



State Active Transportation Programs to Promote Vulnerable User Safety

2023 Minnesota Toward Zero Deaths Conference

Session 17 | 3:30-4:30 p.m.

Presenters



Chris Brown, AICP, PTP |
Transportation Planning
Lead, SRF



Kelly Corbin | Principal
Planner, Safe Routes to
School



Will Wlizo | Active
Transportation Coordinator



Overall Safety Trends

Chris Brown | Transportation Planning Lead

Overall Safety Trends

Non-motorized Fatalities in the United States



In Minnesota, a pedestrian is seriously injured or killed **every 2 days**.

Nationwide, 20 pedestrians are killed **every day**.

Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration & Minnesota Toward Zero Deaths

More walkers and bikers are dying on MN roads

December 14, 2021 - by Henry Pan



Pedestrian Deaths Spike in U.S. as Reckless Driving Surges

Why Are Pedestrian Deaths at Epidemic Levels?

During surge of speeding drivers, pedestrian fatalities were highest in MN in 5 years

Riding a Bike in America Should Not Be This Dangerous

April 21, 2022

Pedestrian and Bicyclist Fatalities Reach Twenty-Year Highs





How have you tried addressing safety for people walking, rolling, or biking in your TZD community efforts?



Active Transportation Case Studies

Chris Brown | Transportation Planning Lead

Dakota County Pedestrian Crossing Guidance



**REVIEWED
PEDESTRIAN
CROSSINGS**



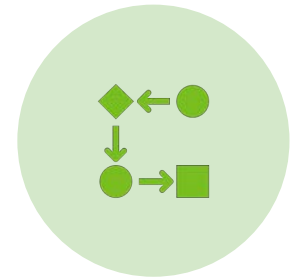
**BUILT FROM
NATIONWIDE
RESEARCH**



**IMPLEMENTED
CROSSING
ENHANCEMENTS**



**PERFORMED
BEFORE/AFTER
DATA ANALYSIS**



**ORGANIZED
CROSSING
EVALUATION
PROCESS**

Test Crossing



BEFORE

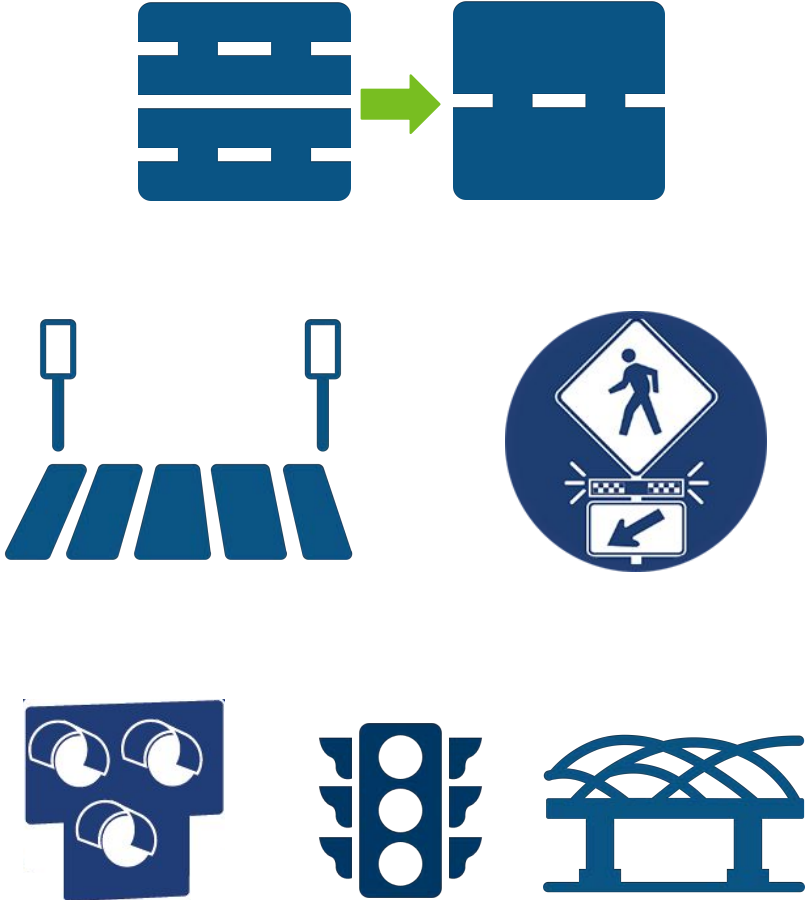
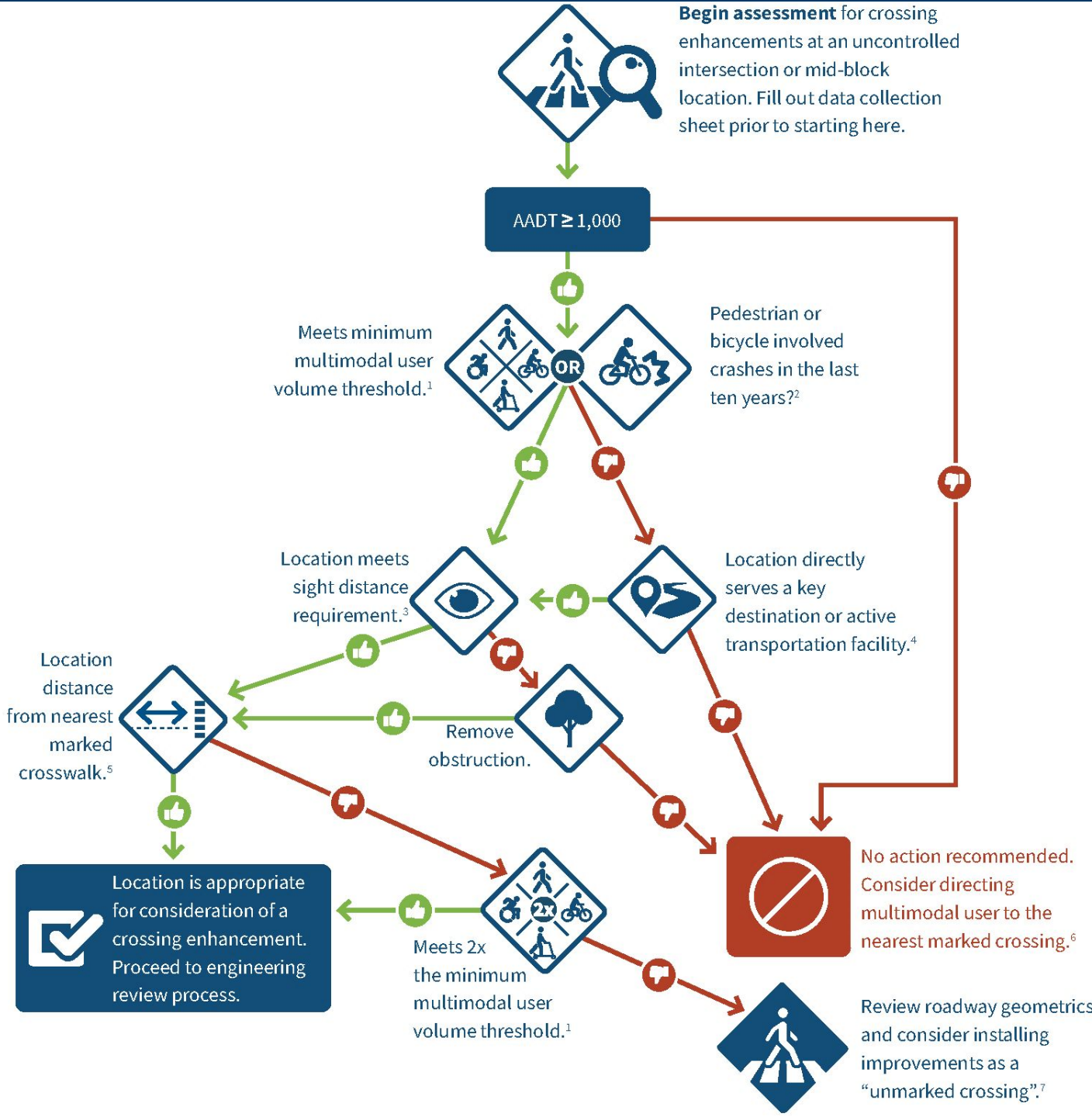


