

Safe Routes to School

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

KASSON-MANTORVILLE MIDDLE SCHOOL AND ELEMENTARY

Kasson-Mantorville Public Schools, Kasson, MN

JUNE 2017



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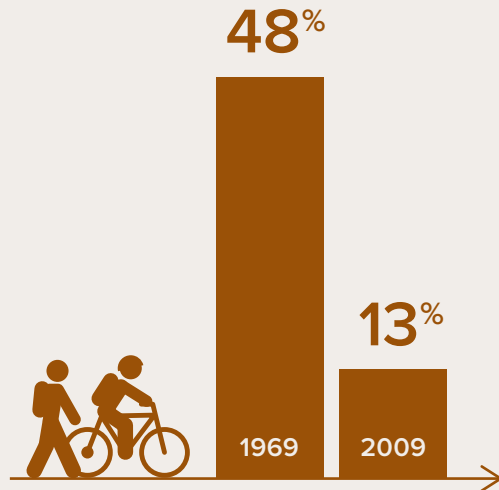
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01

INTRODUCTION + CONTEXT

Why Safe Routes to School?



THE PERCENTAGE OF CHILDREN WALKING OR BIKING TO SCHOOL HAS DROPPED PRECIPITOUSLY WITHIN ONE GENERATION



MOST KIDS ARE NOT GETTING ENOUGH PHYSICAL ACTIVITY



ROADS NEAR SCHOOLS ARE CONGESTED, DECREASING SAFETY AND AIR QUALITY FOR CHILDREN

KIDS WHO WALK OR BIKE TO SCHOOL:



Arrive alert and able to focus on school



Get most of the recommended 60 minutes of daily physical activity during the trip to and from school



Are more likely to be a healthy body weight



Demonstrate improved test scores and better school performance*



Are less likely to suffer from depression and anxiety

THE VICIOUS CYCLE OF INCREASED TRAFFIC LEADING TO REDUCED WALKING AND BICYCLING:

Fewer students walking & biking to school

More parents driving children to school

Rising concern about safety of walking & biking

Increased traffic at and around school



*More information, including primary sources, can be found at <http://guide.saferoutesinfo.org>



The Six Es

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



Education

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



Encouragement

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



Engineering

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



Enforcement

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



Evaluation

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



Equity

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



Navigating this Plan

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



Programs

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



Infrastructure

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



How to get involved

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



Appendices

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



Kasson-Mantorville Schools in Context

Kasson-Mantorville Elementary School and Kasson-Mantorville Middle School sit northeast of downtown Kasson just north of the Dodge County Fairgrounds. The middle school is located on the west side of 5th Avenue NE while the elementary school is located across the street and is bounded on its northern border by 16th Street.

Directly to the west and north of the middle school campus is a residential neighborhood along Mantorville Avenue N, a key north-south artery through Kasson that extends north to Mantorville where it becomes Main Street. There are undeveloped fields directly to the east of the elementary school campus. Kasson-Mantorville Senior High School and the Kasson-Mantorville Telecom Stadium are located to the north of both the middle and elementary school campuses along 16th Street.

During the 2016-2017 school year, there were 813 students enrolled in the elementary school and 600 students enrolled in the middle school. The schools draw students from the cities of Kasson and Mantorville as well as their surrounding areas.

The Vision

In the spring of 2016, Kasson-Mantorville Public Schools (ISD 204) was awarded a Minnesota Department of Transportation (MnDOT) Safe Routes to School (SRTS) planning assistance grant to develop an SRTS Plan. The school district selected two schools to receive planning assistance: Kasson-Mantorville Middle School and Kasson-Mantorville Elementary.

This plan was made possible by support from MnDOT and developed in coordination with the city and the school district. It is the product of several meetings and visits to Kasson and Mantorville, plus discussions with city employees, teachers, school staff, students, and community members. The plan offers recommendations on how to make it easy, fun and safe for children to walk and bike to school.

The following pages provide both program and infrastructure suggestions - all of which fall under the 6 E's model described on page 6. All recommendations are intended to be on an approximate five-year timeline. While not all of these recommendations can be implemented immediately, it is important to achieve short-term successes while laying the groundwork for progress toward some of the larger and more complex projects.



APPENDIX

FURTHER READING

The main body of this plan is intended to be concise in an effort to provide the most pertinent information to the reader. There are several resources in the appendix section for those interested in learning more about SRTS, including specific roles for implementing SRTS, the SRTS planning process at a glance, existing conditions, and talking points to effectively communicate messages related to SRTS.



