

November 1, 2019

The Honorable Frank Hornstein, Chair
House Transportation Finance & Policy Committee
545 State Office Building
Saint Paul, MN 55155

The Honorable Scott Newman, Chair
Senate Transportation Finance & Policy Committee
3105 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Paul Torkelson, GOP Lead
House Transportation Finance & Policy Committee
251 State Office Building
Saint Paul, MN 55155

The Honorable Scott Dibble
Ranking Minority Member
Senate Transportation Finance & Policy Committee
2213 Minnesota Senate Building
Saint Paul, MN 55155

RE: 2018-2019 Report on Safe Routes to School

Dear Legislators:

In accordance with [Minnesota Statutes 174.40, subdivision 8](#), the Minnesota Department of Transportation is submitting its Safe Routes to School program report for 2018 and 2019.

MnDOT has awarded more than \$46 million to Minnesota communities for SRTS projects. These projects will reach more than 780 schools. Since the 2016-2017 report, MnDOT had nine SRTS solicitations, received 122 applications for funding and made 66 awards to applicants for SRTS funds.

Please contact me with any questions you may have, or you may contact Dave Cowan, SRTS Program Coordinator, at dave.cowan@state.mn.us or (651) 366-4180.

Sincerely,



Margaret Anderson Kelliher
Commissioner

FY 2018-2019 Report on

Safe Routes to School in Minnesota

November 2019



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You may also send an email to ADArequest.dot@state.mn.us

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Legislative Request

This report is issued to comply with [Minnesota Statutes 174.40, subdivision 8.](#)

174.40 SAFE ROUTES TO SCHOOL PROGRAM.

Subd. 8. Legislative report.

By November 1 of each odd-numbered year, the commissioner shall submit a report on the safe routes to school program to the chairs and ranking minority members of the house of representatives and senate committees with jurisdiction over transportation policy and finance. The report must at a minimum:

- (1) summarize program implementation;
- (2) provide an overview of grant evaluation and criteria used in project selection;
- (3) provide a brief description of each project funded in the previous fiscal year, including the amount of money provided from each safe routes to school account under this section and the amount provided under the federal program;
- (4) summarize the status of the federal program or successor legislation; and
- (5) identify any recommendations for legislative changes, including proposals to improve program effectiveness.

The cost of preparing this report is less than \$5,000.

Executive Summary

This legislative report provides an overview of the Safe Routes to School program in Minnesota for the FY 2018-19 biennium.

Since the 2017 legislative report, MnDOT provided funding for nine SRTS solicitations:

- 2017-2018 infrastructure implementation (federal TAP funds)
- 2018-2019 infrastructure implementation (federal TAP funds)
- 2018 infrastructure implementation (state funds)
- 2018 bicycle fleets (state funds)
- 2018-2019 planning assistance grants (federal and state funds)
- 2019-2020 planning assistance grants (federal and state funds)
- 2018 demonstration projects (state and federal funds)
- 2019 equity in Walk! Bike! Fun!
- 2019 local coordinator grants (federal funds)

Since 2005, MnDOT has awarded more than \$46 million to Minnesota communities for SRTS projects. These projects have reached more than 780 schools.

During the 2018-2019 biennium MnDOT also provided funding for new and existing statewide programs and projects:

- **Minnesota SRTS Resource Center:** A Minnesota resource center was identified and confirmed as a priority in the 2015 strategic plan. [The Minnesota Safe Routes to School Resource Center](#) serves as a centralized source of information and resources for communities looking to implement SRTS projects and programs. Resources are developed and added to the resource center based on engagement with SRTS stakeholders and their expressed needs on an ongoing basis.
- **Walk! Bike! Fun! pedestrian and bicycle safety K-8 curriculum:** Walk! Bike! Fun!, the Minnesota pedestrian and bicycle safety curriculum, continued to expand its reach in 2018-2019. In partnership with the Bicycle Alliance of Minnesota, MnDOT has trained 739 teachers and educators to teach pedestrian and bicycle safety in their classrooms. The estimated annual reach of the trained educators is more than 71,000 students annually.
- **Safe Routes to School plans:** Walkable and bikeable communities are best implemented by using a comprehensive plan that outlines a well-rounded strategy for making it safer and easier to walk and bike to school. As a result, SRTS plans continue to be a program priority. In FY 2018 and 2019, 46 communities representing 110 schools applied for planning assistance – of these, 30 communities received funding.

- **Walk and Bike to School Days:** Encouragement events are key to building interest at the school level while elevating issues of walking and bicycling with local leaders. MnDOT supports schools participating in International Walk to School Day, National Bike to School Day and Winter Walk to School Day. Schools that register online receive marketing/encouragement toolkits to help generate excitement for their events. Additionally, MnDOT sponsors an annual Bike to School Day poster contest, Walk to School Day photo contest and Winter Walk to School Day Golden Snow Boot Award. Walk to School Day regularly sees over 220 schools participating each year and registration for Winter Walk to School day has doubled from 18 schools in 2015 to more than 40 in the 2018 –19 school year.
- **Safe Routes Academy:** To support communities interested in advancing Safe Routes to School that lack the technical or program expertise, MnDOT works closely with state partners at the Minnesota Department of Health and Blue Cross Blue Shield of Minnesota to provide customized, day-long trainings on request to build local capacity in rural, urban and suburban areas to implement SRTS. The feedback on these trainings is consistently positive.
- **Communications:** The MnDOT SRTS program has amplified efforts to inform and engage key stakeholders on everything from funding opportunities to best practices in program approach. Presence on a monthly SRTS webinar, ongoing skill-share activities, SRTS e-news and social media presence have ensured a higher level of engagement from communities across the state, growing the e-news subscribers from 982 in October 2015 to 2,383 in September of 2019.
- **Demonstration Projects:** Safe Routes to School teams in communities across Minnesota have expressed interest in guidance to develop, implement and evaluate demonstration projects as a way to build support for safer walking and bicycling facilities on MnDOT trunk highways, state aid roadways or local roads. These low-cost installations give communities a chance to “test out” new ideas for improving walking and bicycling before committing to a project and allocating funding. A pilot project was tested in two Safe Routes communities. The results from the pilot contributed to updated guidance in MnDOT’s, “Demonstration Project Implementation Guide: A Resource for the Development of Short-Term, Low-Cost, Temporary Roadway Projects to Promote and Advance Walking and Bicycling”.
- **Local Safe Routes to School Coordinators:** To support implementation of SRTS plans, federal funding was secured to hire SRTS coordinators in six school districts over a 3 year period. Districts will have more capacity to implement a comprehensive SRTS program to increase the number of students walking and biking to school.
- **Bike Fleets:** Teaching the Walk! Bike! Fun! curriculum is easier for schools that have access to enough functional and safe bicycles for a classroom of students. This biennium, three communities were awarded grants to fund bike fleets, trailers and materials to teach bicycle education.

MnDOT continues to partner and coordinate SRTS work with the Minnesota Department of Health's Statewide Health Improvement Partnership and Minnesota's Regional Development Commissions.

In FY 2020 and 2021, the MnDOT SRTS program will continue to offer statewide programs and grants for local projects including Safe Routes to School planning assistance, curriculum implementation, bike fleets, demonstration projects, local coordinators, infrastructure and mini-grants. These priorities are identified and implemented with ongoing feedback from the statewide SRTS Steering Committee, the SRTS State Network and regional and local partners. Additional funding from the Federal Highway Administration for Safe Routes projects made the expansion of these programs possible through state fiscal year 2022. Additionally, Minnesota's SRTS program will undergo a strategic planning process to develop a new plan for the next five years of the program with engagement from stakeholders, school partners and local communities.

Safe Routes to School in Minnesota

In 1969, 48 percent of students walked or bicycled to school. As of 2014, only 17 percent of students are walking and bicycling. Meanwhile, students in Minnesota, and beyond, suffer from unprecedented health issues including pre-diabetes, physical inactivity and unhealthy weight. There are a number of factors affecting the decline in walking and bicycling to school including construction of new schools on the outskirts of town, high traffic speed and volume, parental fears of child safety and more. Safe Routes to School, an international approach to increasing walking and bicycling to school, is a comprehensive program to help children safely walk and bicycle to school through infrastructure improvements, education and promotional activities. The program follows the “6 E’s” of Safe Routes to School, which include the following:

- equity
- evaluation
- engineering
- education
- encouragement
- enforcement

Benefits of SRTS include increased physical activity, students arriving at school focused and ready to learn, and decreased congestion with improved air quality around schools statewide.

MnDOT’s SRTS program began with the federal transportation bill formally named “The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users,” or SAFETEA-LU, in 2005. SAFETEA-LU provided funding to all 50 states to increase safety and opportunities for children in grades K-8 to walk and bicycle to school. All projects were funded entirely with federal funds because SAFETEA-LU did not require a local match.

The federal program under SAFETEA-LU ended in 2012 and was replaced with legislation called, “The Moving Ahead for Progress in the 21st Century Act,” otherwise referred to as MAP-21. In 2012, the state legislature created a state SRTS program and in 2013 provided funding for non-infrastructure activities.

All these various programs under state and federal legislation provide the Minnesota SRTS program with the following funding source options:

- Remaining SAFETEA-LU funds are available through 2021 for SRTS planning assistance and statewide technical assistance.
- SRTS infrastructure projects are eligible for funding under MnDOT’s Transportation Alternatives Program. MnDOT used TAP funding to fund SRTS projects in FY2018 and 2019, totaling over 40 percent of the funded projects.
- In FY 2018, the state legislature made a one-time \$1 million investment in state infrastructure funding for SRTS. That funding was combined with funds from the FY2017 allotment and awarded to communities in Minnesota.
- In FY 2019, the Federal Highway Administration contacted MnDOT because there was \$4.5 million dollars in unspent Safe Routes to School SAFETEA-LU funds available for Minnesota. FHWA wanted the funds committed quickly. The Minnesota SRTS program responded with several projects based on engagement with the SRTS community in Minnesota and received the additional funding from FHWA.

