

Two Harbors Designated Safe Routes to School Project

Project Team Kick-off Meeting

March 29, 2018, 4:00 p.m.

Minnehaha Elementary School, Library

Next Steps from This Meeting:

- Russell will prepare a webpage for the project.
- Justin will explore city ordinance regarding the use of bicycles on sidewalks.
- Tyler will connect with people from Rustic Creek to learn about their walking route to school; he will email what he learns to Tracy.
- Justin will check with the City about the possibility of using stenciled spray paint on public sidewalks.
- Russell will research cost of different route marking treatments and bring quotes back to the Team to review. If there's a need for additional funding, Tracy will investigate.
- Russell and Tracy will communicate about the next meeting, to take place in late May.

SUMMARY

Attendees: Tyler Carlson (Two Harbors Soccer), Tracy Gilsvik (Lake County SHIP), Russell Habermann (ARDC), Justin Otsea (ARDC/City of Two Harbors), Kim Pierson (Minnehaha Elementary) Sara Preston (ISD #381)

1. About the Healthy Northland Safe Routes to School Assistance Program

Habermann explained that the Healthy Northland Safe Routes to School Assistance Program leverages the Statewide Health Improvement Partnership (SHIP) grant received by the Arrowhead Regional Development Commission (ARDC). In previous years, the ARDC's SHIP grant was used to provide general technical assistance for Safe Routes to School work. This year, the ARDC worked with Healthy Northland to provide an opportunity for communities to apply for assistance with specific Safe Routes to School projects.

2. About the Two Harbors Designated Safe Routes to School Project

Habermann noted that Gilsvik applied to receive assistance in November and was notified of being awarded assistance in December.

Gilsvik explained the goal of the project is to designate and mark walking and biking routes from different neighborhoods in Two Harbors to Minnehaha Elementary School. These routes would be mapped and recommended to families as a safe route to walk or bike to school. She and Pierson also shared some previous walking initiatives the school has hosted, including walking days in the school, development of designated walking route maps, and one instance with a bus stop and walk.

Gilsvik then mentioned that the project is designed to be temporary, so temporary installation of route markers can be adjusted when community members provide feedback or ideas on the walking/biking routes.

Habermann directed the Team to review a handout distributed on the back of the agenda, which outlines project goals, deliverables, the proposed workplan, and a project timeline. He noted ARDC's work must be completed by October 31.

He asked the Team if there should be a focus on encouraging students to walk, bike, or both. The Team wanted to see both walking and bicycling encouraged. They also noted a desire to have these modes be encouraged on sidewalks and promotion to be focused on families. Other ideas focused around having safety be the key priority and have maps of routes available on handouts, on the school website, and as a big map hung at the school. It was also suggested to loop in the City by submitting the recommended routes to the City Trees & Trails Committee for review.

3. Route Designation

Habermann presented a map of Two Harbors identifying the location of sidewalks, trails, and previously planned school walking routes. The map is included below.



The Team noted the following:

- The student entrance is on the south side of Minnehaha Elementary.
- When travelling from the north, 7th Street is favorable because of its direct traffic light crossing of Highway 61, but Pine Street may have newer sidewalks. The pedestrian crossing time is too short at the Highway 61/7th Street intersection. A connection to Odegard Park should be included.
- When travelling from the east, 2nd Street is desirable because the people living along the street would keep an eye on any students walking alone. 2nd Street also serves a direct connection to Lakeview Park. The 4th Street corridor is perceived as unsafe near the vacant lot where the high school used to be.
- When travelling from the Seagog neighborhood, Highway 61 is really the only corridor, but crossing Highway 61 to the sidewalks on the south side of the road can be unsafe. While it is a long walk, students still use it, and the route should be included in the project. A goat path can be seen where people walk where a sidewalk should be considered along the north side of the road. A connection to Rustic Creek is especially desired.
- The term “Walking School Bus” is confusing. The Team might consider alternatives when promoting the program.

When asked about the type of marker preferred, the Team noted it would be advantageous to wait until routes are decided to determine which might work best. Preliminarily, they did not like the sidewalk medallion markers but liked the idea of stenciled symbols on the sidewalk and the use of signs. There was a question of who we would receive permission from to spray paint on the sidewalk or install signage on existing poles or street signs. When it comes to sidewalk markings, it was noted that the people with the Chalk.a.Lot event might have ideas, and a desire to switch up the marking design was expressed. The Team also wondered about ways to engage students in this process and help them take ownership of the walking/biking routes; it was offered that engaging them to select a design is one method.

4. Additional Project Funding

Depending on the sign marking treatments, the project may require additional funding to implement. A few potential sources of local funding identified include:

- Lake County SHIP budget
- Cooperative Light and Power
- AGE to age
- Spokengear

5. Next Steps and Adjournment

The next meeting will take place in May, before school is let out on June 4. Next steps are listed at the top of this document.