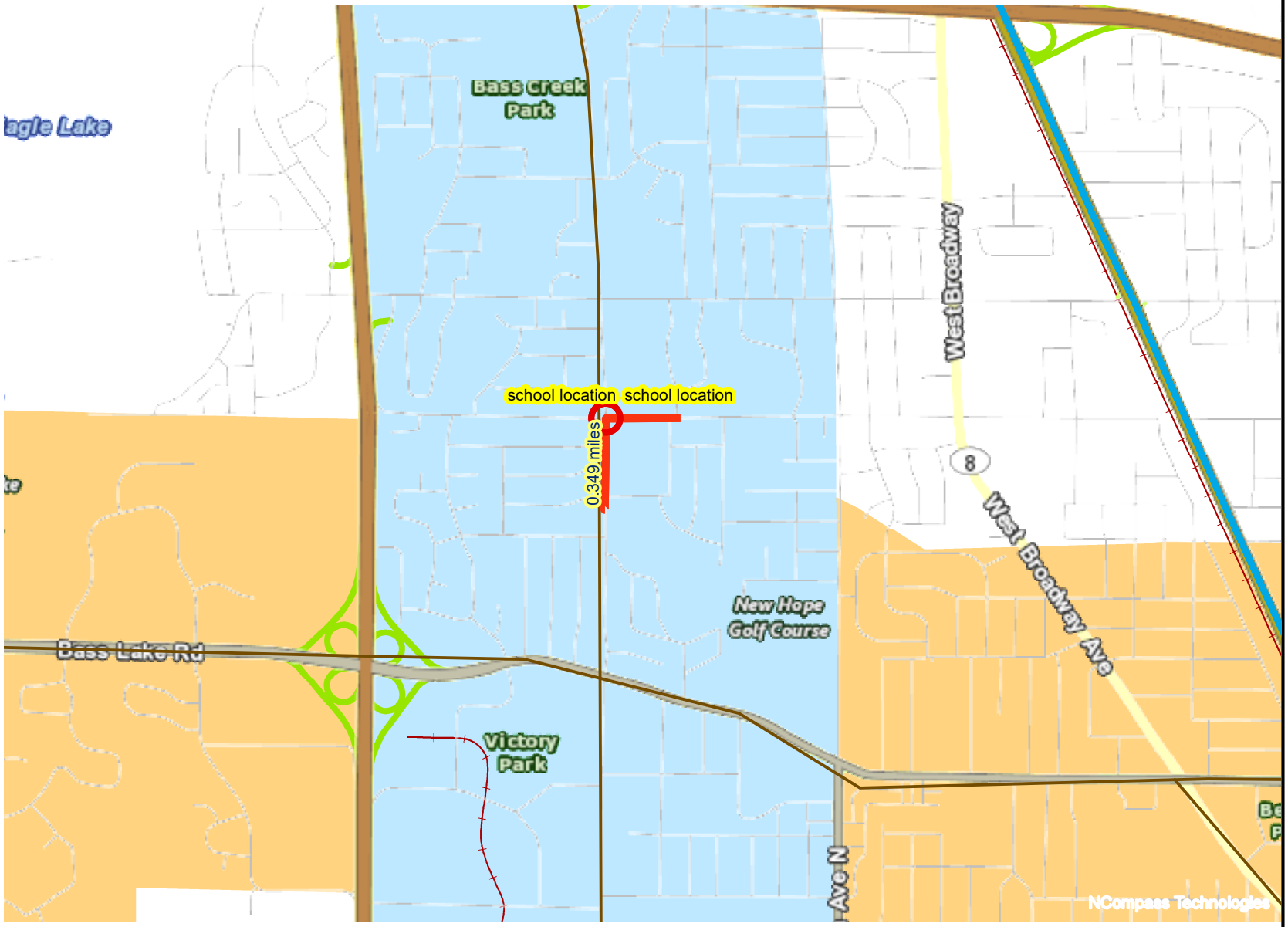
METROPOLITAN COUNCIL

Project to RBTN Orientation

Safe Routes to Schools Project: Meadow Lake Elementary | Map ID: 1648844538134

Results

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

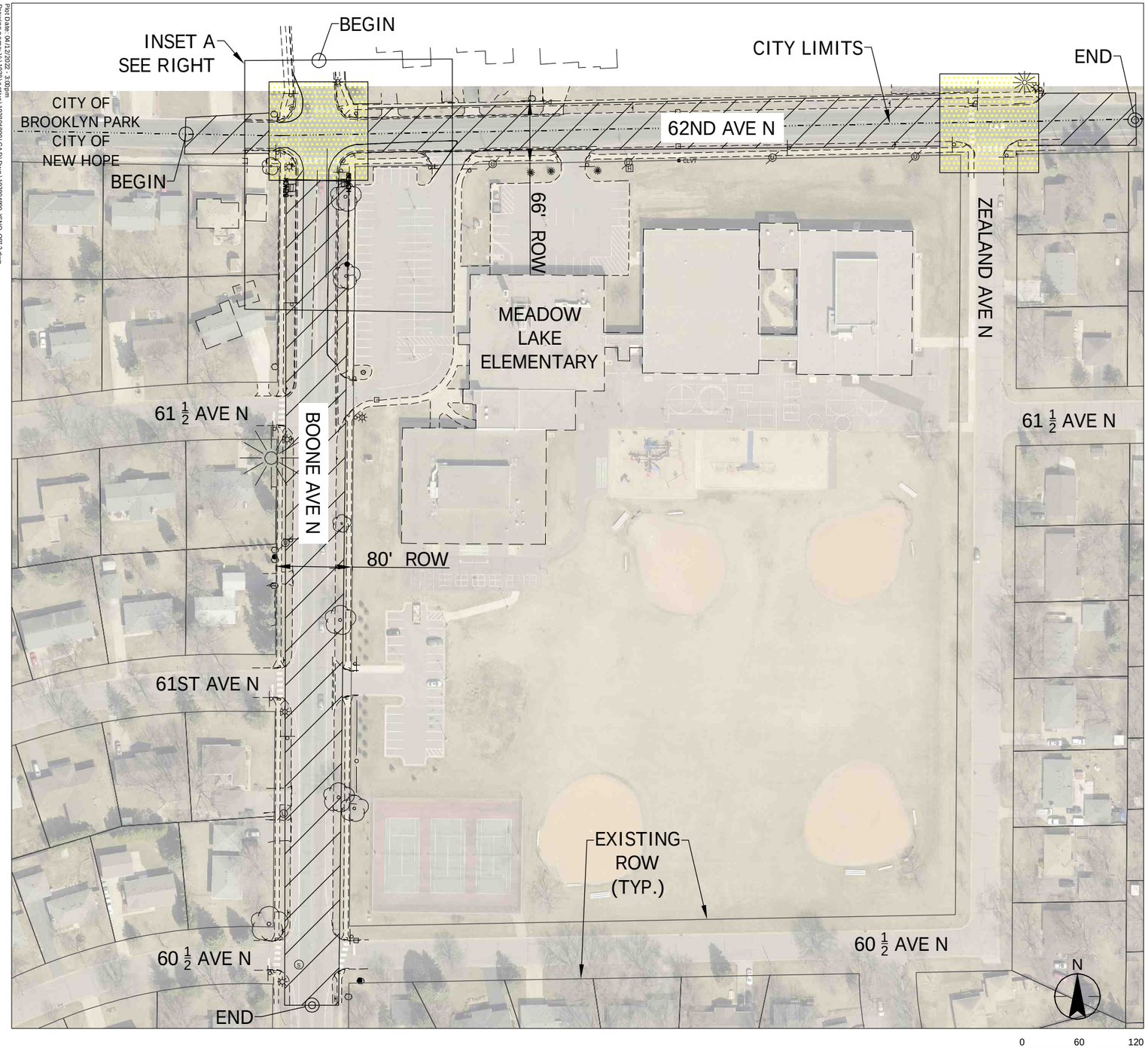


Project Points
Project
RBTN Corridor Centerlines
RBTN Tier 1 Alignment
Principal Arterials
Minor Arterials
Railroads
RBTN Tier 1
RBTN Tier 2

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 4/1/2022
LandscapeRSA6

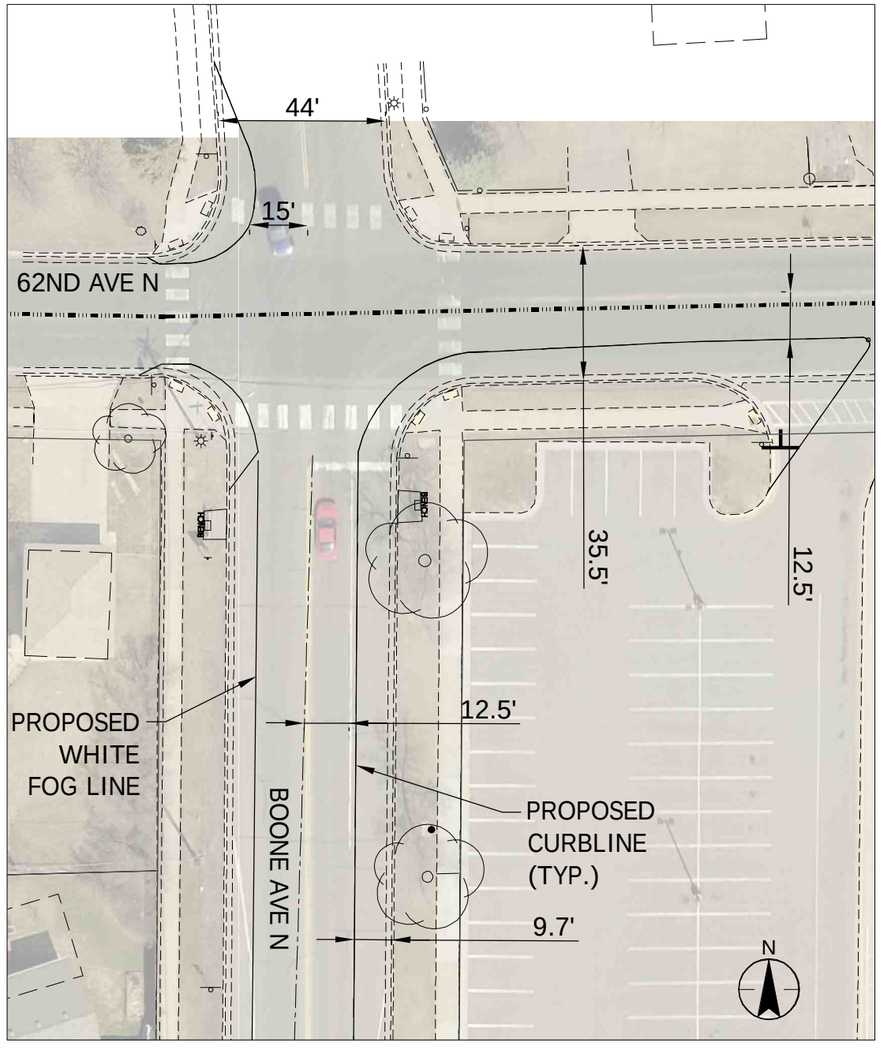
METROPOLITAN COUNCIL



STREET AND CROSSING IMPROVEMENTS

STREET AND SIGNAGE IMPROVEMENTS

INSET A
62ND AVE N / BOONE AVE N



MEADOW LAKE ELEMENTARY SAFE ROUTES TO SCHOOL

CITY OF NEW HOPE, MN

2022 SAFE ROUTES TO SCHOOL INFRASTRUCTURE

FIGURE 1

DATE 4/12/2022 PROJ. NO. 193805550

Stantec
733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

Brooklyn Park
Operations & Maintenance

City of Brooklyn Park
Operations and Maintenance Facility
8300 Noble Ave. N.
Brooklyn Park, MN 55443
763-493-8007
www.brooklynpark.org

