



Minnesota Safe Routes to School Strategic Plan

FIVE-YEAR STRATEGIC PLAN UPDATE
SEPTEMBER 2020

m DEPARTMENT OF
TRANSPORTATION



ACKNOWLEDGMENTS

We gratefully acknowledge the participation of the following individuals and organizations in the development of the Minnesota Safe Routes to School Strategic Action Plan. A big thank you as well to the hundreds of Safe Routes to School practitioners and partners across the state who contributed by sharing their ideas and experiences during the planning process.

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Executive Summary

OVERVIEW

The Minnesota Safe Routes to School (MnSRTS) Strategic Plan establishes a five-year action plan to improve walking and biking to school for youth in Minnesota. This document updates the 2015 Five-Year Strategic Plan, and provides a refined vision and new goals, strategies, action steps, and performance measures to expand, strengthen, and monitor Minnesota's SRTS program. This document is a tool to guide state and regional SRTS practitioners and partners in building a stronger, more equitable SRTS program at the local, regional, and state levels.

HISTORY

The first federal funds were allocated to MnSRTS initiatives in 2005. Since then, the program has grown and evolved to positively impact students' ability to walk and bike to school. Some key accomplishments include: launching the MnSRTS Network and Statewide Health Improvement Partnership (SHIP) funding, developing the Walk! Bike! Fun! Bicycle and Pedestrian Safety Curriculum, establishing the MnSRTS Resource Center, and developing and implementing the first Five-Year SRTS Strategic Plan.

As of June 2020, nearly 500 schools have received funding through Minnesota Department of Transportation (MnDOT) planning, infrastructure, or program grants, and more than 4.5 million people across Minnesota have been impacted by SHIP active living efforts.

PLANNING PROCESS

The MnSRTS Strategic Plan planning process took place from fall 2019 through spring 2020. It included robust stakeholder outreach and engagement efforts, with a primary focus on gathering input from SRTS practitioners and partners across the state.

Stakeholder engagement for the MnSRTS Strategic Plan included a SRTS Steering Committee workshop, Technical Advisory Group meetings, an online survey, activities during SRTS Network and Regional Development Organization Skill Share calls, stakeholder interviews, State Department listening sessions, and the SRTS Virtual Meet Up.

The MnSRTS Strategic Plan was affected by two major events: the novel coronavirus (COVID-19) pandemic, which required a shift to virtual engagement; and the death of George Floyd in Minneapolis, which reinforced the Plan's equity focus.

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

- MnSRTS Strategic Plan Vision

COVID-19 hit Minnesota in March 2020, and resulted in statewide self-isolation, social distancing, school closures, and distance learning policies. With recreation centers, pools, and gyms closed and public transit ridership down, walking and bicycling became one of the main forms of physical activity for children and families, and one of

the few transportation options available to those without a personal vehicle. In its own way, the pandemic highlighted the benefits and value of streets and places where walking and biking is safe, comfortable, and accessible to all.

The May 2020 killing of George Floyd sparked protests and uprisings across the world, and spurred serious conversations about systemic racism, police brutality, and the role of law enforcement in communities and community institutions, including schools.

SRTS PARTNERS

The MnSRTS program relies on partnerships between public, private, and non-profit organizations at the local, regional, and state level. This plan outlines stakeholder roles for supporting SRTS initiatives generally, and identifies specific lead/support roles for each action recommendation in the plan.

GOALS & STRATEGIES

The following goals and strategies will guide the work of MnSRTS practitioners and partners over the next five years to make progress towards the established vision.

Goal 1: Build Local Partners' Capacity to Implement SRTS

- Build partners' expertise and support local best practices
- Partner with youth to develop, implement, and advocate for SRTS and active transportation
- Strengthen and expand resources for priority populations
- Provide resource guides and implementation toolkits

Goal 2: Coordinate SRTS Implementation Statewide

- Provide regional and interagency coordination to support SRTS across the state
- Provide funding for local jurisdictions, school districts, and other partners to deliver programs with a focus on supporting priority populations in communities and across the state
- Provide universal pedestrian and bicycle education statewide

Goal 3: Increase Awareness of SRTS

- Increase understanding, visibility, and reach of the SRTS program

Goal 4: Develop Process, Policy, and Design Guidance that Supports SRTS

- Develop school siting and campus design guidance
- Provide model policy language for local communities, schools, and school districts
- Encourage interagency coordination

Goal 5: Measure Progress, Evaluate Impacts, and Continually Improve the Program

- Increase data collection and data sharing
- Evaluate equitable implementation of Safe Routes to School
- Develop evaluation tools to measure and communicate program impacts over time
- Continually evaluate the program and celebrate successes

Goal 6: Innovate in Program Development and Implementation

- Understand and adapt to COVID-19 disruptions and support shifting work at local, regional, and state levels
- Continue to support innovative ideas to encourage school commute mode shift to walking, biking, and rolling

IMPLEMENTATION

Each action step in the MnSRTS Strategic Plan is categorized into one of four implementation phases based on feasibility and overall impact/need:

- **Do now** actions are high impact and high feasibility
- **Do when** actions are high impact and low feasibility
- **Do if** actions are low impact and high feasibility
- **Long term** actions are lower impact, higher effort initiatives that are part of the five-year vision but not an immediate priority

Establishing statewide performance measures, baselines, and benchmarks will also assist MnSRTS leaders and partners track progress towards the overall goal.

Implementation of the MnSRTS Strategic Plan depends on continuing collaboration among SRTS partners, focusing on equitable actions and outcomes, and expanding the movement through new, strategic partnerships.



01

INTRODUCTION

Plan Purpose

The Minnesota Safe Routes to School (MnSRTS) Strategic Plan establishes a five-year action plan to improve walking and biking to school for youth in Minnesota by updating the previous Five-Year Strategic Plan, completed in 2015. The MnSRTS Strategic Plan provides a refined vision and new goals, strategies, action steps, and performance measures to expand, strengthen, and monitor Minnesota’s SRTS program. This document also identifies lead and support roles and implementation phasing recommendations for each action.

The MnSRTS Strategic Plan is a tool to guide state and regional SRTS practitioners and partners in building a stronger, more equitable SRTS program at the local, regional, and state levels. The ultimate goal is to make walking and biking to school and in daily life safe, comfortable, and convenient for youth in Minnesota.

“ The MnSRTS Strategic Plan provides a refined vision and new goals, strategies, action steps, and performance measures to expand, strengthen, and monitor Minnesota’s SRTS program over the next five years.

NAVIGATING THIS PLAN

Below is a roadmap for navigating through this plan. Use it to find the information you need to lead and support MnSRTS programs and students to be healthier, safer, and more active.



Section 1: Introduction

Outlines the MnSRTS Strategic Plan’s purpose, contextual background, planning process, and SRTS stakeholder roles.



Section 3: Recommendations

Details the strategies and actions recommended for the next five years.



