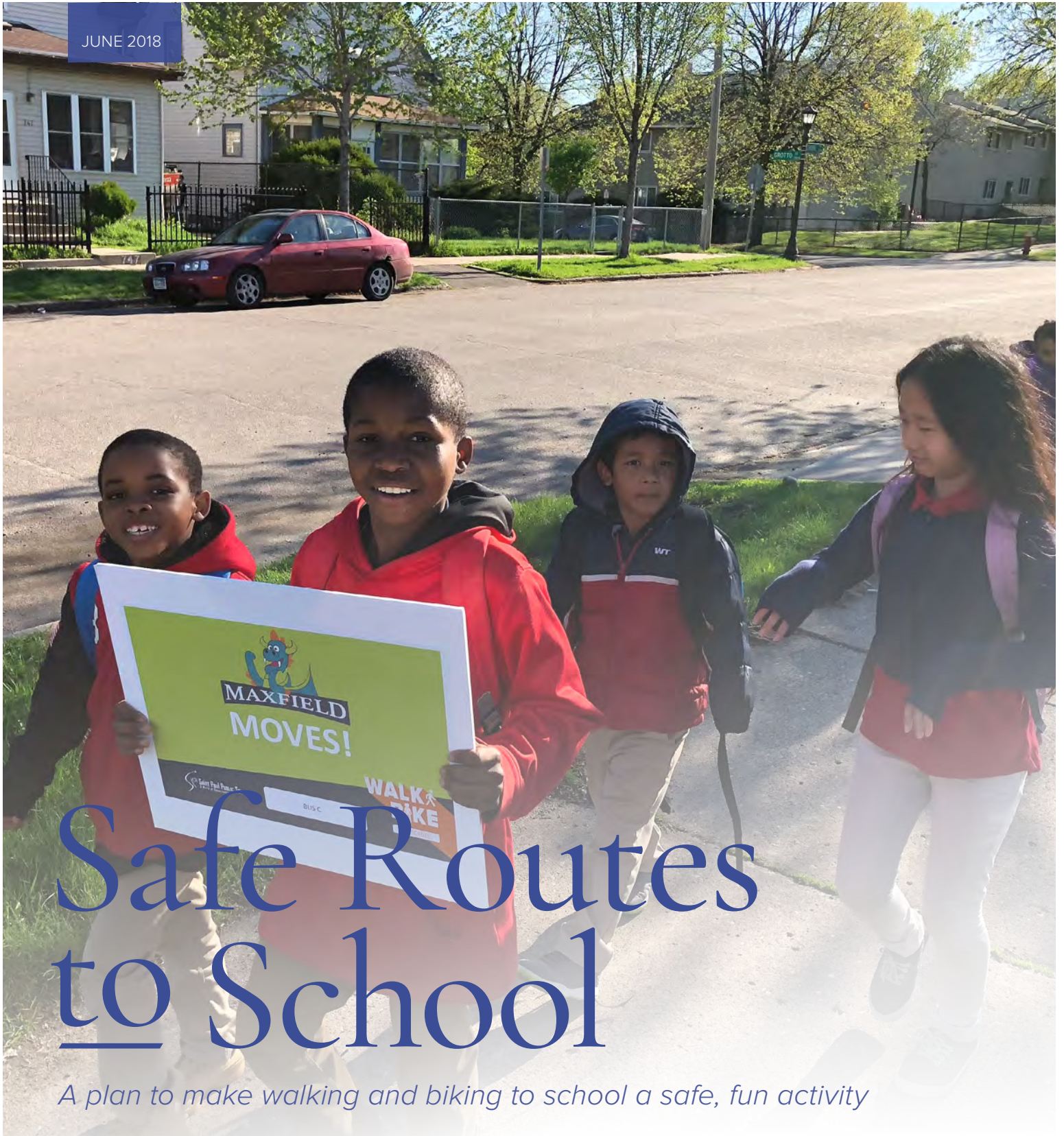


JUNE 2018



# Safe Routes to School

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

**MAXFIELD ELEMENTARY SCHOOL**

Saint Paul Public Schools  
Saint Paul, MN

**mn** DEPARTMENT OF  
TRANSPORTATION



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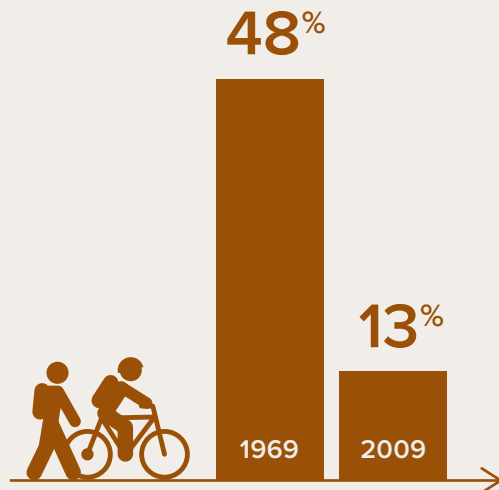
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01

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 E'S

Safe Routes to School (SRTS) 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 E’s.”

### Equity

Equity is an overarching concept that applies to all of the Es. Equity in SRTS means that the SRTS program is inclusive, celebrates the diversity of students, allocates resources to overcome inequities, and supports a community where walking and biking is safe, comfortable, and convenient for every student



#### Education

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



#### Enforcement

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



#### Encouragement

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



#### Evaluation

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



#### Engineering

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



## 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 children 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 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.