April 5, 2022

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

RE: Support for 2022 Regional Solicitation Application
Meadow Lake Elem. School - 62nd Avenue North & Boone Avenue Improvements

Dear Ms. Koutsoukos,

The City of Brooklyn Park has been notified that the City of New Hope is submitting an application for Safe Routes to School Infrastructure funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project will improve accessibility and safety along both 62nd Avenue North and Boone Avenue North adjacent to the Meadow Lake Elementary School. The project would include curb bump outs, ADA compliant pedestrian ramps and the installation of high technology traffic control devices.

The City of Brooklyn Park supports this application and will operate and maintain the roadway facilities within the City of Brooklyn Park for the useful life of these improvements. At this time, the City of Brooklyn Park has no funding programmed for this project in its 2022-2026 Capital Improvement Plan (CIP). Therefore, City staff is currently unable to commit City cost participation in the project. Additionally, we request the City of New Hope to include City staff as part of the project development process to discuss future ownership and maintenance responsibilities of the proposed improvements. The City of Brooklyn Park looks forward to working with the City of New Hope to improve the safety and accessibility for people walking and biking along 62nd Avenue and Boone Avenue in the vicinity of the Meadow Lake Elementary School.

Sincerely,

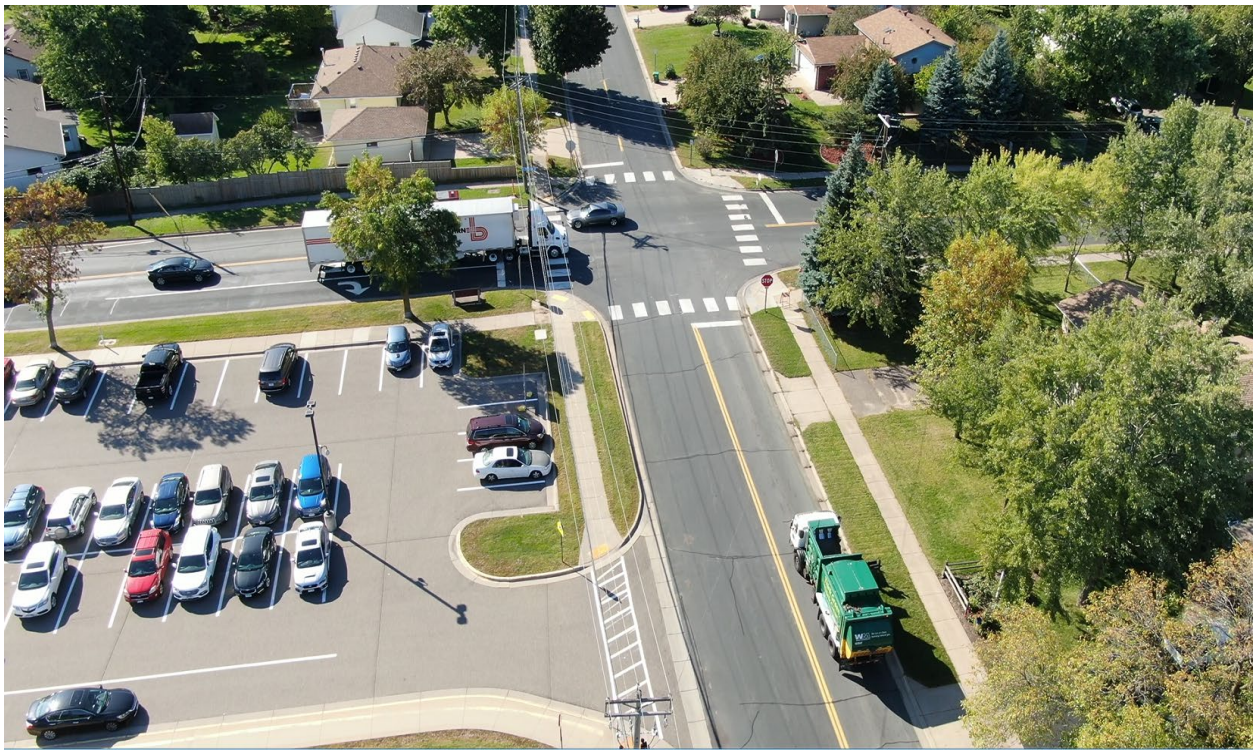
Dan Ruiz

Dan Ruiz

Director of Operations and Maintenance

cc: Jesse Struve, City Engineer

Intersection of Boone Ave N and 62nd Ave N (Before photos)



During Temporary Installation

Brooklyn Park
Operations & Maintenance

City of Brooklyn Park
Operations and Maintenance Facility
8300 Noble Ave. N.
Brooklyn Park, MN 55443
763-493-8007
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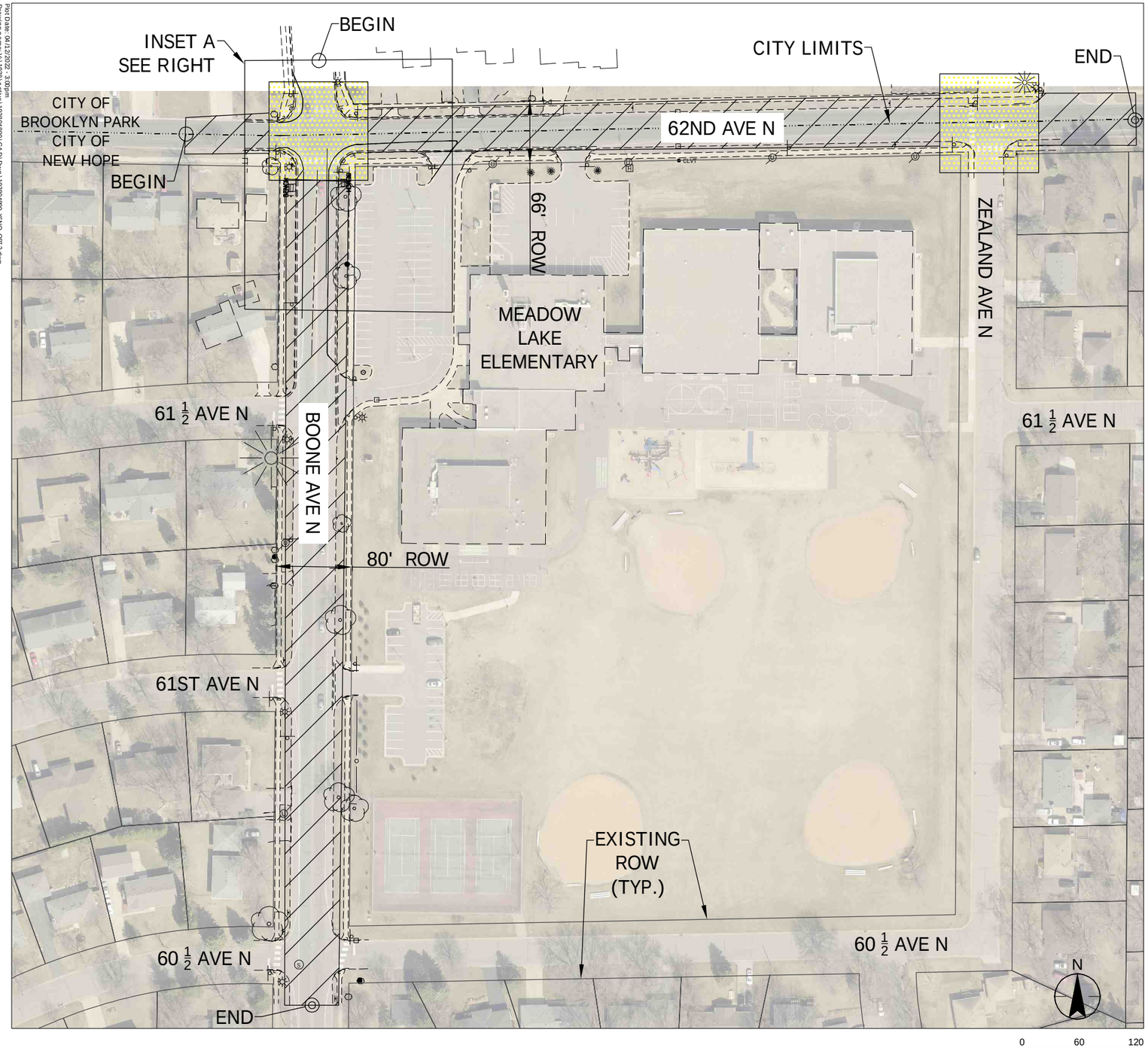

