

Let's Try It Out! MnDOT's Guide to Active Transportation Demonstration Projects

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Welcome!



- Overview of SRTS in Minnesota
- What are Demonstration Projects and why are they useful?
- Process of implementing pilot SRTS Demonstration Projects
- The Demonstration Project Guide
- Activity
- Questions and Discussion



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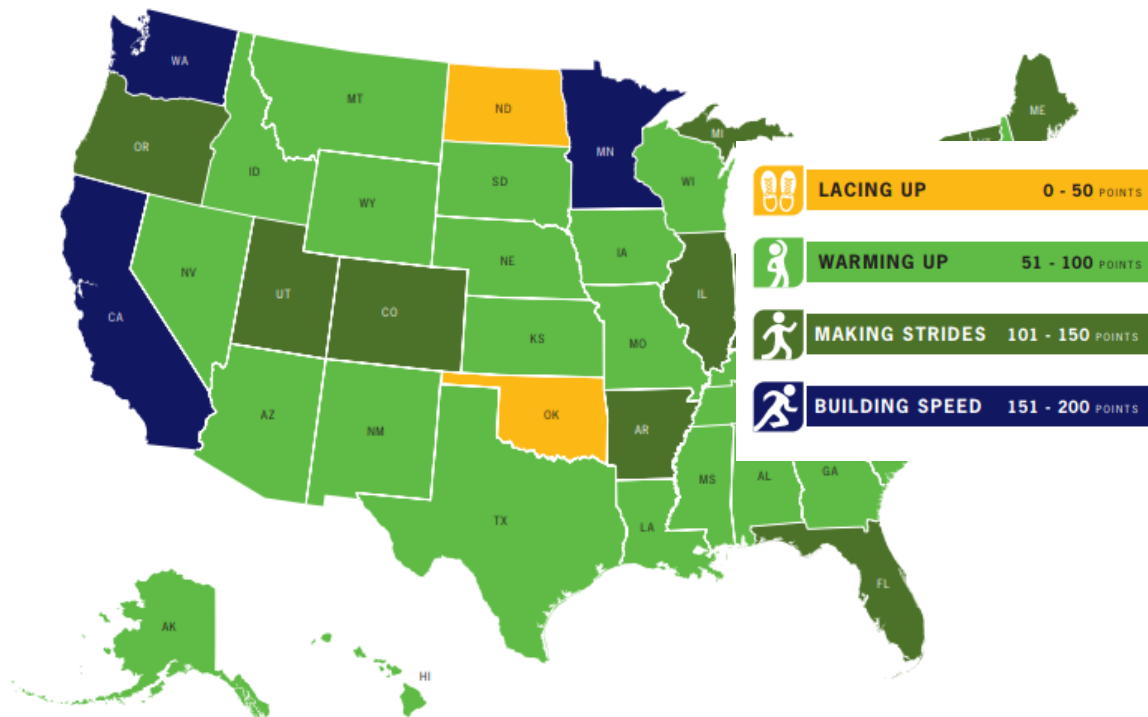




Safe Routes to School
in Minnesota:

An Overview

OVERALL SCORES



ALL MINNESOTA STUDENTS CAN WALK AND BICYCLE ON ROUTES THAT ARE SAFE, COMFORTABLE, AND CONVENIENT.



**TEACHERS REPORT STRANGE SHIFT
IN STUDENT BEHAVIOR: "EVERYONE
IS FOCUSED AND PAYING ATTENTION"**

By JEFFREY GETTLEMAN

**100 PERCENT PARTICIPATION IN
WALK TO SCHOOL EVERYDAY NEW
NORM, PROCLAIM SCHOOL
OFFICIALS**

This article is by Sharon Anthony Scaramucci, a flam-

Health Practitioners at a Loss: What to Do with All This Free Time?

By JULIE HIRSCHFELD DAVIS and MARK LANDLER

WASHINGTON — President Trump on Tuesday nominated Judge Neil M. Gorsuch to the Supreme Court, elevating a conservative in the mold of Justice Antonin Scalia to succeed the late jurist and touching off a brutal, partisan showdown at the start of his presidency over the ideological bent of the nation's highest court.

Mr. Trump announced his selection during a much-anticipated evening ceremony that unfolded in prime time at the White House. He described Judge Gorsuch, a federal appeals court judge based in Denver, as "a man who our country really needs, and needs badly, to ensure the rule of law and the rule of justice."

"Judge Gorsuch has outstanding legal skills, a brilliant mind, tremendous discipline and has earned bipartisan support," Mr. Trump said, standing beside the judge and his wife, Louise, as White House officials and Republican lawmakers looked on. "It is an extraordinary résumé — as good as it gets."

But Democrats — embittered by Republican refusals for nearly a year to consider President Barack Obama's choice to succeed Justice Scalia, and inflamed by Mr. Trump's aggressive moves at the start of his tenure — promised a showdown over Judge Gorsuch's nomination.

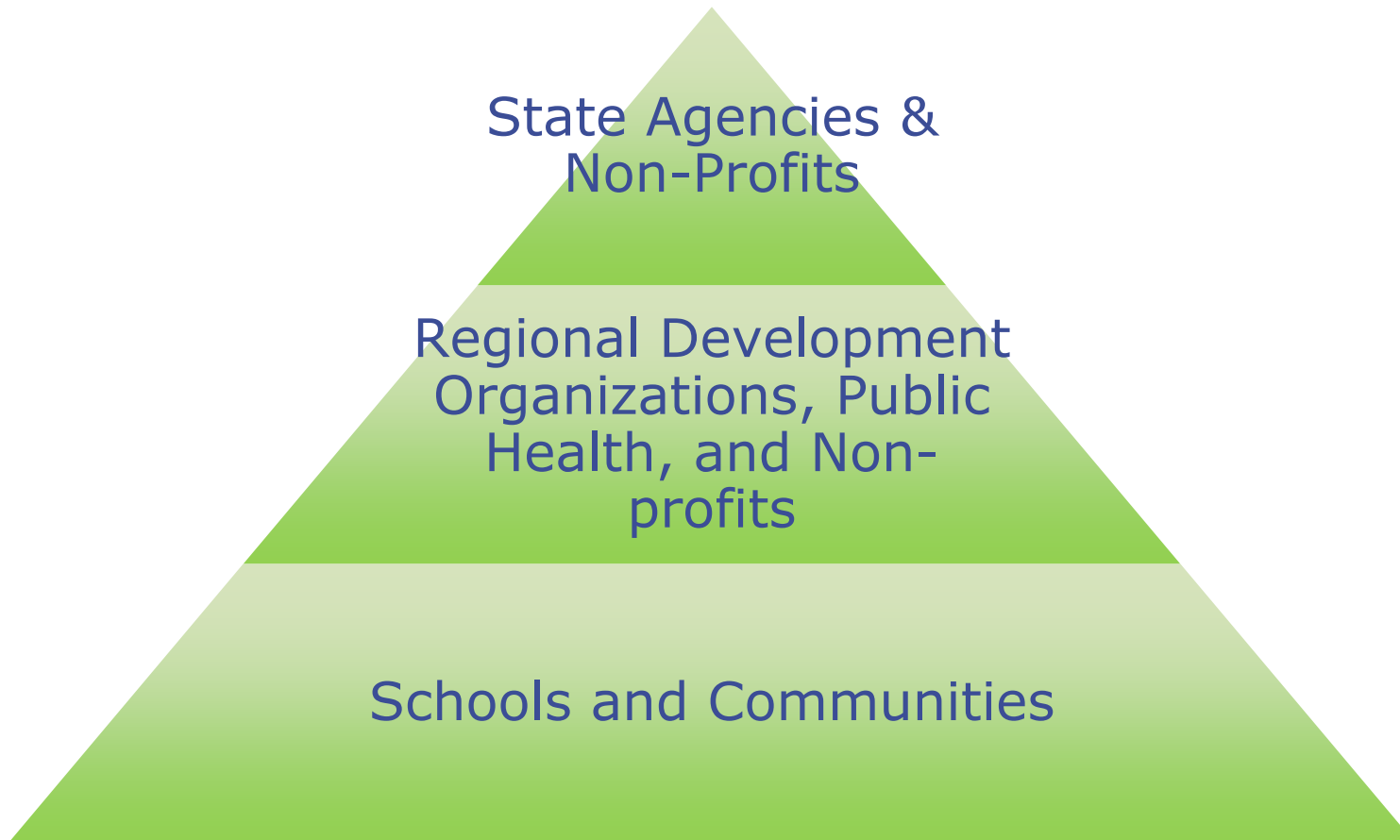
plotted for weeks to fight Mr. Trump's eventual nominee, leading Democrats signaled they would work to turn the Supreme Court dispute into a referendum on the president, and what they contend is his disregard for legal norms and the Constitution. Conservatives and business groups cheered Judge Gorsuch, calling his record distinguished and his qualifications unparalleled.

The announcement came at a particularly tumultuous moment in an extraordinarily chaotic beginning to Mr. Trump's presidency. Just a day earlier, he dismissed the acting attorney general for refusing to defend his hard-line immigration order that started a furor across the United States over what critics condemned as a visa ban against Muslims.

"Now, more than ever, we need a Supreme Court justice who is independent, eschews ideology, who will preserve our democracy, protect fundamental rights and will stand up to a president who has already shown a willingness to bend the Constitution," Senator Chuck Schumer of New York, the Democratic leader, said in a statement.

"The burden is on Judge Neil Gorsuch to prove himself to be within the legal mainstream and, in this new era, willing to vigorously defend the Constitution."

Multi-Level Leadership





Center for
Prevention

THE MINNESOTA SAFE ROUTES TO SCHOOL NETWORK...

...is approximately
180 dedicated
professionals from
organizations and
agencies that
are advancing
Safe Routes to
School (SRTS) in
Minnesota...

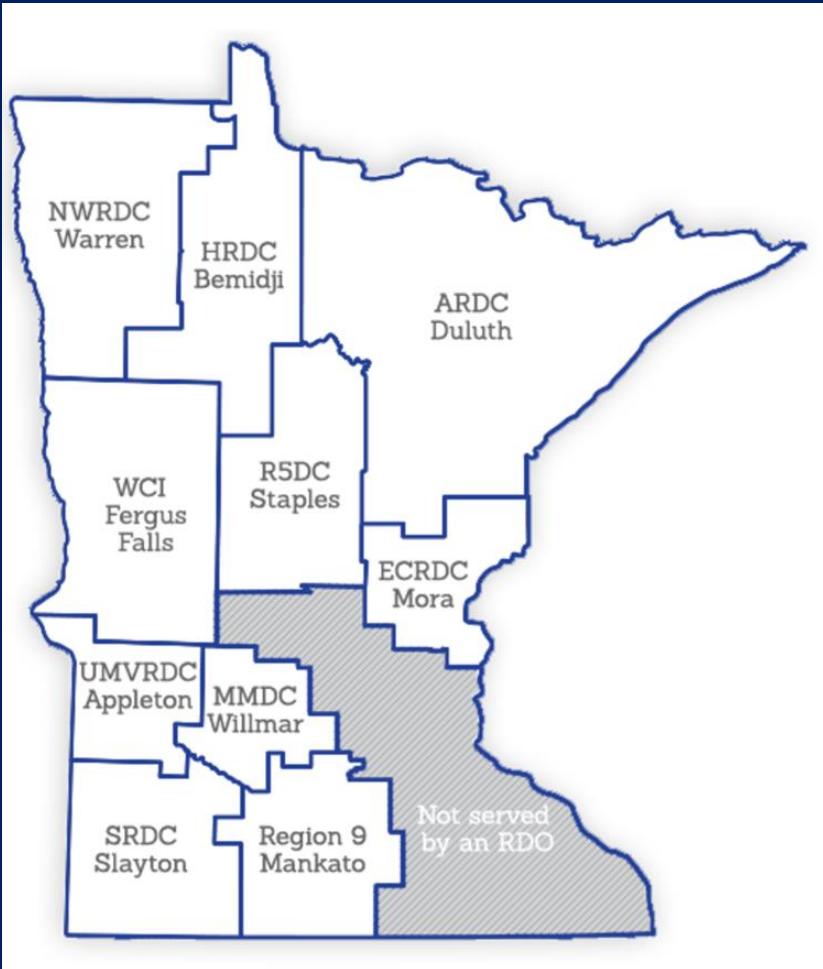
...that builds skills in Minnesota communities to successfully
implement SRTS, supporting partnerships between state and
local agencies, municipalities, and advocacy organizations,
and advocating for policy changes to support walking
and bicycling to schools and improvements to the built
environment...



