



# Safe Streets for All Action Plan

A plan to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries.





# COMPREHENSIVE SAFETY ACTION PLAN GOALS

The Monticello Comprehensive Safety Action Plan (CSAP) is a crucial step towards **eliminating fatal and serious injury crashes**. The CSAP:

- Analyzes safety needs
- Identifies high-crash and high-risk locations
- Identifies factors leading to crashes
- Prioritizes strategies to address issues

The CSAP was developed with input from various safety partners and should be considered a dynamic document adaptable to changing local needs and priorities. Implementing this CSAP will **enhance transportation safety** for everyone who lives in, works in, visits, or travels through Monticello.

A balanced and multi-modal transportation framework designed to consider safe access to pedestrians, bicyclists, transit users, and motorists.

A transportation system that provides safe, convenient, and affordable access to housing, worksites, schools, and community services.

A transportation system designed for everyone regardless of age, gender, language, ethnicity, economic status, or ability.

City-owned transportation infrastructure supporting the community's quality of life and connectivity goals.

Transportation plans and projects informed by an engaged community of stakeholders.



# ACTION PLAN COMPONENTS



## Leadership Commitment and Goal Setting

An official public commitment by a high-ranking official and/or governing body to an eventual goal of zero roadway fatalities and serious injuries.



## Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



## Safety Analysis

Analyze data, contributing factors, and safety needs across all roadways to identify high-risk locations and create a geospatial High-Injury Network.



## Engagement and Collaboration

Engage stakeholders and communities, incorporate their feedback, and align plans with overlapping jurisdictions and other government processes.



## Equity Considerations

Develop plans inclusively, identifying underserved communities and assessing equity impacts through data and collaboration.



## Policy and Process Changes

Evaluate existing policies to enhance transportation safety and outline updates or new standards for implementation.



## Strategy and Project Selections

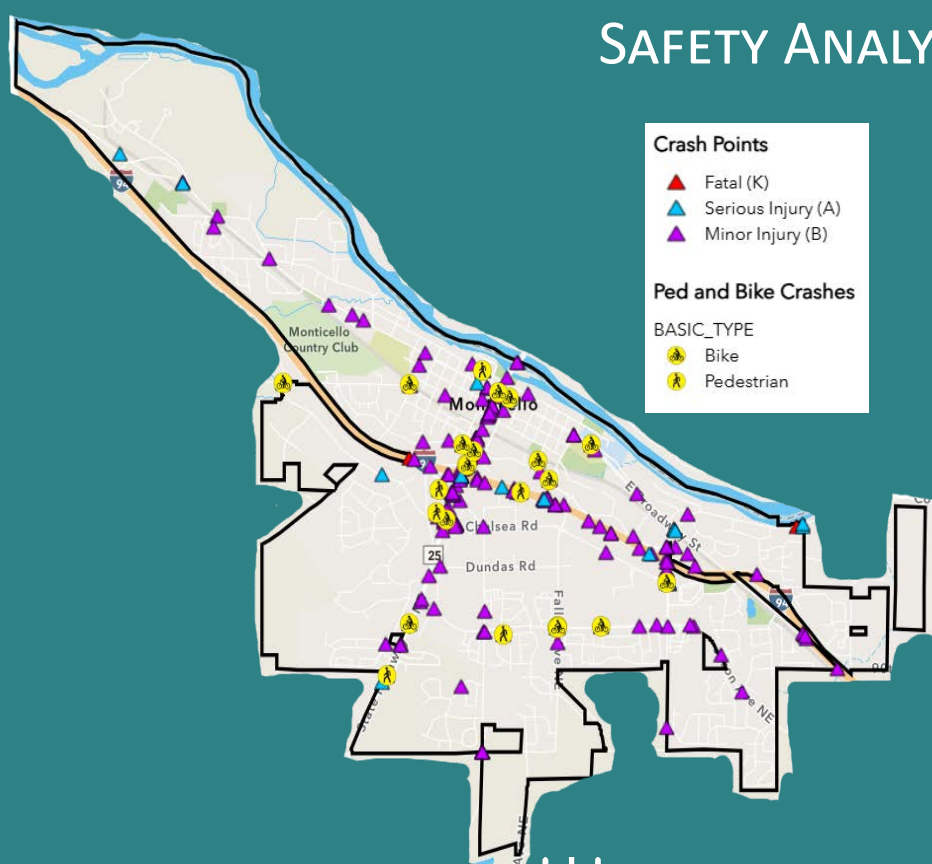
Develop and prioritize data-driven, evidence-based safety projects and strategies, incorporating equity, stakeholder input, and a Safe System Approach.



## Progress and Transparency

Establish a transparent method to track and publicly report annual progress on reducing roadway fatalities and injuries, with online access to the Action Plan.

# SAFETY ANALYSIS



The identification of only one high crash intersection, extremely low crash densities, and no fatal, serious injury or minor injury crashes on nearly 80 percent of the City's road network—supported the need to supplement the traditional high crash analysis with a systemic risk assessment to identify at-risk locations that would be candidates for safety investment.

11 Percent of all crashes involved a pedestrian or a bicyclist



63 percent of all crashes occurred at an intersection



Over half (53 percent) of crashes are on the state system

# EQUITY CONSIDERATIONS



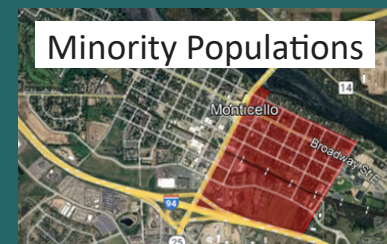
Existing Transit

The following aspects were reviewed for equity considerations:

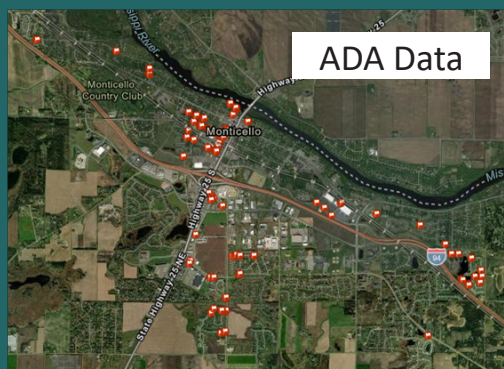
- Title VI
- Justice 40
- National Environmental Policy Act (NEPA)
- Americans with Disabilities Act (ADA)
- American Census Data
- American Community Survey Data
- Vulnerable Road User Data



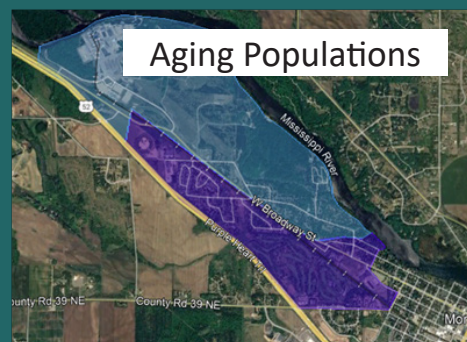
Low-Income Populations



Minority Populations



ADA Data

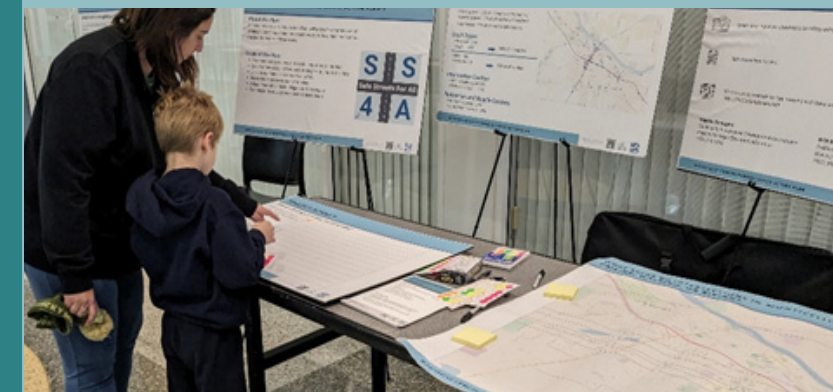


Aging Populations



Limited English Populations

# ENGAGEMENT AND COLLABORATION



Initial engagement identified locations where stakeholders did not feel safe walking, biking, or driving. Participants also completed a survey to identify why they felt unsafe in these areas.

The top 4 concerns of participants were:



Sidewalks, trails, and bike routes are not well lit in the evenings



My destinations are too far apart



The weather is unpredictable



The sidewalks/trails are not maintained



# SUGGESTED PROJECTS MAP

## Ped-Bike Project Segments

— Ped-Bike Project Segments

## Vehicle Project Segments

— Access Management

— Divided 4-Lane

— Road Diet

## Legend

### Ped-Bike Project Intersections

Install Signal Upgrades (Leading Pedestrian Interval, ADA compliant push buttons, landings, and ramps)

Install Signal Upgrades (Leading Pedestrian Interval, Countdown Timers, ADA compliant push buttons, landings, and ramps)

Median Refuge and/or Curb Extensions

Rectangular Rapid Flashing Beacon, Median Refuge

### Vehicle Project Intersections

Street Lights

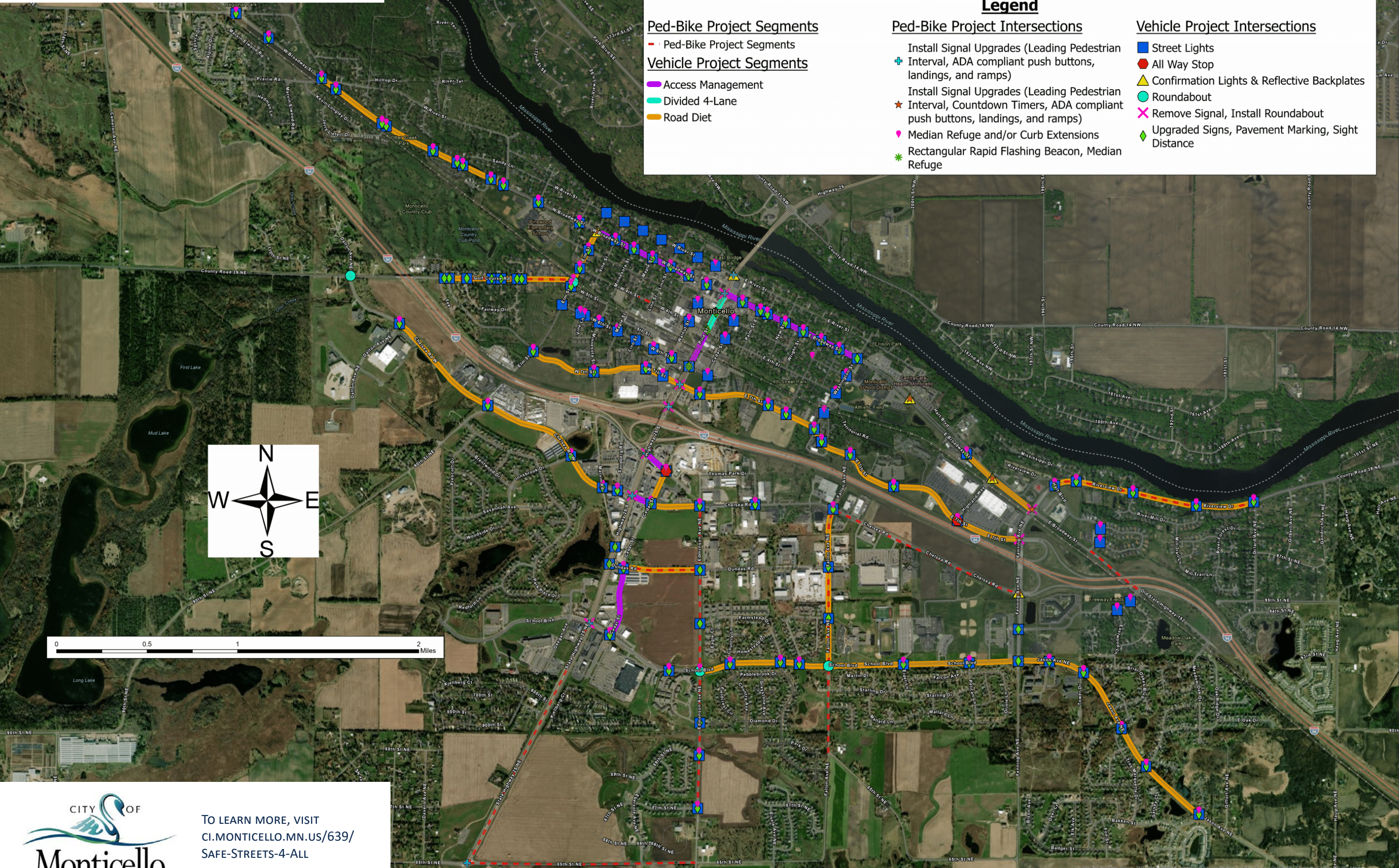
All Way Stop

Confirmation Lights & Reflective Backplates

Roundabout

Remove Signal, Install Roundabout

Upgraded Signs, Pavement Marking, Sight Distance



TO LEARN MORE, VISIT  
[CI.MONTICELLO.MN.US/639/](http://CI.MONTICELLO.MN.US/639/)  
 SAFE-STREETS-4-ALL



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## List of Acronyms

A	Severe Injury Crash
AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
B	Suspected Minor Injury Crashes
BIL	Bipartisan Infrastructure Law
C	Possible Injury Crashes
CEJST	Climate and Economic Justice Screening Tool
CSAP	Comprehensive Safety Action Plan
FHWA	Federal Highway Administration
GFA	Geographic Focus Area
GIS	Geographic Information System
HSM	Highway Safety Manual
ITS	Intelligent Transportation Systems
K	Fatal Crashes
MnDOT	Minnesota Department of Transportation
PHB	Pedestrian Hybrid Beacon
RRFB	Rectangular Rapid Flashing Beacon
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads For All
USDOT	United States Department of Transportation
WCHD	Wright County Highway Department



## Introduction

### Safe Streets for All (SS4A)

This Comprehensive Safety Action Plan (CSAP) was prepared with funding from the federal Safe Streets and Roads for All (SS4A) discretionary program. The Bipartisan Infrastructure Law (BIL) established the SS4A discretionary program to fund improvements and strategies to prevent roadway fatalities and serious injuries of all users of highways, streets, and roadways: pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro-mobility users, and commercial vehicle operators. The program includes \$5 billion in appropriated funds over five years, 2022-2026. The SS4A program supports the U.S. Department of Transportation’s (USDOT’s) National Roadway Safety Strategy and a goal of zero roadway deaths using a Safe System Approach.

### Purpose and Need

The City of Monticello is dedicated to eliminating roadway fatalities and serious injury crashes. Creating the Comprehensive Safety Action Plan (CSAP) is a crucial step toward this effort. The CSAP analyzes safety needs, identifies high-crash and high-risk locations and factors contributing to crashes, and prioritizes strategies to address them. The recommended measures aim to reduce the frequency and severity of crashes by focusing on reducing fatalities and serious injuries. The CSAP was developed with input from various safety partners and should be considered a dynamic document adaptable to changing local needs and priorities. Implementing this CSAP will enhance transportation safety for everyone who lives in, works in, visits, or travels through Monticello.

This planning-level document provides a high-level evaluation of system safety improvements. The city anticipates making periodic modifications to this CSAP to address additional information as necessary. Many of the recommendations provided in the plan will require additional analysis of corridors or specific improvements and should be used in tandem with existing studies. The specific recommendations and implementation measures may each require more study and evaluation related to their specific location and area.

### Plan Background and Use

This plan is organized to conform to the Self-Certification Eligibility Worksheet outlined in the SS4A Notice of Funding Opportunity. See Table 1 below for the questions from the worksheet. This table includes a numerical symbol associated with each question, as well as the page showing the location in the document where the question is addressed. *Questions 3, 7, and 9 must be “Yes”. 4 of the 6 remaining questions (1, 2, 4, 5, 6, 8) must be “Yes”.*

Following this worksheet closely ensures that all requirements of the SS4A Program are met and that the agency may apply for future funding to implement the safety projects contained within this plan.

*Table 1- SS4A Self-Certification Worksheet*

Symbol	SS4A Worksheet Question	Document Location
1	<p><b>Are both of the following true:</b></p> <ul style="list-style-type: none"> <li>Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?</li> <li>Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?</li> </ul>	<p>Yes Page 9</p>



2	<p>To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan’s development, implementation, and monitoring?</p>	<p>Yes Page 10</p>
3	<p>Does the Action Plan include all of the following?</p> <ul style="list-style-type: none"> <li>• Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;</li> <li>• Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;</li> <li>• Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,</li> <li>• A geospatial identification (geographic or locational data using maps) of higher risk locations.</li> </ul>	<p>Yes Page 13</p>
4	<p>Did the Action Plan development include all of the following activities?</p> <ul style="list-style-type: none"> <li>• Engagement with the public and relevant stakeholders, including the private sector and community groups;</li> <li>• Incorporation of information received from the engagement and collaboration into the plan; and</li> <li>• Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.</li> </ul>	<p>Yes Page 35</p>
5	<p>Did the Action Plan development include all of the following?</p> <ul style="list-style-type: none"> <li>• Considerations of equity using inclusive and representative processes;</li> <li>• The identification of underserved communities through data; and</li> <li>• Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.</li> </ul>	<p>Yes Page 40</p>
6	<p>Are both of the following true?</p> <ul style="list-style-type: none"> <li>• The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and</li> <li>• The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.</li> </ul>	<p>Yes Page 49</p>
7	<p>Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?</p>	<p>Yes Page 50</p>
8	<p>Does the plan include all of the following?</p> <ul style="list-style-type: none"> <li>• A description of how progress will be measured over time that includes, at a minimum, outcome data.</li> <li>• The plan is posted publicly online.</li> </ul>	<p>Yes Page 64</p>
9	<p>Was at least one of your plans finalized and/or last updated between 2019 and April 30, 2024?</p>	<p>N/A, Plan was completed with grant funds on 1/25/25</p>





# Leadership Commitment and Goal Setting / Planning Structure

## Council Commitment

The City of Monticello, by resolution and by action, has committed to a safe system approach that establishes a target date of 2040 by which it will work to reduce all roadway fatalities and serious injuries by 30%. The Council approved the resolution at its regular meeting on December 9, 2024.

CITY OF MONTICELLO  
WRIGHT COUNTY, MINNESOTA  
RESOLUTION NO. 2024-125

### ACCEPTING/ADOPTING RESOLUTION COMMITTING TO THE GOAL OF ELIMINATING ROADWAY FATALITIES AND SERIOUS INJURIES

**WHEREAS**, every life lost on our City’s roadways is a tragedy that impacts families, friends, and the entire community, and between 2013 and 2023 there were 224 injury crashes on the road system in the City of Monticello; and

**WHEREAS**, the City of Monticello has recognized that achieving safer streets requires a proactive, data-driven approach, incorporating engineering, education, enforcement, and community engagement; and

**WHEREAS**, a commitment to a goal of zero roadway fatalities and serious injuries aligns with best practices nationally and internationally for Vision Zero, Safe System, and similar programs that prioritize human life and aim to create safe transportation networks for all users; and

**WHEREAS**, establishing clear goals and timelines to eliminate roadway fatalities and serious injuries will support and guide the City’s planning, investment, and policy decisions.

### NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTICELLO, MINNESOTA:

1. The City of Monticello hereby commits to a long-term goal of zero roadway fatalities and serious injuries within the City. The City pledges to use its resources, influence, and partnerships to make significant strides toward this outcome, and
2. The City will strive to reduce roadway fatalities and serious injuries by 30% by 2040, and
3. To achieve these targets, the City will prioritize actions that include but are not limited to:
  - a. Implementing proactive safety countermeasures aimed at reducing crash risks for all users, with an emphasis on pedestrians, bicyclists, and vulnerable roadway users;
  - b. Enhancing traffic safety education programs for drivers, pedestrians, and cyclists in partnership with local schools, law enforcement, community organizations, and media;
  - c. Supporting effective and equitable traffic enforcement that focuses on preventing the most dangerous behaviors, including speeding, impaired driving, and distracted driving;
- d. Establishing an annual review process to report progress to City Council and the public, assess the effectiveness of implemented measures, and make necessary adjustments to strategy and resources, and
4. The City recognizes that community involvement and equity are essential to the success of this initiative, and
5. The City will actively engage with residents, business owners, and community organizations to ensure that the strategies reflect community needs and consider equity impacts, and
6. The City recognizes that a significant share of fatal and/or injury crashes occur on state or county jurisdictional roadways within the city. Coordination with the State of Minnesota and Wright County will be necessary to achieve a goal of zero roadway fatalities and injuries.
7. The City will strive to make progress toward the stated reduction targets by working within the framework of the Comprehensive Safety Action Plan to achieve the goals, and it will monitor progress annually and make adjustments to the plan as necessary to maintain momentum toward the ultimate goal of zero roadway fatalities and serious injuries.

1



ADOPTED BY the Monticello City Council this 9<sup>th</sup> day of December, 2024.

CITY OF MONTICELLO

Lloyd Hilgart, Mayor

ATTEST:

Jennifer Schreiber, City Clerk



## Task Force

The Comprehensive Safety Action Plan was guided by a dedicated task force of community leaders, professionals, and advocates who brought a wealth of expertise and perspectives to the process. The group included representatives from school transportation, local government, public safety, engineering, healthcare, education, and community advocacy. Over the course of four meetings, the task force tackled key components of the plan. The first meeting established the study's goals and assessed existing conditions, followed by a review of the equity report and initial recommendations in the second session. The third meeting focused on evaluating potential projects and decision-making frameworks, culminating in the final meeting where members reviewed and refined the draft document. This collaborative effort ensured the plan was inclusive, actionable, and reflective of the community's diverse needs.

