

DILWORTH

GLYNDON

FELTON

# SAFE ROUTES TO SCHOOL PLAN



ADOPTED AUGUST 2023

**METROCOG**  
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION



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# INTRODUCTION

With changes to the school layouts and grade assignments at both the DGF Elementary School in Dilworth and DGF Middle/High School in Glyndon in 2022, it was necessary to develop a district-wide Safe Routes to School (SRTS) plan which would optimize students' safety as they walk and bike to school. In addition, no SRTS plan has been developed for the Dilworth School, and the 2016 Glyndon SRTS Plan was in need of an update.

This planning document encompasses the entire DGF School District, which includes the DGF Elementary School in Dilworth and DGF Middle/High School in Glyndon.

Safe Routes to School is a nationwide program aimed at making walking and biking to school safer and more inviting for students who can feasibly do so. Walking and biking to school can increase students' focus in the classroom, increase academic performance, and improve both physical and mental health.

This planning document identifies the existing challenges to walking and biking to/from school, provides recommendations for improving conditions, and suggests programs, policies, and activities which can encourage more students to walk and bike to school.

This document was developed by the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) in coordination with the DGF School District and cities of Dilworth and Glyndon.

# PLAN DEVELOPMENT

## SCHOOL VISITS AND FIELD OBSERVATIONS

Performing field investigations of the neighborhoods surrounding the schools, in addition to observing arrival and dismissal at schools, helped to confirm and understand existing assets and barriers to comfortable walking and biking.



## COMMUNITY ENGAGEMENT

Students, families, and community members helped to identify the reasons why students currently do or do not walk and bike to school.



## OPPORTUNITIES FOR IMPROVEMENT

Since everything cannot be done at once, infrastructure improvements are prioritized into short, mid, and long-ranges at each school to achieve the greatest impact and increase the number of students who walk and bike.

Individual school recommendations and suggested route maps p. 22

Citywide high impact, policy, and process recommendations p. 60

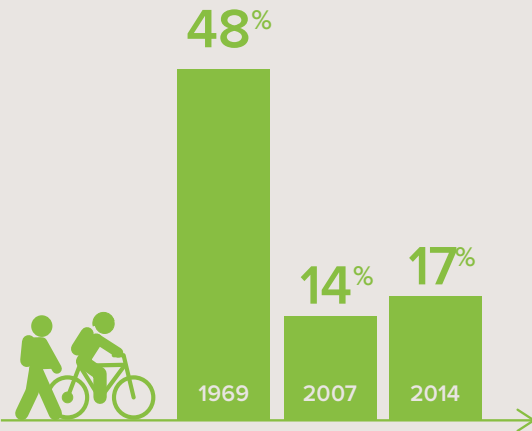
Program recommendations to encourage and educate p. 72

## IMPLEMENTATION

This plan is a resource for staff, families, elected officials, and other stakeholders.



# 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 programs use a variety of strategies to make it easy, fun, and safe for youth to walk and bike to school and in their communities. These strategies are often called the "Six E's."



### EQUITY

Equity is an overarching concept that applies to all of the E's. 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.



### ENCOURAGEMENT

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



### ENGINEERING

Physical projects that are built to improve walking and biking 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.

### PLAN OBJECTIVES - GOALS

- 1 INCREASE THE SAFETY OF STUDENTS WALKING AND BIKING TO/FROM THE DGF SCHOOLS
- 2 INCREASE THE HEALTH AND PHYSICAL ACTIVITY OF STUDENTS IN THE DGF SCHOOL DISTRICT
- 3 PROVIDE EDUCATION RESOURCES FOR STUDENTS, STAFF, PARENTS, AND GUARDIANS

### PLAN OBJECTIVES - METHODS

- 1 ESTABLISH IDENTIFIABLE SAFE ROUTES TO SCHOOL FOR BOTH SCHOOLS IN THE DGF SCHOOL DISTRICT
- 2 ESTABLISH A PRIORITIZED LIST OF PROJECTS THAT CAN BE IMPLEMENTED AT THE DGF SCHOOLS
- 3 ESTABLISH POLICIES, ACTIVITIES, AND EDUCATION PROGRAMS THAT CAN BE IMPLEMENTED AT THE DGF SCHOOLS





# USING THIS PLAN



This plan provides an overview of Safe Routes to School (SRTS) with specific recommendations for a comprehensive approach to improve the safety, health, and wellness of students. The specific recommendations in this plan are intended to support improvements and programs over the next several years. These recommendations include short-range, mid-range, and long-range 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 biking 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 near-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

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. Each partner has a key role to play in contributing to this plan's success.



# HOW TO USE THIS PLAN

## *I am a parent*

Parents can use this plan to understand the conditions at their child's school and to become familiar with the safest routes for their child to walk or bike to school. Parents can also become familiar with the plan's recommendations, including programs, policies, and opportunities which can make walking and biking to school safer, easier, and more enjoyable for the child.

Parents have a very important role in the Safe Routes to School process. Parent groups, both formal and informal, have the ability to help implement many of the programs and can advocate for many of the recommendations identified in this plan.

## *I am a community member*

Community residents, even if they don't have children enrolled in school, can play an important role in supporting implementation of this plan. They can use this plan 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, may volunteer in establishing programs or other recommendations in this plan.

## *I work for the DGF School District*

Whether a teacher, administrator, or other staff member, employees of the DGF School District have an important role to play in the implementation of this plan's recommendations. Administrators are in a position where they can make decisions to implement the recommendations of this plan. Teachers and other staff members can play a key role in the implementation of this plan by educating the students about safety, coordinating safe routes to school activities, and assisting with on-site safe routes to school logistics such as crossing guard duties.

## *I am a law enforcement officer*

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

## *I work in public health*

Public health staff can use this plan to identify specific opportunities to collaborate with schools and the cities to support safety improvements and encourage healthy behaviors in school children. Public health agencies can also assist in education and encouragement programs noted in this plan.

## *I am a student*

Students are perhaps the most influential when it comes to advocating for change at their schools and in their neighborhoods. Student leaders have the capacity to organize programs in their schools to continue the momentum of this planning effort.





See page 33 for a suggested improvement to this sidewalk, allowing for an expanded walkway while maintaining the ADA ramps.

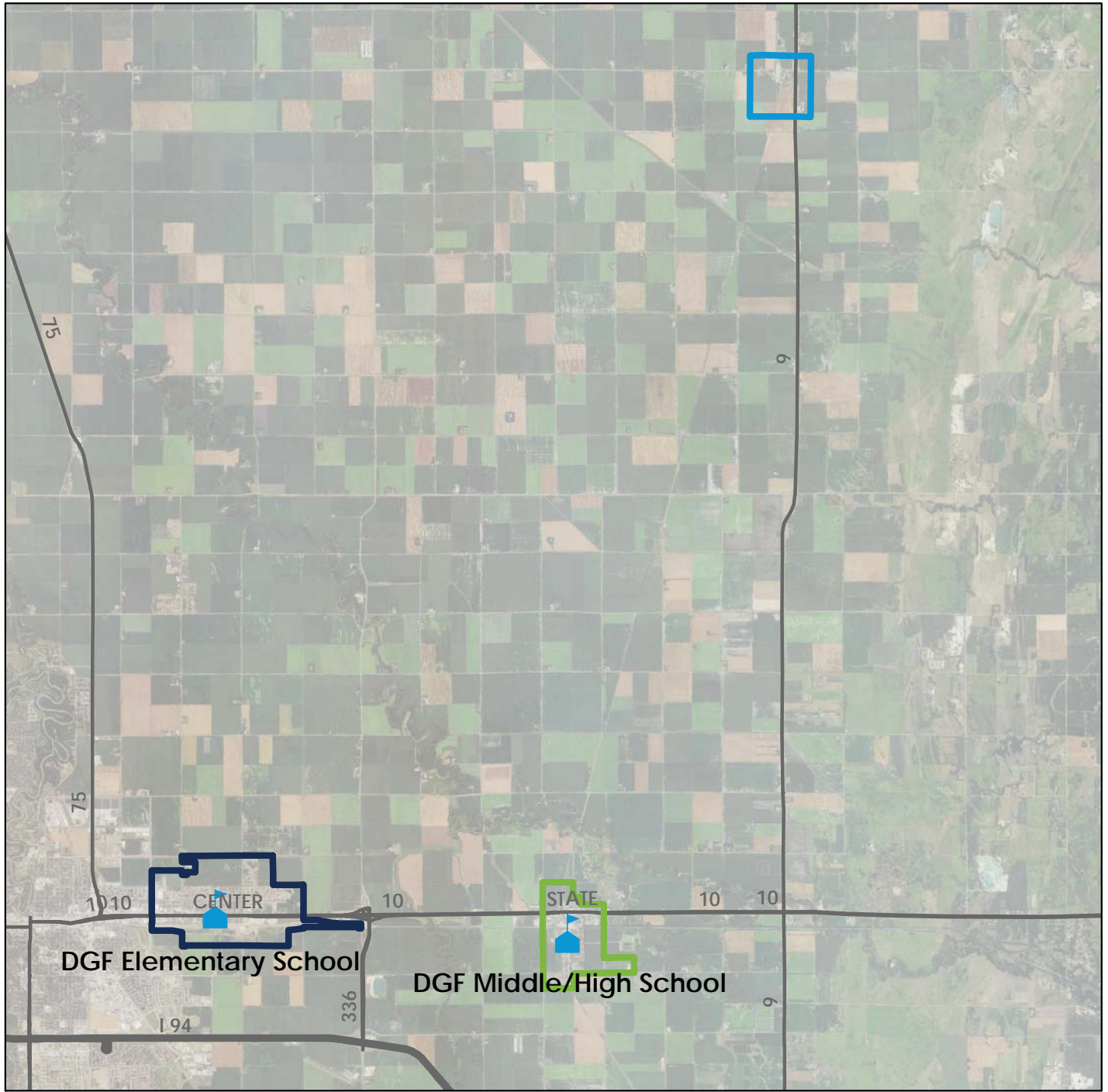
# PLANNING PROCESS

This planning document encompasses the entire DGF School District, which includes the DGF Elementary School in Dilworth and DGF Middle/High School in Glyndon.







The plan was guided by a study review committee comprised of representatives from Metro COG, the cities of Dilworth and Glyndon, DGF School District administrators, and a local health agency.

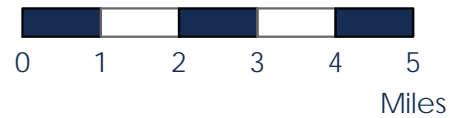
In addition, broad public and parent engagement helped inform the study team regarding student travel patterns as well as identify issues and areas of concern.





## Schools in the DGF School District

-  School Locations
-  Dilworth
-  Felton
-  Glyndon
-  Interstate
-  Arterial Roads



DILWORTH GLYNDON FELTON

**SAFE ROUTES  
TO SCHOOL**

# PROJECT TIMELINE

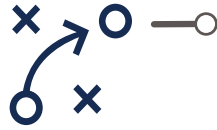
2022

SUMMER

## Data Collection and Glyndon Field Visit

Summer 2022 - Fall 2022

1. Contextual review
2. Field Investigation



FALL



## Public Participation

Fall 2022

1. Study Review Committee
2. Public input
3. Surveys

## Analysis and Recommendation Development

Fall 2022 - Spring 2023

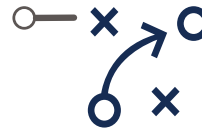
1. Project prioritization and implementation
2. SRTS philosophy and local policy incorporation
3. Funding opportunities



2023

WINTER

SPRING



## Dilworth Field Visit

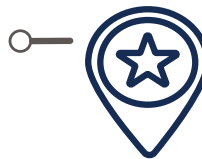
Spring 2023

1. Field Investigation

## Draft Report

Spring 2023

1. Draft plan and appendix



SUMMER

## Final Report & Presentations

Summer 2023

1. Plan presentations
2. Final plan and adoption





# STUDY REVIEW COMMITTEE

The Study Review Committee (SRC) was the guiding body used in directing the development of this plan. The SRC was comprised of local stakeholders representing the cities of Dilworth and Glyndon, the DGF School District, Metro COG, and PartnerSHIP 4 Health. The SRC met a total of 4 times throughout this plan's development. Other correspondence also occurred between the various stakeholders to further inform this plan's development. Below is a list of the Study Review Committee members:

<b>Dan Farnsworth</b>	Transportation Planner
<b>Ari Del Rosario</b>	Associate Transportation Planner
<b>Ayden Schaffler</b>	Transportation Planning Intern
<b>Peyton Mastera</b>	City of Dilworth - City Administrator
<b>Don Lorsung</b>	City of Dilworth - Community Development
<b>Lisa Kilde</b>	City of Dilworth - Planning Commission
<b>Chief Ty Sharpe</b>	City of Dilworth - Police
<b>Tracy Tollefson</b>	Mayor of Glyndon/DGF Director of Community Education and Public Outreach
<b>Chief Justin Vogel</b>	City of Glyndon - Police
<b>Shannon Hunstad</b>	DGF School District Superintendent
<b>Wayne LePard</b>	DGF - Dilworth Elementary Principal
<b>Joe O'Keefe</b>	DGF - Glyndon High School Principal
<b>Kent Henrickson</b>	DGF - Glyndon Middle School Principal
<b>Ilene Munter</b>	DGF - Transportation Coordinator
<b>Patrick Hollister</b>	PartnerSHIP 4 Health

## PUBLIC INPUT

Public input was a key component in developing the DGF Safe Routes to School Plan. Public input was held around the same time as the fall 2022 school arrival & dismissal observations. Holding public input around the same time as the observations helped the study team confirm and further understand issues and opportunities at the two schools. Public input entailed a variety of tools and engagement opportunities which are further described below.

### PUBLIC/PARENT OPEN HOUSE

A total of three public/parent open houses were held to gather in-person input from the public, parents, and students. Two open houses were held at the Dilworth Elementary School and one at the Glyndon Middle/High School. All three open houses were held in conjunction with parent-teacher conferences which took place on October 17th and 18th. The public open houses featured informational boards, a voting exercise, comments forms, and comment maps. Metro COG was on hand to listen and answer questions from attendees.

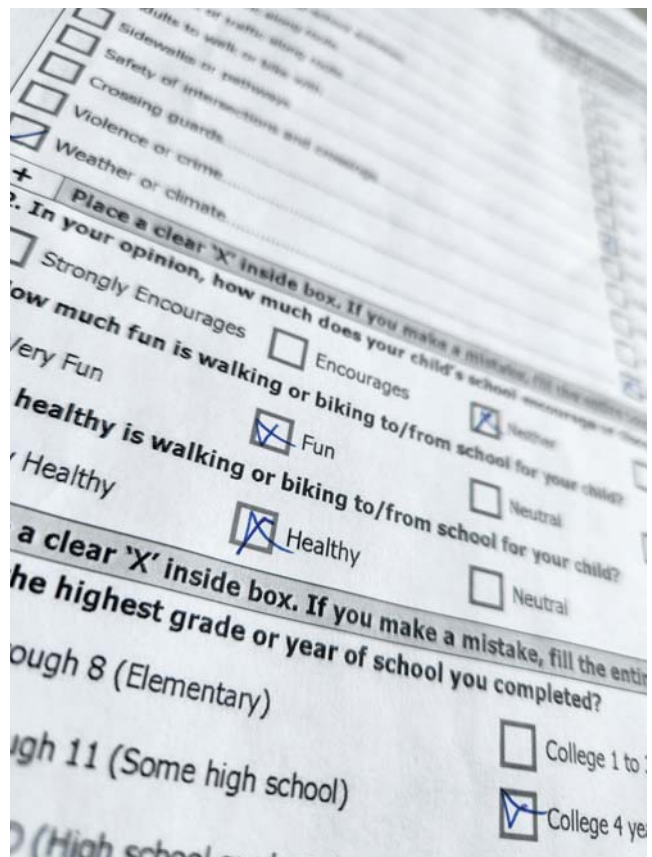
### ONLINE ENGAGEMENT

Online public engagement was held from October 7th to October 31st and featured the same exercises and input opportunities as the public/parent open houses. The online public engagement provided the public and parents an opportunity to provide input without needing to be in-person. This opportunity was also useful for busy households and those whose schedule didn't allow them to attend the in-person open houses.

