Minneapolis Public Schools
Safe Routes to School

Helping Minneapolis youth be lean & green

MINNEAPOLIS
PUBLIC SCHOOLS
Urban Education. Global Citizens.
Walk Zone Card

Walk your way to school and a healthy body & mind!

School starts Monday, August 26 (Grades 1-12), and
Wednesday, August 28 (Kindergarten, High Five)

BIKE SAFELY
A = check AIR in your tires
B = check your BRAKES
C = check your CHAIN
D = DO wear your helmet

WALK SAFELY
A = be ALERT
B = look BOTH ways when crossing
C = cross at CORNERS
D = DON’T DART out into traffic

Taking an active way to school:
- Makes you healthier!
- Helps you focus at school!
- Helps you know your neighborhood!
- Feels good!

*Get a Walk/Bike map at your school or on your school’s website
More walking & biking resources at: http://sss.mpls.k12.mn.us/sr2s

MINNEAPOLIS PUBLIC SCHOOLS
Urban Education. Global Citizens.
Bus Stop and Walk

Nearing 2,000 students
Once a week
One-half mile
Fall and spring
“I thought of that while riding my bicycle.” - Albert Einstein

Want to learn more this year?
Walk or bike to school.
District Bike Fleet
Winter Walk Day

JOIN US
Our school is participating in WINTER WALK DAY on
Wednesday, February 4.

Did you know walking or biking to school prepares students to learn more during the school day? Let's heat up our MINDS on WINTER WALK DAY! We will celebrate Minnesota winter and honor winter walkers—regular, occasional, or even first timers!

THE BRAIN
ACTIVE COMMUTE = ACTIVE MIND

WOW! THE BRAIN OF THE WALKER IS TURNED ON & READY FOR THE SCHOOL DAY!

All students who walk to school will receive a I WALKED sticker and be entered into a drawing for great prizes. Usually drive? Park away from the school and walk from there. Can't walk to school? Minneapolis Parks has FREE ICE SKATING at 22 parks citywide, with warming houses and FREE LOANER SKATES. For more winter fun ideas see: http://sps.mpms.k12.mn.us/winter_fun_safety.html

Parents remain responsible for getting children to and from school safely.

A SIGN OF SUPPORT

For more information contact the school.

Parents remain responsible for getting children to and from school safely.

Jeff Carlson led at least 27 kids to school on Winter Walk Day on Wednesday. Carlson, known as "the walking school bus," led the children to Whittier International Elementary School. They walked at least six blocks, stopping occasionally for other children. The purpose of Winter Walk Day, which began in Canada and is spreading to colder U.S. states, is to honor winter walkers regardless of frequency. It was the first time Minneapolis Public Schools' Safe Routes to School program participated in the walk, which provided participating children with "I Walked" stickers and raffle tickets for various prizes. Even those whose parents parked at a distance and walked in were included.
International Walk to School Day
October: 30+ schools and 7,000+ students and staff (see video)

1st EVER Winter Walk Day:
20+ SCHOOLS!

May 6, 2015:
National Bike to School Day
Part of MPS WELLNESS WEEK
Safe Routes to School
Minneapolis Public Works
Forrest Hardy - Assoc. Transportation Planner

Lucy Laney Walking School Bus
Waite Park School Patrol
Bikes at Seward Montessori School
Overview

Minneapolis Public Works, Safe Routes to School

- Infrastructure (Engineering)
- Planning & Mapping (Education/Encouragement)
- School Safety Reviews (Evaluation/Enforcement)
- Strong partnership with Minneapolis Public Schools (MPS)
Infrastructure  Stamped Ped-Shelter Median, Bancroft School
Infrastructure  Curb Extensions, Waite Park School

School Patrol at Waite Park, post construction
Infrastructure Lucy Laney Crossing Improvements, Federally Funded

Minneapolis

Area of Detail

Lucy Laney PreK-8 School

KEY:
- Improvement Location
- Supplementary Elements (Signing & Striping)