Program Funding Sources

Federal Legislation: SAFETEA-LU

The federal transportation bill, SAFETEA-LU, passed in 2005. It created and funded SRTS programs in all 50 states. As part of this legislation, each state was required to have a full-time SRTS coordinator to manage the program, follow recommended program evaluation guidance and fund SRTS activities that supported the objectives outlined in the federal legislation. Additionally, SAFETEA-LU funds are available until expended. As a result, when awarded projects are unable to implement, the funds are returned to the SAFETEA-LU account and can be used on other SRTS projects.

Table 1: Minnesota's SAFETEA-LU SRTS apportionments for 2005-2019

Year	Apportionment
2005	\$1,000,000
2006	\$1,441,000
2007	\$1,897,225
2008	\$2,324,104
2009	\$2,906,875
2010	\$2,906,875
2011	\$3,383,120
2012	\$2,713,764
2019	\$4,500,000
Total 2005-19	\$23,072,963

SAFETEA-LU Spending in FY 2018-2019

In FY 2019, FHWA authorized \$4.5 million for new and innovative Safe Routes to School projects in Minnesota. Those included demonstration projects, equity in Walk! Bike! Fun! education, establishing local SRTS coordinators, developing engineering plans, updating Minnesota's Best Practices for Pedestrian/Bicycle Safety and funding several infrastructure projects.

Federal Legislation: MAP-21/FAST Act

Under MAP-21, which replaced SAFETEA-LU and took effect Oct. 1, 2012, SRTS is no longer a required, stand-alone federal program. Instead, SRTS is an eligible program under the federal Transportation Alternatives Program and competes with other types of projects including scenic byways and recreational trails. MnDOT's TAP is administered through the Area Transportation Partnerships in Greater Minnesota and the Metropolitan Council in the Twin Cities metro area. The TAP requires a 20 percent local match for SRTS projects. SRTS projects have been successful in securing funding through TAP in both the Metropolitan Council's regional solicitation and in the Greater Minnesota ATP TAP solicitations.

In 2015, Congress passed the FAST Act which sustained many of the funding priorities outlined in MAP-21 for five more years.

Spending in 2018-19

During the last biennium, two solicitations were held to award TAP funding for infrastructure projects, including Safe Routes to School, through the Area Transportation Partnerships. One solicitation was held by the Metropolitan Council. The ATPs funded 15 Safe Routes to School projects and the Metropolitan Council awarded 4 projects at \$2,342,550.

Table 2: TAP and Metropolitan Council Award Funding Amounts

Year	MnDOT TAP Award Amount	Met Council Award Amount
2018	\$2,360,079	
2019	\$1,712,360	\$2,342,550
Total	\$4,072,439	\$2,342,550

State Legislation

In 2012, a state SRTS program was established in [Minn. Stat. 174.40, subd. 2\(a\)](#), “...to provide assistance in capital investments for safe and appealing non-motorized transportation to and from a school.” The law establishes a SRTS account in the bond proceeds fund, as well as an SRTS account in the general fund, although no state funds were allocated for the program at that time. The Minnesota program follows many of the guidelines established in the federal SRTS legislation. The law provides specific program administration requirements and evaluation criteria, which MnDOT staff has implemented.

In 2013, the transportation finance omnibus bill included \$500,000 in general funds over the biennium for Safe Routes to School non-infrastructure activities. In 2014, this was increased to \$1 million for non-infrastructure activities. Additionally, \$1 million from the general fund was invested by the state legislature for SRTS infrastructure projects. An infrastructure solicitation for \$1 million was held in 2015. In 2017, the state legislature again put \$1 million toward SRTS infrastructure.

State Spending in FY 2018-19

The state program awarded \$1 million for non-infrastructure activities in the 2018-2019 biennium. The funding will continue to support the statewide programs and grants from 2018-2019.

Funding Summary

Table 3: Summary of Funding for SRTS by Type and Year

STATE FISCAL YEAR	FUNDING TYPE			
	SAFETEA-LU	MAP-21/FAST Act	State non-infrastructure	State infrastructure
2014	\$1 million	\$4 million	\$250,000	
2015	\$112,000	\$1.9 million	\$500,000	\$1 million
2016	\$150,000	\$3.9 million	\$500,000	N/A
2017	N/A	\$250,000	\$500,000	N/A
2018	N/A	\$250,000	\$500,000	\$1 million
2019	\$4.5 million	\$2.3 million	\$500,000	\$1 million

2018-2019 Biennium: Grant Evaluation & Project Selection Criteria

During the 2018-2019 biennium, MnDOT solicited SRTS projects for infrastructure, planning and implementation activities using a mix of federal and state funds. The solicitation timelines, schedules and applications varied by funding source and grant type.

Since the 2017 legislative report, MnDOT provided funding for nine SRTS solicitations:

- 2017-2018 infrastructure implementation (federal TAP funds)
- 2018-2019 infrastructure implementation (federal TAP funds)
- 2018 infrastructure implementation (state funds)
- 2018 bicycle fleets (state funds)
- 2018-2019 planning assistance grants (federal and state funds)
- 2019-2020 planning assistance grants (federal and state funds)
- 2018 demonstration projects (state and federal funds)
- 2019 equity in Walk! Bike! Fun!
- 2019 local coordinator grants (federal funds)

Grant Evaluation and Project Selection Criteria:

- To be eligible, all SRTS project applicants are required to submit a resolution of support from the appropriate decision-making body (i.e., city council or school board) to ensure there is knowledge of and support for the application.

SRTS planning assistance applicants are scored based on:

- Existence of a SRTS team and champion to lead the work
- Capacity to collect needed information and identify goals
- Potential to increase mode share or significantly improve safety for existing walkers/bikers
- Equity based on the percentage of students receiving free and reduced lunch
- Evidence the plan will be implemented and a commitment to evaluating the program over time

SRTS infrastructure implementation grants are evaluated based on:

- Evidence of planning and evaluation
- Feasibility of implementing the proposed project
- Evidence the proposed project addresses barriers to walking and bicycling to school
- Evidence of supporting programs that encourage use of the new infrastructure or safety improvement

SRTS bicycle fleet grants are evaluated based on:

- Number of students a grant will reach
- Evidence it serves as the “education” component of a comprehensive approach to SRTS
- Ensures the project will provide equitable outcomes, addressing safety and access disparities for underserved communities
- Plan to maintain and share the use of the bike fleet with students, staff, community groups and other schools

SRTS local coordinator grants are evaluated based on:

- Schools with the highest need determined by free and reduced lunch rates
- Comprehensive implementation plan described for education, encouragement, enforcement, evaluation and equity strategies to improve safety and increase the number of walkers and bicyclists
- Percentage of students living within the walk zone or one mile around the school who could switch modes to walking or bicycling to reduce traffic congestion and improve safety

Funded Projects

A list of funded projects is available in Appendix A. Maps showing the projects funded in each MnDOT district for FY 2018 and 2019 are available in Appendix B. Since 2005, MnDOT awarded more than \$46 million to Minnesota communities for SRTS projects. These projects will reach more than 780 schools.

During FY 2018-2019, MnDOT received 122 applications and awarded 66 grants funding local SRTS projects.

Table 4: 2018-19 Summary of Available Funding, Requests and the Number of Selected Projects

	Funding Amount Announced	# of Applications Received	Total Amount of Funds Requested	# of Applications Selected
Infrastructure (federal)	\$4.5 million	29	\$9.4 million	15
Infrastructure (state)	\$2 million	29	\$6.7 million	12
Planning Assistance	\$430,000	46	\$660,000	30
Local Coordinators	\$1 million	12	\$1.7 million	6
Bicycle fleets	\$125,000	6	\$200,000	3

Infrastructure improvements selected included improved sidewalks and street crossings at multiple schools, shared use paths or trails and traffic calming improvements.

The schools awarded SRTS funds for planning assistance conducted their planning processes during the 2017-18 and 2018-19 school years:

- All of the nine of the Regional Development Commissions will have completed plans in their region during this biennium.
- The schools not in a RDC area worked with a planning consultant hired by MnDOT

Bicycle fleets were awarded to communities that demonstrated an ability and need to implement the Walk! Bike! Fun! pedestrian and bicycle safety curriculum within communities.

Local Coordinator grants were awarded to school districts that showcased foundational work in Safe Routes to School and highlighted the need for a position dedicated solely to walking and bicycling to rapidly advance their initiatives and implement their SRTS plans.

Current Projects & Priorities

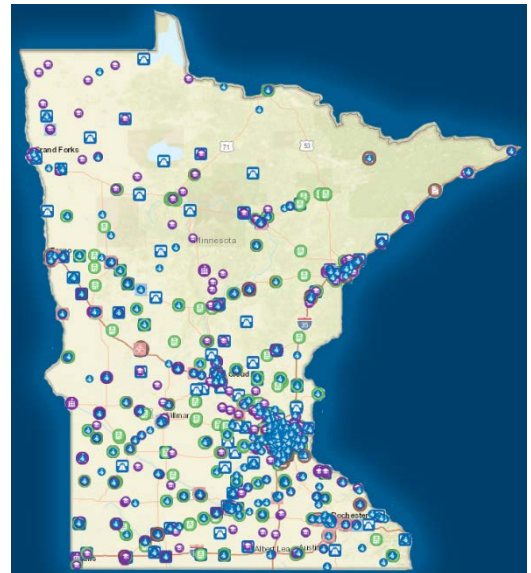
In addition to the solicitations in the last biennium, MnDOT worked on several initiatives that address statewide needs, many of which will continue into 2020.