## The Vision

In the summer of 2017, Saint Paul Public Schools (SPPS) was awarded a Minnesota Department of Transportation (MnDOT) Safe Routes to School (SRTS) planning assistance grant to hold a planning workshop and create a plan for three schools in Saint Paul: Capitol Hill Gifted and Talented Magnet (Capitol Hill), Benjamin E. Mays IB World School (Mays), and Maxfield Elementary (Maxfield). This plan will discuss recommendations for Maxfield. A second plan will provide recommendations for Capitol Hill and Mays.

These three schools receiving planning assistance support are often referred to as the Rondo neighborhood schools. The area of Saint Paul gets its name from the historic neighborhood of the city in which it is located. Historic Rondo was a primarily African American neighborhood in the first half of the twentieth century that was lost due to the construction of Interstate 94. Many black-owned businesses, homes, and community locations were removed during construction.

This SRTS plan for Maxfield Elementary recognizes the social, cultural, and economic capital that was lost by so many African-American families because of Interstate 94. While it serves as a daily reminder of these losses, Interstate 94 also presents a major barrier to walking and biking for students and families. More about Interstate 94 and its impact to school transportation will be discussed later in the plan.

In the application for planning assistance submitted by SPPS, the district acknowledged the importance of a safe bicycling and walking environment for all its students. Maxfield, Capitol Hill, and Mays all are located along Interstate 94, which has a negative effect on air quality. Many SPPS students suffer from asthma

and other respiratory issues, and these are especially prevalent at these three schools. SPPS hopes that by supporting non-motorized transportation options to and from school, some of the health impacts related to air quality may be reduced.

SPPS sees this plan as a catalyst for engagement and conversations across the entire neighborhood. The District understands that safe and comfortable routes to school are not shared by all students and families attending Maxfield and across the District. SPPS, Saint Paul, Ramsey County, and the state all believe in equitable distribution of resources to ensure all people can travel to and from school safely and comfortably.

The plan also acknowledges other projects underway and planned in the area. The Dale St bridge over Interstate 94 is scheduled to be reconstructed in 2019. ReConnect Rondo, a non-profit advocacy, community organizing, and engagement agency, has been working towards realizing a land bridge over I-94 in the Rondo neighborhood. While no major plans to construct the land bridge are in place, public and political support is growing because of the work by ReConnect Rondo. As work to improve transportation options continues, it will be important to reference the recommendations contained in this plan.

Finally, partners in this project understand that improvements to the walking and biking environment in the area of the school will not only benefit those who are interested in walking and biking to Maxfield. This neighborhood sees many people walking and biking for transportation, and improvements near Maxfield will improve conditions for everyone in the community.





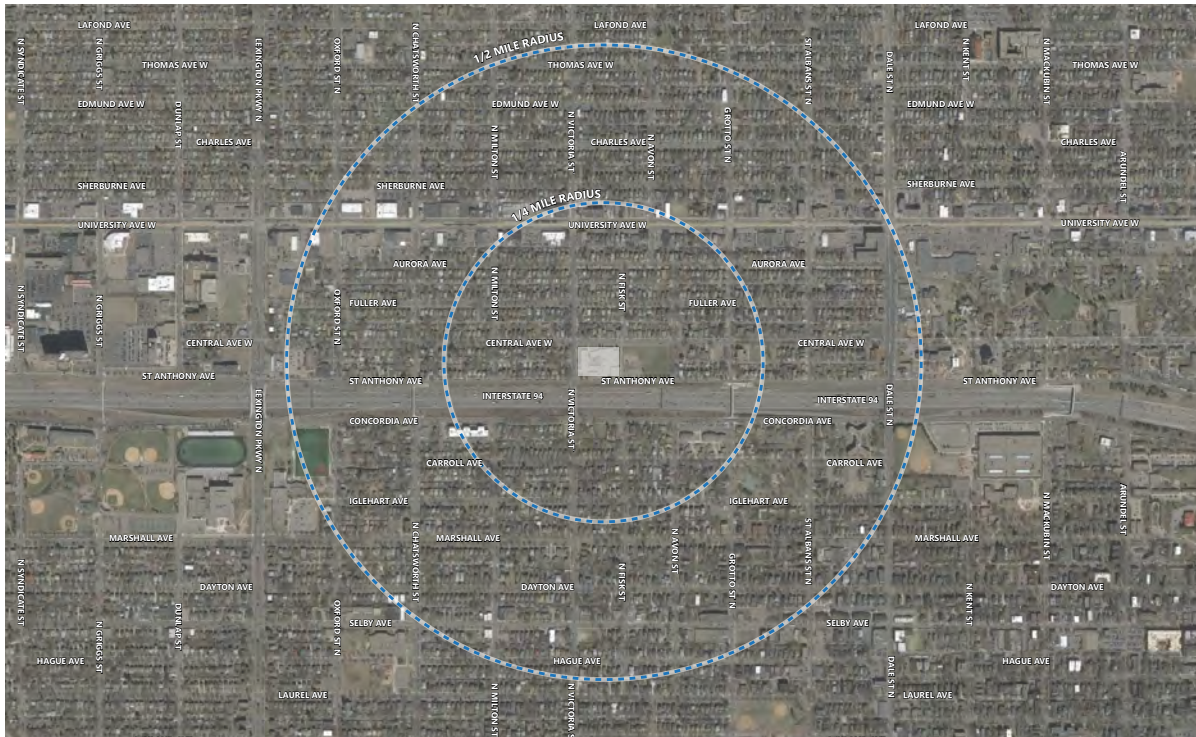
# Maxfield Elementary in Context

Maxfield Elementary School is a K-5 school in the Saint Paul Public School District. It is located roughly two miles west and slightly north of Downtown Saint Paul in the city's Summit-University neighborhood. Maxfield is located three blocks south of University Avenue, which runs parallel to Interstate 94. It is a main thoroughfare across the western half of Saint Paul and is home to the Metro Green Line Light Rail (LRT), which runs along University Ave and connects downtown Saint Paul, the State Capitol Complex, the University of Minnesota, and finally downtown Minneapolis. It is also home to large retail destinations, bars, restaurants, and neighborhoods undergoing change spurred by the opening of the LRT line in 2014.