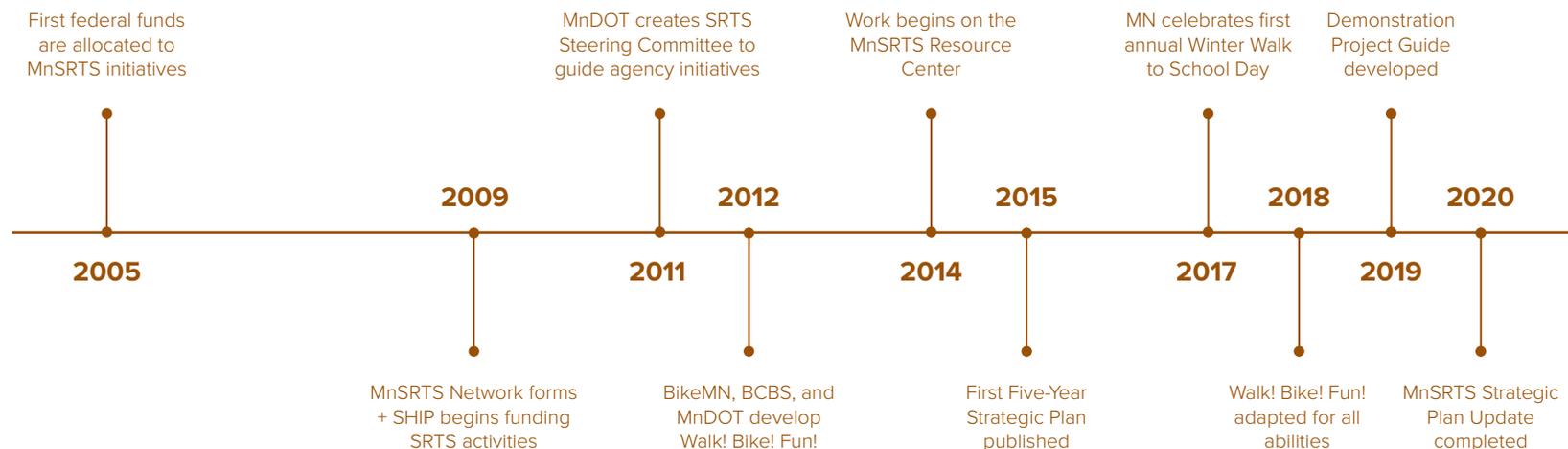
Section 2: Vision & Goals

Captures the vision and goals for the MnSRTS Strategic Plan.



Section 4: Implementation Plan

Presents prioritization methods, performance measures, and details how different stakeholders can use the plan to implement SRTS in Minnesota.



History of MnSRTS

Minnesota has a healthy and growing SRTS movement. Since the first federal funds were allocated to MnSRTS initiatives in 2005, programs across the state have positively impacted students' ability to walk and bike to school: [Blue Cross Blue Shield of Minnesota's Center for Prevention \(BCBSMN\)](#) and the [Safe Routes to School National Partnership](#) partnered to form the [MnSRTS Network](#); local public health staff began using [Statewide Health Improvement Partnership \(SHIP\)](#) funding to implement SRTS and active living initiatives; MnDOT created the SRTS Steering Committee to guide the work; the Minnesota Department of Education (MDE), MnDOT, the [Bicycle Alliance of Minnesota \(BikeMN\)](#), and BCBSMN developed the [Walk! Bike! Fun! Bicycle and Pedestrian Safety Curriculum](#); the [MnSRTS Resource Center](#) was created; and the first Five-Year Strategic Plan was completed and implemented.

As of June 2020, nearly 500 schools have received funding through MnDOT planning, infrastructure, or program grants. Additionally, the Minnesota Department of Health (MDH) supports local public health

agencies and their partners throughout the state in initiating and implementing SRTS work as a component of SHIP, which funds work to increase access to physical activity opportunities. Nearly 75% of SHIP grantees are working on SRTS specifically, with partner sites reaching over 130,000 people. Additionally, 95% of SHIP grantees are working on general walking and biking strategies with 294 partner sites impacting almost 4.5 million people across Minnesota. These broader active transportation efforts support and reinforce the work happening with Safe Routes in schools.

Thanks in part to MnDOT and MDH efforts and funding opportunities, many Minnesota schools and school districts are actively participating in SRTS on some level. At the local level, there are countless champions who make the SRTS movement a reality, including parents, teachers, school administrators, local public health staff, transportation professionals, elected officials, community members, local and state advocates, and public safety officials.

PROGRESS SINCE THE 2015 FIVE-YEAR STRATEGIC PLAN

The 2015 Five-Year Strategic Plan was organized around four strategic focus areas: increasing visibility, supporting local efforts, sustaining coordination, and developing policy. These strategic focus areas provided the foundation for the six goals identified in this plan. A summary of accomplishments since the 2015 plan are listed below. See the next page for a spotlight on major initiatives from the last five years.

- **Created the [SRTS Resource Center](#)** to provide a central clearinghouse for MnSRTS resources and toolkits for SRTS partners
- **Developed a MnSRTS logo and brand identity** to build recognition of the MnSRTS program
- **Established the [MnSRTS Facebook page](#) and E-news** to share information with SRTS practitioners, partners, and the public
- **Conducted Plan Scan and CHOICES research** to better understand the work that's already been done and evaluate the costs and outcomes of SRTS initiatives in Minnesota
- **Developed curriculum, trainings, and resources** to support local partners' work including the Bus Stop and Walk Guide, SRTS Mapping Guide, Demonstration Project Guide, Crossing Guard and Student Patrol Curriculum, and Walk! Bike! Fun! Training
- **Funded local SRTS Coordinators** to organize and lead SRTS work in their communities
- **Provided regular opportunities for interagency coordination and skill sharing** including SRTS Network calls, Regional Development Organization (RDO) Trainings and Skill Shares, the Annual SRTS Meet Up, and collaboration with SHIP trainings
- **Secured bonding, non-infrastructure, and Federal Highway Administration (FHWA) funding** to support SRTS infrastructure and non-infrastructure projects, planning, and implementation
- **Sustained and maintained SHIP funding and programming** to support walking, biking, and SRTS programs locally
- **Created new evaluation tools** to better understand issues, identify opportunities, and measure progress including the Hazard Observation Tool, School Environment and Policy Assessment, Progress Checklist, and School Plan Implementation Survey

The goals and strategies included in the MnSRTS Strategic Plan Update build on the progress that has been made since the 2015 Five-Year Strategic Plan was created.

MINNESOTA SAFE ROUTES TO SCHOOL PROGRAM SPOTLIGHT



Minnesota Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum

Broadly launched in 2014, Walk! Bike! Fun! is a two-part curriculum designed specifically for Minnesota's schools and youth education programs. Walk! Bike! Fun! helps children of all abilities from ages five to thirteen learn traffic safety rules and regulations, potential hazards of traveling, and skills needed to safely walk and bike in their community. The curriculum was updated in 2017 to meet the needs of Developmental Adapted Physical Education (DAPE) programs, and adapted in 2020 to meet distance learning requirements.



MnSRTS Resource Center

The MnSRTS Resource Center was developed in 2015 to provide a single source for MnSRTS tools, resources, and news. The Resource Center is updated regularly to support walk and bike events, share success stories, and promote new resources as they're developed. Some of the most frequently viewed materials include the Bus Stop and Walk Guide, Mapping Route Guide, SRTS Engagement Tools, Walk and Bike to School Day Templates, Winter Walk to School Day Resources, and Crossing Guard/Student Safety Patrol Training.



Demonstration Project Implementation Guide

In 2019, MnDOT collaborated with local, regional, and state agency partners to develop the Demonstration Project Implementation Guide. Demonstration projects are short-term, low-cost, temporary roadway projects that enable communities to test, evaluate, and refine potential design solutions before investing in long-term changes. Following the completion of the guide, MnDOT launched a grant program to support communities in implementing SRTS demonstration projects.