...and makes
Minnesota a state
where all students,

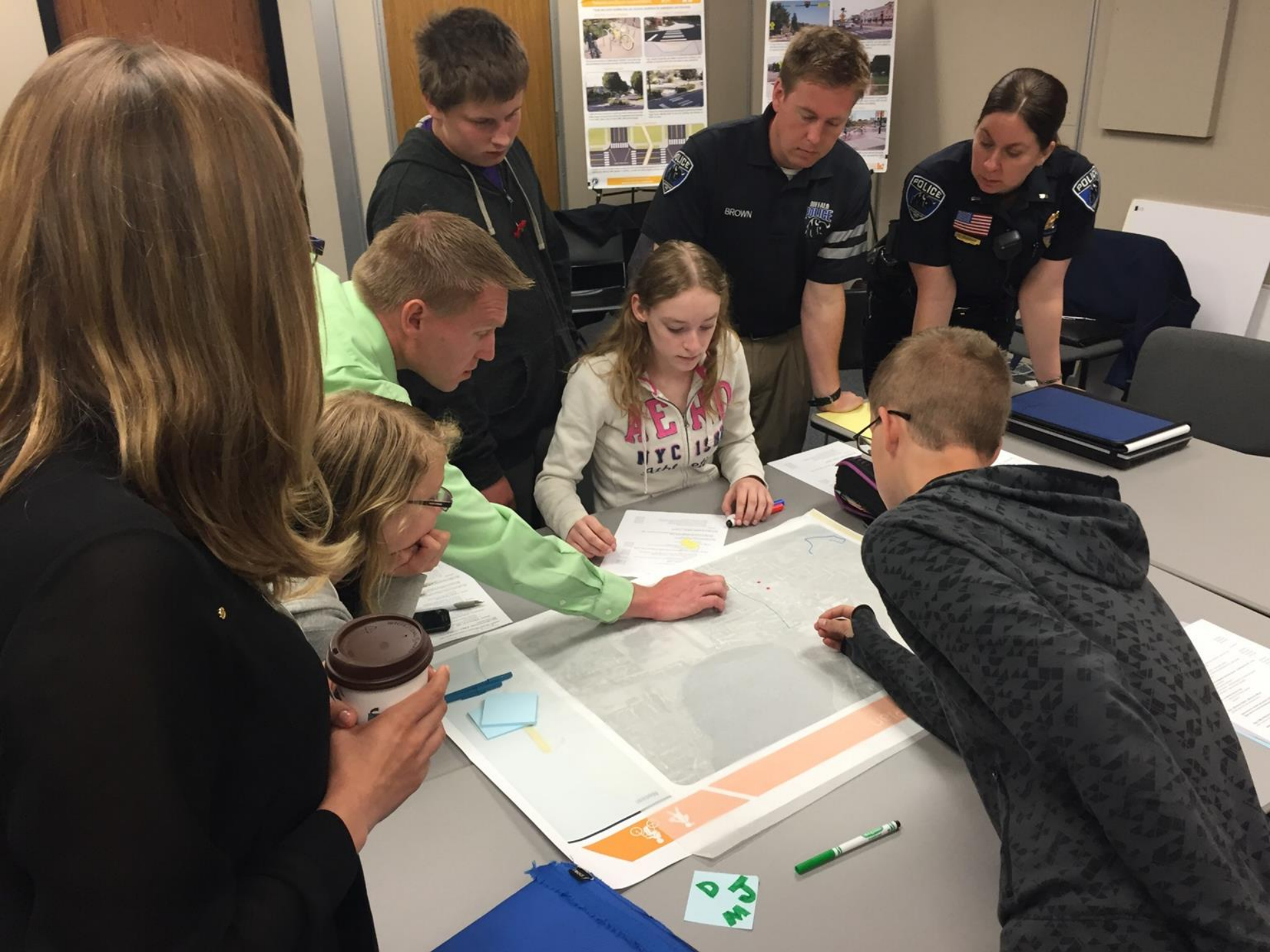


Regional Development Organizations



Statewide Health Improvement Partnership







LEGENDARYTV.COM

School

- Principal/administrators
- Parents and students
- Teachers (SPeD too)
- PTA/PTO representative
- School nurse
- School district transportation director
- School improvement team
- Adult school crossing guards

Community

- Community members
- Neighborhood or community association members
- Local businesses
- Local pedestrian, bicycle and safety advocates
- Groups representing people with disabilities

Gov.

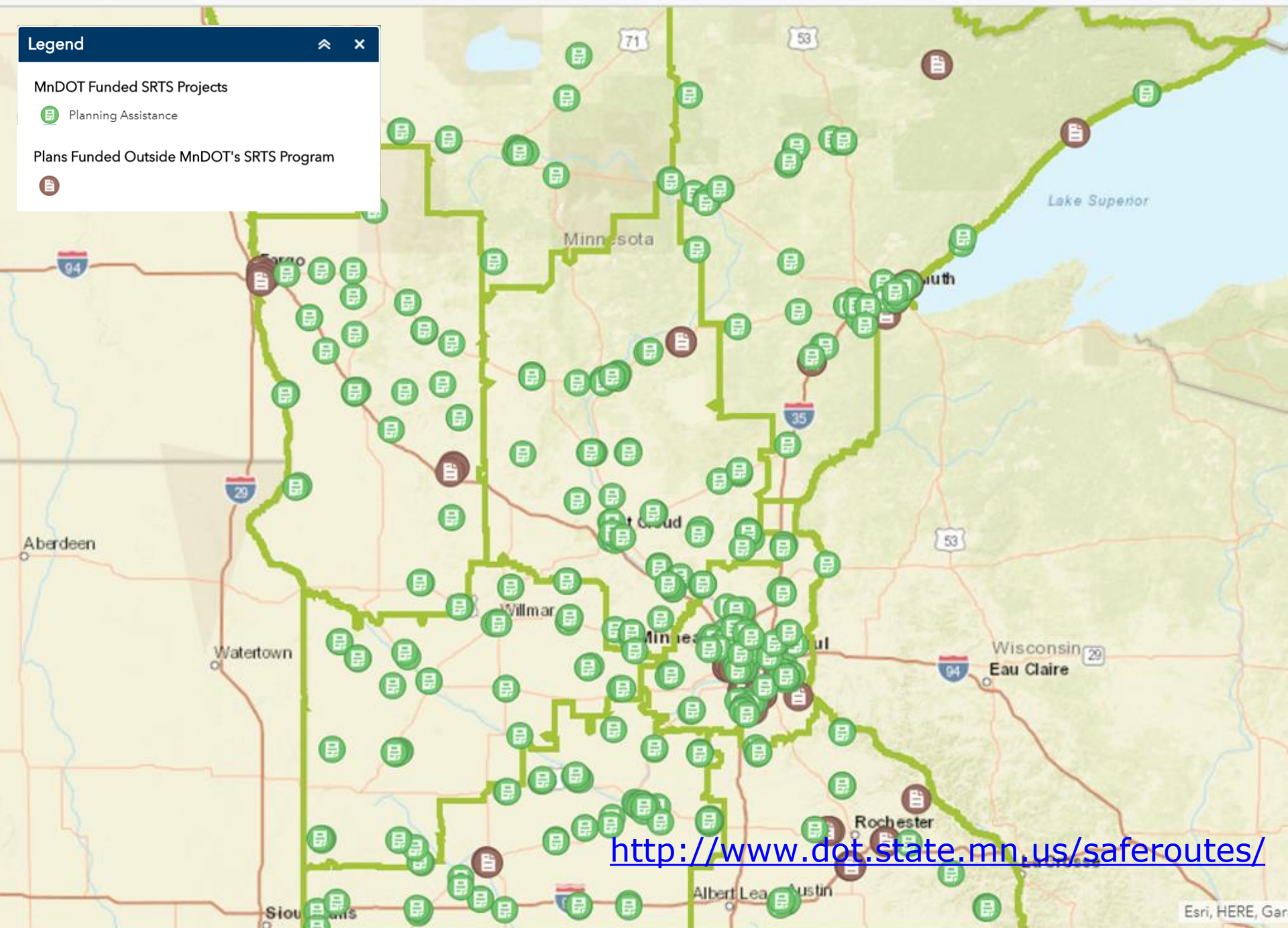
- Mayor's office or council member
- Transportation or traffic engineer
- Local planner
- Public health professional
- Public works representative
- Law enforcement officer
- Pedestrian and bicycle coordinator