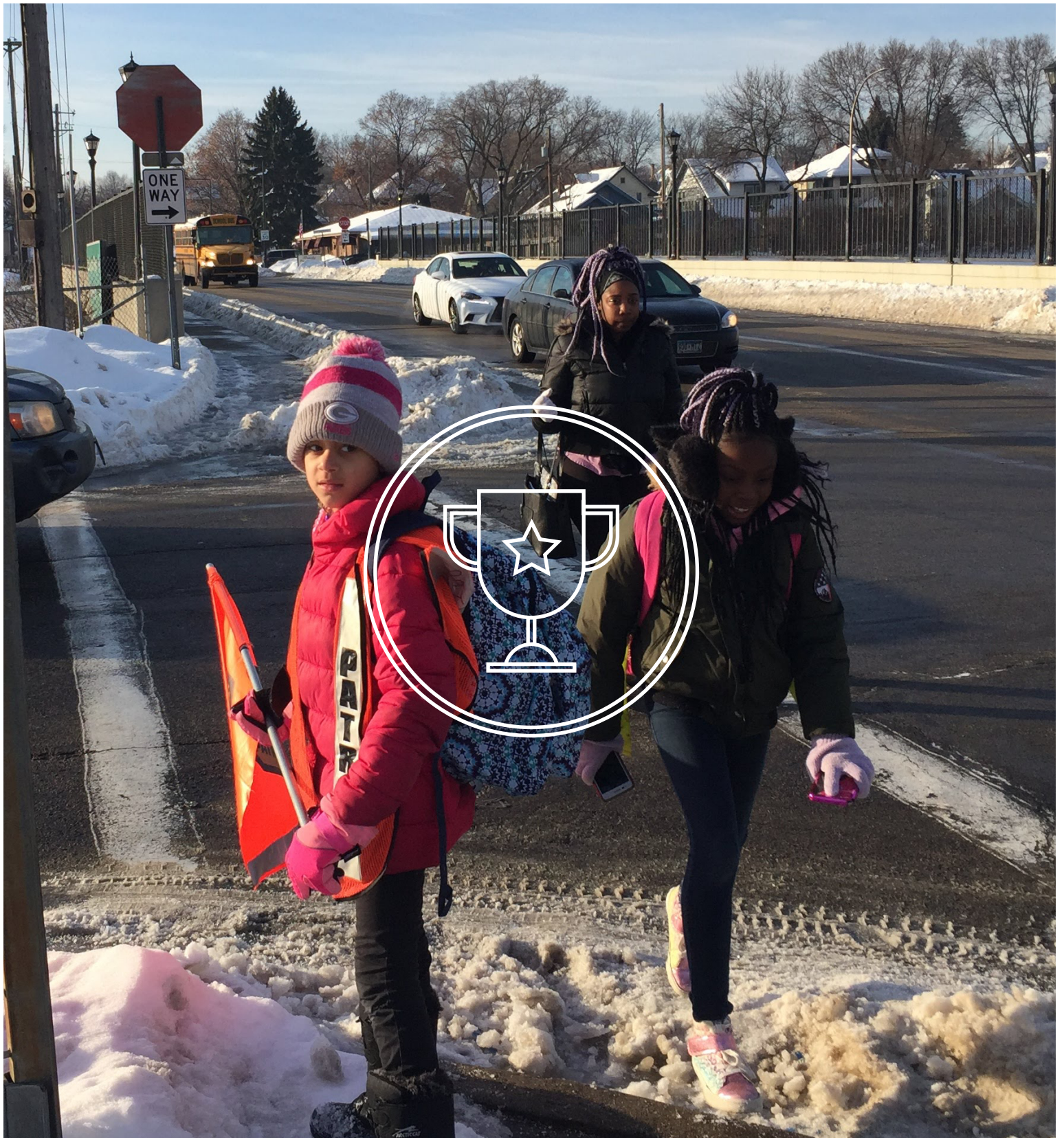
The campus itself is bound by Victoria Street on the west, Central Avenue on the north, Avon Street on the east, and St. Anthony Avenue on the south, an Interstate 94 frontage road. Maxfield students and families who currently walk and bike to school face challenges when crossing St. Anthony Ave, as cars travel along it at high speeds to access the freeway entrance ramps.



Adjacent land use to the west, north, and east of Maxfield is predominantly single-family residential. Interstate 94 separates Maxfield from the southern half of the Summit-University neighborhood. Victoria Street provides access across Interstate 94 on the west edge of campus. Pedestrian and bicycle bridges provide less direct routes two blocks west and three blocks east of campus at Chatsworth Street and Griggs Street.



Maxfield Elementary is located just north of Interstate 94 and three blocks south of University Avenue. The circles in the map above identify quarter-mile and half-mile distances from the school. Those distances equate to roughly a five-minute and ten-minute walk, respectively.





# Introduction to Programs

*The Safe Routes to School movement acknowledges that infrastructure changes are necessary for shifting school travel behavior, but are insufficient on their own. 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.