AFTER

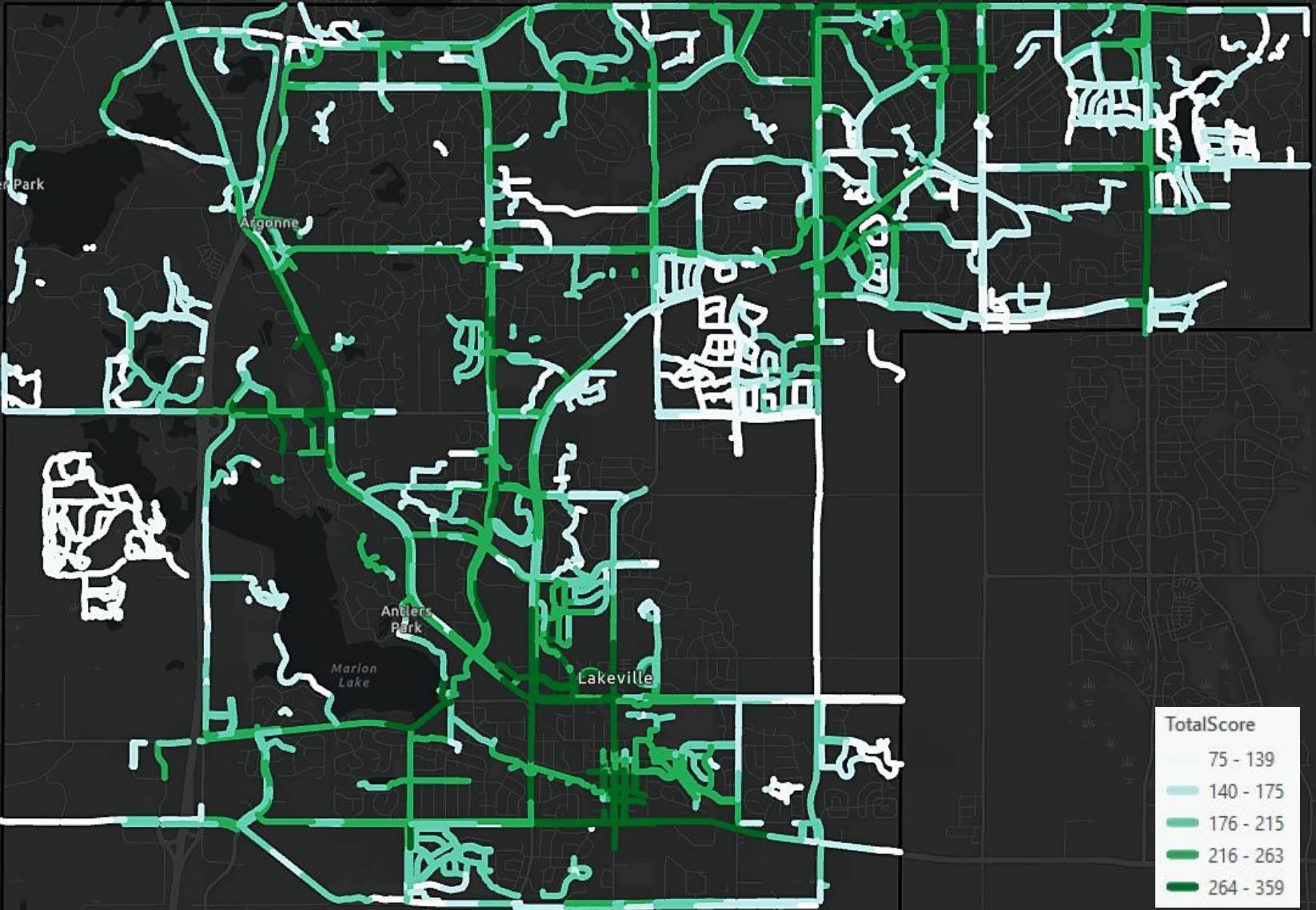
- **Stop compliance increased** from 20% to 97% before and after the project.
- Revised design **shortened the crossing** distance by 15 feet.
- **Daily crossings doubled** a year after improvements.
- **No crashes** have occurred since install in fall 2021.



Crossing Guidance



Lakeville Pedestrian Crossing Study



Transportation

Destinations

Equity

Planning Pedestrian Crossing Safety Improvements



How to be less reactive and more proactive with crossing safety projects for people walking, rolling, and biking?

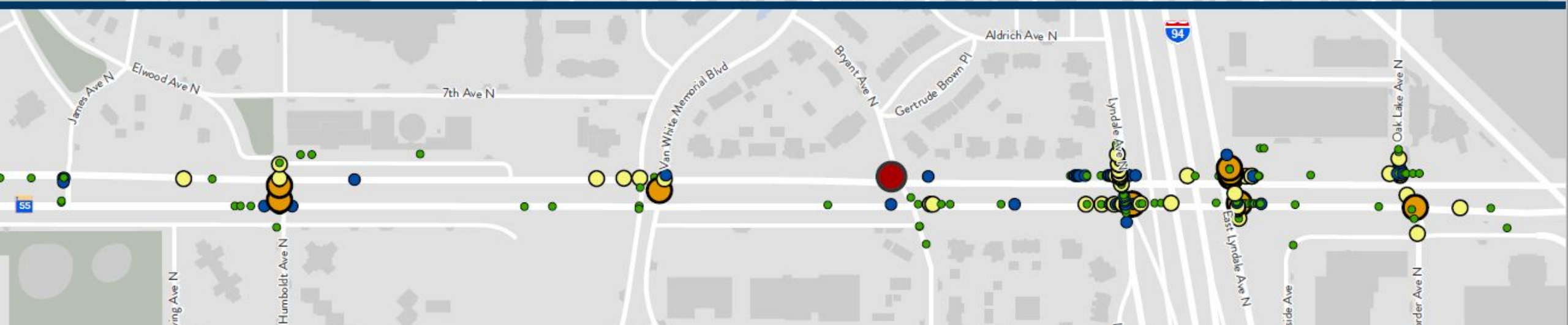
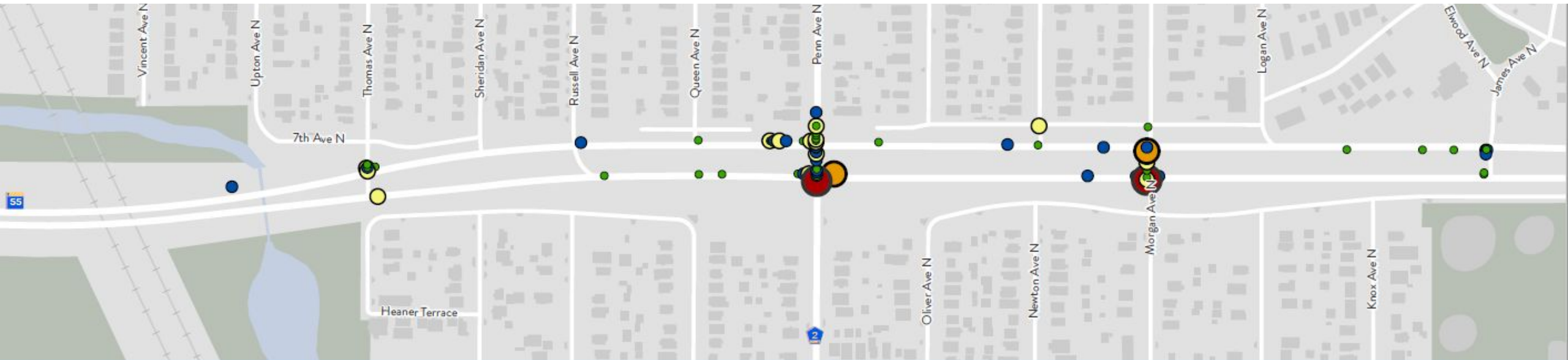


What is the process/policy to afford transparency with residents, elected officials, and other stakeholders when requests /complaints are received by staff?



