DEPARTMENT OF TRANSPORTATION

2016-2017 Report on

Safe Routes to School

September 2017

Prepared by:

The Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

Phone: 651-296-3000
Toll-Free: 1-800-657-3774
TTY, Voice or ASCII: 1-800-627-3529

To request this document in an alternative format, call 651-366-4718 or 1-800-657-3774 (Greater Minnesota). 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 2016-2017 biennium.

Since the 2015 legislative report, MnDOT provided funding for six SRTS solicitations:

- 2015 infrastructure implementation state funds
- 2016 SRTS planning assistance (federal and state funds)
- 2015 infrastructure implementation (federal funds)
- 2016 bicycle fleets (state funds)
- 2016 infrastructure implementation (federal funds)
- 2017 SRTS planning assistance (federal and state funds)

Since 2005, MnDOT has awarded more than $30 million to Minnesota communities for SRTS projects. These projects will reach more than 700 schools.

During the 2016-2017 biennium MnDOT also provided funding for new and existing statewide programs:

- **Minnesota SRTS Resource Center**: A Minnesota resource center was identified as a need during the 2013 strategic planning sessions and was 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.

- **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 2016-2017. In partnership with the Bicycle Alliance of Minnesota, MnDOT trained 549 teachers and educators to instruct pedestrian and bicycle safety in their classrooms. The estimated reach of the trained educators is over 53,000 students annually.

- **Safe Routes to School plans:** Walkable and bikeable communities are best implemented via 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 2016 and 2017, 65 communities representing more than 200 schools applied for planning assistance. Because of a reduction in funding for planning assistance, fewer than half of these applications were funded.

- **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 the newly launched 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

and Walk to School Day photo contest. Registration for Bike to School day has quadrupled from 47 schools in 2015 to over 200 in the 2016 – 2017 school year.

- **Online Crossing Guard and School Safety Patrol Trainings:** During the strategic planning process, the committee identified the creation of an online training for crossing guards and school safety patrol. Schools that previously didn't have easy access to these trainings can quickly and adequately train their staff, volunteers and students via the trainings available at www.mnsaferoutestoschool.org. With the trainings available online the program will be able to track how many people are accessing the resource.

- **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 to provide customized, day long trainings to build local capacity 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. A monthly SRTS enews and social media presence have ensured a higher level of engagement from communities across the state, growing the enews subscribers from 982 in October 2015 to 1,819 in August 2017.

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

In 2018, the MnDOT SRTS program will continue to offer statewide programs and grants for local projects including planning, curriculum implementation, bike fleets, 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.

Safe Routes to School in Minnesota

In 1969, 48 percent of students walked or bicycled to school. As of 2009, only 13 percent of students are walking and bicycling. Meanwhile, students in Minnesota and beyond suffer from unprecedented health issues including unhealthy weight, pre-diabetes, and physical inactivity. 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 and parental fears of child safety. 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 six "E's" of Safe Routes to School:

- 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 provided funding for non-infrastructure activities.

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 2018 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 for SRTS solicitations in 2016, 2017 and will again in 2018.
- The 2013 transportation finance omnibus bill increased existing state funding to $1 million over the biennium for non-infrastructure SRTS activities.
- In 2015, the state legislature made a one-time $1 million investment in state infrastructure funding for SRTS. The legislature repeated this investment in 2017.

Program Status

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 projects.

Table 1: Minnesota's SAFETEA-LU SRTS apportionments for 2005-12

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
Total 2005-12	$18,573,023

SAFETEA-LU Spending in 2016-2017

In 2016, MnDOT awarded nearly $800,000 in federal SAFETEA-LU spending for SRTS planning assistance grants. More than 100 schools are developing or have developed a SRTS plan from this solicitation.

Additional SAFETEA-LU funding was used for program administrative costs and to develop an engineering pilot study to look at SRTS plan implementation.

SAFETEA-LU Spending in 2018

For 2017, SAFETEA-LU has roughly $500,000 remaining funds. The remaining funding will be used to supplement the 2018 planning assistance grant solicitation and support Safe Routes to School infrastructure applications.

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 federal program. Instead, SRTS is now 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 program is administered through the Area Transportation Partnerships in Greater Minnesota and the Metropolitan Council in the Twin Cities metro area. The TAP program 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 the many of the funding priorities outlined in MAP-21 for five more years.

Solicitations in 2016-17

During the last biennium, three solicitations were held for SRTS infrastructure projects. Two solicitations were held to award TAP funding for SRTS infrastructure projects through the Area Transportation Partnerships and one solicitation was held by the Metropolitan Council.

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 a 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 also 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 2016-17

The state program awarded $1 million for non-infrastructure activities in the 2016-2017 biennium. The funding will continue to support the statewide programs and grants from 2016-2017.

Funding Summary

Table 2: Summary of Funding for SRTS by Type and Year

	FUNDING TYPE			
YEAR	SAFETEA-LU	MAP-21/FAST Act	State non-infrastructure	State infrastructure
2014	$1 million in planning grants	$4 million awarded	$250,000	
2015	$112,000 program admin	$1.9 million awarded	$500,000	$1 million
2016	$150,000 program admin, planning grants, engineering pilot study	$3.9 million awarded	$500,000	
2017		$250,000 for admin and planning,	$500,000	
2018	$100,000 technical assistance and planning	$250,000 for admin and planning,	$500,000	$1 million

2016-2017: Grant Evaluation & Project Selection Criteria

During the 2016-2017 biennium, MnDOT made SRTS grants available 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 2015 legislative report, MnDOT provided funding for six SRTS solicitations:

- 2015-2016 infrastructure implementation (federal TAP funds)
- 2016-2017 infrastructure implementation (federal TAP funds)
- 2015 infrastructure implementation (state funds)
- 2015 bicycle fleets (state funds)
- 2015-2016 planning assistance grants (federal and state funds)
- 2016-2017 planning assistance grants (federal and state funds)

Grant Evaluation and Project Selection Criteria:

- To be eligible to apply, 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
- Ensures the project will provide equitable outcomes, addressing safety and access disparities for underserved communities
- 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

Funded Projects

A list of funded projects is available in Appendix A. Maps showing the projects funded in each MnDOT district for 2015, 2016 and 2017 are available in Appendix B. Since 2005, MnDOT awarded more than $30 million to Minnesota communities for SRTS projects. These projects will reach more than 700 schools.

During FY 2016-2017, MnDOT received 128 applications and awarded 54 grants funding local SRTS projects.

Table 3: 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)	$5.8 million	62	$16 million	18
Infrastructure (state)	$1 million	21	$4.9 million	6
Planning Assistance	$1.2 million	32	$1.5 million+	26
Bicycle fleets	$125,000	13	$400,000+	4

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

The awarded SRTS plans were in process at schools for the 2015-2016 and 2016-2017 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.