STREET AND CROSSING IMPROVEMENTS

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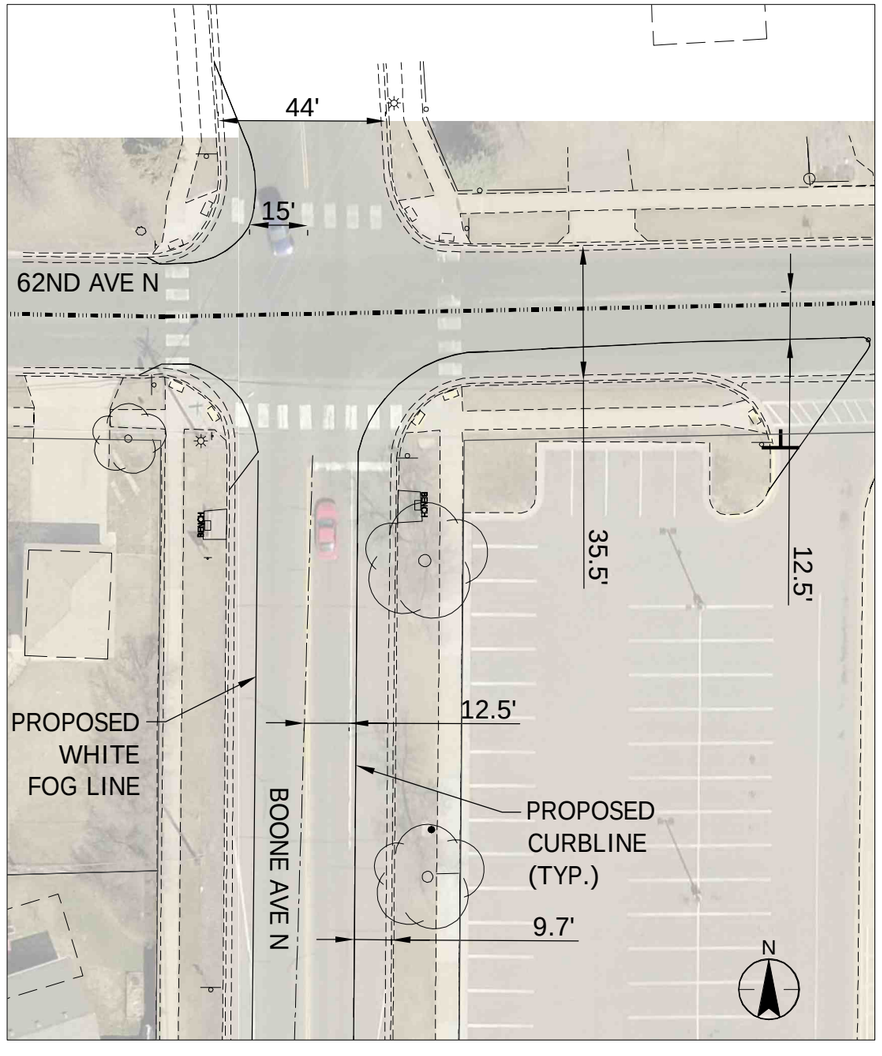


MEADOW LAKE ELEMENTARY SAFE ROUTES TO SCHOOL

CITY OF NEW HOPE, MN

2022 SAFE ROUTES TO SCHOOL INFRASTRUCTURE

FIGURE 1

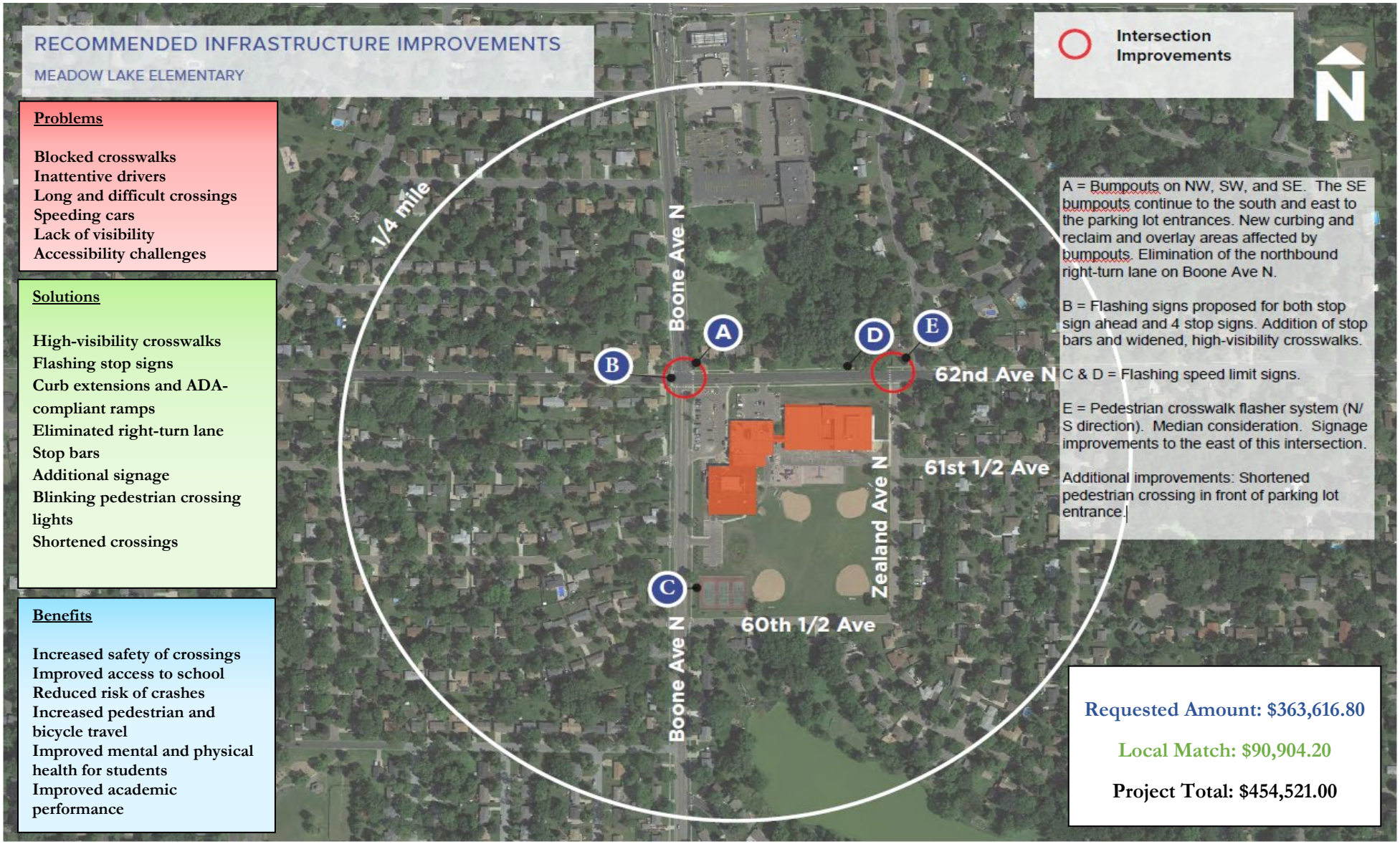
DATE 4/12/2022 PROJ. NO. 193805550

Stantec
733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

Meadow Lake Elementary Safe Routes to School

City of New Hope, MN

Hennepin County



Project to RBTN Orientation

Safe Routes to Schools Project: Meadow Lake Elementary | Map ID: 1648844538134

Results

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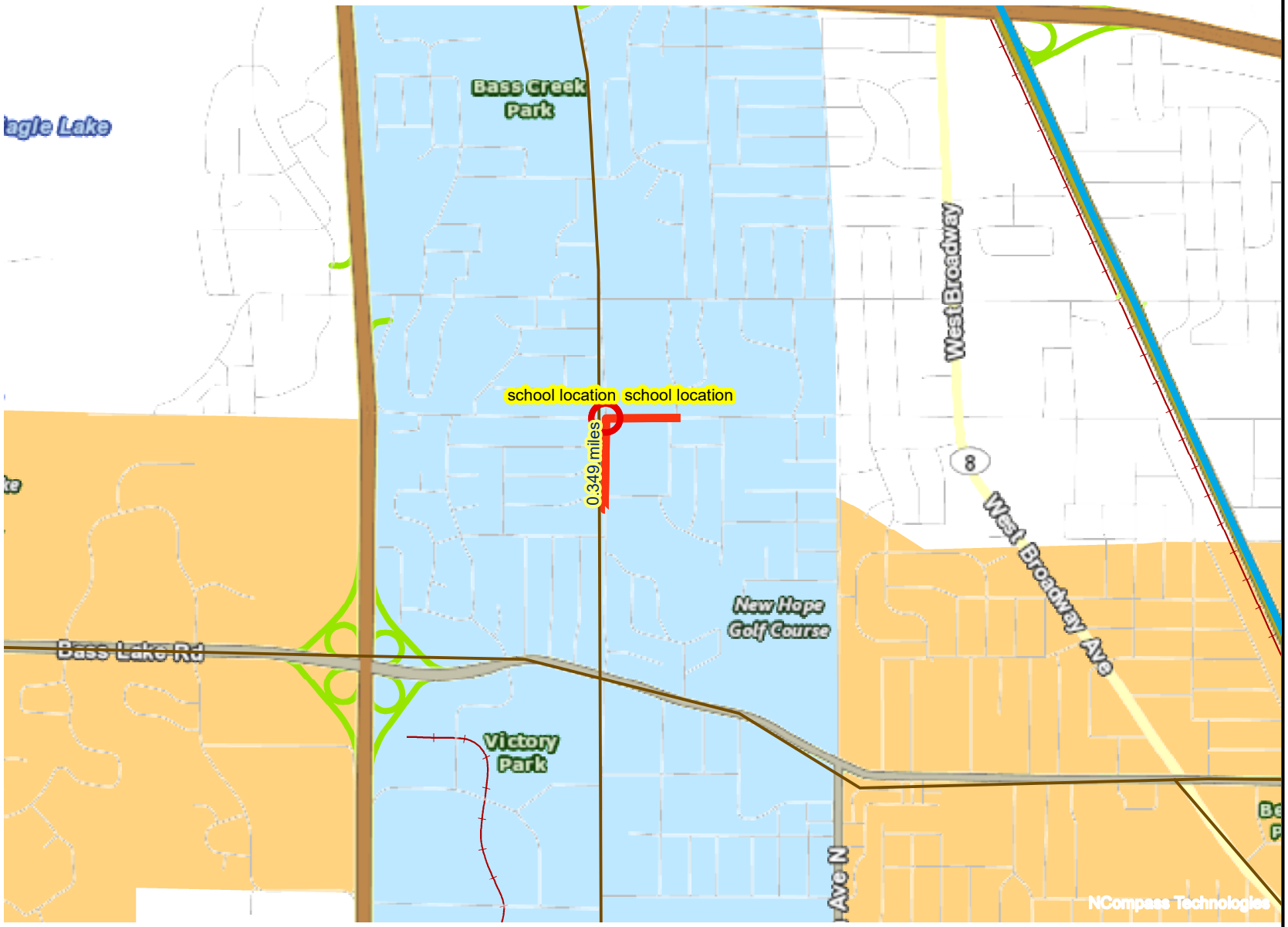