## SURVEYS

Two separate surveys were sent to DGF School District classrooms. The first survey, known as the Parent Survey about Walking & Biking to School, was given to teachers to distribute to their students as a take home assignment for parents to fill out. A total of 313 surveys were completed with the majority of the surveys completed during the month of October. These surveys were provided to students in grades Kindergarten through 8th grade.

The second survey was the Student Arrival & Departure Tally Sheet. This survey was given to teachers to conduct a tally of students' travel patterns to/from school. A total of 24 classrooms completed the survey with all completed in the month of October. These surveys were provided to students in grades Kindergarten through 8th grade and, once completed, were entered into the National Center for Safe Routes to School database.





# PUBLIC INPUT RESULTS

## PROGRAM VOTING EXERCISE

Both the public/parent open houses and the online engagement provided an exercise which allowed the participants to vote on which programs they believed would be most beneficial to improving safe routes to school. Three categories were provided: Education, Encouragement, and Enforcement. The following are the results of this public voting exercise. The blue bar on the right side of each picture represents the number of votes.

## EDUCATION

Which education programs would you like to see in the DGF School District? Put a sticker next to your top 3 choices.



### BIKE RODEO

Bike rodeos teach students basic bike riding skills and help students practice riding safely to school. Bike rodeos can be held as part of a larger event or on their own.



### SAFETY TRAINING & CLASSROOM LESSONS

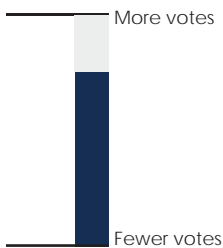
Skills trainings teach students how to walk or ride bikes safely and teach the rules of the road. Lessons can also be integrated into regular classroom curriculum.



### ROUTE MAPS

Route maps show the recommended walking and biking routes to schools and can provide tips about traveling safely.

## Example



### PARENT EDUCATION

Parents can learn about SRTS activities via hand-outs, websites, and booths at school events.



### SCHOOL ASSEMBLIES

Assemblies grab students' attention through fun, interactive activities such as games, skits, or demonstrations. Events can cover topics like traffic safety, health, and more.

## ENCOURAGEMENT

Which encouragement programs would you like to see in the DGF School District? Put a sticker next to your top 3 choices.

DGF SAFE ROUTES TO SCHOOL PLAN



### WALK & ROLL TO SCHOOL DAYS

Families celebrate walking or biking to school together as part of national Walk & Bike to School Days or as local initiatives.



### WALKING SCHOOL BUS/BIKE TRAIN

Parent volunteers, older students, or other trusted adults chaperone students walking or biking to school in a group.



### WALK & BIKE FIELD TRIPS

A field trip made by foot or by bicycle gives students a supportive environment to practice skills and showcase benefits of active transportation.



### COMPETITIONS AND INCENTIVES

Competitions track student trips and reward students who get involved.



### STUDENT CLUBS & EARN-A-BIKE

After-school clubs can take many forms and address many different themes including bike repair, environmental issues, sport cycling, civic engagement, etc.



### PARK & WALK

A Park & Walk program encourages parents and school bus drivers to drop kids off at a set location so they can walk the rest of the way to school. This also alleviates congestion around the schools.

# ENFORCEMENT

Which enforcement programs would you like to see in the DGF School District? Put a sticker next to your top 3 choices.



### ADULT CROSSING GUARDS

Crossing guards are trained adults (paid or volunteer) who are legally empowered to stop traffic to assist students with crossing the street.



### SCHOOL SAFETY PATROLS

School safety patrols are trained student volunteers who assist with street crossings or school parking lot/driveway crossings.



### SCHOOL SAFETY CAMPAIGN

A safety campaign builds awareness around students walking and biking and encourages safe driving behavior by parents and other drivers.



### AUTOMATED ENFORCEMENT

Some types of enforcement do not require the presence of a law enforcement officer such as photo detection, radar trailers, and speed feedback signs.



### BIKE LIGHT/LOCK GIVEAWAY & HELMET FITTING

Bike locks and lights are essential for students biking to school. Helmet fittings and giveaways ensure students are using their helmets correctly.



### LAW ENFORCEMENT NEAR SCHOOLS

Enforcement activities help reduce common poor driving behavior such as speeding, failing to yield to pedestrians, turning or parking illegally, and other violations.

## RECURRING COMMENTS

In addition to the Program Voting Exercise, parents were also invited to leave comments at the open houses, online, and on parent surveys given to every student grades K-8. Shown below are some common comments and concerns provided by parents.

### WEATHER

Parents are concerned with students walking or biking to school during the winter months, especially those who live within the walking zone of the schools and walk/biking to school for shuttling purposes. They worry about the extreme cold temperatures posing risks to their children.

### BUS-WALK ZONE

Parents are not satisfied with the current bussing situation. Parents claim they have lived within a bussing zone, and with recent changes, now need to walk or drive their children to school. They would like the bussing system to return to how it was operated in the past.

### CROSSING GUARDS

Parents would like to see crossing guards at the Dilworth Elementary School, and more crossing guards at the Glyndon Middle/High School.

### DRIVER BEHAVIOR

Parents are concerned with the driver behavior around the schools, specifically in regard to speeding, lack of awareness, and failure to stop at stop signs. Parents worry this driver behavior puts their children at risk.

## OTHER RESULTS

Other and more lengthy public/parent input results can be found in the appendices of this plan. These include the results of the surveys noted above and comment maps provided online and at the open houses.

# SCHOOLS

The DGF school district is located in north central Clay County, Minnesota and includes the communities of Dilworth (pop. 4,612), Glyndon (pop. 1,306), Felton (pop. 177), as well as rural areas within the boundary. While Dilworth is immediately adjacent to the urbanized area of Fargo-Moorhead, the remainder of the district's boundary consists of a more rural context.

The DGF School District consists of two school sites. The school site designated for Kindergarten through 4th grade is located in Dilworth. This school also includes pre-K students. The school site designated for grades 5 through 12 is located in Glyndon. The Glyndon school building is split into two sections, the north section of the building houses middle schools students while the south side of the building houses the high school students. Both schools recent underwent renovations and expansions which were completed in 2022/2023.

2022-2023 ENROLLMENT

1,550

PROJECTED ENROLLMENT

1,800



# DILWORTH-GLYNDON-FELTON ELEMENTARY

PAGE 24



# DILWORTH-GLYNDON-FELTON MIDDLE/HIGH

PAGE 40

DILWORTH  
GLYNDON  
FELTON  
PUBLIC SCHOOLS





# DILWORTH-GLYNDON-FELTON ELEMENTARY

## ADDRESS

---

108 N Main St,  
Dilworth, MN, 56529

## GRADES

---

Pre-K - 4

## 2022-2023 ENROLLMENT

---

600

## ARRIVAL

---

8:15 A.M.

## DISMISSAL

---

3:05 P.M.

## EXISTING CONDITIONS

The DGF Elementary School contains grades kindergarten through four. This school also include pre-kindergarten. The school is located in the center portion of the city of Dilworth within a traditional grid street network, making the school walkable from most directions. Most streets in the vicinity of the school have low traffic volumes, however Main St (on the east side of the school) and 4th Ave N (north of the school campus) have medium traffic volumes. Also, US Highway 10 (Center Avenue) is located one block south of the school site which contains four lanes of traffic and carries high traffic volumes. However, a traffic signal with a crosswalk provides a signalized pedestrian crossing of US 10 one block south of the school.

The walk zone, as designated by the DGF School District, incorporates roughly half of Dilworth’s population. All students located outside of the walk zone have the option to be bussed to/from school. Due to the nature of US Highway 10, students living south of the highway are out of the walk zone, despite this neighborhood only being a few blocks away from the school.

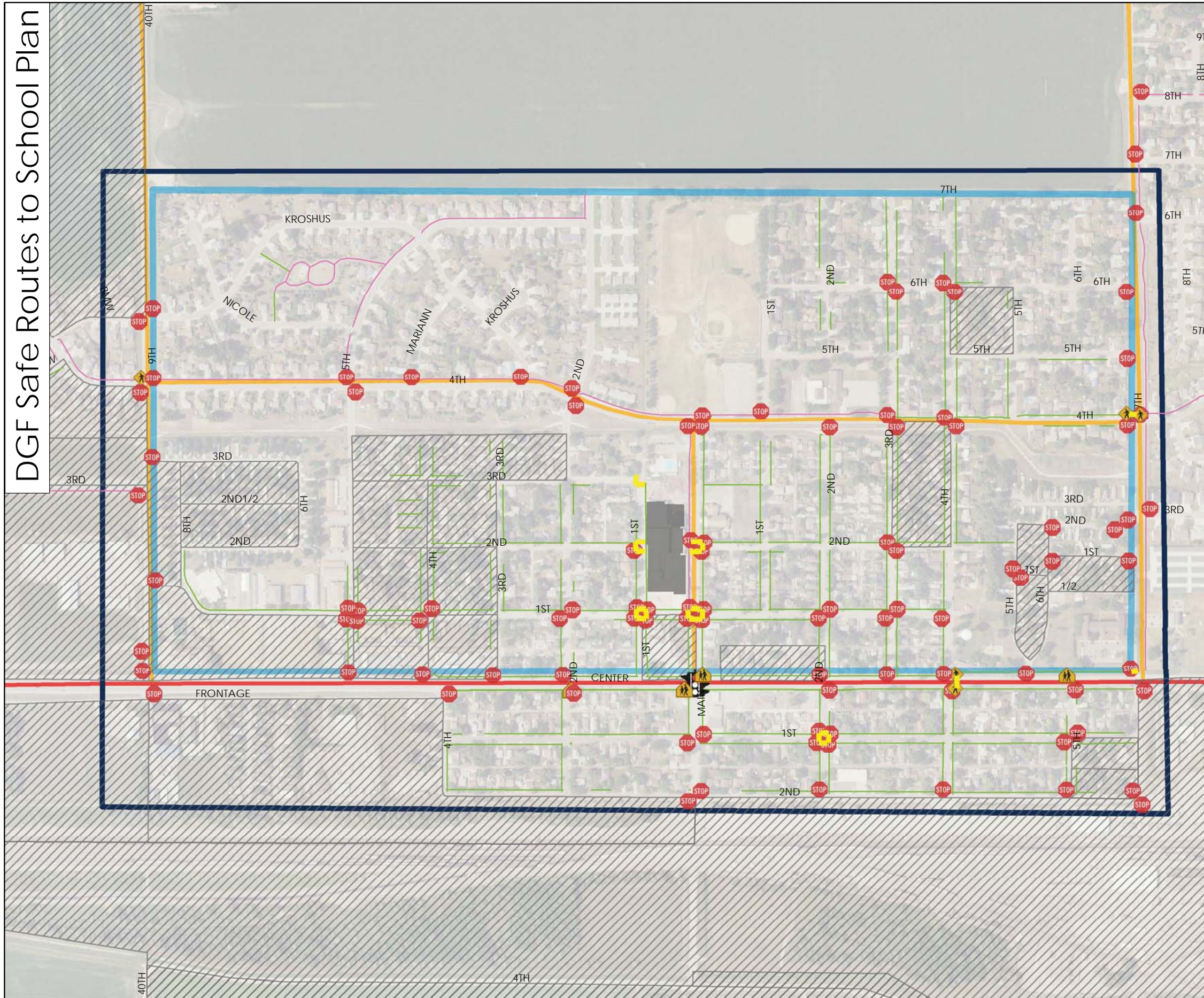
In 2023 a major renovation and addition to the school was completed which moved the school entrance to the north side of the school. To accompany the new north entrance, an off-street student drop-off/pick-up zone was constructed on the north side of the school.

Along the west side of the school (the east curb of 1st St NW) is the school bus drop-off/pick-up zone. Students wait on the sidewalk for the buses unless weather is unfavorable, in which case the students wait indoors and use the nearby door(s). Buses arriving and departing the DGF Elementary School are used for both dropping off/picking up elementary school students as well as shuttling middle & high school students to/from the school in Glyndon.

The city of Dilworth has a 2020 census population of 4,612 and is comprised primarily of residential land uses with traditional grid-style development in the older core of the city and more suburban-style development in the newer areas of the city.

For the 2022 – 2023 school year, 600 students attended DGF Elementary School.



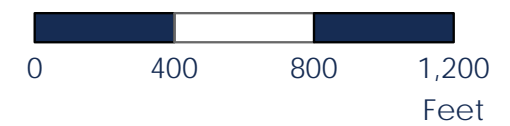


## Existing Conditions DGF Elementary School

- Marked Crosswalk
- Pedestrian Crossing Signs
- School Crossing Signs
- Traffic Signal
- Stop Signs
- Sidewalk
- Shared Use Path
- Environmental Justice Area
- Study Area
- Walking Zone
- DGF Elementary School

### Traffic Volumes

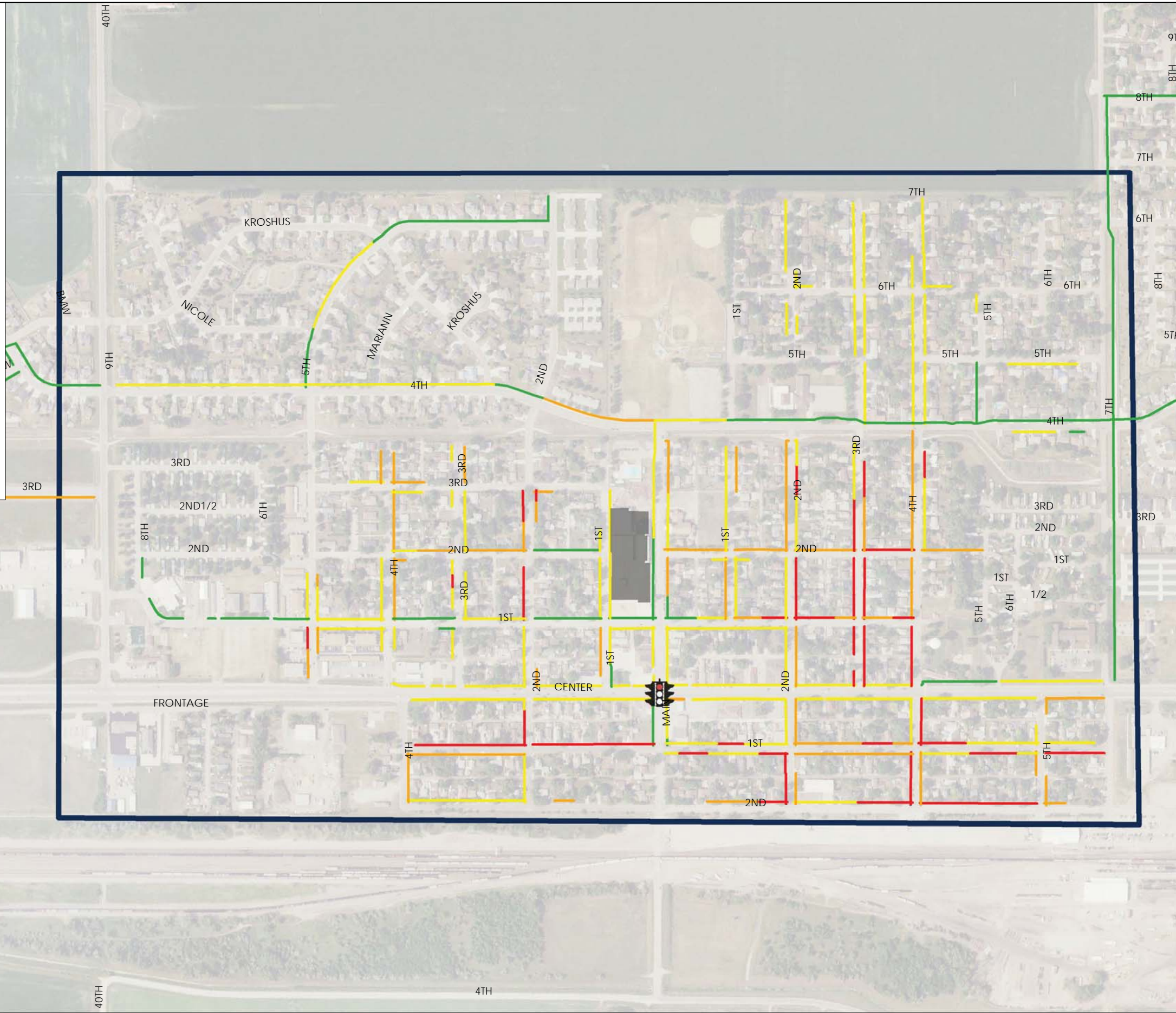
- High
- Medium



DILWORTH GLYNDON FELTON




**SAFE ROUTES  
TO SCHOOL**

# DGF Safe Routes to School Plan

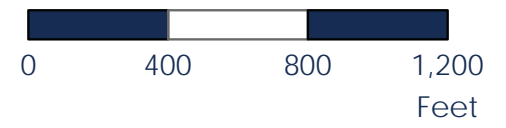


## Existing Sidewalk Conditions

### DGF Elementary School

-  Traffic Signal
-  Study Area
-  DGF Elementary School

- ### Condition
-  1 - Best
  -  2
  -  3
  -  4 - Worst



DILWORTH GLYNDON FELTON

## SAFE ROUTES TO SCHOOL

## OBSERVED CHALLENGES

Generally, the location of the DGF Elementary School lends itself well to safe and easy walking and biking to school, as the location is in the center of Dilworth and a connected grid street network exists. However, some challenges do exist. Among these challenges is the fact that several sidewalks are missing throughout the city. Also, some existing sidewalks are narrow and are in poor condition.