Current Projects & Priorities

In addition to the solicitations in the last biennium, MnDOT worked on several initiatives, many of which will continue into 2018.

Safe Routes to School Steering Committee

Since October 2011, MnDOT has had a state SRTS steering committee provide guidance and oversight for the program. The steering committee has 27 members representing cities and counties, regional planning organizations, non-profit organizations, schools, educators and health professionals. A member list is provided in Appendix C.

2015-2020 Minnesota SRTS Strategic Plan

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 continue to be 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 in FY 2016-2017:

- SRTS planning and 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
- Increasing the visibility of Safe Routes to School

Program Evaluation

Program evaluation and implementation of the strategic plan is important to advancing the efforts of the statewide program. Implementation of the strategic plan is managed by several workgroups that formed from the State Steering Committee and progress is reviewed and evaluated annually to ensure successful implementation of statewide program priorities. In spring 2016, MnDOT did a scan of existing plans from funded communities in Minnesota to identify key supports and relevant barriers to the implementation of Safe Routes to School plans. The results of this survey are now used in addition to the strategic plan to provide communities the funding, tools, and support required to effectively implement their SRTS plans.

Further efforts to coordinate with Minnesota Department of Health and Blue Cross Blue Shield to evaluate local program performance are being explored during the 2018-2019 biennium. This coordination is identified as an objective in the strategic plan.

Minnesota SRTS Resource Center

A Minnesota resource center was identified as a need and priority during the strategic planning process. The goal of the Minnesota SRTS resource center is 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:

- Trainings for:
    - Crossing Guards
    - School Safety Patrol
    - SRTS Planning
    - Bus Stop and Walks
    - 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 to develop safety curriculum for youth about biking and walking that meets Minnesota state education standards. BikeMN trains teachers and school-related staff and provides technical assistance to schools and communities.

The goal of the curriculum training is to prepare trainers who can 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, 549 individuals have been trained to teach the Walk! Bike! Fun! curriculum. Sixty-one trainings were requested and to date, 40 trainings were held around the state. It is estimated that over 53,000 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. BikeMN will continue to train instructors through the 2018-2019 biennium.

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 2016-2017 biennium, 47 SRTS grants were awarded for plans in over 150 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.

During 2013-2015, 53 locations across the state worked on implementing SRTS and reached a combined 598,050 students. During the 2013-2015 SHIP grant cycle, many MnDOT SRTS grantees also partnered with their local SHIP coordinators in SRTS activities. MDH also worked with MnDOT and the Center for Prevention at Blue Cross Blue Shield to provide SRTS regional trainings and actively participate in the ongoing development and distribution of the Walk!Bike!Fun! bicycle and pedestrian safety curriculum.

The 2016-17 Legislature appropriated $35 million for SHIP. Grants were awarded to 41 Community Health Boards and 10 tribal governments. In anticipation, MnDOT worked to align evaluation requirements, coordinate regional training 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, safer, accessible and more welcoming to people from age 8 to 80. It is not a surprise that 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. Over the past five years, the Safe Routes to School program invested in planning community-wide, spurring more plans and projects to implement throughout the state.

Funding approved in 2013 for non-infrastructure activities allowed the program to meet many needs. Over the course of the program, demand (largely for infrastructure projects) exceeded funding. Additional funding for infrastructure and non-infrastructure projects would better meet this need.

Appendix A: Funded Project Lists

Figure 1: 2016 and 2017 infrastructure grants funded through ATP process with TAP (federal), SAFTEA-LU (federal), and state dollars

SRTS INFRASTRUCTURE GRANTS: 2016-2017

MnDOT District	County	City	Description	SRTS Award
1	Carlton	Barnum	Fill in sidewalk gaps along Highway 61, North Street and Front Street	$213,616
2	Beltrami	Red Lake	A lighted pedestrian trail/walkway for students attending the Red Lake Elementary School.	$70,000
2	Crow Wing	Brainerd	New sidewalk around Garfield Elementary in NE Brainerd.	$408,000
2	Clearwater	Bagley	To construct a safe route for children and adults to ride bike or walk to and from the school and the City Park.	$150,000
3	Cass	Cass Lake	Multiuse trail connection to the school from Highway 371.	$168,538
3	Stearns	Sartell	7th St N and 5th St N Safe-Routes-to-School infrastructure improvements.	$199,176
3	Stearns	Cold Spring	Construction of a walk and bike trail along the east edge of school district property, adjacent to County Road 2.	$108,928
3	Sherburne	Becker	Multiuse trail along CSAH 24.	$175,080
3	Mille Lacs	Onamia	Sidewalk to access 3 schools, as well as basic services.	$240,040
4	Clay	Glyndon	Providing sidewalks along Parke Avenue (CR 117) from 12th Street SE to US Highway 10.	$375,000
4	Otter Tail	Parkers Prairie	Construction of sidewalk, crosswalk, and safety improvements to promote safer walking and biking conditions for students.	$225,000
Metro	Carver	Norwood Young America	The Norwood Young America US 212 Safety Improvement Project will provide a safer more direct route to the city's schools through the construction of a pedestrian box culvert under TH 212 and an off-street trail	$1,225,360
Metro	Ramsey	St. Paul	Install sidewalk on local residential streets with no sidewalk that are on or near the main entrance for parent pick up and student walkers at 3 schools: Expo Elementary, Holy Spirit Elementary and Cretin-Derham Hall High School.	$498,400
Metro	Ramsey	St. Paul	This project will install sidewalk on arterials with missing segments and on local residential streets to create connections from high density low income housing to the school which serves grades 6-12.	$816,000
Metro	Hennepin	Minneapolis	Curb extension and other pedestrian crossings improvements along 24th St. E and 29th Ave S	$299,920
Metro	Dakota	West St. Paul	Sidewalk connection along Bidwell Street.	$288,400

MnDOT District	County	City	Description	SRTS Award
6	Winona	St. Charles	sidewalk connections and crossing improvements along 11th Street and Highway 74	$300,000
7	Le Sueur, Nicollet, Blue Earth	Mankato	traffic calming and crossing improvements at Sibley Street and Riverfront Drive	$229,616
7	Jackson	Jackson	Construct a paved, multi-use trail to connect the Sunset View and Nelson Creek Trails, along Dewey Street, completing a north-south connection and acting as a safe route to school.	$81,484
7	Nicollet	North Mankato	Infrastructure improvements in the areas surrounding Dakota Meadows Middle School including traffic calming and trail connections.	$267,360
7	Le Sueur	Le Sueur	Replace 12 city blocks of existing pedestrian ramps and sidewalks around St. Anne's Catholic and Park Elementary Schools as recommended by the City's Active Living Plan and SRTS Plan.	$383,090
7	Blue Earth	Lake Crystal	We are seeking support to begin implementing a complete sidewalk/trail network (infrastructure development) around LCWM Elementary School.	$160,000
8	Renville	Olivia	A multiuse trail establishing a connection to the BOLD High School.	$200,000