Planning Process

The MnSRTS Strategic Plan planning process took place from fall 2019 through spring 2020, and included robust stakeholder outreach and engagement. Due to the COVID-19 outbreak in early 2020, in-person engagement efforts pivoted to virtual formats starting in March.

SRTS Steering Committee Workshop: The SRTS Steering Committee Workshop took place in November 2019, and was attended by 26 committee members representing a variety of local, regional, and state agencies and organizations across Minnesota. Participants shared previous and ongoing SRTS activities in their work, brainstormed challenges and opportunities, and identified additional SRTS audiences and stakeholders.

Technical Advisory Committee: The Technical Advisory Committee (TAC) was formed to provide technical guidance on MnSRTS Strategic Plan goals, strategies, priorities, and implementation steps. The TAC met three times during the planning process including an in-person meeting in December 2019 and virtual meetings in April and May 2020. The TAC included representatives from MnDOT Office of Transit and Active Transportation, MnDOT State Aid, MDH, BikeMN, BCBSMN, Rochester Public Schools, and Saint Paul Public Schools who brought varying perspectives and expertise to the team including transportation planning, engineering, public health, education, program administration, and advocacy.

Online Survey: The MnSRTS Strategic Plan Survey was distributed during February and March of 2020. More than 280 people responded to the survey, which invited input on the updated vision and asked who is typically involved in SRTS activities and strategies for increasing involvement, barriers to SRTS work, funding sources, and ideas for additional resources or innovation. Respondents were also invited to share contact information if they were interested in participating in stakeholder interviews later in the planning process.

SRTS Network Calls: Minnesota SRTS Network Call participants shared input on the MnSRTS Strategic Plan during calls in January, February, and March of 2020. Participants discussed the vision, equity, and challenges and opportunities for SRTS in their

communities and across Minnesota. SRTS Network Calls include SRTS practitioners from across the state including people who lead and support SRTS initiatives locally and regionally.

Regional Development Organization (RDO) Skill Share: RDO staff provide SRTS technical planning assistance and implementation support in Greater Minnesota. In March 2020, the quarterly RDO Skill Share call was dedicated to the MnSRTS Strategic Plan. Participants shared their experiences and discussed challenges, barriers, and local best practices, and brainstormed potential new strategies and big ideas for the future of SRTS in Minnesota.

Stakeholder Interviews: 38 phone interviews were conducted with select survey respondents in March and April 2020 to get a better understanding of their answers to survey questions. Questions were customized based on participants' survey responses and the direction of the conversation, but generally covered roles and responsibilities, challenges, best practices, and opportunities for improvement.

State Department Listening Sessions: Three virtual listening sessions were held with representatives from MnDOT's Office of Transit and Active Transportation, MDH, and MDE to discuss draft strategies, actions, and implementation roles. Draft strategies and actions along with guiding questions were shared with participants in advance of each listening session so that they could get familiar with draft recommendations and their individual agency's role in implementation.

SRTS Virtual Meet Up: Due to COVID-19, the 2020 SRTS Meet Up, an annual convening of SRTS practitioners in Minnesota, was held virtually in April, and was attended by more than 100 people from across the state. Participants offered feedback from local and regional perspectives on the draft vision and were split into breakout groups to review and discuss draft strategies and actions.

Project partners provided input on barriers, opportunities, lessons learned, and local best practices which ultimately informed and shaped the MnSRTS Strategic Plan Update. More information about engagement activities and themes is available in the appendix.

SAFE ROUTES TO SCHOOL AND COVID-19

The MnSRTS Strategic Plan was developed in the midst of the novel coronavirus (COVID-19) pandemic. In response to COVID-19, people grappled with a sudden and dramatic shift to self-isolation, physical distancing, and distance learning policies at schools across the state.

The pandemic caused public health and safety concerns to soar, schools to close, businesses to shutter, and transit ridership to plummet, yet it also highlighted the importance of walking and bicycling. In Minnesota, walking and biking rates, trail use, and bike purchases increased, air pollution and traffic volumes decreased, and rapid response bikeways and street openings created more opportunities for people to walk and bike while maintaining a safe physical distance.

Despite school closures, the MnSRTS program developed a variety of tools and activities to keep students and families active during COVID-19, including:

- [Bike to Anywhere Day](#) with Bike Ride BINGO, Mileage Tracker, and Walk/Bike Scavenger Hunt
- [Walk! Bike! Fun! Curriculum for Distance Learning](#)

Responding to major disruptions requires ingenuity, innovation, and agility. With the long-term effects of COVID-19 still unknown, now is the time to create safer streets, educate students and families about safe walking and biking, and build support and enthusiasm for active transportation. Strategy 6.1 identifies actions to monitor and respond to COVID-19 and future disruptions such as pandemics, climate change impacts, and other major events.



Instead of Bike to School Day, people across Minnesota celebrated Bike to Anywhere Day in May 2020.

SAFE ROUTES TO SCHOOL, EQUITY, AND ENFORCEMENT



Families gather at the George Floyd Memorial Site.

In May 2020, George Floyd was killed by Minneapolis Police Officers. His death sparked a wave of uprisings across the Twin Cities, United States, and the world. It also sparked conversations about systemic racism, police brutality against Black, Indigenous, and People of Color (BIPOC) communities, and the role of law enforcement in communities and community institutions, including schools.

This MnSRTS Strategic Plan builds on internal equity work already underway at MnDOT, and calls for a deeper focus on equity in SRTS engagement, funding, planning, and implementation. This plan includes strategies and actions to better understand and reduce SRTS disparities by focusing

resources where the need is greatest, including prioritizing funding and support for communities that have experienced historic disinvestment.

Historically, the MnSRTS program is structured around the 6 E's of SRTS: evaluation, equity, education, encouragement, enforcement, and engineering. Enforcement strategies can disproportionately and negatively affect BIPOC students, families, and communities, which may put equity and enforcement strategies at odds with one another. As of June 2020, the [Safe Routes to School National Partnership](#) updated its 6 E framework, shifting the focus from enforcement to engagement.

Since MnSRTS wants to ensure enforcement strategies do not disproportionately affect BIPOC, the program is reevaluating the role of enforcement, equity, and engagement while respecting local communities' planning and implementation related to SRTS. Communities statewide are concerned about student safety and understand that what feels safe for one child or family may not feel safe for another in rural, suburban, and urban contexts. In order to address this, the MnSRTS Strategic Plan calls for an exploration of policies that remove barriers and advance equity goals statewide.

Look to the stars: Actions that specifically address equity are identified with a ★ icon in Tables 2-7.

SRTS Partners

SRTS initiatives involve a variety of stakeholders, and implementation of the MnSRTS Strategic Plan Update depends on partnerships between public, private, and non-profit organizations at the local, regional, and state level. The following key partner organizations have a clear role in implementing the MnSRTS Strategic Plan, and are identified as lead and/or support stakeholders for action implementation later in this plan.