The Task Force was comprised of:

2

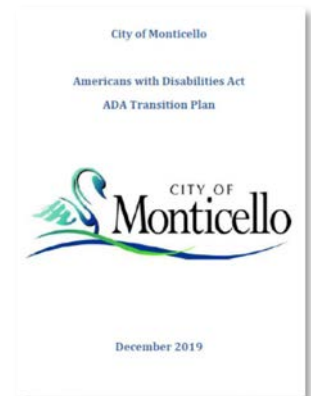
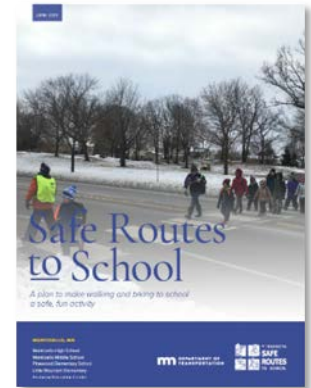
- Adam Kounkel, School Transportation
- Joe Kounkel, School Transportation
- Gary Ludwig, Trailblazer Transit Executive Director
- Dave Wik, High School Cross Country Coach
- Dustin Craig, Monticello Fire Captain
- Jake Nelson, Trailblazer Transit Dispatch Manager
- Lee Martie, City Councilmember
- Matt Coalwell, High School Co-Principal
- Sara Buermann, Wright County Assistant Engineer
- Kevin Triplett, Wright County Patrol Sergeant
- Terry Woodworth, Schools Facilities Director
- Frank Zinken, CentraCare EMS Manager
- Bruce Hedge, Biking Advocate
- Hayden Stensgard, former Monticello Community and Economic Development Coordinator
- Tyler Bevier, Monticello Community and Economic Development Coordinator
- Ryan Melhouse, Monticello Assistant City Engineer
- Matt Leonard, Monticello Public Works Director/City Engineer
- Angela Schuman, Monticello Community Development Director
- Rachel Leonard, Monticello City Administrator
- Maria Onnen – Parks Commission Member
- Thomas Cruikshank, MnDOT Principal Planner
- Britt Berner, John Brunkhorst, Howard Preston, Rick West, Natalie Fetter- Stonebrooke Engineering



## Existing Goals / Plans

Once the purpose and need of the Comprehensive Safety Action Plan were established, the project reviewed existing plans in the City of Monticello. Reviewing existing plans is crucial in city planning efforts to ensure that new initiatives are well-informed, cohesive, and effective. By examining current strategies and frameworks, the project team can identify successful elements to retain and areas needing improvement or adaptation. This process helps avoid redundancy, leverages previous investments, and aligns new projects with established goals and regulations. Additionally, reviewing existing plans allows for integrating updated data, emerging trends, and evolving community needs, fostering a holistic and responsive approach to urban development. Ultimately, this thorough review supports sustainable growth, enhances resource allocation, and promotes a more livable and resilient city.

- [Safe Routes to School \(2019\)](#):** The plan aims to make walking, biking, and rolling more accessible while encouraging health and safety for Monticello students and all members of the Monticello community. Projects and priority areas from this plan were mapped and overlaid in the Systemic Risk Assessment to create priority areas.
- [Americans with Disability Act \(ADA\) Transition Plan \(2019\)](#):** The Transition Plan aims to verify that the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities. This data was mapped and overlaid in the Systemic Risk Assessment to create priority areas. This information was determined to be out of date, but a good starting point for determining problem areas.
- Future Growth Areas:** City staff identified known future growth areas to ensure that they were considered in the Risk Assessment.
- Complete Streets:** A Complete Streets approach is required on many MnDOT projects. This means addressing the safety and access needs of users of all ages and abilities. It means considering the needs of people walking, biking, and taking transit, motorists, commercial vehicles, and emergency vehicles moving along and across roads. These Complete Streets priorities were ranked higher in the Systemic Risk Assessment.
- [City of Monticello 2040 Comprehensive Plan \(2020\)](#):** The comprehensive planning process provides extensive data and community feedback from recent years. This document served as a starting point for the Vision and Goals and to determine existing community priorities for the roadway network and pedestrian and bicycle safety. The Comprehensive Plan improvements for safety prioritized completing the existing pedestrian network to fill gaps in existing sidewalks and trails.



## Comprehensive Safety Action Plan Goals

The project team developed a Comprehensive Safety Action Plan Goals by thoroughly reviewing existing City documents and aligning them with the City's current priorities. This process ensured that the priorities were consistent with the broader vision and objectives already set by the city in areas such as transportation, safety, and community well-being. By analyzing these foundational documents, the team identified key areas where safety improvements could have the most significant impact, ensuring that the priorities would support the City's long-term strategies.

In addition to this document review, the project team actively engaged with the public at various events to gather input and understand community concerns. This engagement helped ensure that the priorities reflect the needs and expectations of residents, including their goal for safer streets and more walkable, bike-friendly environments. Finally, the priorities were vetted through a Task Force and Project Management Team, whose expertise helped refine and validate the proposed actions, ensuring they were feasible, impactful, and aligned with the City's capacity for implementation. This collaborative approach ensures that the Comprehensive Safety Action Plan is well-rounded, community-informed, and technically sound. More information about the public engagement efforts and Task Force can be found later in this report.

Below are the goals created through this effort:

- A balanced and multi-modal transportation framework designed to consider safe access to pedestrians, bicyclists, transit users, and motorists.
- A transportation system that provides safe, convenient, and affordable access to housing, worksites, schools, and community services.
- A transportation system designed for everyone regardless of age, gender, language, ethnicity, economic status, or ability.
- Transportation plans and projects informed by an engaged community of stakeholders.
- City-owned transportation infrastructure supporting the community's quality of life and connectivity goals.
- Transportation planning is fiscally responsible, transparent, and collaborative.



## Safety Analysis (Crash Analysis)

3

The crash analysis is an important step needed to support the preparation of Monticello’s Comprehensive Safety Action Plan. It was a multi-level prioritization exercise focused on three specific outcomes:

1. Identify the types of crashes that are either over-represented compared to available state-wide data or are occurring in large numbers and, therefore, represent a high-priority target for reduction.
2. Identify the locations along Monticello’s roadway system where crashes involving injuries and the targeted crash types occur. These locations represent the City’s High Injury Network, and the at-risk locations considered to be priorities for safety investment.
3. Identify a short list of safety strategies and countermeasures that have proven effective at mitigating high-priority crashes and then develop a recommended list of safety projects, which are the deployment of specific high-priority strategies at specific high-priority locations.

***The initial step in the crash analysis involved assembling a data set of road segments and intersections from Monticello’s Road Network that were included in the study.***

### Monticello Road Network

There are approximately 85 miles of roads in Monticello, and they were first disaggregated by Route System (Table 2). The data indicates that MnDOT owns/operates approximately six percent of the road network, Wright County owns/operates approximately eleven percent, and the City owns/operates approximately 82 percent.

*Table 2 – Monticello Road Network*

Monticello Road Network		
Route System	Miles	Percentage of System
State	4.9	6%
County State Aid Highway (CSAH)	8.8	10%
County Road (CR)	0.7	1%
Municipal State Aid Street (MSAS)	15.1	18%
Municipal Street	54.3	64%
Other	1.4	2%
<b>TOTAL</b>	<b>85.2</b>	<b>100%</b>

This road network was broken down into segments and intersections. Various roadway feature data was also collected, including roadway cross-section, speed limit, traffic volumes, adjacent land use, traffic control devices, and others. This effort resulted in identifying 134 individual roadway segments and 202 intersections.

Table 3 and 4 below show the information and features that were collected for the segments and intersections. The full list of intersections and segments is contained in the Appendix.



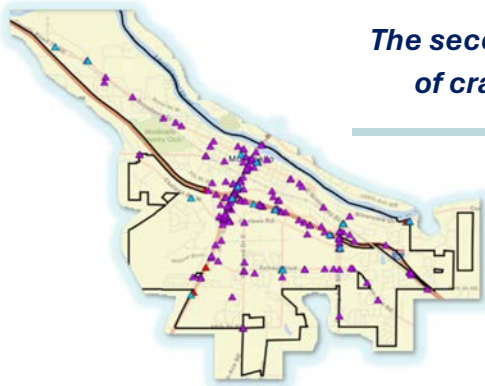
*Table 3 – Segment Information and Features Collected*

Segment Information and Features Collected				
Segment No.	GIS Map Intersection ID No.	Route System	Route No.	Street Name
FROM	TO	Length (Mi.)	Fatal Crashes	Serious Crashes
Minor Crashes	Bicycle Crashes	Pedestrian Crashes	Access Points	Access Density
Land Use	Area Type & Context	Functional Classification	ADT	Speed Limit
Driving Lane Width	Curb & Gutter presence	No. of Lanes	Road Type	Traffic Control Device
Pedestrian Crossing Features	Sidewalks Present	Trails Present	GIS Map Coordinates	Google Map hyperlink

*Table 4 – Intersection Information and Features Collected*

Intersection Information and Features Collected				
Intersection No.	GIS Map Intersection ID No.	Route System	Route No.	Street Name
Cross Street	Fatal Crashes	Serious Crashes	Minor Crashes	Bicycle Crashes
Pedestrian Crashes	Access Points	Access Density	Land Use	Area Type & Context
Geometry (skew)	Functional Classification	No. Lanes Major Approach	No. Lanes Minor Approach	Traffic Control Device
Major Approach Turn Lane Config	Major Approach Left Turn Lane Phasing	Pedestrian Crossing Features	Sidewalks Present	No. of Lanes Bikes/Peds Cross
Major ADT	Minor ADT	Minor % of Major	Volume Cross Product	Entering Volumes
Major Approach Speed	Minor Approach Speed	GIS Map Coordinates	Google Map hyperlink	

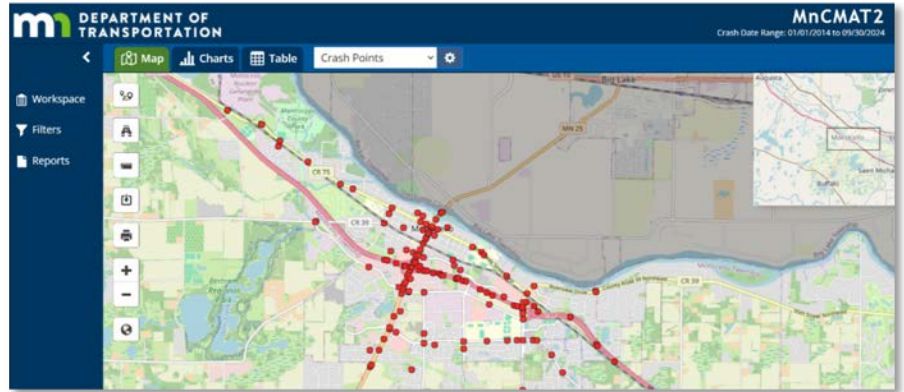
### Crash Data and Identification of Priority Crash Types



**The second step in the crash analysis involved assembling a data set of crashes that occurred at individual locations within the City.**



The list of crashes for the analysis was obtained from the Minnesota Crash Mapping and Analysis Tool 2.0 (MnCMAT). Crash records contain standard data collected by the reporting officer, including location, date, time, age, gender, physical condition, seat belt usage, environmental conditions, contributing factors, road geometry, severity, collision type, and many others.



Data for the ten years 2013 through 2023 (the last full year for which data was available) was collected.

The initial list of crashes included only those resulting in fatalities (K) or serious injuries (A), consistent with current practices in Minnesota. This effort determined that there had been five crashes involving fatalities and 18 crashes involving serious injuries for a total of 23 K+A crashes in Monticello during the ten-year study period.

***This result presented both good news – there were relatively few serious crashes in Monticello and a challenge – the 23 serious crashes were not considered to be a sufficiently large data set of crashes to support identifying either priority crash types or at-risk locations.***

The size of the crash data set was discussed with MnDOT safety engineers. They concurred with the decision that 23 crashes were too small a data set and that the addition of minor injury crashes (B) was a reasonable way to assemble a data set that was sufficiently large (224 K+A+B crashes) to produce statistically reliable results for priority crash types and at-risk locations, see Table 5.

*Table 5 – 2013 to 2023 Monticello Crash Data*

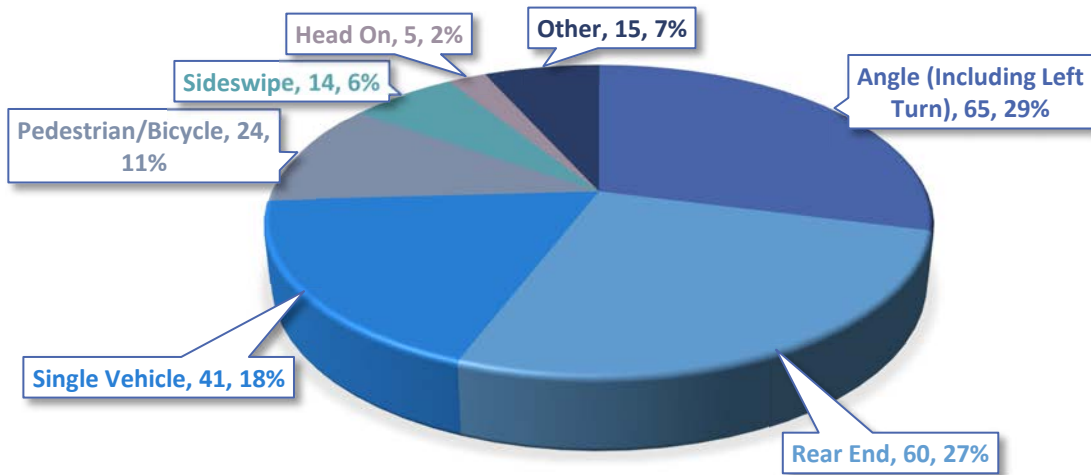
Crash Data 2013 – 2023												
Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
K	1	0	0	1	0	0	1	0	2	0	0	5
A	1	2	2	1	4	2	1	1	2	1	1	18
B	10	18	16	16	25	23	18	13	22	26	14	201
Total	12	20	18	18	29	25	20	14	26	27	15	224



These 224 K+A+B crashes were then disaggregated by type of crash, see Chart 1. The results of this effort suggest that the following types of crashes be considered a high priority for mitigation:

- Angle Crashes (including Left Turns) – 29%
- Rear End Crashes – 27%
- Single Vehicle Crashes – 18%
- Pedestrian/Bicycle – 11%

Figure 1 - Crash Type Summary



Key findings from the crash analysis include:

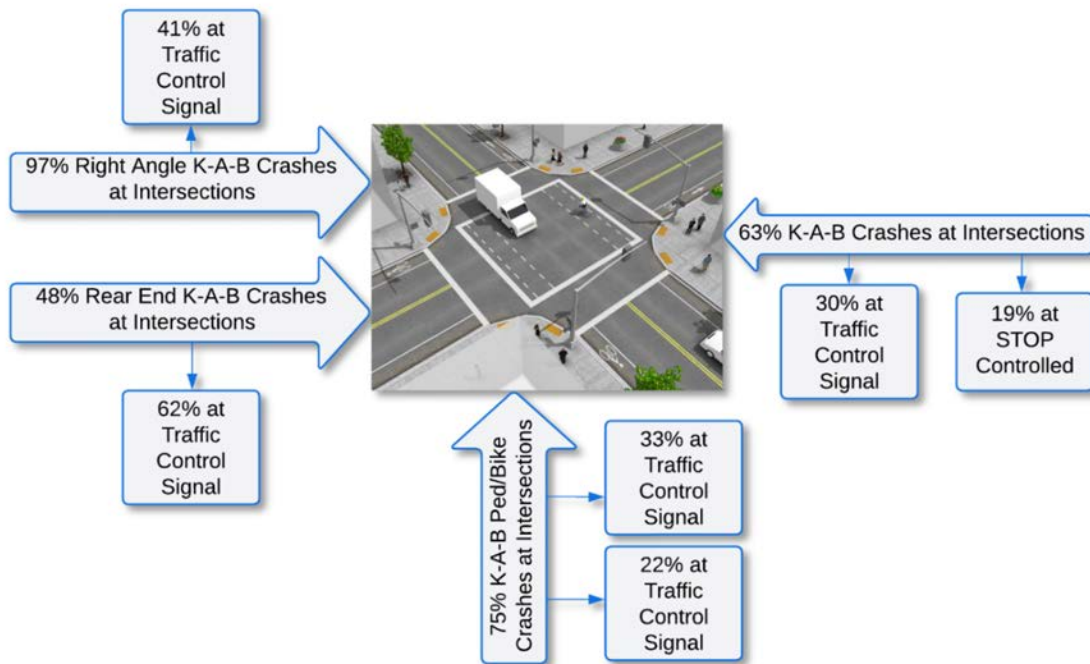


Figure 2 - KAB Intersection Crashes



**The Crash Density (crashes/intersection/year) for Rear End, Right Angle, and Ped/Bike crashes is very low; 0.03, 0.025, and 0.01, respectively.**

### Identification of High Injury Network and At-Risk Locations

The 224 K+A+B crashes in the data set were located using MnCMAT, and it was determined that these crashes are not uniformly distributed, nor is every location equally likely to experience a crash on Monticello’s road network. It was also determined that these crashes were over-represented at specific locations that could be identified first by Route System and then within each category by features including functional classification, roadway cross-section, speed limit, traffic volume, land use, and at intersections – the type of traffic control device.

The disaggregation of K+A+B crashes by Route System (see Table 6) found that crashes were over-represented along State Highways, County State Aid Highways (CSAH), and Municipal State Aid Streets (MSAS)—these roads account for 34% of the road network mileage in Monticello, but 88% of the K+A+B crashes, thus they represent our High Injury Network.

**High Injury Network**  
The HIN identifies and prioritizes road segments and intersections where a disproportionately high number of traffic crashes occur.

**The State-Aided roads (State, CSAH, MSAS) were designated as Monticello’s High Injury Network.**

To further support the designation of the High Injury Network, crash densities (K+A+B crashes/mile/year) were computed for each Route System component. The State, CSAH, and MSAS routes had the highest crash densities, 2.4, 0.4, and 0.3, respectively. Collectively, these State Aided routes had an average crash density of 0.7 K+A+B crashes/mile/year, which is 2.6 times the Citywide average of 0.3 K+A+B crashes/mile/year, which provides additional support for their designation as Monticello’s High Injury Network (HIN).

*Table 6 – K+A+B Crashes by Route System*

K+A+B Crashes by Route System					
Route System	Miles	% Miles	K+A+B Crashes	% Crashes	Crash Density (Crashes/Mile Year)
State	4.9	6%	119	53%	2.4
MSAS	15.1	18%	43	19%	0.4
CSAH	8.9	10%	35	16%	0.3
Municipal Street	54.3	64%	18	8%	0.03
Other	1.4	2%	7	3%	0.5
County Road	0.7	1%	2	1%	0.3
TOTAL	85.2	100%	224	100%	0.3

To support the definition of at-risk locations and identification of priority candidates for safety investment along the HIN, a comprehensive safety analysis was completed – a traditional approach that identified high crash locations (defined as



averaging at least one K+A+B crash per year) and a systemic approach that identified risk based on the presence of specific roadway design, speed, traffic volume, and land use characteristics similar to the attributes at the locations with crashes.

### Traditional High Crash Approach

To support the traditional approach, the 224 K+A+B crashes were assigned to the 134 segments and the 201 intersections in Monticello’s road network. The results of this analysis found:

- 104 of the 134 segments (78%) had NO K+A+B crashes during the study period.
- None of the 134 segments were considered high crash – none averaged one K+A+B crash per year.
- 15 segments were found to have had more than one K+A+B crash during the study period, and 87% of these crashes were on the state or CSAH system.
- 154 of the 201 intersections (77%) had no K+A+B crashes during the study period.
- One intersection (0.5%) was considered a high crash location – the intersection of Trunk Highway (TH) 25 and the I-94 Ramp.
- 24 intersections were found to have more than one K+A+B crash during the study period – 8 were on the State route system, nine on the CSAH system, and seven on the MSAS system.
- The density of Right Angle and rear-end crashes is very low = 0.03 K+A+B Crashes/Intersection/Year.
- The density of Pedestrian/Bicycle crashes is also very low = 0.01 K+A+B Crashes/Intersection/Year.

***These results—the identification of only one high crash intersection, extremely low crash densities, and no K+A+B crashes on nearly 80% of the City’s road network—support the need to supplement the traditional high crash analysis with a systemic risk assessment to identify at-risk locations that would be candidates for safety investment.***

### Systemic Risk Assessment

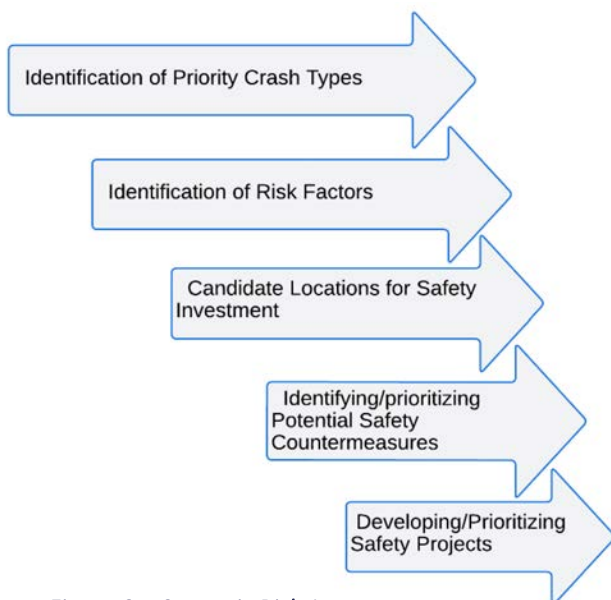


Figure 3 – Systemic Risk Assessment

The systemic risk assessment process was developed to help safety analysts identify locations for safety investment based on predicting crash potential in systems with few or no high crash locations and crash densities of priority crash types that are too low to find places of concern reliably.

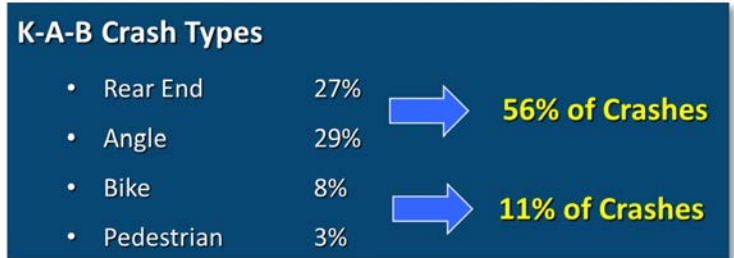
The systemic assessment in Monticello was conducted consistent with the process documented in FHWA’s Systemic Safety Project Selection Tool (FHWA-SA-13-019, July 2013) and consisted of the steps shown in Figure 3.



### Priority Crash Types

A review of the crash information provided by MnCMAT 2.0 found that the most common types of K+A+B crashes on Monticello’s road network were Angle (Right-Angle (51) & Left Turns (15)) and Rear-End (60) crashes. These crash types accounted for more than 50% of all crashes and were selected as priority crash types.

Crashes involving Pedestrians and Bicycles accounted for 11% of K+A+B crashes in Monticello and were also selected as a priority crash type due to the vulnerability of those types of road users.



### Risk Factors

The locations where the priority crash types occurred were reviewed, and the roadway and intersection features were documented. Further analysis was then conducted to determine which of the characteristics appear to be overrepresented. Therefore, candidates are part of a package of risk factors used to predict which intersections and segments are, in fact, at risk for future crashes.

The analysis resulted in the selection of the following characteristics for use as risk factors:

**Risk Factors**  
 Characteristics of the road network that contribute to the likelihood or severity of crashes on that network

### INTERSECTIONS

#### Right Angle and Rear End Crashes

1. Intersection Traffic Control – Signal. 54% of vehicle crashes occurred at Signal controlled intersections. This compares to 7% of the 202 intersections in the road network with Traffic Signals.