Safe Routes to School Steering Committee

Since October 2011, MnDOT has had a state SRTS steering committee that provides guidance and oversight for the program. The steering committee has 31 members representing cities and counties, regional planning organizations, non-profit organizations, schools, educators and health professionals. A member list is provided in Appendix C.

Visualizing Safe Routes to School in Minnesota

MnDOT has allocated nearly \$46 million from state and federal sources to Safe Routes to School projects in Minnesota. Local communities, Regional Development Organizations, and the Minnesota Department of Health’s Statewide Health Improvement Partnership have also supported additional plans, bike fleets, and more. In the spirit of financial transparency, this [Visualizing SRTS in Minnesota interactive map](#) was developed to display the location of these projects and programs around the state, and includes useful layers to examine their geographic distribution.



Project/Program Contents:

- Projects funded through MnDOT SRTS and TA solicitations including infrastructure, planning assistance, bicycle fleets, and more. Users can view award amounts, funding sources, project descriptions, and data on impacted schools including student population, school free and reduced lunch rate at the time of the award and more. Completed SRTS plans can be accessed from map pop-ups.
- Plans and bicycle fleets funded through other sources, including SHIP
- Schools participating in Walk to School Day, Bike to School Day, and Winter Walk to School Day
- Cities that have hosted a Walk! Bike! Fun! Curriculum Training, and curriculum trainees around the state

Additional Layers:

- Minnesota Recognized Tribal Lands
- Senate Districts
- House Districts
- School Districts
- Statewide Health Improvement Program Grantees
- MnDOT Districts
- Regional Development Organizations

2015-2020 and 2020-2025 Minnesota SRTS Strategic Plans

Steering committee members are actively engaged in setting goals for the program, serving on selection committees and providing feedback on statewide initiatives. In late 2014, the steering committee and more than 70 individuals from partner organizations completed a five-year strategic plan for SRTS in Minnesota. The priorities and goals established have been used to determine how non-infrastructure funds from the state will be spent and where resources should be prioritized. The full [SRTS strategic plan](#) includes these top priorities for the state during this biennium:

- Development of additional evaluation tools to support communities implementing SRTS
- Improving marketing efforts around SRTS to create more visibility for the program
- Increase the number of plans and support coordinators implementing those plans
- Implementation grants
- Continue support for the Walk! Bike! Fun! pedestrian and bicycle safety curriculum statewide
- A statewide resource center, technical assistance and trainings
- Ongoing development of resources to support local efforts

As the end of the biennium has approached, the preparation and kick-off to update the 2020-2025 Strategic Plan has begun. The outcome of this process will help the Minnesota SRTS program set future priorities and evolve the program.

Minnesota SRTS Resource Center

A Minnesota resource center was identified as a need and priority during the strategic planning process. The goals of [the Minnesota SRTS Resource Center](#) are to raise awareness, provide resources and tools for practitioners and to share successes and information from around the state related to walking and bicycling to school.

Tools and highlights from the resource center include:

- A one stop shop to learn about SRTS and implement programs and projects
- Engagement tools to use at school and community events
- Walk and Bike to School Day event tools and resources
- Trainings for:
 - Crossing Guards
 - School Safety Patrol
 - SRTS Planning
 - Bus Stop and Walk
 - Mapping
- Tip sheets and resources to launch SRTS programs
- Contact information and regional resources
- Success stories and how to get started on SRTS
- Templates, branded materials and free resources for schools or local coordinators to use for events, programs and more

Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum

In 2013, MnDOT contracted with Blue Cross Blue Shield and the Bicycle Alliance of Minnesota (BikeMN) to develop safety curriculum for youth about biking and walking that meets Minnesota state education standards. BikeMN trains teachers and school staff and provides technical assistance to schools and communities.

The goal of the curriculum training is to prepare trainers to teach children the skills needed for pedestrian and bicycle safety, as well as to build confidence and help them stay safe, active and healthy. Training teachers to include the program in their school curricula, afterschool programming or community center programs ensures education can continue without support from MnDOT.

Since the inception of the curriculum and the funding for the teacher trainings, 739 individuals have been trained to teach the Walk! Bike! Fun! curriculum. Over one hundred trainings have been requested and 53 trainings have been held around the state. It is estimated that more than 71,000 students are reached annually by Walk! Bike! Fun!-trained instructors in Minnesota. People who participated in the training report feeling more knowledgeable about pedestrian and bicycle safety skills and are more confident in their ability to teach the curriculum.

During the 2018-2019 biennium, Minnesota Department of Health supported BikeMN and MnDOT in redesigning the curriculum to better provide adaptive options for students with physical and cognitive disabilities. FY 2020 – 2021 will see continued investment in the Walk! Bike! Fun! program and evaluation and engagement methods that will lead to a more equitable delivery of the program. These methods will ensure the curriculum is designed for all people and with a focus on priority populations.

A Walk! Bike! Fun! flyer highlighting the impacts of the curriculum trainings is available in Appendix D.

Safe Routes to School Plans

Successful Safe Routes to School programs use a 6E approach to increase safe walking and bicycling habits to school. To support communities in developing a comprehensive 6E approach, SRTS planning became a MnDOT SRTS priority at the direction of the steering committee in 2011. SRTS plans are one of the most effective ways Minnesota schools and their partners make walking and bicycling to school an option for more families. The planning process allows schools to identify existing conditions around schools, evaluate assets in the community and develop specific goals and strategies for the next one to five years to support more students walking and bicycling to school. During the 2018-2019 biennium, 30 SRTS grants were awarded for plans in over 80 schools.

MnDOT continues to use a variety of funding sources (federal and state) to support communities in their Safe Routes to School planning efforts.

Interagency Coordination

MnDOT works closely with the Minnesota Department of Health and other partners to leverage SRTS efforts supported by local public health agencies across Minnesota. MDH began supporting SRTS in 2009 through the Statewide Health Improvement Partnership. SHIP is a comprehensive set of evidence-based strategies for schools, communities, health care and worksites to reduce chronic disease, reducing the estimated \$2.8 billion spent on obesity-related health care costs annually in Minnesota. Safe Routes to School is a strategy that 73% of local public health agencies are implementing using SHIP funds for non-infrastructure activities which complements MnDOT's program.

During 2017-18, 314 schools across the state worked on implementing SRTS through the SHIP program and reached a combined 131,903 students. During the 2018-19 SHIP grant cycle, many MnDOT SRTS grantees partnered with SHIP coordinators on SRTS activities. MDH also worked with MnDOT and the Center for Prevention at Blue Cross Blue Shield of Minnesota to provide SRTS technical assistance, trainings and actively participate in the ongoing development and distribution of the Walk! Bike! Fun! bicycle and pedestrian safety curriculum – including implementing the CDC grant to update the curriculum to provide for students with adaptive needs.

The 2018-19 Legislature appropriated \$35 million for SHIP. Grants were awarded to 41 community health boards and 10 tribal governments. In anticipation, MnDOT has worked to align evaluation requirements, coordinate trainings and encourage local partnerships between schools, regional planners and public health agencies. MnDOT and MDH will continue to work closely to support SRTS statewide.

Legislative Recommendations

Walkable and bikeable communities are desirable, accessible, safe and welcome all people of any age. Safe Routes to School is popular with Minnesota schools and communities, as demonstrated by the number of project applications received each year and the level of involvement from communities across the state.

Since 2012, MnDOT's Safe Routes to School program has assisted with community-wide efforts to plan SRTS programs and implement SRTS projects with technical assistance and funding throughout the state. To date, more than 450 Minnesota schools have SRTS plans in place setting the framework for a multi-strategy approach to create a more walkable and bikeable community for children, but the program still faces challenges.

State funding approved in 2013 for non-infrastructure activities allowed the SRTS program to meet many needs throughout Minnesota with a broader reach into Greater Minnesota. Over the course of the Minnesota SRTS program, demand (largely for infrastructure projects) continues to exceed available funding.

While communities continue to seek SRTS funding, finding adequate funding within their own local transportation budgets to fund improvements for walking and bicycling can also be a challenge. MnDOT continues to incorporate walking and bicycling facilities into existing efforts, but there are still network funding gaps that create a backlog of projects awaiting state and/or federal funds. Additional state funding for infrastructure and non-infrastructure projects through the Safe Routes to School program, or Funding for the Active Transportation program, would allow the programs to meet the developing need as community interest in walking and bikeability grows.

Minnesota has a robust Safe Routes to School program and continues to see high levels of community engagement. There are opportunities for Minnesota to elevate the Safe Routes to School program and address some of the challenges communities' statewide face in a meaningful way.

Appendix A: Funded Project Lists

For more details on funded projects, visit the [Visualizing SRTS in Minnesota interactive map](#).