Table 1: MnSRTS Stakeholders and Roles

STAKEHOLDER	ROLE
Minnesota Department of Transportation (MnDOT)	<p>MnDOT includes many departments with varying roles for SRTS, including:</p> <ul style="list-style-type: none"> • Office of Transit & Active Transportation: Provide resources, technical support, and funding to implement SRTS plans and programs statewide. • Office of Traffic Engineering: Oversee alignment with Strategic Highway Safety Plan (SHSP); oversee alignment with SHSP; office Statewide Toward Zero Deaths (TZD) program coordinator. • State Aid: Provide technical support and funding to implement SRTS infrastructure statewide. • District Offices: Manage highway construction projects, maintenance, and highway right-of-way issues at the local and regional level; work with local partners to implement plans/initiatives; review, plan for, and construct SRTS engineering solutions on or along the trunk highway system.
Minnesota Department of Health (MDH)	Provide funding, resource and technical assistance to all local public health agencies in the state to support health improvement with walking and biking as a primary strategy for physical activity; actively support statewide SRTS efforts and traffic safety work with MDH's Injury and Violence Prevention Section.
Minnesota Department of Education (MDE)	Provide support for Walk! Bike! Fun! curriculum, physical education standards, and providing communication channels directly with school staff.
Minnesota Department of Public Safety (DPS)	Office of Traffic Safety: Lead the TZD Safe Roads funding and support TZD program on traffic safety.
Regional Development Organizations (RDO)	Provide technical assistance to local governments in their region; partner with state and federal agencies; obtain and administer grants for programs and infrastructure projects at the local level; provide SRTS planning technical assistance.
Metropolitan Planning Organizations (MPO)	Develop and coordinate a metropolitan area's transportation planning process; maintain a long-range transportation program; provide SRTS planning technical assistance.
Counties	<p>Public Works/Highway Departments: Construct and maintain county roadways, sidewalks, and bikeways; identify and prioritize transportation projects; write grants to fund SRTS projects; review development along county roadways.</p> <p>Public Health Departments: Work to improve the health of residents by addressing social and environmental factors that impact health, and offer programs and services to improve healthy living opportunities.</p>

STAKEHOLDER	ROLE
Cities	<p>Public Works/Transportation Department: Construct and maintain municipal roadways, sidewalks, trails, and bike routes; identify and prioritize transportation projects including school zones and marked crosswalks; write grants to fund SRTS projects; make zoning and land use decisions.</p> <p>Public Health Department: Provide services to improve the health and quality of life for residents by protecting the environment, preventing disease and injury, and promoting healthy behaviors.</p>
Bicycle Alliance of Minnesota (BikeMN)	Provide resources, training, and education including Walk! Bike! Fun!, People Friendly Driver Pilot Program, Bicycle Friendly Community Workshops, League Cycling Instructor (LCI) certification, and bicycle fleets; advocate for active transportation and SRTS infrastructure funding, bicycle-related policy changes, and bicycling programs at the local, regional, state, and national level.
Blue Cross and Blue Shield of Minnesota (BCBSMN)	Lead the SRTS Network call monthly, support SRTS statewide efforts, and provide funding, training and technical assistance.
Local Public Health & SHIP	Fund, support, and advance SRTS planning, built environment improvements, and implementation locally; write grants to fund SRTS projects. Local public health staff often work in the City or County Public Health Department.
School Districts	Support and advance SRTS programming including education, encouragement, and evaluation at the district level; lead school siting and on-campus infrastructure projects; coordinate district-provided transportation and transportation policies.
Schools	Integrate SRTS programming into overall school goals and curriculum; communicate transportation options to students and families.
Community Partners	Partner in communicating SRTS policies and information with the community; advocate for pedestrian and bicycle improvements; provide incentives to students and families; support the SRTS program; serve as liaisons to other community partners.
SRTS Steering Committee	Provide direction to MnSRTS program, funding and staff.
SRTS Coordinators	Coordinate SRTS planning and implementation within their community. In 2019, MnDOT funded SRTS Coordinator positions to rapidly advance SRTS implementation in six school districts across the state. School districts, cities, and other local, regional, and state agencies may also fund and house SRTS Coordinator positions independently.



02

VISION + GOALS

Overview

The vision and goals of the Strategic Plan Update reflect the priorities expressed by Safe Routes to School partners throughout engagement for the Strategic Plan. Discussions with stakeholders at the state, regional, and local level have shaped the proposed strategies, actions, and priorities intended to help achieve these goals.

The vision, goals, strategies, and performance measures are designed to support the work of SRTS practitioners across the state to improve the safety, convenience, comfort, and overall experience of walking and biking for youth in Minnesota. The Strategic Plan is organized around the vision statement and six overarching goals tied to relevant strategies and performance measures.



DEFINITIONS FOR MINNESOTA SAFE ROUTES TO SCHOOL

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.

Priority populations include individuals, groups, and communities who are more likely to rely on walking, biking, or transit for transportation; are more vulnerable to unsafe traffic conditions; or have suffered historic disinvestment in safe, comfortable, walking and biking infrastructure.

Walk is an inclusive term that includes people traveling with and without the use of a mobility aid. Walking encompasses all forms of mobility devices including using a wheelchair, cane, walker, or other mobility aid that allows a user to travel at human speed.

Roll refers to wheeled modes other than a bike, such as scooters, skateboards, roller blades, etc.

To school and in daily life recognizes that walking and biking to and from school is not a realistic option for all Minnesota students. The MnSRTS program aims to equip young people with the transportation knowledge and skills to safely and confidently navigate their communities, access opportunities, and get where they need to go – whether going to school, meeting friends, accessing employment, or participating in a walking field trip – now and into adulthood.





Vision

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



Goals

GOAL 1: BUILD LOCAL PARTNERS' CAPACITY TO IMPLEMENT SRTS

Build partners' expertise, partner with youth, expand resources for priority populations, and develop resource guides and toolkits.

GOAL 2: COORDINATE SRTS IMPLEMENTATION STATEWIDE

Encourage regional interagency coordination, secure and provide sustainable funding, and expand access to universal pedestrian and bicycle safety education.

GOAL 3: INCREASE AWARENESS OF SRTS

Increase understanding, visibility, and reach of the MnSRTS program.

GOAL 4: DEVELOP PROCESS, POLICY, AND DESIGN GUIDANCE THAT SUPPORTS SRTS

Develop school siting guidance, provide model policy language for local communities, and encourage local interagency coordination.

GOAL 5: MEASURE PROGRESS, EVALUATE IMPACTS, AND CONTINUALLY IMPROVE THE PROGRAM

Increase data collection and sharing, track equitable implementation, develop evaluation tools, and continually evaluate program progress.

GOAL 6: INNOVATE IN PROGRAM DEVELOPMENT AND IMPLEMENTATION

Understand and adapt to major events or disruptions and support innovative ideas to shift school commute modes.