The majority of elementary school parents report their children traveling to and from school by school bus (62.5%), followed by family vehicle (30%), with few traveling to and from school by walking (4.5%), biking (2.5%), and carpool (0.7%). These percentages vary by distance from school. Eighteen percent of students living within a half mile of school report walking, 41.8% take the school bus, 40.2% report receiving a ride in a family vehicle, and none ride their bikes. As the distance from school increases to one mile or greater, the share of walking trips decreases to 1.2%, family vehicle trips decrease to 27.8%, carpool trip slightly increase to 0.8%, bike trips slightly increase to 3%, and school bus trips increase to 66.7%.

The majority of middle school parents report their children traveling to and from school by school bus (39.5%) or family vehicle (35%), while a significant portion walk (16%), bike (7.5%) and few carpool (0.5%) or use transit (0.5%). These percentages vary by distance from school. More than one-third of students living within a half mile of school report walking (37.5%), 28.1% report receiving a ride in a family vehicle, 25% ride bikes, 6.2% take the school bus, and 3.1% take transit. As the distance from school increases to one mile or greater, the share of biking trips decreases to 4.9% and the share of carpool trips decreases to 1% while the walking trips increase to 12.7%, family vehicle trips increase to 36.2%, and school bus trips increase to 45.9%.

Mantorville Avenue is a significant barrier to walking and biking to both the elementary and middle schools. Between 2006 and 2015, no crashes involving vehicles and a bicyclist or pedestrian were reported within a one-half mile radius of either school, although there were three crashes along Mantorville Avenue south of both campuses. Sixty-nine percent of elementary school parents reported amount of traffic along route,

68% reported speed of traffic along route, 62% reported weather or climate, and 61% reported distance as factors that affected their decision to allow their children to walk or bike to school. Sixty-eight percent of middle school parents reported distance or amount of traffic along route while 67% reported weather or climate and 64% reported speed of traffic along route as factors that affected their decision to allow their children to walk or bike to school.



APPENDIX

FURTHER READING

The summary on this page takes information from a more detailed existing conditions report found in the appendix. There you'll find a report that talks about how students and parents report traveling to and from school, a map showing pedestrian and bicyclist-involved crashes, and a map of residences of students who attend both the Elementary and Middle School. This information helped planners and community stakeholders develop the best strategies for increasing safety and comfort for students walking and biking to school.



02

PROGRAMS



Introduction to Programs

The Safe Routes to School movement acknowledges that infrastructure changes are a necessary but insufficient condition for shifting school travel behavior. Programs are a necessary component of any successful SRTS plan.

While engineering improvements such as sidewalks, crosswalks, and bikeways are important, equally important are **education** programs to give children and families basic safety skills, **encouragement** programs to highlight walking and bicycling to school as fun and normal, **enforcement** against unsafe and illegal motorist behavior, and **evaluation** of the impact of investments and non-infrastructure efforts. Often, programs that help to get more kids walking and biking lead to increased public support for infrastructure projects - they can be an important first step towards building out the physical elements that make walking and biking safer and more comfortable. And relative to certain infrastructure projects, most programs are very low cost.



Existing Programs

Kasson-Mantorville Public Schools and the City of Kasson have actively been working towards providing safe and inviting spaces around the school campus for students. This foundation of encouraging student travel safety is valuable for expanding programs to encourage more students to walk and bike. Here are a few programs that already exist in Kasson and at the schools:

- Annual bike and walk to school day
- Crossing guard program
- Annual bike ride to Mantorville
- Police Department -led walking and biking safety education for 2nd grade classes
- Teacher-led peaceful biking and walking education for students
- Positive behavior reinforcement for students practicing safe walking and biking behavior
- Collection of old bicycles by Kasson Lion's Club

Program Recommendations

The following programs were identified as priority programs by the local SRTS team for Kasson-Mantorville Elementary and Middle School during the SRTS planning process. These programs were selected to meet the interest and needs of the school community in the near term (one to five years).

Each recommended program shows the “E” it falls under, plus suggested lead, support, and priority.