Is the process to identify locations time consuming or can it be easily replicated? What are the quantitative and qualitative metrics?

Olson Memorial Highway Multimodal Study



Vision for Olson

Lane reductions

Widened sidewalk

Separated bikeway

Transit priority

Improved crossings





Safe Routes to School Case Studies

Safe Routes to School Engineering Studies



Supports local agencies by bridging the planning process to get projects funded / implemented.



Provides technical support to any SRTS infrastructure project in a community.



Successfully supported several projects statewide with MnDOT grant funds.

Mahnomen

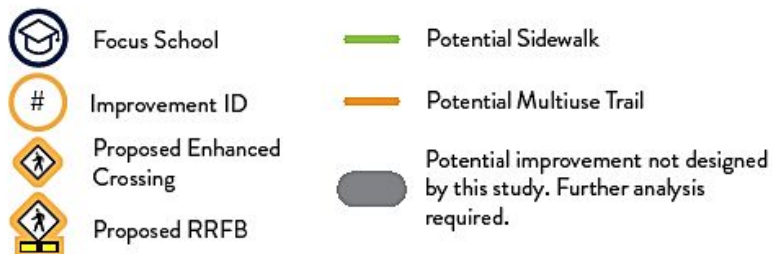


- Shared-use path
- Sidewalk
- Accessible crossings
- Railroad crossing

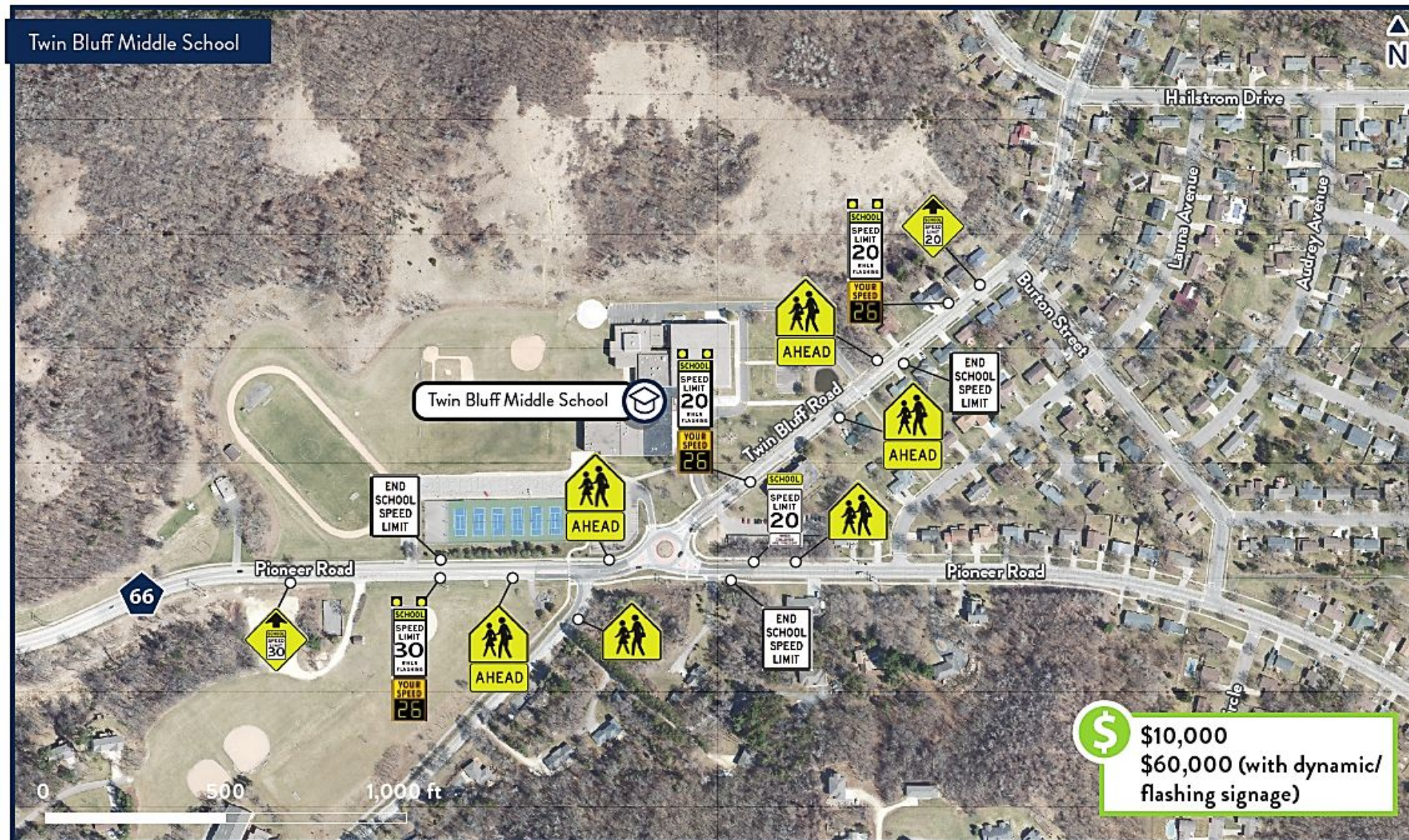
Potential Safe Routes to School Projects

Mahnomen, MN

Figure 1



Red Wing



- School speed zone with dynamic signage
- Improved school signage





Active Transportation Program at MnDOT

Will Wlizlo, Active Transportation Coordinator

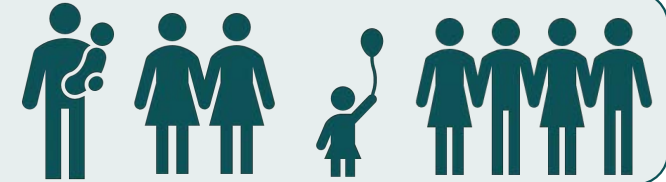
What we'll cover today

- Active Transportation work at the state level in Minnesota
- What is Active Transportation Planning Assistance?
- Questions about the program?



How do we imagine Active Transportation?

Building social connections between people in communities



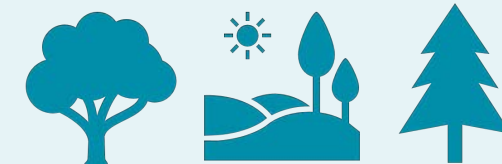
Improving safety outcomes for people using the system