Table 5: 2018/2019 infrastructure grants funded with TAP, SAFTEA-LU and state dollars

MnDOT District	County	City	Description	SRTS Award
1	Itasca	Deer River	To develop a trail that will connect the cities of Zemple and Deer River.	\$300,000
1	Carlton	Cloquet	To construct a sidewalk system around the Fond du Lac Ojibwe School, Head Start, Early Head Start, Tribal Center and other Tribal Buildings in the immediate area.	\$258,400
1	Itasca	Deer River	Construction of one segment of a trail system to connect two schools, a healthcare facility, senior living facilities, fitness center, and provide access to downtown shops and businesses.	\$65,000*
1	Cook	Grand Marais	The proposed trail will connect the school zone and sidewalk along CSAH 7 to the planned pedestrian facilities along Highway 61 via a shared-use trail along the west side of CSAH 12 (Gunflint Trail).	\$206,000
1	Carlton	Moose Lake	Construct an off-street pedestrian corridor along TH 73 from the trail terminus at the Moose Horn River to County Road 10 round-about and south to the school. The corridor would consist of a 10-foot-wide paved trail on the south side of TH 73 that would facilitate two-way traffic.	\$300,000
2	Beltrami	Kelliher	Sidewalk construction, crosswalk signage development, and a walking/biking trail.	\$335,000
2	Polk	East Grand Forks	Build extensions to sidewalks along the south side of 13th St SE from 17th Ave SE to 20th Ave SE, including a small portion on the north side of 13th St SE from 19th Ave SE to 20 Ave SE; and then head north on the east side of 20th Ave SE.	\$137,000
2	Polk	Fosston	To replace and upgrade sidewalks that are substandard, as well replacing curb and gutters along the sidewalks. Furthermore, this project will upgrade crosswalk markings.	\$300,000
2	Pennington	Thief River Falls	Construct a 10' wide, 0.6 mile long multi-use trail to connect large residential neighborhoods to Franklin Middle School	\$147,675
3	Kanabec	Mora	To construct a bituminous trail with concrete curbs along 4,000 feet of an existing 32 foot rural bituminous roadway to create a safe pedestrian route for the Trailview Middle School.	\$249,400
3	Sherburne	Big Lake	Installing new sidewalks and a mid-block crosswalk to aid children in reaching Independence Elementary School and Big Lake Middle School, which share the same campus.	\$89,796
3	Benton	Foley	To improve a crosswalk, and extend an AASHTO trail connecting neighborhoods to downtown and the school campus.	\$483,075

*Local match project (State bond money is providing the local match for the federal grant received by the community in an earlier solicitation).

MnDOT District	County	City	Description	SRTS Award
3	Morrison	Little Falls*	Fill sidewalk gaps along 9th Street NE and 6th Street SW. Install rapid rectangular flashing beacons at 9th Street NE, 6th Street SW and 4th Street SW.	\$520,000
3	Morrison	Pierz	Construct segment 2 of the Pierz Loop non-motorized multi-use trail.	\$112,134
3	Stearns	Holdingford	Installation of sidewalk, walking path, and two school crossing warning lights. Rehabilitation of pedestrian trail from Ridge Way addition to Park Street, including a walking bridge	\$160,850
4	Becker	Frazee	Shared-Use Paved Trail, Overhead LED Street Lighting, Pedestrian Crosswalk Flasher System, At-grade Railroad Crossing Chicane, Pedestrian Curb Ramp Extensions (Bump-out)	\$640,000
4	Wilkin	Breckenridge	Construction of sidewalks, installation of ADA-compliant crosswalk approaches and pavement markings, speed feedback signs, and other projects.	\$225,000
4	Mahnomen	Mahnomen	Building a 10 foot ADA multi-use trail segment from TH59 to Railway Street, via the north side of Jefferson Avenue.	\$400,000
4	Clay	Barnesville	Add a trail to the east side of MN TH 9 to connect the downtown area to the commercial area at the intersection of MN TH 9 and MN TH 34. It will also connect with the trail along MN TH 34.	\$500,000
4	Otter Tail	Parkers Prairie	Construction of new sidewalks, ADA-compliant ramps, traffic signals, and other ways to improve visibility and safety of students and other pedestrians.	\$56,940*
4	Wilkin	Breckenridge	Construction and improvement of sidewalks, ADA-compliant crosswalk approaches, crosswalk improvement, speed feedback signs, pedestrian beacon	\$56,250*
4	Clay	Hawley	Build 12 ½ blocks of 6' wide off-road SRTS sidewalk (where none exist) including a curb bump out at the school.	\$300,000
8	Renville	Olivia	A multiuse trail establishing a connection to the BOLD High School.	\$200,000
Metro	Ramsey	St. Paul	Construct a sidewalk connection from the Community School of Excellence campus to other parts of the sidewalk grid, including construction of ADA-compliant curb ramps along existing sidewalk.	\$204,000*
Metro	Hennepin	Minneapolis	Pedestrian improvements including signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at up to three high-priority intersections identified in Whittier International Elementary's SRTS Plan.	\$300,000
6	Dodge	Kasson	To enhance Safe Routes to School for walking and biking by slowing vehicles in high traffic areas.	\$300,000
7	Faribault	Blue Earth	To provide a complete connection for walking and biking to the local elementary school, and to construct a sidewalk along a county highway and a trail to connect a residential area with the middle/high school.	\$246,600

*Local match project (State bond money is providing the local match for the federal grant received by the community in an earlier solicitation.

MnDOT District	County	City	Description	SRTS Award
7	Nobles	Worthington	Construct multi-use trail from Cecilee Street to TH 60 trail and multi-use trails from adjacent streets to Prairie Elementary School.	\$229,172
7	Nicollet	North Mankato	To construct a sidewalk on the south side of Garfield Avenue between Center Street and Range Street, a paved trail across Wheeler Park to connect Page Avenue and Garfield Avenue, and additional curb extensions.	\$224,428
7	Waseca	Janesville	Improvements include ADA compliance at crosswalks, upgrades to sidewalks around the two schools (JWP and Trinity) and off-road trail facilities connecting residential developments currently disconnected from the sidewalk system.	\$356,020
7	Blue Earth	Mankato	Installation of a High-Intensity Activated Crosswalk (HAWK) Beacon across Timberwolf Drive just north of Rosa Parks Elementary School.	\$153,144
7	Sibley	Gaylord	Construction of two hard surface trail/sidewalks within the city to allow for safe routes to the Sibley East Elementary School.	\$200,000
7	Faribault	Blue Earth	Sidewalk construction to complete missing segments and fill gaps in the system on various roadways; ADA improvements to pedestrian ramps; railroad crossing pedestrian safety measures; additional pedestrian crossings; and trail extensions.	\$91,000*
8	Lyon	Marshall	Establishing properly marked school zone speed limits, including radar speed indication and pedestrian-activated crosswalk signals.	\$84,960
8	Meeker	Dassel	Construction of sidewalks, trails and pedestrian crossing improvements near Dassel Elementary School.	\$54,880
8	McLeod	Hutchinson	Installation of a pedestrian-activated electronic crossing warning system (HAWK) at the multi-use trail crossing of State Trunk Highway 7/22 within the intersection of Montana Street NW.	\$140,000

*Local match project (State bond money is providing the local match for the federal grant received by the community in an earlier solicitation).

Table 6: 2018-19 planning assistance grants with a total of more than \$430,000 in MnDOT investments

SRTS PLANNING ASSISTANCE GRANTS: 2018-2019

MnDOT District	County	City	Description
1	Carlton	Cloquet	SRTS Planning Assistance
1	Cook	Grand Marais	SRTS Planning Assistance
2	Polk	Fosston	SRTS Planning Assistance
2	Marshall	Warren, Alvarado, Oslo	SRTS Planning Assistance
2, 3	Cass	Walker, Hackensack, Akeley	SRTS Planning Assistance
3	Stearns	St. Cloud	SRTS Planning Assistance
3	Benton	Foley	SRTS Planning Assistance
3	Wright	Monticello	SRTS Planning Assistance
3	Stearns	Sauk Centre	SRTS Planning Assistance
4	Mahnomen	Naytahwaush	SRTS Planning Assistance
6	Houston	La Crescent	SRTS Planning Assistance
6	Dodge	Dodge Center	SRTS Planning Assistance
6	Olmsted	Chatfield	SRTS Planning Assistance
6	Wabasha	Lake City	SRTS Planning Assistance
7	Waseca	Waseca	SRTS Planning Assistance
7	Rock	Luverne	SRTS Planning Assistance
7	Blue Earth	Mankato	SRTS Planning Assistance
8	Meeker	Litchfield	SRTS Planning Assistance
8	Chippewa, Kandiyohi	Maynard, Clara City, Raymond	SRTS Planning Assistance
8	Kandiyohi, Meeker	Atwater, Cosmos, Grove City	SRTS Planning Assistance
Metro	Sherburne	Elk River	SRTS Planning Assistance
Metro	Hennepin	Minneapolis	SRTS Planning Assistance
Metro	Dakota	Burnsville	SRTS Planning Assistance
Metro	Dakota	Lakeville	SRTS Planning Assistance
Metro	Wright	Rockford	SRTS Planning Assistance
Metro	Chisago	Rush City	SRTS Planning Assistance
Metro, 3	Anoka, Isanti	St. Francis	SRTS Planning Assistance

Table 7: 2018-19 bike fleet grants representing more than \$103,000 in MnDOT investments

SRTS BICYCLE FLEET GRANTS

MnDOT District	County	City	Grant Awardee Name	State SRTS Award
3	Stearns	St. Cloud	Feeling Good Minnesota (CentraCare Health)	Bicycle Fleet
4	Otter Tail	New York Mills	New York Mills School District (ISD 553)	Bicycle Fleet
Metro	Dakota	Mendota Heights	West St. Paul-Mendota Heights-Eagan Area Schools (ISD 197)	Bicycle Fleet

Table 8: 2019 local coordinator grants representing more than \$1 million in MnDOT investments

SRTS LOCAL COORDINATOR GRANTS

MnDOT District	County	City	School District	Description
1	Itasca	Grand Rapids	Grand Rapids School District (ISD 318)	Local Coordinator
6	Olmsted	Rochester	Rochester Public Schools (ISD 535)	Local Coordinator
7	Brown	New Ulm	New Ulm Public Schools (ISD 88)	Local Coordinator
Metro	Hennepin	Richfield	Richfield Public Schools (ISD 280)	Local Coordinator
Metro	Ramsey	St. Paul	Saint Paul Public Schools (ISD 625)	Local Coordinator
Metro	Dakota	South St. Paul	South Saint Paul Public Schools (ISD 6)	Local Coordinator

Appendix B: 2018-19 Maps

The following maps show SRTS projects by MnDOT district in 2018-19.