- ADA Curb Ramps
- Stamped Median
- bike parking
- pedestrian shelter
- medians & flasher

Area of Detail: Project Scope
Infrastructure Project Selection Criteria

- Using funding solicitations as a guide
- Traffic data, crash history
- School transportation/enrollment data
- Knowledge of school & district SRTS programming (MPS Safe Routes Work Group)
- Documented routes (SRTS planning)
- Bonus - project serves additional purpose: access to parks, planned bikeways, libraries, or other “youth-oriented destinations”

School Enrollment Map: Courtesy of MPS Transportation
Planning and Mapping  Walking Routes for Youth Map

- Serves as a way-finding tool for students and a planning tool for Public Works Safe Routes infrastructure program
- Developed in collaboration with MPS
- Federally funded
- Routes went through extensive review with MPS, MPD, & many neighborhood organizations

- Routes connect schools, parks, libraries and other youth oriented destinations
- Routes make use of existing pedestrian improvements, traffic signals, existing and planned bikeways, all-way stops, trails and shortcuts to help users navigate across the city’s many busy streets
- Smartphone capable version geo-locates user into their current location on the map
- www.ci.minneapolis.mn.us/publicworks/saferoutes/
Planning and Mapping  Walking Routes for Youth Map

- Reverse side contains information for students and parents
- For Students: Safety and instructional info; Graphics that might appeal to older and younger students alike
- For Parents: List of SRTS benefits, historical trends, info on how to start a SRTS effort
Contact

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Brooklyn Center Safe Routes To School: Partnership and Planning

Steve Lillehaug, PE, PTOE
City Engineer/Director of Public Works
Active Living Hennepin County
Quarterly Meeting
March 16, 2015
Importance of Walking and Biking

- **Issues**
  - Changing population
  - Changing transportation needs
  - Health concerns
    - Cardiovascular disease
    - Increasing levels of obesity

- **Benefits Associated with Ped/Bike Planning**
  - City helping to create conditions that make walking/biking more convenient and safer, encouraging a healthier community
BUILDING A 5 E’S PROGRAM IN BROOKLYN CENTER

A 5 Es program (Education, Encouragement, Engineering, Enforcement, and Evaluation) is an important component of any successful SRTS program. Infrastructure investments based on sound engineering are more likely to lead to notable changes when combined with programs for education, encouragement, enforcement, and evaluation.

A program that is based on and responds to all 5 Es leads to more successful outcomes by ensuring a comprehensive approach and by involving all potential stakeholders in the community. Investments in infrastructure improvements will lead to greater gains when combined with encouragement and education initiatives, and supported with effective enforcement of traffic laws. Evaluation helps to refine and improve programs based on success rates so that future implementations can be more successful.

The City of Brooklyn’s Center’s role in a 5 Es program will vary based on capacity and opportunities to establish partnerships for program implementation. SRTS programmatic work in Brooklyn Center has been ongoing for the past two years through the work of Hennepin County Human Services and Public Health Department funded through the Statewide Health Improvement Program (SHIP). The City can work to build on past and ongoing efforts. The following section describes key potential programs where the City of Brooklyn Center can lead the effort or partner with schools and public health to support SRTS.

EDUCATION AND ENCOURAGEMENT RECOMMENDATIONS

School Safety Campaign

<table>
<thead>
<tr>
<th>Primary Outcomes</th>
<th>Improved driving safety behaviors; improved walking and biking safety behaviors; youth empowerment</th>
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</thead>
<tbody>
<tr>
<td>Recommended Timeframe</td>
<td>Annual or semi-annual; when habits, traffic patterns, or seasons change; upon returning to school in the fall, when the weather gets warmer, when daylight saving time ends</td>
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Sample Program

San Jose (CA) Street Smarts Program: [https://www.getstreetsmarts.org/](https://www.getstreetsmarts.org/)

MDOT Share the Road (Brooklyn focus): [http://www.dot.state.mn.us/sharetheroad/](http://www.dot.state.mn.us/sharetheroad/)

A safety campaign is an effective way to build awareness around students walking and biking to school and to encourage safe driving behavior among older students, parents, neighbors, and passersby. The City can launch this type of campaign to address specific behaviors or hazards in school zones in Brooklyn Center, such as speeding, children crossing streets unexpectedly, and parent drop-off and pick-up behavior.