Maxfield Elementary is actively working to encourage more students and families to walk and bike to school. Staff and families participate in formal events that are held on a recurring basis and more informal initiatives that occur less frequently. The following list highlights some of these existing programs:

- Remote bus drop offs in fall of 2017 and spring of 2018
- Promotion and participation in Walk to School Day events
- Student crossing guard program
- Monitoring and reporting of driver license plate numbers when they are seen exhibiting unsafe behavior near school

## Recommended Programs

To increase the number of students walking and biking to school, the following programs are recommended for Maxfield. In order for a program to be successful and sustainable, a network of support within and outside school is necessary. The programs listed below were compiled after conversations with school and district staff, parents, students, community members, and city and county staff. The team discussed existing resources at schools, in the district, and within the community that might support programs to ensure they succeed. The following programs are recommended for Maxfield:

- Safety Campaign
- Use of the SPPS Bike Fleet
- Continuing and expanding walking field trips
- Continuing and expanding walk and bike to school days
- Continuing remote drop offs/park and walks
- Focused enforcement
- Slow Roll rides
- Family bicycle class/adult and student bicycle rodeo
- Continuing and expanding student crossing guard program

On the following pages, additional information is provided for programs listed above - a brief description, a suggestion for who should lead the program, a suggested timeline, and rationale to support its recommendation.



## CONTINUING REMOTE DROP OFFS / PARK AND WALK

**Brief Description:** During a remote bus drop and park and walk, buses, parents, and those driving park and drop off a certain distance from school and walk the rest of the way.

**Program Lead:** District, schools for promotion

**Timeline:** Immediately

**Why we recommend it:** Remote drop offs are underway and increasing in SPPS. Maxfield completed their second remote drop off in the spring of 2018. For students who are dropped off by parents, a remote bus drop off could be paired with a park and walk - where parents drop their students off at the same location as buses, and students walk the rest of the way. These events can be paired with Walk and Bike to School Days.



## CONTINUING AND EXPANDING CROSSING GUARDS

**Brief Description:** Crossing guards are trained adults, paid or volunteer, who are legally empowered to stop traffic to assist students with crossing the street. Student crossing guards can also be used at corners after they have received safety training from a certified youth crossing guard trainer.

**Program Lead:** District, SPPD, schools

**Timeline:** Immediately

**Why we recommend it:** Maxfield currently uses student crossing guards. At Maxfield engagement, several people suggested expanding crossing guards to include the intersection of Central Avenue and Victoria Avenue.



### PROGRAMS

#### FURTHER READING

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



## CONTINUING AND EXPANDING WALK AND BIKE TO SCHOOL DAYS

**Brief Description:** Walk and bike to school days are organized events encouraging students to walk or bicycle to school.

**Program Lead:** District, schools for promotion

**Timeline:** Immediately

**Why we recommend it:** Walk to School Day events are underway and increasing across SPPS. Where appropriate, Maxfield should increase the number of events per year and partner with remote drop off events - maybe even encourage a winter walk to school day!



## CONTINUING AND EXPANDING WALKING FIELD TRIPS

**Brief Description:** A field trip made by foot gives students a supportive environment in which to practice their pedestrian safety skills and showcase the many benefits of walking for transportation, including health and physical activity, pollution reduction, and cost savings. The destination of the field trip may vary, or the field trip could be the walk itself

**Program Lead:** School staff, parent volunteers

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

**Why we recommend it:** Destinations in the area might include Stepping Stone Theater, SPFD Station on Victoria and Ashland, the Rondo Library, the History Center, parks, or locations/offices in the Minnesota State Capitol Complex. Use these opportunities to teach students safe walking behaviors.



## SLOW ROLL RIDE

**Brief Description:** Founded in Detroit in 2010, a Slow Roll is a fun, safe, and inclusive bike ride for people of all ages and skill levels. The goal of a Slow Roll is to meet your neighbor, see your community, and be outside. Slow Roll rides take it slow and are “no-drop”, meaning no one will be left behind. The rides can have a destination, or simply be a ride around town.

**Program Lead:** Anthony Taylor, SPPD, Jason Bain, Bike Cops for Kids

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

**Which schools it would be good for:** Slow Roll is not meant exclusively for students. Though fifth grade is often the age at which children are considered safe to ride alone, a Slow Roll is a community event that is safe and welcoming to people of all ages.

**Why we recommend it:** Anthony Taylor has been a leader in organizing Slow Roll events in the Twin Cities. He was present at the workshop and expressed interest in hosting events similar to Slow Roll in the school community. SPPD would also be an excellent partner on Slow Roll rides. Jason Bain is an SPPD officer who often is assigned to patrol on bike. Consider reserving the SPPS bike fleet for Rondo Days as a first Slow Roll.



Credit: MPR News

## FOCUSED ENFORCEMENT

**Brief Description:** Enforcement tools are aimed at ensuring compliance with traffic and parking laws in school zones. Increasing police presence at specific intersections near school would help bring awareness to the need for safe driving. Enforcement activities help to reduce common poor driving behavior, such as speeding, failing to yield to pedestrians, turning illegally, parking illegally, and other violations.

**Program Lead:** SPPD, District

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

**Why we recommend it:** The intersection of Victoria St and St. Anthony has been identified as the major issue for students walking and biking to Maxfield. SPPD hosts “Stop for Me” events throughout the year to educate drivers about safe driving behavior. Consider requesting this intersection be added to the list of Stop for Me focused enforcement locations.