[A more detailed, interactive map of all Safe Routes to School projects can be viewed here.](#)

Figure 1: MnDOT District 1 Safe Routes to School Awards for FY 2018-19

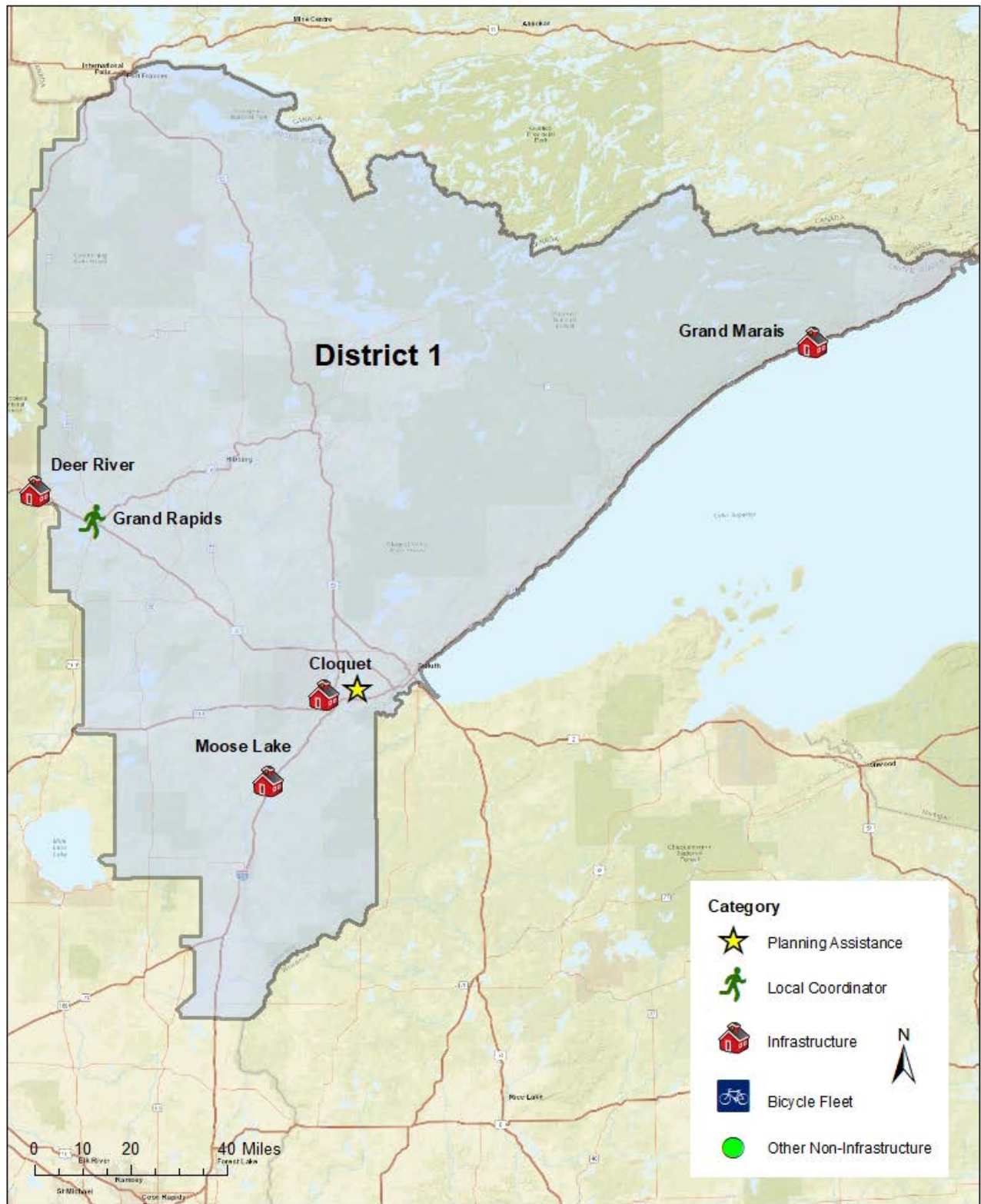


Figure 2: MnDOT District 2 Safe Routes to School Awards for FY 2018-19

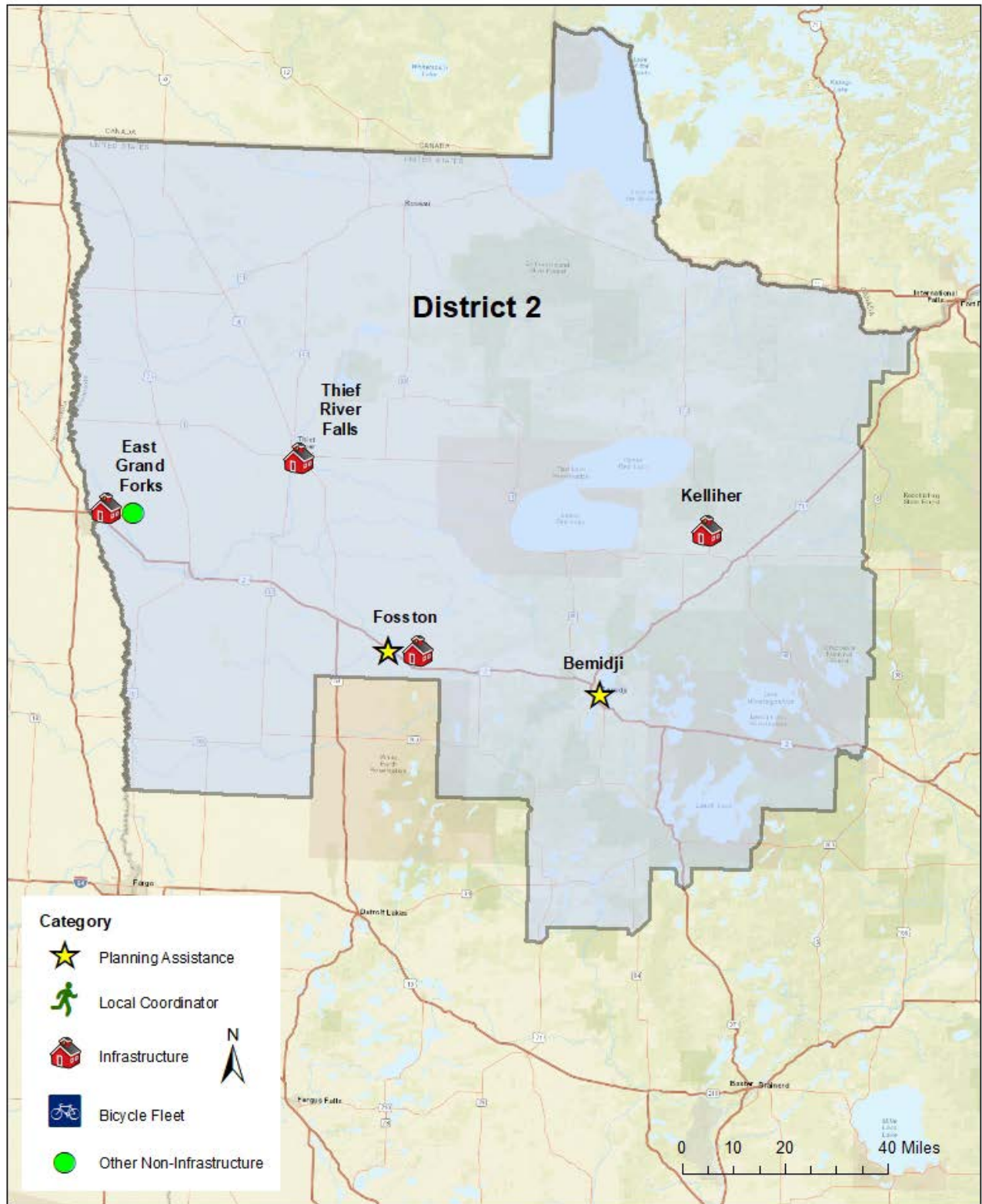