Figure 2: 2016-17 planning assistance grants representing a total of more than $1.3 million dollars in MnDOT investments over the biennium

SRTS PLANNING ASSISTANCE GRANTS: 2016-2017

MnDOT District	County	City	Description
1	Itasca	Grand Rapids	SRTS Planning Assistance
1	Aitkin	McGregor	SRTS Planning Assistance
1	St. Louis	Duluth	SRTS Planning Assistance
1	Koochiching	International Falls	SRTS Planning Assistance
2	Norman	Ada	SRTS Planning Assistance
3	Stearns	Holdingford	SRTS Planning Assistance
3	Wright	Howard Lake, Waverly & Winstad	SRTS Planning Assistance
3	Todd	Long Prairie	SRTS Planning Assistance
3	Isanti	Cambridge, Isanti	SRTS Planning Assistance
3	Meeker	Eden Valley	SRTS Planning Assistance
3	Cass, Morrison, Todd & Wadena	Staples	SRTS Planning Assistance
3	Crow Wing	Brainerd	SRTS Planning Assistance
1	Itasca	Grand Rapids	SRTS Planning Assistance

MnDOT District	County	City	Description
4	Clary	Hawley	SRTS Planning Assistance
4	Swift	Murdock	SRTS Planning Assistance
4	Wilkin	Breckenridge	SRTS Planning Assistance
4	Traverse	Wheaton	SRTS Planning Assistance
4	Ottertail	Henning	SRTS Planning Assistance
6	Goodhue	Zumbrota, Mazeppa	SRTS Planning Assistance
6	Dodge	Kasson, Mantorville	SRTS Planning Assistance
6	Houston	Caledonia	SRTS Planning Assistance
7	Brown	Sleepy Eye	SRTS Planning Assistance
7	Murray	Fulda	SRTS Planning Assistance
7	Sibley	Arlington	SRTS Planning Assistance
7	Brown	Springfield	SRTS Planning Assistance
7	Blue Earth	Lake Crystal	SRTS Planning Assistance
7	Rock	Beaver Creek	SRTS Planning Assistance
8	Lincoln	Ivanhoe	SRTS Planning Assistance
8	Redwood	Franklin	SRTS Planning Assistance
8	Lyon	Marshall	SRTS Planning Assistance
8	Murray	Slayton	SRTS Planning Assistance
8	Pipestone	Pipestone	SRTS Planning Assistance
8	Renville	Redwood Falls	SRTS Planning Assistance
8	Lac Qui Parle	Dawson	SRTS Planning Assistance
Metro	Ramsey	St. Paul	SRTS Planning Assistance
Metro	Hennepin	Minneapolis	SRTS Planning Assistance
Metro	Chisago	Taylors Falls	SRTS Planning Assistance
Metro	Anoka	Fridley	SRTS Planning Assistance
Metro	Hennepin	New Hope	SRTS Planning Assistance
Metro	Hennepin	Minneapolis	SRTS Planning Assistance
Metro	Ramsey	St. Paul	SRTS Planning Assistance – City Policy Plan
Metro	Hennepin	Minneapolis	SRTS Planning Assistance - Strategic Plan Revamp

Figure 3: 2016-17 bike fleet grants

SRTS BICYCLE FLEET GRANTS

MnDOT District	County	City	Description	State SRTS Award
8	Kandiyohi	Willmar	Bicycle Fleet	$31,000
3	Benton, Sherburne, Stearns	St. Cloud	Bicycle Fleet	$31,500
2	Marshall	Warren	Bicycle Fleet	$32,500
Metro	Ramsey	St. Paul	Bicycle Fleet	$32,000

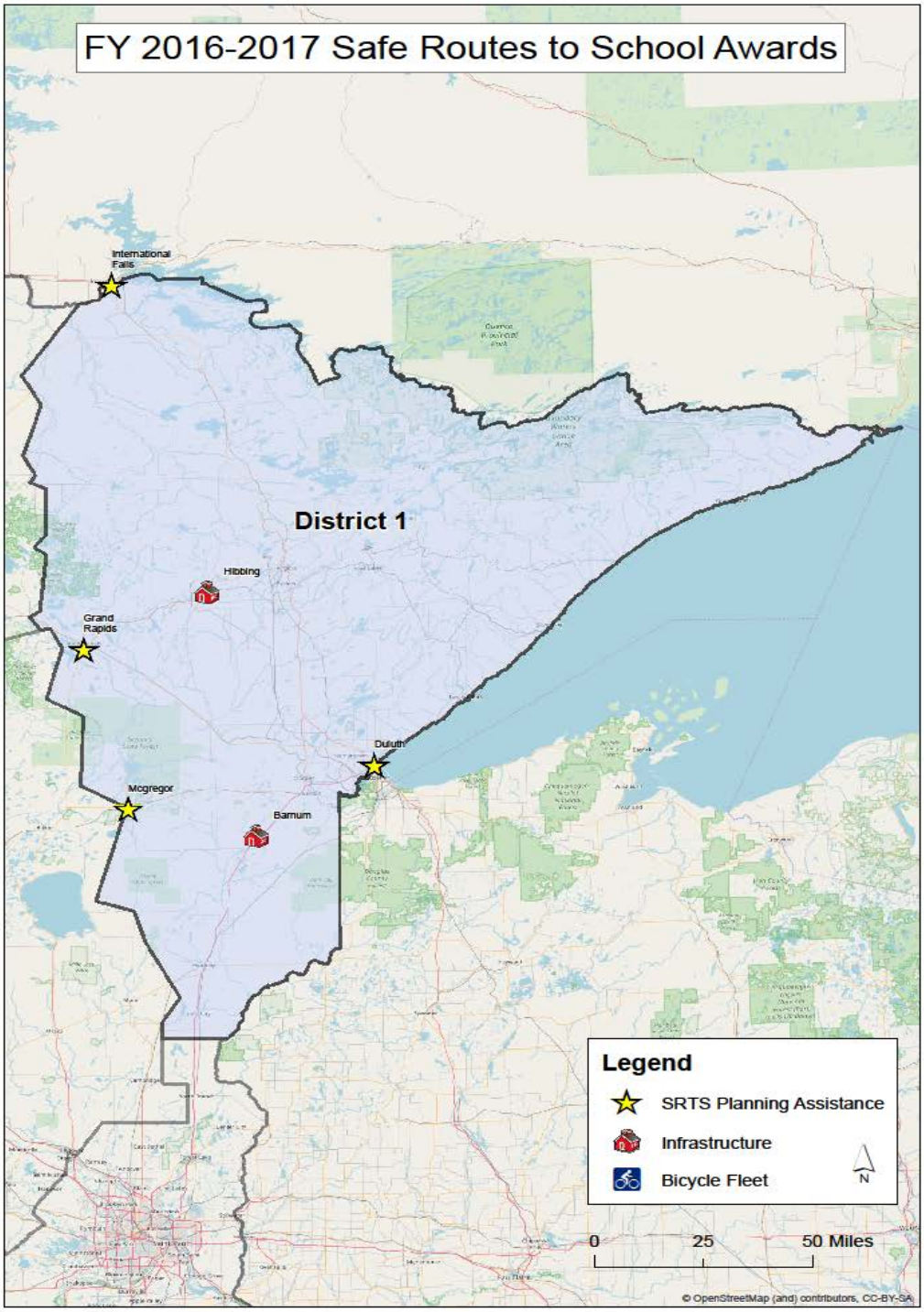
Figure 4: 2016-17 statewide impact grants (federal and state funds)