Improving public health outcomes



Reducing the environmental impacts of transportation



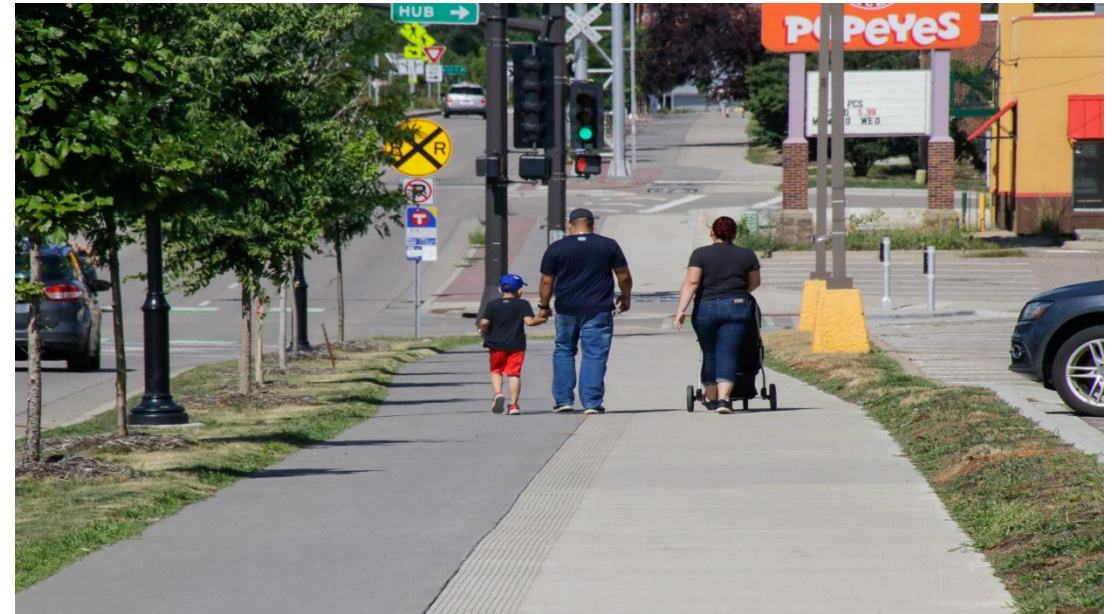
What is Active Transportation?

Active Transportation (AASHTO)

- “Using human-powered means of travel to get from one place to another, which includes walking, bicycling, and the use of mobility assistive devices; and may also incorporate other human-scale modes like electric-powered, electric-assisted, or micromobility devices such as e-bikes and e-scooters.”
- Aligns with the definition of active transportation in MN Statute

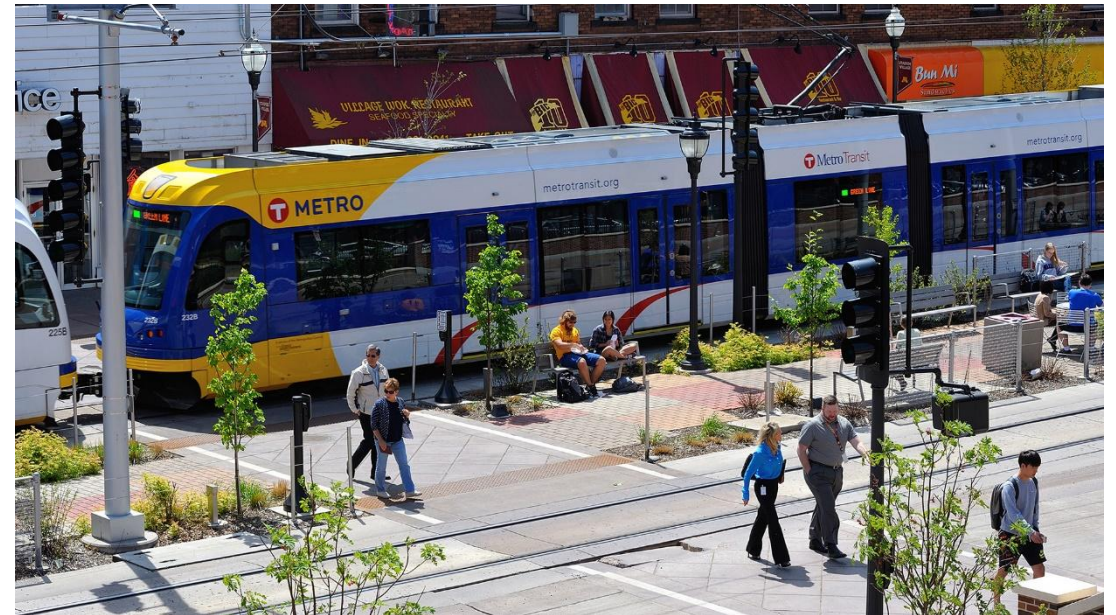
Quick history

- Established in 2018
- Funded at \$5M in 2021 (infrastructure and non-infrastructure)
- Program development started 2021
- Funded at much higher level in 2023, created annual appropriation
 - Approx \$20M for FY2024 & 2025
 - Approx \$9M for FY2026 & 2027



Core AT Program functions

- The Active Transportation Program provides grants to make walking, biking and rolling better. Our grants will aim to increase the number of people walking and biking to destinations by:
- Providing funding for:
 - Planning
 - Education and encouragement
 - Engineering studies
 - Infrastructure investment
- Supporting [Minnesota Strategic Highway Safety Plan](#) goals.
- Advancing [Sustainable Transportation Advisory Council](#) recommendations:
 - Reduce vehicle miles traveled
 - Improve transportation options



What are AT Planning Assistance Grants?

- Competitive process to receive technical planning assistance through a MnDOT consultant contract.
- Planning process occurs over 5-8 months
- Focus on engagement and connecting with key community stakeholders.
- **NEW!** Includes a smaller planning process: Demonstration/quick build project



How can a Planning Assistance Grant help me?

- Create a **shared vision** for active transportation in your community
- Assess what's working well now, and **what could be improved** in the future
- Connect with community members to understand **unique challenges**, especially for those who face increased barriers to getting around
- **Convene stakeholders** to discuss unique roles in achieving future change
- Introduce quick-build projects as a **local engagement and evaluation** tool

How does the planning process work?

Discovery

- Identify stakeholders
- Create Vision and Goals
- Assess current conditions



Insights to Action

- What opportunities exist?
- How can ideas become actions?



Putting the Plan Together

- How can the community make the vision happen?
- Who is responsible for different aspects of implementation?

What do you mean by Action Plans?

- Active Transportation Action Plans may look different for different communities
 - Bike/ped/micromobility master plans
 - Corridor plan that impacts active transportation for wider community
 - Connections to parks and other community amenities
 - Other plans (it's worth asking in advance if you have something in mind)



Who is eligible to apply?

- Cities
- Counties
- Federally recognized tribal nations
- Regional development organizations
- Metropolitan planning organizations
- Nonprofit organizations and other groups (with letter of support from local government who will own the plan)