Project Points
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RBTN Corridor Centerlines
RBTN Tier 1 Alignment
Principal Arterials
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Railroads
RBTN Tier 1
RBTN Tier 2

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 4/1/2022
LandscapeRSA6

METROPOLITAN COUNCIL

Socio-Economic Conditions

Safe Routes to Schools Project: Meadow Lake Elementary | Map ID: 1648844538134

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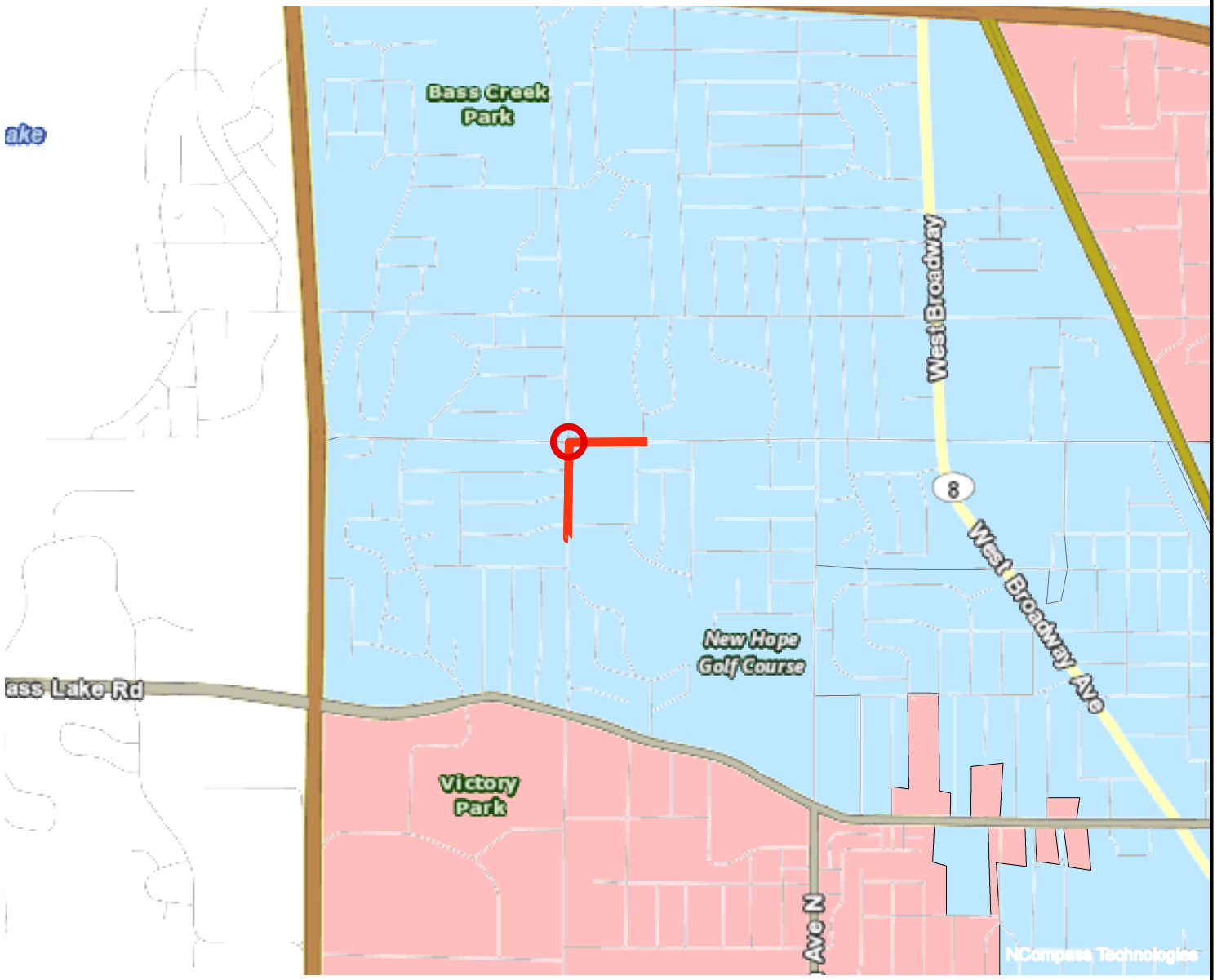

Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

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Created: 4/1/2022
LandscapeRSA2

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

METROPOLITAN COUNCIL

Meadow Lake Elementary in Context

Meadow Lake Elementary is located on the north side of the City of New Hope along the east side of Boone Avenue N. Highway 169 is located to the west, 63rd Avenue N. is located further to north, Bass Lake Rd. is located further to the south, and Winnetka Avenue N. is located further to the east. During the 2016-2017 school year, there were 605 students enrolled. The school draws students from Robbinsdale Area Schools, which is comprised of seven communities in the northwest suburbs of the Twin Cities and include Brooklyn Center, Brooklyn Park, Crystal, Golden Valley, New Hope, Plymouth, and Robbinsdale.

The majority of parents report their children traveling to and from school by school bus (62.5%) or family vehicle (28.6%), while few walk (6.8%), bike (1%) or carpool (1%). These percentages vary by distance from school. More than twenty-five percent of students living within a half mile of school report walking, 31.9% take the school bus to school, 38.3% report receiving a ride in a family vehicle, and 4.3% bike. As the distance from school increases to one mile or greater, less than one-percent of students walk, none bike, less than 2% carpool, family vehicle trips decrease (27.4%), and school bus trips increase (72.6%).

63rd Avenue N and Boone Avenue N are significant barriers to walking and biking to Meadow Lake Elementary. Between 2006 and 2015, four crashes involving vehicles and a bicyclist or pedestrian within a one-half mile radius of school, mostly along Boone Avenue N near 63rd Avenue N. Sixty-four percent of parents reported safety of intersections and crossings and amount of traffic and 61% reported distance affected their decision to allow their children to walk or bike to school.

APPENDIX

FURTHER READING

The summary on this page takes information from a more detailed existing conditions report found in the appendix. There you'll find a report that talks about how students and parents report traveling to and from school, a map showing pedestrian and bicyclist-involved crashes, and a map of residences of students who attend Meadow Lake Elementary. This information helped planners and community stakeholders develop the best strategies for increasing safety and comfort for students walking and biking to school.

Appendix F. Parent Survey

The following is a summary of a survey sent home to parents of children attending Meadow Lake Elementary in the fall of 2016. It asks parents their feelings about walking and biking. Below is a direct export from the National Safe Routes to School Data Collection System, which processed the survey responses and generated the report.

Parent Survey Report: One School in One Data Collection Period

School Name: Meadow Lake

School Group: Robbinsdale Schools

School Enrollment: 699

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

Number of Questionnaires Distributed: 699

Set ID: 15388

Month and Year Collected: October 2016

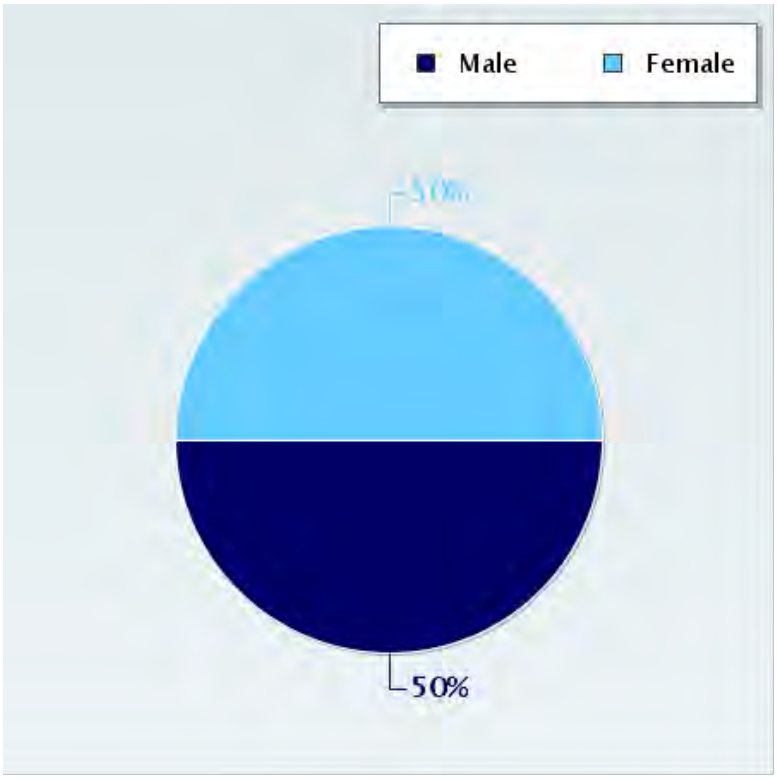
Date Report Generated: 10/21/2016

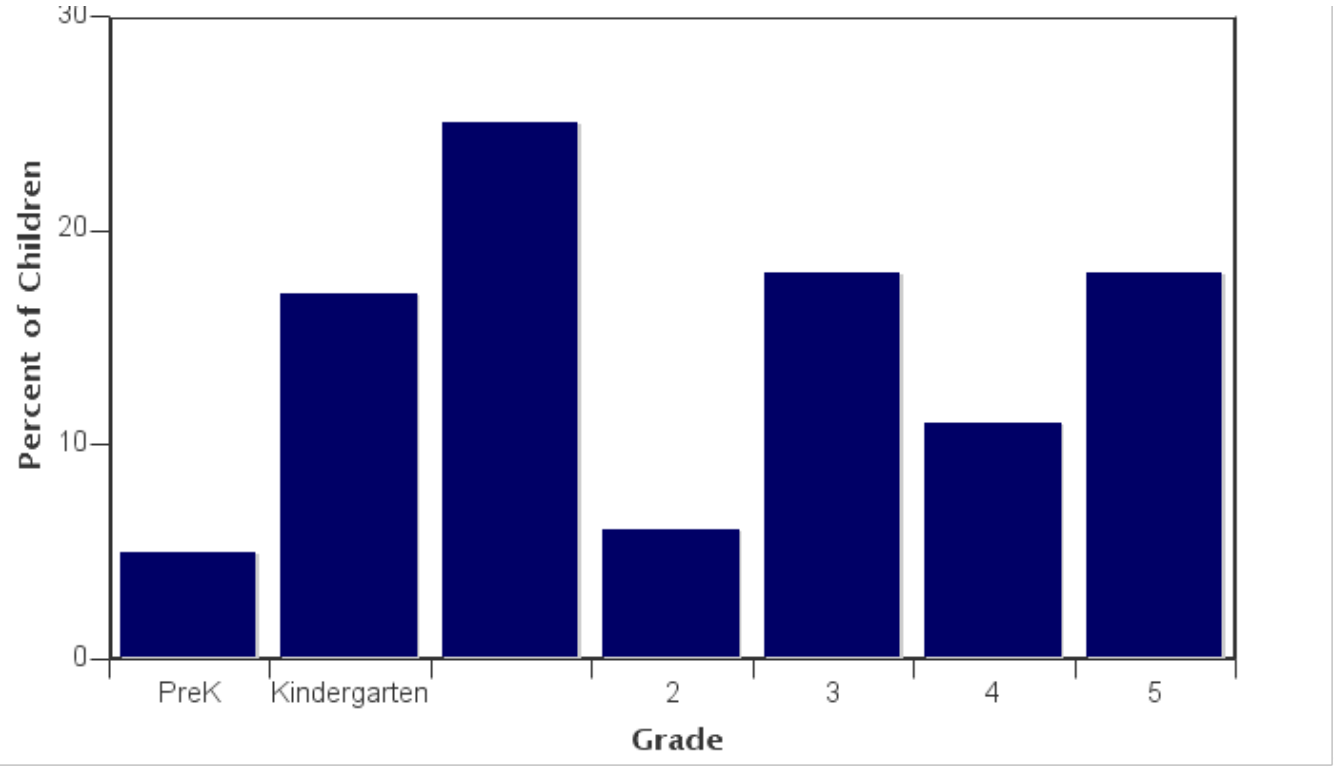
Tags:

Number of Questionnaires Analyzed for Report: 100

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

Sex of children for parents that provided information



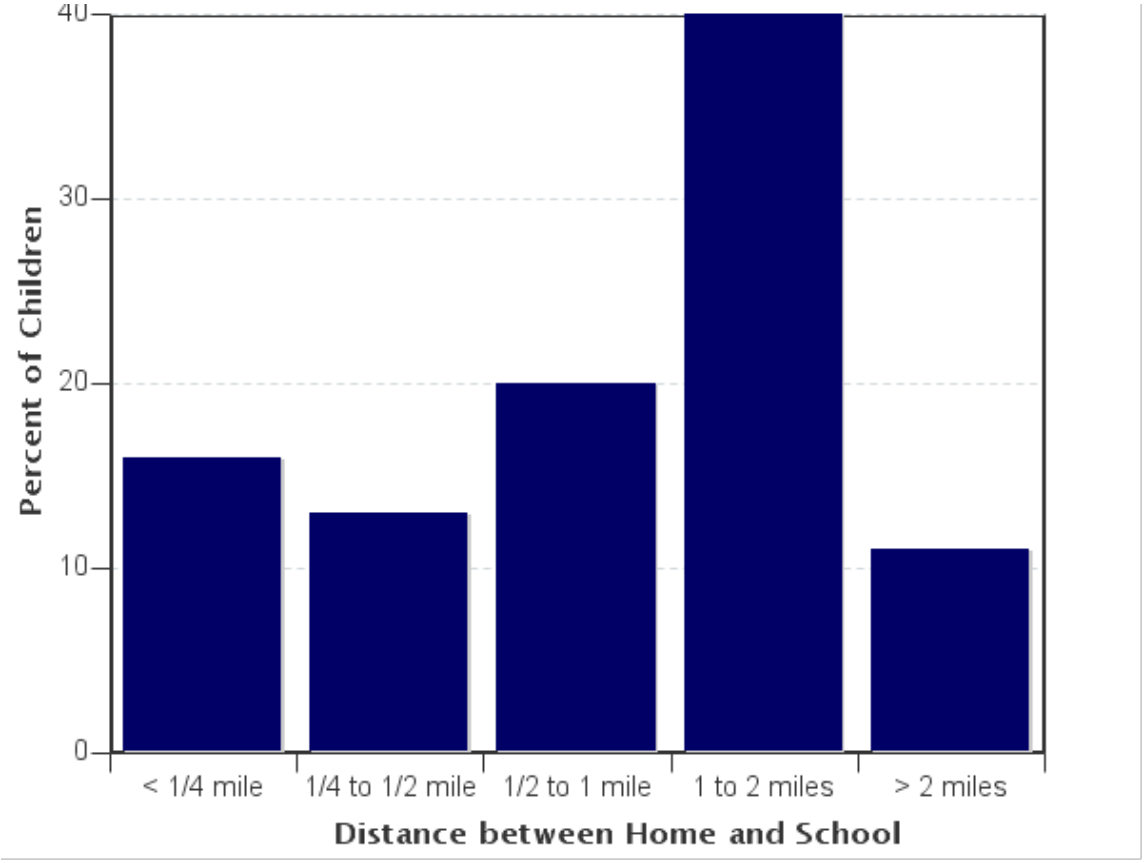


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	5	5%
Kindergarten	17	17%
1	25	25%
2	6	6%
3	18	18%
4	11	11%
5	18	18%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

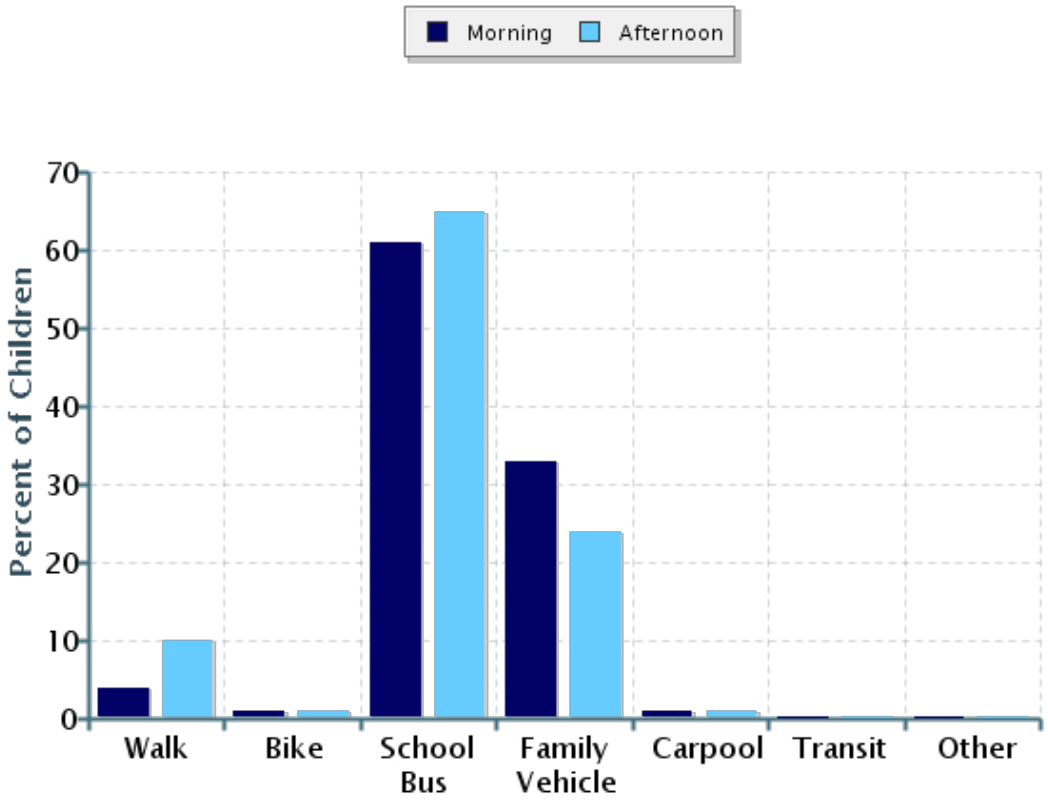


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	13	16%
1/4 mile up to 1/2 mile	11	13%
1/2 mile up to 1 mile	17	20%
1 mile up to 2 miles	33	40%
More than 2 miles	9	11%

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

Typical mode of arrival at and departure from school

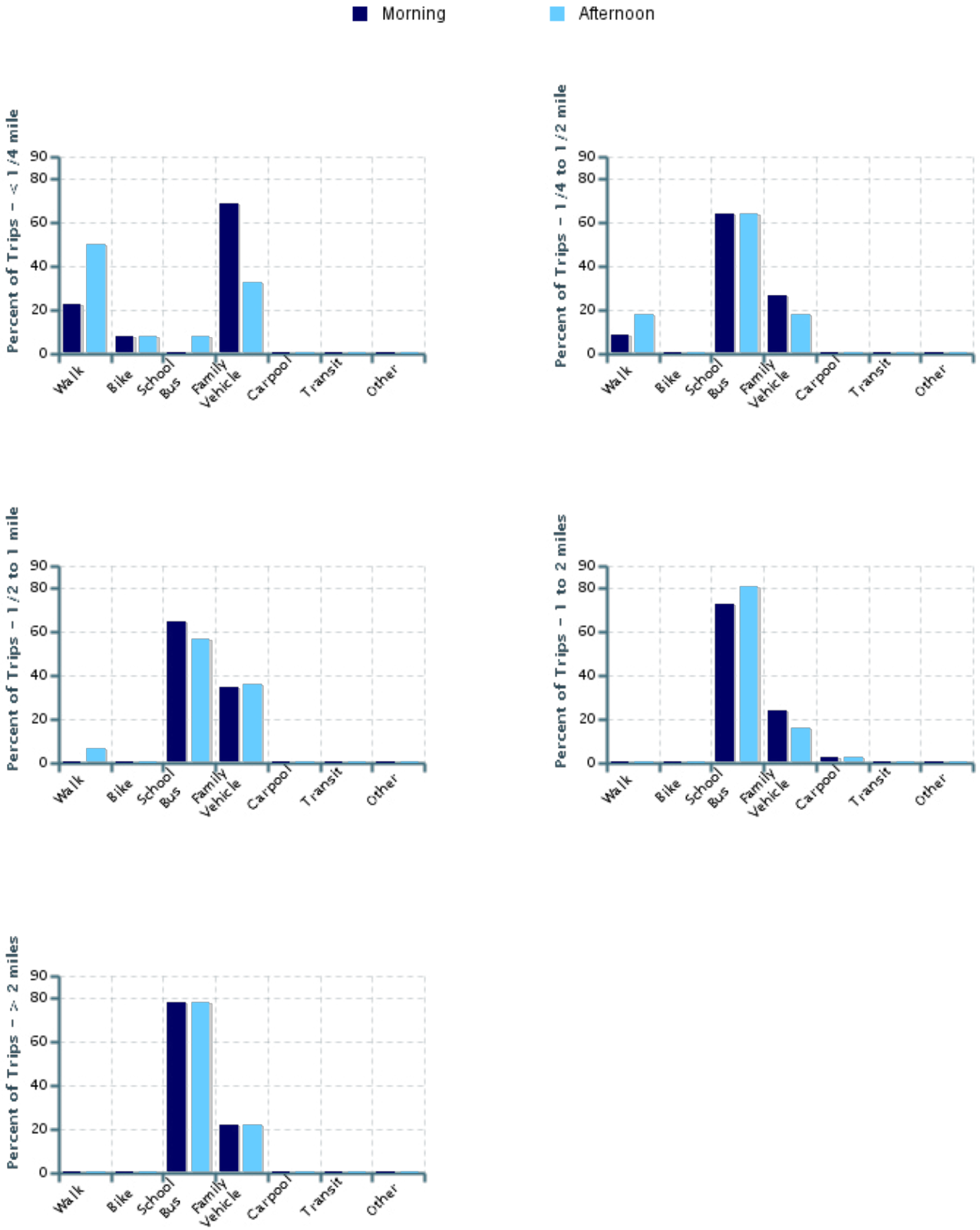


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	99	4%	1%	61%	33%	1%	0%	0%
Afternoon	93	10%	1%	65%	24%	1%	0%	0%

No Response Morning: 1
No Response Afternoon: 7
Percentages may not total 100% due to rounding.