The campaign should use media—such as street banners, yard signs, billboards, and business window stickers—to remind drivers to slow down and use caution in school zones. Community advertising can be purchased to reach a larger audience, and printed materials can also be distributed at school or community events. Student behavior can also be addressed through on-campus posters, educational assemblies, and other collateral or activities.

Likely partners include the Police Department, local businesses (such as printers or advertising firms), and PTAs, who may be able to contribute funding to such an effort. Students at Brooklyn Center High School have expressed interest in creating a safer environment for cycling and walking. The City could partner with students to develop messages that will resonate with their peers. The most significant cost for a school safety campaign are those needed for printed materials, collateral, and any advertising, though these items can be covered through many grants. Engaging students in the production of materials can reduce costs and empower students giving them a sense of ownership over the program, but will require supervision and coordination within the individual schools.
Northport Elementary School – Recommendations Map

Northport Elementary

Rectangular Rapid Flash Beacons are a user activated flashing light, mounted to standard school crossing signs at crosswalks.

Data obtained from MnDOT
Northport Elementary School – Walking Boundary/Non-Bus Area

Legend
- Sidewalks and Trails
- Walking Boundary/Non-Bus Area
- 1 Mile Boundary
- Railroad
- School Enrollment Area
- Parks
- City Boundary
- Signaled Intersection

Note: Specific roadway and traffic control devices outside the Brooklyn Center City limits have not been shown as this information was not readily available at the time of production.
Northport Elementary School – Walking Route Plan
Northport Elementary School - Flyer

SAFE ROUTES TO SCHOOL
Northport Elementary
Walk or Bike to School Info

What is Safe Routes to School?
Safe Routes to School seeks to make walking and biking to and from school safe, convenient and fun.

Why Safe Routes to School?
- Active kids arrive at school ready to learn.
- Safety improves with education.
- Neighborhoods become better connected. It’s fun and socially good for all.
- Traffic challenges, pollution and transportation costs can be reduced at our school.
- It’s a great way to start and end the school day.

Arriving and departing school safely is a responsibility of all.

Student Drop Off / Pick Up

Morning Drop-Off: Please enter at the main entrance and enter in a single lane to drop off your student.

Afternoon Pick-Up: Please come into the building to sign your student(s) out. Enter and exit through the main door.

Note: Student safety is our top priority. Please drive slowly and safely. Remember, pedestrians have the right away.

Walking

- Supervision is important for children under 10. Older students should not walk alone.
- Use sidewalks when possible. Walk facing traffic if there is no sidewalk access.
- Cross at intersections or crosswalks. Don’t Jaywalk.
- Pay attention. Make eye contact with drivers before crossing.
- Wear appropriate clothing for the weather.

Biking

- Always wear a helmet and lock your bike.
- Make eye contact and use hand signals to communicate with drivers and pedestrians.

Driving

- Pay attention. Do not use the cell phone.
- Slow down in school areas.
- Yield to pedestrians and bicyclists.

Walking School Bus
Families living close to school are encouraged to form Walking School Bus (WSB) routes with neighbors. A WSB is an organized group of children that walk together to and from school with the supervision of an adult. Children have fun, get to be outdoors, increase socialization time with friends and they arrive at school alert and ready to learn. Learn more at http://pff.org/psb/walking-school-bus or http://apps.saroutesinfo.org/training/.