- **Chippewa County**

- **Jackson County**

- **La Crescent**

- **Mahnomen**

- **Marshall**

- **Minneapolis**

- **New Ulm**

- **Richfield**

- **St. Louis County**

- **Saint Paul**

- **Wheaton**

Quick-Build

- **Duluth**

- **Fridley**

- **Rochester**

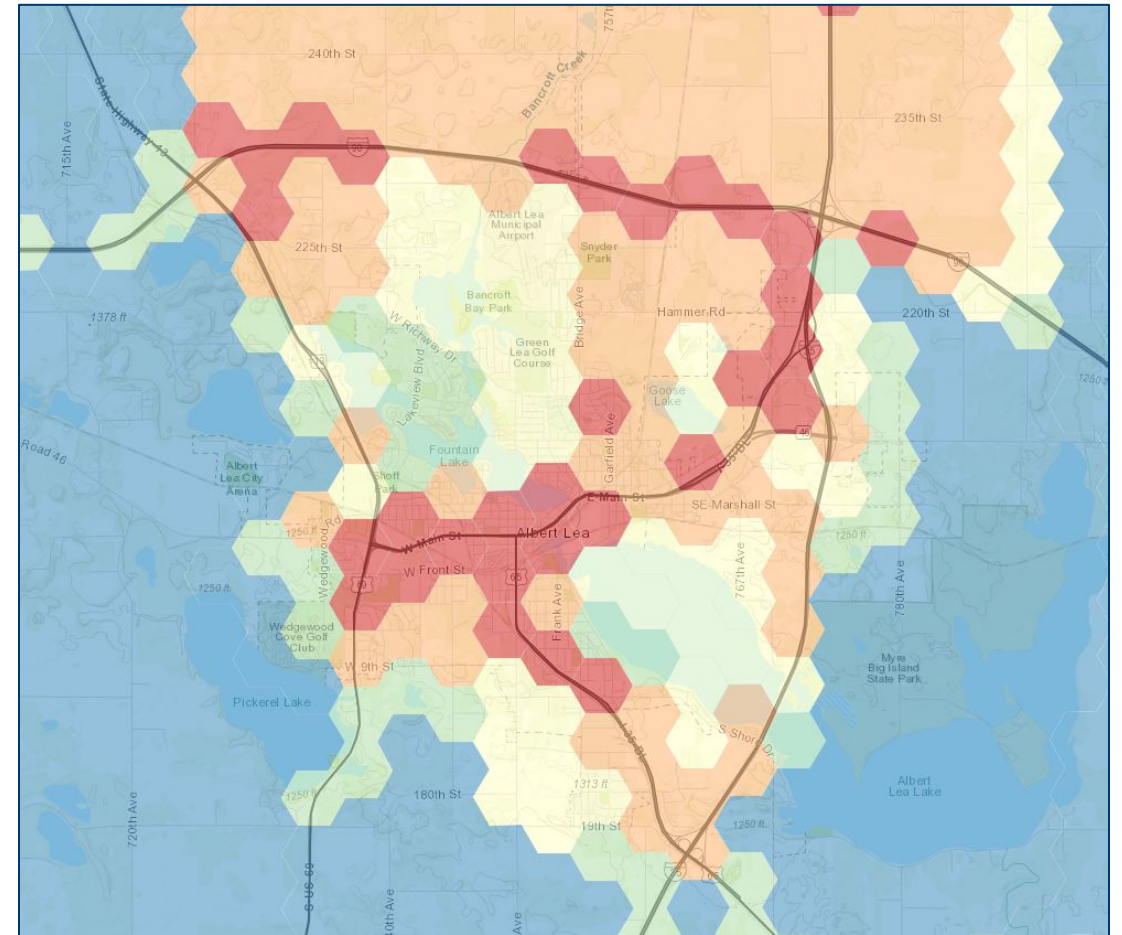
If selected, what does our community receive?

- Your community receives help from a selected consultant. We don't require the community to provide matching funds.
- Your community does NOT receive funding directly from MnDOT.
- The consultant provides monthly reports, and we review them to ensure progress on plans.
- An Action Plan document and demonstration project.



PAWS Score

- Priority Areas for Walking
- Hexagon map of scores based on 19 factors
- Factors pulled from areas of health, safety, infrastructure, and equity, and land use
- Higher score = red hexagon
- Score does not suggest treatments



PAWS map for Albert Lea, MN

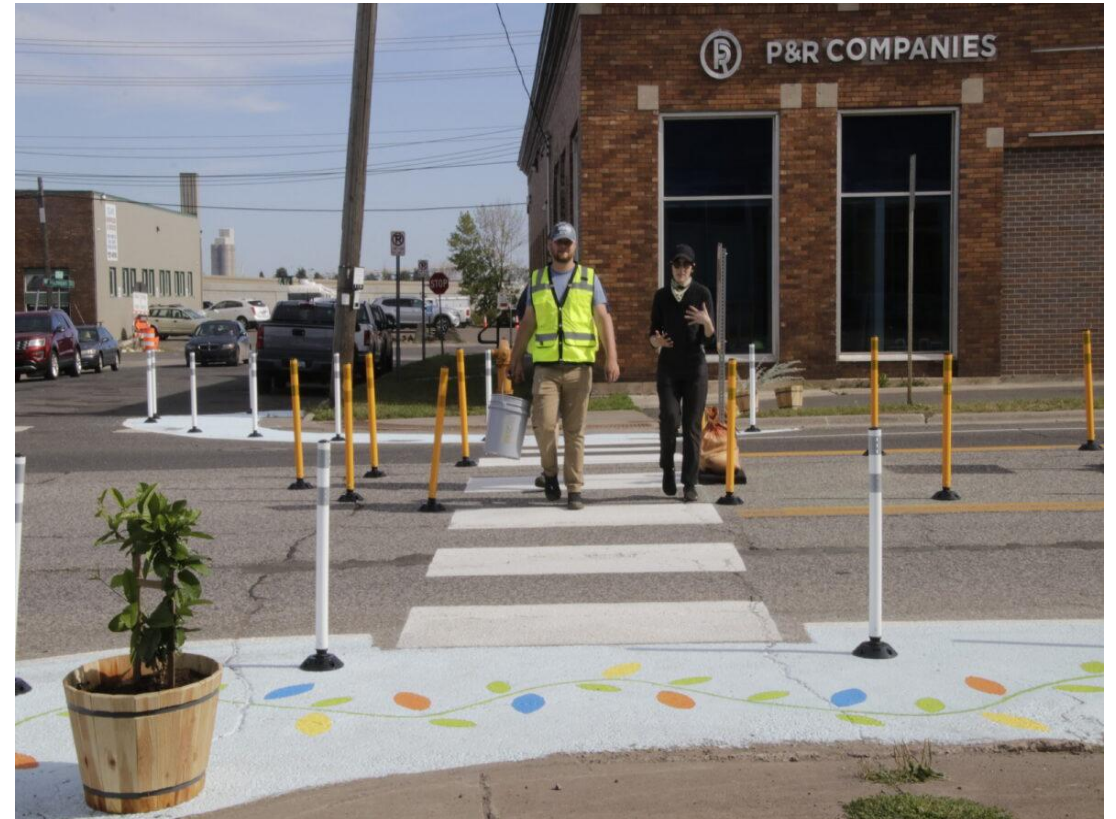
Planning case study: Wheaton

- Identified key routes and intersections for improvement
- Recommendations and a mix of short-, medium-, and long-term action steps in five categories
- Toolbox tailored to community context