## SAFETY CAMPAIGN

**Brief Description:** A school safety campaign is a way to promote safe driving, walking, and biking behaviors around school. Students can create banners, posters or lawn signs that encourage slower speeds, full stops, and attentive driving. The campaign can take place over a week, or on selected days throughout the school year.

**Program Lead:** School staff, SPPS Community Ed, Bicycle Alliance of MN

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

**Why we recommend it:** There are hundreds of cars who stop and pass through Victoria and St. Anthony intersection each day during arrivals and dismissals. Many of them stop in traffic at the four way stop sign and wait for their turn to pass school. This is a perfect audience to reach with posters, banners, or signs. Students, staff and parents could hold banners and signs encouraging slower speeds outside Maxfield. Coordinate with the MnDOT Metro District Signing Engineer to hang signs on the Victoria St bridge facing traffic on Victoria. Students could be involved in creating the signs and display them at the beginning of the school year, then again as a reminder in the fall and spring.

This kind of day or week-long event could be combined with the existing bus safety day that occurs every fall. The campaign could piggyback off of this day to promote a culture of safety in the neighborhood and at school.



## SPPS BIKE FLEET

**Brief Description:** The SPPS bike fleet is a mobile set of bicycles and safety equipment that can be “borrowed” by individual schools or districts for a period of time. The bicycles are usually sized for students in middle school. They can be used for field trips, group rides, or skills practice on campus. The bike fleet is kept with helmets in a trailer and transported to different schools in the District.

**Program Lead:** District and school staff, SPPD bicycle patrol

**Timeline:** Short to medium term (1-3 years), depending on when staff from Maxfield can be trained in the Walk! Bike! Fun! Pedestrian and Bicycle Safety curriculum (a necessary first step for receiving the bicycle fleet from the District)

**Why we recommend it:** Work towards a Maxfield staff becoming trained in the Walk! Bike! Fun! Curriculum. Jeni Alcakovic at nearby Capitol Hill and Barbara Farley at nearby Mays are trained in Walk! Bike! Fun! Curriculum but would require extra staff or volunteer support if Maxfield students would join one of their lessons.



## FAMILY BICYCLE CLASS / ADULT AND STUDENT BICYCLE RODEO

**Brief Description:** Family biking classes are great tools for educating and encouraging families to ride bicycles. Education trainings can cover safety checks, skills instruction, basic bike maintenance, how to carry kids by bicycle, cargo bike demonstrations, bike rodeos, and/or guided bike rides.

Bicycle Rodeos are events that offer bicycle skills and safety stations for children and parents (e.g., obstacle course, bicycle safety check, helmet fitting, instruction about the rules of the road, etc.). Bicycles 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.

**Program Lead:** District, SPPD, Bike Alliance of MN

**Timeline:** Medium (2-3 years)

**Why we recommend it:** Some students do not yet have the skills needed for bicycling because their parents or caregivers do not yet have the skills. A class hosted by a certified skills trainer would encourage and empower students and their parents to give bicycling a try in a safe environment. Schools could co-host and partner with Jason Bain, a certified police bicycle trainer at the SPPD. Consider holding the safety class the same time as the District's bus safety week or during the fall Family BBQ at Maxfield.



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# 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 barriers to walking and bicycling in the areas surrounding Maxfield.

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 map and corresponding tables on pages 23-24. 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.

Before recommendations are presented, pages 20-22 show and discuss conditions currently existing in the area surrounding Maxfield. These observations were made during a walk assessment of the area. A walk assessment is the process of walking the streets surrounding the school to assess and observe the barriers and challenges faced by people walking and biking. The Saint Paul Safe Routes to School team performed a walk assessment led by consultants in the winter of 2017.

## EQUITY HIGHLIGHT

### EQUITY IN SRTS

Equity in SRTS means that walking and biking to school is safe, comfortable, and convenient for every student, regardless of race, cultural identity, immigrant or refugee status, language, gender or sexual identity, income, religion, and whether or not a student receives special education, has a physical or mental disability, or is homeless or highly mobile.

An equitable SRTS program celebrates differences and recognizes and overcomes avoidable inequities in opportunities for students to walk or bike to school.

## DEMONSTRATION PROJECTS

### FURTHER READING

Demonstration projects are an approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change for safer streets and healthier, more vibrant communities.

Many infrastructure improvements near schools can start as demonstration projects in order to test installations and build support for more long term improvements. More information about demonstration projects near schools can be found at the link below.

<http://www.saferoutespartnership.org/resources/fact-sheet/tactical-urbanism-and-safe-routes-school>

# Existing Issues and Conflicts

The section that follows highlights some of the existing issues in the area surrounding Maxfield. The photos and observations described below were made during the winter of 2017, when the Saint Paul SRTS team performed a walk assessment of the area surrounding the school. A walk assessment allowed the team to experience the conditions faced by people who walk and bike in the area. More observations and recommendations to improve conditions can be found on the pages following this overview.



## ^ VICTORIA ST & ST. ANTHONY AVE

This intersection presents the most challenges for students walking and biking to Maxfield. During arrival and dismissal times, traffic volumes are high as cars try to reach entrance ramps to Interstate 94 off of St. Anthony and Concordia. This intersection is a four-way stop, which often means vehicles headed northbound on Victoria accelerate quickly as they try to “make the green light” on University Ave across the Green Line a few blocks north of school. Visibility of small students is low and crossing distances are long.