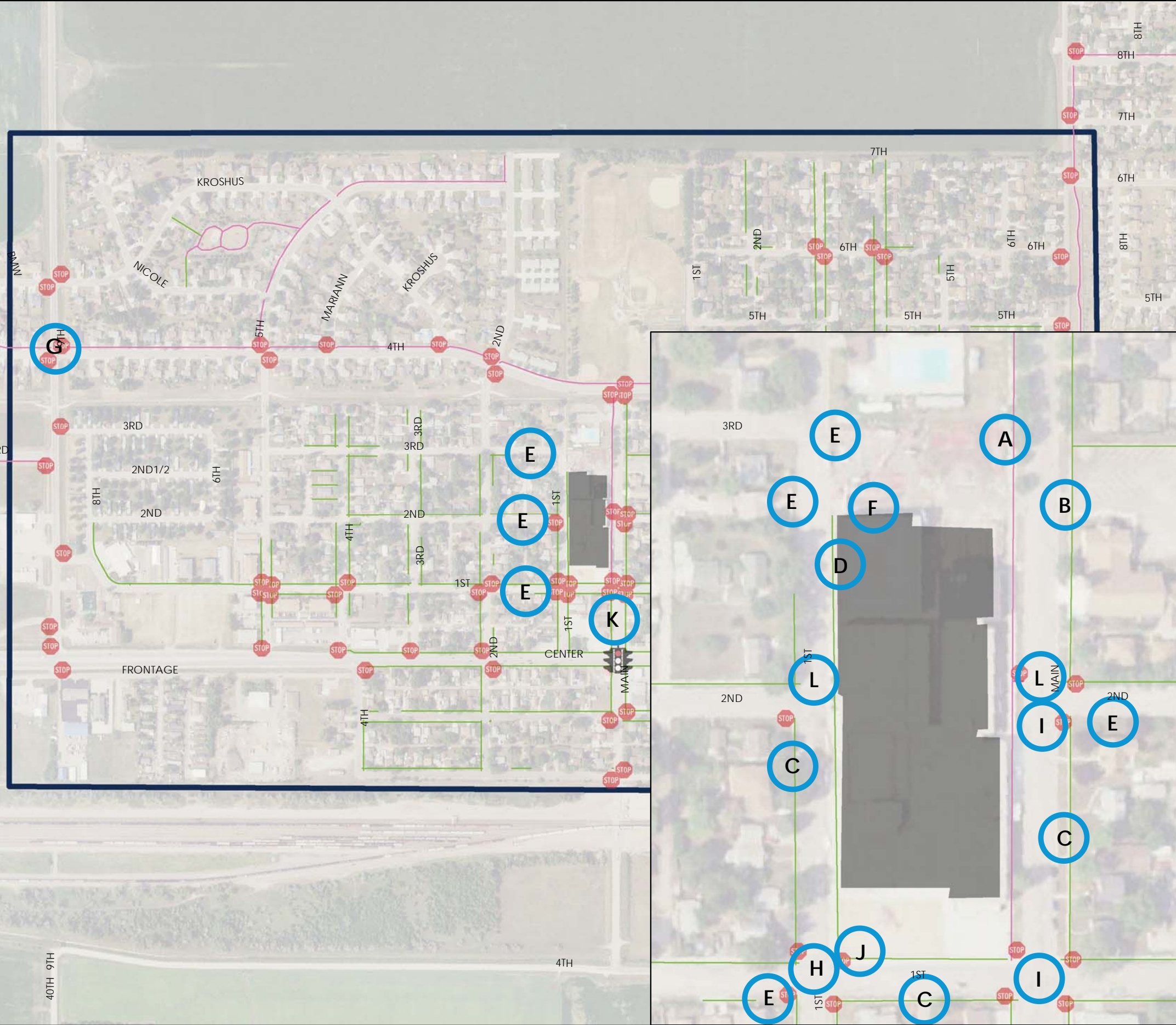
Another challenge exists on the school site where busy and tight sidewalks/walkways leading to the entrance of the school have the tendency to crowd students off the sidewalk with the potential of students stepping close to vehicle traffic.

Other challenges include vehicle congestion near the north entrance of the school and sight distance challenges at crosswalks where parked vehicles can hide the visibility of students crossing the street.



**DILWORTH-GLYNDON-FELTON ELEMENTARY SCHOOL - OBSERVED CHALLENGES**

	<b>OBSERVED CHALLENGES</b>
<b>A</b>	Many vehicles waiting for school dismissal along pick-up loop prior to school dismissal. By school dismissal the queue backs on to Main Street.
<b>B</b>	Parents utilize church parking lot and east side of Main St. for student drop-off and pick-up. Parents & students cross Main Street at this location, however no crosswalk or curb ramps are located in the vicinity.
<b>C</b>	Sidewalks are narrow and in poor condition at identified locations.
<b>D</b>	Bus drop-off and pick-up area has tight sidewalk near gymnasium due to the exit door ramps/railings from gymnasium. Sidewalk is roughly 5 ft wide, which is tight for students waiting for busses, students walking along sidewalk, and the buffer distance between students and busses.
<b>E</b>	Missing sidewalks at identified locations. Students observed walking on street or jaywalking across to get to sidewalk.
<b>F</b>	When bikes are parked in bike racks, sidewalk width narrows to 3-4 feet, providing limited space for students to walk between parked bikes and the edge of sidewalk. Potential concern that students could step off sidewalk curb and into the vehicle drop-off/pick-up lane.
<b>G</b>	Vehicles do not yield to pedestrians at marked crosswalk.
<b>H</b>	Vehicles observed to not fully stop at stop signs. Poor sight distance between pedestrians and vehicles due to vehicles parking too close to intersection. Some parents drop kids off too close to the intersection, causing minor confusion at the 4-way stop.
<b>I</b>	Poor sight distance between pedestrians and vehicles due to vehicles parking too close to intersection.
<b>J</b>	Gas utility pole protruding from sidewalk, interfering with pedestrian circulation.
<b>K</b>	Main St. has excessive roadway width between 1st Ave S and 1st Ave N, causing long crossing distances for pedestrians.
<b>L</b>	High pedestrian activity with no crossing guards.



## Observed Challenges DGF Elementary School

Identified Challenges

### Existing Infrastructure

Traffic Signal

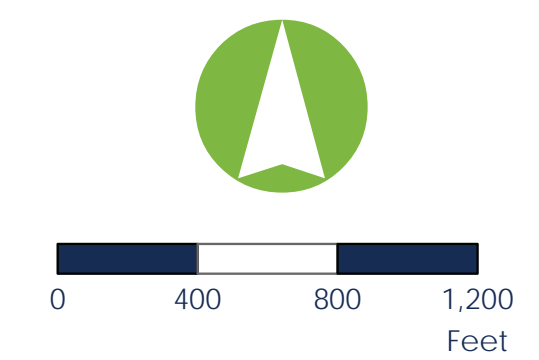
Stop Signs

Sidewalk

Shared Use Path

Study Area

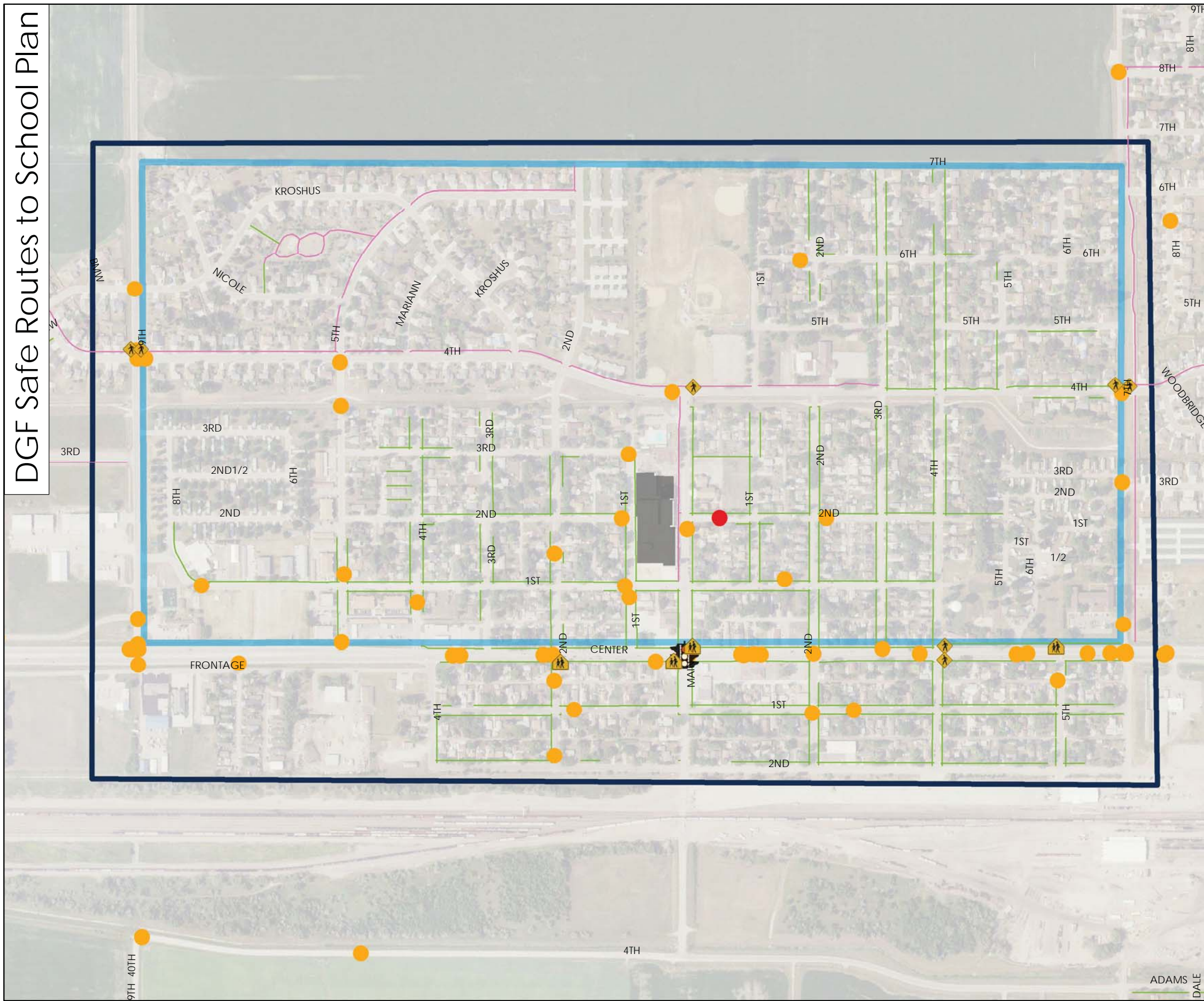
DGF Elementary School













DILWORTH GLYNDON FELTON

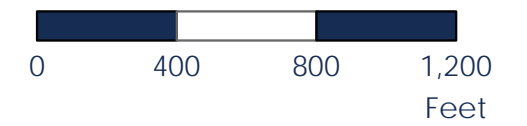
# SAFE ROUTES TO SCHOOL

# DGF Safe Routes to School Plan



## Crash Locations 2018-2022 DGF Elementary School

-  Traffic Signal
-  School Crossing Sign
-  Pedestrian Crossing Sign
-  Vehicle Crash
-  Crash Involving a Bicyclist
-  Sidewalk
-  Shared Use Path
-  Study Area
-  Walking Zone
-  DGF Elementary School



DILWORTH GLYNDON FELTON

# SAFE ROUTES TO SCHOOL



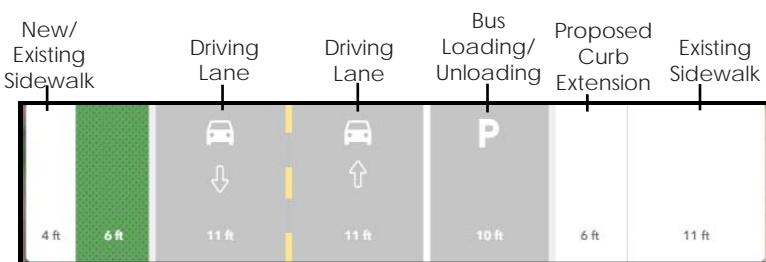
# SUGGESTED IMPROVEMENTS

A number of improvements can be made in order to make biking and walking to/ from the DGF Elementary School more inviting, safe, and accessible for all users. Installing sidewalks and completing gaps in the sidewalk networks throughout Dilworth would allow students to safely walk to/ from school without needing to walk on the street. Key sidewalks in poor condition could also be replaced, making travel to school more accessible for all users.

Pedestrian visibility at intersections and crosswalks in the vicinity of the school could be improved by restricting parking near the crosswalks and/or providing curb extensions - this would both increase pedestrian visibility and shorten pedestrian crossing distances. Intersection crossing distances and pedestrian accommodations could also be improved by narrowing Main St between 1st Ave N and 1st Ave S as the opportunity arises.

On school property, student circulation was observed to be crowded with concerns of student overflowing onto moving traffic. Additional sidewalk space near the bus drop-off/pick-up area could alleviate this concern while the bike racks near the north entrance could be relocated to allow sufficient space for students to circulate west of the school entrance.

All the improvements mentioned above, as well as additional suggested improvements, can be found in the table and map on the following pages.



Suggested Improvement C

# SIGNAGE IMPROVEMENTS

During the site visits at the Dilworth school, it was observed that a number of the existing parking-related signs were outdated and are no longer relevant given the new location of the main entrance. In addition, it was noted that compliance with Dilworth's parking ordinance 73.04\*, was not being adhered to along the streets near the school. Placing "No Parking" signs at intersections near the school would help compliance with the ordinance and would increase pedestrian visibility, thus increasing safety.

Painted curbs also accompany some of the parking signs. Due to the maintenance of curb paintings and inability to see the painted curbs in the winter, it is advised that curbs not be re-painted and rather allowed to fade.

*\*Unlawful to permit parking within 30 feet of a (stop) sign and 30 feet of an intersection or crosswalk.*

## DILWORTH-GLYNDON-FELTON ELEMENTARY SCHOOL - SIGNAGE IMPROVEMENTS

	RECOMMENDATION
<b>A</b>	Install sign (R8-3 with left arrow) 30 feet from Stop Sign. See following page for sign.
<b>B</b>	Install sign (R8-3 with right arrow) 30 feet from intersection or crosswalk. See following page for sign.
<b>C</b>	Install "School Bus Parking Only" sign
<b>D</b>	Remove "Handicap Parking Only" sign (sign no longer necessary with entrance on north side of school)
<b>E</b>	Remove "15 Min Parking" signs (signs no longer necessary with entrance on north side of school)
<b>F</b>	Remove "Student Pick Up/Drop Off" sign. Per City of Dilworth ordinance, no parking is allowed in intersection.
<b>G</b>	Install a second "No Parking Fire Lane" sign
<b>H</b>	Remove "DGF Employee Parking" sign.
<b>I</b>	Install "No Parking Between Driveways" sign at identified location, between school entrance and exit.
<b>J</b>	Remove "No Parking" signs along 1st St NW between 1st Ave NW and 2nd Ave NW. Consider relocating signs to along the west side of 1st St NW between 2nd Ave NW and 3rd Ave NW.