Legend

MnDOT Funded SRTS Projects

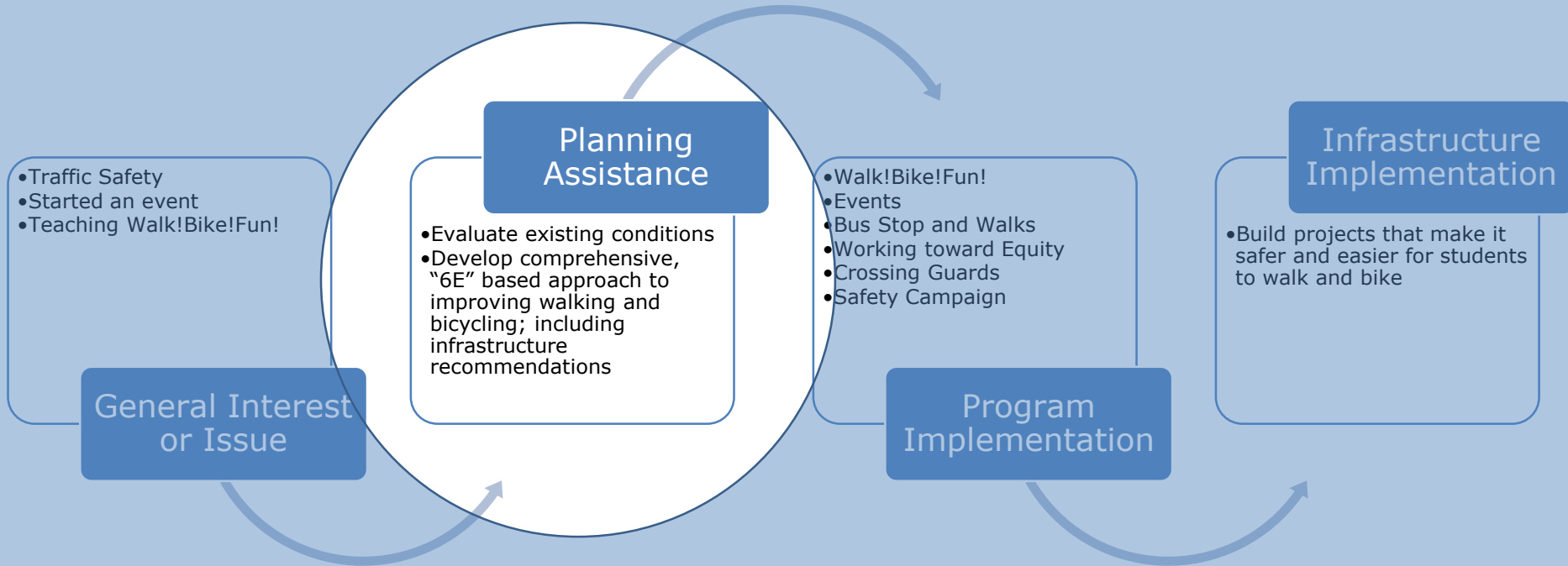
Planning Assistance

Plans Funded Outside MnDOT's SRTS Program

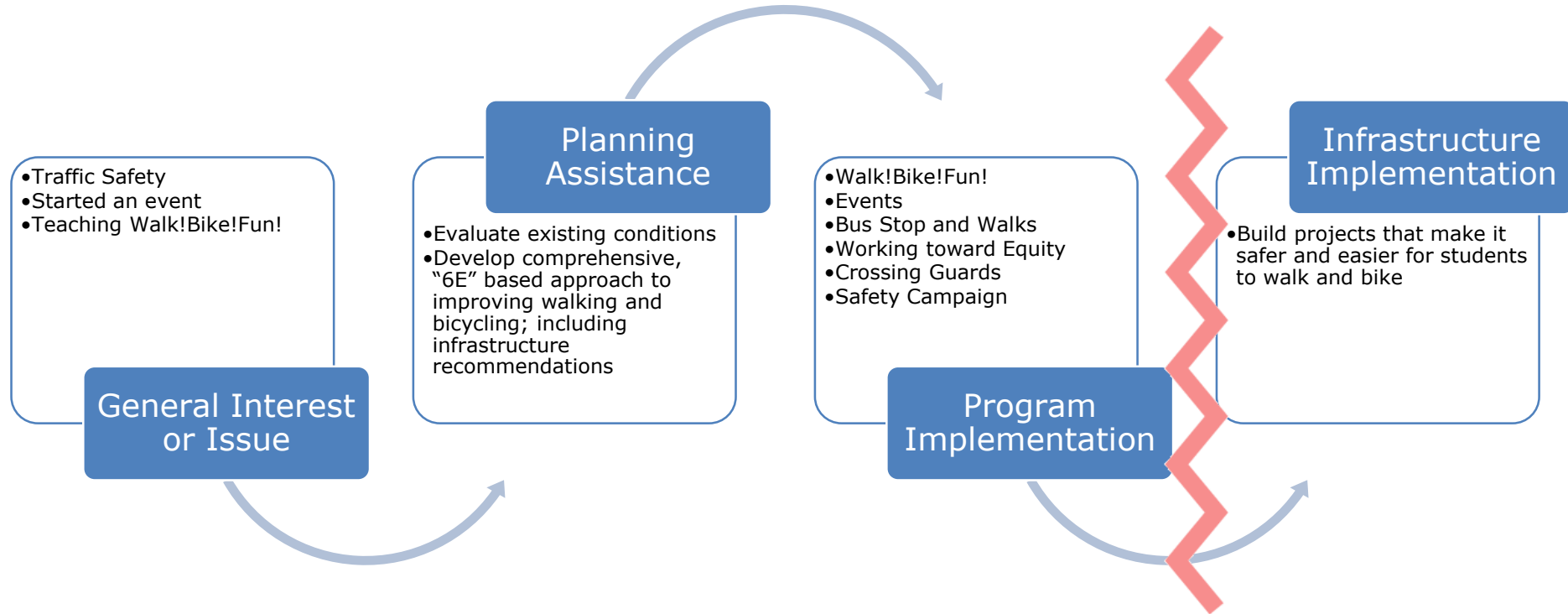


<http://www.dot.state.mn.us/saferoutes/>

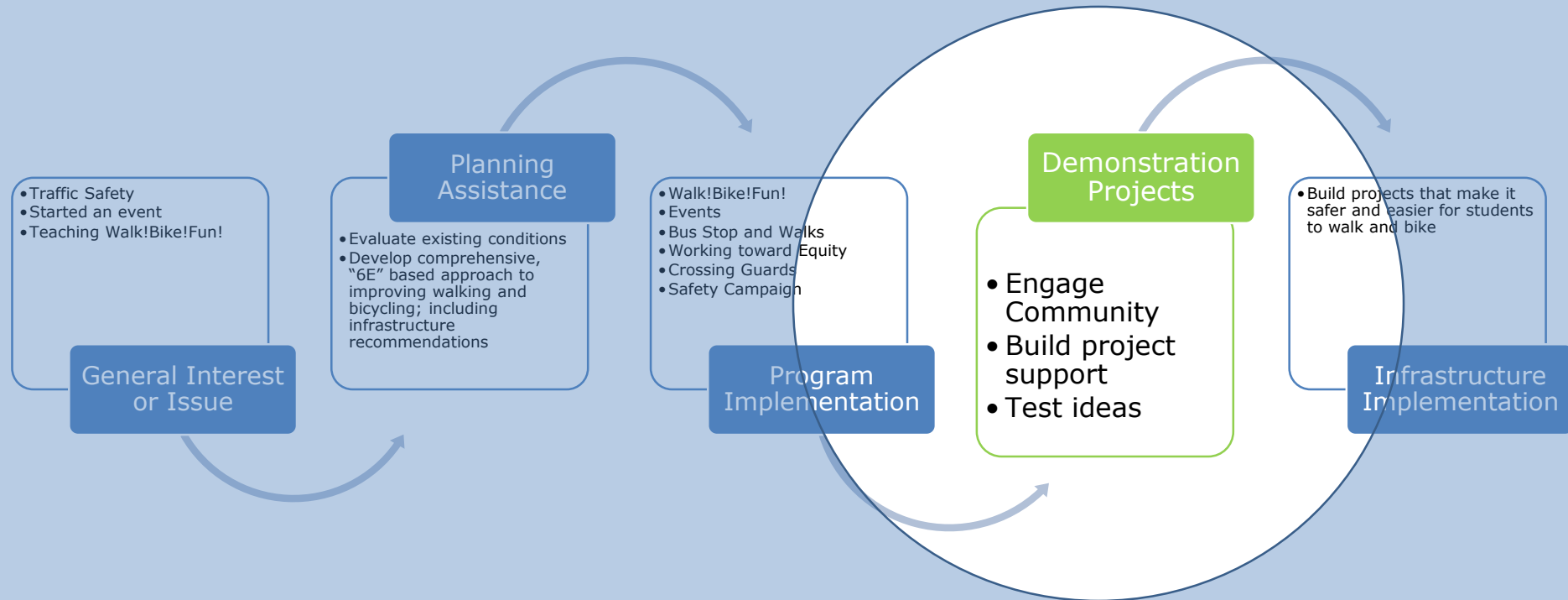
Minnesota Safe Routes to School Continuum



Minnesota Safe Routes to School Continuum

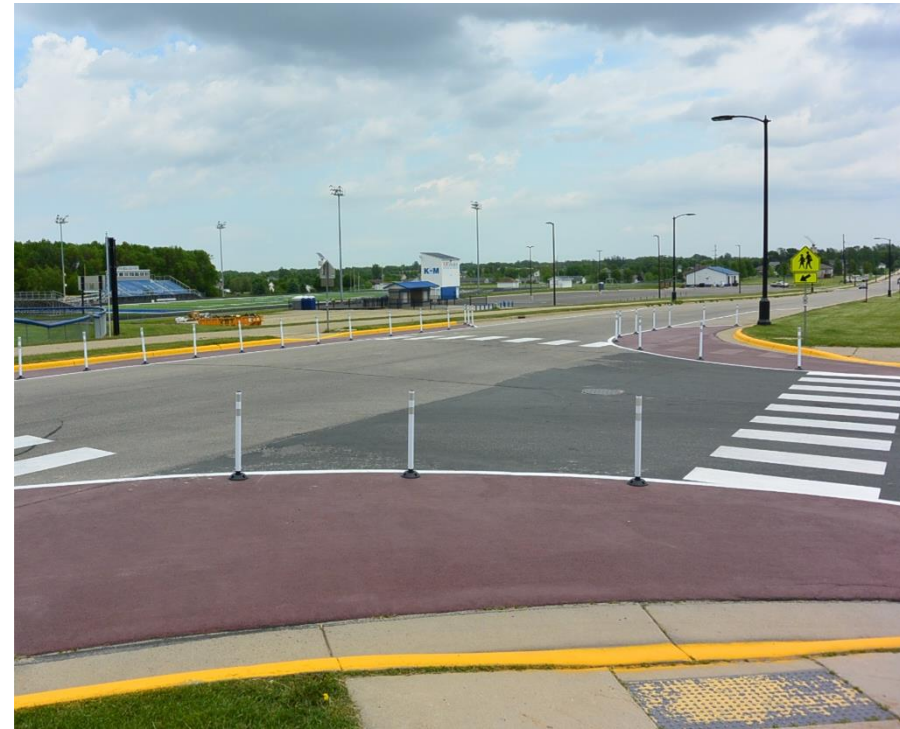


Minnesota Safe Routes to School Continuum

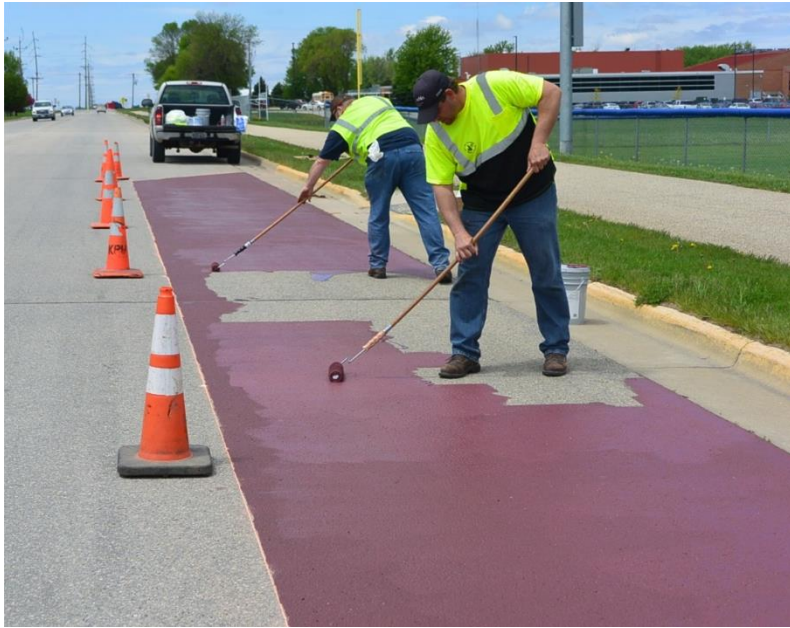


What is a demonstration project?

- Short term, low-cost, temporary roadway projects
- Pilot and evaluate long-term design solutions to improve walking, bicycling and public spaces
- Examples: bicycle lanes, crosswalk markings, curb extensions, and median safety islands



Why consider a demonstration project?



- Evaluate a project before investing in more expensive and long term materials
- Inspire action and build support
- Develop public awareness of the conceptual options and potential issue
- Increase public engagement by inviting stakeholders to try new treatments

Why consider a demonstration project?

- Increase understanding of active transportation needs in the community
- Strengthen relationships between government agencies, schools/districts, elected officials, non-profit organizations, local businesses, and residents
- Gather data from real-world use of streets and public spaces



SRTS Planning in Minnesota

- What makes a successful SRTS effort?
 - Ongoing and sustainable leadership
 - Group of stakeholders from varying fields



What's Rapid Planning?

- A design charrette approach to quickly develop consensus around recommendations
- An intensive design session where planners, engineers, designers, members of the community, and others collaborate on developing a vision for improvement

Why Rapid Planning?

Efficient use of time



Why Rapid Planning?

Supports SRTS as a Unifier



What follows Rapid Planning?



- Draft Strategies and Action Steps
- Draft Plan
- Final Plan / Early Implementation Support

SRTS Plan Documents



The Six Es

Safe Routes to School programs use a variety of strategies to make it easy, fun and safe for children to walk and bike to school. These strategies are often called the "Six Es."



Education

Programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.



Encouragement

Programs that make it fun for kids to walk and bike, including incentive programs, regular events or classroom activities.



Engineering

Physical projects that are built to improve walking and bicycling conditions.



Enforcement

Law enforcement strategies aimed at improving driver behavior near schools and ensuring safe roads for all users.



Evaluation

Strategies to help understand program effectiveness, identify improvements, and ensure program sustainability.



Equity

Is an overarching concept that applies to all of the E's, ensuring that all residents have access to and can take advantage of the resources provided through the program.

Navigating this Plan

Below is a roadmap for navigating the way through this plan. Use it to find all the information you need for helping students be safer and more active!



Programs

Getting kids to walk and bike to school requires fun and engaging programs for schools and families. Turn to this section for recommended events, activities, and strategies that will get students moving.



Infrastructure

Ensuring the safety of students on their trips to and from school means upgrading the streets. See this section for suggestions to improve the safety, comfort and convenience of walking and biking, including paint, signage, and signals.



How to get involved

The more people who are involved with a local Safe Routes to School process, the more successful it will be! Use this section to find out how you can be a part of this important initiative.