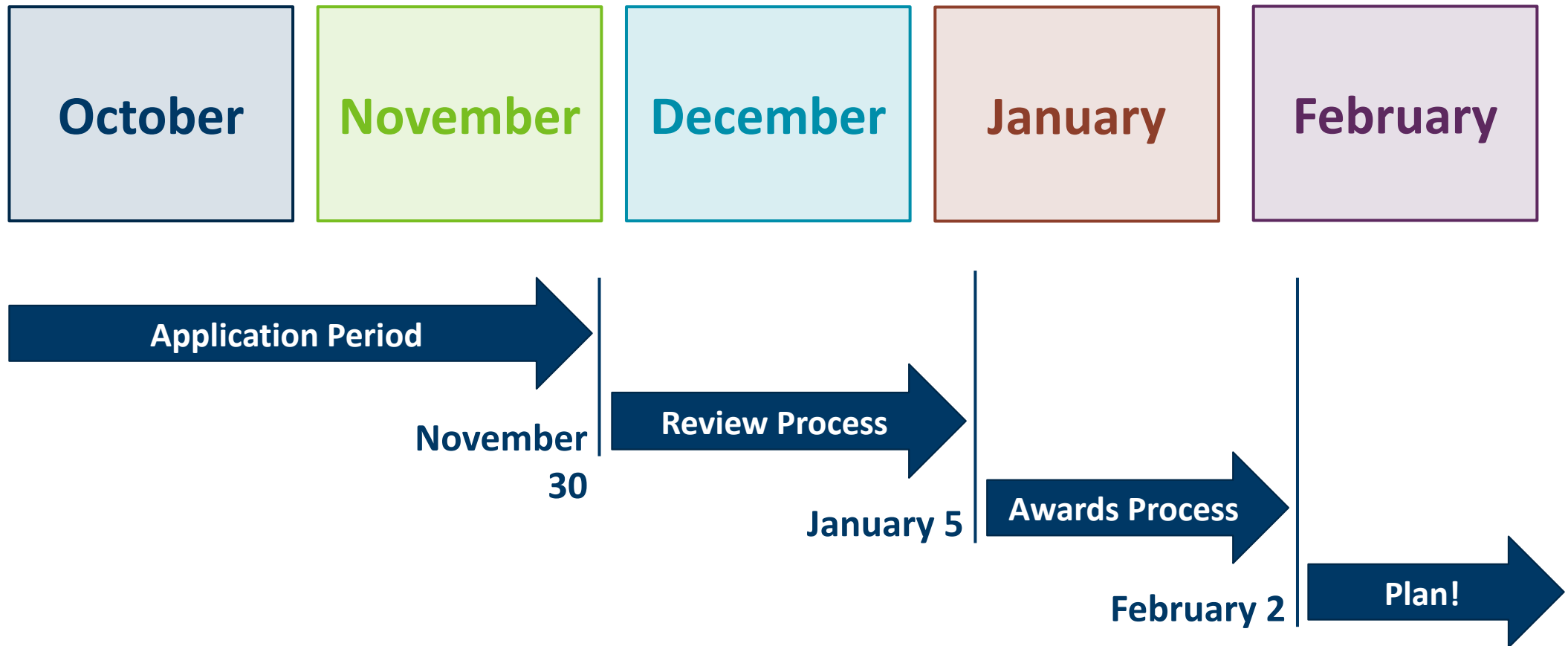


Quick-build case study: Duluth

- Curb extensions and refuge islands
- Led by Ecolibrium3, neighborhood organization
- Volunteer, low-income residents, business community engagement
- Focus on placemaking, reimagining corridor before major reconstruction



2023 Application and Award Timeline



Where do I go to apply?

MnDOT's Active Transportation Program Website

- Information about Planning Assistance
- Guide for completing application
- Scoring rubric
- Downloadable application outline
- Web-based application
- **Due November 30!**

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Search

Active Transportation Program

Home About Committee Contacts

Planning Assistance solicitation guide

Our program will help your community create an active transportation plan with help from a consultant. The goal is to help more people safely walk and bicycle to destinations where they live, work and play. Active transportation plans will:

- Analyze existing conditions
- Engage the community
- Identify ways to improve infrastructure
- Identify ways to encourage active transportation

Minnesota Safe Routes to School

November, 2023

Kelly Corbin, Safe Routes to School

Office of Transit and Active Transportation, MnDOT

MNsafRoutesToSchool.org | WalkBikeFun.org

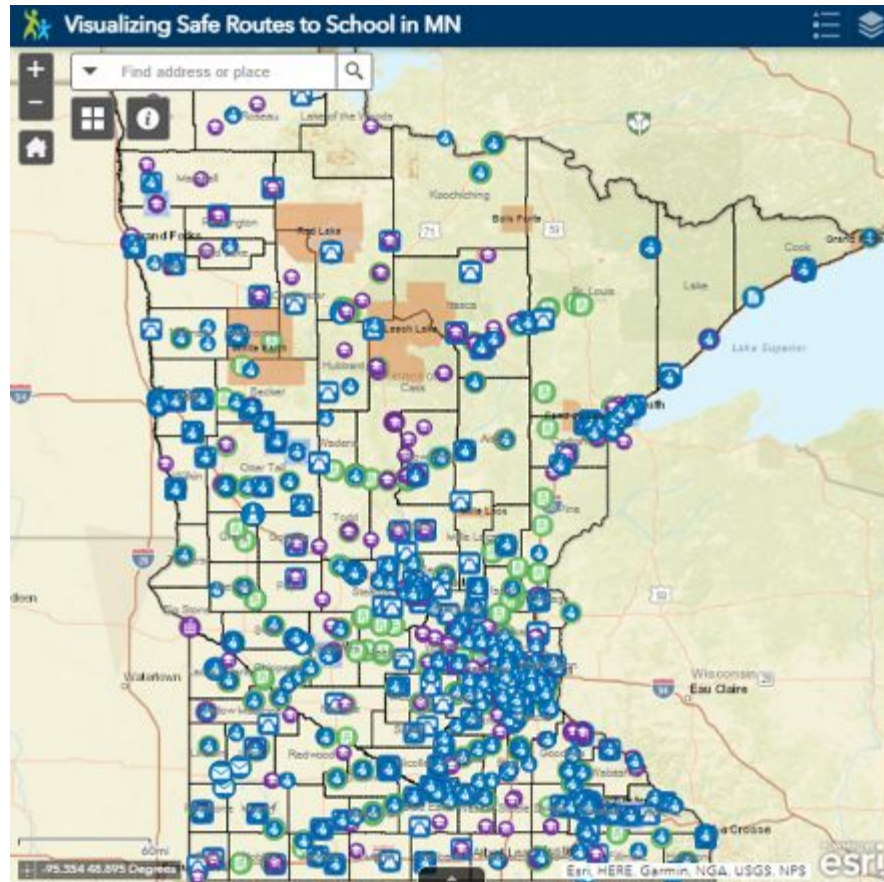




What is Safe Routes to School?

Safe Routes to School is a movement and a federal program to make school travel – including walking, biking, and rolling – safe, convenient, and fun for children.

Visualizing Safe Routes to School in Minnesota



- [Interactive map](#) of Safe Routes to School work
- Displayed work funded by MnDOT and other sources
- Includes infrastructure, planning, and non-infrastructure activities



The 6 E's of Safe Routes to School



ENGAGEMENT

All Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.



EQUITY

Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.



ENCOURAGEMENT

Generating enthusiasm and increased walking and bicycling for students through events, activities, & programs.



ENGINEERING

Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.



EDUCATION

Providing students and the community with the skills to walk and bicycle safely, educating them about the benefits of walking and bicycling, and teaching them about the broad range of transportation choices.



EVALUATION

Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.



How are Safe Routes to School programs organized?

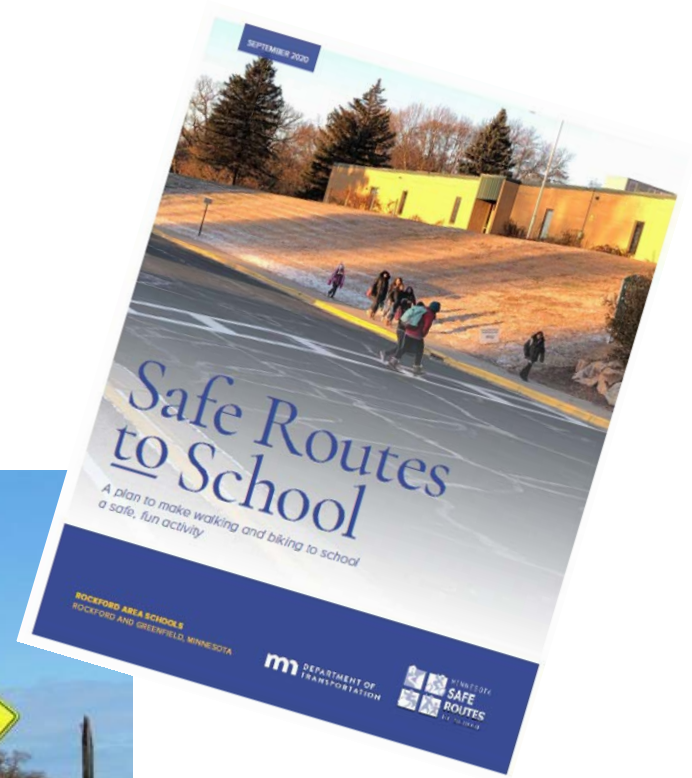


- Local level: cities, counties, schools, school districts, Law Enforcement, community organizations
- Regional level: Public health departments, regional planning organizations
- State Level: Department of Transportation (MnDOT), Department of Health (MDH), Department of Education (MDE), Department of Public Safety (DPS), Pollution Control Agency (PCA)



Vision

Youth in Minnesota can safely, confidently, and conveniently walk, bike, and roll to school and in daily life.