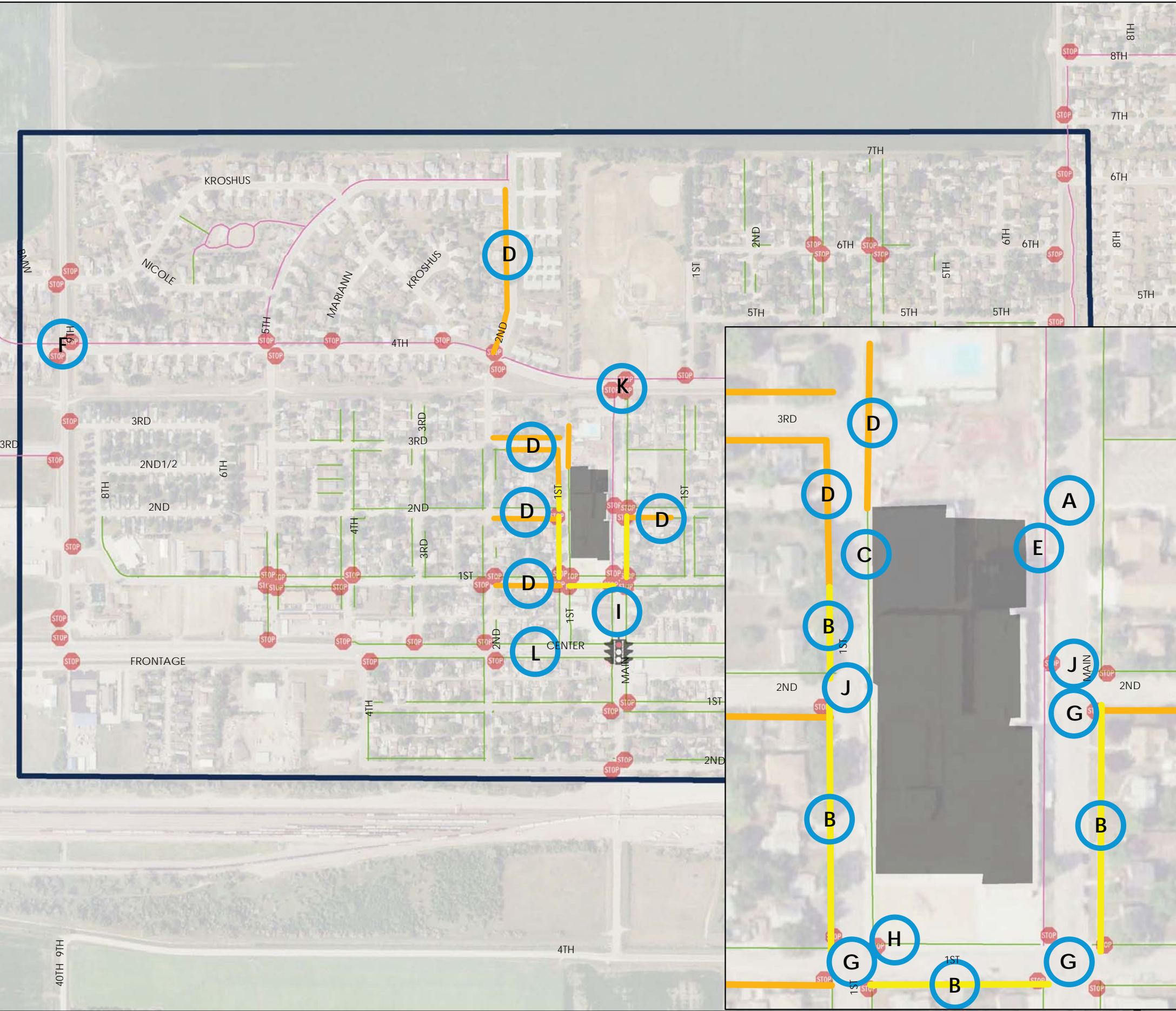
## Signage Improvements Location Map



## DILWORTH-GLYNDON-FELTON ELEMENTARY - SUGGESTED IMPROVEMENTS

POTENTIAL SOLUTION	LEAD AGENCY	IMPROVEMENT RANGE
<b>A</b> School parking not allowed in church parking lot. Notify parents that parking is not allowed. To further restrict parking, driveway could be physically closed off during school hours.	City of Dilworth/ DGF Schools/ St. Elizabeth Catholic Church	Short Range
<b>B</b> Replace deteriorated sidewalk at identified locations. Consider replacing deteriorated sidewalks citywide with priority given to sidewalks within the vicinity of the school.	City of Dilworth	Mid/Long Range
<b>C</b> To provide adequate sidewalk space for students at bus drop-off/pick-up zones, extend 1st St NW curblin between 2nd Ave NW and 3rd Ave NW 5-10 feet to the west. Prohibit vehicle parking on west side of 1st St NW to accomodate. See page 33 for example.	City of Dilworth/ DGF Schools	Mid Range
<b>D</b> Install sidewalk at missing locations as identified. Consider installing missing sidewalks citywide with priority given to locations in the vicinity of the school.	City of Dilworth	Mid/Long Range
<b>E</b> Relocate bike racks from northwest corner of school to northeast corner as shown on page 33. Install concrete pad to accomodate relocated bike racks.	DGF Schools	Short Range
<b>F</b> Install RRFBs at crosswalk.	City of Dilworth/ Clay County	Short Range
<b>G</b> Consider curb extensions at all corners of identified intersections, or consider prohibiting parking 30 feet from intersection to improve pedestrian visibility.	City of Dilworth	Mid Range
<b>H</b> Work with utility company to relocate natural gas pipe/valve obstruction.	City of Dilworth	Mid Range
<b>I</b> Consider narrowing roadway as opportunity arises to reduce crossing distances for pedestrians and improve pedestrian accomodations.	City of Dilworth	Long Range
<b>J</b> Have flagged crossing guard at both identified intersections during school arrival and dismissal.	DGF Schools	Short Range
<b>K</b> Repaint crosswalk. Consider installing curb extensions.	City of Dilworth	Mid Range
<b>L</b> Implement recommendations from the US-10 Corridor Study (2023).	City of Dilworth/ MnDOT	Mid Range

# DGF Safe Routes to School Plan

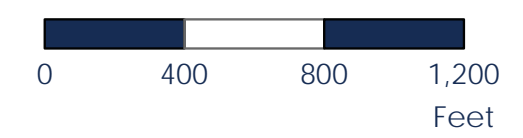


## Suggested Improvements DGF Elementary School

- Suggested Improvements
- Replace Sidewalks
- Install New Sidewalks

## Existing Infrastructure

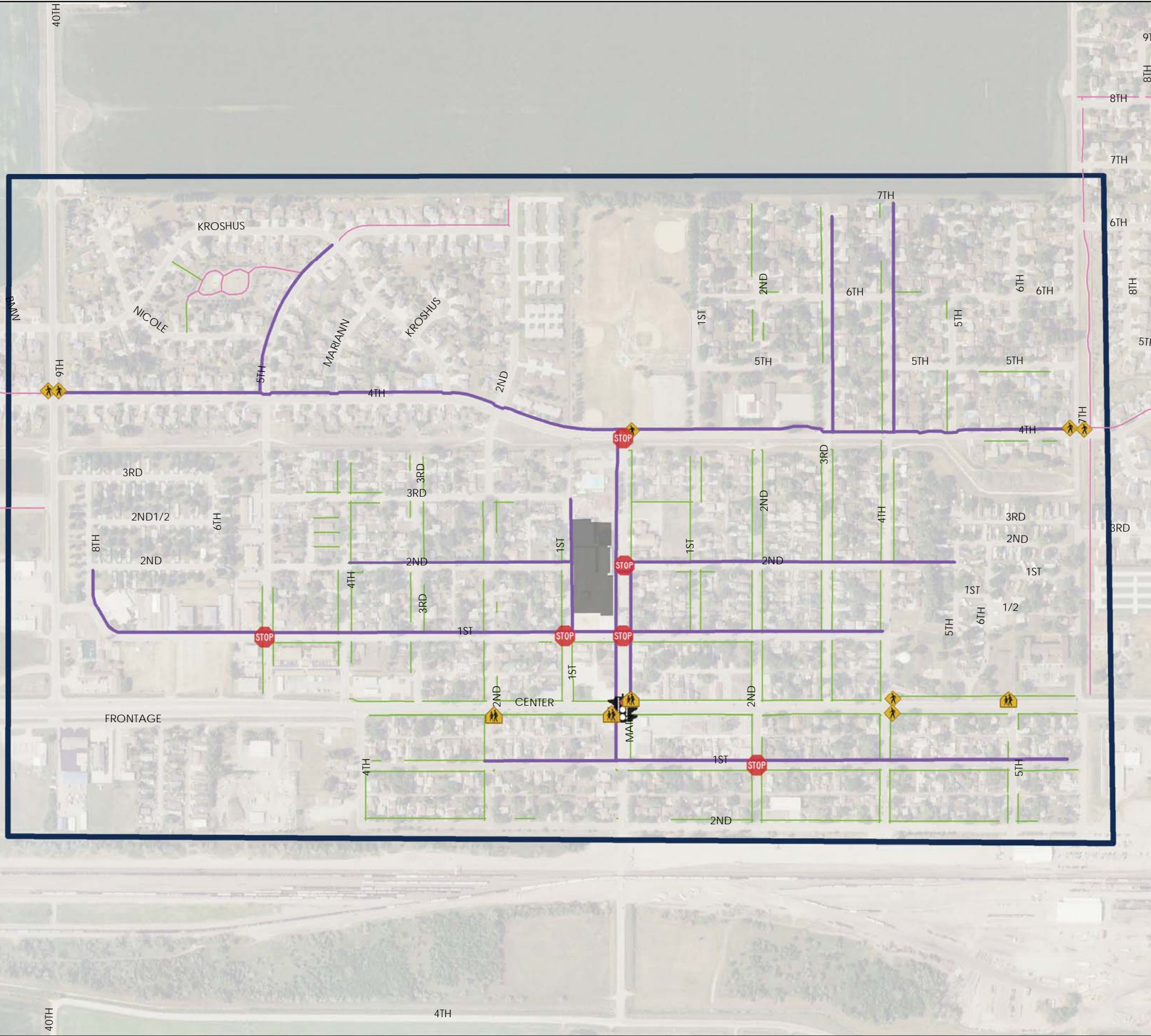
- Traffic Signal
- Stop Signs
- Sidewalk
- Shared Use Path
- Study Area
- DGF Elementary School



DILWORTH GLYNDON FELTON










# SAFE ROUTES TO SCHOOL

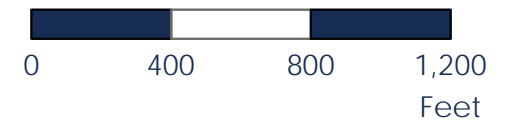
# DGF Safe Routes to School Plan



## Suggested Routes to School

### DGF Elementary School

-  All Way Stops
-  Pedestrian Crossing Signs
-  School Crossing Signs
-  Traffic Signal
-  Suggested Routes to School
-  Sidewalk
-  Shared Use Path
-  Study Area
-  DGF Elementary School



DILWORTH GLYNDON FELTON

# SAFE ROUTES TO SCHOOL



# DILWORTH-GLYNDON-FELTON MIDDLE/HIGH

## ADDRESS

---

513 Parke Ave S,  
Glyndon, MN, 56547

## GRADES

---

5 - 12

## 2022-2023 ENROLLMENT

---

950

## ARRIVAL

---

8:00 A.M.

## DISMISSAL

---

2:50 P.M.





## EXISTING CONDITIONS

The DGF Middle/High School is a facility which contains both the DGF Middle School (grades 5 - 8) and DGF High School (grades 9 - 12). The north half of the school facility contains the middle school while the south portion contains the high school. The school is located in the center of Glyndon about 1/3 mile south of US Highway 10 and immediately west of Parke Ave. Parke Ave. (also County Road 19) carries 2,094 vehicles/day just south of US Highway 10 and 1,050 vehicles/day just south of 7th St per 2021 Metro COG traffic count data. Just north of the school site is a BNSF rail line which carries an average of 36 trains/day according to the most current FRA rail data (2019).

The main entrance of the facility is located on the west side of the school. To the west of the school entrance is the school bus drop-off/pick-up zone and the school's main parking lot beyond the bus zone/bus corridor further to the west. This school site also contains the School District's track and field facility.

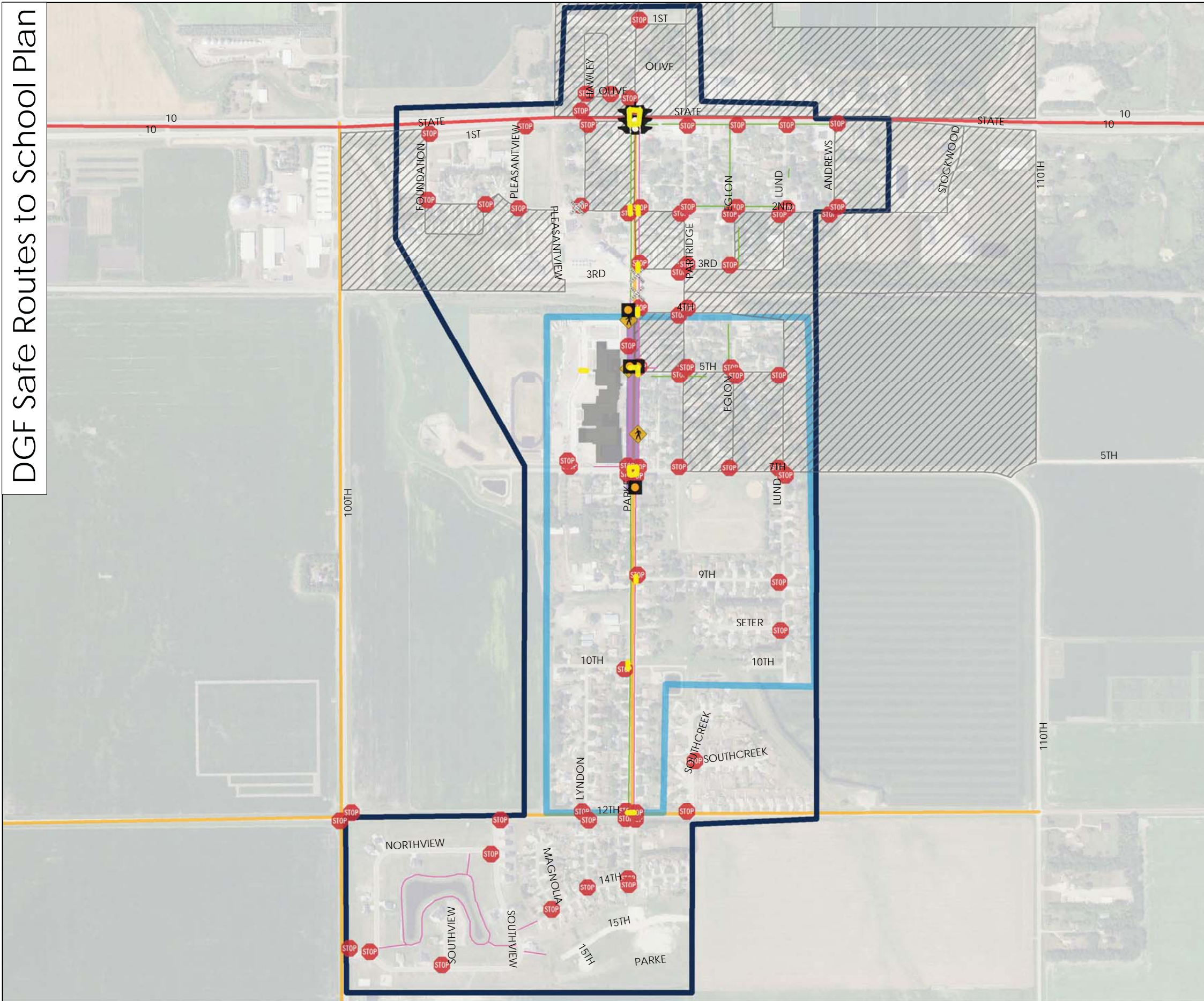
In 2022 construction was completed at this school site which involved moving the main entrance from the east side to the west side of the building. The construction project also removed the parking lot on the south side of the facility and added a new addition in its place, constructed a roadway loop around the north and west sides of the school, and expanded parking both west and north of the school.