## ∨ VICTORIA ST & CENTRAL AVE

One block north of St. Anthony is Central Ave, which serves as a connection for students and families headed to the north and west of Maxfield. Although the crossing is signed and a crosswalk is present, the crossing distance is long and traffic volumes and speeds are often high. Similarly to the intersection one block to the south, vehicles often drive at high speeds on Victoria St as they attempt to cross the green light at University Ave. In the picture below, notice vehicles parked close to the intersection, obstructing the view of smaller students.





## ^ ST. ANTHONY AVE & CHATSWORTH

The Chatsworth St pedestrian bridge over Interstate 94 provides a quality crossing for pedestrians. However, the crossing of St. Anthony presents challenges for people walking and biking. High vehicle volumes and speeds make the crossing uncomfortable for students and families in the area, especially when snow banks are plowed on to the corners and obstruct sight lines. Similar conditions and issues exist at Concordia and Chatsworth, as well as both Grotto St and St. Anthony and Grotto and Concordia Ave.

## VICTORIA ST CORRIDOR >

Cars are often observed traveling at high speeds along Victoria St as they drive across University Ave and access Interstate 94. Visibility of pedestrians can be difficult at some intersections, and people on bikes do not have a dedicated space in which to ride.





## ^ VICTORIA ST AND UNIVERSITY AVE








The Metro Green Line light rail runs along University Ave three blocks north of Maxfield. Along with transit, University Ave serves vehicle traffic traveling east and west across the western half of Saint Paul. Many popular destinations are located along University, including large scale retail shopping, bars, restaurants, and people accessing the Minnesota State Capitol Complex.



### WINTER MAINTENANCE

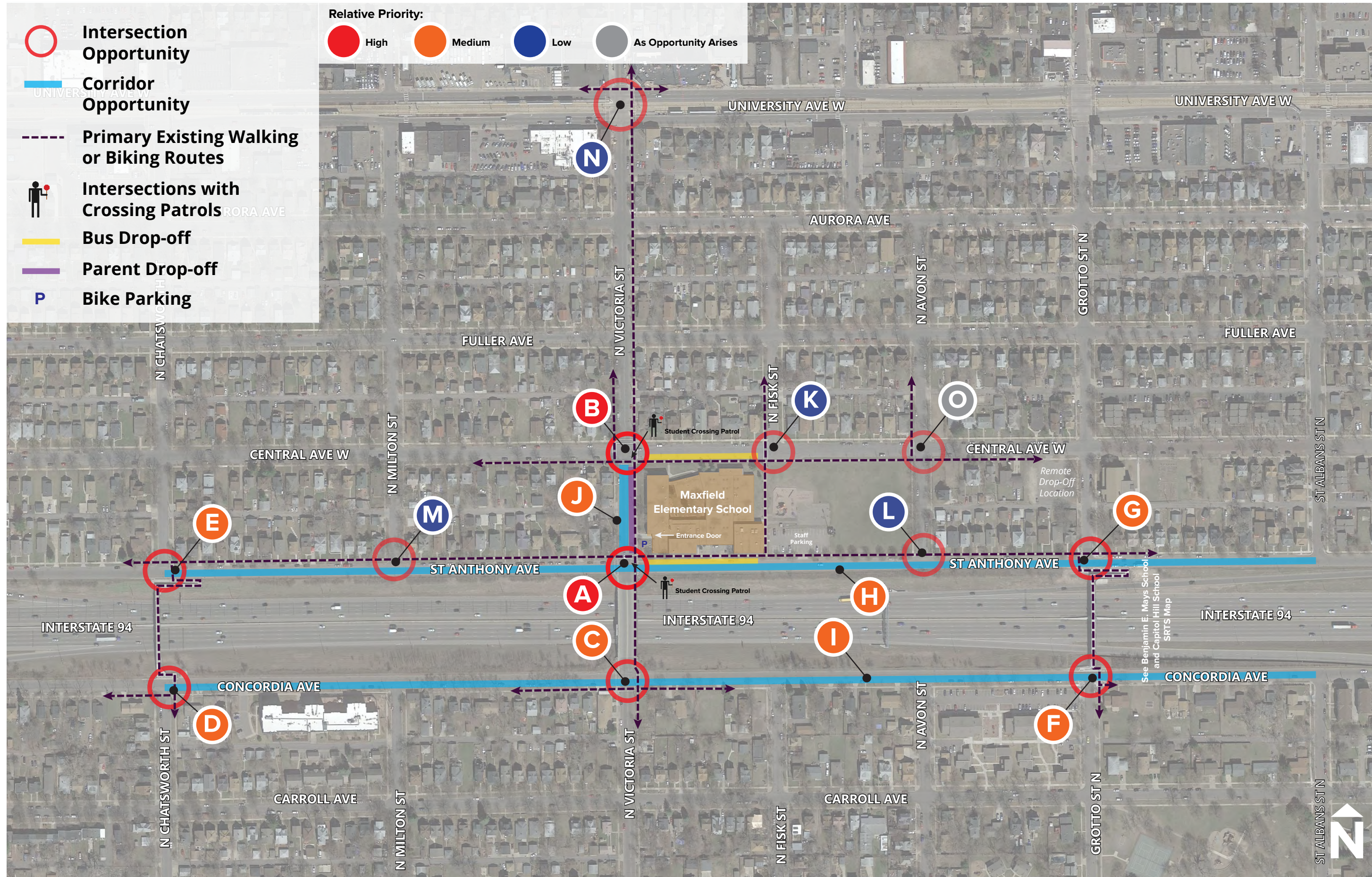
#### FURTHER READING

.....  
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.