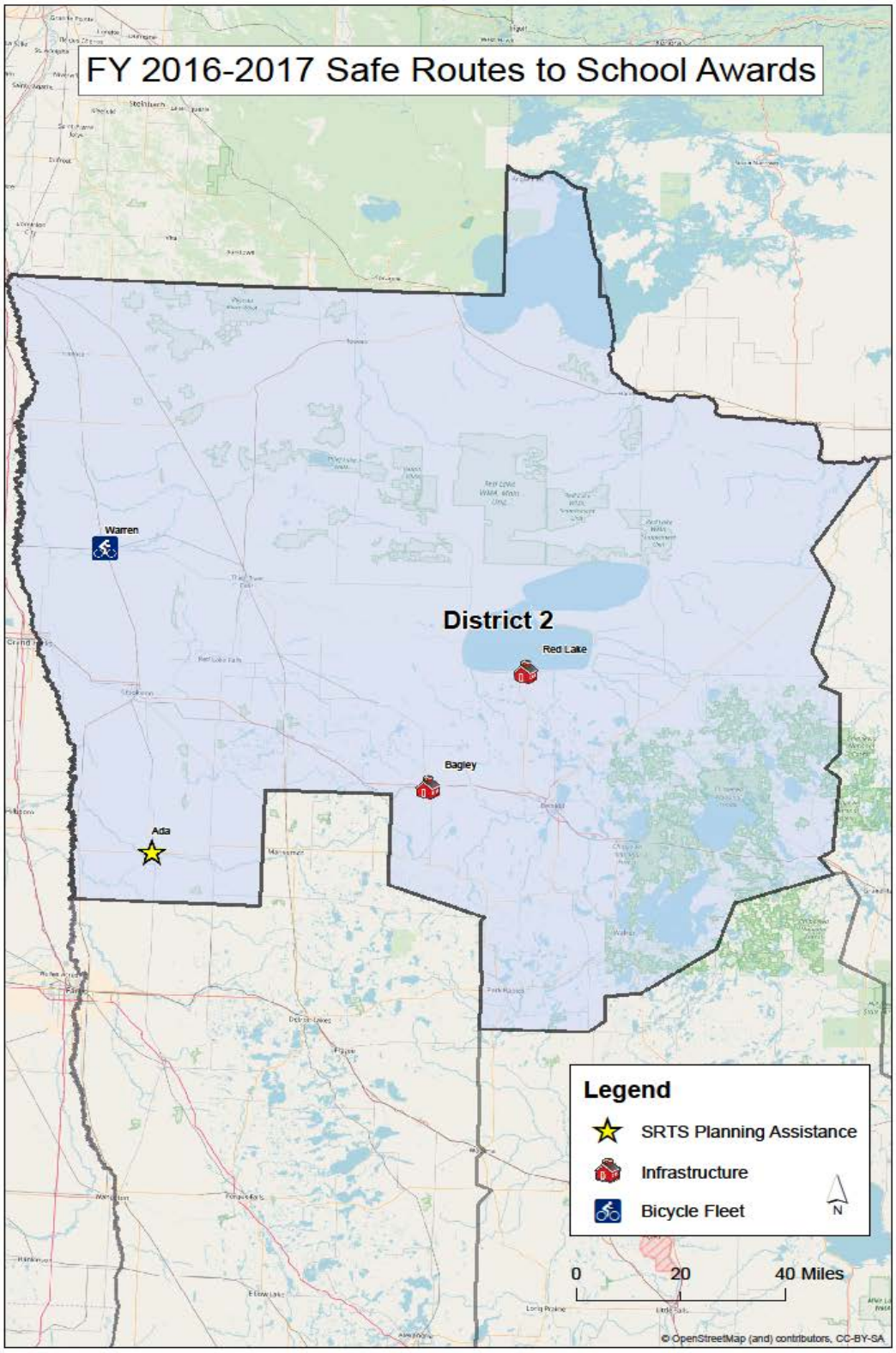
SRTS STATEWIDE IMPACT GRANTS

MnDOT District	Description	SRTS Award
All	Development, Promotion and Implementation of the Walk! Bike! Fun! Curriculum to districts and schools throughout the state.	$369,309
All	Implement MnSRTS Resource Center	$99,000
All	Development of statewide Crossing Guard and School Safety Patrol Training	$99,982

Appendix B: 2016-17 Maps

The following maps show SRTS projects by MnDOT district in 2016-17.