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



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	13	23%	8%	0%	69%	0%	0%	0%
1/4 mile up to 1/2 mile	11	9%	0%	64%	27%	0%	0%	0%
1/2 mile up to 1 mile	17	0%	0%	65%	35%	0%	0%	0%
1 mile up to 2 miles	33	0%	0%	73%	24%	3%	0%	0%
More than 2 miles	9	0%	0%	78%	22%	0%	0%	0%

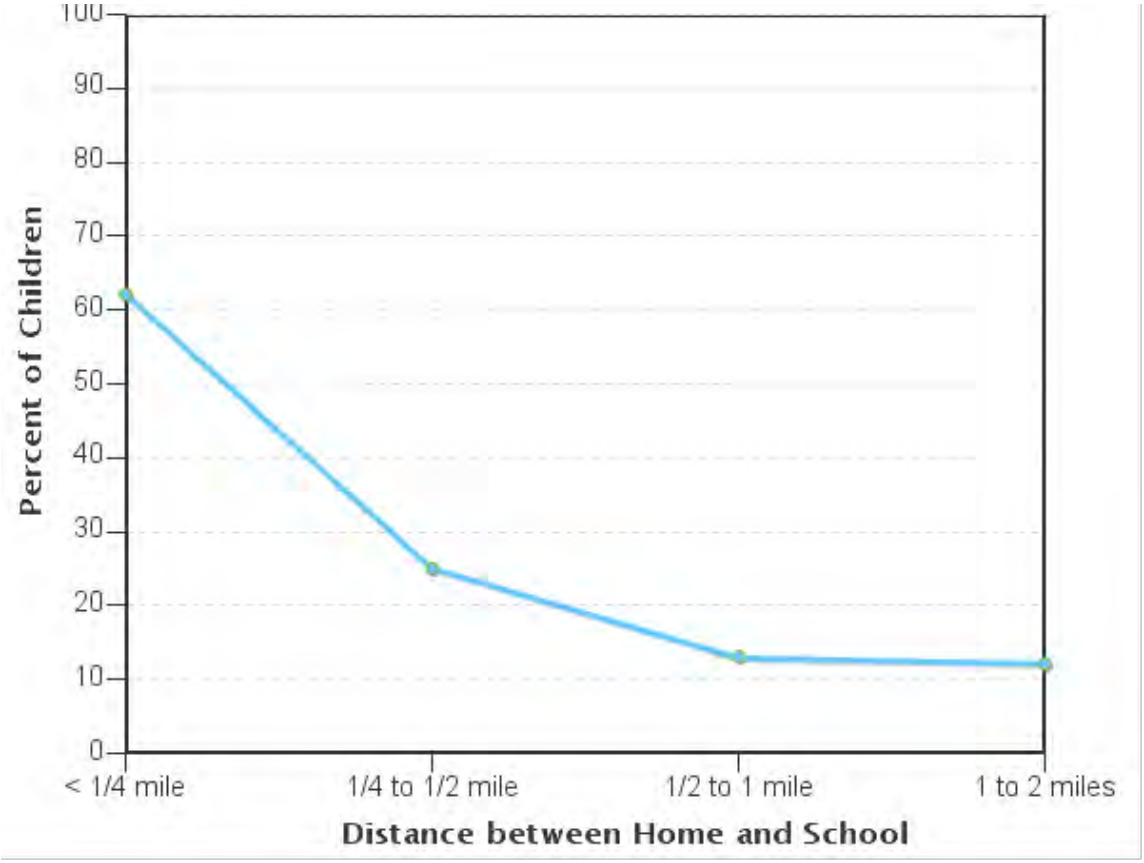
Don't know or No response: 17
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	50%	8%	8%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	11	18%	0%	64%	18%	0%	0%	0%
1/2 mile up to 1 mile	14	7%	0%	57%	36%	0%	0%	0%
1 mile up to 2 miles	31	0%	0%	81%	16%	3%	0%	0%
More than 2 miles	9	0%	0%	78%	22%	0%	0%	0%

Don't know or No response: 23
Percentages may not total 100% due to rounding.

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

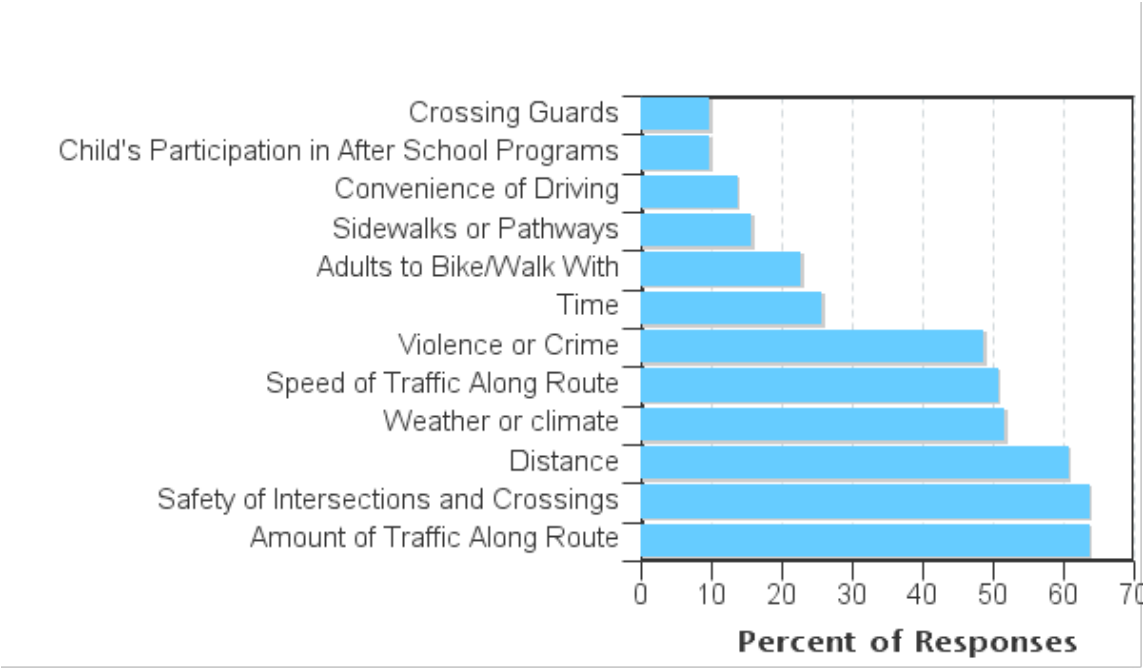


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

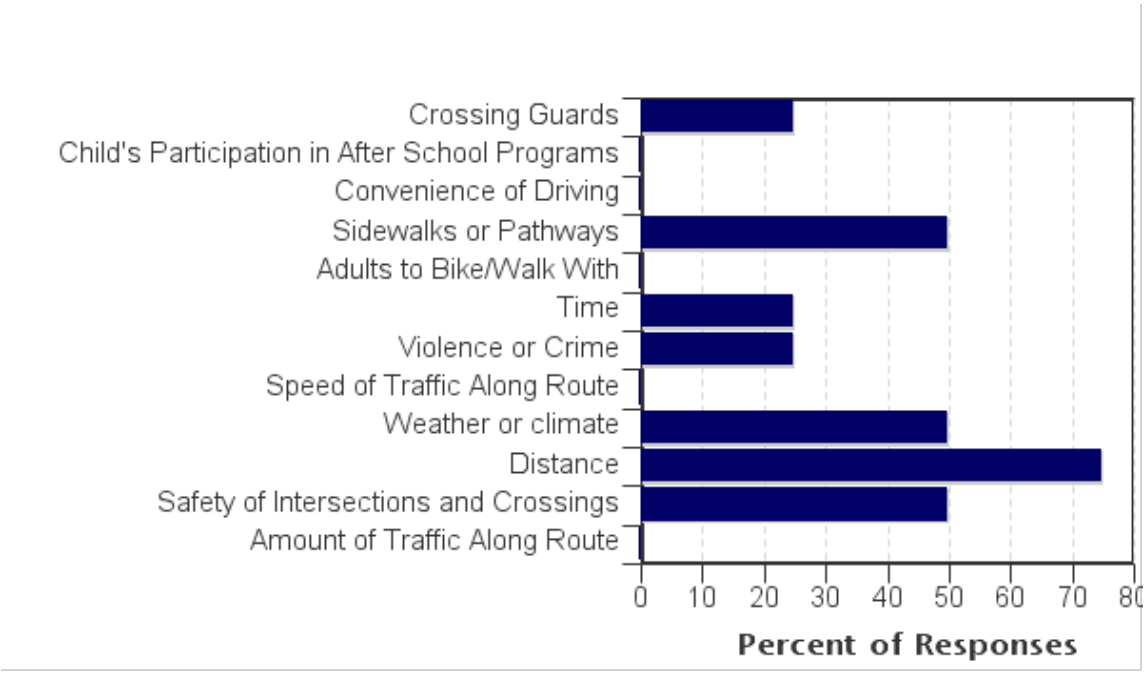
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	15	62%	25%	13%	12%	0%
No	55	38%	75%	87%	88%	100%

Don't know or No response: 30
Percentages may not total 100% due to rounding.