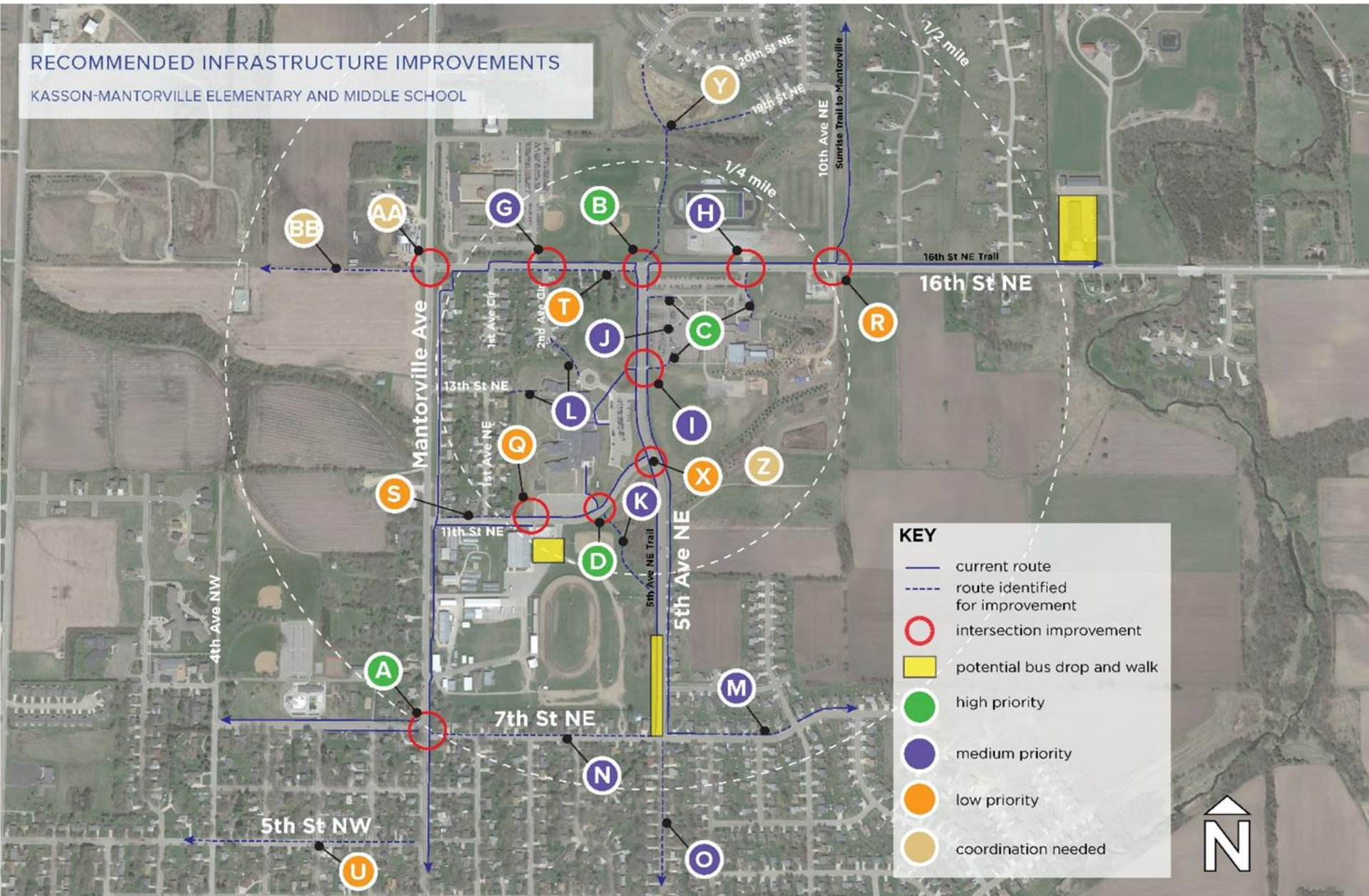


Appendices

There is more information available than could fit in this plan. For additional resources, turn to this section.

SRTS Plan Documents

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS KASSON-MANTORVILLE ELEMENTARY AND MIDDLE SCHOOL



SRTS Plan Documents



	LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/RECOMMENDATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
A	Mantorville Ave and 7th St NE	Uncomfortable crossing of a primary walking route; drivers not anticipating people crossing	Install curb extensions, RFBs, high visibility crosswalks, ADA compliant curb ramps and advanced stop bars	Increased safety, comfort and visibility of people crossing; help to guide people walking and encourage more people to walk	MnDOT with City of Kasson	High
B	16th St NE and 5th Ave NE	Uncomfortable crossing of a primary walking and biking route; drivers move quickly through this intersection	Install curb extensions, ADA compliant curb ramps, high visibility crosswalks and advanced stop bars	Increased safety, comfort and visibility of people crossing; traffic calming	City of Kasson with Dodge County	High
C	Elementary School campus	Uncomfortable or non-existent connections to the school building for people walking and biking	Install direct sidewalk and/or path connections to the school building access points as shown; include campus wayfinding signage	Increased safety, comfort and visibility of people accessing the school building by foot or bicycle; more people choosing to walk or bike to school	K-M Public Schools	High
D	11th St NE east of the Dodge County Arena	People crossing 11th St NE to access an informal path south of 16th NE to/from residential areas on or near 5th Ave NE	Install high visibility crosswalk, curb extensions, advanced stop bars and crossing signs	Increased safety, comfort and visibility of people walking or riding to the Middle School	City of Kasson	High
E	Main St between 5th St and Sunrise Trail (Mantorville)	No dedicated facility for walking or biking	Install trail connection over the bridge and connect to Mantorville; coordinate with Mantorville Trail Plan to enhance regional connections	Increased safety and comfort of people desiring to walk and bike from Mantorville to access the Sunrise Trail to the Middle and Elementary Schools	MnDOT with City of Mantorville	High
F	Mantorville Ave at Highway 14	No dedicated facility for walking or biking from the current and future residential areas south of Highway 14, including Windsor Court Mobile Home Community	Install sidewalk or trail facilities to connect Windsor Court to existing sidewalk on Mantorville Ave S north of Highway 14	Increased safety and comfort of people walking and biking from south of Highway 14 and areas that are more transit-dependent / have less access to cars	City of Kasson with MnDOT and Dodge County	High
G	16th St NE and 2nd Ave Cir	Students cross 16th St at this location to access the High School from the Middle School; drivers not expecting to see people crossing here	Develop a formal crossing with high visibility crosswalk and associated signing (coordinate with Item L); opportunity for traffic calming	Direct connection between the two schools is formalized; decrease need for police presence to alert drivers of people crossing	City of Kasson with Dodge County	Medium
H	16th St NE at the driveway to the Elementary School	No designated crossing from the existing trail on the north side of 16th St to the Elementary School / Community Education building; drivers moving quickly and not expecting to see people attempting to cross here	Install high visibility crosswalk and associated signing, curb extensions and ADA compliant curb ramps (coordinate with Item C)	Increased visibility of people walking and more people using the existing trail to access the Elementary School and Community Education building	City of Kasson with Dodge County	Medium
I	5th Ave NE between the Middle and Elementary Schools	Wide road cross-section encourages drivers to move quickly when approaching and moving through this designated crossing between the two schools	Install curb extensions and enhance the existing crosswalk with wider high visibility markings and advanced stop bars and associated signage; install pedestrian scale lighting	Drivers traveling at slower speeds and anticipating people desiring to cross at this location; decreased stress of people crossing at this location	City of Kasson	Medium
J	Elementary School campus	People biking to campus do not have a convenient location to store their bicycles	Install bicycle parking that meets the guidance shown in the Appendix near the front door of the school	More people biking to school	K-M Public Schools	Medium
K	Between 5th Ave NE and the south entrance to the Middle School	Direct and convenient walking route from 5th Ave NE is unmaintained and informal	Install a trail extension off of the 5th Ave NE trail to connect to the south side of the Middle School (coordinate with Item D)	Increased comfort and safety of people walking or riding to the Middle School; more people walking and biking to school	City of Kasson	Medium
L	Middle School Campus	No formal or direct connections to the school building from the north or the west; strong desire path leading from campus to the High School via 2nd Ave Cir	Install direct sidewalk and/or path connections to the school building access points as shown; coordinate with homeowners on 2nd Ave Cir to develop an easement; include campus wayfinding signage	Enhanced campus connection between the High School and the Middle School by formalizing a route that is already heavily used (coordinate with Item D); increased walking/biking from residential area to the west	K-M Public Schools	Medium
M	7th St NE east of 5th Ave NE	Incomplete sidewalk network	Install sidewalk in existing gap	Increased walking/biking from the residential area to the southeast	City of Kasson	Medium
N	7th St NE between Mantorville Ave and 5th Ave NE	No dedicated facility for walking	Install sidewalk on north side of 7th St NE; consider a pedestrian lane as an interim or temporary pedestrian facility	Increased safety and comfort of people walking on 7th St NE and from the residential area to the south	City of Kasson	Medium
O	5th Ave NE south of 7th St NE	No dedicated facility for walking	Install sidewalk on 5th Ave NE; consider a pedestrian lane as an interim or temporary pedestrian facility	Increased safety and comfort of people walking on 5th Ave NE; more people walking from the residential area to the south	City of Kasson	Medium







GRAND MARAIS SRTS DEMO PROJECT

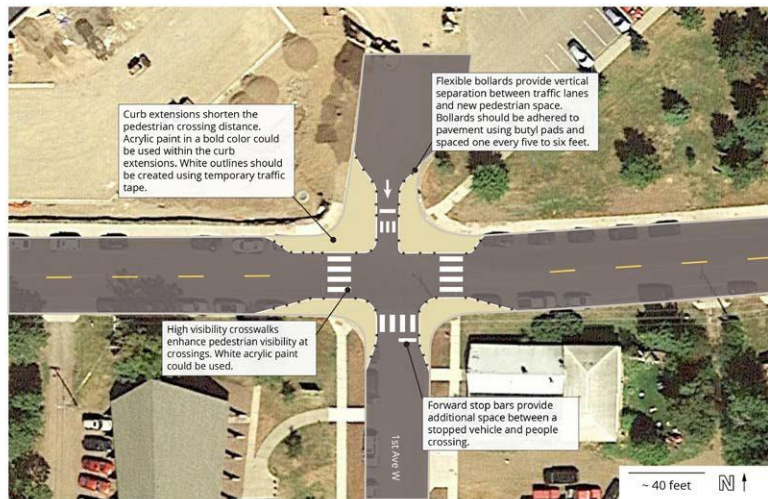
SHIP/SRTS **MAREN WEBB**
COORDINATOR,
UNTY, MN **COOK CO**

DEMONSTRATION PROJECT

- Chosen Intersection in front of Cook County Schools/ISD 166 for Demonstration Project
 - **SRTS Hazards Assessment Tool Pilot** – wrong way behavior at one-way
 - **Rear ending of Sheriff** while yielding to Crossing Guard and students
 - **Crosswalk Enforcement Event:** 25% of vehicles did not yield to one pedestrian crossing (11 vehicles pulled over during 1 hour event)
 - **Daycare and church located across the street**, as well as main sidewalk connection to down the hill
 - **Support from Cook County Schools** and entire SRTS Committee (City, County, Clinic, Schools, etc.)
- Support from MnDOT SRTS to implement



ASSISTANCE: DESIGNS, MATERIAL SELECTION, OTHER SUPPORT



Proposed Demonstration Project Improvements
County Road 7 & 1st Ave W - Grand Marais, MN
MnDOT SRTS Demonstration Projects, Spring 2018



Proposed Demonstration Project Improvements
Parking lot, Cook County YMCA - Grand Marais, MN
MnDOT SRTS Demonstration Projects, Spring 2018





- Reduction in speeds
- 98% of survey respondents wanted the high visibility crosswalks to become permanent
- Learning from temporary application to find a better long- term solution



LESSONS LEARNED



What's the process?