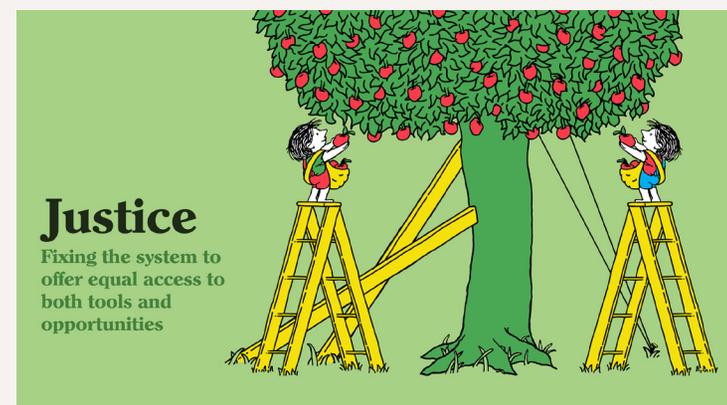
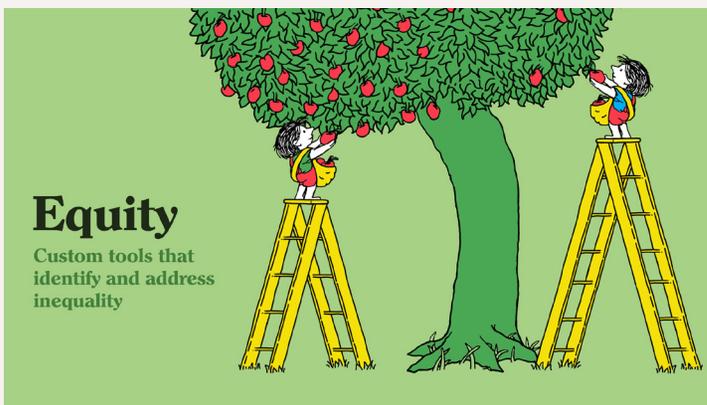
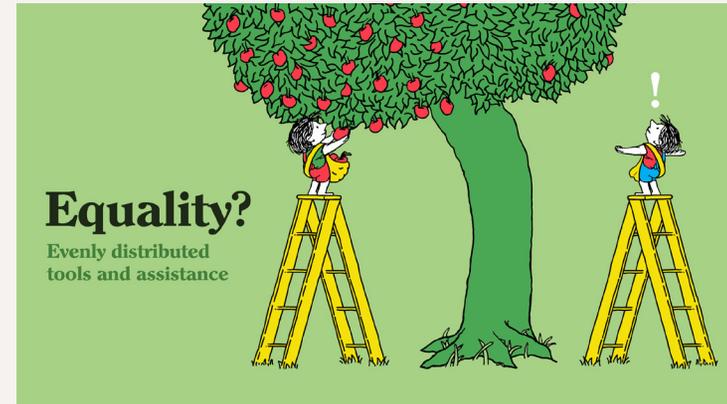
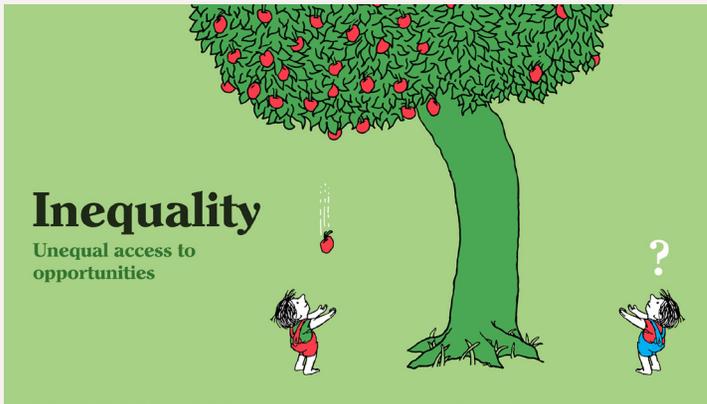
03

RECOMMENDATIONS

CENTERING EQUITY IN SAFE ROUTES TO SCHOOL

The terms equality and equity are often used interchangeably, but they actually differ in important ways. While equality calls for an even distribution of tools and resources regardless of need, equity calls for custom tools that identify and address inequalities so that all people can reach their full potential. In other words, achieving equitable outcomes may result in

an unequal distribution of resources. The MnSRTS Strategic Plan strives to achieve equitable outcomes by developing and distributing tools, resources, and funding that prioritize communities who are more likely to rely on walking or biking for transportation, are more vulnerable to unsafe traffic conditions, or have experienced historic disinvestment.



Illustrations by Tony Ruth

Goal 1: Build Local Partners' Capacity to Implement SRTS

While SRTS initiatives are largely funded by state agencies, it's the local champions and partners who really build support, organize efforts, and lead implementation at the ground level. Building local expertise, supporting new champions, and creating new toolkits and resources will strengthen local partners' ability to implement SRTS initiatives.

Each action step is categorized into one of four implementation categories:

- **Do now** actions are high impact and high feasibility
- **Do when** actions are high impact and low feasibility
- **Do if** actions are low impact and high feasibility
- **Long term** actions are lower impact, higher effort initiatives that are part of the longer five-year vision

See page 33 for more information.

Table 2: Goal 1 – Build Local Partners' Capacity to Implement SRTS

Actions	Lead	Support	Priority [▲]
Strategy 1.1: Build partners' expertise and support local best practices.			
a Continue hosting SRTS Academy, SRTS Network Calls, RDO trainings, and annual SRTS Meet Ups to share best practices and lessons learned between practitioners.	MnDOT, MDH, BCBSMN	RDOs, BikeMN	Do now
b Increase availability and ease of access to SRTS practitioner trainings and technical assistance, and distribute resources with a focus towards priority populations across the state. ★	MnDOT, BikeMN, MDH, BCBSMN	RDOs, Local Public Health, Cities, Counties, School Districts	Do now
c Develop and promote program and infrastructure selection guidance to help local partners and implementors develop a comprehensive 6 Es program that is a good fit for their community (i.e., land use context, audience, available resources, etc.).	MnDOT	RDOs, SRTS Steering Committee	Do when
d Create guidance for SRTS leads to build partnerships locally including with other school and district staff, community organizations, local planners/engineers, and others.	MnDOT	Local Partners, SRTS Coordinators	Do now
e Develop an onboarding toolkit/orientation process for new SRTS staff and partners to connect them to SRTS practitioners and resources in Minnesota.	MnDOT	SRTS Coordinators	Do if
Strategy 1.2: Partner with youth to develop, implement, and advocate for Safe Routes to School and active transportation.			
a Review other examples of youth-led initiatives (i.e. climate activism and tobacco prevention) and identify and share best-practices to support youth-led work that also applies to SRTS.	MnDOT	MDH, MDE	Do now

[▲] See page 33 for an explanation of priority categories
 ★ Indicates equity action