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



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

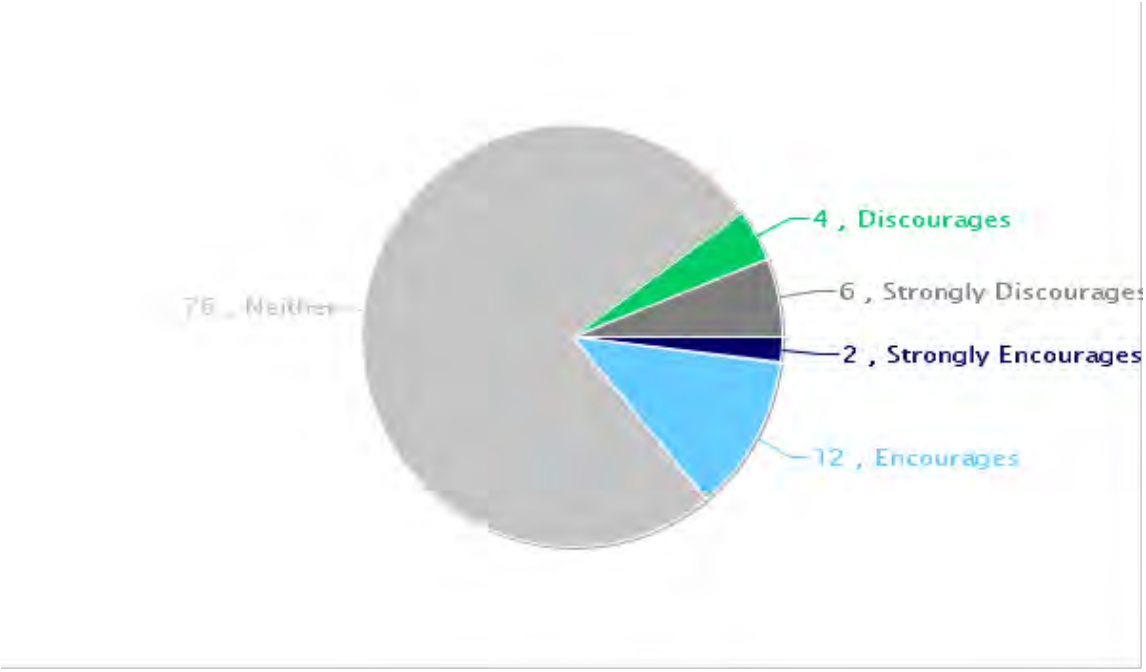


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

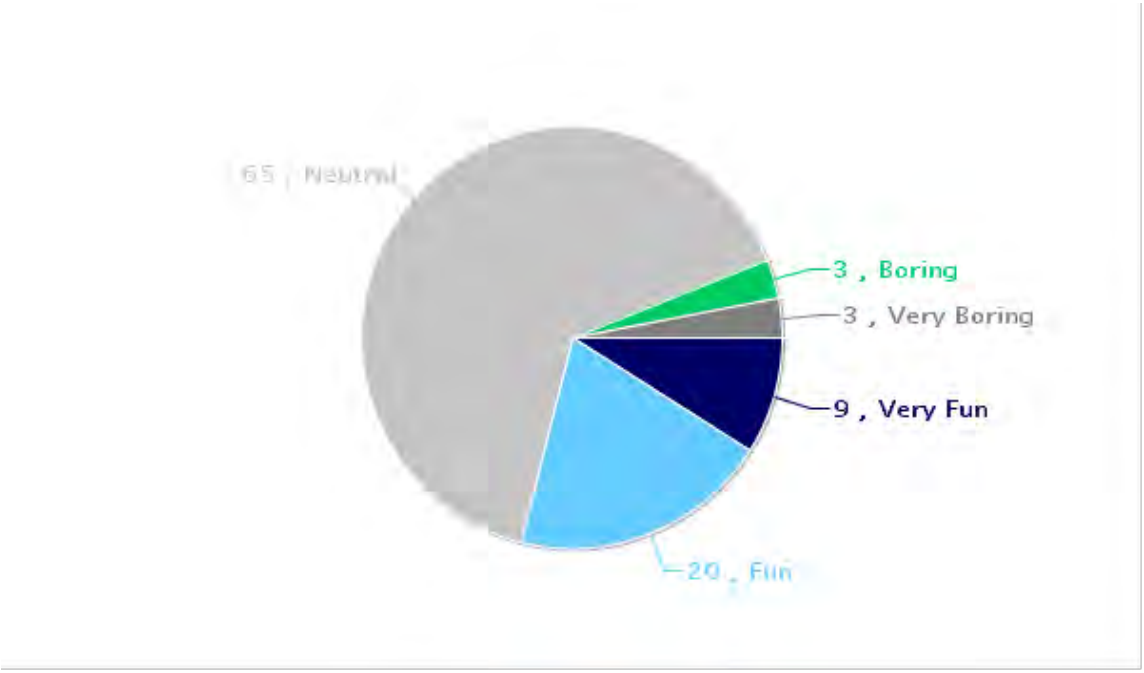
Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	64%	0%
Safety of Intersections and Crossings	64%	50%
Distance	61%	75%
Weather or climate	52%	50%
Speed of Traffic Along Route	51%	0%
Violence or Crime	49%	25%
Time	26%	25%
Adults to Bike/Walk With	23%	0%
Sidewalks or Pathways	16%	50%
Convenience of Driving	14%	0%
Child's Participation in After School Programs	10%	0%
Crossing Guards	10%	25%
Number of Respondents per Category	**69**	**4**

No response: 27
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

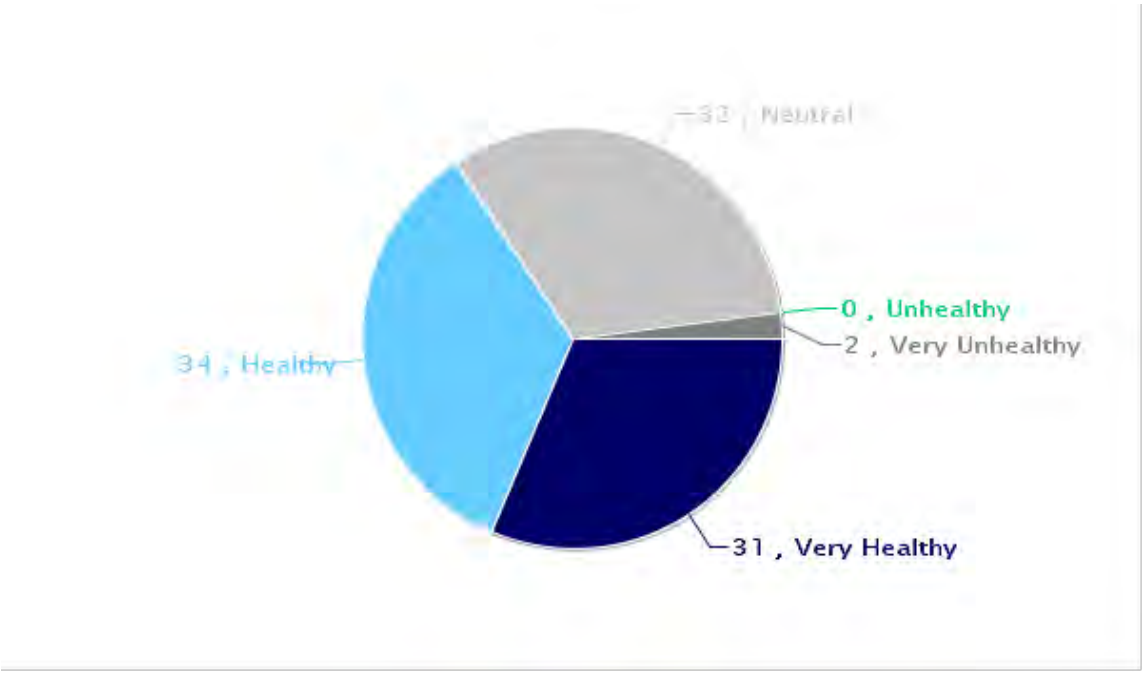
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1471407	My daughter is too young to walk to school alone. But when the weather is nice, I pick her up on foot and we walk home together. She loves doing that.
1471421	N/A
1471457	My kids school is one of the best in our community.
1471420	We transferred our son to Meadow Lake, so we are outside the bussing zone.
1471478	My kids school is one of the best in our community
1471474	My child is not interested in walking or biking to and from school.
1471392	Graduated cosmetology school and have an associates in Applied Science degree and am certified through American Society of Clinical Pathology in histotechnology (ASCP) HT AAS. I would let younger children go with siblings school.
1471395	My children would have to cross a busy road with no crosswalk to get to school. No stop sign or lights either. Not comfortable with this if they are alone.
1471402	N/A
1471415	N/A
1471458	If you would prefer I drive my child to school please express that not survey that thank you
1471476	School is to far and dangerous intersections. Weather is a big deal snow and frezing days.
1471492	I'm sure I'm being overprotective, but I grew up not far from where Jacob Weiterling was abducted. That single event re-shaped how I was raised, and how I choose to raise my child. Even though we live 3 blocks from school, kidnapping became my biggest fear as a parent, especially of a tiny daughter.
1471507	No me gustaria en ningun grado que mi hija fuera sola ala escuela. No me sentiria segura, es algo lejos y mucho trafico. I wouldn't like my daughter to go to school alone at any grade. I wouldn't feel safe, it's somewhat far and there's a lot of traffic.
1471387	N/A
1471469	Walking is health but some old students normally bully young ones. This scares a lot as my son has always complained.
1471500	En el cruze donde el autobus deja a los ninos los carros la majoria no respetan cuando los ninos se saben o bajan y se pasan es peligrosa 56th y Zane Ave N New Hope MN 55428. On the street where the bus picks up the kids, the majority of cars don't respect the kids getting on or off the bus and it's dangerous.
1471484	I couldn't fill question 12, 13, 14 because my student does not bike to school & from school

Appendix G. Student Hand Tally

The following is a summary of student transportation behavior. In the fall of 2016, students at Meadow Lake Elementary were asked how they traveled to and from school on a number of midweek school days. This report is a direct export from the National Safe Routes to School Data Collection System, which processed the hand tally and generated this report.