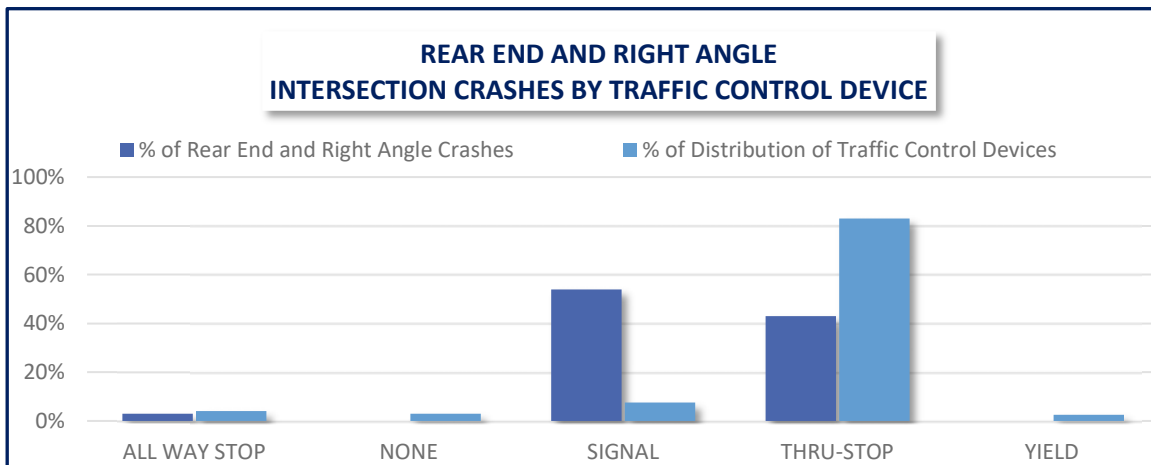


Figure 4 - Intersection Risk Factors – Vehicles - TCD



- 2. Entering Traffic Volumes- > 25,000 vehicles/day. 54% of vehicle crashes occurred at intersections with entering traffic volumes greater than 25,000 vehicles/day.

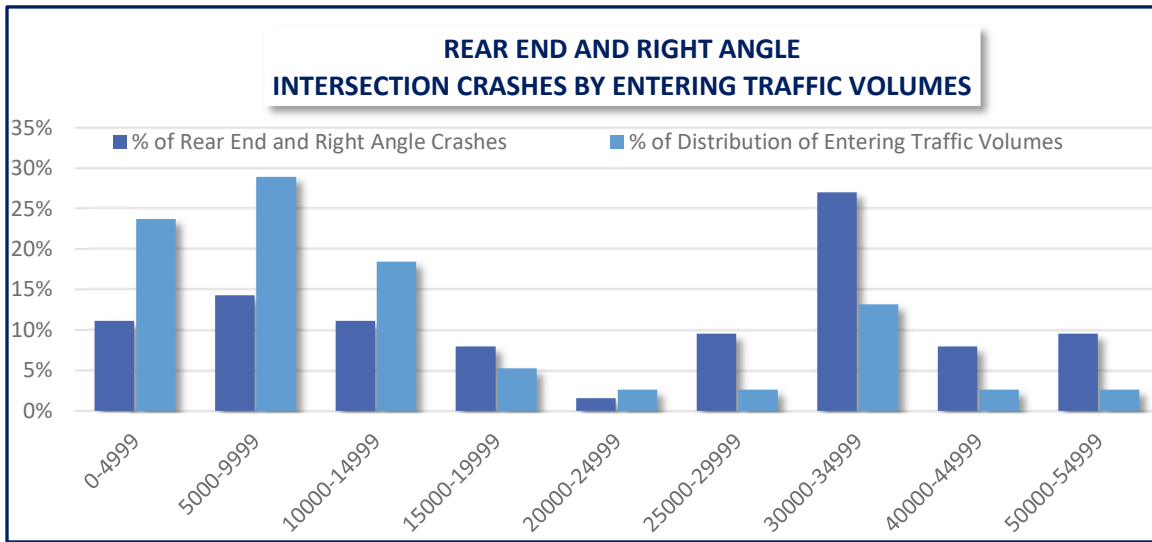


Figure 5 - Intersection Risk Factors - Vehicles - Entering Traffic Volumes

- 3. Roadway Cross-Section – Divided. 73% of vehicle crashes occurred at intersections along divided roadways.

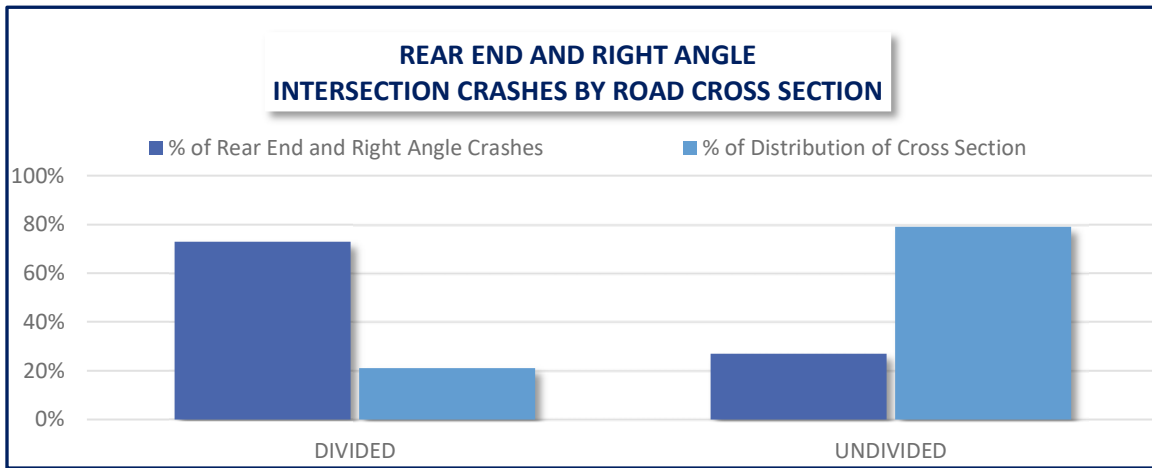


Figure 6- Intersection Risk Factors - Vehicle – Road Cross-Section



- 4. Functional Classification – Arterials. 78% of vehicle crashes occurred at intersections along roadways classified as either Minor Arterials or Principal Arterials.

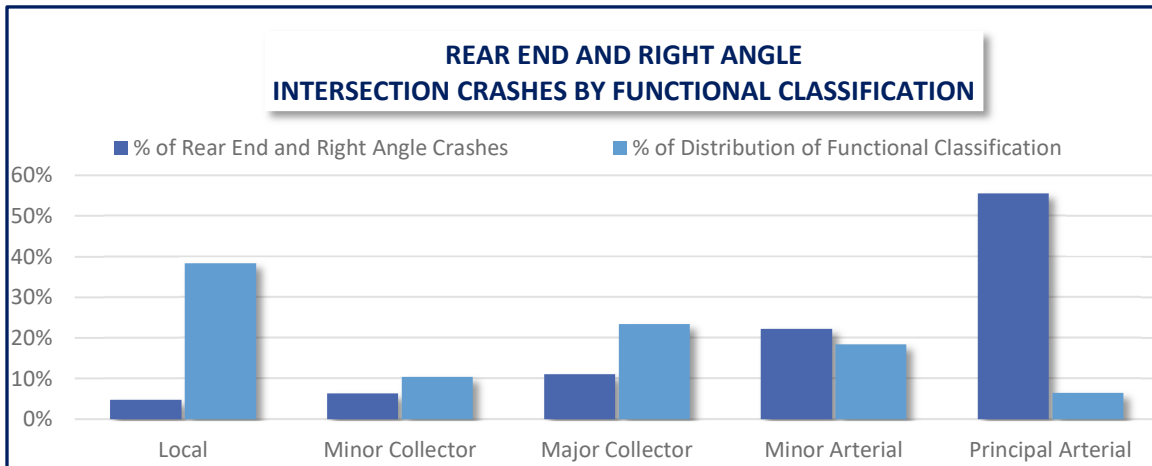


Figure 7- Intersections - Vehicle - Functional Classification

- 5. Adjacent Land Use – Commercial. 74% of vehicle crashes occurred at intersections where the adjacent land use was classified as Commercial.

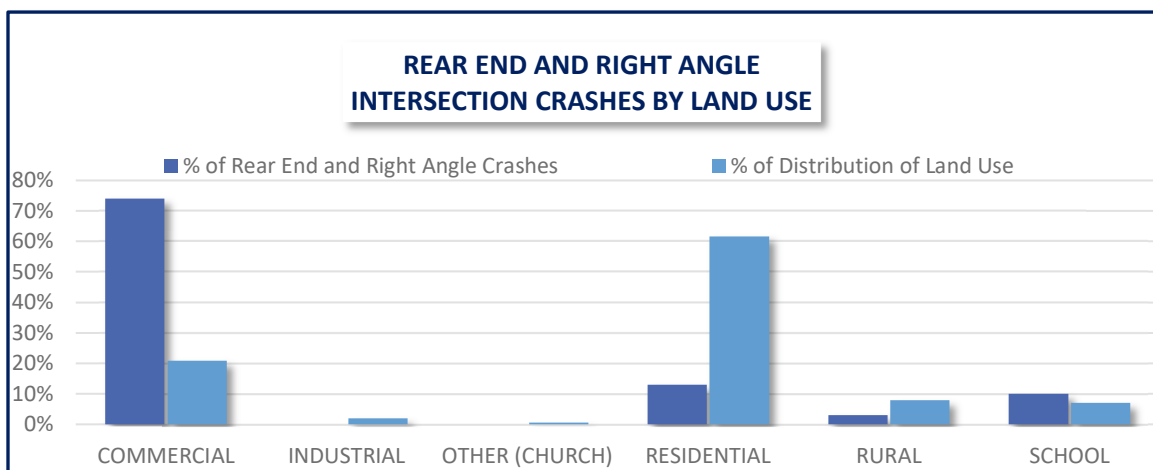


Figure 8- Intersections - Vehicle - Adjacent Land Use



- 6. Approach Configuration – Left-Thru-Thru and Left-Thru-Thru-Right. 54% of vehicle crashes occurred at intersections where the Major Approach Turn Lane Configuration was LTT or LTTTR.

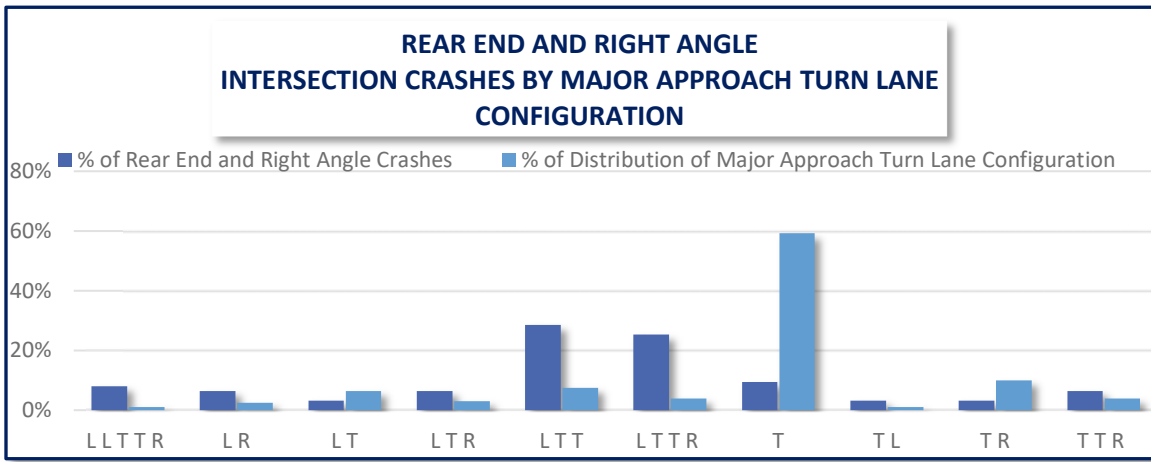


Figure 9- Intersections - Vehicle - Major Approach Turn Lane Configuration

**Pedestrian/Bicycle Crashes**

- 1. Speed Limit – 30 MPH 88% of crashes involving Pedestrians/Bicycles occurred at intersections where the Speed Limit was 30 MPH.

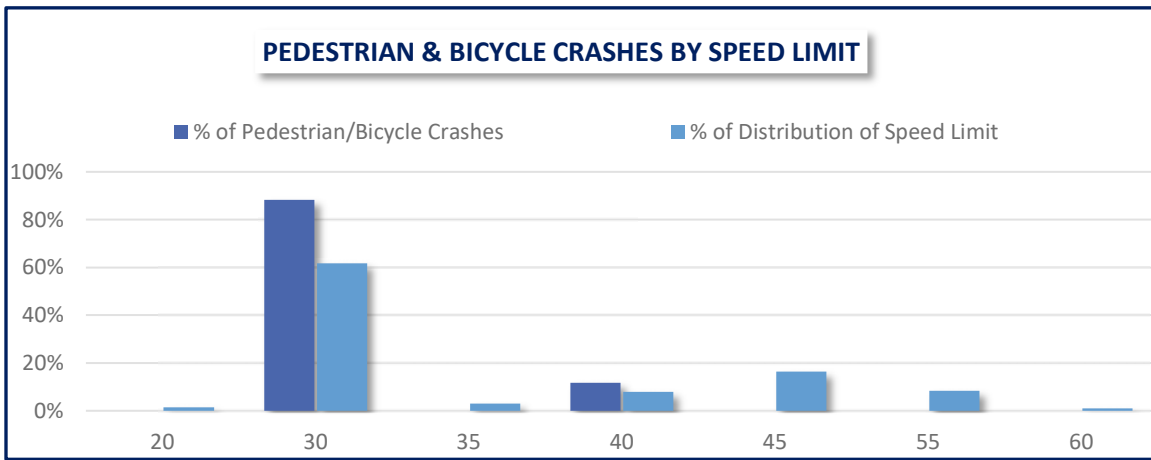


Figure 10 - Intersections - Pedestrian/Bike - Speed Limit



2. Pedestrian Crossing Features – Ped Heads & Markings and Signs & Markings Only. 70% of Pedestrian/Bicycle crashes occurred at intersections with:
  - o Pedestrian Signal Heads & Pavement Markings
  - o Warning Signs & Pavement Markings

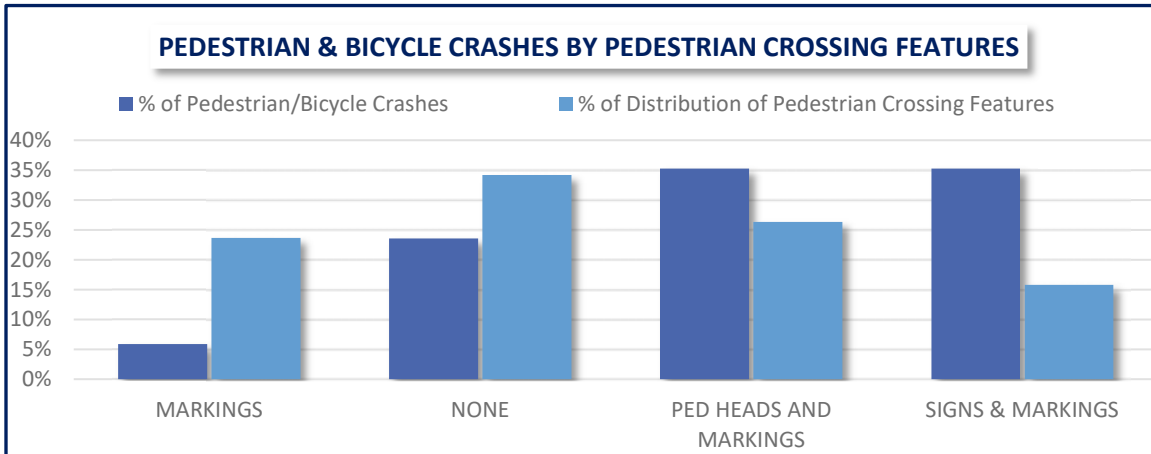


Figure 11- Intersections - Pedestrian/Bicycle - Pedestrian Crossing Features

3. Intersection Traffic Control – Signal or All-Way Stop. 53% of Pedestrian/Bicycle crashes occurred at Signal or All-Way Stop controlled intersections. This compares to 7% of the 202 intersections in the road network with Traffic Signals and 4% with All-Way Stop conditions.

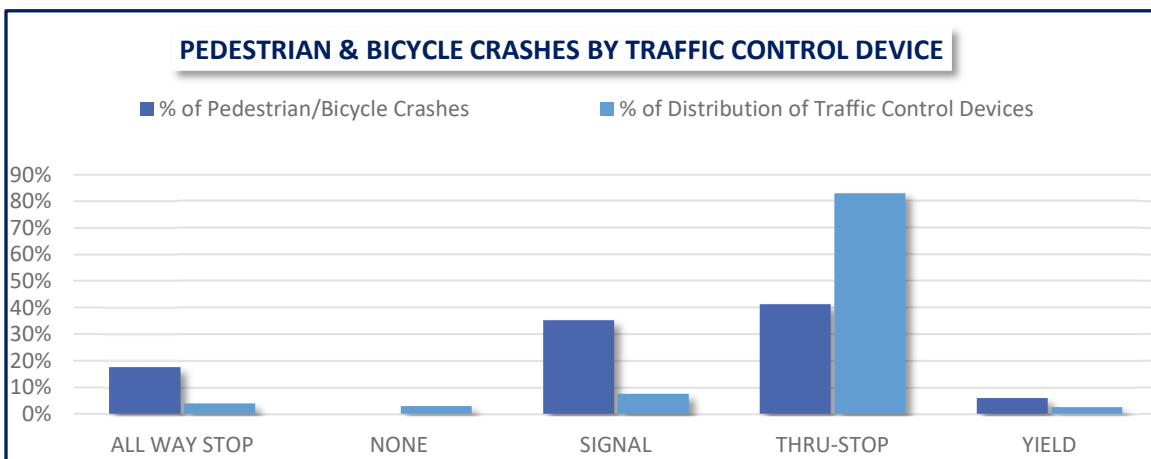


Figure 12- Intersections - Pedestrian/Bicycle - TCD



- 4. Functional Classification – Arterials. 65% of Pedestrian/Bicycle crashes occurred at intersections along roadways classified as either Principal Arterials or Minor Arterials.

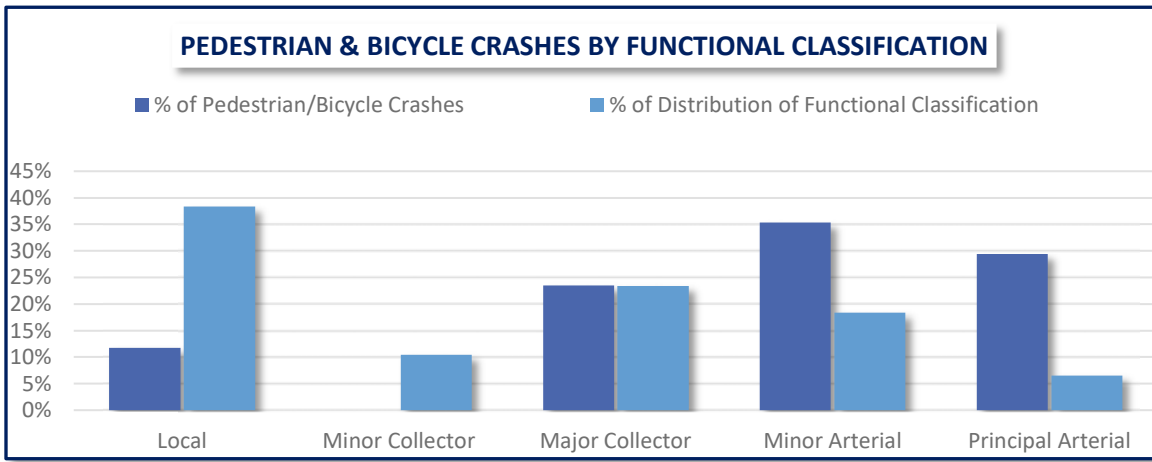


Figure 13- Intersections - Pedestrian/Bicycle - Functional Classification

- 5. Number of lanes Pedestrians and Bicycles cross – 3 to 6. 59% of Pedestrian/Bicycle crashes occurred at intersections where Pedestrians and Bicycles have to cross 3 to 6 lanes of traffic.

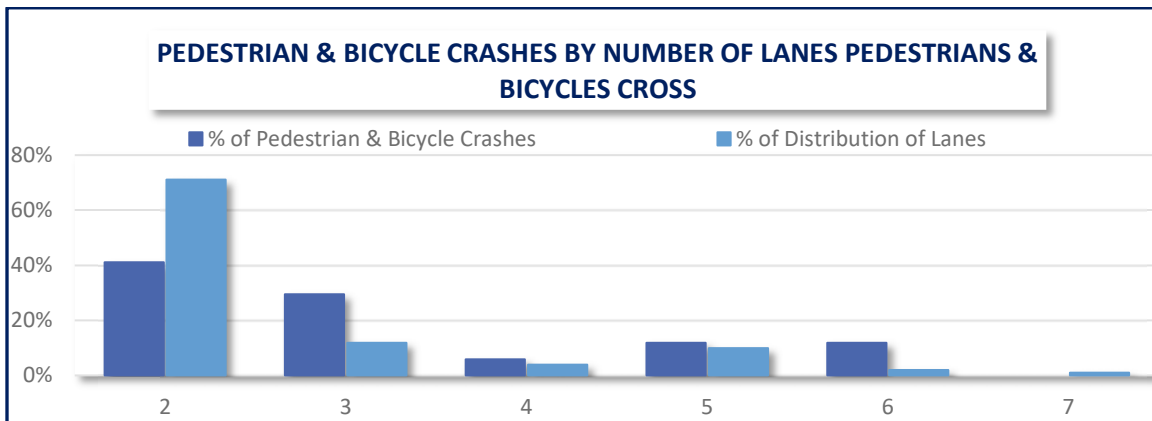


Figure 14- Intersections - Pedestrian/Bicycle - Number of Lanes to Cross



**SEGMENTS**

**Rear End Crashes**

1. Roadway Cross-Section – Divided. 79% of vehicle crashes occurred along segments that are divided.

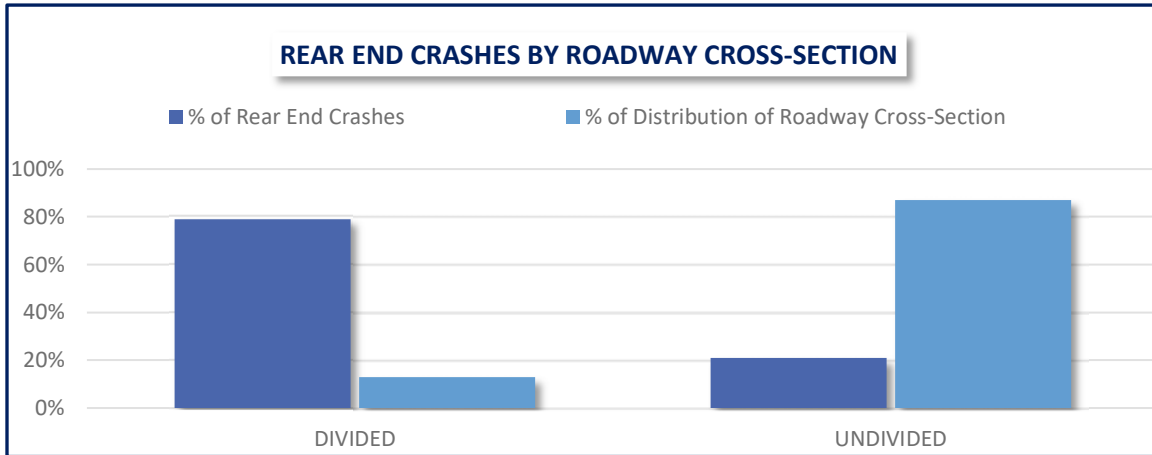


Figure 15- Segments - Vehicle - Road Cross-Section

2. Adjacent Land Use – Commercial. 83% of vehicle crashes occurred along roadway segments where the adjacent land use was classified as Commercial.