APPENDIX

FURTHER READING

For a complete list of all potential programs and descriptions, see <http://mnd-otsrts.altaprojects.net/>

Recommended Programs List



PROGRAM	WHICH "E"?	PROGRAM LEADER	PROGRAM SUPPORT	PRIORITY
Bus Drop and Walk/ Park and Walk¹	Encouragement	K-M School District	School staff, Kasson Police	Short term (1-2 years)
Walk/Bike to School Day²	Encouragement	K-M School District	School staff, parents, Kasson Police	
Bike Rodeo³	Education / Encouragement	K-M Community Education	Kasson Police, K-M School District, Community Ed Project Kids, Just Like Home (Child Care)	
Law Enforcement⁴	Enforcement	Kasson Police Department	Cities of Kasson and Mantorville	
Student-Led Community Messaging⁵	Education / Encouragement	K-M SADD Club (student-led)	School staff, K-M School District	Medium term (2-4 years)
Bicycle Maintenance Training^{6,7}	Education	K-M School District	K-M Community Education	
Walk! Bike! Fun! Curriculum⁷	Education	SHIP Coordinator, P.E. Teachers	School staff, K-M School District	
Peaceful Bus/Walk Program	Education	Elementary staff	School staff	Ongoing

REFERENCES AND ADDITIONAL NOTES

1 Begin program next year (2017-2018). Can be held once a year to begin, but might increase in frequency to once a semester or once a month.

2 K-M Schools have participated in Walk/Bike to School Day events; continue annually starting May 2017 and consider increasing the number of times per year

3 Begin program this year (anticipated date: June 14, 2017)

4 Continue to work with Jesse Kasel to direct officers to do observations and enforcement, and provide an ongoing, consistent, and visible presence over several weeks at a time; recommended to do observations before and after potential infrastructure improvements to evaluate any improvements in driver behavior - coordinate with the Cities of Kasson and Mantorville

5 The SADD Club is based in grades 9-12; leverage opportunities to partner with the Middle School and other members of the community

6 Use existing connections/relationships with bicycle mechanics in shop classes at the Middle School; coordinate with High School shop class.

7 Coordinate with plans to acquire a bike fleet for the District



EVALUATION

PARENT SURVEYS AND STUDENT TRAVEL TALLIES

There are two great tools to evaluate all the SRTS work in your community:

Parent Surveys: Recommended to be done once every 2-3 years. A hard copy survey or link to the survey can be sent to parents which asks their perceptions of walking and biking to school.

Student Travel Tally: Recommended to be done fall and spring of every year. These in-class tallies ask students how they travel to and from school.

More information on both the parent survey and the student travel tally can be found at <http://guide.saferoutesinfo.org/evaluation/>

Program Descriptions

The following descriptions provide more information about the recommended programs found in the table on the previous page.

Bus Drop and Walk/Park and Walk

This program is designed to give those who ride the bus or commute with a parent a chance to get physical exercise before school. School administration should choose a location a quarter to half mile away from school where drop off from buses and parent vehicles can occur on a single day. Not all students are able to walk or bike the whole distance to school; they may live too far away or their route may include hazardous traffic situations. This program allows students who are unable to walk or bike to school a chance to participate in Safe Routes to School programs.

Additional Resources

National Safe Routes to School Guide: http://guide.saferoutesinfo.org/encouragement/park_and_walk.cfm



Walk/Bike to School Day

Walk and Bike to School Day is an international event that attracts millions of participants in over 30 countries in the fall. The event encourages students and their families to try walking or bicycling to school. Parents and other adults accompany students, and staging areas can be designated along the route to school where groups can gather and walk or bike together. These events are often promoted through press releases, backpack/folder/electronic mail, newsletter articles, and posters. Students can earn incentives for participating or there is a celebration at school following the morning event. These events can be held for more than a day,

Additional Resources

MnDOT Walk and Bike to School Day: http://www.dot.state.mn.us/mnsaferoutes/programs/walk_to_school_day.html



Bike Rodeo

Bicycle Rodeos are events that offer bicycle skills and safety stations for children - and sometimes parents - to visit (e.g., obstacle course, bicycle safety check, helmet fitting, instruction about the rules of the road, etc.). Bicycle rodeos can be held as part of a larger event or on their own, and either during the school day or outside of school. Adult volunteers can administer rodeos, or they may be offered through the local police or fire department.

Additional Resources

An Organizer's Guide to Bicycle Rodeos: http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf





Student-led Community Messaging

Involving students in campaigns directed towards neighbors and parents can have a large impact on communicating the benefits of SRTS outside the school community. Middle school students can make posters, yard signs, videos, and t-shirts that provide positive messaging about walking and biking to school, and educate parents about harmful vehicle idling during pick up and drop off.