Figure 3: MnDOT District 3 Safe Routes to School Awards for FY 2018-19

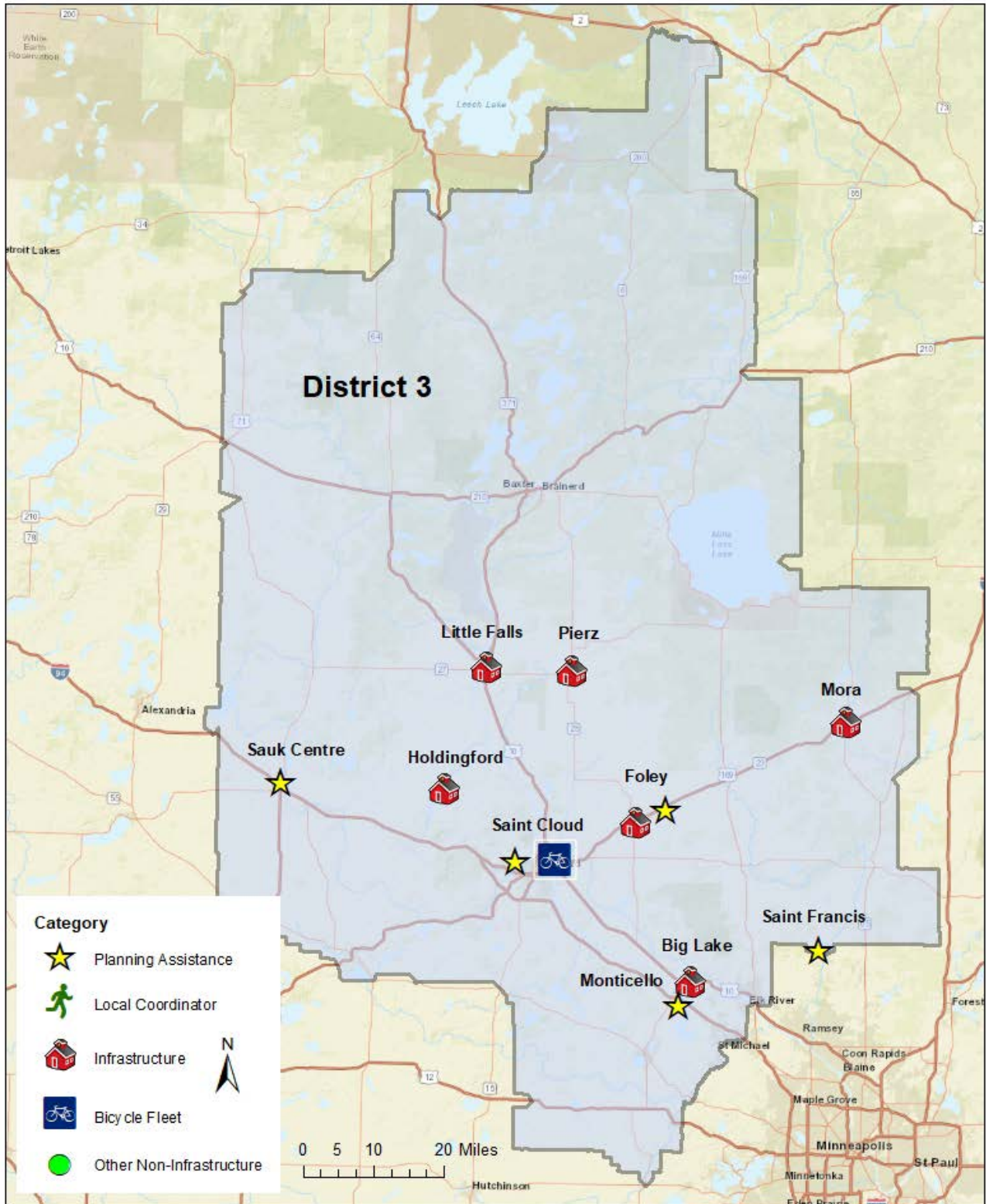


Figure 4: MnDOT District 4 Safe Routes to School Awards for FY 2018-19

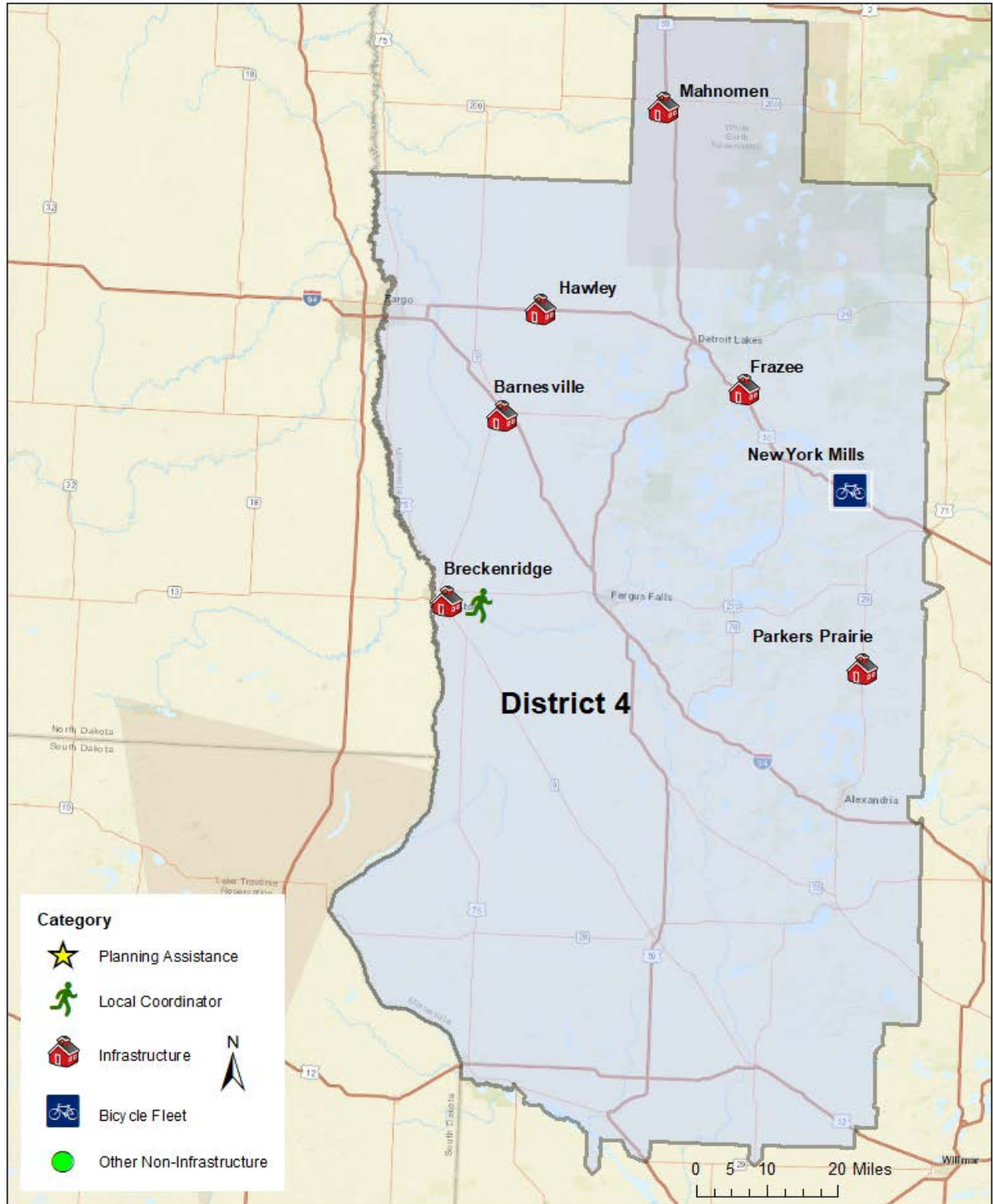


Figure 5: MnDOT District 6 Safe Routes to School Awards for FY 2018-19