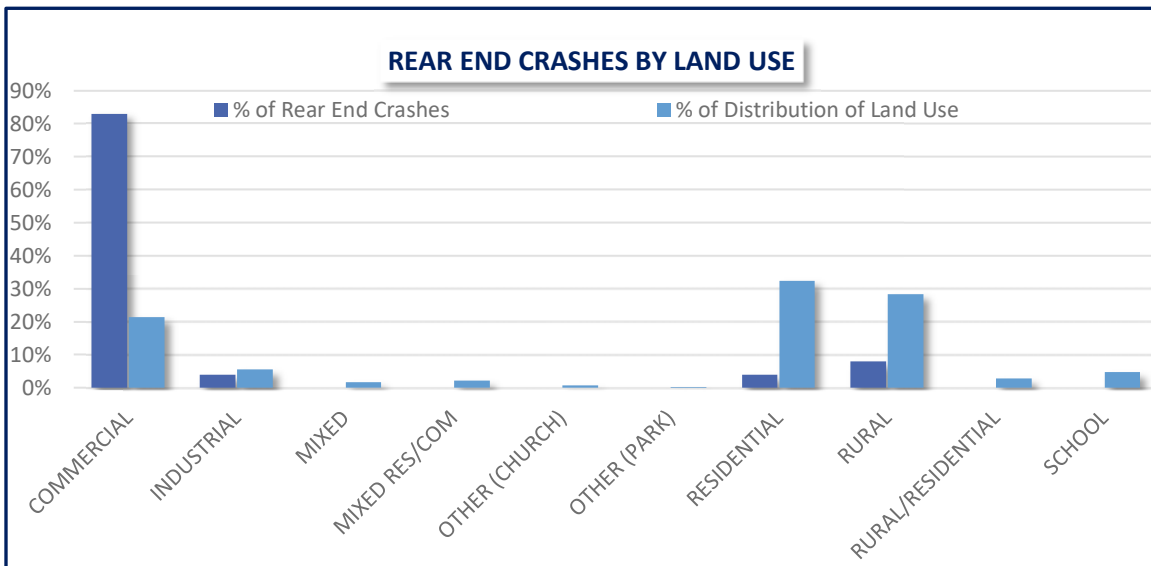


Figure 16- Segments - Vehicle - Land Use



- 3. Number of lanes – 4. 88% of vehicle crashes occurred along roadway segments with 4 lanes.

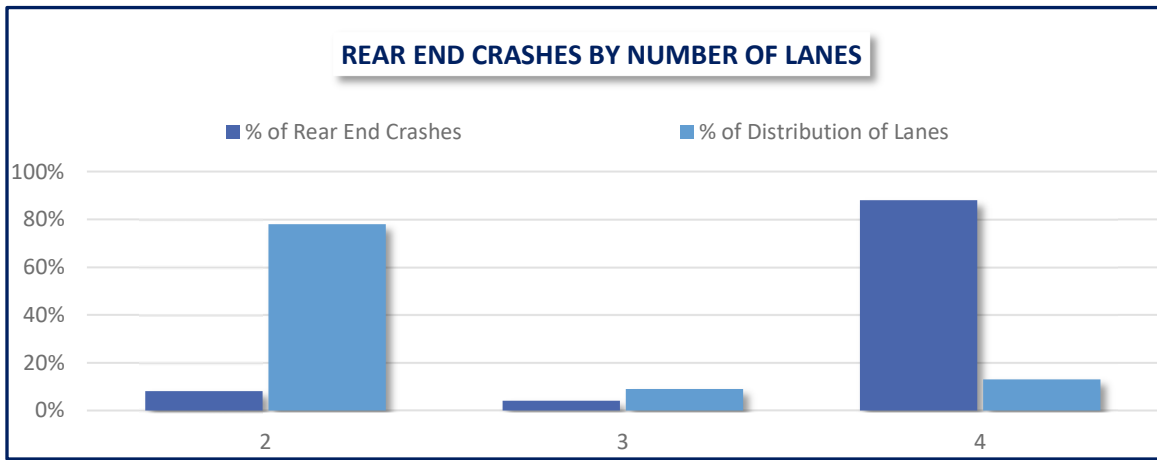


Figure 17- Segments - Vehicles - Number of Lanes

- 4. Traffic volume – greater than 15,000 vehicles/day. 88% of vehicle crashes occurred along roadway segments with traffic volumes in excess of 15,000 vehicles/day. Rear End and Pedestrian/Bicycle Crashes.

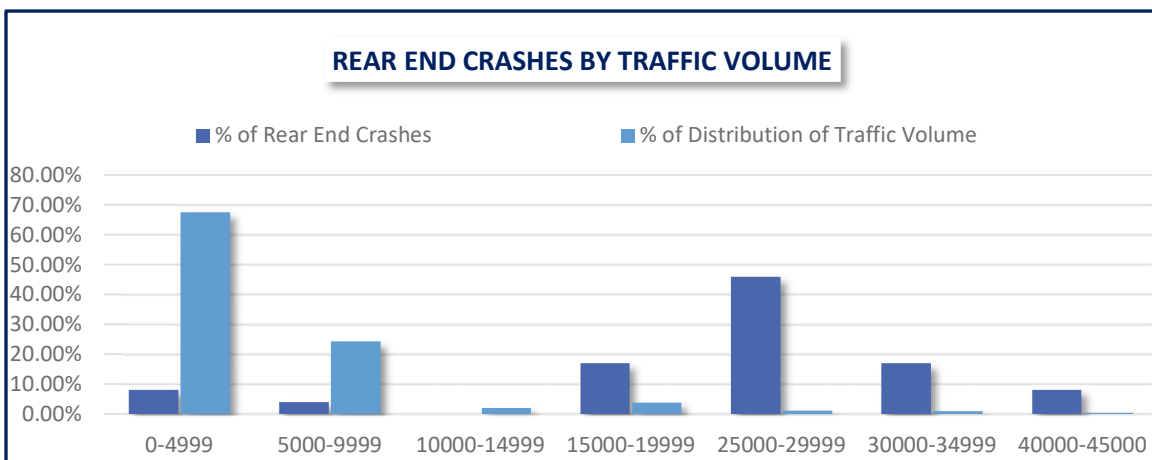


Figure 18- Segments - Vehicles - Traffic Volume



**Pedestrian/Bicycle Crashes**

1. Speed Limit –40 to 60 MPH. 67% of Pedestrian/Bicycle crashes occurred along roadway segments with Speed Limits between 40 and 60 MPH.

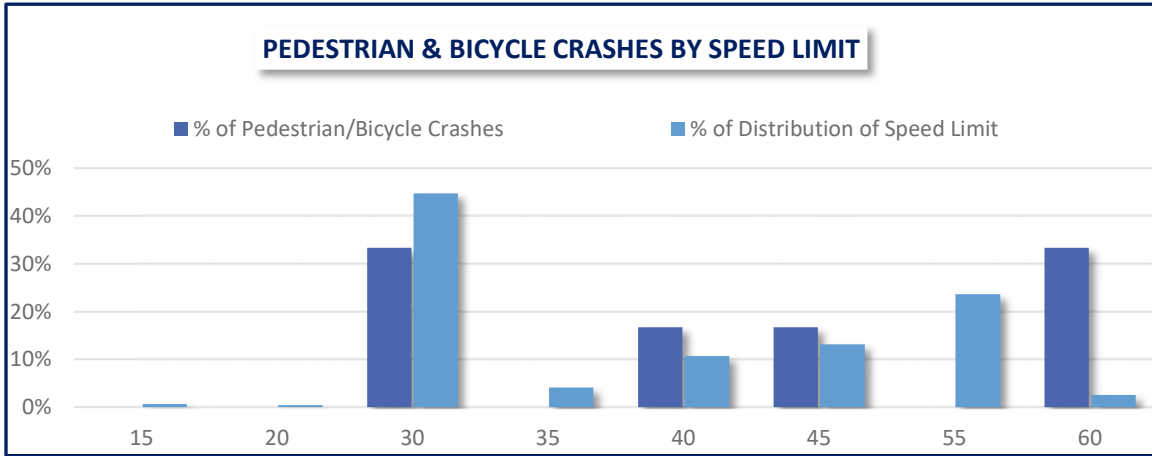


Figure 19- Segments - Pedestrian/Bicycles - Speed Limit

2. Adjacent Land Use – Commercial. 50% of Pedestrian/Bicycle crashes occurred along roadway segments where the adjacent land use was classified as Commercial.

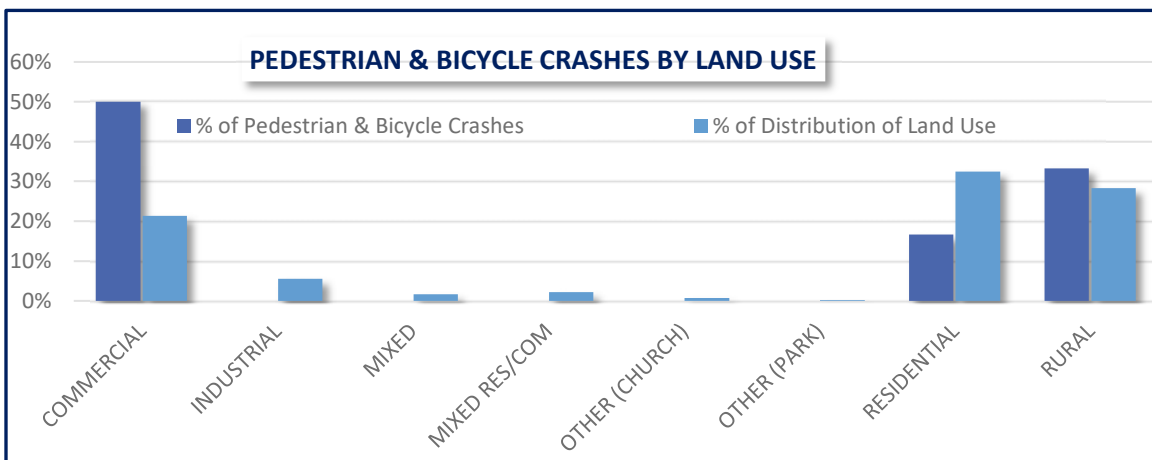


Figure 20- Segments - Pedestrian/Bicycle - Land Use



3. Number of lanes – 4. 50% of Pedestrian/Bicycle crashes occurred along roadway segments with 4 lanes.

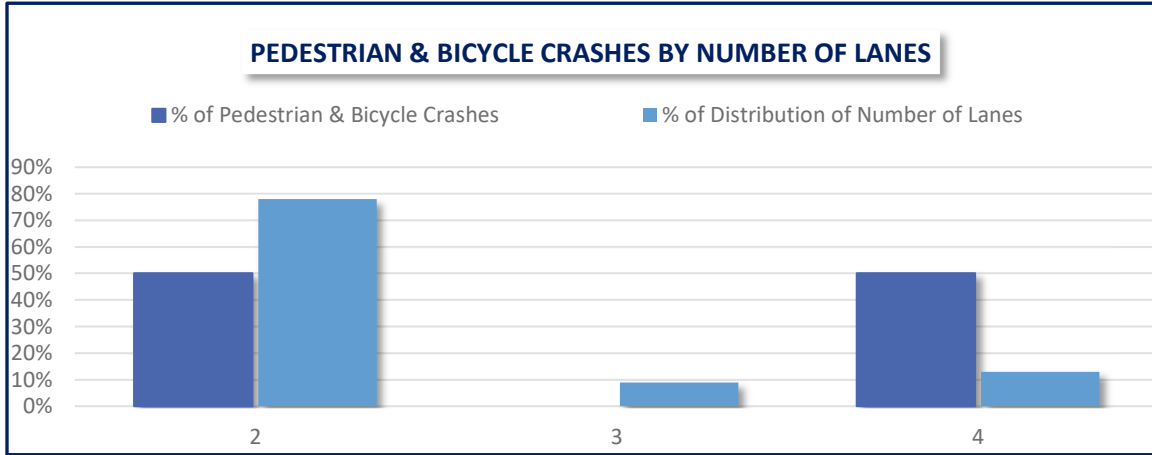


Figure 21- Segments - Pedestrian/Bicycle - Number of Lanes

4. Traffic volume – 5,000 – 20,000 vehicles/day. 66% of Pedestrian/Bicycle crashes occurred along roadway segments with traffic volumes 5,000 – 20,000 vehicles/day.

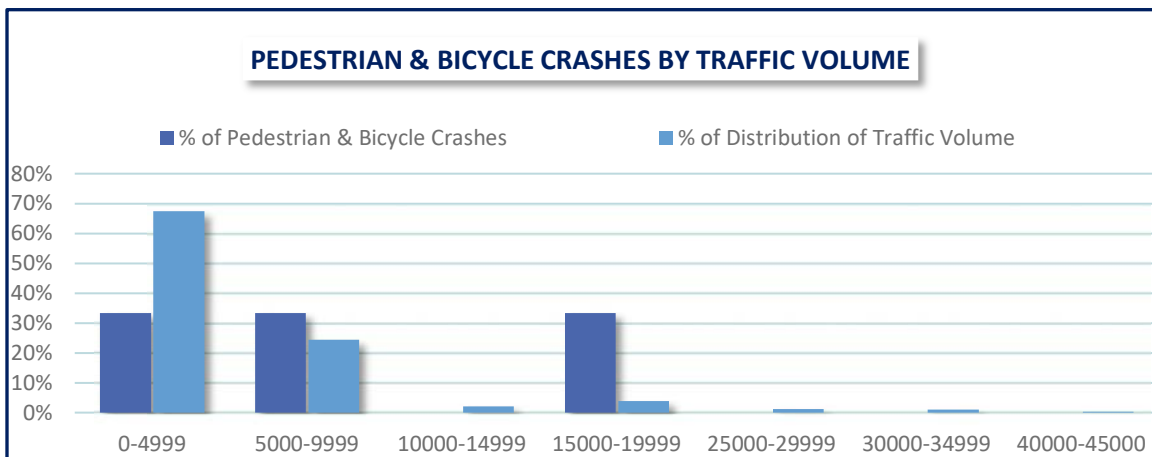


Figure 22 - Segments - Pedestrian/Bicycle - Traffic Volume



A summary of the Risk Factors for the Intersections and Segments is shown below in Tables 7 to 10.

*Table 7 – Intersection Risk Factors - Vehicle*

Intersection Risk Factors – Vehicle	
Risk Factors	Criteria
Intersection Traffic Control	Signal
Entering Traffic Volume	>25,000 vehicles/day
Roadway Cross Section	Divided
Functional Classification	Arterials
Adjacent Land Use	Commercial
Approach Turn Lane Configuration	Left-Thru-Thru, Left-Thru-Thru-Right

*Table 8 = Intersection Risk Factors – Pedestrian/Bicycle*

Intersection Risk Factors – Pedestrian/Bike	
Risk Factors	Criteria
Speed Limit	30 mph
Pedestrian Crossing Features	Pedestrian signal heads & Pavement Markings Warning signs & Pavement Markings
Intersection Traffic Control	All-Way Stop or Signal
Functional Classification	Arterials
No. of Lanes Pedestrian/Bicycles Cross	3 - 6

*Table 9 – Segment Risk Factors - Vehicle*

Segment Risk Factors – Vehicle	
Risk Factors	Criteria
Roadway Cross-Section	Divided
Adjacent Land Use	Commercial
Number of Lanes	4
Traffic Volume	>15,000 vehicles/day



*Table 10 – Segment Risk Factors – Pedestrian/Bicycle*

Segment Risk Factors – Pedestrian/Bike	
Risk Factors	Criteria
Speed Limit	40 - 60 mph
Adjacent Land Use	Commercial
Number of Lanes	4
Traffic Volume	5,000 – 20,000 vehicles/day

Each of the 201 intersections and 134 roadway segments in Monticello’s roadway network were then reviewed, and the presence of the Risk Factors was noted in each case. This effort produced a priority listing of the intersections and segments, with a priority established based on the total number of Risk Factors present.



- Locations were prioritized by:***
- 1. Total Risk Factors***
  - 2. Total Crashes***
  - 3. Functional Classification***

The resulting listing for the high-priority intersections and segments are documented in Tables 11 to 14 below.

The Appendix contains a complete listing of all intersections and segments documenting the systemic risk assessment results.



Table 11 - High Priority Intersections – Right Angle and Rear End Crashes

Intersection Vehicle Ranking	Route System	Route No.	Street Name	Cross Street	RISK FACTORS						TOTAL	PRIORITY
					SIGNAL CONTROL	>25,000 ENTERING VEHICLES	DIVIDED	ARTERIALS	COMMERCIAL LAND USE	APPROACH CONFIGURATION LTT, LTR		
1	TH	25	PINE ST	RAMP	X	X	X	X	X	X	6	High
2	TH	25	PINE ST	CHELSEA RD	X	X	X	X	X	X	6	High
3	TH	25	PINE ST	E BROADWAY ST	X	X	X	X	X	X	6	High
4	TH	25	PINE ST	7TH ST E	X	X	X	X	X	X	6	High
5	TH	25	PINE ST	E RIVER ST	X	X	X	X	X	X	6	High
6	TH	25	PINE ST	OAKWOOD DR E	X	X	X	X	X		5	High
7	TH	25	PINE ST	6TH ST E		X	X	X	X	X	5	High
8	TH	25	PINE ST	4TH ST E		X	X	X	X	X	5	High
9	CSAH	75	E BROADWAY ST	HART BLVD (CENTRA CARE)	X		X	X	X	X	5	High
10	CSAH	75	E BROADWAY ST	HIGHLAND WAY	X		X	X	X	X	5	High



Table 12 - High Priority Intersections - Pedestrian/Bicycle Crashes

Intersection Bike/Pedestrian Ranking	Route System	Route No.	Street Name	Cross Street	RISK FACTORS						PRIORITY
					30 MPH	PED XING FEATURES Ped Heads & Markings and Signs & Markings ONLY	ALL-WAY STOP OR SIGNAL	ARTERIALS	3 - 6 LANES	TOTAL	
1	TH	25	PINE ST	RAMP	X	X	X	X	X	5	High
2	TH	25	PINE ST	CHELSEA RD	X	X	X	X	X	5	High
3	TH	25	PINE ST	E BROADWAY ST	X	X	X	X	X	5	High
4	TH	25	PINE ST	7TH ST E	X	X	X	X	X	5	High
5	MSAS	105	SCHOOL BLVD	FALLON AVE	X	X	X	X	X	5	High
6	TH	25	PINE ST	E RIVER ST	X	X	X	X	X	5	High
7	CSAH	75	W BROADWAY ST	ELM ST	X	X	X	X	X	5	High
8	TH	25	PINE ST	OAKWOOD DR E		X	X	X	X	4	High
9	CSAH	18	FENNING AVE NE	CHELSEA RD		X	X	X	X	4	High
10	TH	25	PINE ST	4TH ST E	X	X		X	X	4	High
11	TH	25	PINE ST	SCHOOL BLVD		X	X	X	X	4	High
12	MSAS	105	SCHOOL BLVD	EIDER LN	X	X		X	X	4	High
13	CSAH	75	E BROADWAY ST	WASHINGTON ST	X	X		X	X	4	High
14	CSAH	18	FENNING AVE NE	JASON AVE NE	X	X		X	X	4	High
15	TH	25	PINE ST	85TH ST NE		X	X	X	X	4	High
16	CSAH	75	E BROADWAY ST	HIGHLAND WAY		X	X	X	X	4	High
17	CSAH	75	E BROADWAY ST	HART BLVD (CENTRA CARE)		X	X	X	X	4	High
18	CSAH	18	FENNING AVE NE	MEADOW OAK AVE	X	X		X	X	4	High



Table 13- High Priority Segments - Rear End Crashes

Segment Ranking	Route System	Route No.	Street Name	FROM	TO	LENGTH (Mi.)	RISK FACTORS					TOTAL	PRIORITY
							DIVIDED	COMMERCIAL Land Use	4-Lane Section	ADT >15,000			
1	TH	25	PINE ST	OAKWOOD DR E	RAMP	0.12	X	X	X	X	4	High	
2	TH	25	PINE ST	CHELSEA RD	OAKWOOD DR E	0.17	X	X	X	X	4	High	
3	TH	25	PINE ST	SCHOOL BLVD	CHELSEA RD	0.52	X	X	X	X	4	High	
4	TH	25	PINE ST	RAMP	7TH ST E	0.16	X	X	X	X	4	High	
5	TH	25	PINE ST	6TH ST E	4TH ST E	0.16	X	X	X	X	4	High	
6	TH	25	PINE ST	E BROADWAY ST	MISSISSIPPI RIVER	0.13	X	X	X	X	4	High	
7	TH	25	PINE ST	7TH ST E	6TH ST E	0.08	X	X	X	X	4	High	



Table 14 - High Priority Segments - Pedestrian/Bicycle Crashes

Segment Bike/Pedestrian Ranking	Route System	Route No.	Street Name	FROM	TO	LENGTH (Mi.)	RISK FACTORS				TOTAL	PRIORITY
							40-60 MPH	Commercial Land Use	4-Lane Section	ADT 5,000 - 20,000		
1	TH	25	PINE ST	CHELSEA RD	OAKWOOD DR E	0.17	X	X	X	X	4	High
2	TH	25	PINE ST	SCHOOL BLVD	CHELSEA RD	0.52	X	X	X	X	4	High
3	CSAH	75	E BROADWAY ST	WASHINGTON ST	HART BLVD (CENTRA CARE)	0.26	X	X	X	X	4	High
4	CSAH	39	RIVERVIEW DR	BROADWAY ST	HART BLVD	0.12	X	X	X	X	4	High
5	CSAH	75	E BROADWAY ST	HART BLVD	HIGHLAND WAY	0.14	X	X	X	X	4	High
6	CSAH	75	E BROADWAY ST	HART BLVD (CENTRA CARE)	HART BLVD	0.31	X	X	X	X	4	High
7	CSAH	75	E BROADWAY ST	HIGHLAND WAY	RIVERVIEW DR	0.20	X	X	X	X	4	High
8	CSAH	18	FENNING AVE NE	7TH ST E	BROADWAY ST	0.13	X	X	X	X	4	High
9	MSAS	116	CHELSEA RD	PINE ST	CEDAR ST	0.08	X	X	X	X	4	High



# Engagement and Collaboration

4

## Stakeholder Engagement

The Comprehensive Safety Action Plan Project Team planned and implemented an in-person and virtual engagement effort starting in December 2023 and concluding in May 2024. These engagement efforts targeted anyone who lives, works or plays in the City of Monticello.