-  Intersection Opportunity
-  Corridor Opportunity
-  Primary Existing Walking or Biking Routes
-  Intersections with Crossing Patrols
-  Bus Drop-off
-  Parent Drop-off
-  Bike Parking

**Relative Priority:**

-  High
-  Medium
-  Low
-  As Opportunity Arises



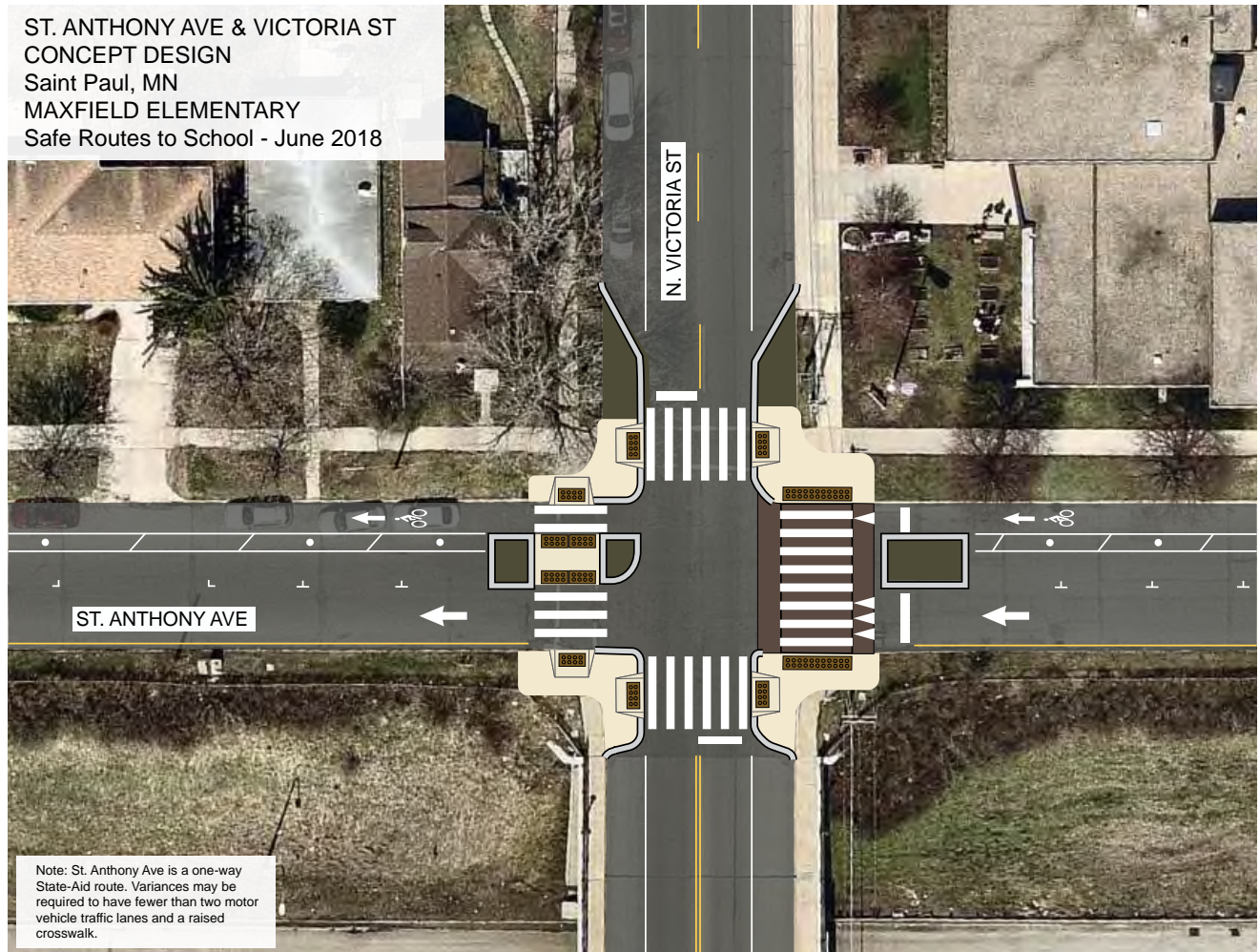
# Infrastructure Recommendations

	LOCATION(S)	ISSUES AND OPPORTUNITIES	POTENTIAL OPTIONS FOR IMPROVEMENT	ANTICIPATED OUTCOMES	LEAD	RELATIVE PRIORITY
A	N Victoria St & St. Anthony Ave	Long crossing distances; drivers not anticipating people crossing; two one-way approach lanes on St. Anthony create double-threat risk; crossings do not meet accessibility standards; limited space for people to queue before crossing	Curb extensions and/or median safety islands on Victoria St and St. Anthony Ave (prioritize north and east sides of intersection); high-visibility crosswalks; raised crossings (prioritize east side of intersection, or implement a raised intersection); ADA compliant curb ramps; coordinate with Item H to reduce number of travel lanes	Increased visibility of people walking; increased yielding compliance; increased comfort and confidence waiting and walking through intersection	St. Paul & MnDOT	High
B	N Victoria St & Central Ave W	Long crossing distances; drivers build speed traveling south from the intersection of Victoria & University with no visual or physical queues that they are in a residential area or approaching a school (and are traveling downhill); crossings do not meet accessibility standards	Traffic calming, including curb extensions (prioritize extensions into Central Ave on the west and east sides, and into Victoria St on the south side) and/or median safety islands (prioritize south crossing of Victoria St); high-visibility crosswalks; ADA compliant curb ramps	Increased visibility of people walking; slower vehicle speeds; increased yielding compliance	St. Paul	High
C	N Victoria St & Concordia Ave	Long crossing distances; drivers not expecting people crossing; two one-way approach lanes on Concordia create double-threat risk; crossings do not meet accessibility standards	Curb extensions and/or median safety islands on Victoria St and Concordia Ave (prioritize south and east sides of intersection); high-visibility crosswalks; ADA compliant curb ramps; coordinate with Item I to reduce number of travel lanes	Increased visibility of people walking; increased yielding compliance; more students walking from south of I-94	St. Paul & MnDOT	Medium
D, E, F, G	N Chatsworth St & Concordia Ave; N Chatsworth St & St. Anthony Ave; Grotto St N & Concordia Ave; Grotto St N & St. Anthony Ave	Uncomfortable vehicle speeds and volumes; long crossing distances; double threat from one vehicle passing another that is stopped; drivers not anticipating people crossing to access the pedestrian bridge	High-visibility crosswalks; advanced stop bars and signage; coordinate with Items H and I to reduce number of travel lanes and reduce the crossing distance with curb extensions and/or median safety islands	Slower vehicle speeds; higher yielding compliance; more students walking to school across I-94	St. Paul & MnDOT	Medium
H, I	St. Anthony Ave Corridor; Concordia Ave Corridor	Uncomfortable vehicle speeds; two one-way vehicle travel lanes, not clearly marked; inconsistent accessibility compliance; commercial vehicles idling and/or parked close to intersections, decreasing visibility	Reduce number of travel lanes; install separated bicycle lanes; ADA compliant curb ramps; curb extensions and/or median safety islands at intersections; coordinate with MnDOT ADA upgrades and sidewalk repairs, planned 2020	Slower vehicle speeds; more people riding bicycles; better visibility and increased comfort of people walking and using wheelchairs	St. Paul & MnDOT	Medium
J	West side of N Victoria St between Central Ave W and St. Anthony Ave	Southbound vehicles drop off students along the curb and students cross midblock in unexpected locations, creating safety concerns	Provide daylighting along Victoria St to prohibit vehicles from using the parking lane to park or idle near the intersections (coordinate with and support traffic calming and crosswalk enhancements associated with Items A and B)	Fewer vehicles stop midblock to drop off students; more students cross at the crosswalks at the intersections	St. Paul	Medium