Safe Routes
Learn more at www.saroutesinfo.org

Legend
- Signaled intersections
- Marked Crosswalk
- School
- Parks
- Trails and Sidewalks
- City Boundary

This walk to school map provides you with information to improve your choice as you walk, ride your bicycle, carpool, or bus to school. We cannot guarantee the safety of the suggested routes; parents are encouraged to inspect the routes on their own to ensure that the routes are as safe as possible.
Pedestrian and Bicycle Plan

Incorporated SRTS system planning and recommendations into City’s overall Ped and Bike Plan
Ped/Bike Plan – Issues and Opportunities

Legend
- Existing Regional Trails
- Planned Regional Trails
- Local Trail
- Planned Local Trail
- Sidewalks
- Railroad Tracks
- Parks
- City Boundary
- Existing Grade-Separated Pedestrian Crossing

Identified Issues
- Difficult Crossing Area
- Trail Gap
- Sidewalk Gap
- Rail Connection Search Area

Figure 15 - Public Input on System Challenges
Ped/Bike Plan – Long Term Vision

Figure 16 - Long-Term Pedestrian & Bicycle Infrastructure Vision
Safe Routes to School

The Comprehensive 5 E’s

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation
Hennepin County Public Health Promotion

Safe Routes Partnership:

- SRTS team
- Assessment
  - Transportation walk numbers
  - Survey
  - Walk audit at school
  - Formal Infrastructure assessment
- Action plans
Alice Smith Elementary
(City of Hopkins)
Alice Smith Elementary

Education, Encouragement, Enforcement, Evaluation
Evaluation: Hand Tallies

<table>
<thead>
<tr>
<th>Mode</th>
<th>Fall 2012</th>
<th>Spring 2013</th>
<th>+ / - Change</th>
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<tbody>
<tr>
<td>Walking</td>
<td>10%</td>
<td>14%</td>
<td>+4</td>
</tr>
<tr>
<td>Biking</td>
<td>4%</td>
<td>13%</td>
<td>+9</td>
</tr>
<tr>
<td>Family Car</td>
<td>35%</td>
<td>25%</td>
<td>-10</td>
</tr>
<tr>
<td>Bus</td>
<td>49%</td>
<td>47%</td>
<td>-2</td>
</tr>
</tbody>
</table>
Glen Lake Elementary
(City of Minnetonka)
Gatewood Elementary

- Hennepin County Sidewalk Grant
Hopkins Transportation

- Practice vs. policy
- Bus assessment
- Neighborhood bus hubs
- $1,000,000 + annually
- Buy-in with school board – practice to match policy
Extension into Community Ed and Park & Recreation Programs

**Summer:**
- Summer school – bike week
- Safety Camp – 3rd graders
- Park & Rec – family rides

Hennepin County Minnesota
Other Success Stories: Brooklyn Center

Passing out educational fliers
Success & Challenges

Benefits
• Active kids ready to learn
• Reduced traffic and pollution
• Improved safety
• Positive youth interaction with police
• Transportation savings
• Lifelong active living skills

Challenges
• School boundaries
• Need a champion
• Infrastructure barriers and expense
• Lack of school resources and time
• Behavior changes take time

Hennepin County Minnesota
Active Living Strategies

- Formal SRTS plan
- Complete Streets policy
- Pedestrian safety campaigns
- Bike rodeos, family rides
- SRTS maps
- Discounted helmets & locks
- Bike share or donation programs
Why Do A SRTS Plan?

- SHIP Funding
- Community Vision
- Identify and Prioritize Improvements
  - Short-term
  - Long-term
- Seek Funding
Safe Routes to School Goals

- Support Students to Walk and Bike
- Make Changes and Improvements Where Needed
- NOT:
  - Making Everyone Walk and Bike
  - Eliminating Buses and Cars
Challenges

- School Support
  - "for safety we encourage all students to ride the bus to school (or get a ride from parents)"
- $$$$
- Existing Infrastructure Constraints
Plan Recommendations

- Categorized By Time Frame
  - Short-term (0-2 years)
  - Mid-term (2-5 years)
  - Long-term (5+ years)

- Identified Implementation Lead
  - City
  - School District/Site
  - Joint Effort