Strategic Plan developed in 2020



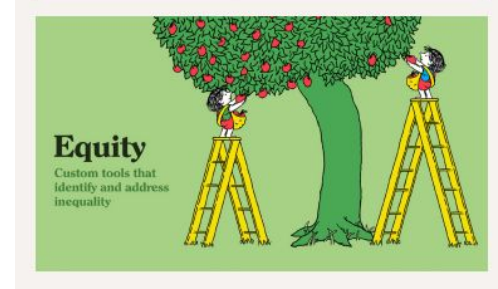
Equity in SRTS means that every student is able to safely, comfortably, and conveniently walk and bike to school, regardless of race, cultural identity, tribal affiliation, immigrant or refugee status, language, gender or sexual identity, income, religion, and whether or not a student receives special education, has a physical or mental disability, or is homeless or highly mobile.

An equity approach requires working with local partners to tailor programs and allocate resources to meet the unique needs of the community.

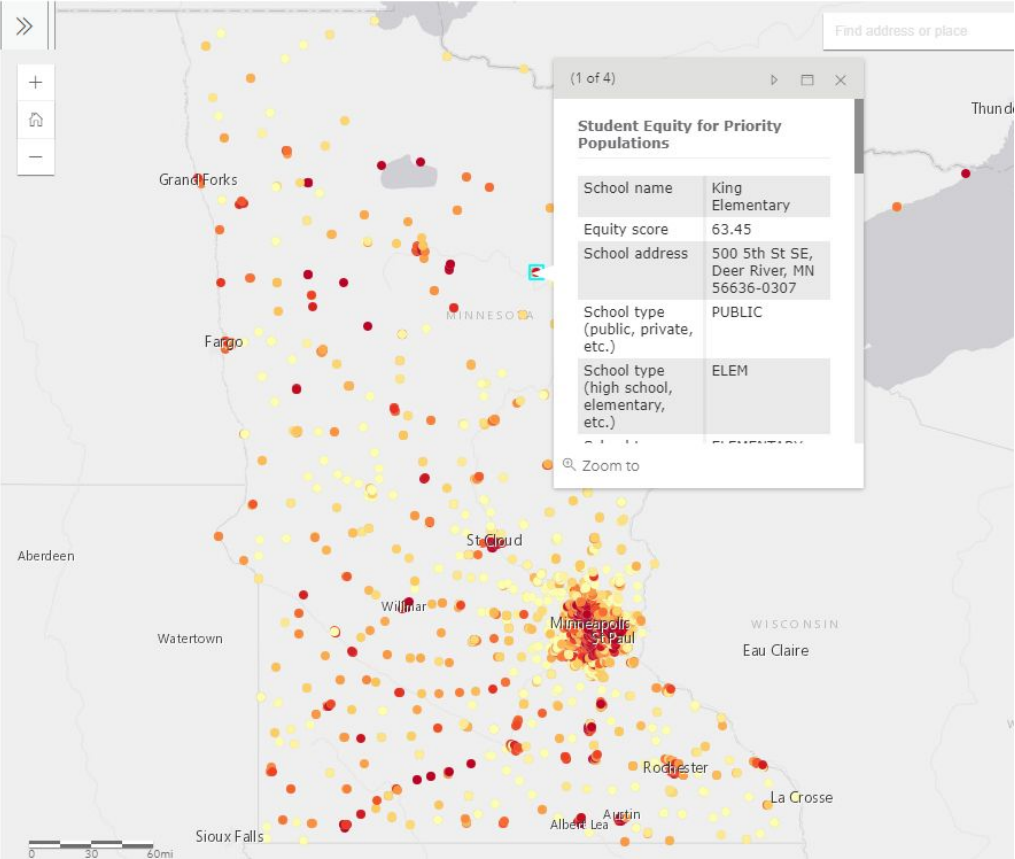


STEPP Score: What did we score and weight?

- Students eligible for free and reduced-price lunch (MDE)
- Students who are People of Color (MDE)
- Percent of population ages 5-17 (Census)
- English Language Learners (MDE)
- Households with access to one or zero motor vehicles (Census)
- Non-motorists killed or seriously injured in a crash (MnDOT Crash Data – under revision)
- Workers commuting by biking and walking (ACS)

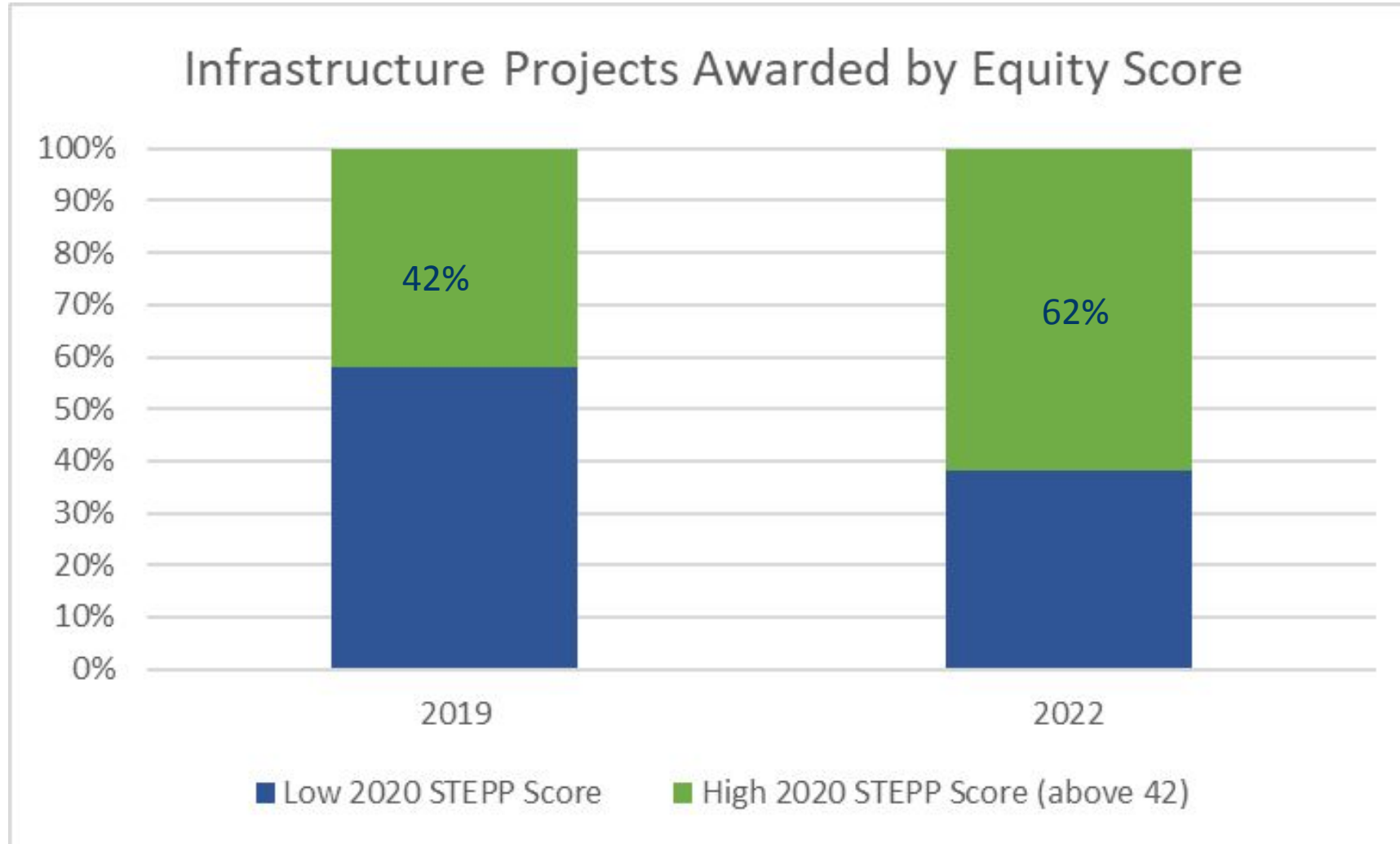


How is the STEPP score being applied?