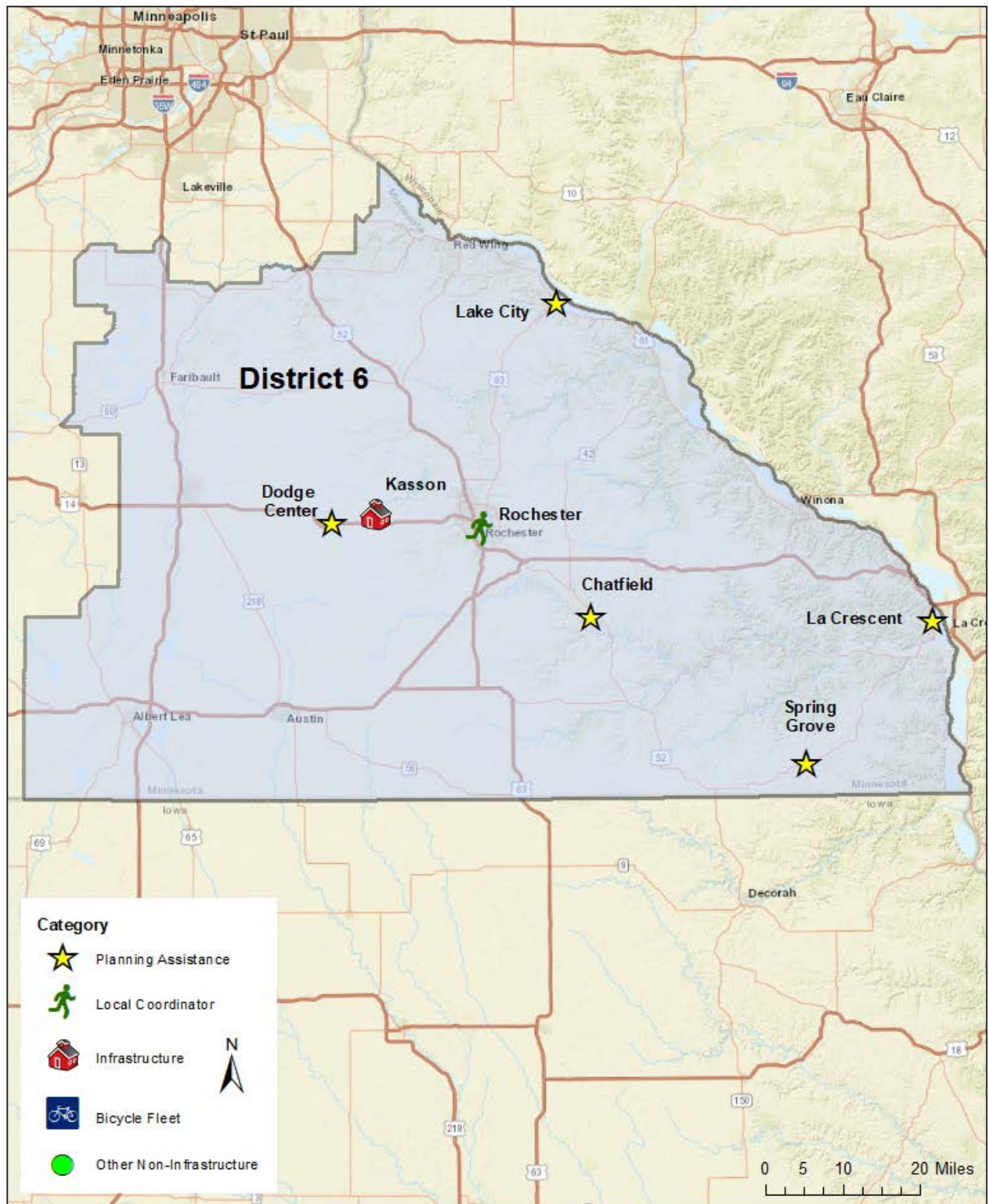


Figure 6: MnDOT District 7 Safe Routes to School Awards for FY 2018-19

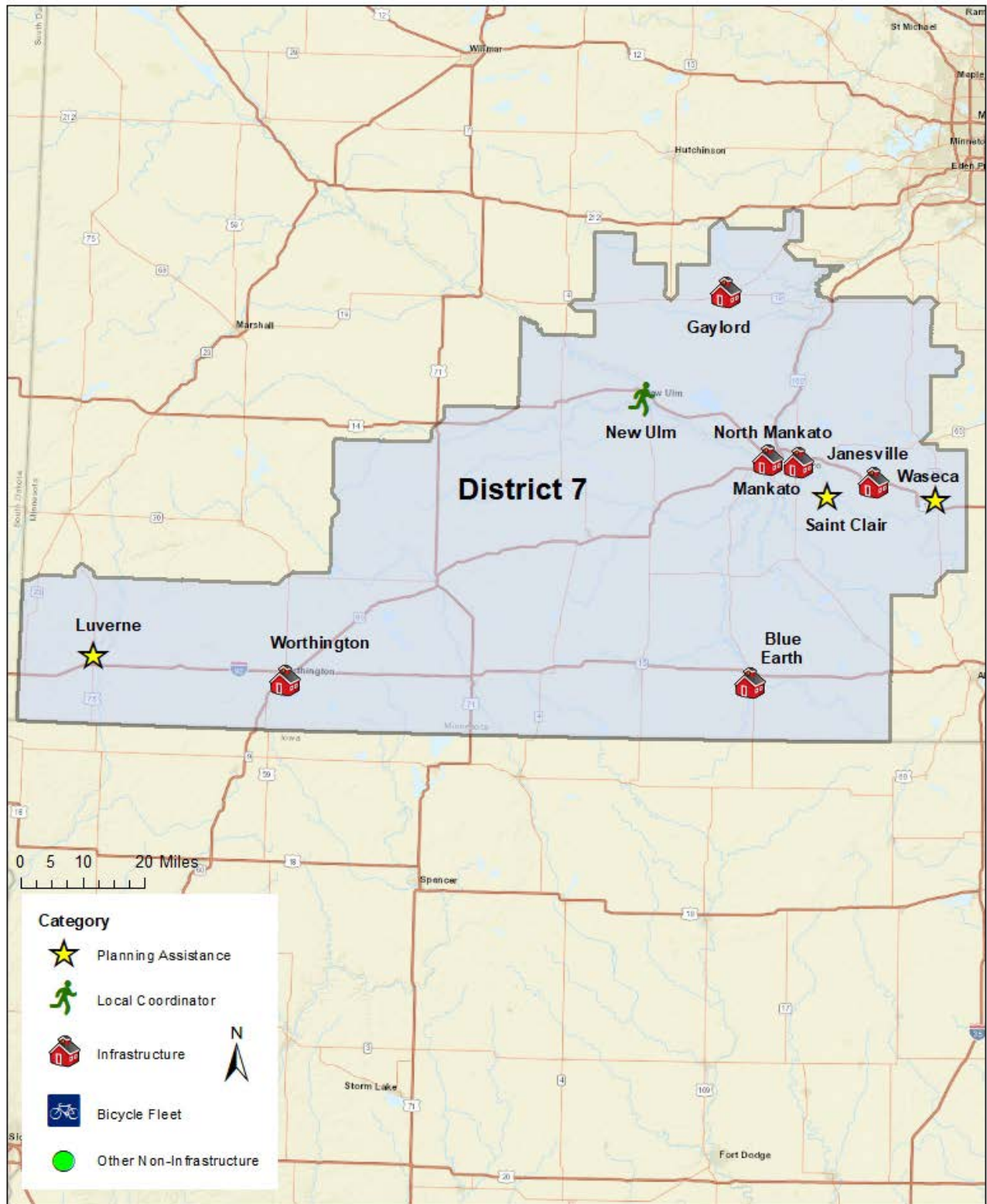


Figure 7: MnDOT District 8 Safe Routes to School Awards for FY 2018-19

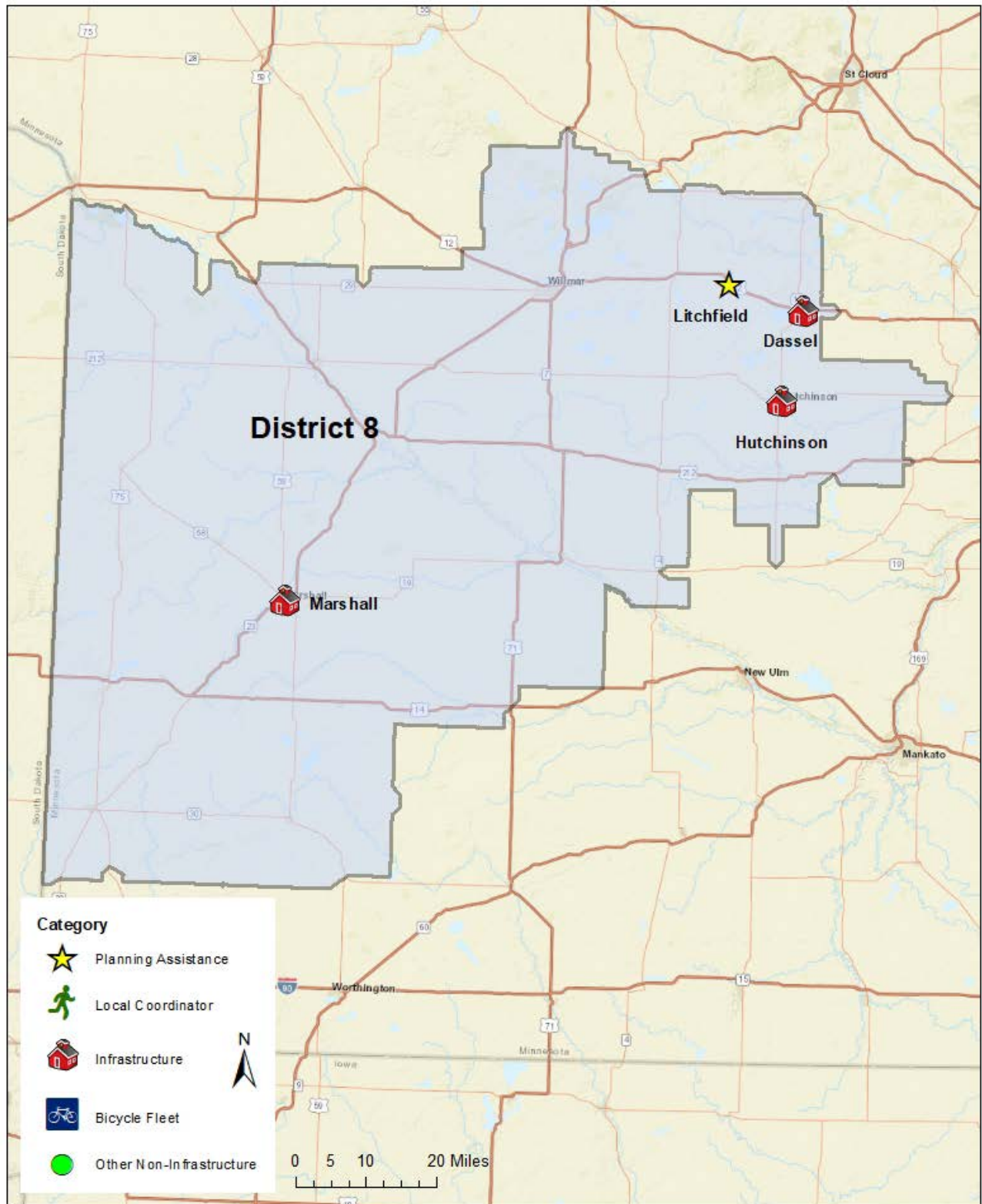
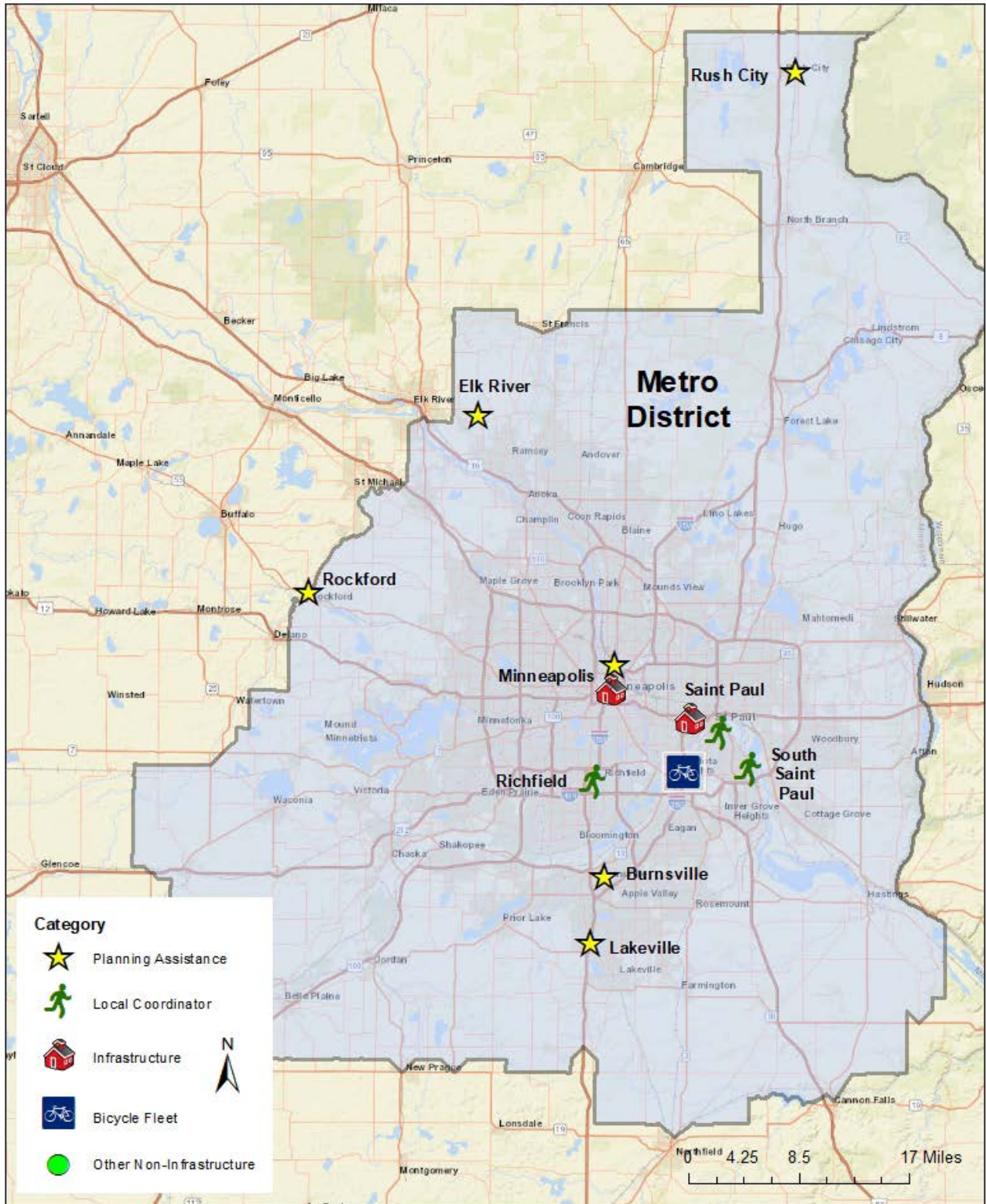