- Engage with residents, business owners, employees, or visitors to get their questions answered and their initial feedback on safety with Monticello.
- Connect with a variety of voices within the city.
- Reach people at events that were already happening to optimize the number of conversations

The team conducted three rounds of in-person Pop-Up open houses and one virtual survey, publicizing the events through existing listservs and social media accounts.

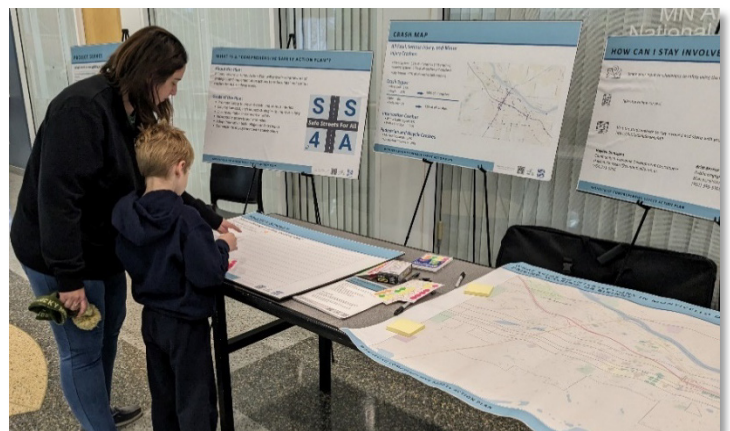
*The team directly conversed with more than 250 people.* In addition, the team was advertised in the school district newsletter, in neighborhood organizations, and by local stakeholder leaders.

## Task Force Engagement

In addition to engaging with the public, the CSAP Task Force met four times to review project materials, guide priority areas, draft projects, and create an engagement plan. Information about who was in the task force is available in the Task Force section of the Leadership and Goal Setting Chapter. The Task Force reviewed all engagement materials and draft Plan elements.

## Engagement Round 1 – Existing Conditions (December 2023)

The Project Team engaged with community members and visitors to Monticello about driving, walking, and biking safety. A diverse group shared their experiences and perspectives, provided comments in written or online surveys, and identified specific locations where safety could be improved. Project team members spoke with about 20 people at a pop-up open house and received 40 comments in an online survey. Visitors were presented with overall project goals, existing safety data, and questions about safety priorities within the city.



Below are the initial priority rankings of existing issues in Monticello, based on the questions asked.

**“What would make walking or biking feel safer to you in Monticello?”**

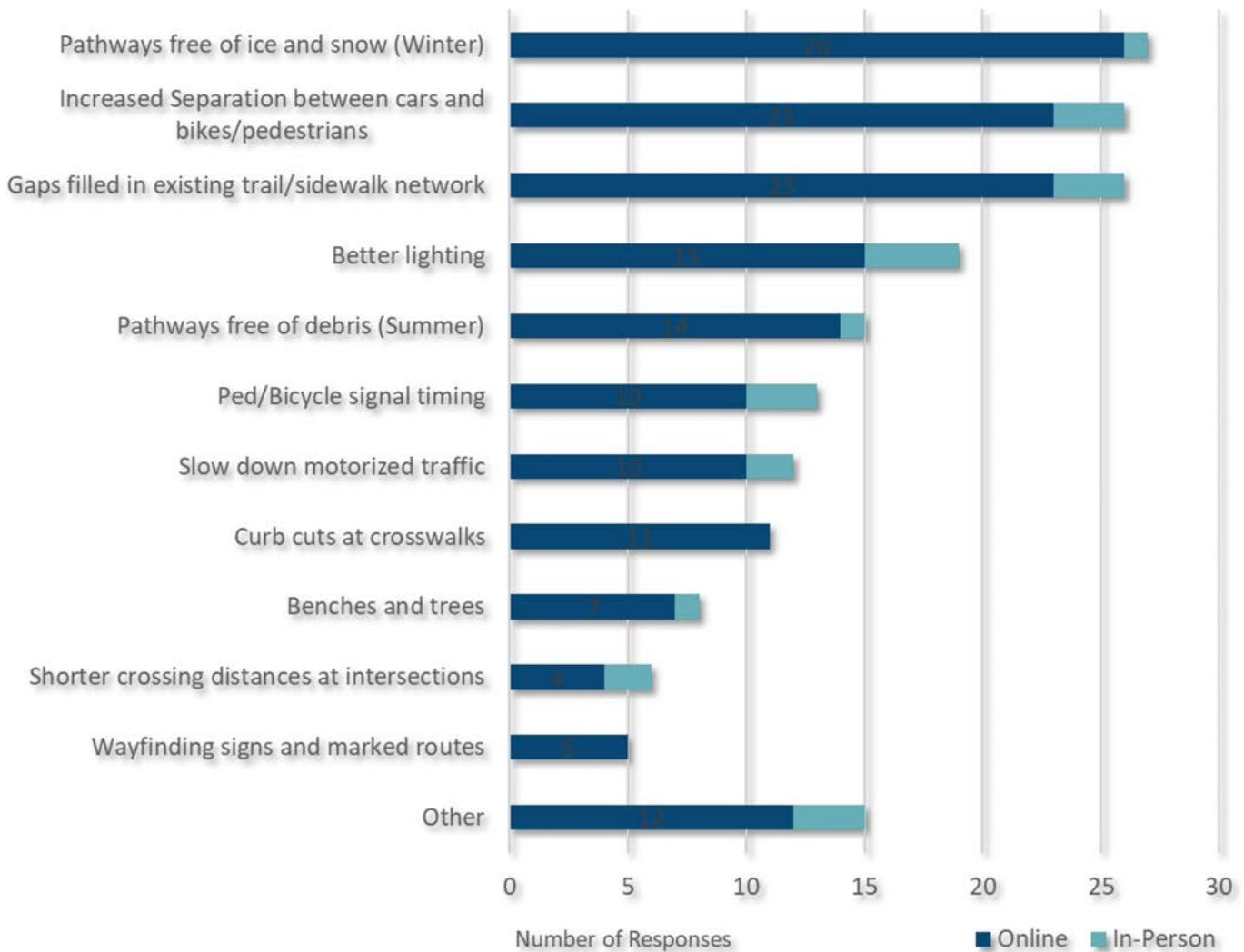


Figure 23 - Engagement Survey Question 1



**“What are the challenges to walking and biking safely?”**

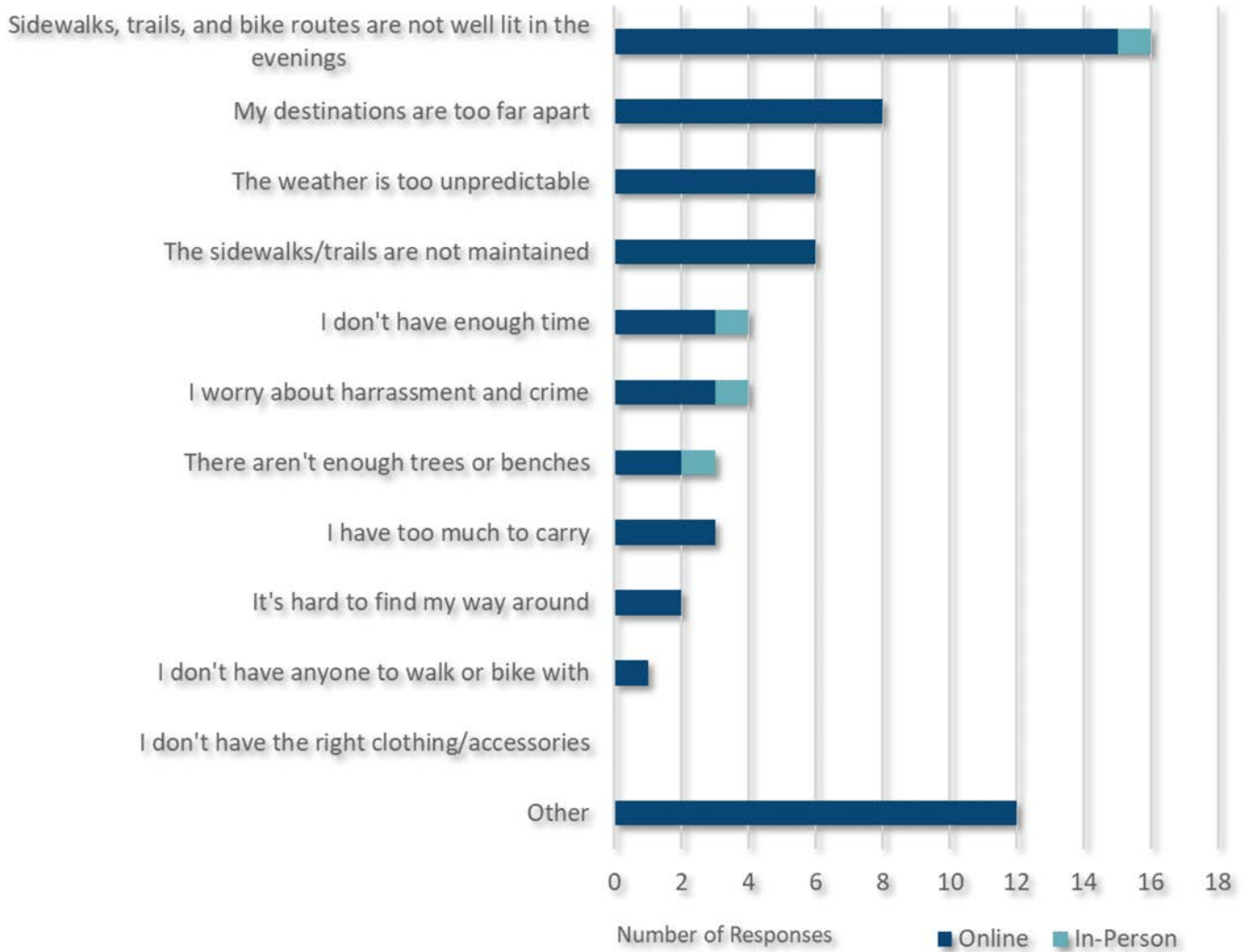


Figure 24 - Engagement Survey Question 2

The CSAP can remedy some of the elements that participants brought up; others are concerns to be aware of but cannot be resolved as part of this effort.



The spatial comments from the public were mapped. Since many comments addressed the existing gaps in the sidewalk and trail network, the existing and planned network was mapped against the comments received.

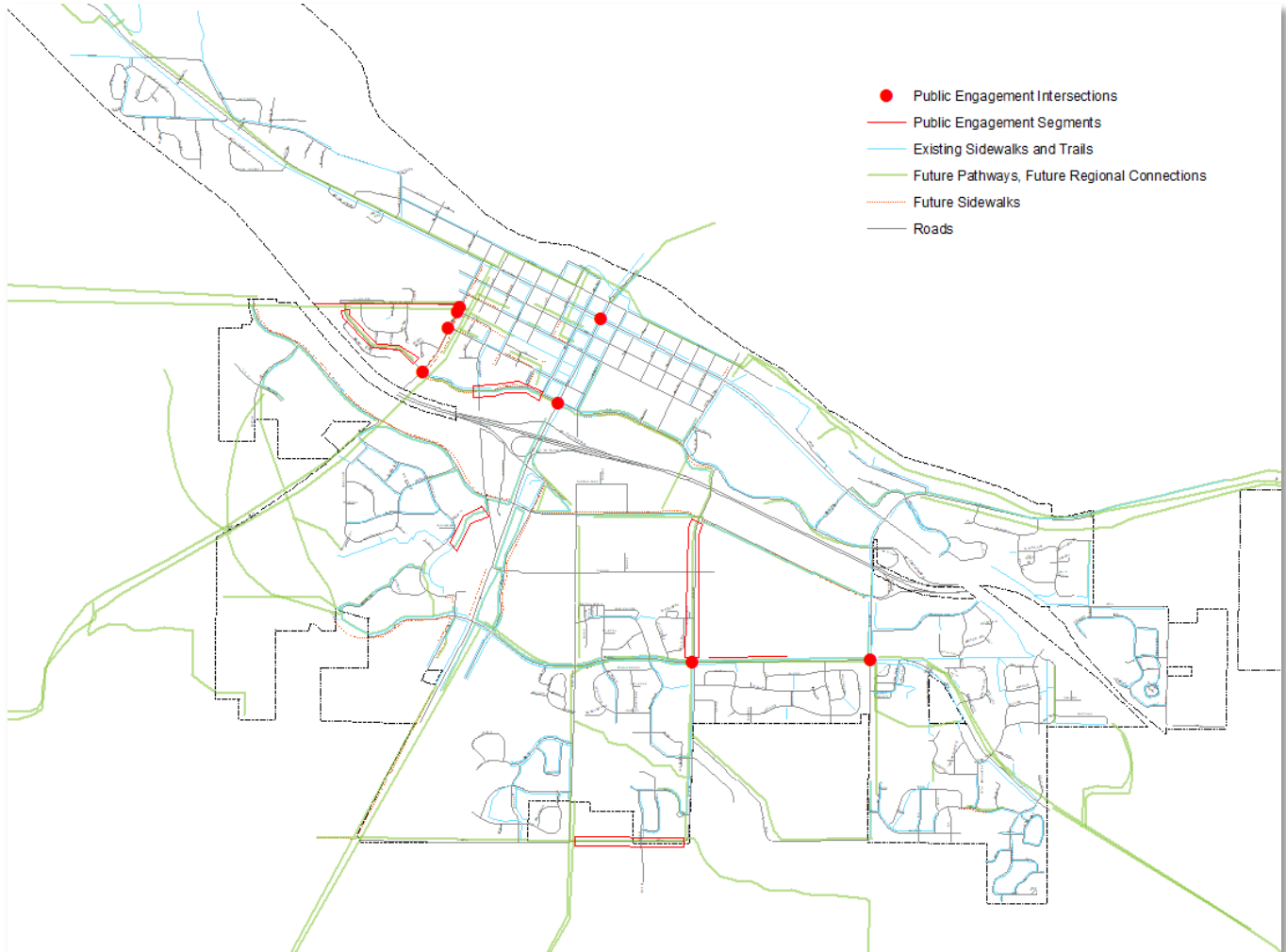


Figure 25- Mapped Engagement Comments

*The larger number of responses indicating that mention winter maintenance is likely because this engagement event took place in the winter.*

### Engagement Round 2 – Draft Risk Factors (March 2024)

The second round of engagement presented the public with draft risk factors, such as roadway type, lighting, infrastructure, public engagement, etc. The project materials from the first open house were also provided for those unfamiliar with the findings from the existing conditions analysis. The Project Team spoke with about 20 individuals and had five written comments. Overall, the visitors supported the risk factors and were eager to see the suggested projects.



### Engagement Round 3 – Draft Priority Areas and Potential Project Types (May 2024)

After the project team had a chance to review these risk factors and create priority areas, these potential project areas were mapped and presented to the public at the Walk & Roll event in May 2024. This location was high visibility. Project Team members spoke with about 200 people and had 50 written comments. All visitors supported the priority areas, and several offered additional priority locations. Project Team members also brought information about potential projects that could be incorporated at these project locations. The visitors were supportive of the project types.



## Equity Considerations

5

### Demographics and Equity

To develop a plan that serves the entire community, the strong relationship between transportation and equity must be acknowledged and addressed.

- Transportation planning decisions influence development patterns, impacting accessibility, employment, and economic activity.
- Transportation facilities require significant public resources, such as tax funding and road rights-of-way. Allocating these resources often favors some groups over others and can impose unintended costs, including congestion, accident risk, and pollution.
- Roads lacking multimodal infrastructure inhibit travelers who do not use private vehicles, reducing their social and economic opportunities.

Equity and population demographics data, including socioeconomic status, racial and ethnic minorities, access to private vehicles, disabilities, senior populations, and linguistically isolated populations, were studied using census tract data from various sources. Data was collected from the *Environmental Protection Agency’s EJScreen mapping tool* and the *MnDOT ArcGIS dashboard*.

### Citizen Concerns

The City of Monticello hosted an open house and two pop-up meetings with an interactive map to gather public feedback on safety concerns throughout the city. The open house and interactive map were promoted via the City’s website, social media channels, newspapers, and emails to community groups. Additionally, paper maps were made available at city buildings that were open to the public. Residents submitted over 50 comments on the map and over 200 verbal comments, covering four categories:

- Bicycle safety
- Pedestrian safety
- Vehicle safety
- General safety

### Data Methodology

Both the crash data and demographic data were mapped online using ArcGIS and placed on a portal that was accessible to all members of the project team. The City of Monticello, MnDOT, and Wright County provided data. Other layers were added to the map and analysis, including:

Existing, future, and potential trails and sidewalks	Roadway functional classification
Safe Routes to School Projects	Roadway jurisdictional classification
ADA curb ramps and sidewalk (non-compliant)	School and public buildings
Future Growth Areas	Parks
Existing traffic signals	Zoning Districts
Existing street lights	MnDOT Suitability for the Pedestrian and Cycling Environment (SPACE) data



This portal allowed the project team to turn layers on and off to find patterns and prioritize areas for improvement.

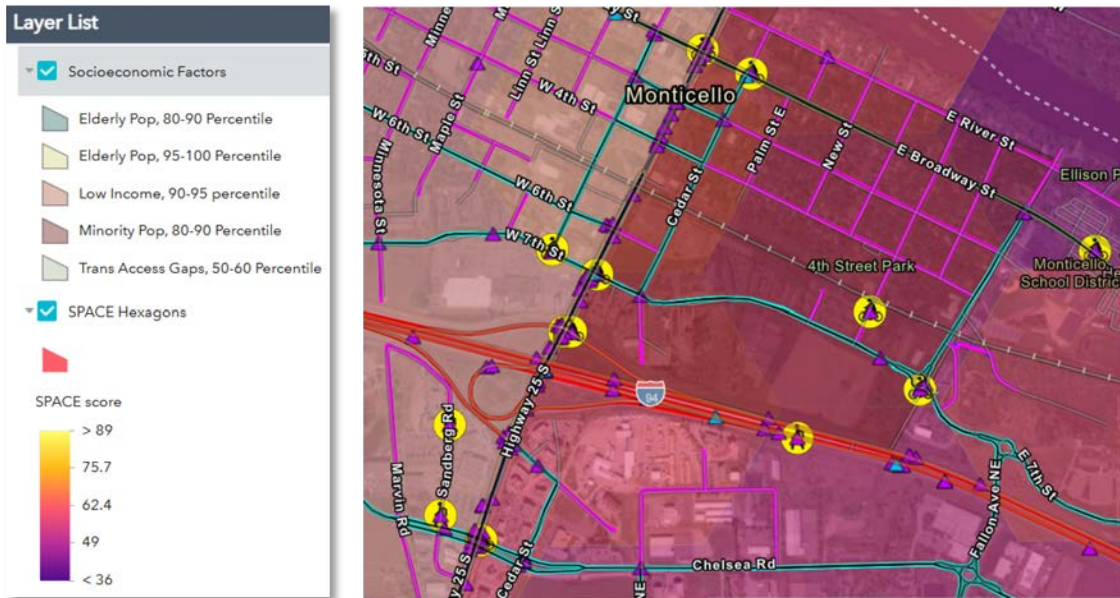


Figure 26 - Screenshot of online GIS Map

### Multimodal Integration

This Plan emphasizes enhancing safety for vulnerable road users (VRUs) in Monticello. A vulnerable road user includes anyone not protected by being inside a vehicle, such as pedestrians, cyclists, individuals using wheelchairs or scooters, and those walking to and from transit. Unlike drivers, VRUs represent individuals of all ages and backgrounds, from infants in strollers to older adults. They are particularly susceptible to roadway crashes, as historical roadway designs have often prioritized the needs of drivers to reach their destinations quickly over the safety of other road users. VRUs crossing busy streets are at significant risk, and those struck by vehicles traveling at higher speeds are far more likely to suffer fatal injuries compared to those hit by slower-moving cars.

The Plan prioritizes strategies to prevent all crashes involving VRUs, not just those resulting in fatalities. This document highlights the severe dangers vulnerable road users face and represents an opportunity to address their safety challenges. It aims to inform project selection criteria, design practices, and city policies that promote lower traffic speeds and enhance the safety and visibility of VRUs on Monticello streets.

When creating priority areas and design strategies, we closely examined the needs of vulnerable road users (VRUs) to ensure their safety and accessibility in Monticello. Our assessment focused on locations that exhibited a lack of pedestrian infrastructure had a history of pedestrian or bicycle crashes, or shared characteristics with areas where incidents had previously occurred. By identifying these high-risk zones, we aimed to address the specific challenges VRUs face and create targeted interventions that would enhance their safety.

Additionally, public engagement feedback played a crucial role in identifying priority areas. Community input helped us understand the experiences and concerns of residents regarding pedestrian and cycling safety. This feedback and analysis of crash data and infrastructure gaps informed our strategy for prioritizing locations needing improvement. By integrating community voices and data-driven insights, we can effectively focus our efforts on areas that will make a significant difference for vulnerable road users, ultimately fostering a safer and more walkable environment throughout Monticello.

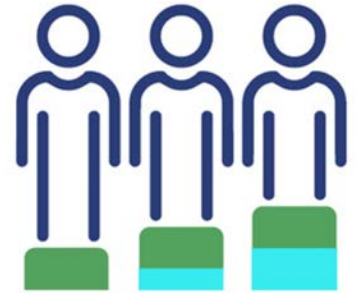


## Equity Review

The Safe Streets for All (SS4A) grant program is funded under the Bipartisan Infrastructure Law and complies with all Federal and State requirements to meet the intent of the laws, including:

- Title VI
- Justice 40
- National Environmental Policy Act (NEPA)
- Americans with Disabilities Act (ADA)

Information for this section came from the Federal Highway Administration (FHWA), the Highway 25 Area PEL Study, and the Environmental Protection Agency (EPA) using the Environmental Justice Screening and Mapping Tool.



## Inclusive and Representative Process

The Equity Review aimed to ensure compliance with Title VI and the ADA. Title VI is part of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. To comply with this law, Monticello reviewed EPA demographics and maps of areas within the city with a high percentage of minorities or disadvantaged communities.