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

School Name: Meadow Lake

School Group: Robbinsdale Schools

School Enrollment: 699

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

Number of Classrooms Included in Report: 29

Set ID: 21655

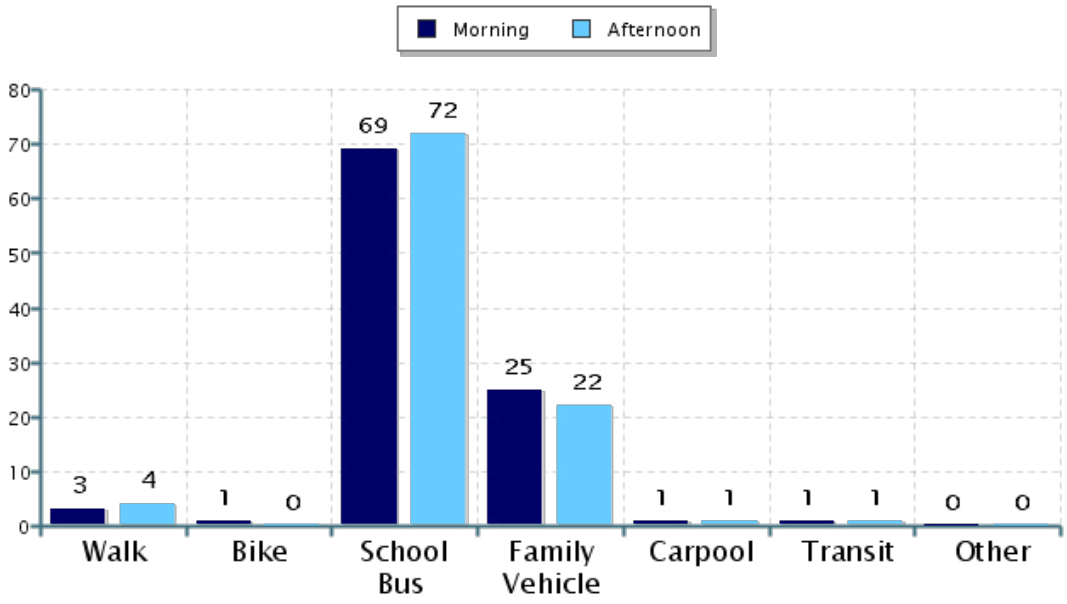
Month and Year Collected: September 2016

Date Report Generated: 10/20/2016

Tags:

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

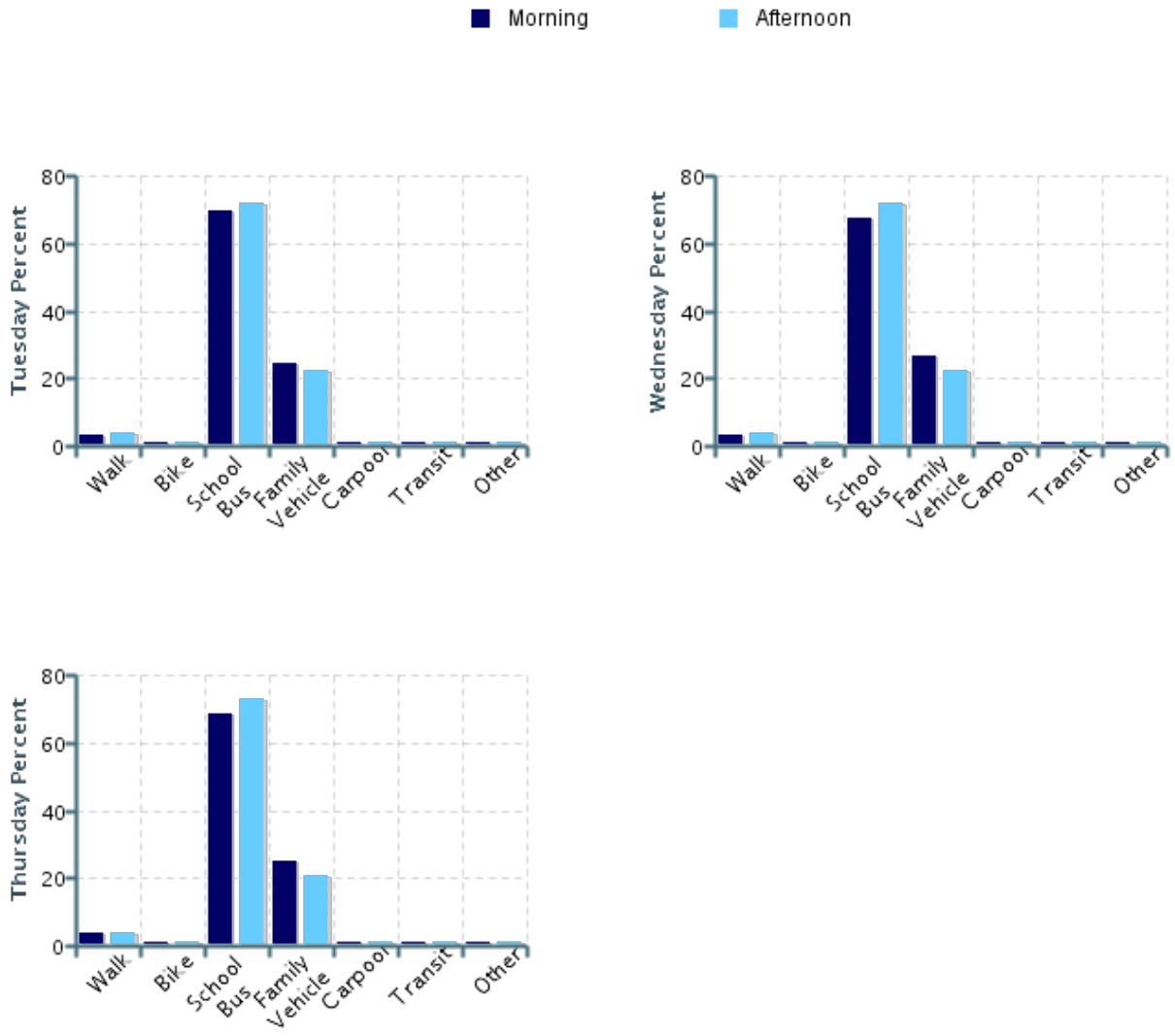


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1752	3%	0.5%	69%	25%	1%	0.7%	0.3%
Afternoon	1689	4%	0.4%	72%	22%	1%	0.7%	0.4%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

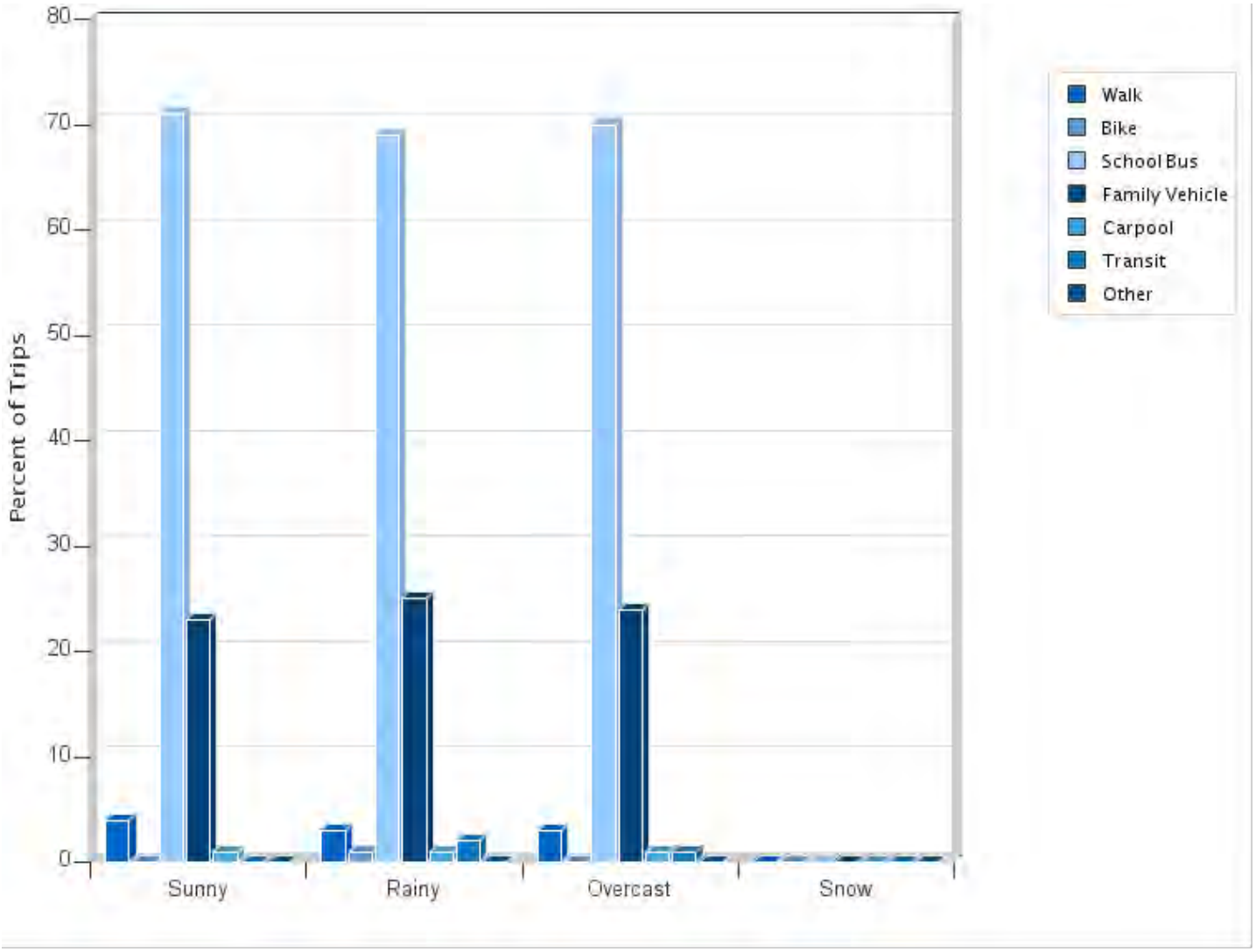


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	578	3%	0.5%	70%	25%	0.9%	0.7%	0.3%
Tuesday PM	557	4%	0.4%	72%	22%	1%	0.7%	0.4%
Wednesday AM	585	3%	0.5%	68%	26%	1%	0.9%	0.3%
Wednesday PM	565	4%	0.4%	72%	22%	1%	0.7%	0.4%
Thursday AM	589	4%	0.5%	68%	25%	1%	0.5%	0.3%
Thursday PM	567	4%	0.5%	73%	20%	1%	0.5%	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	1136	4%	0.4%	71%	23%	1.0%	0.4%	0.4%
Rainy	188	3%	0.5%	69%	25%	1%	2%	0%
Overcast	1999	3%	0.5%	70%	24%	1%	0.8%	0.4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.