FY 2016-2017 Safe Routes to School Awards
Warren
District 2
Red Lake
Bagley
Ada
Legend
SRTS Planning Assistance
Infrastructure
Bicycle Fleet
N
0
20
40 Miles
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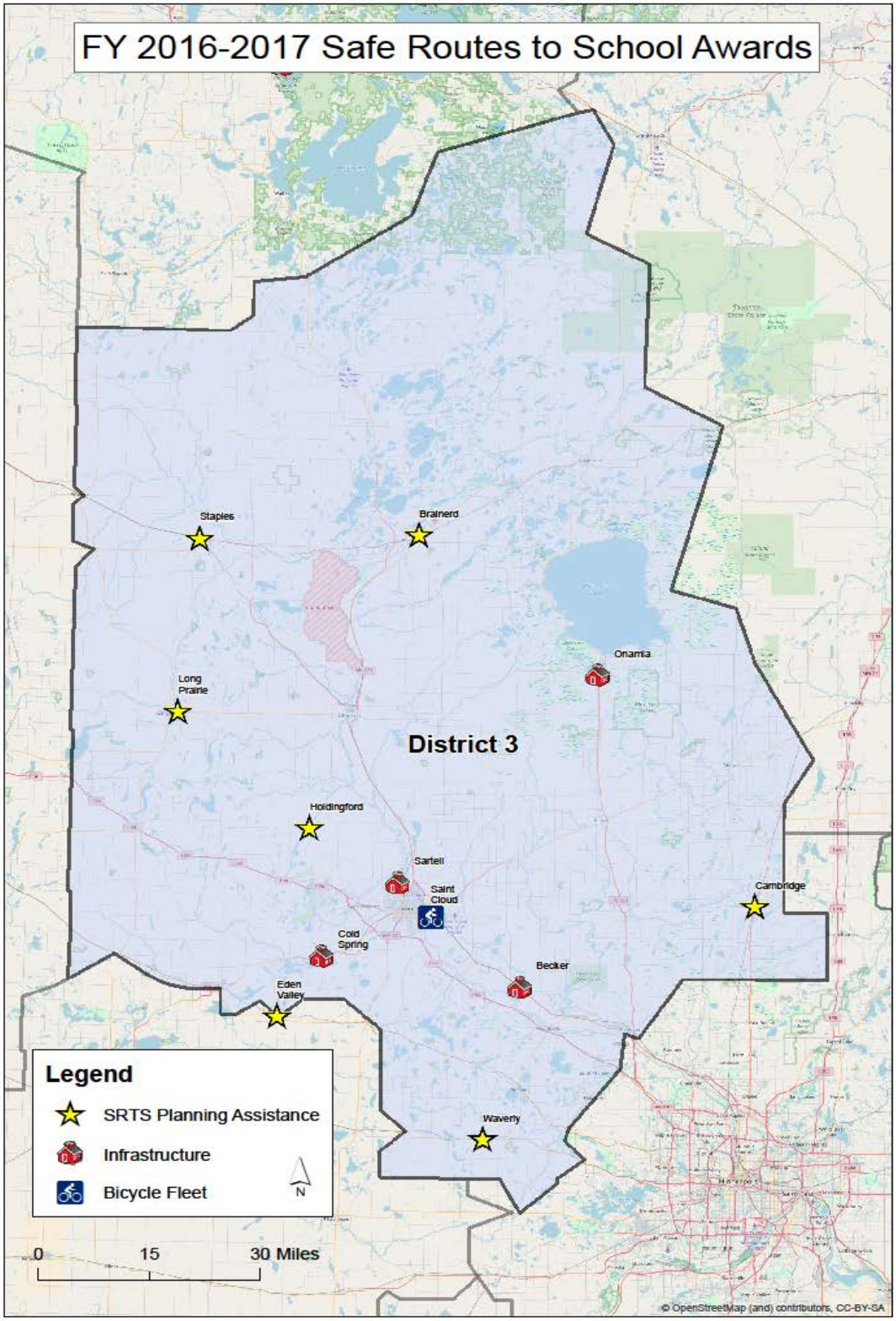
FY 2016-2017 Safe Routes to School Awards
Staples
Brainerd
Onamia
Long Prairie
District 3
Holdingford
Sartell
Saint Cloud
Cambridge
Cold Spring
Becker
Eden Valley
Waverly
Legend
SRTS Planning Assistance
Infrastructure
Bicycle Fleet
N
0
15
30 Miles
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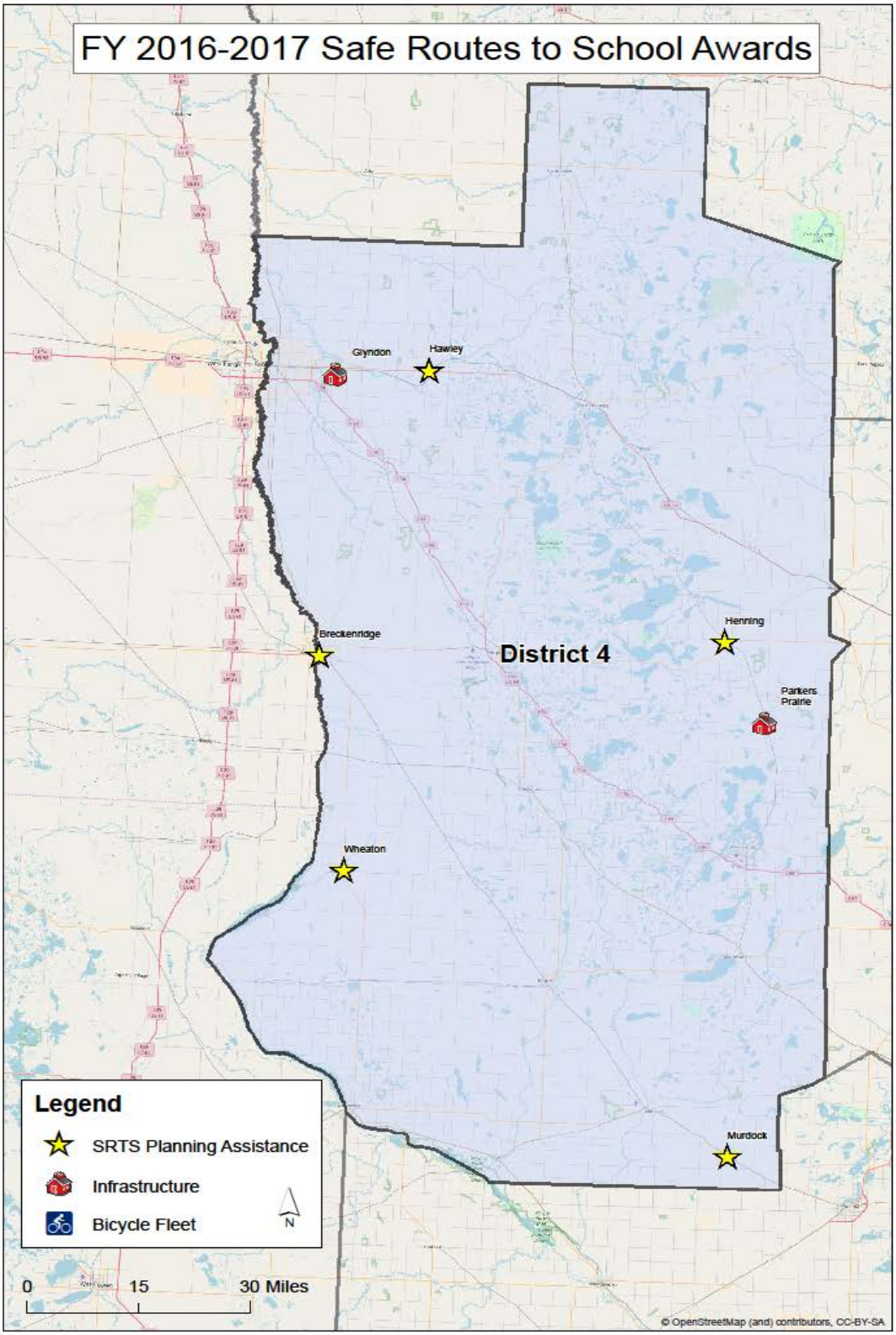
FY 2016-2017 Safe Routes to School Awards
Glyndon
Hawley
Breckenridge
District 4
Henning