For the 2022-2023 school year approximately 480 students attended DGF Middle School and approximately 480 attended DGF High School. Thus, the enrollment of the entire school facility was 960 for the 2022-2023 school year.

All thirteen busses in the DGF School District pick up and drop off students at the middle/high school in Glyndon. Some of the buses are also used as shuttle busses which transport students between the Glyndon school and elementary school in Dilworth. During the 2022-2023 school year, eight buses shuttled students from the Dilworth school to the Glyndon school, while three busses shuttled students from the Glyndon school to the Dilworth school. DGF School District estimates 55 to 60 students are shuttled per bus.

The city of Glyndon has a 2020 population of 1,306 with a mix of traditional grid-style street design and newer street layouts such as cul-de-sacs. The traditional grid style provides more connectivity and thus more walkable, while the newer street layouts, which include cul-de-sacs, provide less connectivity making it less practical for students walking to school.



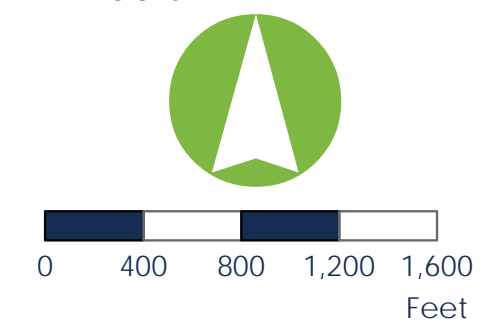


### Existing Conditions DGF Middle/High School

- Marked Crosswalk
- Flashing Beacons
- Pedestrian Crossing Signs
- Railroad Crossings
- Stop Signs
- Traffic Signal
- Sidewalk
- Shared Use Path
- Environmental Justice Area
- Study Area
- School Zone
- Walking Zone
- DGF Middle/High School

### Traffic Volumes

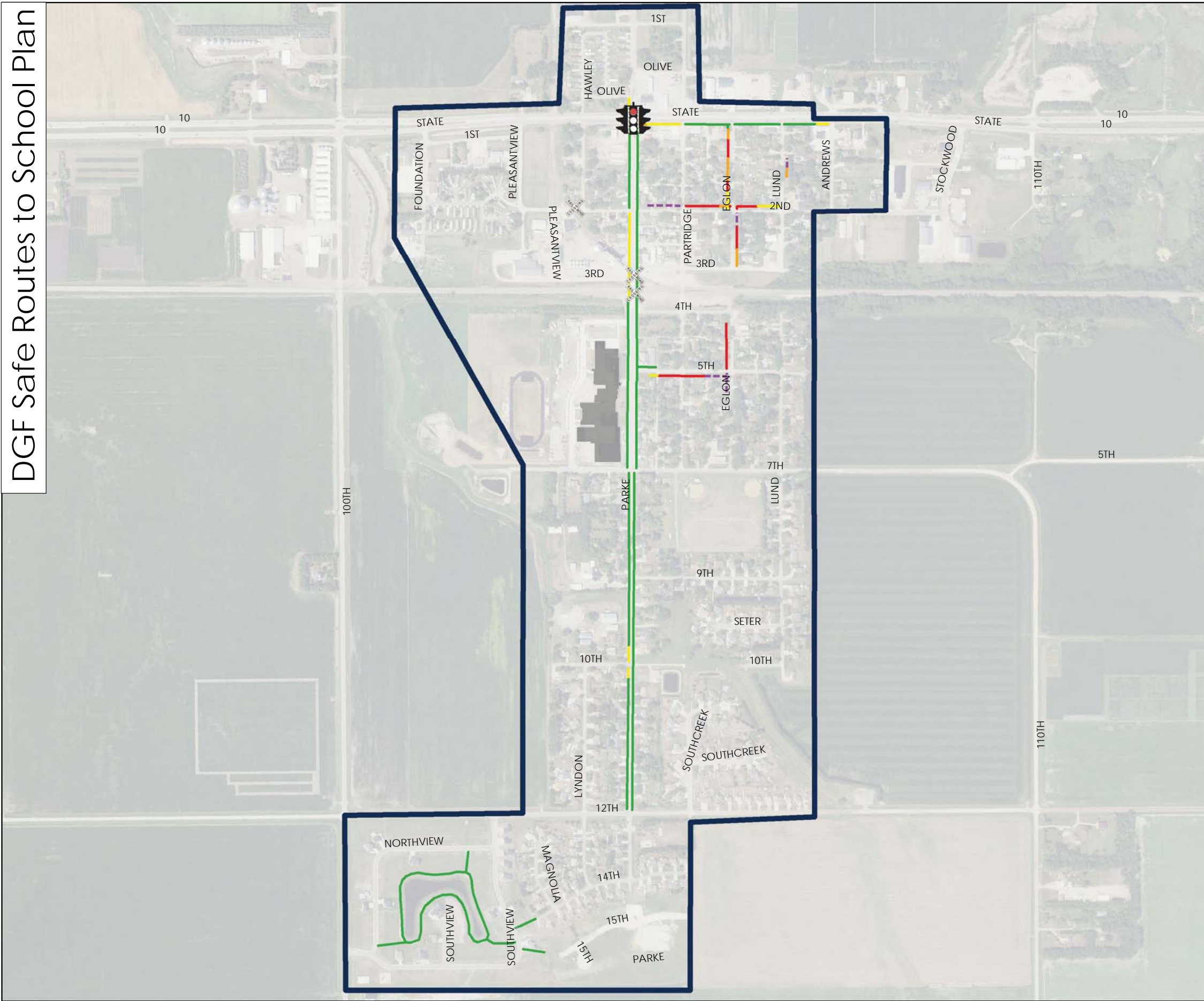
- High
- Medium



DILWORTH GLYNDON FELTON










**SAFE ROUTES  
TO SCHOOL**

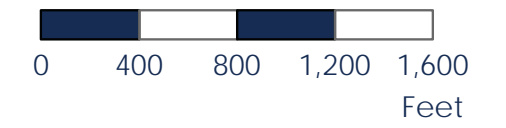
DGF Safe Routes to School Plan



## Existing Sidewalk Conditions

### DGF Middle/High School

-  Railroad Crossing
  -  Traffic Signal
  -  Study Area
  -  DGF Middle/High School
- Condition**
-  1 - Best
  -  2
  -  3
  -  4
  -  5 - Worst



DILWORTH GLYNDON FELTON

# SAFE ROUTES TO SCHOOL

## OBSERVED CHALLENGES

While the DGF Middle/High School is centrally located in the city of Glyndon, several challenges exist for students walking or biking to/from school. Among these challenges is the lack of sidewalks within the city and the condition of many of the existing sidewalks. Also related to city-wide walkability, the older neighborhoods of the city contain a grid-style roadway layout, which provides better connectivity and are thus more walkable. Conversely, the newer neighborhoods contain less roadway connectivity, including several cul-de-sacs. These newer neighborhood street layouts make walking to/from school less practical.

Another challenge to students walking and biking to school is the location of the main school entrance. With the school entrance on the west side of the building and the local student population coming from the north, south, and east, walking to school becomes less practical because of the west entrance. Due to the size of the school building, walking around the school to enter on the west side can add up to 1,000 feet of walking for students.

Other challenges include conflict points where pedestrian traffic meets vehicular and bus traffic, lack of ADA-compliant crossings, lack of designated bicycle parking, and more. To view a comprehensive map and list of observed challenges, please refer to the table and map on the following pages.

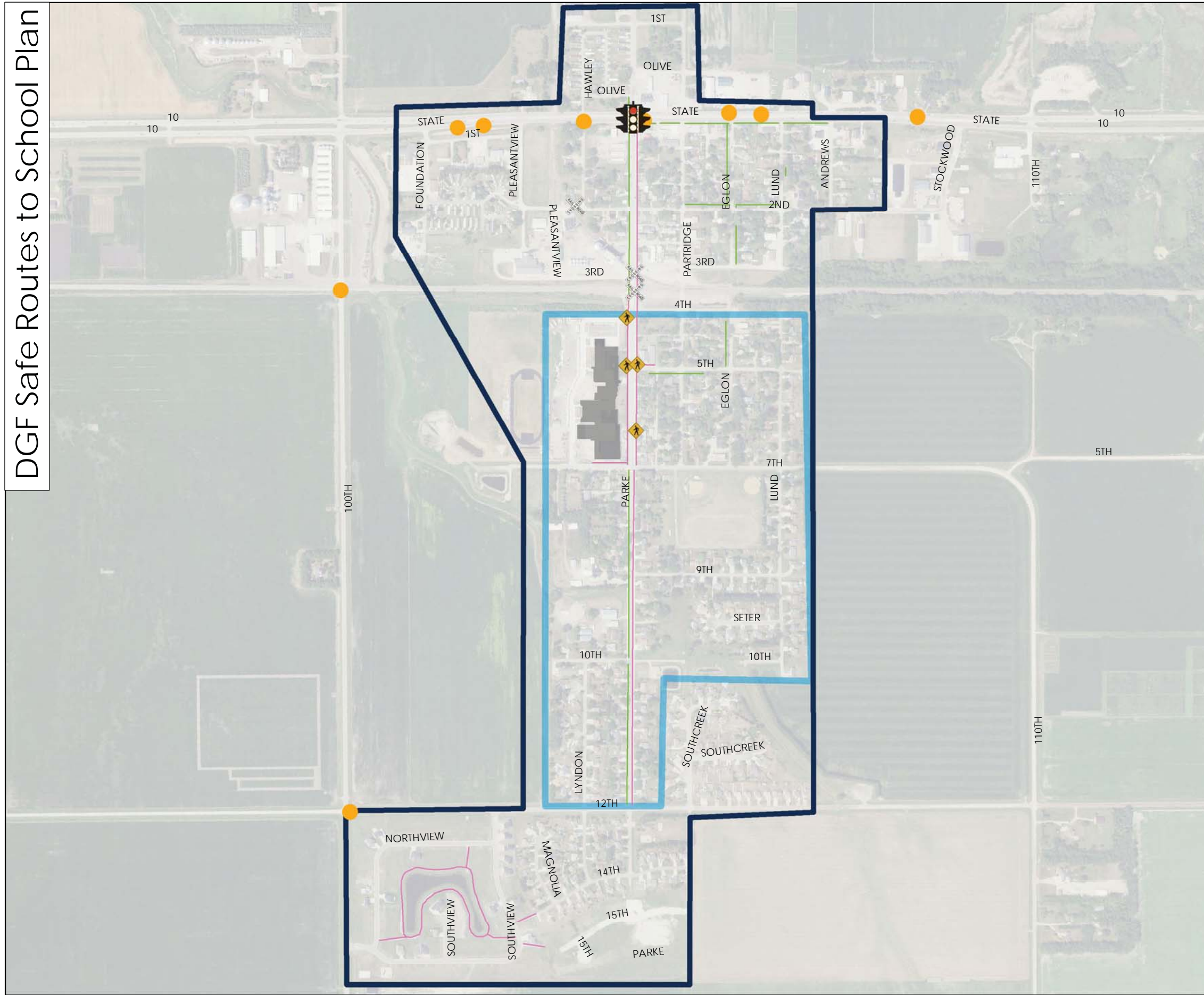


## DILWORTH-GLYNDON-FELTON MIDDLE/HIGH SCHOOL - OBSERVED CHALLENGES










	OBSERVED CHALLENGES
<b>A</b>	Designated parent dropoff/pickup at north end of school seldom used. Main west parking lot was used excessively for dropoff/pickup, causing congestion, confusion, and difficulty for parked vehicles.
<b>B</b>	No bike racks at main entrance. Bikes were parked at random locations such as against street signs, against building, and laid in front of entrances.
<b>C</b>	Between school building and main parking lot, install ADA-compliant curb ramp on west side of crosswalk to match ADA-compliant curb ramp on east side of crosswalk.
<b>D</b>	During observation, a crossing guard was located at the intersection of Parke Ave. and 5th St. In addition to this location, crossing guards were needed at the intersection of Parke Ave. and 7th St but were not present.
<b>E</b>	No sidewalks or path on 7th St east of Parke Ave. Students observed walking on street to get to athletic fields. Unsafe driver/student interactions observed.
<b>F</b>	The sidewalk along the south side of 5th St has deteriorated to the point of being unusable. There also exists gaps in sidewalk infrastructure along 5th St directly east of Parke Ave, and between Eglon Ave and Lund Ave.
<b>G</b>	Many drivers failed to yield to pedestrians and come to a complete stop at the intersection. Traffic congestion may be contributing to lack of driver compliance. Drivers created a 2nd eastbound lane at intersection of Parke Ave and 7th St.
<b>H</b>	The north entrance to the school driveway poses a tight turning radii for buses and lacks reasonable pedestrian accommodations.
<b>I</b>	Students crossing school roadway between south end of main parking lot to south school entrance. No pedestrian accommodations or crosswalk in this area.
<b>J</b>	School speed zone begins in close proximity to the intersection of Parke Ave and 7th St. The limited distance between the beginning of the speed zone to the 4-way stop may be hindering traffic calming in the vicinity of the school.
<b>K</b>	No shared use path or sidewalk that connects Parke Ave shared use path to Southcreek Ave and 10th St SE neighborhoods.
<b>L</b>	No shared use path or sidewalk connecting Parke Ave to new developments south of 12th St.
<b>M</b>	Students observed crossing railroad tracks at undesignated crossing west of Parke Ave.
<b>N</b>	When the opportunity presents itself, parents will drive into the bus-only driveway.

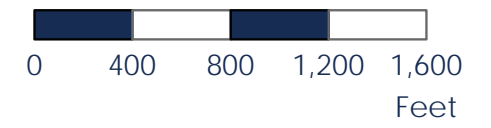


DGF Safe Routes to School Plan



### Crash Locations 2018-2022 DGF Middle/High School

-  Pedestrian Crossing Sign
-  Railroad Crossing
-  Traffic Signal
-  Vehicle Crash
-  Sidewalk
-  Shared Use Path
-  Study Area
-  Walking Zone
-  DGF Middle/High School



DILWORTH **GLYNDON** FELTON

## SAFE ROUTES TO SCHOOL



## SUGGESTED IMPROVEMENTS

There are a host of improvements that can be implemented to make biking and walking to the DGF Middle/High School more convenient, safe, inviting, and accessible. A citywide sidewalk and shared use path network would allow a space for students to walk and bike rather than students needing to share the streets with live traffic. In addition, future city roadway layouts could be designed to provide better roadway connectivity, thus lessening the distance students need to walk to school. Please see the Jurisdictional Opportunities section on page 60 of this plan for more details on citywide improvements.

With the main entrance located on the west side of the school building, students walking to school must walk around the school building in order to enter the school. This distance can add up to 1,000 feet to a student's walk and may be a discouragement for some students walking to school. Another issue posed by the west-only entrance is the vehicle congestion and traffic safety concerns of parents dropping off students in the parking lot aisles just west of the school. These issues could be mitigated by providing a second entrance on the west side of the school.

While the intersection of Parke Ave & 7th St is a four-way stop, many concerns were raised by parents regarding driver behavior at this intersection. A host of improvements could be implemented at this intersection to calm traffic, bring awareness to crosswalks, and improve crossing safety for students.

All the improvements mentioned above as well as additional suggested improvements can be found in the table and map on the following pages.