Choosing a site

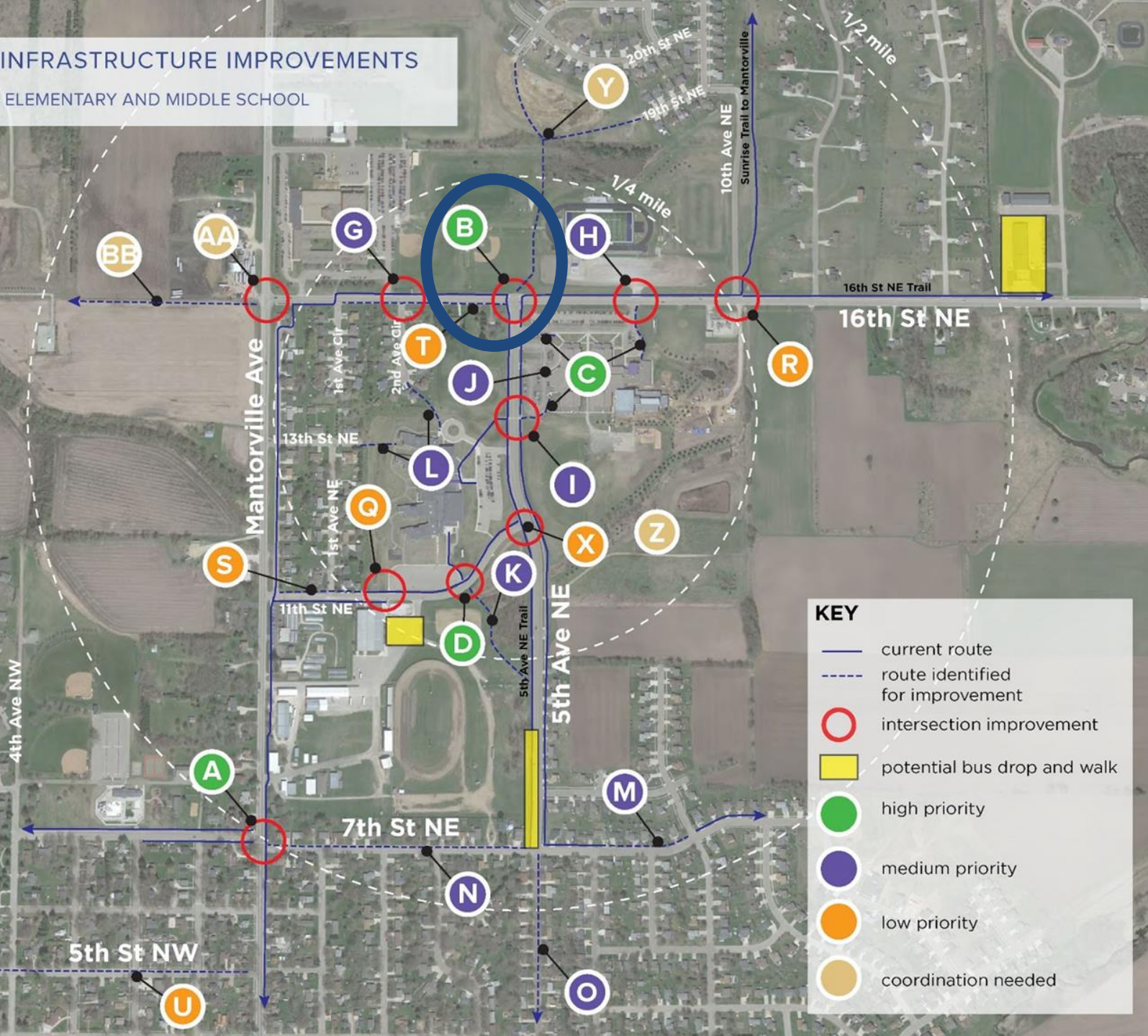
- Need or desire to improve conditions for people walking or biking
- Opportunity to prioritize equity
- Identified in a previous planning process
- Desirable physical site characteristics and traffic conditions
- Potential for long term funding or upcoming construction

Choosing a site

- Conduct a site visit
- Build consensus around issues, goals, and opportunities
- Select project components that address agreed upon issues

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS

KASSON-MANTORVILLE ELEMENTARY AND MIDDLE SCHOOL



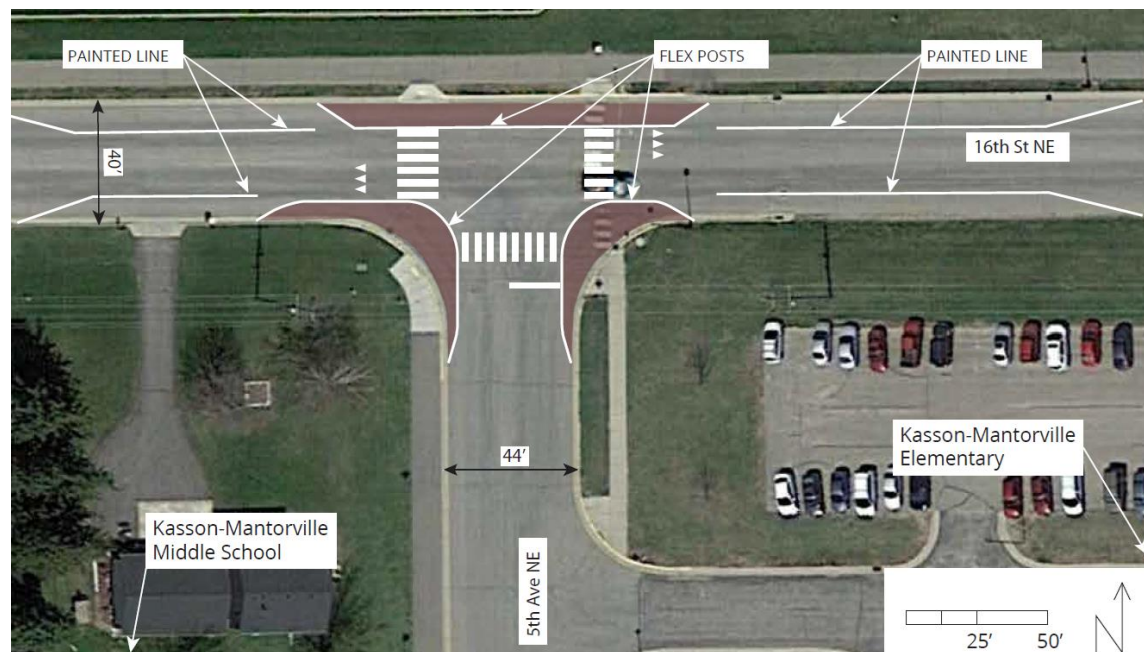




Planning & design

- Draft and refine the conceptual design
- Determine project duration and select materials accordingly
- Collaborate closely with road authority
- Evaluate temporary traffic control needs





Installation

- Requires thoughtful phasing and breakdown of tasks, roles, responsibilities
 1. Traffic control
 2. Prep the roadway surface
 3. Use spray paint and chalk to mark out dimensions
 4. Paint curb extensions/medians
 5. Install flex posts



WORK
AREA
AHEAD

20

K-M















Evaluation & next steps

- Select evaluation methods based on issues, goals, and project duration
- Collect data before and during the project
- Talk to people
- Take video
- Document lessons learned
- Share findings with team partners

Driver Stop Compliance

COUNTS TAKEN ☐ Before Project ☐ During Project

10- MINUTES

16th St NE

5th Ave NE

Tally

Tally

Tally

Yield

No Yield

Yield

No Yield

10-20 MINUTES

16th St NE

5th Ave NE

Tally

Tally

Tally

Yield

No Yield

Yield

No Yield

20-30 MINUTES

16th St NE

5th Ave NE

Tally

Tally

Tally

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No Yield

30-40 MINUTES

16th St NE

5th Ave NE

Tally

Tally

Tally

Yield

No Yield

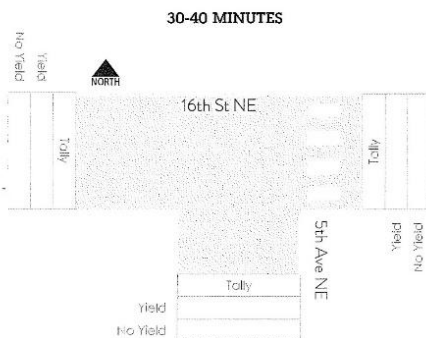
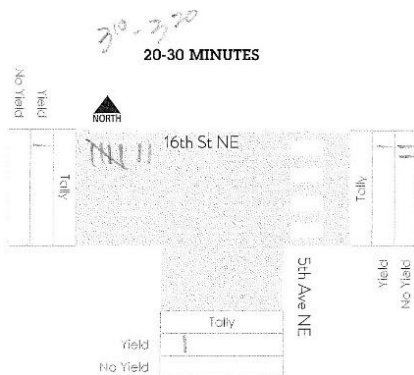
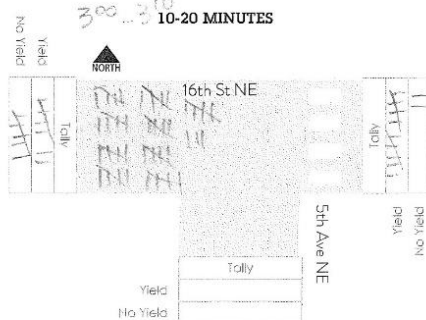
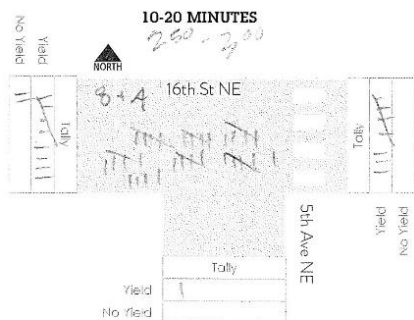
Yield

No Yield

Other Observations

MAY 20, 2019
BEFORE PROJECT

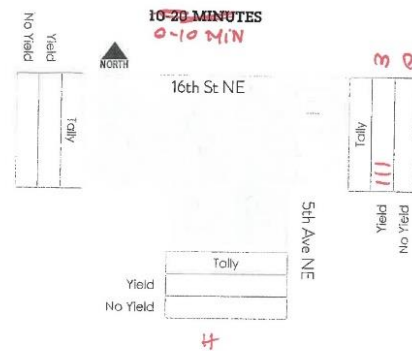
Driver Stop Compliance

COUNTS TAKEN ☐ Before Project ☐ During Project

Other Observations

start @ 2:50 stop sign vs. yielding?
where the car is or where the ped is?

Driver Stop Compliance

COUNTS TAKEN ☐ Before Project ☐ During Project

Other Observations

Safe Routes to School Demonstration Project Survey



The Minnesota Department of Transportation, in partnership with local schools, installed a short term, low cost, temporary project in your community! The project will pilot long-term design solutions to improve walking and bicycling.

The cost of this project is significantly less than the potential long-term infrastructure project being considered. Paint and flexible posts are meant as temporary materials. Long term design choices could include concrete curb extensions instead of the painted area. Please take a moment to share your thoughts and opinions about walking, bicycling, and driving past this intersection. Responses are anonymous.

1. How did you get here today?

Other (please specify):

- a. Walk
- b. Bike
- c. School bus
- d. Car / truck (driver or passenger)

2. Do these changes make you more likely to take this route?

- a. Yes
- b. No
- c. Neutral / no opinion

Please explain:

3. What is it like to travel past the temporary project?

	Yes, I agree!	I'm not sure.	No, I disagree!
Walking is easier and feels safer with the changes			
Biking is easier and feels safer with the changes			
Drivers can see people trying to cross the street more easily			
Drivers wait for people to walk through the crosswalk			
People drive more slowly and cautiously than before the changes			

Any other observations or comments?

4. Overall, how do you feel about the appearance of these changes?

- a. Positive
- b. Neutral
- c. Negative
- d. Unsure

Please explain:

5. How do you feel about any or all of these changes becoming permanent? For example, instead of paint, longer term curb extensions could be concrete.

- a. Positive
- b. Neutral
- c. Negative
- d. Unsure

6. What do you like about the demonstration project?

7. What would you change about the demonstration project?

8. Other thoughts, comments, feedback?

9. What is your age? (OPTIONAL)

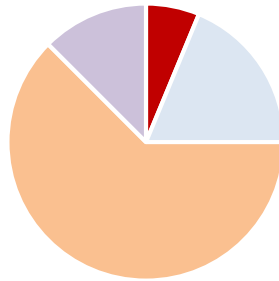
- a. 10 or under
- b. 11-13
- c. 14-17
- d. 18-35
- e. 36-55
- f. Above 55

10. Who are you here with? (OPTIONAL)

- a. Friends / classmates
- b. Family
- c. By myself
- d. Other (please specify):

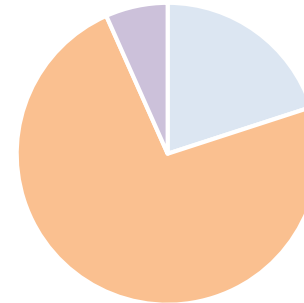
User preference

How do you feel about the appearance of these changes?