Parkers Prairie
Wheaton
Murdock
Legend
SRTS Planning Assistance
Infrastructure
Bicycle Fleet
N
0
15
30 Miles
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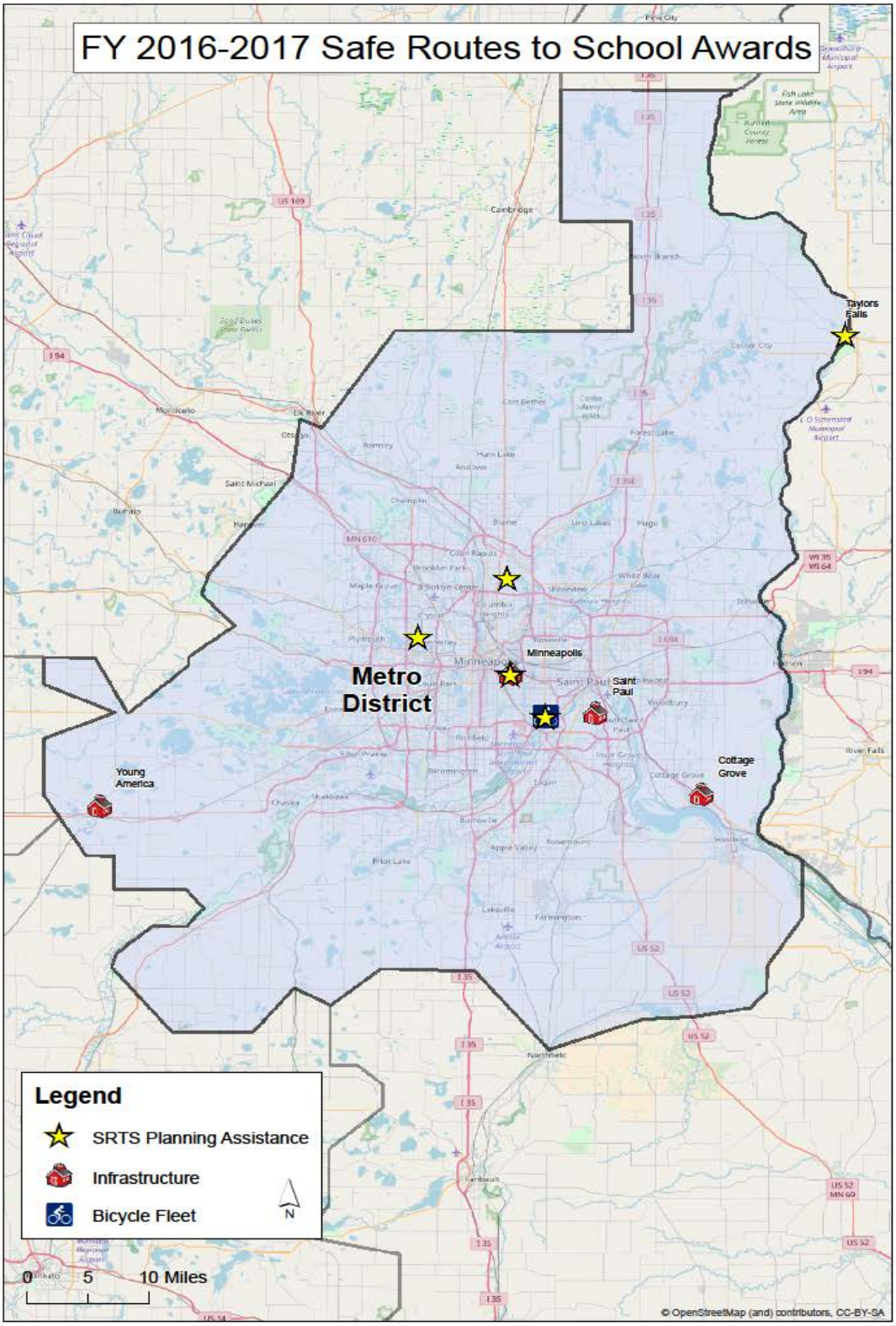
FY 2016-2017 Safe Routes to School Awards
Taylors Falls
Minneapolis
Saint Paul
Metro District
Young America
Cottage Grove
Legend
SRTS Planning Assistance
Infrastructure
Bicycle Fleet
N
0 5 10 Miles
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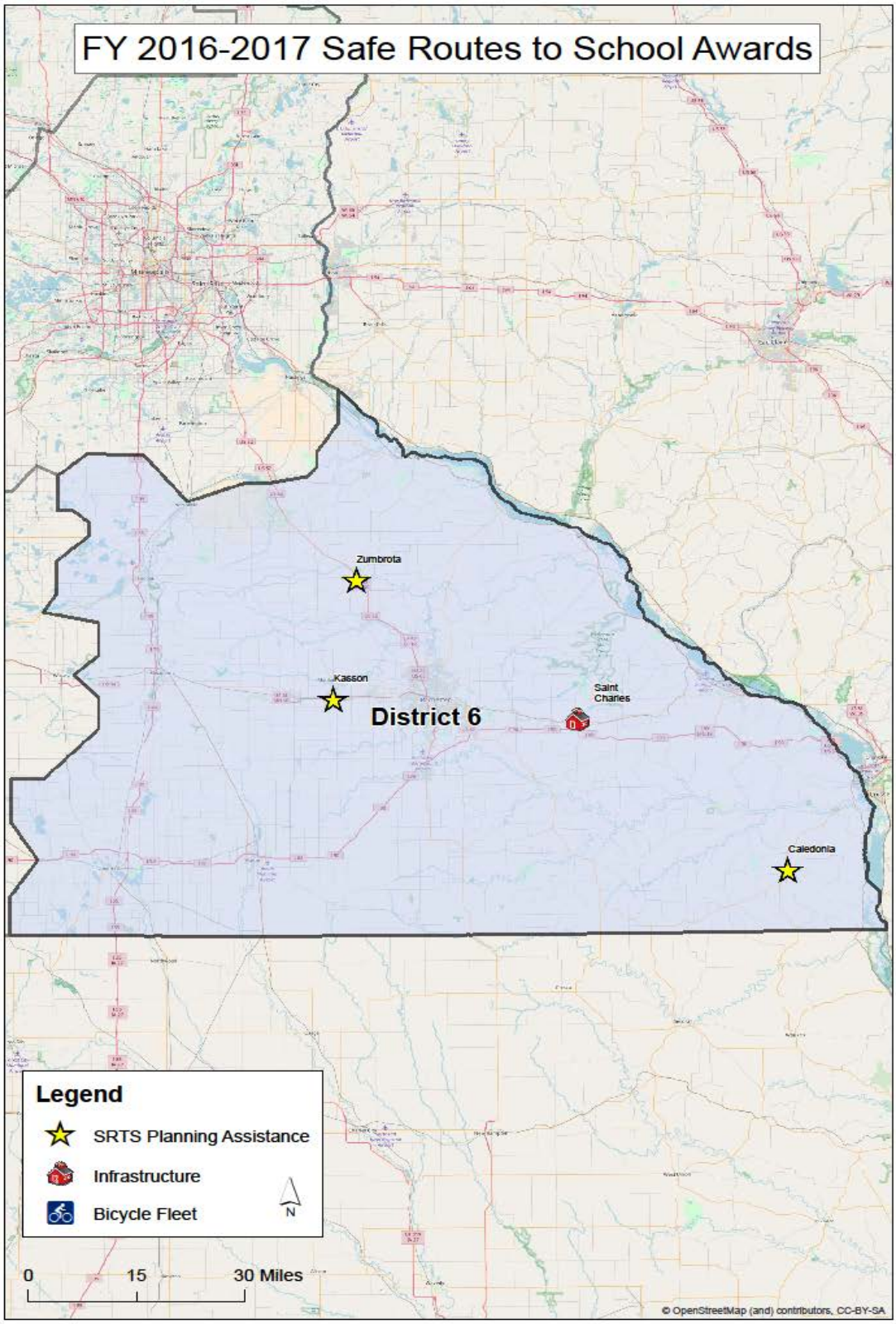
FY 2016-2017 Safe Routes to School Awards
Zumbrota
Kasson
Saint Charles
District 6
Caledonia
Legend
SRTS Planning Assistance
Infrastructure
Bicycle Fleet
N
0
15
30 Miles