Additional Resources

Effective Messaging from SRTS National Partnership: http://www.saferoutespartnership.org/sites/default/files/resource_files/effective_messaging_for_promoting_biking_and_walking.pdf



Bicycle Maintenance Courses

Learning bike repair skills encourages students and families to bicycle to school and empowers students to take charge of their own transportation. A bicycle mechanic training can be made available to students as a one-time basics lesson or as a multi-session course. This training can be offered after school or on weekends, and can be combined with an earn-a-bike program, bike rodeo, or bicycle safety/skills trainings.



Walk! Bike! Fun! Curriculum

Pedestrian safety education aims to ensure that every child understands basic traffic laws and safety rules. It teaches students basic traffic safety, sign identification, and decision-making tools. Training is typically recommended for first- and second-graders and teaches lessons such as “look left, right, and left again”. Curriculum often includes three parts: in-class lessons, mock street scenarios, and on-street practice. Walk! Bike! Fun! includes lessons for both safe walking and biking, although the latter is recommended for students in fifth grade and older. This curriculum was developed by The Bicycle Alliance of Minnesota with support from the Minnesota Department of Transportation and Blue Cross Blue Shield of Minnesota. It teaches safe traffic behavior through classroom activities and on-the-streets skills practice.

Additional Resources

Minnesota Walk! Bike! Fun!: <http://www.dot.state.mn.us/saferroutes/pdf/toolkit/walk-bike-fun-curriculum.pdf>







Introduction to Infrastructure

In addition to program recommendations, changes to the streetscape are essential to making walking and biking to school safer and more comfortable.

The initial field review and subsequent meetings yielded specific recommendations to address the key identified barriers to walking and bicycling at Kasson-Mantorville Elementary and Middle School.

This plan does not represent a comprehensive list of every project that could improve conditions for walking and bicycling in the neighborhood, but rather the key conflict points and highest priority infrastructure improvements to improve walking and bicycling access to the school. The recommendations range from simple striping changes and school signing to more significant changes to the streets, intersections and school infrastructure.

All engineering recommendations are shown on the Recommended Infrastructure Improvements Maps on pages 19-20 and described in the table on pages 21-22. It should be noted that funding is limited and all recommendations made are planning-level concepts only. Additional engineering studies will be needed to confirm feasibility and final costs for projects.



APPENDIX

FURTHER READING

For a complete list of infrastructure to increase bicyclist and pedestrian safety and comfort, turn to Appendix H. The toolkit found here will help you brainstorm additional improvements for Kasson and Mantorville.



ADDITIONAL RESOURCES

SMALL TOWNS AND RURAL MULTIMODAL NETWORKS

In January of 2017, the Federal Highway Administration released **Small Towns and Rural Multimodal Network**. This document is intended to be a resource for transportation practitioners in small towns and rural communities. It applies existing national design guidelines in a rural setting and highlights small town and rural case studies. It addresses challenges specific to rural areas, recognizes how many rural roadways are operating today, and focuses on opportunities to make incremental improvements despite the geographic, fiscal, and other challenges that many rural communities face. The full document can be found at:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf



WINTER MAINTENANCE

FURTHER READING

In colder climates, it is important to consider how winter can affect the safety and comfort for youth walking and biking to school. See Appendix K for information related to winter maintenance that will allow kids to stay active and healthy year round.