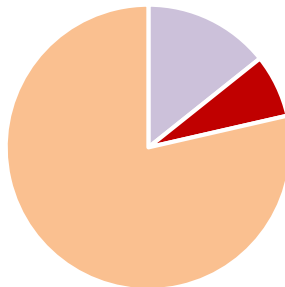
■ Negative ■ Neutral ■ Positive ■ Unsure

How do you feel about any or all of these changes becoming permanent?



■ Neutral ■ Positive ■ Unsure

People drive more slowly and cautiously than before the changes



■ I'm not sure ■ No, I disagree ■ Yes, I agree



5TH AVE NE

STOP

BUCKLE UP
SAFE & SOBER
WE VALUE YOUR LIFE

SCHOOL BUS

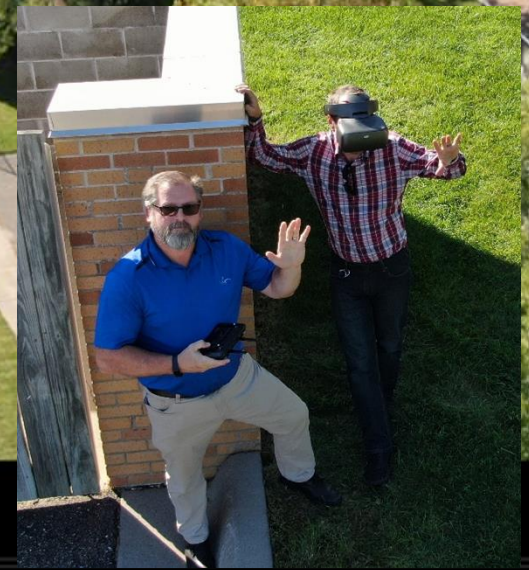
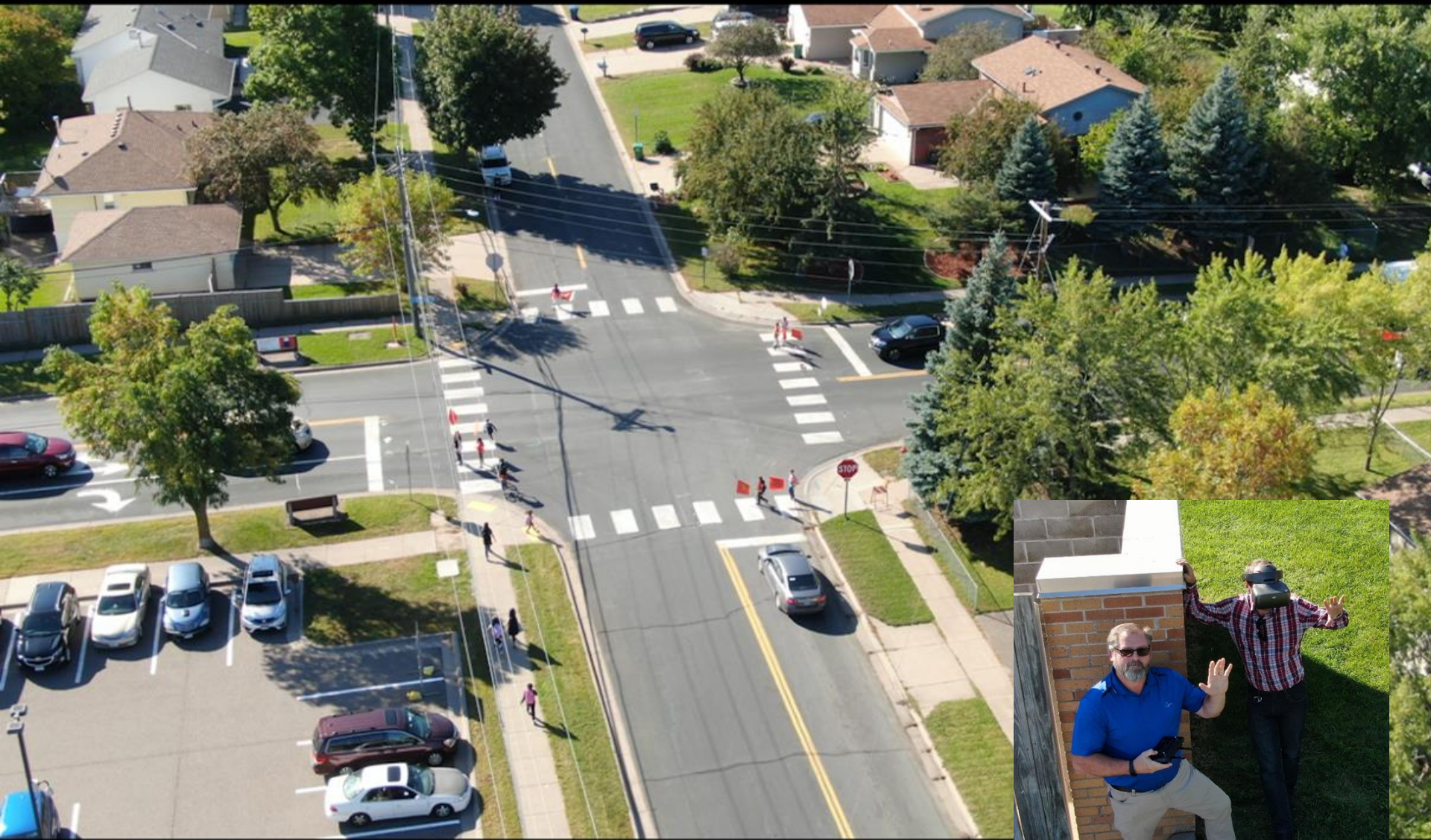
BLUE BIRD

174-934

Lasson-Mantorville

LAKE OF THE WOODS WATER GUIDE SERVICE

LYONSLEEPERS.COM 651-380-1290

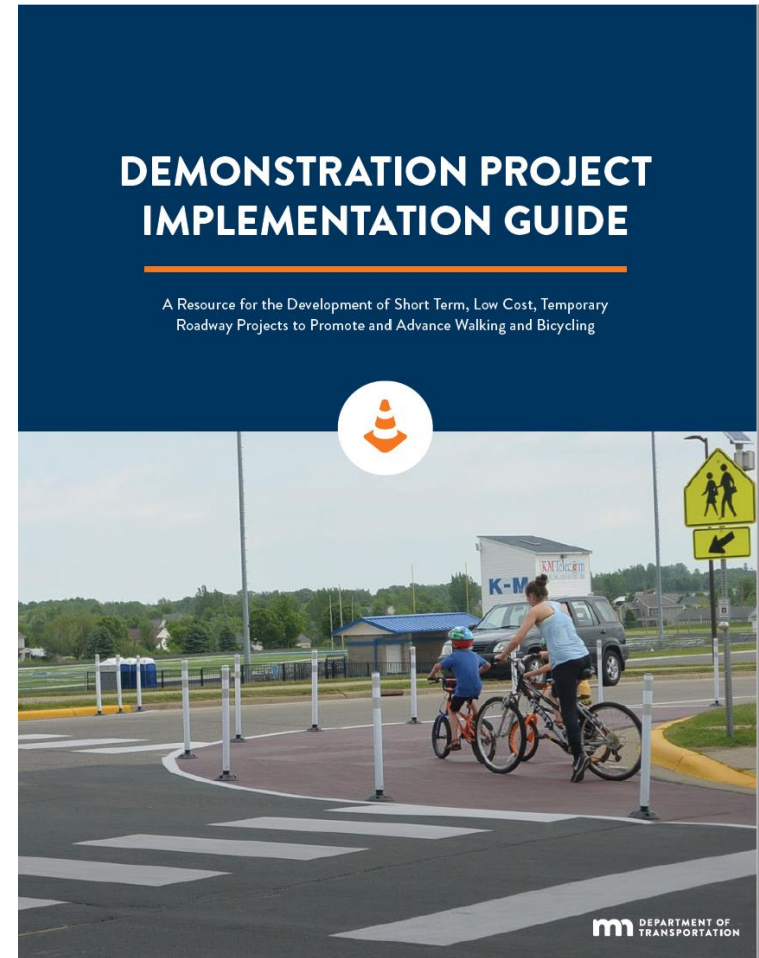


02:25

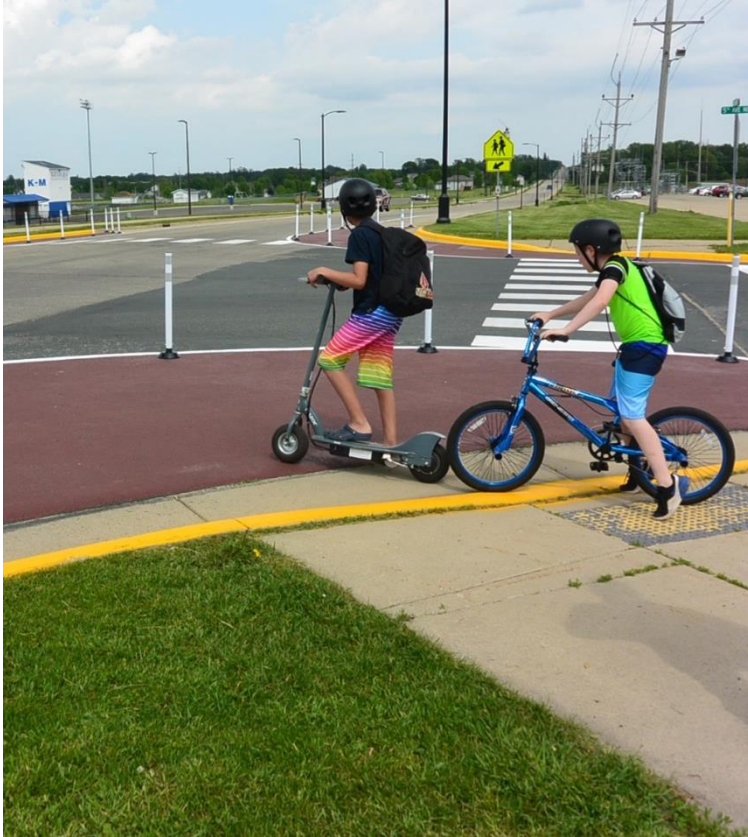


Demonstration Project Implementation Guide

- Resource to assist communities and agencies in implementing short-term, low-cost, temporary roadway projects
- Developed to promote and advance Safe Routes to School and active transportation initiatives
- Expected release date: Fall 2019



What is the purpose of the Demonstration Project Guide?



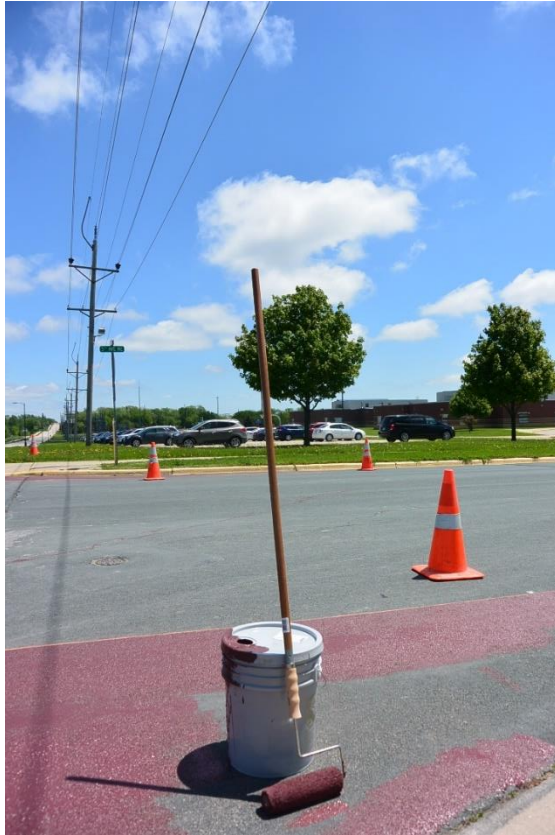
- Guidance on engaging stakeholders
- Process for identifying a location
- Process for developing a concept
- Descriptions of typical demonstration projects and what types of issues they address
- Guidance on types of evaluation to perform

Who developed the Demonstration Project Guide?