K	N Fisk St & Central Ave W	Drivers not anticipating people crossing; long crossing distance; crossings do not meet accessibility standards	Curb extensions into Central Ave (priority on west side of intersection); high-visibility crosswalk on west side of intersection; ADA compliant curb ramps	Higher yielding compliance; increased visibility of people walking, more students walking from areas NE of campus	St. Paul	Low
L	N Avon St & St. Anthony Ave	Drivers not anticipating people crossing; long crossing distance; crossing does not meet accessibility standards	Curb extensions into Avon St and high-visibility crosswalk on north side of intersection; ADA compliant curb ramps	More students walking to school across I-94	St. Paul & MnDOT	Low
M	N Milton St & St. Anthony Ave	Drivers not anticipating people crossing; long crossing distance; crossing does not meet accessibility standards	Curb extensions into Milton St and high-visibility crosswalk on north side of intersection; ADA compliant curb ramps	More students walking to school across I-94	St. Paul & MnDOT	Low
N	N Victoria St & University Ave W	Long crossing distances; drivers not anticipating people crossing; long traffic signal cycle / wait time for people desiring to cross	Curb extensions into Victoria St; high-visibility crosswalks; LPI	Increased visibility; increased comfort and confidence waiting and walking through intersection	Ramsey County & St. Paul	Low
O	N Avon St & Central Ave W	Drivers not anticipating people crossing; long crossing distances; crossings do not meet accessibility standards	Curb extensions into Central Ave and Avon St and high-visibility crosswalks (priority on west and south sides of intersection); ADA compliant curb ramps	Higher yielding compliance; increased visibility of people walking, more students walking from areas NE of campus	St. Paul	As opportunity arises



# PROPOSED CONCEPT OF CROSSING AT N VICTORIA ST AND ST. ANTHONY AVE

The concept drawing below shows recommended changes to the crossing at Victoria St and St. Anthony Ave. This intersection, outside the main entrance of Maxfield, was identified as a barrier for students walking and biking to school. The recommendations shown are discussed in keynote A on page 24.



## PROPOSED SHORT-TERM CONCEPT OF CROSSING AT N VICTORIA ST AND ST. ANTHONY AVE

The concept drawing below shows a short-term alternative to the drawing shown on the previous page. These changes can be implemented using inexpensive materials like paint, traffic tape, and tubular delineators.





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## 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, public health, and community advocates.*

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 five 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 short-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

### FOR MORE INFORMATION

#### MN SRTS Resource Center

There are many great resources already available on the Minnesota Safe Routes to School Resource Center. You can find answers to many common questions, information about upcoming events, and even promotional material that can easily be customized for your community's SRTS event.

The MN SRTS Resource Center is a great way to stay engaged throughout the year!

[mnsaferoutestoschool.org](http://mnsaferoutestoschool.org)



## 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 initiatives 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 AM A TEACHER OR OTHER STAFF MEMBER**

Other than parents, teachers might interact with students the most. Teachers can include bicycle and pedestrian safety in lesson plans (see Walk! Bike! Fun!). Sharing books in your classroom that promote walking and biking is a good way to get kids interested at an early age. Teachers can also arrange for field trips within walking distance of school and incorporate informal lessons about safety along the way. In general, being positive and encouraging about walking and biking is a great way to start!

### **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 SRTS grants
- Federal 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. 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.