EXISTING INFRASTRUCTURE



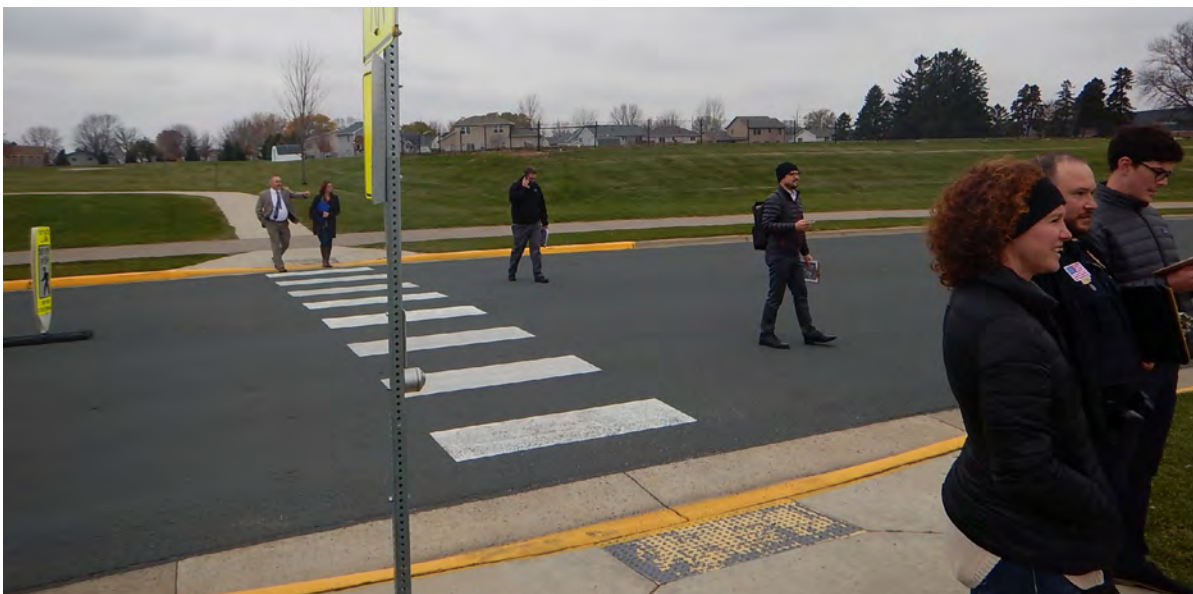
View of 16th St NE crossing at 5th Ave NE. While the crosswalk is marked and signed, the crossing distance is large and vehicle speeds are often high.



View of 16th St NE crossing from Community Education to parking lot on north side. Notice the wide driveway and lack of separated pedestrian space on south side.