The **Justice 40** initiative ensures that benefits reach disadvantaged communities that need them most. To do so, Monticello defined areas of the city with high proportions of underprivileged populations.

The **Americans with Disabilities Act (ADA)** is a civil rights law prohibiting discrimination against individuals based on a disability and requiring that services provided ensure that all facilities are accessible to all individuals. All engagement or outreach materials were ADA-compliant to ensure compliance with this Act. Additionally, non-compliant curb ramps were mapped to show areas within the city where accessibility could be improved. When projects are implemented, the Monticello ADA Transition Plan will make ADA improvements.

For the Equity Report's intent, the National Environmental Policy Act (NEPA) does not discuss environmental effects. However, when projects are prioritized, selected, and funded, NEPA considerations will be included so as not to disproportionately affect specific populations with ecological risks.

## Underserved Community Data

All data for the socioeconomic review was collected using the EPA's Environmental Justice Screening and Mapping Tool. This tool pulls data from the U.S. Census Bureau's American Community Survey (ACS) 2017-2021. The mapped data shows Monticello's percentiles compared to the State of Minnesota.



**Minority Populations**

Minorities include groups such as Black, Indigenous, Hispanic, Asian, and multiracial individuals. Minority Population refers to distinct groups of minorities residing in a geographic area. It potentially includes dispersed or transient individuals (such as migrant workers or Native Americans). The demographic makeup of a community offers crucial insights into its transportation requirements, including the need for transit and alternative modes like walking, cycling, or rolling. Additionally, it helps identify sensitive communities for targeted engagement in future projects.

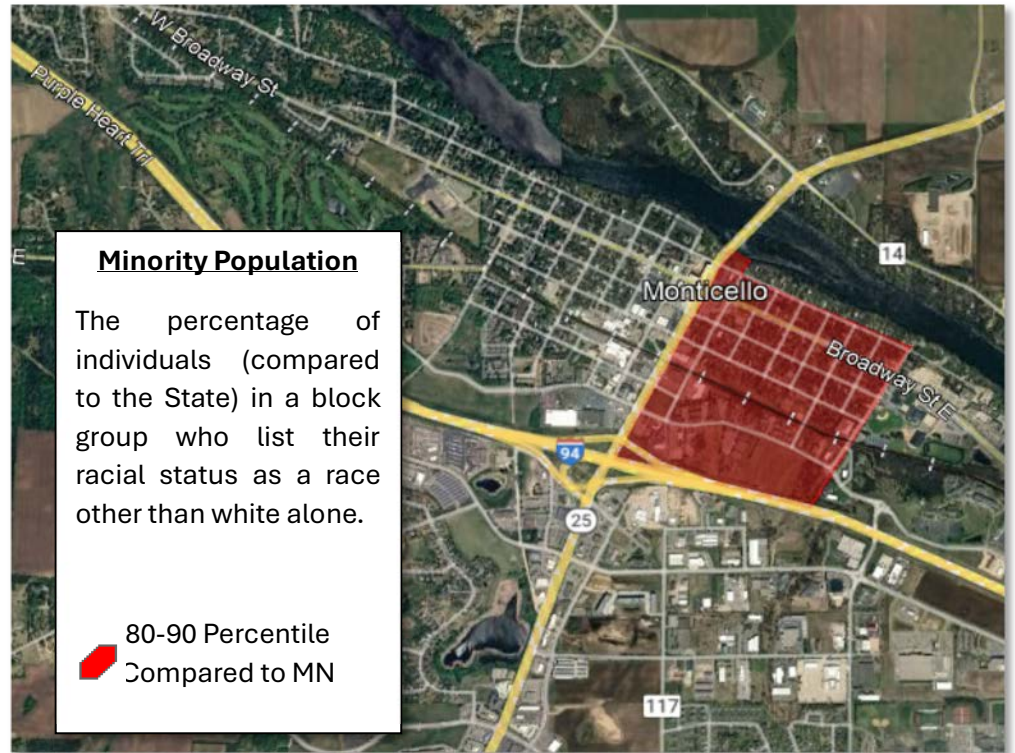


Figure 27 - Minority Populations Map. Data from 2020 Census

The percentage of minorities in Monticello is 14%, higher than that of Wright County (9%) and just below Minnesota (20%). The rate is expected to be higher than Wright County’s average since this is one of the larger urban areas within Wright County. The Hispanic or Latino population in Monticello is 1,178, which is 8%.

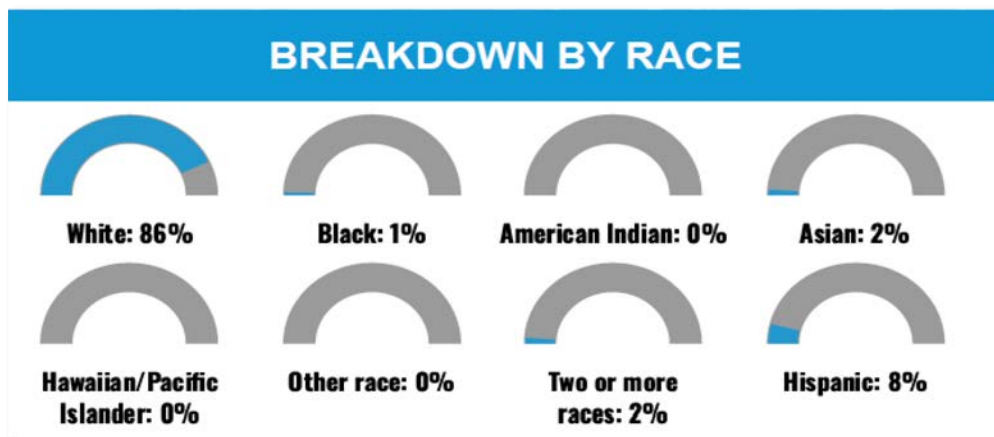


Figure 28 - Race in Monticello, Data from US Census 2020



**Low-Income Populations**

Low-income populations are people with incomes at or below the federal poverty level who live close to each other. This can also include geographically dispersed or transient individuals, such as migrant workers or Native Americans. Poverty levels are determined based on income and the number and age of individuals within a family unit. As of 2024, the poverty guideline for a four-person family is \$31,200.

**Low-Income Population**

Percentage of a block group's population (compared to the state) in households where the household income is less than or equal to twice the federal "poverty level."

90-95 Percentile Compared to MN



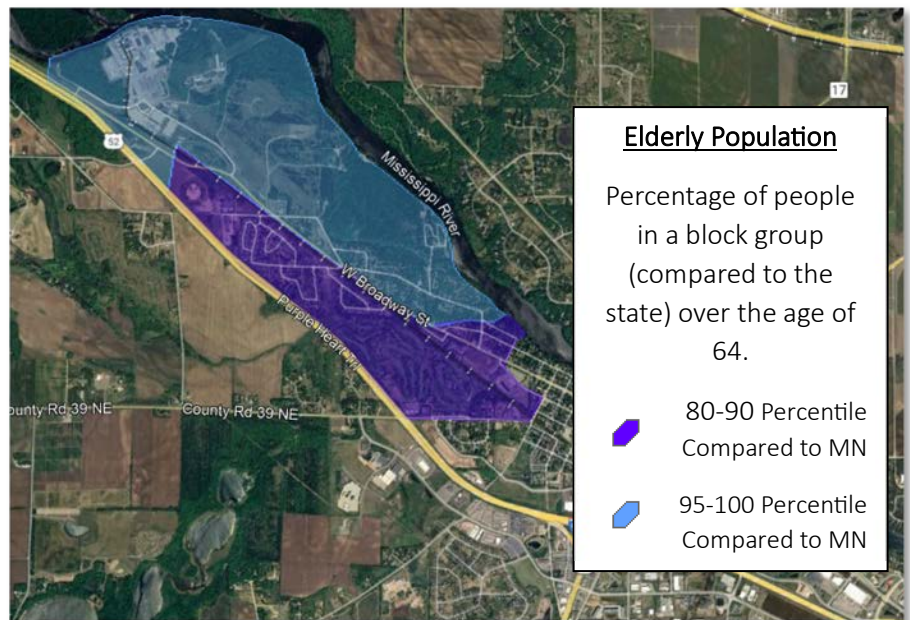
Figure 29 - Monticello Low-Income Populations, 2020 Census

The percentage of Monticello's population that is considered low-income is 23%, while Wright County is 15%. The average percentage per population for Minnesota is 23%. Again, this percentage is expected to be higher in urban areas within Wright County, like Monticello.

**Elderly Populations**

Monticello's population over the age of 64 is 10%, while in Wright County, the percentage is 13%. Minnesota's average percentage per population is 17%. These areas are typically more dependent on mobility transit or need assistance or safer places for walking. They may also need mobility devices to travel safely.

These populations would benefit from sidewalk and crosswalk improvements.



**Elderly Population**

Percentage of people in a block group (compared to the state) over the age of 64.

80-90 Percentile Compared to MN

95-100 Percentile Compared to MN

Figure 30 - Monticello Aging Population, 2020 Census





*Limited English-Speaking Households*

Monticello’s population, which has a limited English-speaking household, is 4%, compared to Wright County (1%) and Minnesota (5%).

**Limited English Speak**

Percent of household which no one age 14 over speaks English well" or speaks English (compared to the state

-  95-100 Percentile Compared to MN
-  90-95 Percentile Compared to MN

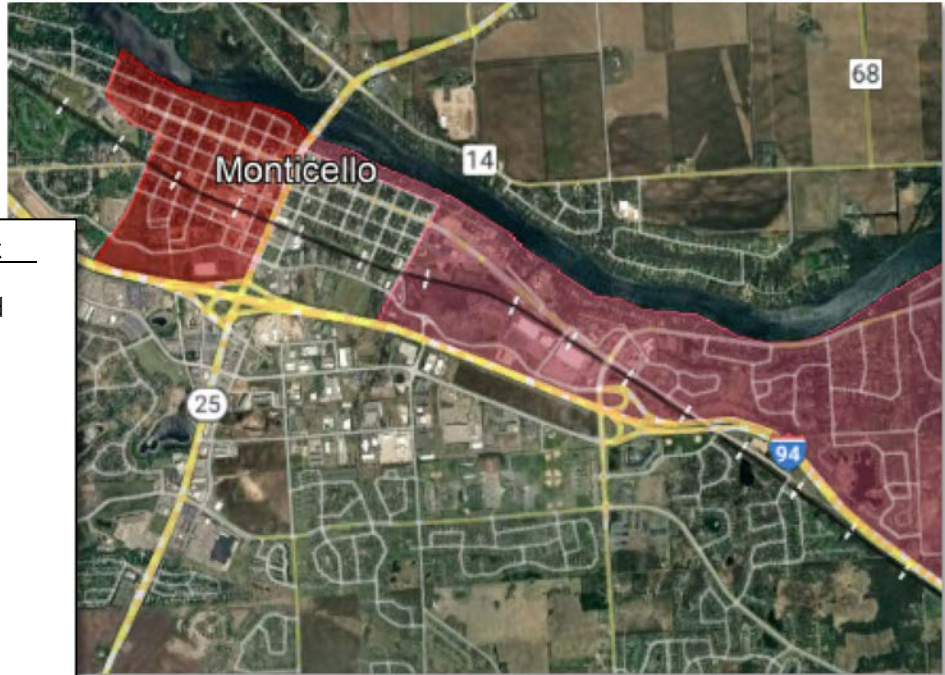


Figure 31 - Monticello Limited-English Populations, 2020 Census

## LIMITED ENGLISH SPEAKING BREAKDOWN



Figure 32 - Breakdown of Monticello Limited-English Speaking Populations, 2020 Census



*Other Populations of Interest*

To create Safe Streets for All, we considered the needs of those with disabilities and households without a vehicle in Monticello to ensure they have equal access to inclusive modes of transportation and can easily travel around the city.

*Disabled Populations*

The percentage of Monticello’s population with a disability is 12.6%, and the rate for Wright County is 9.2%. The average percentage per population for Minnesota is 11.4%. For this statistic, disability includes both physical and mental disability. The Monticello ADA transition plan non-compliant ramps and sidewalks were mapped to show areas for accessibility improvement. Trailblazer Transit is available for the disabled community to request rides and assist with transportation needs.

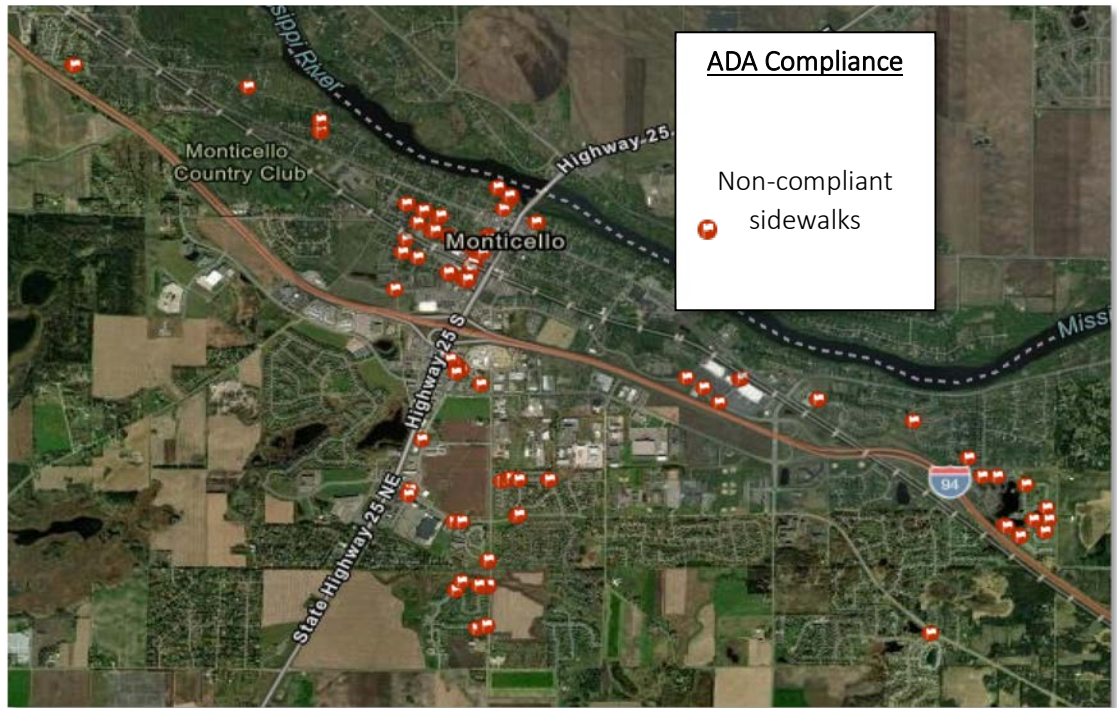


Figure 33 - ADA Non-Compliant Curb Ramps, City of Monticello



Figure 34 - Trailblazer Transit, Image from Trailblazer Transit

*Transportation Access Gaps*

The US Census Bureau provided this Data. The total number of households in Monticello without a vehicle is 207, which is 3.8% of the city's households. Although this number seems small, these populations rely on alternative modes of transportation and should be prioritized in the planning process.

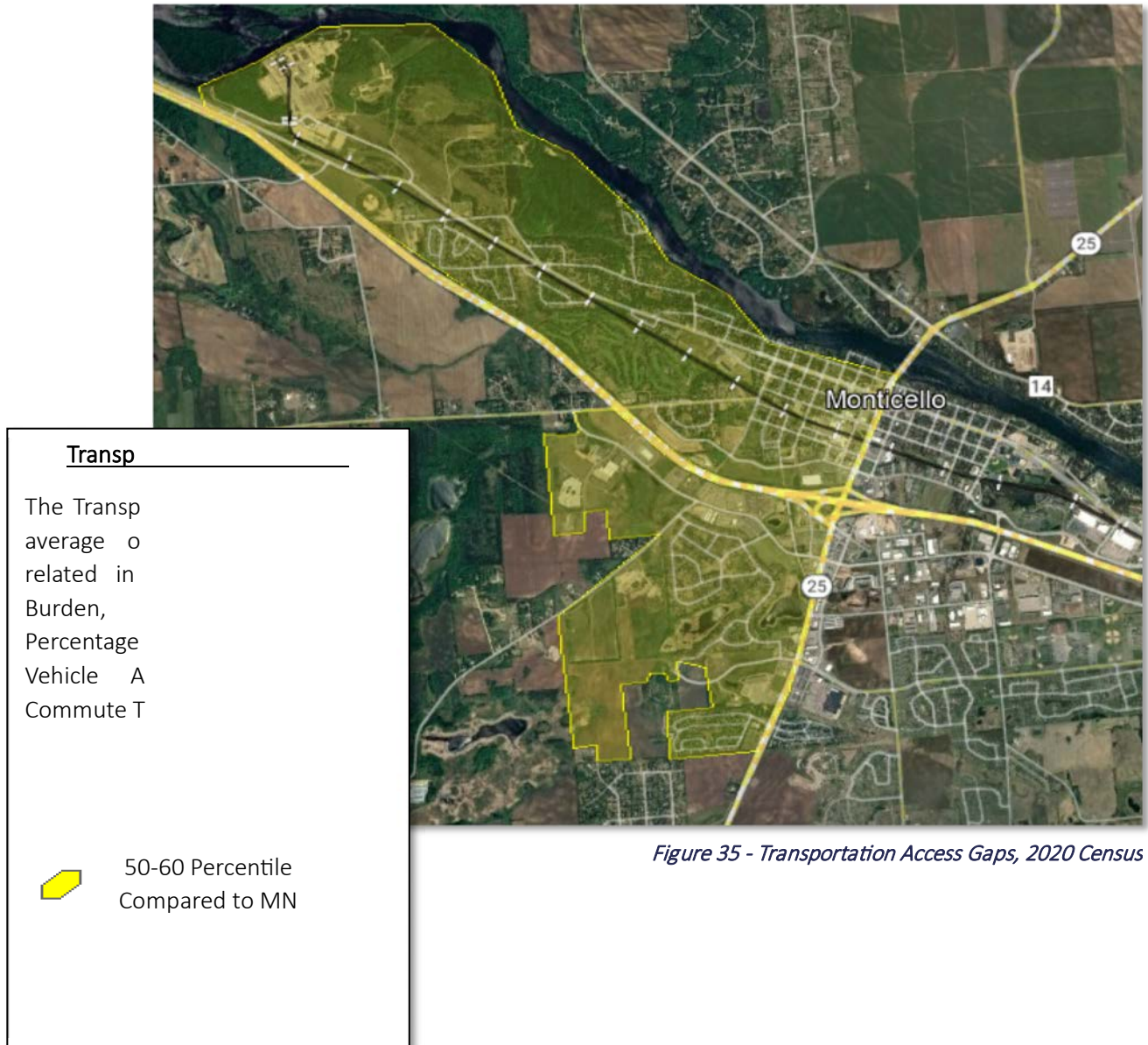


Figure 35 - Transportation Access Gaps, 2020 Census



### Equity Analysis Conclusions

To reach our goals in providing an equitable report, we addressed environmental justice, which aims to prevent disproportionate adverse impacts on underserved communities. Underserved communities are defined in Executive Order 13985 as populations sharing particular characteristics and geographic communities that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life.

To assess potential impacts, the process involved identifying these communities in the study area, evaluating project effects on them, and determining if impacts are disproportionately high or adverse. This involves considering whether impacts are primarily borne by these communities or are more severe compared to non-minority or non-low-income populations. Data from the census informs this analysis.

To gain input on disadvantaged populations, we ensured that before our engagement efforts, we researched where populations might attend open house meetings and provided outreach materials in accessible formats. We used online and in-person feedback methods to ensure participants could access the information on their schedule.



Overall, the entire area of Monticello, North of Interstate 94, includes factors of high significance. When planning projects in this area, considerations should be made to ensure that there are multiple modes of transportation, such as sidewalks, trails, and transit stops for those with transportation access gaps and households without a vehicle. For those with limited English, traffic signs should include graphics that are clear to understand, and public outreach materials for projects should provide different forms of languages. The high percentage of the elderly population and the percentage of the population that has a disability should be kept in mind when planning projects to ensure that they are easily accessible and that they are up to ADA standards. When planning projects, it is crucial to consider how minorities and low-income populations will be affected.

# Implementation – Policy and Process Changes

6

## Policy Review

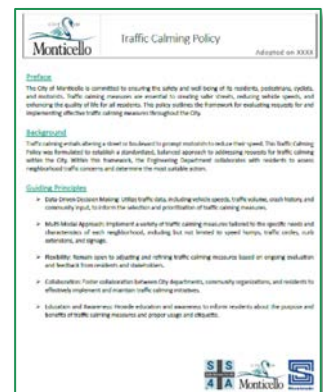
Monticello has several key opportunities to institutionalize practices and policies that will lead to better safety outcomes within the city's transportation system, including:

1. Review existing design policies to assess whether safety is prioritized within current guidelines.
2. Examine current practices that may not be formally documented, ensuring they align with safety priorities. If necessary, document them or incorporate changes to enhance safety.
3. Update the Capital Improvement Program process to make safety a prominent criterion in project selection.
4. Review the project development process to ensure all relevant city departments and agencies provide input at the appropriate stages.
5. Develop clear standards or guidelines for traffic safety measures that can be integrated into project planning and development.
6. Assess existing funding sources and levels to ensure they meet the desired capital improvement goals.

As Monticello implements its Safety Action Plan, the city can build on the strategies outlined in this review and draw from examples set by other cities and national best practices to create a safer, more comfortable, and more multimodal community.

We have identified four policies that we believe will improve safety in the short term through policy implementation. These policies are available in the Appendix. The policies created are for:

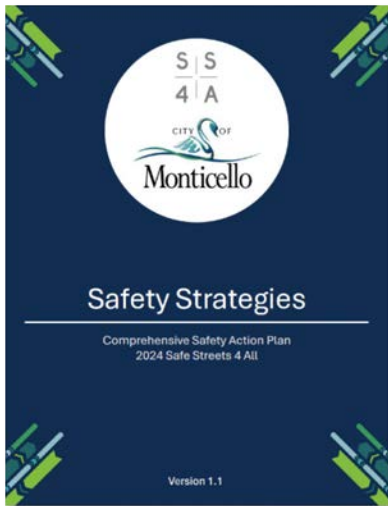
- Lighting
- Pavement Marking
- Signage for Unsignalized Pedestrian Crossings
- Traffic Calming



# Implementation – Strategy and Project Selections

7

## Safety Countermeasures



A comprehensive list of safety countermeasures (See Appendix – Monticello Safety Strategies Version 1.1) was assembled for Monticello for each of the selected priority crash types – Right Angle, Rear End, and Pedestrian/Bicycle crashes. A short list of countermeasures was developed using the comprehensive list of strategies from FHWA’s Proven Safety Countermeasures and MnDOT’s Big Book of Ideas. MnDOT initially developed the Big Book of Ideas as an educational tool to provide county engineers with basic training and a short list of practical strategies matched to their identified priority crash types.