Continued from previous page

Actions	Lead	Support	Priority [▲]
b Establish a youth network platform/committee to share ideas, resources, lessons learned, and best practices for equitable, youth-led SRTS initiatives. Consider collaborating with and building from an established group such as the MN Youth Network.	MnDOT, MDE	School Districts, Schools	Do when
c Develop and conduct technical training for youth and youth group leaders (adults) interested in implementing active transportation initiatives in their communities.	Local Partners, Community Organizations, SHIP, SRTS Coordinators	MnDOT, MDE, MDH, RDOs, BikeMN	Do when
d Prioritize equity and representation with student outreach, engagement, and empowerment activities. Offer virtual trainings, scholarship programs, general stipends, or travel reimbursements to increase access and participation among students statewide. ★	MnDOT, MDE, MDH	School Districts, Schools	Do when
Strategy 1.3: Strengthen and expand resources for priority populations.			
a Intentionally invest resources in partners, programs, training, and technical assistance to reach communities of color and other priority communities including families with low incomes, new immigrants, English language learners, tribal communities, people with disabilities, and other historically marginalized communities. ★	MnDOT, MDH, BikeMN	RDOs, Local Public Health, Cities, Counties, School Districts, Schools	Do now
b Create culturally relevant outreach, communication, and program materials including: appropriate oral and written interpretation for print and video media; guidance for accommodating different physical and cognitive abilities, dress, hairstyles, etc. ★	MnDOT	MDH, MDE, RDOs, Local Public Health	Do now
Strategy 1.4: Provide resource guides and implementation toolkits.			
a Compile, develop, and share resources and activity toolkits tailored to elementary, middle, and high school students that include faculty and student-led programming.	MnDOT, MDE	School Districts, Schools	Do when
b Develop a resource guide and implementation toolkit for incorporating Safe Routes to School into land use and transportation planning, design, and implementation.	MnDOT	RDOs, MPOs, Cities, Counties	Do if
c Compile, develop, and share inclusive and equitable implementation toolkits and materials for programs and initiatives such as: Walking School Bus, Trip Tracking, Winter Walking/Biking, Community Safety Campaign, Crisis Response, etc. ★	MnDOT	RDOs, Local Public Health, Cities, Counties, School Districts	Do if
d Maintain, update, and market the MnSRTS Resource Center. Complete a website redesign to create a more intuitive user experience, improve site navigation, and expand opportunities for SRTS practitioners to share resources.	MnDOT		Do now

[▲] See page 33 for an explanation of priority categories

★ Indicates equity action

Goal 2: Coordinate SRTS Implementation Statewide

Much of the success of the MnSRTS program is due to a strong partnerships and coordination between local, regional, and state agencies and organizations. Continuing to enhance interagency coordination, secure funding, and expand pedestrian and bicycle safety education will create a thriving, sustainable, statewide SRTS program.

Table 3: Goal 2 – Coordinate SRTS Implementation Statewide

Actions	Lead	Support	Priority [▲]
Strategy 2.1: Provide regional and interagency coordination to support Safe Routes to School across the state.			
a Establish regional SRTS coordinators/point people within each MnDOT District, at the Minnesota Department of Education, and at Minnesota Department of Health, and support the hiring and professional development of additional SRTS coordinators at the school district level across the state.	MnDOT, MDE, MDH	School Districts	Do when
b Regularly attend and provide updates, resources, and technical assistance at key agency coordination and leadership meetings.	MnDOT, MDH, MDE, Local Public Health, DPS	RDOs, Cities, Counties, School Districts	Do now
c Create a statewide Health Improvement/Physical Activity Plan that includes Safe Routes to School.	MDH	MnDOT, MDE	Do when
d Continue Minnesota SRTS Steering Committee meetings to provide direction, insight, and support plan implementation. Ensure the MnSRTS Steering Committee includes representation from state, regional, and local partners.	MnDOT	MDH, MDE, RDOs, MPOs, BikeMN, BCBSMN, School Districts, Schools, Local Partners	Do now
Strategy 2.2: Provide funding for local jurisdictions, school districts, and other partners to deliver projects and programs with a focus on supporting priority populations.			
a Continue to provide funding for planning, staffing, program implementation, and engineering efforts with a focus on priority populations. Funding may support: partial/dedicated staff including SRTS coordinators, crossing guards, and walking school bus captains; programs and smaller initiatives; transportation studies; and infrastructure projects.	MnDOT	BCBSMN, Local Public Health	Do now
b Develop criteria for grants, funding opportunities, and program support that provides special consideration and preference to high-need priority communities. ★	MnDOT	RDOs, MDH, Cities, Counties	Do now
c Provide secure, sustainable funding sources for SRTS infrastructure and programs.	BikeMN, Legislative Partners	MnDOT, Local Public Health, Cities, Counties	Do when

[▲] See page 33 for a description of priority categories

★ Indicates equity action

Continued from previous page

Actions	Lead	Support	Priority [▲]
Strategy 2.3: Provide universal pedestrian and bicycle safety education statewide.			
a Expand access and increase promotion of Walk! Bike! Fun! curriculum and ambassador training to physical education teachers and other educators.	MDH, BikeMN	MnDOT, MDE	Do now
b Create Walk! Bike! Fun! curriculum tailored to students in middle or high school (approximately age 13 to 18+).	BikeMN, MDH, MnDOT	MDE	Do now
c Coordinate with the Minnesota Department of Education to develop and adopt universal pedestrian/bicycle education and people-friendly driver's education, and expand bus safety week to include bus, bike, and walk safety.	MDE, BikeMN	MDH, MnDOT	Long term

[▲] See page 33 for a description of priority categories

★ Indicates equity action

Goal 3: Increase Awareness of SRTS

Building awareness of SRTS is a key component to expanding the SRTS movement and increasing participation in SRTS programs and activities across the state. Increasing understanding, visibility, and the reach of the MnSRTS program among potential partners and members of the general public will help improve program recognition and build a broader, more diverse, and more comprehensive coalition of SRTS partners.

Table 4: Goal 3 – Increase Awareness of SRTS

Actions	Lead	Support	Priority [▲]
Strategy 3.1: Increase understanding, visibility, and reach of the Safe Routes to School program.			
a Build partnerships with other movements with shared goals such as traffic safety (Vision Zero, etc.), health improvement (SHIP, injury prevention, etc.), and climate change (Green Step Cities, Youth Climate Strike, etc.). This includes sharing content through partner channels and developing consistent and coordinated messaging.	MnDOT, MDH, DPS	BCBSMN, Local Public Health, RDOs, Cities, Counties, Local Partners	Do now
b Use storytelling to promote SRTS to new audiences, generate ideas, share experiences, and show project partners what SRTS “looks like” when implemented in rural, urban, suburban, and tribal communities. Share stories from diverse perspectives and backgrounds so that all people in Minnesota can see themselves represented. Stories should use a variety of media like video, podcasts, comics, poems, short essays, and more. ★	MnDOT	RDOs, SRTS Coordinators, Cities, Counties, Local Partners	Do when
c Develop marketing, engagement, and outreach materials for diverse geographies and communities that target youth, local planners and engineers, elected officials and decision makers, priority populations, and internal MnDOT staff. ★	MnDOT	BCBSMN, RDOs, Cities, Counties, Local Partners	Do now
d Create communication templates and talking points for morning announcements, tabling, back to school events, social media, press releases, and traditional news media.	MnDOT	RDOs, Cities, Counties, Local Partners	Do now
e Complete a MnSRTS brand refresh to better reflect the updated vision, broader goals, and focus on equity of Safe Routes in Minnesota and nationally. ★	MnDOT	MDH, MDE, SRTS Steering Committee, Local Partners	Do now

[▲] See page 33 for a description of priority categories

★ Indicates equity action

Goal 4: Develop Process, Policy, and Design Guidance that Supports SRTS

Clear plans, processes, and policies are vital to Minnesota’s SRTS movement because they lay the foundation for future projects, campaigns, and initiatives across the state. School siting (the process of choosing a new school location), campus design guidance, model policy language, and guidance for integrating SRTS into day-to-day planning work will create safer walking and biking environments, improve program outcomes, and help institutionalize SRTS in agency practices.