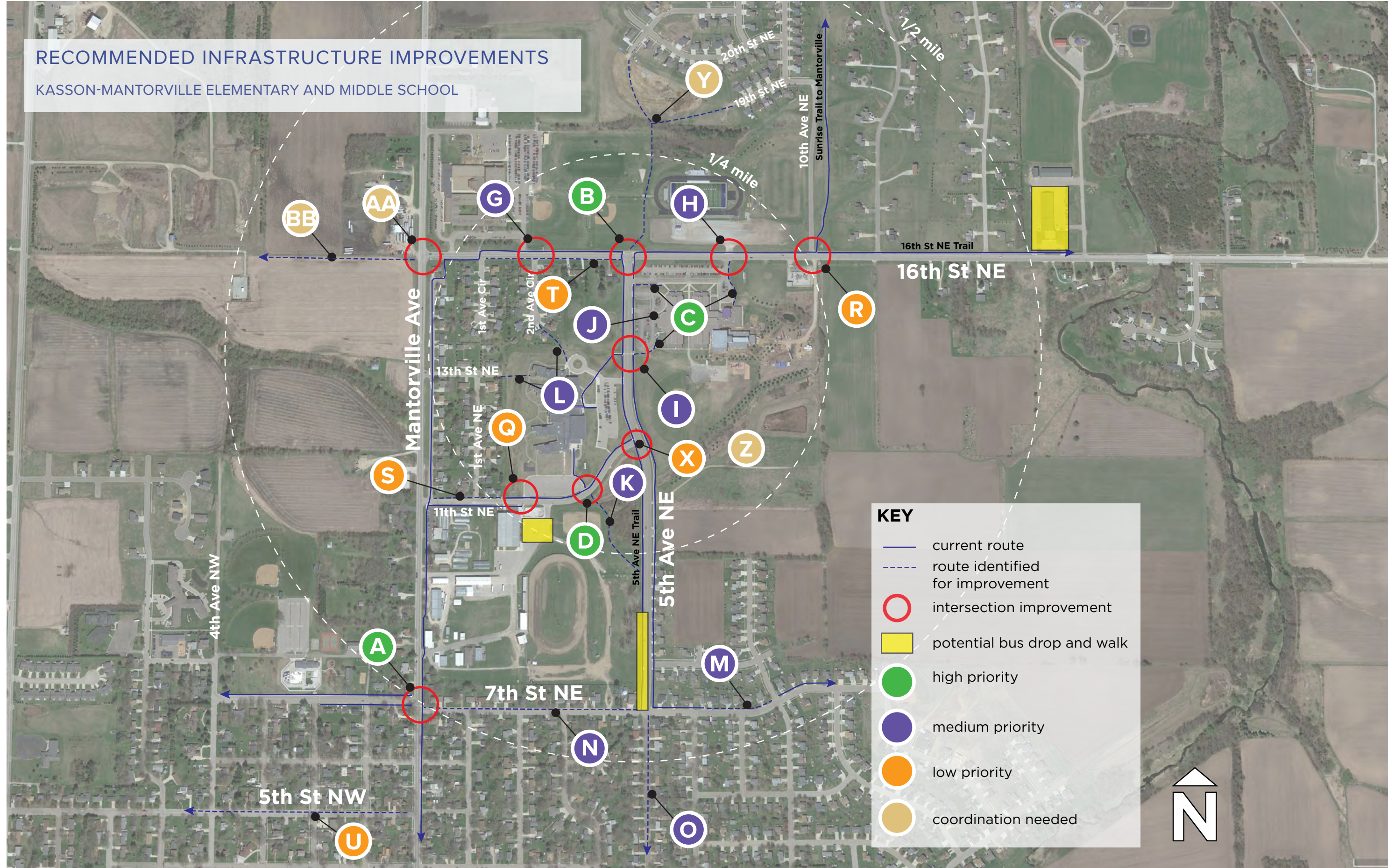


View of 7th St NE between 5th Ave NE and Mantorville Ave. Notice the wide right of way and lack of sidewalks.



View of midblock crossing of 5th Ave NE between Elementary and Middle School.

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS
 KASSON-MANTORVILLE ELEMENTARY AND MIDDLE SCHOOL



KEY

- current route
- - - route identified for improvement
- intersection improvement
- potential bus drop and walk
- high priority
- medium priority
- low priority
- coordination needed

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS

KASSON-MANTORVILLE ELEMENTARY AND MIDDLE SCHOOL

HIGHWAY 14 AND MANTORVILLE AREAS



Infrastructure Recommendations

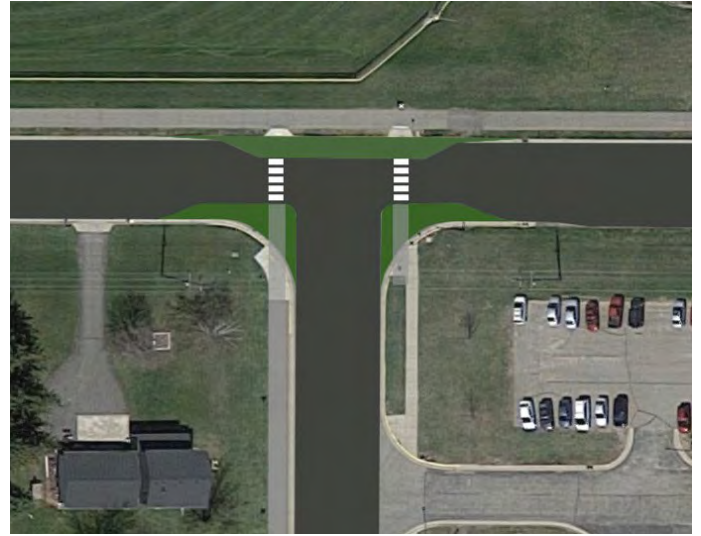
	LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/RECOMMENDATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
A	Mantorville Ave and 7th St NE	Uncomfortable crossing of a primary walking route; drivers not anticipating people crossing	Install curb extensions, RRFB, high visibility crosswalks, ADA compliant curb ramps and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