- Technical Advisory Group and Subcommittees made up of
 - MnDOT Central Office, Districts, State Aid
 - City & County Engineers
 - Minnesota Department of Health and SHIP Coordinators



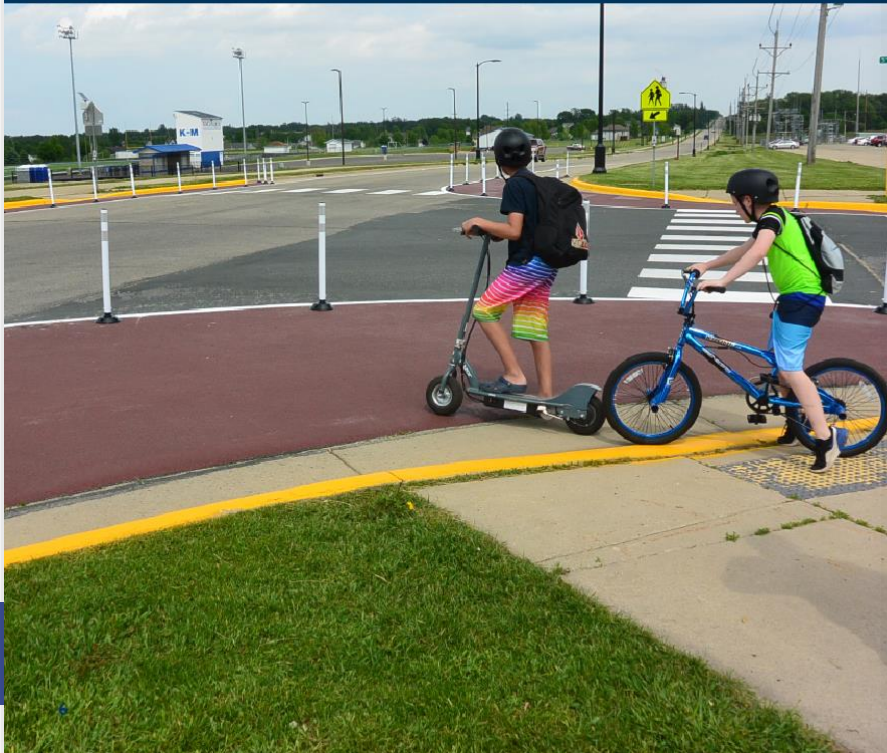
Demonstration Project Guide Chapters



1. Introduction
2. Steps for a Successful Project (Summary)
3. Building the Team
4. Choosing a Site and Selecting a Project Type
5. Planning and Design
6. Documenting and Evaluating
7. Installing, Maintaining, and Removing the Project
8. Following Up

Chapter 1: Introduction

01 INTRODUCTION



What is a demonstration project?

For the purposes of this guide, demonstration projects are short term, low-cost, temporary roadway projects used to pilot potential long-term design solutions to improve walking, bicycling and public spaces. Projects may include, but are not limited to, bicycle lanes, crosswalk markings, curb extensions and median safety islands.

Short-term

Demonstration projects can be expected to be in place for anywhere from one-day to four months. Shorter projects will have a different focus than longer projects. On the short end, a one- or two-day project may be more about community engagement and exploring new ideas. Longer projects—such as those that are in place for an entire season—may be more focused on evaluating pedestrian and driver behavior and the impact of the project on traffic measures such as pedestrian usage, vehicle speeds or yielding rates.

Low-cost

The cost of demonstration projects will vary depending on the type, size and duration of the project as well as the materials used. In general, material costs range from \$100 to \$10,000 per installation. The cost of a demonstration project is typically significantly less than the potential final capital infrastructure project being considered.

Temporary infrastructure installations

This guide, produced by the Minnesota Department of Transportation, is focused on infrastructure demonstration project installations that would occur within a roadway right-of-way open to motor vehicle traffic and make a change to the environment for people walking, bicycling, and/or driving. A primary example of an installation would be the realization of a Safe Routes to School strategy. SRTS projects are focused on improving the walking and/or bicycling experience through an intersection, along, or across a street.

PROGRAM-BASED DEMONSTRATION PROJECTS

While this guide focuses on temporary infrastructure, there are many other types of programming-based demonstration projects, including:

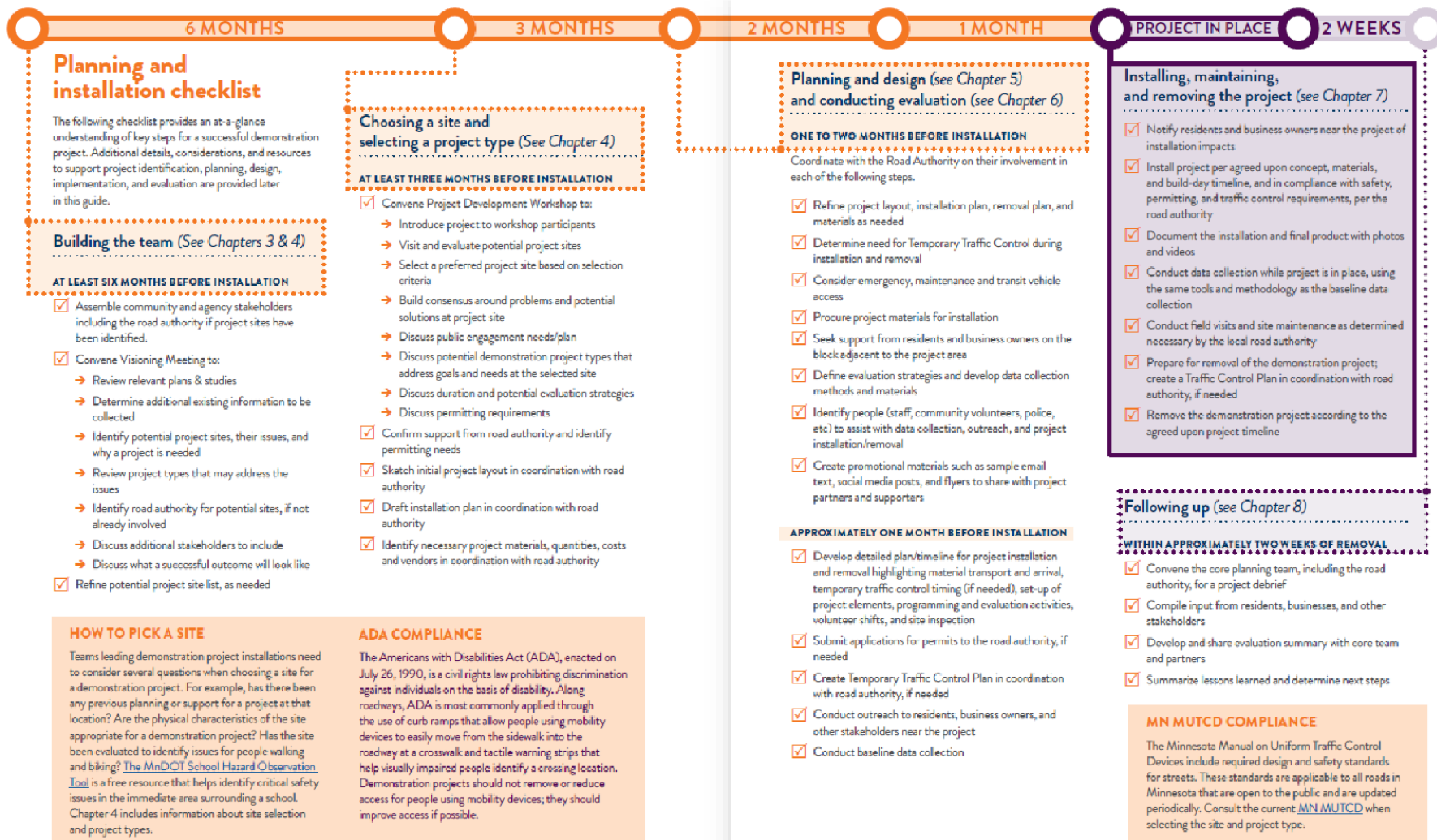
- **Open Streets initiatives:** temporarily provide connected stretches of car-free streets for people walking, bicycling, skating and enjoying social activities
- **Temporary wayfinding projects:** design and install quick, light and affordable street signs for people walking and bicycling
- **Pop-up cafes:** provide a temporary restaurant in an underutilized location

Why use this approach?

Demonstration projects allow public agencies, community partners, and people walking, bicycling, taking transit, and driving to evaluate potential infrastructure improvements before potentially investing in permanent changes. Benefits of using a demonstration project approach include:

- Test aspects of safety improvements before making further investments
- Inspire action and build support for project implementation
- Develop further public awareness of the potential issue and conceptual options
- Increase public engagement by inviting stakeholders to try demonstration projects for active transportation
- Increase understanding of active transportation needs in the community
- Encourage people to work together in new ways and strengthen relationships between government agencies, elected officials, non-profit organizations, local businesses, and residents
- Gather data from real-world use of streets and public spaces

Chapter 2: Steps for a Successful Project



Chapter 3: Building the Team

- Core Team, including:
 - Road Authority (required)
 - City Planning Dept.
 - SRTS Team
 - Law Enforcement
 - Other agency partners
- Community Partners, including:
 - School Community
 - Business Owners
 - Residents



Chapter 4 (Part 1): Choosing a Site

- A strong need or desire to make a change at a specific location may have already been identified.
- Identified in a previous planning effort
 - SRTS Plan
 - Active Transportation Plan



Chapter 4 (Part 2): Selecting the Project Components

- Stop Line
- High-Visibility Crosswalk Markings
- Curb Extensions
- Median Safety Island (Pedestrian Refuge Island)
- Conventional, Buffered, or Separated Bike Lane
- Mini Traffic Circle
- Lane Reduction

Project component: curb extensions

DEFINITION

Curb extensions, also called bump-outs or bulb-outs, visually and physically narrow the roadway. They create shorter crossings for pedestrians and increase visibility of people walking and driving, and provide additional space for amenities including parklets, bike parking, and landscaping. For a demonstration project, consult with the road authority about what types of amenities would be allowed in the roadway as part of a temporary curb extension installation.

SITE CONSIDERATIONS

Curb extensions can be used at intersections or mid-block crossings and on commercial or residential streets. Curb extension demonstrations will be easiest on streets with shoulders or curbside parking.

DESIGN CONSIDERATIONS

At a minimum, the length of a curb extension needs to be at least the width of the existing crosswalk markings, if present. Curb extensions may need to be slightly narrower than adjacent parking lanes (consider engineering factors, including the vehicles using the roadway, snow/ice maintenance, etc.). Barrier elements such as flex posts, planters, and other vertical elements can be used to demarcate the curb extension from parking and travel lanes. Consider combining a curb extension with a marked crosswalk and stop or yield bar.



Image 4.05: Curb extension demonstration project.

Minnesota state law prohibits parking within 20 feet of a crosswalk at an intersection and within 30 feet of stop signs, flashing lights, or traffic signals. Installing a curb extension that extends 20 or 30 feet long is one strategy to passively enforcing state parking laws while also providing more space for people walking. Consider adding signs enforcing parking restrictions.