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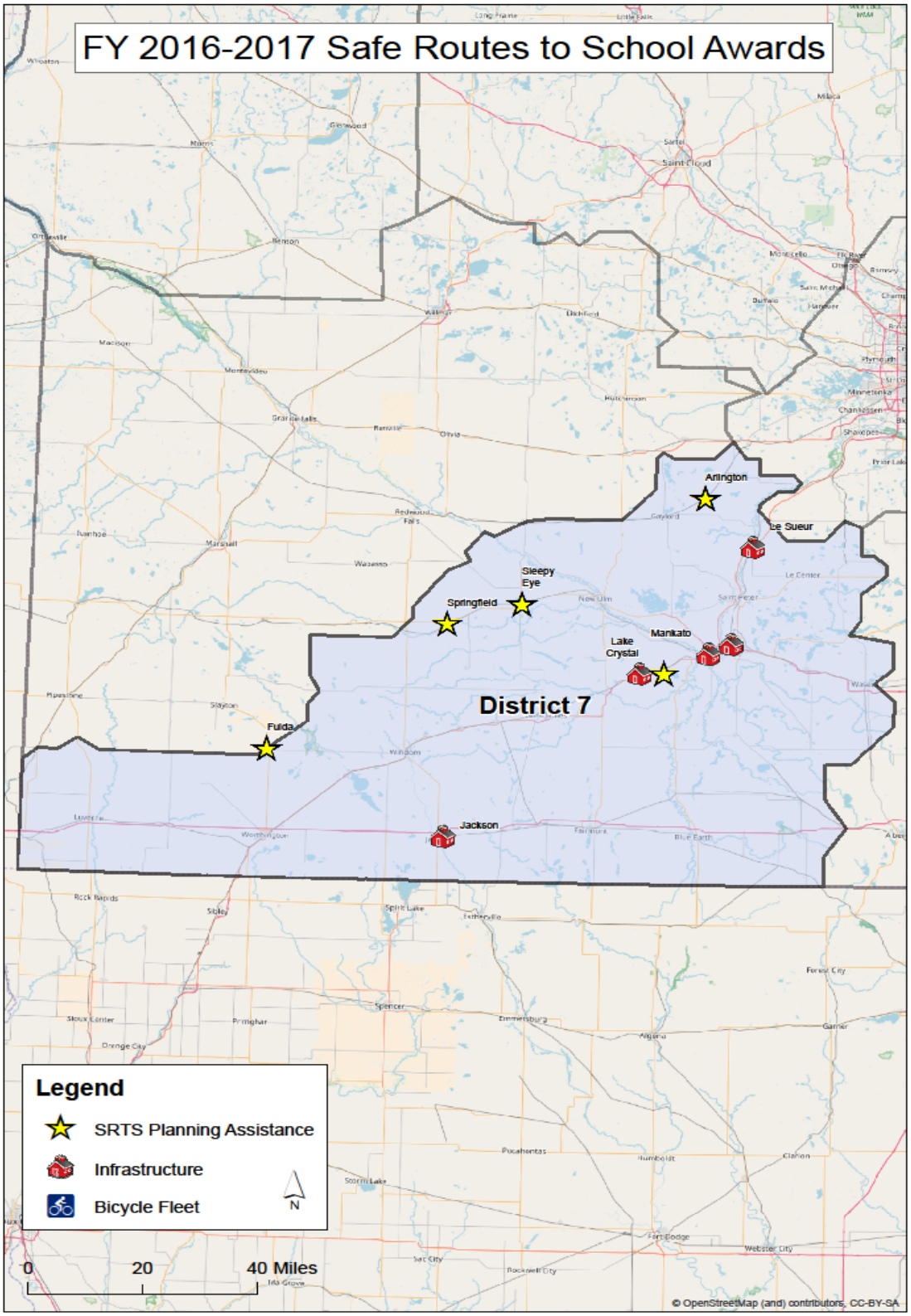
FY 2016-2017 Safe Routes to School Awards
Arlington
Le Sueur
Sleepy Eye
Springfield
Mankato
Lake Crystal
District 7
Fulda
Jackson
Legend
SRTS Planning Assistance
Infrastructure
Bicycle Fleet
N
0
20
40 Miles
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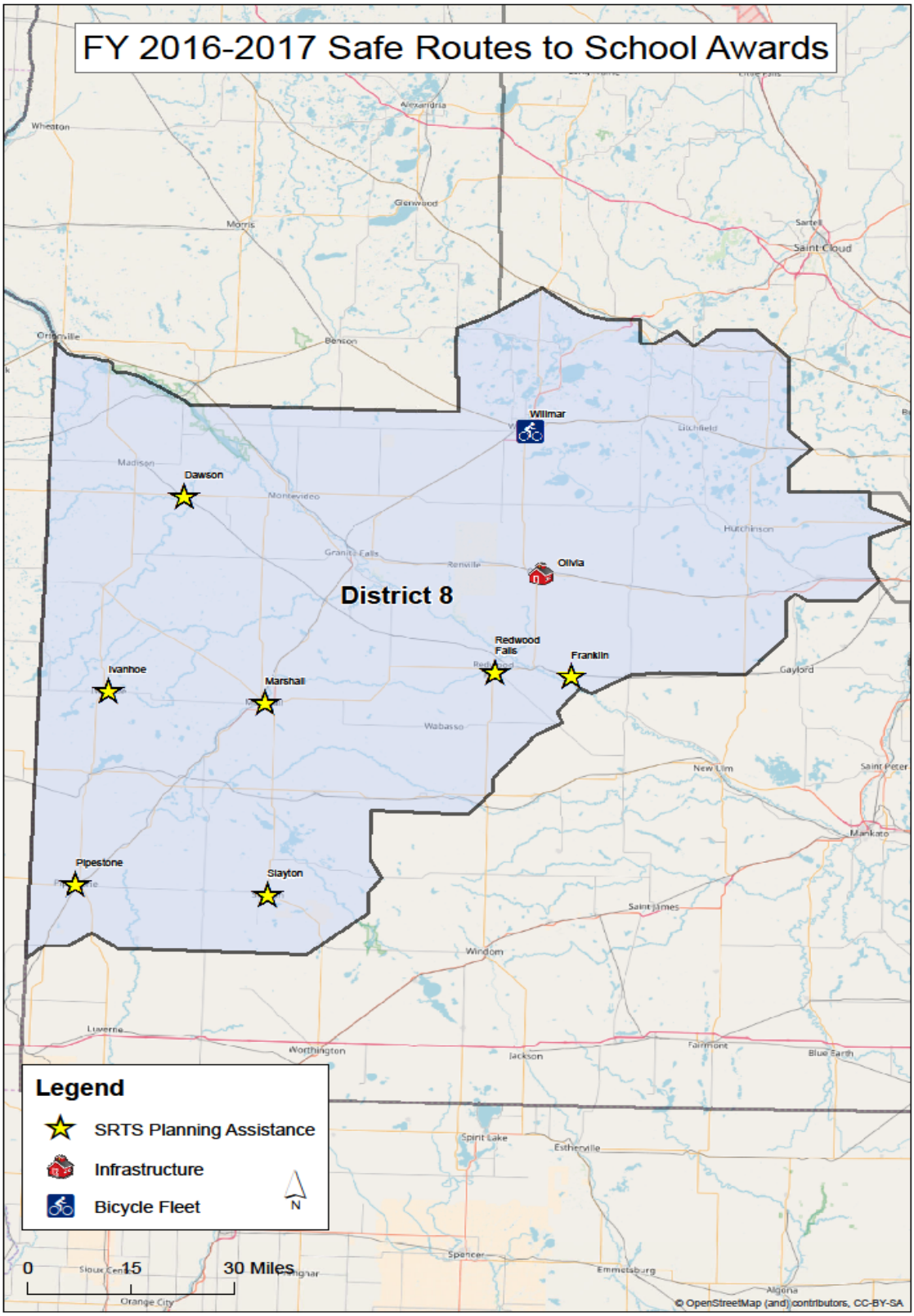
FY 2016-2017 Safe Routes to School Awards
District 8
Willmar
Dawson
Olivia
Redwood Falls
Franklin
Ivanhoe
Marshall
Pipestone
Slayton
Legend
SRTS Planning Assistance
Infrastructure
Bicycle Fleet
N
0
15
30 Miles
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Appendix C: SRTS Steering Committee