Infrastructure Recommendations

	LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/RECOMMENDATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
P	Main St and Sunset/Sunrise Trail (Mantorville)	Uncomfortable Trail crossing to connect Mantorville with the Sunrise Trail	Install curb extensions, high visibility crosswalks, ADA compliant curb ramps and advanced stop bars; consider RRFB	Increased safety, comfort and visibility of people crossing; help to guide people walking and encourage more people to walk	MnDOT with City of Mantorville	Medium
Q	11th St NE at Dodge County Arena	Inconveniently located marked crosswalk; students not using the crossing as marked; drivers moving quickly from parking lot and not anticipating people crossing	Relocate crosswalk to align with sidewalk along Middle School parking lot; reduce curb radius at entrance/exit of parking lot	Increased visibility of people walking; slower and more predictable movements from drivers and people walking	City of Kasson	Low
R	16th St NE and 10th Ave NE	No existing wayfinding or crosswalk to connect the 16th St NE Trail to the Sunrise Trail connecting to Mantorville	Install high visibility crosswalk on 10th Ave NE and wayfinding to connect the two trails; consider other low-cost improvements such as demonstration curb extensions	Help to guide people walking and biking and encourage more people to use the trails to travel between Mantorville and the schools; more drivers expect to see people crossing at this location	City of Kasson with Dodge County	Low
S	11th St NE east of Mantorville Ave	Incomplete trail network	Install trail where missing on the north side of 11st St NE	Encourage more people to walk or bike from the residential area to the west of the Middle School	City of Kasson	Low
T	South side of 16th St NE west of 5th Ave NE	Incomplete sidewalk network	Install sidewalk where missing	Encourage more people to walk to the Elementary School and the Middle School from the residences on 1st Ave Cir and 2nd Ave Cir	City of Kasson with Dodge County	Low
U	5th St NW west of Mantorville Ave	Incomplete sidewalk network on this east-west spine west of Mantorville Ave	Complete sidewalk network on 5th St NW	More people walking from the residential areas west of Mantorville Ave and crossing at 7th St NE (coordinate with item A)	City of Kasson	Low
V	4th St west of Main St (Mantorville)	Incomplete sidewalk network	Install sidewalk/trail in existing gap; coordinate with Mantorville Trail Plan to enhance regional connections	Increased walking/biking from the residential area to the west (coordinate with items V and W)	City of Mantorville	Low
W	5th St east of Main St (Mantorville)	No existing trail connection to the residential area to the east of Main St	Install trail connection; enhance crossing for people walking and biking at Main St and 5th St; coordinate with Mantorville Trail Plan to enhance regional connections	Increased walking/biking from the east of Main St	City of Mantorville with Dodge County	Low
X	11th St NE and 5th Ave NE	Wide intersection/crossing encourages drivers to move quickly when approaching and moving through this crossing connecting the 5th Ave NE Trail to the Middle School	Install curb extensions and enhance the existing crosswalk with wider high visibility markings and advanced stop bar and associated signage; consider raised crosswalk	Drivers traveling at slower speeds and anticipating people desiring to cross at this location; decreased stress of people crossing at this location	City of Kasson	Low
Y	North of 16th St NE, connecting to 19th and 20th St NE	No formal or direct connections from the Elementary and Middle Schools to the residential area to the north	Install direct, lighted path connections from the 16th St NE Trail to 19th St NE and 20th St NE (coordinate with item B and planned development on the north side of 16th St NE)	Increased walking/biking from the residential area to the north by formalizing a route that is already desired	K-M Public Schools with City of Kasson	Coordinate with Development
Z	Area east of 5th Ave NE, south of the Elementary School	No trail connections to future development	Coordinate with future development to incorporate high quality trails to connect schools to residential areas	People who live in the developments will choose to walk and bike to school	City of Kasson	Coordinate with Development
AA	Mantorville Ave and 16th St NE	No existing crossing to planned future development west of Mantorville Ave	Coordinate with the timing of future development to create a high-quality, at-grade crossing for people walking/biking	Continuous and expanded non-motorized network	MnDOT with Dodge County and City of Kasson	Coordinate with Development
BB	16th St NE extension west of Mantorville Ave	No trail connection to future development	Coordinate with future development to incorporate high quality trails to connect schools to residential areas (coordinate with item AA)	People who live in the developments will choose to walk and bike to school	Dodge County with City of Kasson	Coordinate with Development

RECOMMENDED IMPROVEMENTS

Concept illustrations of selected improvement areas



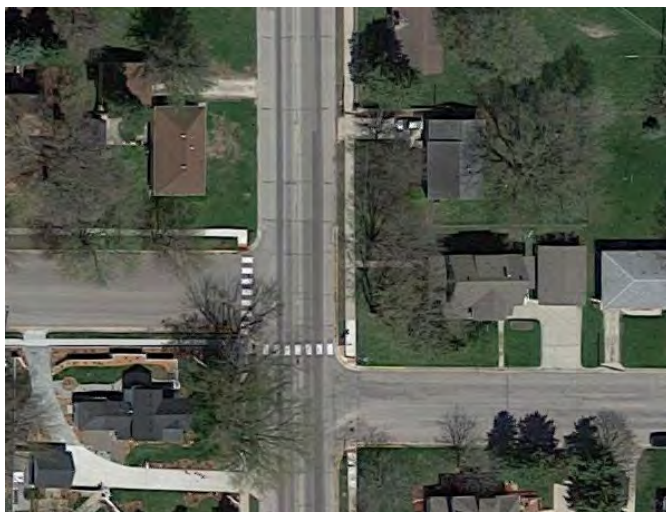
Recommendation B. 16th St NE and 5th Ave NE. Current (left) and recommended (right). Installing curb extensions and additional high visibility crosswalk will improve safety and comfort at an intersection with high pedestrian volumes.