## DILWORTH-GLYNDON-FELTON MIDDLE/HIGH SCHOOL - SUGGESTED IMPROVEMENTS

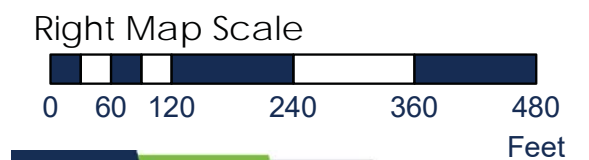
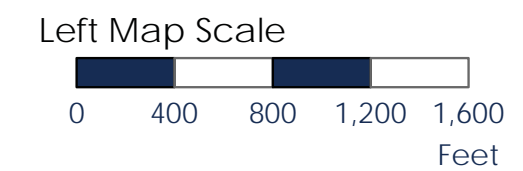
	SUGGESTED IMPROVEMENT	LEAD AGENCY	IMPROVEMENT RANGE
<b>A</b>	Allow door 8 to be open for student arrival & dismissal. Parents can utilize north parking lot and west curb of Parke Ave to drop off & pick up students. Also, students walking/biking from the north and east can have a convenient school entrance.	DGF Schools	Short Range
<b>B</b>	Install bike racks near main west entrance.	DGF Schools	Mid Range
<b>C</b>	Between school building and main parking lot, install ADA-compliant curb ramp on west side of crosswalk to match ADA-compliant curb ramp on east side of crosswalk.	DGF Schools	Mid Range
<b>D</b>	Have flagged crossing guard at both identified intersections during school arrival and dismissal.	DGF Schools	Short Range
<b>E</b>	Install shared use path or sidewalk along 7th St SE from Parke Ave to Lund Ave.	City of Glyndon	Mid Range
<b>F</b>	Replace deteriorated sidewalk in two identified locations: the north side of 2nd St SE and the south side of 5th St SE. Install sidewalk at identified locations where sidewalk is missing.	City of Glyndon	Long Range
<b>G</b>	Consider traffic calming measures at intersection such as LED flashing stop signs, curb extensions, raised intersection, colored concrete and/or crosswalks, or a combination thereof.	City of Glyndon/ Clay County	Mid/Long Range
<b>H</b>	Widen north driveway of school site to allow enough width for turning buses. Enhance north-south pedestrian crossing of driveway to include flat cross slope (<2%), crosswalk markings, and consider detectable warning panels.	City of Glyndon/ DGF Schools	Mid Range
<b>I</b>	Install walkway and marked crosswalk allowing students to safely travel between southwest school entrance (door 13) and southern section of main parking lot.	DGF Schools	Mid Range
<b>J</b>	Consider extending school speed zone & associated flashing beacon one to two hundred feet south to slow northbound traffic prior to intersection of Parke Ave & 7th St.	City of Glyndon/ Clay County	Mid Range
<b>K</b>	Install shared use path connecting 10th St SE and Southcreek Ave neighborhoods to Parke Ave shared use path.	City of Glyndon	Long Range
<b>L</b>	Consider shared use path on south side of 12th St from Southview Dr to Parke Ave. Install crosswalk crossing 12th St at Parke Ave.	City of Glyndon	Long Range

# DGF Safe Routes to School Plan



## Suggested Improvements DGF Middle/High School

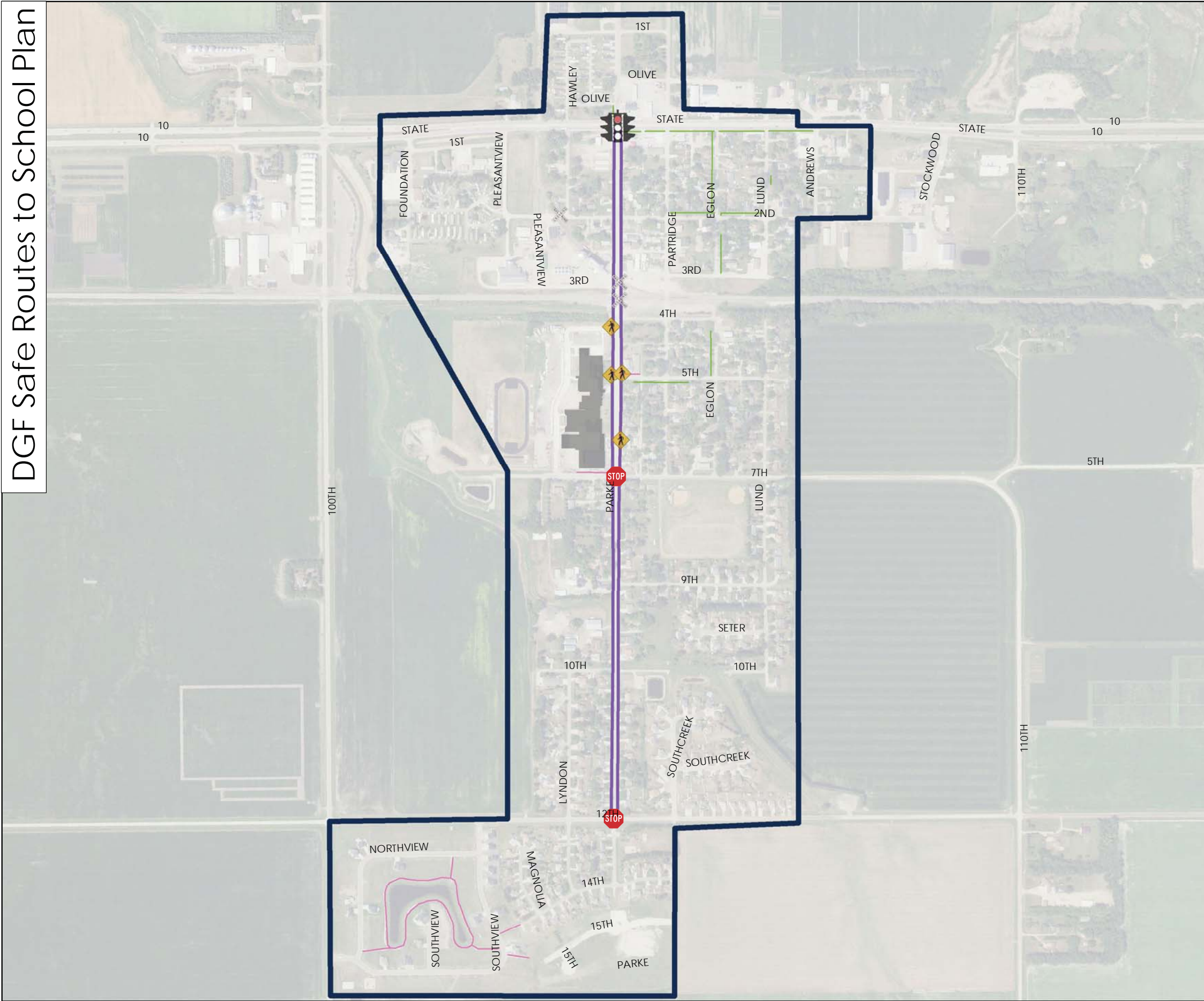
-  Suggested Improvement Locations
-  Suggested Improvement Segments
-  Sidewalk
-  Shared Use Path
-  Study Area
-  DGF Middle/High School



DILWORTH GLYNDON FELTON










# SAFE ROUTES TO SCHOOL

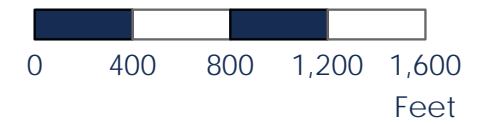
# DGF Safe Routes to School Plan



## Suggested Routes to School

### DGF Middle/High School

-  All Way Stops
-  Pedestrian Crossing Signs
-  Railroad Crossing
-  Traffic Signal
-  Suggested Routes to School
-  Sidewalk
-  Shared Use Path
-  Study Area
-  DGF Middle/High School



DILWORTH GLYNDON FELTON

# SAFE ROUTES TO SCHOOL



# EXISTING POLICIES AND RECOMMENDATIONS

As part of this Safe Routes to School Plan, existing policies, ordinances, recommendations, and goals have been researched and documented to help align this plan's recommendations with those that are existing. This section documents the existing policies, ordinances, recommendations, and goals from the DGF School District, MnDOT, cities of Dilworth and Glyndon, Clay County, and Metro COG. Also, in some instances, recommended changes to existing ordinances are suggested with the intent to further enhance safe walking and bicycling to school.



## DGF SCHOOLS

### POLICY 707 - TRANSPORTATION OF PUBLIC SCHOOL STUDENTS

"The policy of the school district is to provide for the transportation of students in a manner which will protect their health, welfare, and safety."

### POLICY 709 - STUDENT TRANSPORTATION SAFETY

II-B-8: "The school district may provide student safety education for bicycling and pedestrian safety for students in grades K through 5."

IV-B-2: "Support safe riding and walking practices, and recognize that students are responsible for their actions"

### POLICY 533 - WELLNESS

E-3-III: "Safe bicycling and walking to and from school is promoted and encouraged."

## MnDOT

### MINNESOTA SAFE ROUTES TO SCHOOL STRATEGIC PLAN (2020)

Goal 1: Build Local Partners' Capacity to Implement SRTS

Goal 2: Coordinate SRTS Implementation Statewide

Goal 3: Increase Awareness of SRTS

Goal 4: Develop Process, Policy, and Design Guidance that Supports SRTS

## CITY OF DILWORTH

### ORDINANCE 1.54.06-H:1-2

"(1) All new subdivisions within the city shall provide sidewalks on both sides of all arterial, collector, local and cul-de-sac streets. A developer, in connection with the platting of a new subdivision or replatting a subdivision, shall submit a sidewalk plan for approval by the Planning Commission and City Council, which shall be incorporated into a developer's agreement for that plat.

(2) A sidewalk plan may be submitted by the developer which illustrates the placement of sidewalks on one side of a street or areas with no sidewalks. Factors that the Planning Commission and City Council shall consider include, but are not limited to:

- (a) The expected population density of the area;
- (b) The location of pedestrian traffic generators within walking distance;
- (c) The relationship of the subdivision to adjacent existing and projected land uses;
- (d) Design of the subdivision for which sidewalks are required; and
- (e) Existing and/or planned sidewalk connections adjacent to the subdivision."

### ORDINANCE 1.54.06-I

"Bike paths will be required for those subdivisions within the city where such need has been identified within the Metropolitan Bicycle and Pedestrian Plan or within an applicable growth area plan."

**ORDINANCE 91.003**

“No person shall be permitted to ride upon any sidewalk with a bicycle or motorcycle.”

**Suggested ordinance revision: It is suggested that this ordinance be revised to allow bicycles to ride on sidewalks. This would allow students to legally ride on the sidewalks.**

**ORDINANCE 70.13**

“No person shall drive a vehicle through a column of children crossing a street or past a member of a school safety patrol when such patrol officer is holding up his or her official signal for vehicles to stop.”

**ORDINANCE 70.18**

“Where no special hazard exists, 30 mph shall be lawful for any vehicle to travel, and any speed in excess of such limit shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful.”

**Suggested ordinance revision: It is suggested that this ordinance be revised to designate 25 mph as the default speed limit rather than 30 mph. Statistics show an exponential decrease in pedestrian fatalities as vehicle speeds are reduced.**

**DILWORTH COMPREHENSIVE PLAN**

***“Recommendation 4: Enhance walking and bicycling as alternative transportation options which increase mobility and improve public health.***

1. Work to establish and implement a complete bike route system throughout the city.
2. Continue to implement multimodal improvements included in the Metropolitan Bicycle and Pedestrian Plan.
3. Continue to work with the Heartland Trail Taskforce to develop a permanent alignment for the Heartland Trail that best connects areas of the city with a statewide trail system.”

***“Recommendation 5: Assist with the continuation of excellent, comprehensive educational opportunities in Dilworth.***

1. Coordinate with the DGF school district on future expansion plans, including the design of any new schools, facilities, transportation, and access plans. Work with the DGF school district to increase safe and connected walking, bicycle, and vehicle access to and from schools.
2. Seek out partnerships with Dilworth schools to support community health and safe access to schools. The city can encourage partnerships between local health providers and DGF area schools to develop new opportunities for learning about community health, as well as help to develop a Safe Routes to Schools program.
3. Promote open communication and educational opportunities through annual meetings between the School Board, City Council, and Planning Commission.”



# CITY OF GLYNDON

No pertinent ordinances found for the City of Glyndon.

**Suggested ordinance: The City of Glyndon should consider an ordinance which requires sidewalks on new city streets. Sidewalks could be required on one side of the street or both sides of the street. To meet ADA standards, sidewalks shall be 5 feet in width. However, a minimum of 3 feet in width is acceptable for short segments.**

## GLYNDON COMPREHENSIVE PLAN

**Goal A-18:** “The city shall strive to provide safe, efficient and connective bicycle/pedestrian infrastructure.”

**Action A-18:** “Existing subdivision and zoning ordinances require sidewalks/pedestrian/bicycle facilities at the discretion of the designated city engineer. The city should consider ordinance amendments to specifically set forth city intentions versus maintaining subjectivity/discretion in this regard. Based on community input and consistent with industry standards as set forth within the Institute of Transportation Engineers (Neighborhood Street Design Guidelines), the city should consider the implementing the following recommendation:

(a) require sidewalks on both sides of the street for subdivisions, new development or redevelopment/infill projects. However, the city recognizes transportation patterns within the city and understands this infrastructure is not always necessary in the required location. Thus, the city would allow a fee in lieu (non-regulatory) with

collected funds encumbered for more pertinent pedestrian/bicycle improvements within city limits. The city should give specific consideration to the balance between sidewalk installation costs and any established fee in lieu (linear foot) standard.

Other options for consideration include:

(b) require sidewalks on both sides of the street (new subdivisions) or on any frontage that abuts a public roadway (redevelopment/infill projects).

(c) require sidewalks on one side of the street for subdivisions, new development or redevelopment/infill projects.

(d) requirements are left negotiable and ultimately determined by council”

### **Bicycle-Pedestrian Trail Network:**

The Glyndon Comprehensive Plan recommends several new sidewalks and trail connections, some of which are also recommended by this Plan.



**Goal A-19:** “The city shall support investment in transportation facilities for all modes of travel.”

**Goal A-8:** “Facilitate school district expansion and investment within city boundaries.”

**Policy A-8 (c):** “Support safe route to school (SRTS) initiatives and associated infrastructure improvements to improve accessibility and safety for school kids, parents, staff and residents.”

## CLAY COUNTY

### CLAY COUNTY COMPREHENSIVE PLAN

#### *Bicycle and Pedestrian*

**Connectivity Goal 1:** “Increase biking and walking throughout rural portions of Clay County.”

## METRO COG

### FM METROPOLITAN BICYCLE AND PEDESTRIAN PLAN

#### *Process Improvements:*

“Support land use planning practices that discourage low-density greenfield development on the urban fringe and that prioritize infill development.”

“Focus on communicating the myriad benefits of investments in bicycle and pedestrian infrastructure, especially communicating the economic benefits, to generate greater support from potential stakeholders.”

## METROPOLITAN TRANSPORTATION PLAN

### *Walking and Bicycling Objectives:*

“Identify transportation projects that promote environments conducive to walking and biking.”

“Improve walking and biking connections and reduce network gaps.”