Figure 6: Organization representation on steering committee

SRTS STEERING COMMITTEE ORGANIZATION REPRESENTATION

MnDOT SRTS Steering Committee	
American Cancer Society	MnDOT Bicycle and Pedestrian section
American Heart Association	MnDOT District 1
Anoka - Hennepin Schools	MnDOT District 3
Bicycle Alliance of Minnesota	MnDOT Office of Traffic Safety and Technology
Blue Cross and Blue Shield of Minnesota	MnDOT State Aid
City of Mankato	Minneapolis Public Schools
Department of Public Safety	Olmsted County Public Health
Federal Highway Administration	Pollution Control Agency
Fond du Lac Reservation	Public Health Law Center
Minnesota Dept. of Education	Red Pine Elementary School
Minnesota Dept. of Education / Health	St. Cloud MPO
Minnesota Dept. of Health	Upper Minnesota Valley Regional Development Commission
Minnesota Safety Council	

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

MINNESOTA

WALK! BIKE! FUN!

EVALUATION SUMMARY FROM BIKEMN

Our goal is to prepare educators 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.

WBF School Districts Represented
WBF Training Location
MnDOT Awarded Bike Fleet

314 Teachers
Physical Ed., Health, DAPE, Science, Classroom Teachers

+

235 Educators
Public Health, Law Enforcement, Community Education, Park and Recreation Departments

549 Participants

ANNUAL REACH
53,253
Estimate based on precedent of 97 students per teacher per school year.
FROM WINTER '13 - SPRING '17

61 Trainings have been requested.
40 Trainings have been held.

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

Participant feedback....

85% Strongly agreed or agreed that trainers were helpful and presented well.

83% Strongly agreed or agreed that the resources provided were useful.

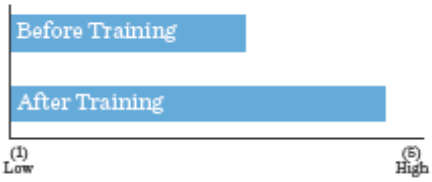
Most helpful features of the training:

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.

Confidence to teach the *Walk! Bike! Fun!* curriculum

Knowledge of biking and walking safety skills



Curriculum Placement

82% Of participants plan to place *Walk Fun!* in 1st and 2nd grade.

80% Of participants plan to place *Bike Fun!* in 4th and 5th grade.

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

bikeMN
BICYCLE ALLIANCE OF MINNESOTA

School Support	Peer Teachers	Parent Engagement
77% ranked this as **very important.**	77% ranked this as **very important.**	62% ranked this as **very important.**

Schools Supported by:

160 Substitute teacher pay reimbursements.

314 Teachers receiving 7 CEUs.

TECHNICAL ASSISTANCE REACH
14,454 *Children*
2,627 *Adults*

Two Years of Technical Assistance Requests

- Bike Fleet 68%
- Bike Rodeo 26%
- Access Resources 23%
- Present 13%
- Other 27%

Technical Assistance Notes:

- Bike Rodeo demand created the development of "*Walk! Bike! Fun!* Ambassadors."
- Student educational materials distributed to classrooms and at community transportation safety events total 42,675.
- The online curriculum has been downloaded 280 times.

People Talking About *Walk! Bike! Fun!*

37 BikeMN newsletter articles and blog posts.

11 Newspaper articles.

39 BikeMN Facebook Posts, reaching 13,482 people.

4 TV news stories.

103 Members of the *Walk! Bike! Fun!* Educators Private Facebook Group.

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.
- Not having enough adult volunteers for a community bike ride with students.
- Finding safe infrastructure for walks and bike rides.
- Tight squeeze for time.
- Bike fleet needed.

www.walkbikefun.org