Recommendation I. Midblock crossing of 5th Ave NE between Elementary and Middle School. Curb extensions will increase visibility of pedestrians and help to calm traffic.



Recommendation I- Alternate. Midblock crossing of 5th Ave between Elementary and Middle School. Example of painted curb extension. This treatment has lower capital costs than a permanent curb extension pictured on the left. It provides protection and increased visibility to pedestrians.



Recommendations A. Mantorville Ave and 7th Ave NE. Current (left) and recommended (right). Curb extensions, high visibility crosswalks and advanced stop bars provide increased safety and improved visibility at an intersection with high pedestrian volumes.





Using this Plan

At the heart of every successful Safe Routes to School comprehensive program is a coordinated effort by parent volunteers, school staff, local agency staff, law enforcement and community advocates, such as public health.

This plan provides an overview of Safe Routes to School with specific recommendations for a 6 E's approach to improve the safety and the health and wellness of students. The specific recommendations in this plan are intended to support improvements and programs over the next 5 years. These recommendations include both long- and short-term infrastructure improvements as well as programmatic recommendations.

It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and bicycling to school. The recommended projects and programs listed in this plan should be reviewed as part of the overall and ongoing Safe Routes to School strategy. Some projects will require more time, support, and funding than others. It is important to achieve shorter-term successes while laying the groundwork for progress toward some of the larger and more complex projects.



Who are You?

Successful programs are achieved through the coordinated efforts of parent volunteers, school staff, local agency staff, law enforcement and community advocates, such as public health. Each partner has a key role to play in contributing to a plan's success. The following paragraphs highlight the unique contributions of key partners in Safe Routes to School.

I AM A PARENT

Parents can use this report to understand the conditions at their children's school and to become familiar with the ways an SRTS program can work to make walking and bicycling safer. Concerned parents or city residents have a very important role in the Safe Routes to School process. Parent groups, both formal and informal, have the ability and the responsibility to help implement many of the educational and encouragement programs suggested in this plan. Parent groups can also be key to ongoing success by helping to fundraise for smaller projects and programs.

I AM A COMMUNITY MEMBER

Community residents, even if they don't currently have children enrolled in school, can play an important role in supporting implementation of the plan. They can use this report to better understand where there may be opportunities to participate in programming ini-

tiatives and infrastructure improvements. Community members, including seniors or retirees who may have more flexible schedules than parents with school-aged children, may volunteer in established programs or work with school staff or community partners to start new programs recommended in this plan.

I WORK FOR THE SCHOOL DISTRICT

School district staff can use this report to prioritize improvements identified on District property and develop programs that educate and encourage students and parents to seek alternatives to single family commutes to school.

District officials are perhaps the most stable of the stakeholders for a Safe Routes to School program and are in the best position to keep the program active over time. District staff can work with multiple schools, sharing information and bringing efficiencies to programs at each school working on Safe Routes.

I AM A SCHOOL ADMINISTRATOR

School administrators have an important role in implementing the recommendations contained within this SRTS plan. For a plan to succeed, the impetus for change and improvement must be supported by the leadership of the school.



School administrators can help with making policy and procedural changes to projects that are within school grounds and by distributing informational materials to parents within school publications. Please read the SRTS Facts for School Communication in Appendix B.

I WORK FOR THE CITY OR COUNTY

City and County staff can use this report to identify citywide issues and opportunities related to walking and bicycling and to prioritize infrastructure improvements. City staff can also use this report to support Safe Routes to School funding and support opportunities such as:

- MnDOT Safe Routes to School (SRTS) grants
- Federal Safe Routes to School (SRTS) grants
- Statewide Health Improvement Program (SHIP)

For all infrastructure recommendations, a traffic study and more detailed engineering may be necessary to evaluate project feasibility, and additional public outreach should be conducted before final design and construction. For recommendations within the public right-of-way, the responsible agency will determine how (and if) to incorporate suggestions into local improvement plans and prioritize funding to best meet the needs of each school community.

I WORK FOR THE POLICE DEPARTMENT

Police department staff can use this report to understand issues related to walking and bicycling to school and to plan for and prioritize enforcement activities that may make it easier and safer for students to walk and bike to school. The Police Department will be instrumental to the success of the enforcement programs and policies recommended in this plan. The Police Department will also have a key role in working with school administrations in providing officers and assistance to some of the proposed education and encouragement programs.

I WORK IN PUBLIC HEALTH

Public health staff can use this report to identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors in school children and their families.