The Big Book of Ideas is itself a short list of safety countermeasures taken from the National Cooperative Highway Research Program Report 500 Series. These 24 volumes identify more than 600 safety countermeasures, with one dedicated to AASHTO’s Safety Emphasis areas, including infrastructure-related improvements to address intersections, pedestrian/bicycle, road departure, and head-on crashes.

The list of safety strategies adopted for Monticello’s Plan includes:









## Intersections – Right Angle and Rear End Crashes




- Streetlights
- All-Way STOP Control
- Upgraded Signs and Pavement Markings
- Confirmation Lights & Reflective Backplates
- Signal removal and Roundabout installation
- Roundabouts



### Intersections – Pedestrian/Bicycle Crashes

-  Median Refuge Island
-  Curb Extensions
-  Rectangular Rapid Flash Beacon
-  Pedestrian Hybrid Beacon
-  Leading Pedestrian Interval & Countdown Timers
-  MMUTCD/ADA Signal Upgrades

### Segments – Rear-End Crashes

-  Road Diet
-  Access Management
-  Divided 4-lane Buffer

### Segments – Pedestrian/Bicycle Crashes

-  Sidewalks/Trails

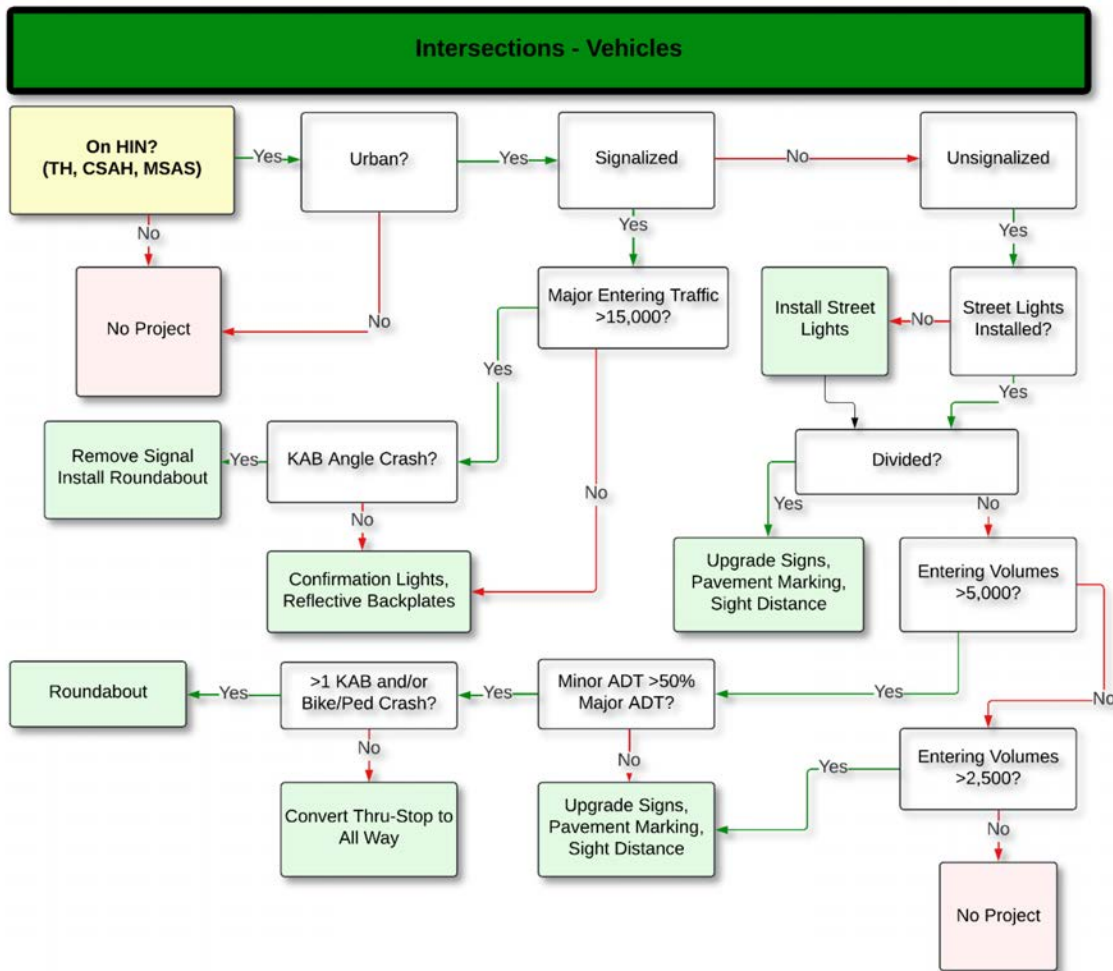


### Developing/Prioritizing Safety Projects

The primary objective of this effort is to provide Monticello with a prioritized list of suggested safety projects – a specific safety strategy for each identified high-risk intersection and segment – that can be proactively implemented, thereby reducing the identified high-risk crash types.

The effort to describe safety projects included a focus on consistency across the City—a high level of importance was placed on developing similar projects for locations with similar characteristics across the City’s entire road network. Project development *decision trees* were prepared to help achieve this high level of consistency.

Preventing right-angle and rear-end crashes at intersections is a priority, and the crash data indicates a focus on both Traffic Signals and STOP-controlled intersections. At the traffic-controlled intersections, strategies are focused on improving the conspicuity of the signal heads, partnering with law enforcement to increase levels of enforcement for red light running, and replacing the traffic signal control with Roundabouts at intersections with a history of crashes. At the lower volume, STOP-controlled intersections strategies are focused on upgrading signs and pavement markings, and at the few locations where the minor road volume is greater than 50% of the total entering traffic, conversion to All-Way STOP. See Figure 36.

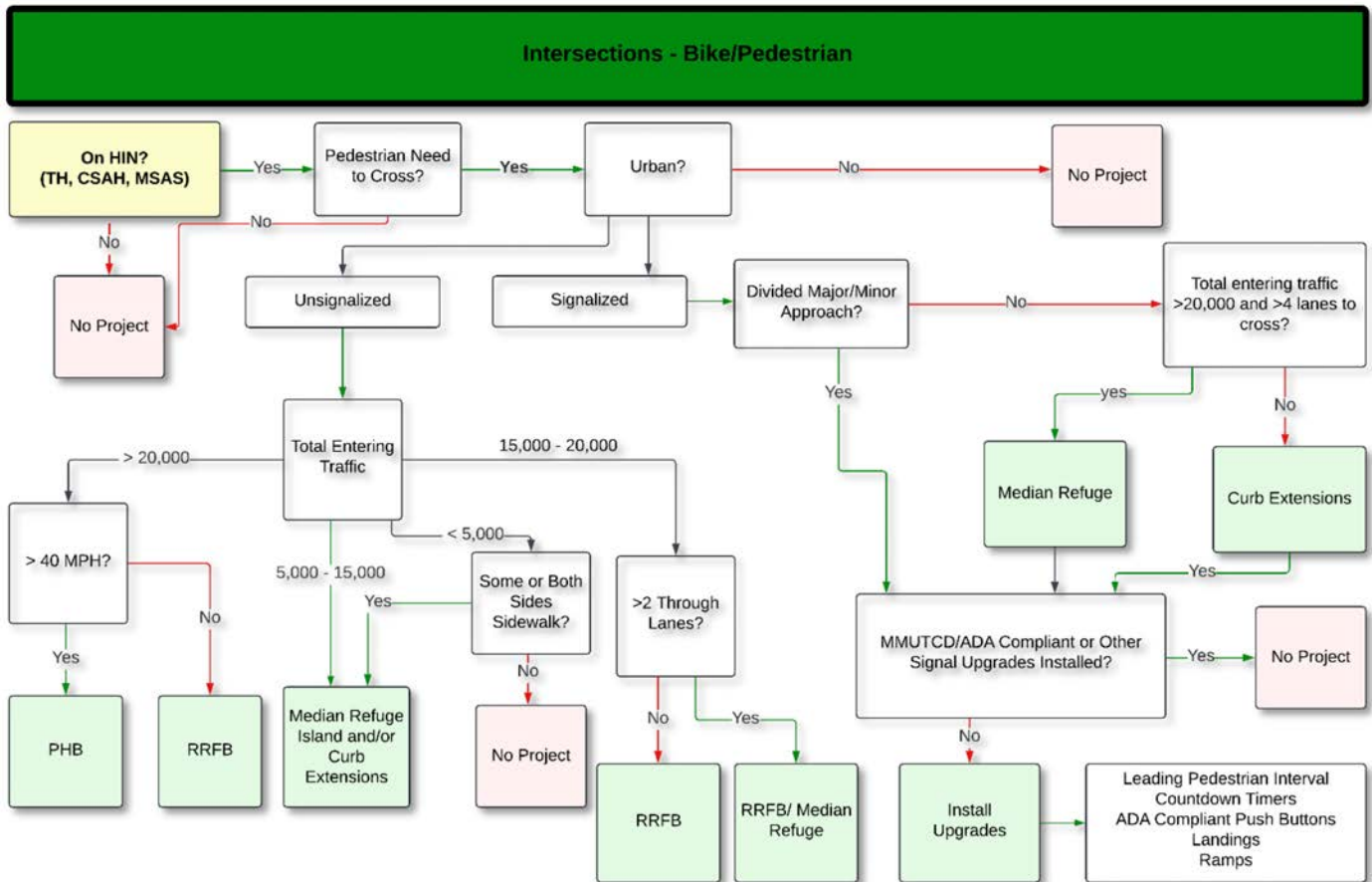


Locations that do not meet the Decision Trees exactly are not automatically assigned a project, but considered for manual project assignment.

Figure 36 - Decision Tree for Intersections – Rear End & Right Angle Crashes



Preventing Pedestrian/Bicycle crashes at intersections is also a priority, and the crash data indicates a focus on both Traffic Signal and STOP-controlled intersections. See Figure 37.

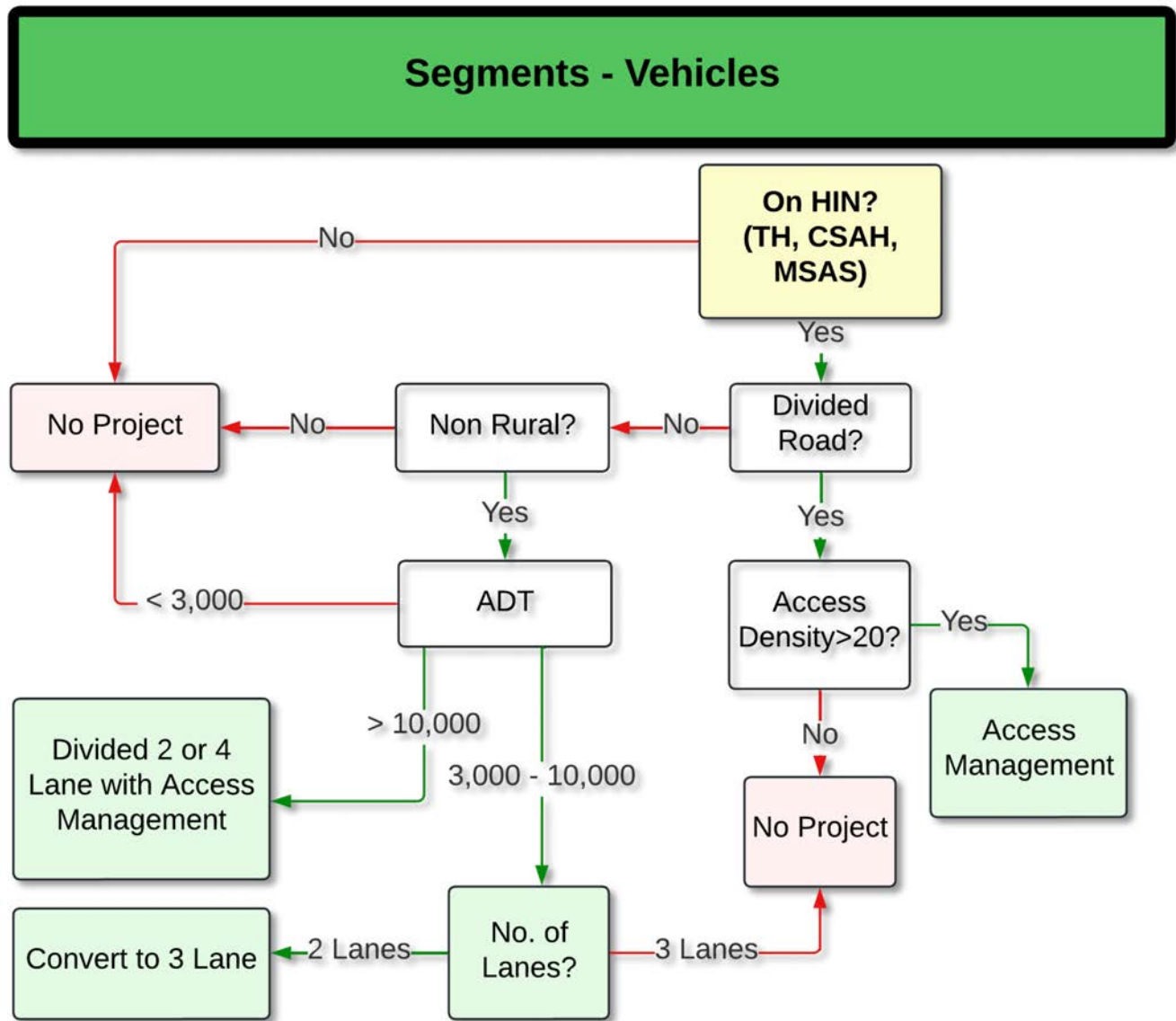


Locations that do not meet the Decision Trees exactly are not automatically assigned a project, but considered for manual project assignment.

Figure 37 - Decision Tree for Intersections – Pedestrian/Bicycle Crashes



The Decision Tree for preventing Rear End crashes along segments is shown in Figure 38.

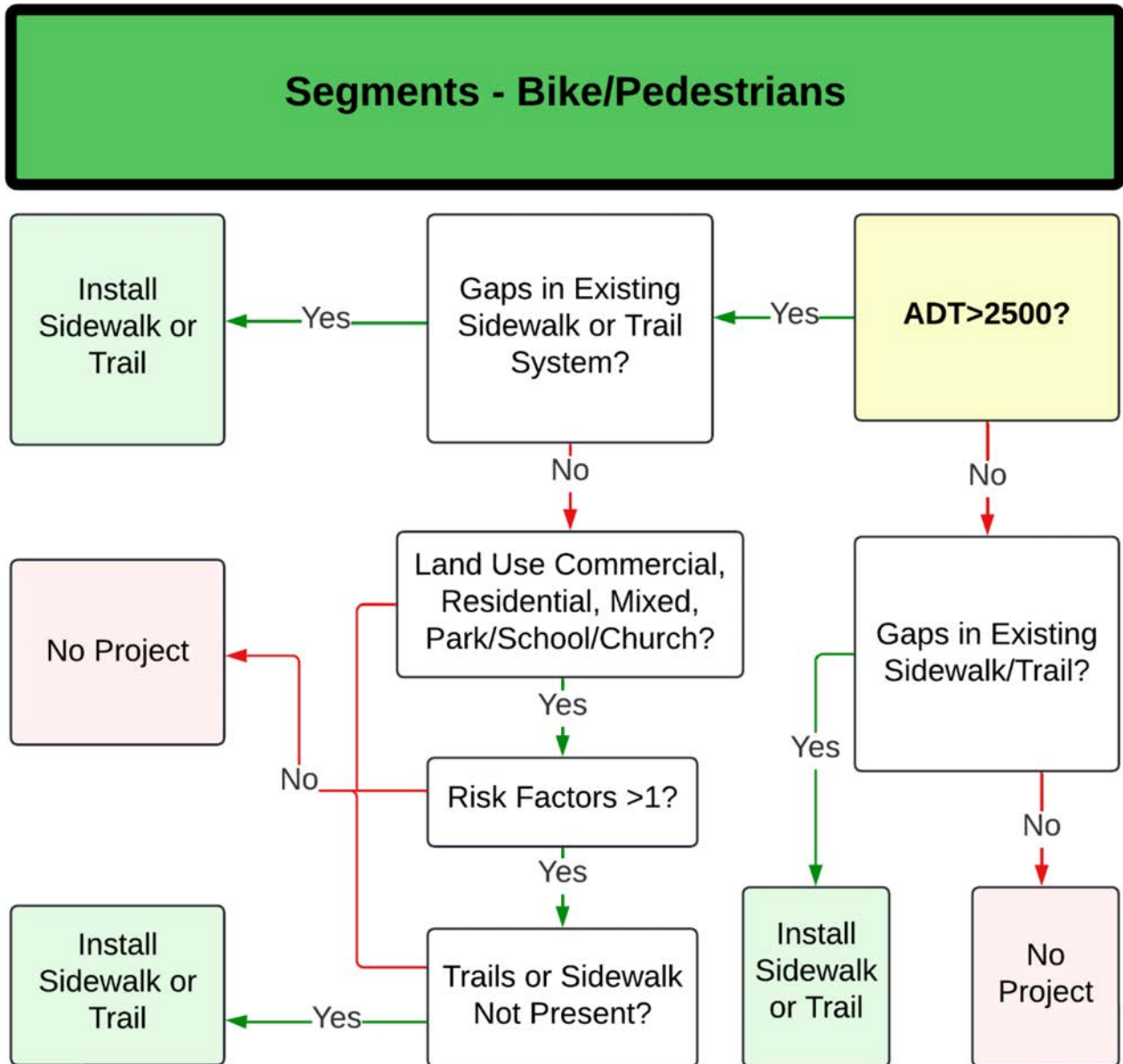


Locations that do not meet the Decision Trees exactly are not automatically assigned a project, but considered for manual project assignment.

Figure 38- Decision Tree for Segments- Rear End Crashes



Figure 39 is the Decision Tree for preventing Pedestrian/Bicycle crashes along segments.



Locations that do not meet the Decision Trees exactly are not automatically assigned a project, but considered for manual project assignment.

Figure 39 - Decision Tree for Segments - Pedestrian/Bicycle Crashes



The systemic risk assessment process identified at-risk intersections and segments considered priorities for safety project development, and decision trees document the process that considered intersection control, roadway features, and traffic volumes. This process resulted in the identification of a suggested safety project at most of the priority locations. *The summary of all projects is listed in Table 15. The full list of suggested projects, along with maps can be found in the Appendix.* An overview of the suggested top projects for each category is provided below in Tables 16 to 19.



**Suggested projects were prioritized by:**

- 1. Total Risk Factors**
- 2. Total Crashes**
- 3. Functional Classification**

These suggested safety project strategies are based on the information gathered from the initial analysis and are for planning purposes. Additional analysis of the existing conditions at suggested project locations and review of existing studies such as Safe Routes to School, etc. should be completed prior to moving forward. The specific recommendations and implementation measures may each require more study and evaluation as related to their specific location and area.

*Table 15 – Safety Project Summary*

Safety Project Summary		
Suggested Projects	No. of Projects	Estimated Cost
Intersections – Right Angle & Rear-End Crashes	138	\$35,712,000
Intersections – Pedestrian/Bicycle Crashes	111	\$2,386,500
Segments – Rear-End Crashes	36	\$865,800
Segments – Pedestrian/Bicycle Crashes	14	\$1,945,400
<b>TOTAL</b>	<b>302</b>	<b>\$40,909,700</b>



Table 16 – Suggested Project Prioritization - Intersections - Right Angle & Rear-End Crashes

Project Rank	GIS Map Intersection ID Number	Route System	Route No.	Street Name	Cross Street	Lighting Project	Project	Cost
1	1052	TH	25	PINE ST	RAMP		Remove Signal, Install RAB	\$ 3,000,000
2	960	TH	25	PINE ST	CHELSEA RD		Remove Signal, Install RAB	\$ 3,000,000
3	1320	TH	25	PINE ST	E BROADWAY ST		Remove Signal, Install RAB	\$ 3,000,000
4	1056	TH	25	PINE ST	7TH ST E		Remove Signal, Install RAB	\$ 3,000,000
5	1315	TH	25	PINE ST	E RIVER ST		Confirmation Lights & Reflective Backplates	\$ 6,500
6	516	TH	25	PINE ST	OAKWOOD DR E		Remove Signal, Install RAB	\$ 3,000,000
7	900	TH	25	PINE ST	6TH ST E	Install Street Light	Upgraded Signs, Pavement Marking, Sight Distance	\$ 15,000
8	1212	TH	25	PINE ST	4TH ST E		Upgraded Signs, Pavement Marking, Sight Distance	\$ 5,000
9	51	CSAH	75	E BROADWAY ST	HART BLVD (CENTRA CARE)		Confirmation Lights & Reflective Backplates	\$ 0 – 2025 WCHD HSIP Project Planned
10	980	CSAH	75	E BROADWAY ST	HIGHLAND WAY		Confirmation Lights & Reflective Backplates	\$ 0 – 2025 WCHD HSIP Project Planned
11	896	CSAH	18	FENNING AVE NE	BROADWAY ST		Remove Signal, Install RAB	\$ 3,000,000
12	1264	TH	25	PINE ST	3RD ST E		Upgraded Signs, Pavement Marking, Sight Distance	\$ 5,000
13	1136	TH	25	PINE ST	SCHOOL BLVD		Remove Signal, Install RAB	\$ 3,000,000
14	932	CSAH	18	FENNING AVE NE	7TH ST E		Remove Signal, Install RAB	\$ 3,000,000
15	774	CSAH	75	E BROADWAY ST	HART BLVD	Install Street Light	Upgraded Signs, Pavement Marking, Sight Distance	\$ 15,000
16	1381	CSAH	75	W BROADWAY ST	LOCUST ST	Install Street Light	Upgraded Signs, Pavement Marking, Sight Distance	\$ 15,000
17	483	TH	25	PINE ST	DUNDAS RD	Install Street Light	Upgraded Signs, Pavement Marking, Sight Distance	\$ 15,000
18	792	TH	25	PINE ST	MARVIN RD	Install Street Light	Upgraded Signs, Pavement Marking, Sight Distance	\$ 15,000
19	1399	CSAH	75	W BROADWAY ST	ELM ST		Confirmation Lights	\$ 1,500
20	916	CSAH	18	FENNING AVE NE	CHELSEA RD		Confirmation Lights & Reflective Backplates	\$ 6,500



Table 17 - Suggested Project Prioritization - Intersections - Pedestrian/Bicycle Crashes

