

SAFE ROUTES to SCHOOL

A plan to make walking and biking to school a safe, fun activity

PROGRAMS *Education, encouragement, and evaluation*



WALKING SCHOOL BUS/BIKE TRAIN

A group of students walking or biking to school together with the help of a trusted adult or older student.

Lead: School staff, PTO, partners



COMMUNICATION

School communication can inform and educate parents and families about transportation options, traffic safety, and the benefits of walking and biking.

Lead: School administration and district staff



BIKE CLUB

A bike club is a group of students with a shared interest in bicycling. They can go on rides, fix bikes, and act as role models for younger students.

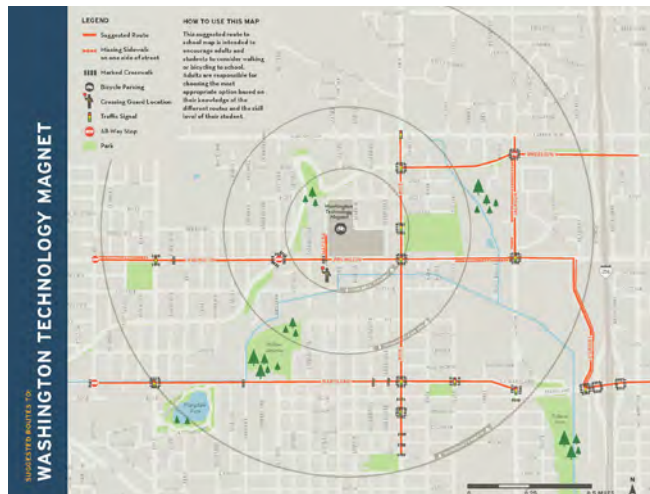
Lead: School staff, student groups



SAFETY CAMPAIGN

A safety campaign builds awareness around safe walking, biking, and driving behavior. A campaign could be student-led in partnership with law enforcement.

Lead: City of Monticello, law enforcement, partners



ROUTE MAPS

A walking or biking route map shows safe and comfortable routes and crossings for students and families walking or biking to school.

Lead: School district, City of Monticello



WALK/BIKE FIELD TRIPS

Field trips made by walking or biking give students a supportive environment to practice skills and showcase benefits of walking and biking.

Lead: School and district staff



WALK & BIKE DAYS

Walk/Bike to School Day celebrates and encourages active trips to school. Minnesota celebrates Walk/Bike to School Day in October, February, and May

Lead: School and district staff



WALK/BIKE EDUCATION

Walking and biking safety education can be shared through class curriculum or special events.

Lead: School and district staff, City of Monticello, Wright County, youth mentors



PARK & WALK

During a park and walk, buses and parents drop students at a designated off-campus location so that students can walk the rest of the way to school.

Lead: School and district staff, Hoglund Bus Company



GET INVOLVED

Plan your walking or biking route with your student, watch for students and respect school zone speed limits, and show your support by volunteering! Contact your school principal to learn how you can get involved.

Learn more about Safe Routes to School in Minnesota at: www.mnsaferoutestoschool.org

CONTACT

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INFRASTRUCTURE *Routes, crossings, and street projects*

HIGH PRIORITY RECOMMENDATIONS

These locations are identified as high priorities for infrastructure improvements.