Table 5: Goal 4 – Develop Process, Policy, and Design Guidance that Supports SRTS

Actions	Lead	Support	Priority [▲]
Strategy 4.1: Develop school siting and campus design guidance.			
a Research school siting and campus design processes, policies, guidance, and best practices.	SRTS Steering Committee, MDE	MnDOT, RDOs, MPOs, Cities, Counties, School Districts	Do now
b Establish an interdisciplinary and multi-agency work group to identify existing challenges and opportunities related to school siting and identify mechanisms for encouraging SRTS-friendly school siting and campus design.	MnDOT, MDE	Cities, Counties, School Districts	Do now
c Develop and disseminate guidance for identifying and evaluating potential sites, considering equity during the planning process, designing pedestrian and bicycle friendly campuses, and creating multimodal connections between schools and neighborhoods. Consider partnering with local community to test/pilot school siting and campus design guidance. ★	MnDOT, MDE	RDOs, MPOs, Cities, Counties, School Districts	Do when
Strategy 4.2: Provide model policy language for local communities, schools, and school districts.			
a Inventory existing school, district, city, and county policies that impact or overlap with Safe Routes to School including sidewalk policies, school zone policies, complete streets policies, school/district transportation policies, district wellness policies, vision zero policies, etc.	MnDOT	MDH, BCBSMN, School Districts	Do if
b Research policy best practice locally and nationally related to walking, bicycling, and Safe Routes to School.	MnDOT	Cities, Counties, School Districts	Do if
c Explore policies that remove barriers and advance equity goals. ★	MnDOT, BikeMN	MDH, MDE, BCBSMN	Do if

[▲] See page 33 for a description of priority categories

★ Indicates equity action

Continued from previous page

Actions	Lead	Support	Priority [▲]
d Develop and promote model policy language and educate partners, decision makers, and implementors about updating their policies and practices to align with model policies.	MnDOT	Cities, Counties, School Districts	Do if
Strategy 4.3: Encourage interagency coordination.			
a Identify opportunities for peer learning and development within and through professional networks and leadership groups.	MnDOT, MDE, MDH	SRTS Steering Committee	Do now
b Create guidance for incorporating SRTS into existing staff roles and work plans such as local/regional planners and engineers, transportation directors, school administrators, teachers, etc.	MnDOT, MDE	Cities, Counties, School Districts	Do if
c Develop guidance for incorporating Safe Routes to School into transportation and land use planning, design, and implementation, including guidance for engineers and architects when thinking about pedestrian and bicycle projects on campus and near schools.	MnDOT	RDOs, MPOs, Cities, Counties	Do if
[▲] See page 33 for a description of priority categories			
★ Indicates equity action			

Goal 5: Measure Progress, Evaluate Impacts, and Continually Improve the Program

Evaluation strategies help understand program effectiveness, identify potential improvements, and ensure program sustainability overtime. Increasing data collection and data sharing, tracking equitable implementation and equity outcomes, developing evaluation tools, and reporting on program implementation and success will help focus efforts, communicate benefits, and make the case for SRTS in Minnesota.

Table 6: Goal 5 – Measure Progress, Evaluate Impacts, and Continually Improve the Program

Actions	Lead	Support	Priority [▲]
Strategy 5.1: Increase data collection and data sharing.			
a Identify and evaluate potential data sources collected by partners, which could communicate non-transportation benefits of SRTS (such as school attendance, behaviors, health outcomes, academic performance, transportation costs, etc.).	MnDOT, MDE, MDH	RDOs, Cities, Counties, School Districts	Do now
b Add question(s) to state surveys including the MN student survey, MnDOT omnibus survey, and others to track school commute mode split and other SRTS impacts statewide. ★	MDE, MnDOT, MDH	RDOs, School Districts	Do now
c Collect and share spatial data including pedestrian and bicycle counts, crash data, and student location data for partners to access and easily use. Provide guidance for local communities to gather and use data.	MnDOT, DPS, Schools, School Districts	MPOs, Cities, Counties	Do now
Strategy 5.2: Evaluate equitable implementation of Safe Routes to School.			
a In collaboration with local communities, develop clear methodology and metrics to identify and measure priority populations and SRTS impacts on priority populations across the state. ★	MnDOT, MDE, MDH	RDOs, Cities, Counties, Local Partners	Do now
b Develop an interactive priority population layer for the Minnesota SRTS online map that highlights where there are concentrations of various priority populations across the state. ★	MnDOT	MDH, MDE	Do now
c Continually measure, monitor, and report on the equitable distribution of SRTS resources across the state. ★	MnDOT	RDOs, Cities, Counties, School Districts	Do now
Strategy 5.3: Develop evaluation tools to measure and communicate program impacts.			
a Inventory and review existing SRTS evaluation tools. Refine/remove tools that are not currently effective, impactful, or easy to use, and identify data gaps and opportunities for new evaluation tools.	MnDOT, BCBSMN, MDH	MDE, SRTS Steering Committee	Do now

[▲] See page 33 for a description of priority categories

★ Indicates equity action

Continued from previous page

Actions	Lead	Support	Priority [▲]
b Develop tools to gather and record qualitative data (i.e. stories and experiences) from partners and community members.	MnDOT, BCBSMN, BikeMN	RDOs, Cities, Counties, School Districts, Schools, Local Partners	Do when
c Develop tools to collect and use school-based metrics such as student attendance, behavior, and academic performance.	MnDOT, MDE	School Districts	Do when
d Pilot evaluation tools in diverse communities to ensure materials work in a wide variety of communities. Refine data collection tools and processes, and prioritize tools that work well.	MnDOT, MDH	RDOs, Cities, Counties, School Districts, Schools, Local Partners	Do when
e Provide evaluation guidance, training, and technical assistance for partners and local implementors.	MnDOT, BCBSMN	MDH, SHIP, RDOs	Long term
Strategy 5.4: Continually evaluate infrastructure and non-infrastructure aspects of the MnSRTS program and celebrate successes.			
a Establish baseline data and benchmarks for MnSRTS performance measures, and review data collection methods. ★	MnDOT, MDH, MDE	BCBSMN, BikeMN, SRTS Steering Committee	Do now
b Survey SRTS partners and track implementation annually to measure progress and identify challenges and opportunities.	MnDOT	BCBSMN	Do now
c Document and disseminate best practices and lessons learned as initiatives are implemented.	MnDOT	MDH, MDE, BikeMN, BCBSMN, Local Partners	Do now
d Develop and implement a Safe Routes to School recognition program.	MnDOT	Local partners	Do now
e Compile an annual Minnesota Safe Routes to School Report summarizing the year's achievements and progress towards benchmarks. Consider adapting/revamping the legislative report to serve this purpose. ★	MnDOT	MDH, MDE, RDOs, BikeMN, BCBSMN, SRTS Steering Committee	Do now

[▲] See page 33 for a description of priority categories

★ Indicates equity action

Goal 6: Innovate in Program Development and Implementation

In recent years, the active transportation and SRTS movement has evolved to be more inclusive of all ages, abilities, and backgrounds. Holding space for innovating, monitoring and adapting to disruptions, and continuing to support news ideas to shift school commute modes will enable the MnSRTS program to reflect and establish SRTS best practice.