Project Rank	GIS Intersection ID Number	Route System	Route No.	Street Name	Cross Street	Projects	Cost
1	1052	TH	25	PINE ST	RAMP	Install Signal Upgrades (LPI, ADA compliant push buttons, landings, and ramps)	\$ 76,500
2	960	TH	25	PINE ST	CHELSEA RD	Install Signal Upgrades (LPI, ADA compliant push buttons, landings, and ramps)	\$ 76,500
3	1320	TH	25	PINE ST	E BROADWAY ST	Install Signal Upgrades (LPI, ADA compliant push buttons, landings, and ramps)	\$ 76,500
4	1056	TH	25	PINE ST	7TH ST E	Install Signal Upgrades (LPI, ADA compliant push buttons, landings, and ramps)	\$ 76,500
5	1192	MSAS	105	SCHOOL BLVD	FALLON AVE	Median Refuge and/or Curb Extensions	\$ 15,000
6	1315	TH	25	PINE ST	E RIVER ST	Install Signal Upgrades (LPI, ADA compliant push buttons, landings, and ramps)	\$ 76,500
7	1399	CSAH	75	W BROADWAY ST	ELM ST	Install Signal Upgrades (LPI, Countdown Timers, ADA compliant push buttons, landings, and ramps)	\$ 0 – 2025 WCHD HSIP Project Planned
8	516	TH	25	PINE ST	OAKWOOD DR E	Install Signal Upgrades (LPI, ADA compliant push buttons, landings, and ramps)	\$ 76,500
9	916	CSAH	18	FENNING AVE NE	CHELSEA RD	Install Signal Upgrades (LPI, Countdown Timers, ADA compliant push buttons, landings, and ramps)	\$ 91,500
10	1212	TH	25	PINE ST	4TH ST E	RRFB, Median Refuge	\$ 30,000
11	1136	TH	25	PINE ST	SCHOOL BLVD	Install Signal Upgrades (LPI, ADA compliant push buttons, landings, and ramps)	\$ 76,500
12	783	MSAS	105	SCHOOL BLVD	EIDER LN	Median Refuge and/or Curb Extensions	\$ 15,000
13	47	TH	25	PINE ST	85TH ST NE	Install Signal Upgrades (LPI, ADA compliant push buttons, landings, and ramps)	\$ 76,500
14	980	CSAH	75	E BROADWAY ST	HIGHLAND WAY	Install Signal Upgrades (LPI, Countdown Timers, ADA compliant push buttons, landings, and ramps)	\$ 0 – 2025 WCHD HSIP Project Planned
15	51	CSAH	75	E BROADWAY ST	HART BLVD (CENTRA CARE)	Install Signal Upgrades (LPI, Countdown Timers, ADA compliant push buttons, landings, and ramps)	\$ 0 – 2025 WCHD HSIP Project Planned
16	900	TH	25	PINE ST	6TH ST E	RRFB, Median Refuge	\$ 30,000
17	896	CSAH	18	FENNING AVE NE	BROADWAY ST	Install Signal Upgrades (LPI, Countdown Timers, ADA compliant push buttons, landings, and ramps)	\$ 91,500
18	1264	TH	25	PINE ST	3RD ST E	RRFB, Median Refuge	\$ 30,000
19	932	CSAH	18	FENNING AVE NE	7TH ST E	Install Signal Upgrades (LPI, Countdown Timers, ADA compliant push buttons, landings, and ramps)	\$ 91,500
20	1248	MSAS	105	SCHOOL BLVD	EDMONSON AVE NE	Median Refuge and/or Curb Extensions	\$ 15,000



Table 18- Suggested Project Prioritization – Segments – Right Angle & Rear-End Crashes

Project Rank	GIS Map Intersection ID Number	Route System	Route No.	Street Name	FROM	TO	LENGTH (Mi.)	PROJECTS	COST
1	900	TH	25	PINE ST	6TH ST E	4TH ST E	0.16	Access Management	\$ 55,977
2	1212	TH	25	PINE ST	4TH ST E	3RD ST E	0.08	Divided 4 Lane	\$ 11,676
3	1264	TH	25	PINE ST	3RD ST E	E BROADWAY ST	0.08	Divided 4 Lane	\$ 11,960
4	908	MSAS	116	CHELSEA RD	PINE ST	CEDAR ST	0.08	Access Management	\$ 28,432
5		MSAS	114	OAKWOOD DR E	PINE ST	CEDAR ST	0.10	Access Management	\$ 37,295
6	1381	CSAH	75	W BROADWAY ST	ELM ST	LOCUST ST	0.39	Access Management	\$ 141,545
7	1220	CSAH	75	E BROADWAY ST	PINE ST	CEDAR ST	0.08	Access Management	\$ 27,886
8	1104	CSAH	75	E BROADWAY ST	CEDAR ST	WASHINGTON ST	0.49	Access Management	\$ 177,955
9	1296	MSAS	110	CEDAR ST	SCHOOL BLVD	DUNDAS RD	0.27	Access Management	\$ 95,864
10	348	MSAS	101	7TH ST W	MINNESOTA ST	LOCUST ST	0.20	Road Diet	\$ 6,142
11	615	MSAS	101	7TH ST W	LOCUST ST	PINE ST	0.14	Road Diet	\$ 4,330
12	1272	MSAS	101	7TH ST E	PINE ST	CEDAR ST	0.09	Road Diet	\$ 2,591
13	132	MSAS	101	7TH ST E	FALLON AVE NE	HIGHLAND WAY	0.52	Road Diet	\$ 15,744
14	132	MSAS	101	7TH ST E	HIGHLAND WAY	FENNING AVE NE	0.25	Road Diet	\$ 7,597
15	642	MSAS	116	CHELSEA RD W	90TH ST NE	MARVIN RD	0.57	Road Diet	\$ 17,108
16	904	MSAS	116	CHELSEA RD	CEDAR ST	EDMONSON AVE NE	0.19	Road Diet	\$ 5,795
17	1296	MSAS	103	DUNDAS RD	CEDAR ST	EDMONSON AVE NE	0.30	Road Diet	\$ 8,926
18	1296	MSAS	110	CEDAR ST	CHELSEA RD	OAKWOOD DR E	0.14	Road Diet	\$ 4,142
19		MSAS	118	E BROADWAY ST	FENNING AVE NE	HART BLVD	0.28	Road Diet	\$ 8,250
20	453	CSAH	18	JASON AVE NE	HOLY SPIRIT TR (TOWER RD)	SPIRIT HILLS RD	0.14	Road Diet	\$ 4,278



Table 19 - Suggested Project Prioritization - Segments - Pedestrian/Bicycle Crashes

Project Rank	GIS Map Intersection ID Number	Route System	Route No.	Street Name	FROM	TO	LENGTH (Mi.)	Trail/Sidewalk Gaps Length (Mi)	PROJECTS	COST
1	47	TH	25	PINE ST	85TH ST NE	SCHOOL BLVD	1.04	0.67	Install Sidewalk/Trail	\$ 255,600
2	576	CSAH	39	RIVERVIEW DR	HART BLVD	GILLARD AVE NE	0.79	0.48	Install Sidewalk/Trail	\$ 182,520
3	621	MSAS	115	EDMONSON AVE NE	SCHOOL BLVD	DUNDAS RD	0.39	0.39	Install Sidewalk/Trail	\$ 148,262
4	920	MSAS	116	CHELSEA RD	FALLON AVE NE	FENNING AVE NE	0.79	0.25	Install Sidewalk/Trail	\$ 95,472
5	621	MSAS	115	EDMONSON AVE NE	DUNDAS RD	CHELSEA RD	0.25	0.25	Install Sidewalk/Trail	\$ 95,040
6	666	MSAS	115	EDMONSON AVE NE	87TH St NE	SCHOOL BLVD	0.53	0.53	Install Sidewalk/Trail	\$ 201,600
7	1296	MSAS	103	DUNDAS RD	CEDAR ST	EDMONSON AVE NE	0.30	0.30	Install Sidewalk/Trail	\$ 114,048
8	93	CSAH	39	GOLF COURSE RD	7TH ST W	ELM ST	0.49	0.49	Install Sidewalk/Trail	\$ 186,278
9	1132	MUNI		4TH ST W	MAPLE ST	LINN ST	0.08	0.08	Install Sidewalk/Trail	\$ 29,520
10	1216	MSAS	104	FALLON AVE NE	STONERIDGE DR	CHELSEA RD	0.42	0.42	Install Sidewalk/Trail	\$ 159,667
11		MUNI		FALLON AVE NE	85TH ST NE	SCHOOL BLVD	0.33	0.33	Install Sidewalk/Trail	\$ 126,720
12	525	MSAS	104	FALLON AVE NE	SCHOOL BLVD	STONERIDGE DR	0.18	0.18	Install Sidewalk/Trail	\$ 68,429
13		MSAS	118	E BROADWAY ST	HART BLVD	MEADOW OAK AVE	0.24	0.20	Install Sidewalk/Trail	\$ 76,320
14	852	MUNI		85TH ST NE	PINE ST	EDMONSON AVE NE	0.89	0.54	Install Sidewalk/Trail	\$ 205,920



One additional item was developed as part of the overall safety project development process for Monticello. Project Information Sheets were prepared for each of the suggested safety projects. Each Project Sheet includes a description of the location, crash history, a summary of the systemic risk factors, a list of alternative strategies considered, a Google Maps link, and an estimated project cost. These are located in the Appendix.

CITY OF Monticello PROJECT SHEETS		SAFE STREETS FOR ALL COMPREHENSIVE SAFETY ACTION PLAN		
<b>Vehicle Intersection at CSAH 75 (W BROADWAY ST) and LOCUST ST</b>				
<b>Roadway Information</b>		<a href="#">GOOGLE MAPS LINK</a>		
Major Speed Limit (mph):	30	Traffic Control Device:	THRU-STOP	
Minor Speed Limit (mph):	30	Land Use:	COMMERCIAL	
Major ADT:	7,017	Area Type & Context:	Suburban Corridor	
Minor ADT:		Major Functional Class:	2Minor Arterial	
Intersection Skew (degrees):	0	No. Lanes Bikes/Peds Cross:	5	
Road Type:	DIVIDED	Ped Xing Features:	MARKINGS	
No. Lanes Major:	5			
No. Lanes Minor:	2			
<b>Crash Data (2013 – 2023)</b>				
<u>Fatal</u>	<u>Serious</u>	<u>Minor</u>	<u>Bike</u>	
	1			
			<b>TOTAL: 1</b>	
<b>Risk Factors</b>				
	<i>Criteria</i>	<i>Value</i>	<i>Risk Factors</i>	
Major Speed Limit:	30-45 mph	30	30	
Minor Speed Limit:	30-45 mph	30	30	
Land Use:	Commercial	COMMERCIAL	X	
Intersection Control:	Signal or Thru-Stop	THRU-STOP		
Functional Classification:	Major Collector or higher	2Minor Arterial	X	
Roadway Type:	Divided	DIVIDED	X	
Lane Approach Config:	LTT, LTTR, T	L T T	X	
ADT:	> 5,000	7,017	16	
			<b>TOTAL RISK FACTORS: 4</b>	
<b>Projects Strategies Identified</b>				
	<i>Unit Cost</i>	<i>Unit</i>	<i>Quantity</i>	<i>Cost</i>
Signal Upgrades (Confirmation Lights & Reflective Backplates):	\$6,500	Intersection		
Signalized J-Turn:	\$1,500,000	Each		
Street Lights:	\$10,000	Intersection	1	\$10,000
Thru-Stop to All-Way:	\$8,000	Intersection		
Upgraded signs/markings/sight distance:	\$5,000	Intersection		
Roundabout:	\$3,000,000	Each		
			<b>TOTAL:</b>	<b>\$10,000</b>
Monticello Safe Streets For All Comprehensive Safety Action Plan - 2024		Intersection Number: 54 Project Rank: 16		

Figure 40 - Example Project Information Sheet



## Progress and Transparency

### Education and Awareness Campaigns

Projects following the Safe System approach in Monticello may often require trade-offs between on-street parking, vehicle level of service, and pedestrian and bicycle safety and accessibility, mainly when funding and right-of-way are limited. Building on the zero-fatality goal adopted by Wright County and Monticello, additional policies or resolutions could help clarify how these decisions will be made at a citywide level rather than on a project-by-project basis. These policies can also support equity goals in the community by ensuring that decisions are not disproportionately influenced by those with the "loudest" voices or the most resources for civic participation.

Several programs are recommended to encourage safe travel. These recommendations parallel discussions from the Monticello Safe Routes to School Plan and can be implemented outside school zones. The recommended programs include:

- Walk/Bike Safety Education
- Walking/Biking Route Maps
- Community Safety Campaign

The following sections provide further details on these programs, including descriptions, leadership suggestions, timelines, and rationale.

#### Walk/Bike Safety Education

Safety education can be delivered through various programs, including the Walk! Bike! Fun! curriculum, group bike rides, and integration into driver’s education courses. These programs teach pedestrians, bicyclists, and drivers how to stay safe. Numerous resources are available from MnDOT, the Bicycle Alliance of Minnesota (Bike MN), and Wright County. Schools should encourage more PE teachers and other interested staff to get trained to teach the Walk! Bike! Fun! program.

**Program lead:** Monticello Community Education, with support from Wright County, the City of Monticello, and youth mentors

**Timeline:** Short term (1-2 years)

**Reason for recommendation:** Lessons can begin in elementary school with Walk! Bike! Fun!, continue in middle school with bike rides using the Wright County Bicycle Fleet, and be incorporated into driver’s education through Community Education. Bike MN is also developing a pilot program to teach new drivers how to interact safely with pedestrians and cyclists. More details about the People Friendly Driver Program can be found at Bike MN's [People Friendly Driver Program](#). For existing drivers, educational campaigns through social media and print media can educate drivers, bicyclists, and pedestrians on road safety and how to interact. The [Local Road Research Board](#) has research projects and videos dedicated to safety education for all roadway users.

#### Walking/Biking Route Maps

A bicycling or walking route map outlines safe, low-stress routes and crossings for anyone traveling by foot or bike. These maps can also feature approximate distances or travel times, school bus stops, road rules, and other valuable details to help residents feel more confident walking or biking around Monticello.

**Program lead:** City of Monticello

**Timeline:** Short term (1-2 years)



**Reason for recommendation:** Survey responses indicated frustration with sidewalk gaps and an inability to walk to community amenities safely. Maps highlighting safe crossings and streets with sidewalks would provide residents with the information they need to consider walking or biking. Including route time and distance and coordinating with the City’s existing Parks & Pathways map would enhance usability. Maps can be distributed online and in print at Walk & Roll events.

### Community Safety Campaign

A safety campaign effectively raises awareness about walking and biking while promoting safe driving habits among motorists. The campaign can use various media, such as posters, window stickers in businesses, yard signs, or street banners, to remind drivers to slow down and exercise caution in high-pedestrian areas. It can also focus on specific behaviors like walking or biking to school, school bus safety, and roundabout safety.

**Program lead:** Wright County Sheriff’s Office and Public Health, City of Monticello, CentraCare, Just Drive, Safe Communities, and schools for promotional materials

**Timeline:** Short term (1-2 years)

**Reason for recommendation:** Surveys and community feedback identified driver behavior and enforcement as top concerns. Additionally, distracted driving was the leading concern of Wright County residents in the 2018 Community Health Needs Assessment. Consider emphasizing walking and biking routes and promoting safe driving around schools as part of local campaigns like “Stop for Me” and “Just Drive.” The campaign can build on community pride by engaging local businesses to display posters encouraging safe behaviors for everyone traveling in Monticello.

### Enforcement Strategies

Police department staff can use this Comprehensive Safety Action Plan to better understand the challenges related to walking and biking. This will help them plan and prioritize enforcement efforts that improve safety for pedestrians and bicyclists. The department will be crucial in implementing this plan's programs and policies.

Police play a vital role in enforcing safer streets for walking and biking by promoting compliance with traffic laws, increasing awareness, and enhancing community safety. Through targeted enforcement, officers can address speeding, distracted driving, and failure to yield—critical issues that put pedestrians and cyclists at risk. Regular patrols in school zones, residential areas, and high-traffic corridors can help deter dangerous driving behaviors. Traffic enforcement can enhance safety, but research shows it is most effective when combined with other safety measures and integrated into highly visible education and communication campaigns. Additionally, police can collaborate with schools and community groups to educate drivers about sharing the road with cyclists and pedestrians and support safety campaigns that encourage responsible behavior. By prioritizing the enforcement of traffic laws and promoting public safety initiatives, police can contribute to creating a safer, more walkable, and bike-friendly environment for all residents. One strategy included in some of the intersections is *Confirmation Lights*. These lights allow red light running enforcement to occur with just one officer.

#### Confirmation Lights

Positioned at the rear of a traffic signal, illuminates blue when the signal turns red. This alerts police officers downstream to instances of red-light violations.



Source: MnDOT 2015 Traffic Safety Fundamentals Handbook

### Long-Term Sustainability and Inclusivity

To provide further guidance on the specific priority areas identified in this plan, Monticello should continue to conduct the following studies to build upon this work:



- **Downtown Crash Study:** Monticello's downtown area has been identified as a crash hotspot for all modes of transportation, likely due to high traffic volumes and significant pedestrian and cyclist activity. A crash analysis was conducted as part of this study. Future analyses of crash trends in downtown Monticello would be necessary to monitor a targeted set of improvements to enhance safety in this area.
- **Comprehensive Review of Minor Arterials and Collector Roadways:** These roadways account for a significant portion of all fatal and serious injury crashes in Monticello. Continuing to review them, including city, county, and state-owned streets, would be essential to monitoring the causes of high injury rates and proposing potential improvements.
- **Comprehensive Review of High Crash Intersections:** This analysis highlighted the top high-crash intersections in Monticello; it provided a detailed examination of these locations to identify specific risk factors or possible mitigating measures. Future reviews of high-crash intersections will continue to provide recommendations for improvement for those sites.

The study team has created draft templates for several outreach documents to inform the public of upcoming safety improvement projects and a way for the public to suggest other improvements. These documents can be found in the Appendix. The documents included are:

- An Annual Report
- A News Release for Public Concerns and a Public Concern Form
- A News Release for a Project Announcement

## Monitoring and Evaluation



Monitoring and evaluating this CSAP creates accountability, ensures the effectiveness of the countermeasures, and helps identify the need for new strategies.

Monticello staff will prepare an annual memo summarizing crash trends within the city, focusing on the Emphasis Areas, performance targets, and goals outlined in this CSAP. This timeline can align with stakeholder engagement efforts and will be timed to ensure that the analysis informs City investment programming and grant funding applications.

The emphasis areas and systemic strategies identified in this CSAP will be re-evaluated every three years and revised based on the crash trend analysis results. The bi-annual memos and updated CSAP will be available on the City's website.

## Maintenance

Maintain year-round upkeep of active transportation facilities to ensure transportation equity. Enhancing winter maintenance, such as more effective corner clearing, will improve the experience of walking, biking, and rolling. Consistent maintenance is crucial for pedestrian safety and accessibility, especially during winter, ensuring that all community members—regardless of their mode of transportation—can travel safely and reliably. Proper maintenance supports transportation equity by providing everyone, including those who rely on walking or biking, access to safe and functional pathways year-round.

## Budget and Funding

Two primary funding needs are essential for implementing this plan's projects, policies, and strategies: capital funding and ongoing operations and maintenance resources. Capital funding, like all transportation projects within the city, will be sourced from a combination of federal, state, and local or regional funds. Several funding sources currently exist for agencies to compete for. They include:

A. The [Highway Safety Improvement Program \(HSIP\)](#) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Minnesota program is structured to



1. encourage widespread deployment of safety countermeasures, 2. engage local and state agencies, and 3. emphasize effective treatments. The program is administered by MnDOT’s Traffic Safety Office. The program is competitive and the amount of funding available for MnDOT District 3 for 2026 to 2029 is approximately \$10,600,000.

B. [Safe Streets and Roads for All \(SS4A\)](#) Grant Program, this program, which funded the creation of this Comprehensive Safety Action Plan (CSAP) is another federal program that is exclusively designed to help local communities. Having completed the CSAP, the City can apply for Implementation Grants to implement strategies or projects identified in this CSAP. There is approximately \$2 billion remaining in the program nationwide.



C. [MnDOT Transportation Alternatives Program \(TA\)](#), this program is a competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School and more. This program has approximately \$12.5 million in available grant funding across the state where the total is sub-targeted to the seven area transportation partnerships.

Ongoing operations and maintenance resources, including staffing, present a significant challenge for the city and could hinder progress toward achieving the overall safety goal. Currently, the city’s funding and staffing levels are insufficient to maintain the existing transportation network in a state of good repair, and the recommended projects and facilities will only widen this gap. The city recognizes these funding and resource challenges and actively seeks solutions. As part of the plan’s implementation, the city should develop and promote a comprehensive funding strategy that ensures sustainable operations and maintenance funding increases and allocates the necessary resources to achieve meaningful advancements.

### Timeline

As there is no dedicated funding stream for the projects identified in this plan, it is challenging to establish a specific timeline for their implementation. However, the prioritized list of projects should be reviewed regularly to identify upcoming opportunities for execution. For instance, pavement rehabilitation projects should be assessed to see if they coincide with priority safety need areas; if they do, the city should consider expanding project scopes to incorporate additional safety enhancements.

The city should also consistently review the list of priority projects against available discretionary grant opportunities on an ongoing basis to secure additional funding and expedite the implementation timeline. As highlighted in the policy recommendations, revising the Capital Improvement Plan (CIP) prioritization process to include safety as a significant criterion will help advance priority safety projects that can be funded within the City’s existing budget. While it may not be feasible to implement all projects and locations outlined in this document within the next Capital Improvement Plan cycle, the city should continue to identify opportunities to advance these priority projects incrementally.

After implementing countermeasures, their effectiveness should be assessed through a before-and-after study to validate their impact based on the following key observations:

- Number of fatal and severe injury collisions
- Public comments and concerns

Specific treatments may be evaluated using crash data or video analytics. The primary measure of success for the CSAP will be reductions in fatal and serious injury (K & A) crashes and decreased observed conflicts on Monticello’s streets.



## Conclusion

The Comprehensive Safety Action Plan (CSAP) represents a vital commitment to creating safer streets for all who live, work, and travel in Monticello. Through a data-driven approach, the CSAP identifies high-risk areas, crash types, and outlines proven safety countermeasures designed to reduce traffic-related injuries and fatalities. By prioritizing safety in roadway design, project development, and policymaking, the plan emphasizes a holistic approach to transportation that accommodates all users—drivers, cyclists, pedestrians, and transit riders alike.

Key highlights of the plan include:

- **Prioritizing safety** in infrastructure decisions by incorporating safety as a central factor in the Capital Improvement Program.
- **Implementing targeted countermeasures** such as lane conversions, traffic calming, and enhanced pedestrian and bicycle facilities to address high-risk crash areas.
- **Improving project development processes** by ensuring collaboration across city departments and aligning practices with national best practices and local needs.
- **Securing and allocating funding** to ensure the long-term implementation of critical safety projects.

By committing to the strategies outlined in the CSAP, Monticello reaffirms its dedication to reducing traffic fatalities and injuries, improving accessibility, and fostering a more multimodal and connected community. As we move forward, this plan will serve as a blueprint to guide our efforts in making our streets safer, more equitable, and more comfortable for all.



# Appendix