“Make bicycling more competitive with automobile travel in the region”

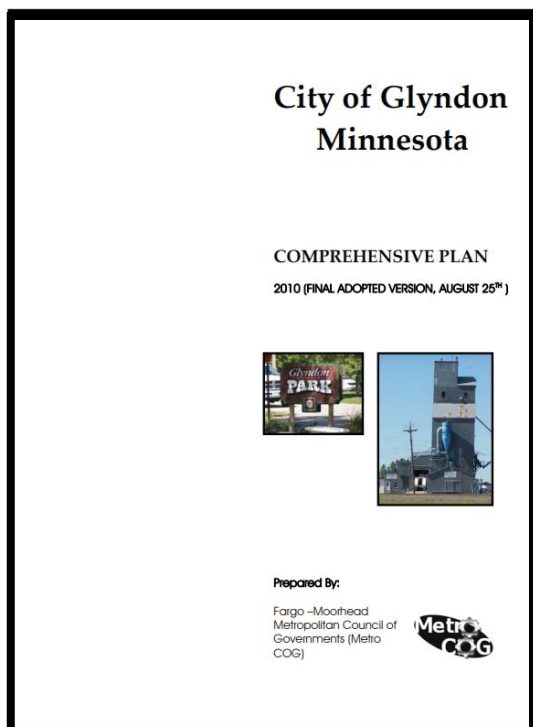
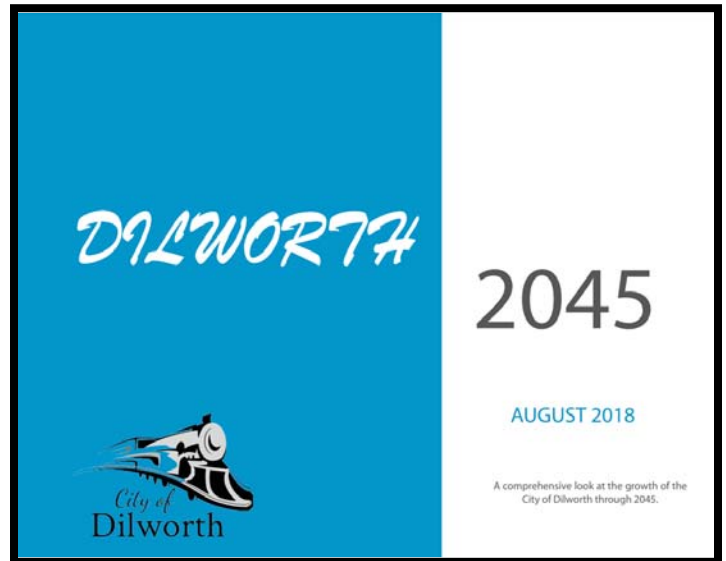
## COMPLETE STREETS POLICY

### *Statement of Policy:*

“Complete Streets is an on-going and comprehensive planning, design, construction, and operations process, with a long-range perspective, aimed at improving safety, usability, and quality of life. By embracing Complete Streets, Metro COG seeks to plan and program public rights-of-way that fully integrate and balance the needs of all street users, including bicyclists, pedestrians, transit users, commercial vehicles, emergency services vehicles and passenger vehicles. Users of all ages and abilities will be considered. The Complete Streets process will apply to street projects, including construction, reconstruction, and maintenance. Because Complete Streets are context sensitive, a Complete Street in one neighborhood may look very different from a Complete Street in another neighborhood, but both are designed to balance the safety and convenience for everyone using the public right-of-way. Successful achievement of this vision will result in the creation of a complete transportation network for all modes of travel (as opposed to 5 trying to make each street perfect for every traveler), and may result in fewer crashes, lower

severity crashes, improved public health, less air, water, and noise pollution, as well as lower overall transportation costs for the public and for their governing bodies.

By approving this policy, Metro COG and its member local units of government as well as the Minnesota Department of Transportation (MnDOT) and the North Dakota Department of Transportation (NDDOT) have dedicated themselves to planning, designing, constructing, and/or operating the transportation network to a higher/ more inclusive set of planning goals. Exceptions to this standard should be rare. Metro COG encourages its member local units of government to adopt an official Complete Streets exception process that involves enhanced public input and to officially document exceptions when they occur."



# JURISDICTIONAL OPPORTUNITIES

The involvement of the city of Dilworth, the city of Glyndon, and the DGF School District is paramount in improving safe routes to school for students within the DGF School District. Cooperative efforts between the school district and cities, as well as Clay County and the Minnesota Department of Transportation (MnDOT), will make for successful safe routes to school efforts.

This section highlights the efforts that the cities of Dilworth, Glyndon and the DGF School District can take to make biking and walking to school more convenient, accessible, and safer.

An aerial photograph of the Dilworth neighborhood in Charlotte, North Carolina. The image shows a mix of residential houses, trees, and streets. A prominent white water tower with the word "DILWORTH" written on it in blue letters is visible on the right side of the frame. The entire image has a semi-transparent dark blue overlay.


# CITY OF DILWORTH

PAGE 62

A photograph of a park sign for Glyndon Park. The sign is green with a brown border and features the name "Glyndon" in a cursive font and "PARK" in large, bold, block letters. Below the name is a small circular logo. The sign is set against a background of a green lawn and trees. The entire image has a semi-transparent green overlay.

# CITY OF GLYNDON

PAGE 66

A photograph of a sign for the Dilworth-Glyndon-Felton School District. The sign is blue and features the words "RESPECT", "RESPONSIBILITY", and "RIGHT CHOICES" in white, bold, capital letters. Below the text is a graphic of a rebel mascot, a figure with a topknot and a banner that says "REBELS". The sign is mounted on a blue pole. The entire image has a semi-transparent blue overlay.

# DILWORTH-GLYNDON-FELTON SCHOOL DISTRICT

PAGE 70

# City of Dilworth Citywide Opportunities

The city of Dilworth has made positive strides in recent years in making the city more walkable. These include installing ADA-compliant curb ramps at many existing intersections, designated and delineating several walking routes throughout the city, implementing a sidewalk snow shoveling program known as Shovel Dilworth, and more. In addition, the city has an ordinance (154.06-H) stating that all new subdivisions shall provide sidewalks on both sides of the street.

However, there is still plenty of work that can be done throughout the city to make walking and biking to school more convenient, inviting, and safer. Below are areas in which the city can improve walking and biking conditions for both students and residents.

## **SIDEWALK IMPROVEMENTS**

There are several locations within the city, especially in the older areas, where sidewalk conditions are in poor condition and likely don't meet ADA standards. For an inventory of sidewalk conditions, see sidewalk conditions map on page 28.

The city should determine a replacement plan for sidewalks that are in poor condition and don't comply with ADA standards. These sidewalk replacements could be prioritized based on proximity to the school and sidewalk condition.

In addition, the city should review locations where sidewalks meet intersections to ensure that ADA-compliant curb ramps are installed. If sidewalks at intersections don't meet ADA requirements, the city should begin the process of replacing non-compliant curb cuts with ADA-compliant curb ramps. Furthermore, sidewalks shall be 5 feet in width in order to meet ADA standards. A minimum of 3 feet is acceptable for short segments.



## MISSING SIDEWALKS

There are various locations in the city where roadways are void of any adjacent sidewalks. In addition, there are locations in the core of the city where there are missing gaps in the sidewalk network. It's understood several lots in the core of the city had sidewalks but were removed over the years mostly by residents.

It's recommended that the city reinstall sidewalks where sidewalks have been removed with the highest priority given to missing sidewalks within close proximity to the school. The city should also consider installing sidewalks along roadways without any adjacent sidewalks.

Also, many of the roadways crossing Ditch 50 don't include sidewalks. The city should consider installing sidewalks at such ditch crossings.

## FUTURE STREETS/DEVELOPMENTS

For future city street layouts, the city of Dilworth should strive for street connectivity and discourage cul-de-sacs. If cul-de-sacs or disconnected roadways are installed, the city or developer should provide sidewalks connecting disconnected streets and cul-de-sacs to neighboring streets.

Future local streets should be relatively narrow (34 feet in width or less) which could calm traffic speeds and will reduce pedestrian crossing distances at intersections. Narrow streets also save taxpayer money by reducing the amount of materials needed in constructing and maintaining the street.

## SHARED USE PATH INFRASTRUCTURE

The city of Dilworth should continue to pursue the installation of new shared use paths as identified in past plans such as the Metropolitan Bicycle & Pedestrian Plan, Dilworth Comprehensive Plan, US-10 Corridor Study, and any other relevant plans.

## LIGHTING

The city of Dilworth has adequate lighting in the newer areas of town (newer areas are defined as locations west of CR 9 and east of 7th St NE). The core area of the city, including the neighborhoods surrounding the school, were observed to have moderate/low lighting. It is suggested that the city increase lighting in the core area of the city, particularly in the vicinity of the school.

When conducting a lighting assessment in March of 2023, it was observed that numerous streetlights were out. It is recommended that the city replace all inoperable lights and conduct a field review of all city streetlights annually and replace inoperable lights accordingly.

## ENFORCEMENT

Police presence and enforcement is crucial in ensuring safety and compliance near the school and elsewhere in Dilworth. Having Police enforcing speeding limits, reckless driving, illegal parking, non-compliance with stop signs, and other infractions will help keep students safe as they walk and bike to and from school.

Law enforcement officers can also assist with safe routes to school education and encouragement programs.

## STREET CROSSINGS

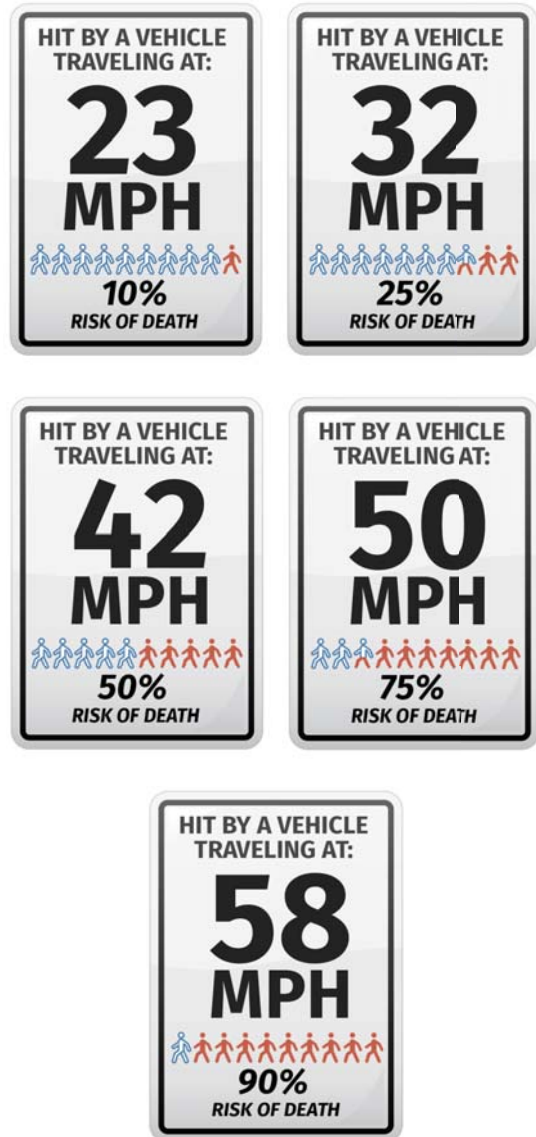
The city should continue to maintain striping of existing crosswalks and consider striping new crosswalks at locations where higher pedestrian volumes exist, such as near the school. To help provide visibility between motorists and pedestrians, on-street parking should not be permitted within 30 feet of a crosswalk or intersection. This is detailed in Dilworth’s Ordinance 73.04. Since this ordinance may not be familiar to all drivers, it is advised that NO PARKING signs be installed 30 feet in advance of intersections to keep vehicles from parking within these zones. For more information on parking sign recommendations, please refer to pages 34 and 35.

Future design of intersections can include curb extensions (bulb-outs) which would calm traffic speeds, provide better pedestrian visibility, and shorten the crossing distance for pedestrians at intersections.

## SPEED LIMITS

Vehicle speeds can have a major impact on the risk of serious injury or death to a pedestrian if struck. Data from the US Department of Transportation shows that a pedestrian struck by a vehicle at 23 mph has a 90% chance of survival, while a pedestrian struck at 32 mph only has a 75% chance of surviving. As speeds increase, the risk of death to a pedestrian increases exponentially.

The existing speed limit on local streets in Dilworth is 30 mph. If the speed limit on Dilworth’s local street could be reduced to 25 mph, this could increase the rate of survival if a vehicle-pedestrian accident were to occur. Therefore, it is recommended that the speed limit on Dilworth’s local streets be reduced from 30 mph to 25 mph.



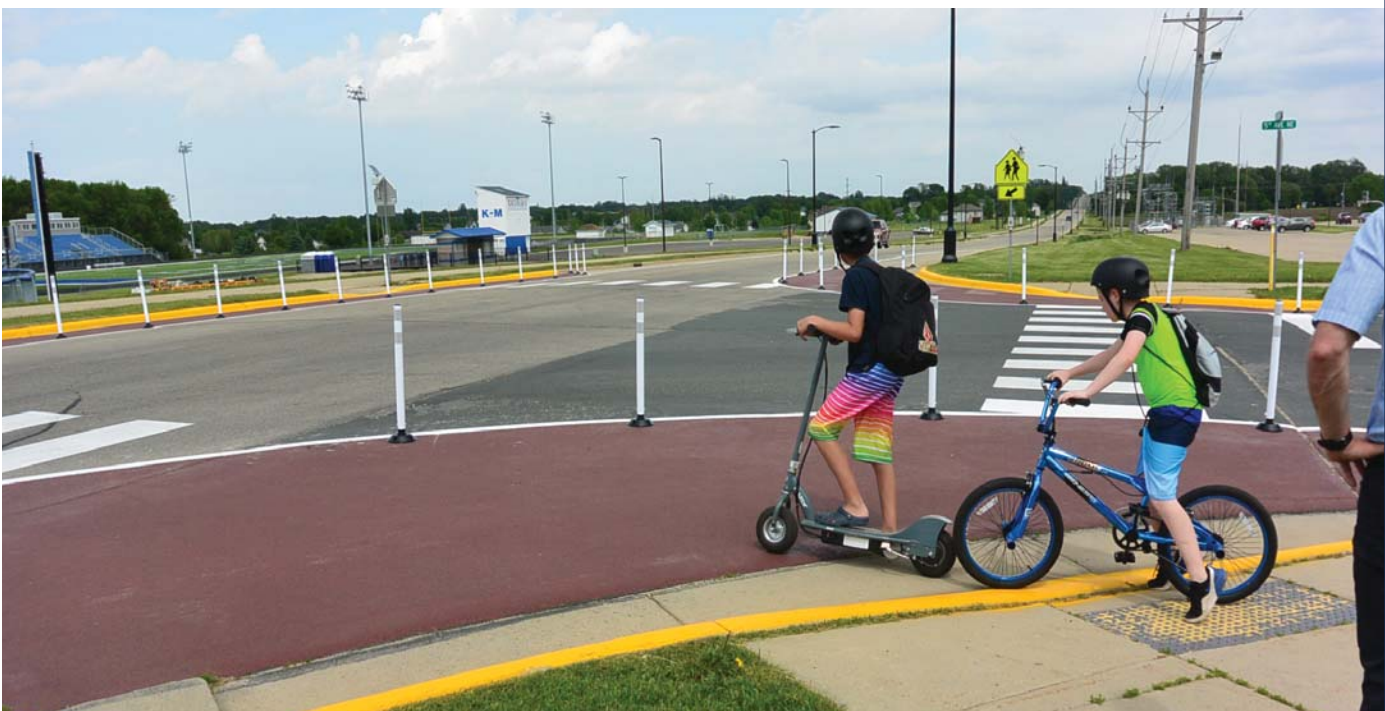


## DEMONSTRATION PROJECTS

Demonstration projects are short term, low-cost, temporary roadway projects that allow communities to pilot and evaluate potential infrastructure improvements before investing in long-term changes. Projects may include curb extensions (bulb-outs), median safety islands, crosswalk markings, and more.

The city could utilize demonstration projects at locations where certain infrastructure recommendations are noted in this plan. The following resources are available to guide implementation of demonstration projects:

- <http://www.dot.state.mn.us/saferoutes/documents/mndot-demonstration-project-implementation-guide-final.pdf>
- <http://tacticalurbanismguide.com/>



# City of Glyndon Citywide Opportunities

The city of Glyndon, in partnership with the county and state, have undergone recent efforts in making corridors safer for bicycle and pedestrian users. In 2019 the city of Glyndon in conjunction with Clay County reconstructed Parke Ave to include a continuous sidewalk on the west side and a continuous shared use path on the east side of the roadway. In 2017 MnDOT improved US Highway 10 which included a sidewalk on the south side of the highway.

While the improvements noted above have made the city of Glyndon more bicycle and pedestrian friendly, many more improvements can be made to make biking and walking to school safer and more inviting for students. Below are areas in which the city can improve walking and biking conditions for both students and residents.