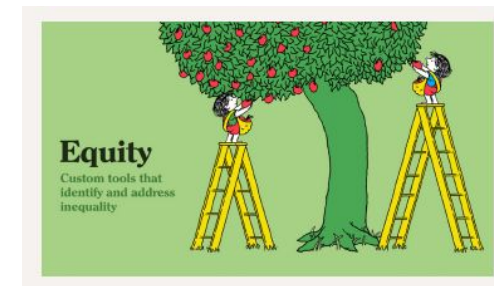


- Non-Infrastructure Applications (Boost, demo projects, design studies, planning)
 - 30-40 percent of total score
- State Funded Infrastructure
 - 30-40 percent of total score
- Transportation Alternatives Solicitations
 - Not currently in use – opportunities with solicitation process and IJA HSIP match.
- Walk!Bike!Fun! TA, Fleet Access and Training prioritization

SRTS State Infrastructure Awards by STEPP Score



11/13/2023



Infrastructure Projects

- Sidewalks
- Bike lanes
- Curb extensions
- Speed reduction
- Demonstration projects



Comparison of 2023 AT & SRTS Infrastructure Solicitations

2023 SOLICITATIONS	AT INFRASTRUCTURE	SRTS INFRASTRUCTURE
Total Solicitation	\$13.2M	\$10.9M
Projects Serving	All Ages and Communities	Students and Schools
Eligible Improvements	Infrastructure Construction	Infrastructure Construction
Eligible Applicants (2023)	Greater Minnesota (Non 7-County Metro) Cities, Towns, Counties, Tribes & Non-Profits	Statewide Cities, Towns, Counties, Tribes & Schools and School Districts
Construction Timeline	2024 or 2025	2024 or 2025
Grant Amount Range	\$50,000 - \$1M	\$50,000 - \$1M
Letter of Intent Period	10/9/23 – 11/9/23	10/9/23 – 11/9/23
Full Application Period	11/27/23 – 2/2/24	11/27/23 – 2/2/24
Selections Announced	April/May 2024	April/May 2024

DEMONSTRATION PROJECT IMPLEMENTATION GUIDE

A Resource for the Development of Short Term, Low Cost, Temporary
Roadway Projects to Promote and Advance Walking and Bicycling



November, 2019

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Grant opportunities



Fall – Open now!

- Design Assistance
- Infrastructure

Winter

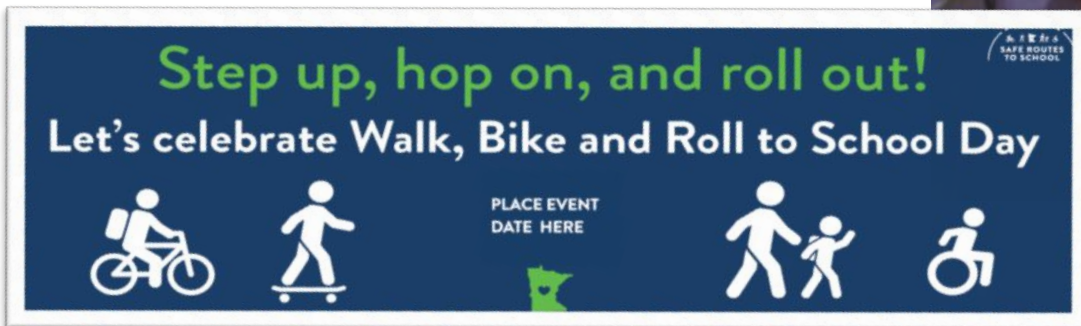
- SRTS District Coordinator

Spring

- Boost (non-infrastructure)
- Planning Assistance

Walk and Bike to School Event Days

- **Walk to School Day**
 - October 4, 2023
- **Winter Walk to School Day**
 - February 7, 2024
- **Bike to School Day**
 - May 8, 2024



Education Resources for K-8th Grade

BICYCLE FLEET GUIDE

Acquiring, managing, and maintaining your fleet.



The *Bicycle Fleet Guide* was developed by the Bicycle Alliance of Minnesota through a Safe Routes to School contract provided by the Minnesota Department of Transportation.

April 1, 2016
Version 3.0



MINNESOTA WALK! BIKE! FUN! AMBASSADOR'S GUIDE

A Volunteer's Resource to
Youth Education and Encouragement



June 2017
Version 1.0

MINNESOTA WALK! BIKE! FUN!



Blue Cross and Blue Shield of Minnesota and Blue Shield are equal opportunity providers of the Blue Cross and Blue Shield Association.

MINNESOTA WALK! BIKE! FUN!

The Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum was developed by the Bicycle Alliance of Minnesota through a contract with the Minnesota Department of Transportation in collaboration with BlueCross BlueShield of Minnesota. With the *Walk! Bike! Fun!* curriculum, we will help schools teach children life long skills to safely walk and bike in their community.

Many children are injured each year through unsafe walking and bicycling activities. Teaching children while they are in school to be safe on sidewalks and roads will help reduce those injuries. The curriculum is developed for younger elementary grades (K-3) to teach safe walking skills and then advancing to safe bicycling skills in the upper elementary grades (4-8).

The curriculum includes lessons to teach:

- how to safely cross the road.
- traffic laws and responsible riding.
- parts of a bike and proper attire including wearing a bike helmet.
- communicating with pedestrians and vehicle drivers.
- scanning, stopping and proper positioning on the road.

BikeMN's mission includes the phrase "efforts to make Minnesota more bicycle friendly so more people will ride bikes more often. BikeMN is teaching bicyclists of all ages to safely ride and share the streets, roads and trails with vehicles and pedestrians. We see Minnesota as a state where bicycling is a safe, easy, fun and cool choice for everyone.

For additional information on safe walking and biking education, contact Michelle Kiefer, Safe Routes To School Program Manager at michelle@bikemn.org.

For more information about the curriculum and additional resources, visit walkbikefun.org.

WALK!

- LESSON 1** **Traffic and You**
Educational Goal: To develop an understanding of how to walk safely near traffic.
- LESSON 2** **Visual Barriers and Model Street Crossing**
Educational Goal: To develop an understanding of how to safely cross the street around barriers.
- LESSON 3** **Crossing Intersections** Educational Goal: To develop an understanding of how to safely cross the street at an intersection
- LESSON 4** **Neighborhood Walk and Celebration**
Educational Goal: To demonstrate mastery of skills learned in the pedestrian safety curriculum.

BIKE!

- LESSON 1** **Bicycle Ridership and Safety Educational Goal:** To develop an understanding of the importance of traffic laws and how they pertain to driving a bicycle.
BONUS LESSON: Rules of the Road
- LESSON 2** **Protect Your Melon Educational Goal:** To understand the brain and brain functions and importance of bike helmets and proper fit.
BONUS LESSON: Courtesy & Communication
- LESSON 3** **Before You Go Educational Goal:** To recognize the parts of a bike and understand the importance of conducting a quick safety check before riding.
BONUS LESSON: Tuning Your Mind and Body
- LESSON 4** **Changing a Flat Educational Goal:** To understand why it is important to know how to fix a flat tire and what equipment is needed to change a flat.
BONUS LESSON: Quick Reaction
- LESSON 5** **Getting Started and Getting Stopped**
Educational Goal: To develop the basic riding skills of using the "power pedal" position and braking.
- LESSON 6** **Drive My Bike Like a Car**
Educational Goal: To develop basic riding skills of scanning and proper positioning on the road.
- LESSON 7** **Riding on the Road**
Educational Goal: To understand how to be predictable, ride on the right, make proper turns and navigate intersections.
- LESSON 8** **Going for a Ride! A Two-Day Activity**
Educational Goal: To gain confidence in safe on-road bicycling and demonstrate safe bicycling skills.



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MNsaferoutestoschool.org | WalkBikeFun.org