Figure 8: MnDOT Metro District Safe Routes to School Awards for FY 2018-19



Appendix C: SRTS Steering Committee

Table 9: Organization representation on SRTS steering committee

SRTS STEERING COMMITTEE ORGANIZATION REPRESENTATION

MnDOT SRTS Steering Committee	
Action for Healthy Kids	Minnesota Parent Teacher Association
Allina Health	Minnesota Safety Council
American Cancer Society	MnDOT District 1 – District Planner Representation
American Heart Association	MnDOT District 3 – District State Aid Representation
Anoka - Hennepin Schools	MnDOT Office of Traffic Engineering
Bicycle Alliance of Minnesota	MnDOT Office of Transit and Active Transportation
Blue Cross and Blue Shield of Minnesota	MnDOT Office of Transportation System Management
City Engineer	MnDOT State Aid
Elementary School Principal	Pollution Control Agency
Federal Highway Administration	Quality Bicycle Products
Minneapolis Public Schools - School District Representation	Regional Development Commission Representation
Minnesota Department of Education	St. Cloud MPO – MPO Representation
Minnesota Department of Public Safety	Tribal Nation - Fond Du Lac Reservation
Minnesota Department. of Health	YMCA of Minnesota

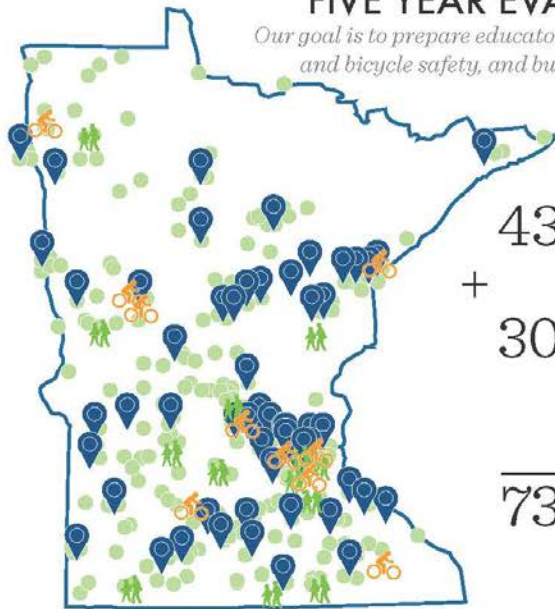
Appendix D: Impacts of Walk! Bike! Fun! Curriculum Trainings

MINNESOTA

WALK! BIKE! FUN!

FIVE YEAR EVALUATION SUMMARY

Our goal is to prepare educators to teach children the skills for pedestrian and bicycle safety, and build confidence to be active and healthy.



- WBF Participants
- 📍 WBF Curriculum Training Location
- 🚶 WBF Ambassador Training Location
- 🚲 MnDOT Awarded Bike Fleet

435 Teachers
*Physical Ed., Health, DAPE,
Science, Classroom Teachers*

+ 304 Educators
*Public Health, Law
Enforcement, Community
Education, Park and
Recreation Departments*

739 Participants



102 Trainings have been requested.
53 Trainings have been held.

Overall Rating

4.7 of 5

Participants rated the training a 4.5 on a scale of 1-5, "5" being excellent.

Implementation feedback...

95% of respondents will continue teaching the biking curriculum next school year.

82% of respondents shared they felt the curriculum taught a lifetime outdoor activity.

Most popular/favorite features to teach/curriculum:

“ Going through the lesson plans and physically doing it outside. Biking through town was amazing. Great learning opportunity.

It was helpful to have both the classroom training before, and then the hands-on experience afterwards. ”

Curriculum Placement

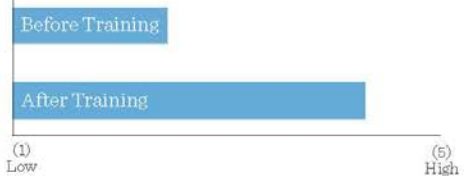


Most 1st & 2nd graders are taught *Walk Fun!*

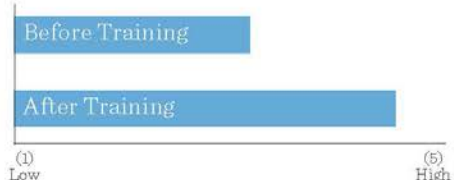


Most 4th & 5th graders are taught *Bike Fun!*

Confidence to teach the Walk! Bike! Fun! curriculum



Knowledge of biking and walking safety skills



Participants were asked to rank how important the following are in teaching pedestrian and bicycle safety education at their schools or organizations:



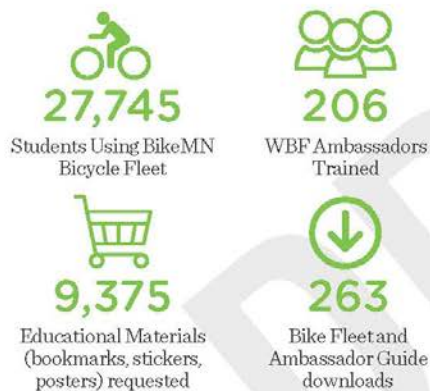
Schools Supported by:

230 Substitute teacher pay reimbursements.

435 Teachers receiving 7 CEUs.



Two Years of Technical Assistance



Technical Assistance Notes:

- BikeMN created a first-of-its-kind “adaptive bike library” program for the state of MN.
- WBF Ambassador trainings were up from three in 2018 to fifteen in 2019.
- Thirty-one Ambassador Kits were requested and received in 23 different communities.



People Hearing About Walk! Bike! Fun!

- 8 TV news stories.
- 36 Newspaper articles.
- 47 Conference presentations and exhibits.
- 68 BikeMN newsletter articles and blog posts.*
- 86 BikeMN Facebook Posts, reaching 37,978 people.

**Each training gets listed multiple times in the “Upcoming Events” section of the BikeMN newsletter. Those listings are not included in this total)*



39% of Educators Foresee Barriers

Participants anticipate the following barriers to implementing the program at their school or organization, citing:

- Lack of adaptive equipment and resources for first-time riders
- Access to more bikes, and for longer periods of time
- Need more adult volunteers for community ride
- Lack of connection between teachers and WBF Ambassador volunteers
- Access to safe infrastructure for walks and bike rides.
- Lack of bike mechanic skills
- Language barriers

www.walkbikefun.org