Table 7: Goal 6 – Innovate in Program Development and Implementation

Actions	Lead	Support	Priority [▲]
Strategy 6.1: Understand and adapt to major events or disruptions and support shifting work at local, regional, and state levels.			
a Continually monitor COVID-19 as well as school and school district responses to the pandemic.	MnDOT, MDH	MDE	Do now
b In coordination with local communities and SRTS champions, identify challenges and opportunities for SRTS planning and implementation in regards to COVID-19 and potential future disruptions (i.e., pandemics, climate change impacts, natural disasters, etc.). Consider how event impacts and responses may disproportionately impact or support more vulnerable populations. ★	MnDOT, MDH	MDE, RDOs, BikeMN, BCBSMN, SRTS Steering Committee, Schools, School Districts, SRTS Coordinators	Do now
c Develop and distribute appropriate resources, activity toolkits, and virtual trainings to support local, regional, and state partners in responding to the major disruptions.	MnDOT, MDH	MDE, RDOs, BikeMN, BCBSMN, SRTS Steering Committee	Do now
Strategy 6.2: Continue to support innovative ideas to shift school commute mode to walking, biking, and rolling.			
a Crowdsource ideas, activities, resources, and questions from project partners, and research and monitor trends and innovation in SRTS.	MnDOT	MDH, Local Public Health, BCBSMN	Do now
b Develop resources, trainings, and implementation toolkits to support innovation as initiatives are identified.	MnDOT	MDH, Local Public Health, BCBSMN	Do when
c Provide flexible grants, funding strategies, and implementation technical assistance to local partners to develop and pilot innovative programs.	MnDOT	MDH, Local Public Health, BCBSMN	Do when

[▲] See page 33 for a description of priority categories

★ Indicates equity action



04

IMPLEMENTATION + EVALUATION

Strategy Evaluation

The intent of strategy evaluation is to guide phased implementation of the MnSRTS Strategic Plan. The prioritization results are flexible concepts. Over time as actions are implemented or changes in funding, staff capacity, or need take place, the strategy evaluation framework can be used to reevaluate remaining actions.

Action recommendations are sorted into four implementation categories based on feasibility and impact/need:

Do now actions are quick wins that are both high impact and high feasibility. These are actions that should be pursued within the first year.

Do when actions are identified as high impact and low feasibility. They are major initiatives that require additional coordination, funding, study, or analysis than “do now” actions.

Do if actions represent initiatives that are low impact and high feasibility. They are fill in projects that should be pursued if an overlapping project or other opportunity occurs.

Long term actions are those that are rated a lower immediate need and low feasibility. They represent more challenging initiatives that may not have a significant impact in the near term or on their own. Instead, their value is attained in the long term, and they are part of the five-year vision for the MnSRTS program.

Suggested implementation action categories for each action in the MnSRTS Strategic Plan are noted in the “Priority” column in Tables 2-7.

Table 8: Strategy Evaluation Categories

IMPACT/NEED	HIGH	<p>Do when</p> <p>High need/impact actions that require more funding, coordination, study, or analysis for implementation</p>	<p>Do now</p> <p>High need/impact and easy to implement actions that should be pursued in the near term</p>
	LOW	<p>Long term</p> <p>More challenging actions with a less immediate need that are part of the five-year vision, but not a priority at this time</p>	<p>Do if</p> <p>Lower need/impact, easy to implement actions that should be pursued if an overlapping project or other opportunity occurs</p>
		LOW	HIGH
FEASIBILITY			

Performance Measures

Establishing annual performance measures, baselines, and benchmarks will help SRTS practitioners better gauge progress towards this Plan’s goals and objectives and more effectively communicate SRTS benefits to decision makers and potential partners. Performance measures and data collection methods for the MnSRTS program are listed below. One of the first steps will be confirming available data and data collection methods, establishing baselines, and identifying performance benchmarks so that partners can evaluate progress based on demographic data. Public facing performance measures should be shared on the MnDOT SRTS webpage.

Table 9: Performance Measures

Performance Measure	Data Collection Method	Level
Relative participation in SRTS activities by priority populations	Demographic Data; SRTS Plan Implementation Survey; School Implementation Progress Checklist; School Environment and Policy Assessment; SRTS Network Survey	Local & State
Relative SRTS funding that reaches priority populations	Demographic Data; MnDOT and SHIP Funding Applications and Recipients	State
Number of schools actively participating in SRTS programs	Funding Applications and Recipients; School Environment and Policy Assessment; SRTS Plan Implementation Survey; School Implementation Progress Checklist	Local & State
Number and percent of schools, school districts, or communities with SRTS plans	Funding Applications and Recipients; Visualizing SRTS Database	Local & State
Number of available resources/trainings	Internal MnDOT tracking	State
Number of people who access available resources and trainings	Funding Applications and Recipients; Training Attendees; MnSRTS Resource Center downloads and clicks	State
Mode split of students walking and biking to school	National Center Database; Student Travel Tallies; Parent Survey; School Omnibus Survey	Local & State
Number of SRTS coordinators in the state	MnDOT tracking; School Environment and Policy Assessment; SRTS Network Survey	Local & State
Percent of schools or school districts with a SRTS coordinator or dedicated SRTS champion	MnDOT tracking; School Environment and Policy Assessment; SRTS Network Survey, School Omnibus Survey	Local & State
Total funding available for SRTS initiatives	State Bonding; MnDOT Grant Funding; SHIP Funding	State
Awareness of and support for SRTS initiatives	Parent Survey; School Omnibus Survey; School Environment and Policy Assessment	Local & State
Percent of SRTS plans that address equity in a meaningful way	Demographic Data; SRTS Plan Implementation Survey; School Implementation Progress Checklist; School Environment and Policy Assessment; MnDOT Plan Scan	Local & State

Looking Forward

The MnSRTS Strategic Plan outlines specific goals, strategies, and actions to help Minnesota reach its ultimate vision of being a place where all youth can safely, confidently, and conveniently walk and bike to school and in daily life. With an updated Strategic Plan in place, it's time to shift attention to implementation.

GET STARTED

The breadth of strategies identified in this plan may seem overwhelming at first. Start by taking an inventory of strategies where your agency is identified in a lead or support role, and then focus efforts on “do now” actions. “Do now” actions are those that are identified as high feasibility and high need or impact. Tackling those actions first will help build momentum for the MnSRTS program and set the stage for more major projects down the road.

BUILD PARTNERSHIPS AND GROW THE MOVEMENT

The strength of the MnSRTS program is rooted in strong partnerships, interagency coordination, and the hard work and dedication of SRTS practitioners, partners, advocates, and volunteers at the local, regional, and state level. Successful implementation of the MnSRTS Strategic Plan will require a continued push for stronger, more open, more diverse partnerships. Look for opportunities to build capacity and increase the reach of the MnSRTS program through new, creative, mutually beneficial partnerships, especially with priority populations.

PUSH FOR EQUITABLE OUTCOMES

Every community in Minnesota is unique, but no community is without inequities. Push for equitable outcomes throughout every step of the SRTS process, from planning and engagement to funding and implementation. Achieving equitable outcomes requires working with local partners to understand the unique inequities within the community, and identifying and prioritizing initiatives that address and overcome those barriers which disproportionately impact the most vulnerable students.



TRACK PROGRESS

Continue to gather data and develop evaluation tools to better measure the qualitative and quantitative MnSRTS metrics locally and across the state. Conduct annual evaluation of progress towards performance measures and understand what works, what doesn't work, and allocate resources equitably.

CELEBRATE SUCCESS

Take time to recognize efforts and celebrate progress and innovation. Whether it's changing travel habits, achieving a major milestone, implementing infrastructure improvements, launching a new program, achieving more equitable outcomes, or increasing sustainable funding, recognize and celebrate successes on the local, regional, and state level.