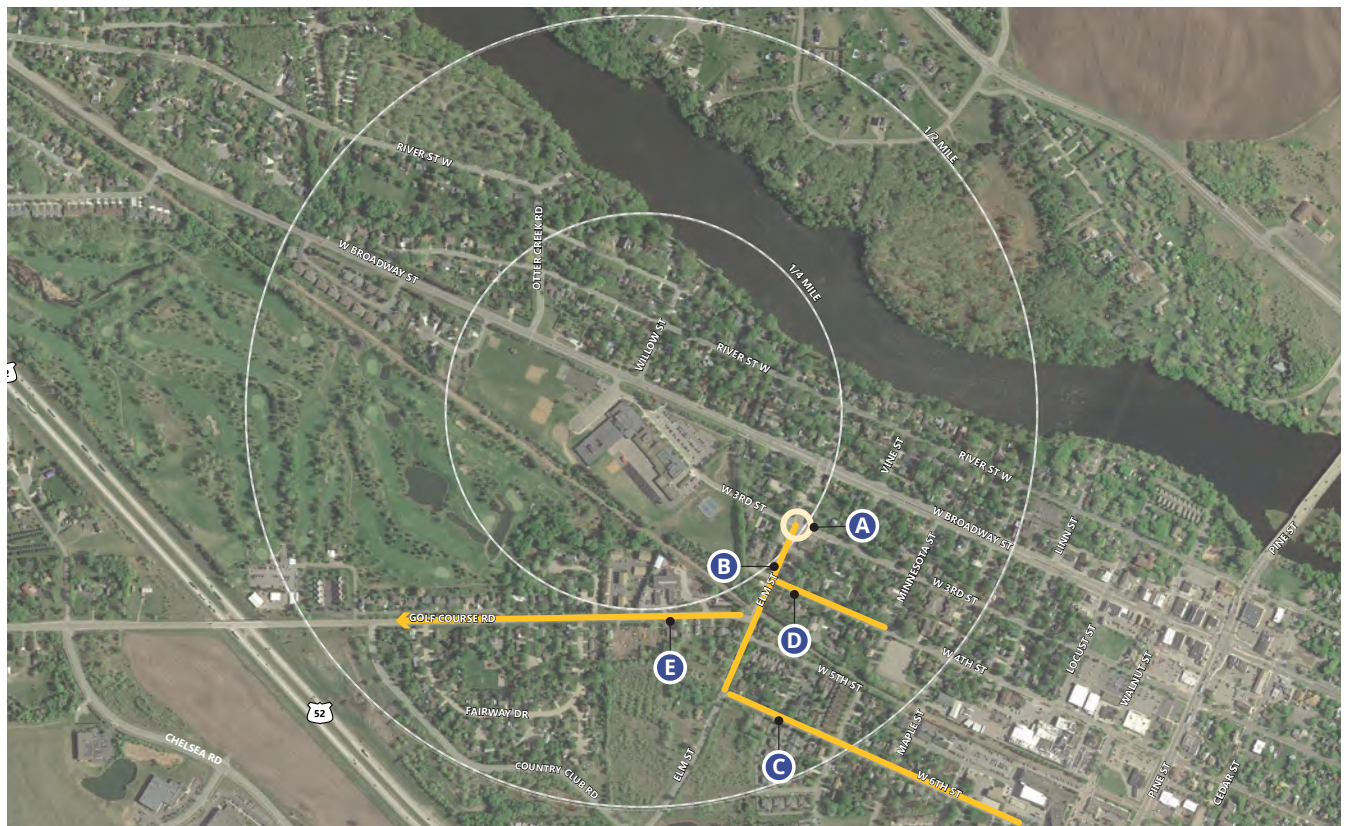
Monticello Middle School

- A** High traffic speeds/volumes; long crossing distance; poor yielding. Upgrade beacon to RRFB; install median refuge and yield/stop markings.
- B** Limited separation between people walking and driving; sidewalk gaps. Install sidewalks, boulevards, curb extensions. Adjust lighting.



Pinewood Elementary

- A** Long crossing distance; unpredictable yielding behavior. Upgrade curb ramps. Consider curb extensions, median refuge, and/or RRFB.
- B** Sidewalk gap. Install sidewalk where missing and provide enhanced pedestrian crossings. Consider upgrading shoulders to bike lanes.
- C** Sidewalk gaps. Fill sidewalk gaps with priority to connection on north side to provide continuous link on 6th.
- D** Sidewalk gap. Fill sidewalk gaps with priority to connection on north side. Consider additional streetscape enhancements with sidewalk infill.
- E** Sidewalk gap; high traffic speeds/volumes. Install sidewalk and/or trail with priority to connection on north side.



Little Mountain, Monticello High, Eastview

- A** High traffic speeds/volumes; no pedestrian connection on east side. Provide sidewalk or trail on east side of Fallon.
- B** High traffic speeds/volumes; long crossings; no trail on south side; poor yielding. Install trail on south side; enhance key crossings.
- C** High traffic speeds/volumes; no pedestrian connection. Install trail along Fenning; consider pedestrian realm enhancements.
- D** High traffic volumes; long crossing distance. Minimize turning radii; consider curb extensions, enhanced lighting, LED STOP signs.
- E** High traffic volumes; long crossing distance. Minimize turning radii; upgrade ADA ramps; consider curb extensions or median island.
- F** Consider pedestrian- and bicycle-friendly street design as part of future development including connectivity and dedicated facilities.