COMPONENTS AND MATERIALS

- White traffic paint or temporary pavement marking tape
- Earth-tone colored paint
- White flexible posts or longitudinal channelizer



Image 4.06: Children on bikes preparing to cross the street at a curb extension

Stop Line



High-Visibility Crosswalk Markings



Curb Extensions



Median Safety Island



Conventional, Buffered, or Separated Bike Lane



Mini Traffic Circle



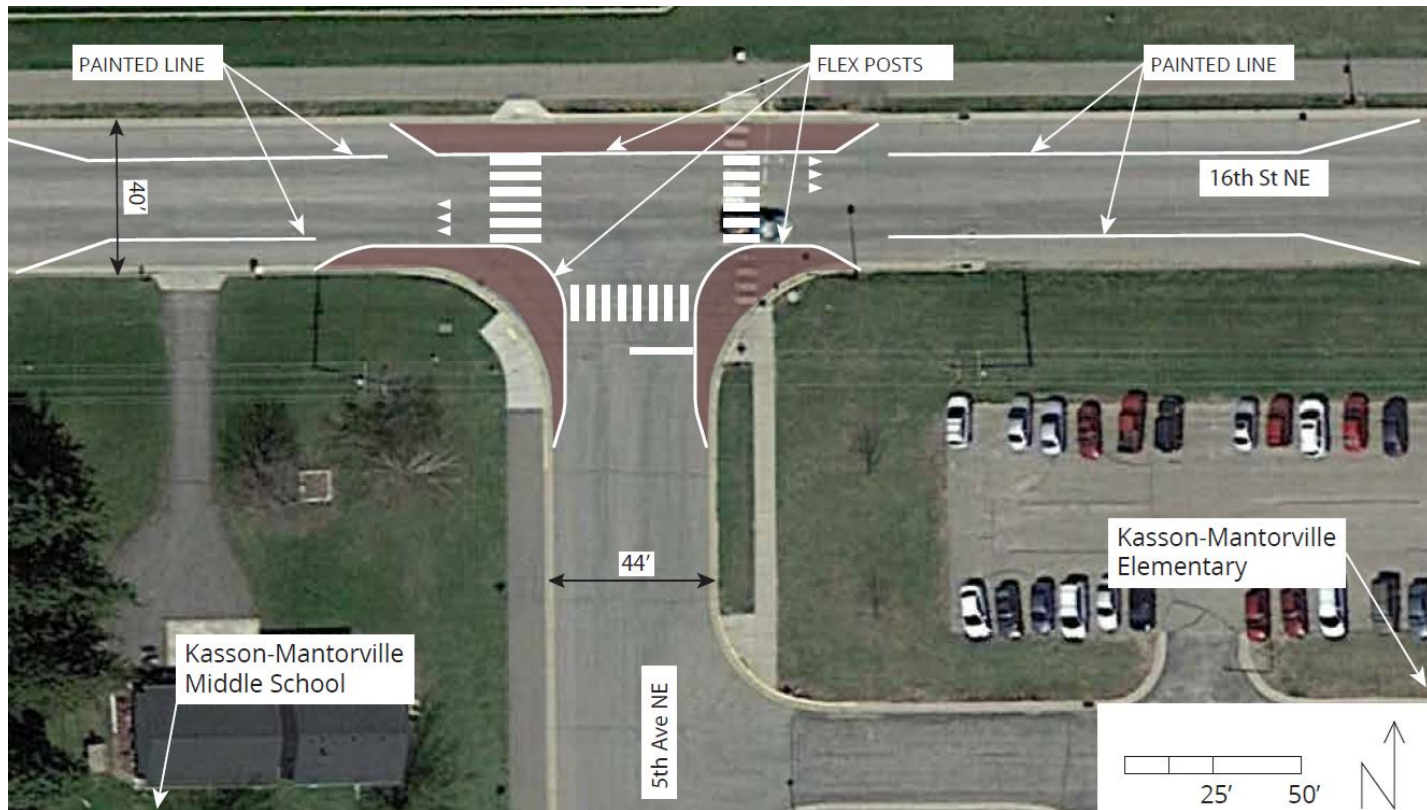
Lane Reduction



Chapter 5: Planning and Design



Chapter 5: Planning and Design



Chapter 6: Documenting and Evaluating

- Why document and evaluate?
- Evaluation Methods
 - Interactive Data Collection
 - Passive Evaluation
- Visual Documentation Methods
- Reporting and Using Results



Ch. 7: Installing, Maintaining, and Removing the Project

- Installation-Day Planning and Execution
- Maintenance and Stewardship
- Project Removal

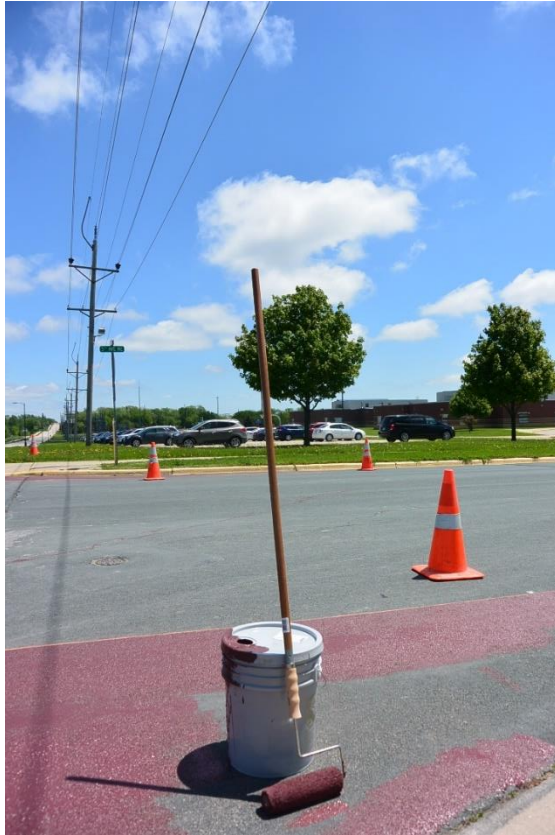


Chapter 8: Following Up

- Project Debrief
- Lessons Learned and Next Steps



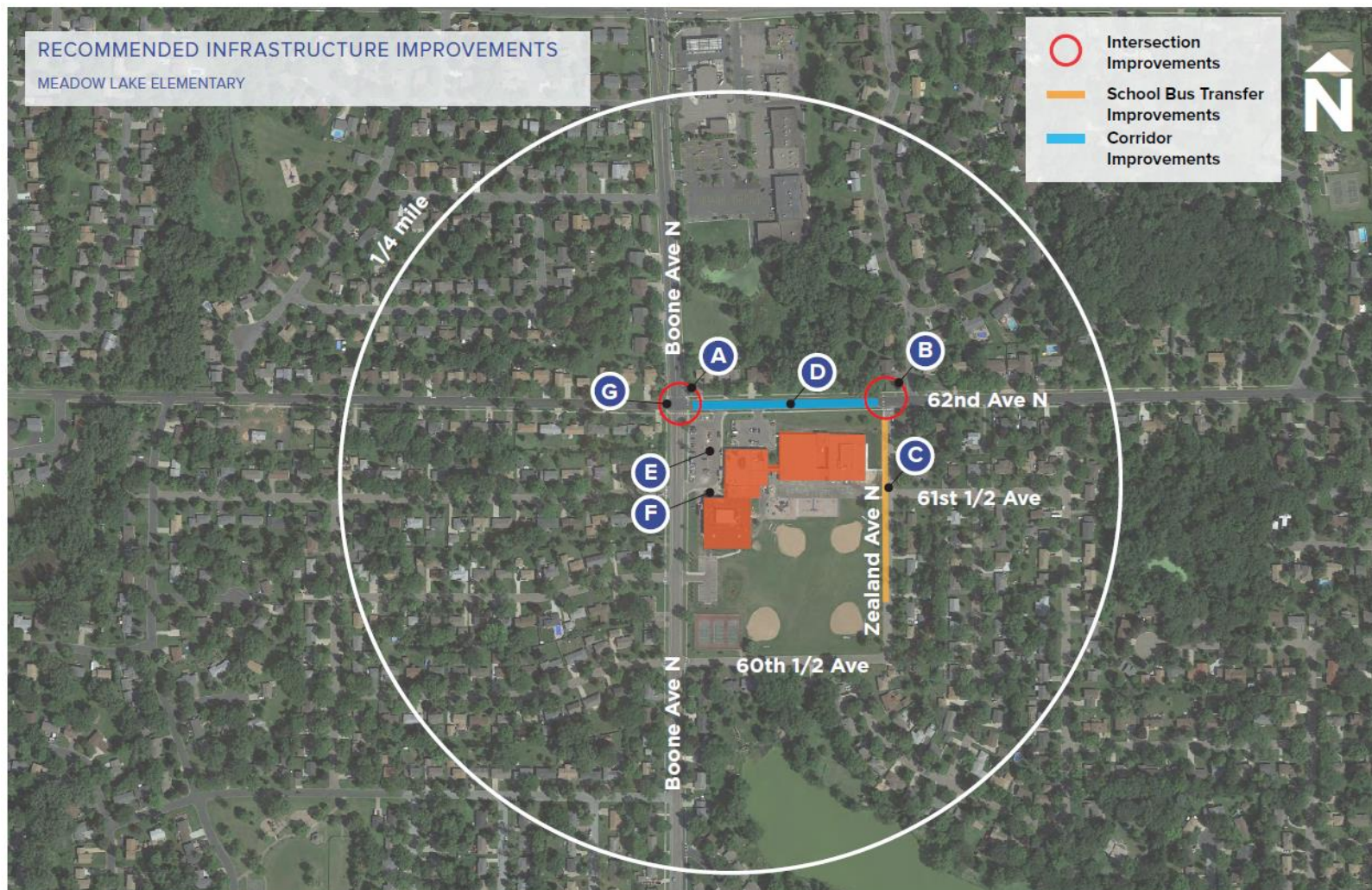
Demonstration Project Guide Chapters



1. Introduction
2. Steps for a Successful Project (Summary)
3. Building the Team
4. Choosing a Site and Selecting a Project Type
5. Planning and Design
6. Documenting and Evaluating
7. Installing, Maintaining, and Removing the Project
8. Following Up

Activity!









Project Components

- Stop Line
- High-Visibility Crosswalk Markings
- Curb Extensions
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- Lane Reduction

Evaluation Ideas

- Interactive Data Collection
 - Surveys / questionnaires
 - Interviews / testimonials
- Passive Evaluation
 - Vehicle speeds
 - Driver yield compliance
 - Vehicle delay
- Visual Documentation Methods
 - Photos
 - Videos

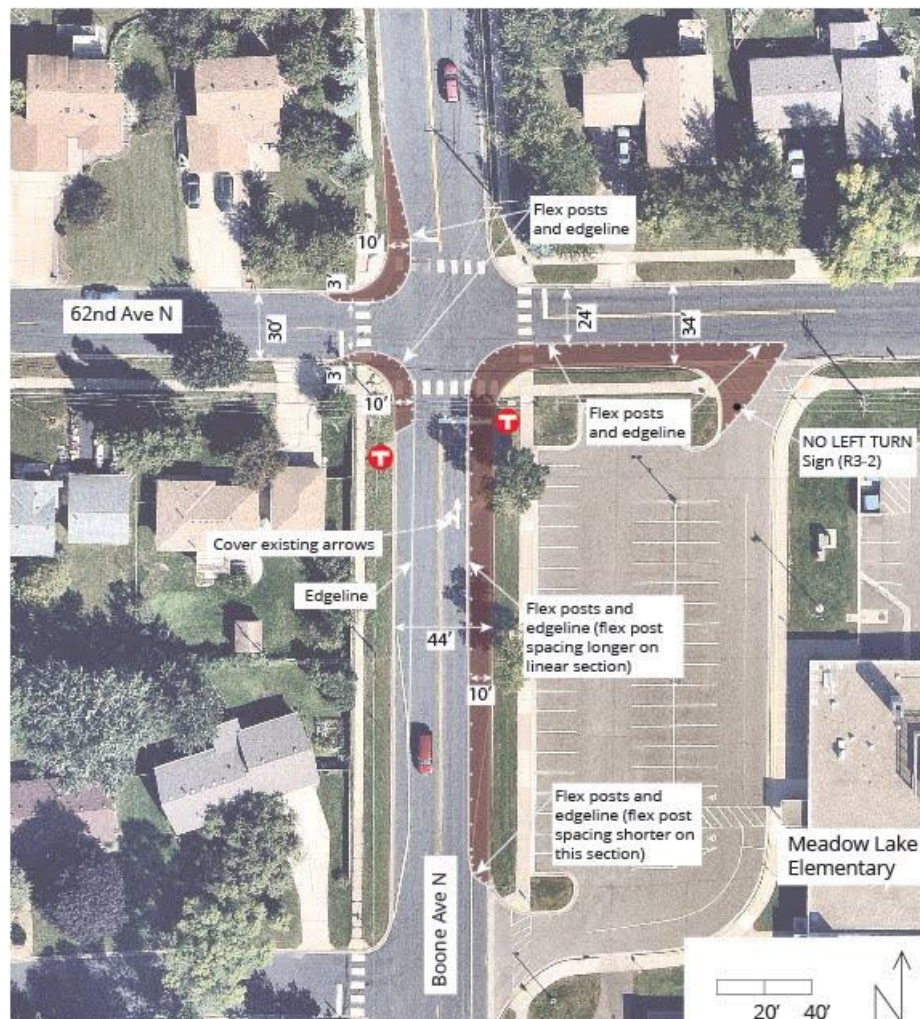


Boone Ave N

62nd Ave N

Meadow Lake
Elementary

**What solutions did you
come up with?**



Boone Ave N & 62nd Ave N
Meadow Lake Elementary
New Hope, MN
MnDOT SRTS Demonstration Project









Upcoming opportunity!



- Demonstration project grant solicitation to open Winter 2020

Thank you!

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