## MISSING SIDEWALKS

The majority of roadways in Glyndon aren't accompanied by adjacent sidewalks. The ditch layout of many of the existing city streets will make it more difficult and expensive to implement sidewalks versus curb & gutter roadway layouts. However, the city should consider installing sidewalks along key city streets, especially those within close proximity to the DGF Middle/High School. To meet ADA standards, sidewalks shall be 5 feet in width. However, a minimum of 3 feet in width is acceptable for short segments.

## SIDEWALK IMPROVEMENTS

Where sidewalks do exist in Glyndon, many are in poor condition. For an inventory of sidewalk conditions, see sidewalk conditions map on page 44. The city should replace sidewalks in poor condition with priority given to those with close proximity to the school.

In addition, the city should review locations where sidewalks meet intersections to ensure that ADA-compliant curb ramps are installed. If sidewalks at intersections don't meet ADA requirements, the city should begin the process of replacing non-compliant curb cuts with ADA-compliant curb ramps.



## FUTURE STREETS/DEVELOPMENTS

For future city street layouts, the city of Glyndon should consider better street connectivity and discourage cul-de-sacs. If cul-de-sacs or disconnected roadways are installed, the city or developer should provide sidewalks connecting disconnected streets and cul-de-sacs to neighboring streets.

Future local streets should be relatively narrow (34 feet in width or less) which could calm traffic speeds and will reduce pedestrian crossing distance at intersections. Narrow streets also save taxpayer money by reducing the amount of materials needed in constructing and maintaining the street.

Also, it is recommended that the city of Glyndon require sidewalks along all future city streets. The city could require sidewalks on both sides of all future streets or, to save costs, require sidewalks on just one side of the street. This requirement could be written into Glyndon's city ordinance.



## LIGHTING

The city of Glyndon has adequate lighting in all neighborhoods south of 7th St and north of US-10. The core area of the city (between US-10 and 7th St), including the neighborhoods east of the school, were observed to have moderate/low lighting. It is suggested that the city increase lighting in the core area of the city, particularly in the vicinity of the school.

It was observed that the lights along Parke Ave were spaced adequately; however, the illumination was localized and did not provide ample lighting to the trail on the east side of Parke Ave. The city/county should consider revising the light heads to provide a broader distribution of light.

When conducting a lighting assessment in March of 2023, it was observed that several streetlights were out. It is recommended that the city replace all inoperable lights and conduct a field review of all city streetlights annually and replace inoperable lights accordingly.



## STREET CROSSINGS

The city should continue to maintain striping of existing crosswalks. At such time that Glyndon has a more complete sidewalk network, new crosswalks can be installed at locations where higher pedestrian volumes exist, such as near the school. To help provide visibility between motorists and pedestrians, on-street parking should not be permitted within 30 feet of a crosswalk or intersection. If the city chooses to adopt such an ordinance, it is advised that NO PARKING HERE TO CORNER signs be installed 30 feet in advance of intersections to keep vehicles from parking within these zones.

Future design of intersections can include curb extensions (bulb-outs) which would calm traffic speeds, provide better pedestrian visibility, and shorten the crossing distance for pedestrians at intersections.

## ENFORCEMENT

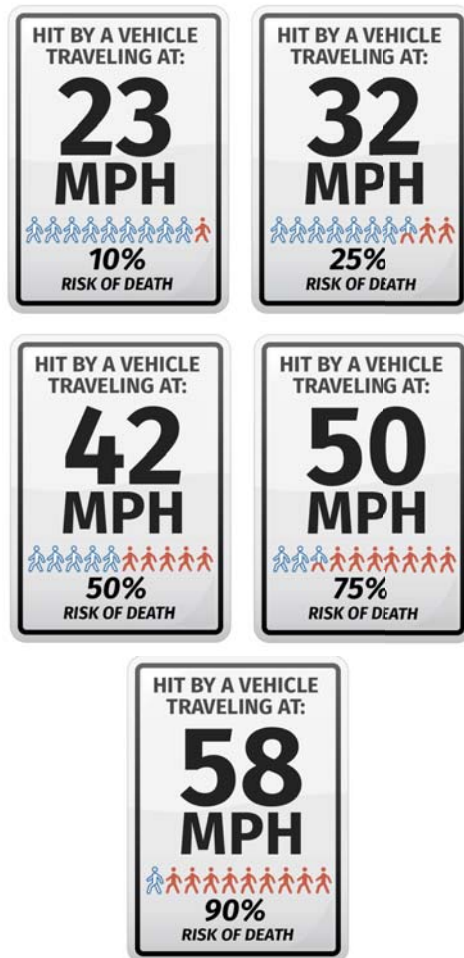
Police presence and enforcement is crucial in ensuring safety and compliance near the school and elsewhere in Glyndon. Having Police enforcing speeding limits, reckless driving, illegal parking, non-compliance with stop signs, and other infractions will help keep students safe as they walk and bike to and from school.

Law enforcement officers can also assist with safe routes to school education and encouragement programs.

## SPEED LIMITS

Vehicle speeds can have a major impact on the risk of serious injury or death to a pedestrian if struck. Data from the US Department of Transportation shows that a pedestrian struck by a vehicle at 23 mph has a 90% chance of survival, while a pedestrian struck at 32 mph only has a 75% chance of surviving. As speeds increase, the risk of death to a pedestrian increases exponentially.

The existing speed limit on local streets in Glyndon is 30 mph. If the speed limit on Glyndon's local street could be reduced to 25 mph, this could increase the rate of survival if a vehicle-pedestrian accident were to occur. Therefore, it is recommended that the speed limit on Glyndon's local streets be reduced from 30 mph to 25 mph.





# Dilworth-Glyndon-Felton School District Opportunities

The DGF School District has a range of opportunities that can make safe routes to school more successful in the district. Below are opportunities which can be applied district-wide.

## SIDEWALKS AND PATHS

Due to the number of students using the sidewalks and paths on school property, especially during school arrival and dismissal times, it is important to ensure that sidewalks and paths are wide enough to accommodate the high number of students. The goal should be to provide enough space for students walking, biking, and waiting on sidewalk areas to not need to leave the sidewalk due to lack of space. It is especially important that students not spill onto a street if the sidewalks or paths are too crowded.

The school district should ensure that sidewalks, curb cuts, and other infrastructure on school property meet ADA standards. In addition, sidewalks and paths should be well maintained to avoid any tripping hazards and should be clear of snow and ice during the winter months.

## SCHOOL ENTRANCES

While schools often desire to have a single point of entry for security purposes, this also has implications for school drop-off zones. The single point of entry for schools can create vehicle congestion and pedestrian safety concerns as parent vehicles, buses, students walking and biking are all converging on one location. Even when restrictions are made to keep parents from dropping off near the single point of entry, parents often find locations as close as possible to the entrance to drop off students.

By allowing a second point of entry at schools, students can be dropped off at a second location, thus dispersing the traffic and reducing the vehicle congestion and associated pedestrian safety concerns. It is encouraged that schools have a second point of entry during school arrival while ensuring this second point of entry is secured and staffed when unlocked.

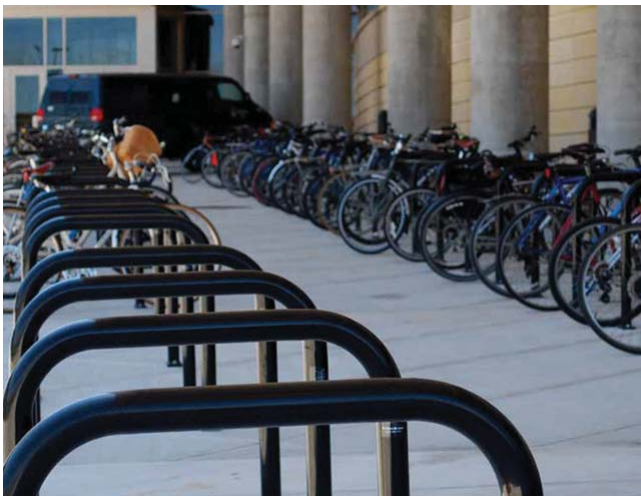


## BICYCLE PARKING

The placement and design of bicycle parking often goes overlooked. Locating bicycle parking at the main entrance(s) of a school will make biking to and from school more convenient and thus encourage more biking to/ from school. Locating bicycle parking near the entrance(s) of a school also makes parked bikes more visible, lessening the chance of theft.

Bicycle parking should be installed on paved surfaces and should be free of nearby obstacles which could hinder the circulation of students and their bikes. While it is typical for schools to provide the comb-style bike racks, the Association of Pedestrian & Bicycle Professionals (APBP) recommends bike racks that provide two points of contact with the bike and accommodate varying styles of bike. A common type of bike rack that meets APBP standards is the inverted U-shaped rack pictured on this page.

Schools should also ensure that there is adequate capacity at the bicycle parking areas to accommodate all bikes. Even if additional bicycle parking spaces are available, this could encourage other students to choose to bike to school.



## EDUCATION AND ENCOURAGEMENT PROGRAMS

Education and encouragement programs can be key components in successful safe routes to school efforts. See the Programs section on page 72 of this plan for details on recommended programs.



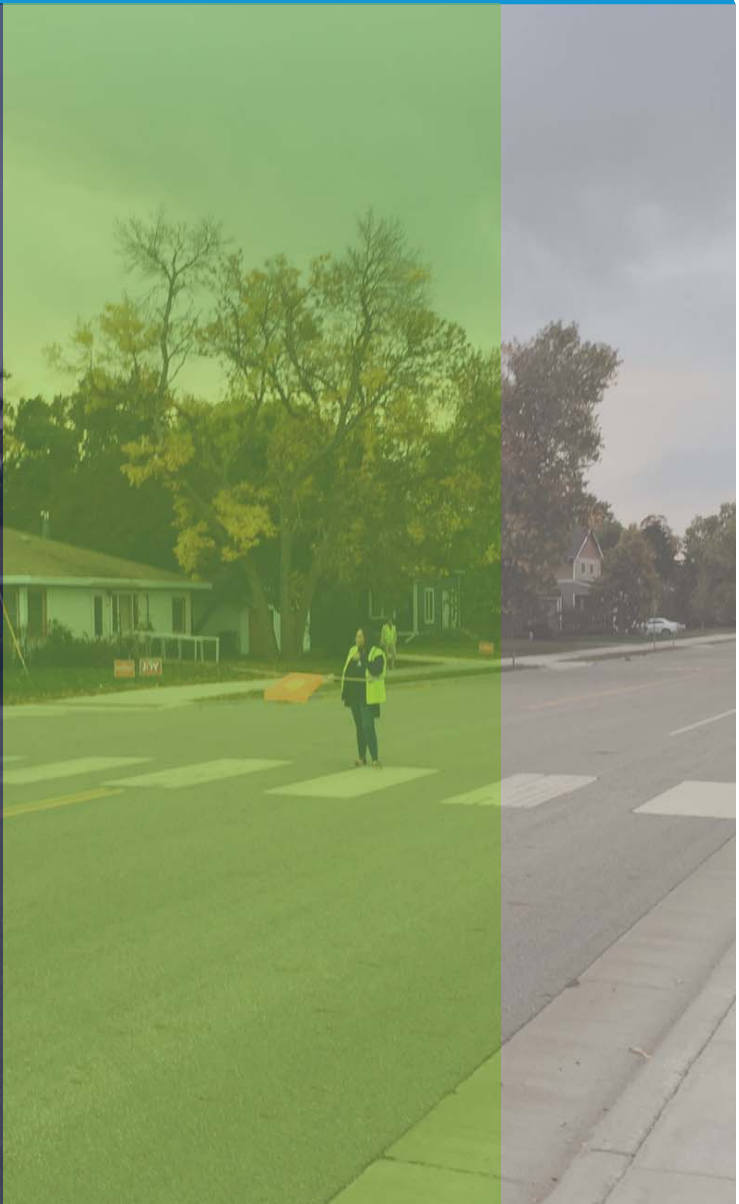
# PROGRAMS

Increasing the number of students who can safely walk and bike to school requires a combination of infrastructure improvements and programmatic strategies.

This section includes recommendations for education, encouragement, and enforcement strategies to increase awareness, understanding, and excitement for walking and biking to school.

Suggested programs include:

- Bike Fleet
- Crossing Guard / Student Safety Patrol
- Drop & Walk / Remote Drop-Off
- Safety Campaign
- School Communication
- Walk/Bike Safety Education
- Walk/Bike to School Day
- Bike Rodeo







### **BIKE FLEET**

A bike fleet is a set of bicycle purchased for a school or school district to be used for student events, training, and education. Bike fleets are used by students to promote healthy and active living, teach skills in bicycle safety, and encourage biking to school. Bike fleets can be used for a variety of activities and events including in-class biking instruction, class bike rides and field trips, bike clubs, bike rodeos, and more. The DGF School District currently has a bike fleet which is used occasionally for physical fitness activities and to educate students on bicycle safety.

#### *RESOURCES*

- [https://www.dot.state.mn.us/mnsaferoutes/resources/bike\\_fleets.html](https://www.dot.state.mn.us/mnsaferoutes/resources/bike_fleets.html)



### **CROSSING GUARD / STUDENT PATROL**

Crossing guards are trained adults, paid or volunteer, who are legally empowered to stop traffic to assist students with crossing the street. Students can also be trained as members of a school safety patrol to help enhance enforcement of pick-up and drop-off procedures and facilitate pedestrian crossings on and adjacent to the school. The DGF Middle/High School currently has school staff crossing guards, however the DGF Elementary School currently does not.

#### *RESOURCES*

- <https://www.dot.state.mn.us/mnsaferoutes/training/crossing-guard.html>



### DROP & WALK / REMOTE DROP-OFF

During a drop and walk or remote drop-off event, buses and parent drivers drop students at a designated off-campus location and students walk the rest of the way to school. Designated locations are typically a block or more from the school. Remote drop-off events can help reduce congestion near campus and provide an opportunity for students who live further from school to walk.

#### RESOURCES

- <http://www.dot.state.mn.us/mnsaferoutes/training/bus-stop-and-walk/index.html>
- <http://www.dot.state.mn.us/mnsaferoutes/training/park-and-walk.html>



### SAFETY CAMPAIGN

A safety campaign is an effective way to build awareness around students walking and biking to school and encourage safe driver behavior among student drivers, parents, and other motorists. A campaign can use media at or near schools including posters, business window stickers, yard signs, and/or street banners to remind drivers to slow down and use caution near schools. This type of campaign can also address specific behaviors such as walking or biking to school, school bus safety, and/or parent drop-off and pick-up behavior.

#### RESOURCES

- [http://guide.saferoutesinfo.org/education/all\\_drivers\\_near\\_the\\_school.cfm](http://guide.saferoutesinfo.org/education/all_drivers_near_the_school.cfm)
- <https://mnsaferoutesplanning.org/programs-schoolsafety-messaging/>
- <http://www.dot.state.mn.us/peds/safety-education.html>
- <http://www.dot.state.mn.us/peds/documents/education/campaign-posters.pdf>

**Why Walk or Bike to School?**

**It's healthy!**  
Walking and biking are great ways to get more physical activity.

**It's good for learning!**  
Kids who are active arrive at school focused and ready to learn.

**It's good for the community!**  
Walking and biking are activities that get people outside and talking with their neighbors.

**It's good for the environment!**  
Walking and biking don't produce air pollution and are sustainable modes of transportation.

**It's fun!**  
Walking and biking are fun for the whole family!

**School Bus Safety Tips**

**Be alert around school buses and look for children.**  
Children are often unpredictable and more likely to take risks, ignore hazards, or fail to look both ways when crossing the street.

**It is illegal to pass a school bus that is stopped to load or unload children.**

**Motor vehicles travelling in both directions are required to stop on undivided roadways when students are entering or exiting a school bus.**

**Never pass a school bus on the right.**

**If the yellow or red lights on a school bus are flashing and the stop arm is extended, traffic must stop.**

**SAFE ROUTES -to- SCHOOL**

*Safe Routes to School programs make walking and biking to school easier and safer. Follow these tips to make it safer for students and for everyone!*

MINNESOTA SAFE ROUTES TO SCHOOL  
www.mnsaferoutestoschool.org  
CITY OF ROGERS, MINNESOTA



## SCHOOL COMMUNICATION

Schools already communicate with families to notify them of events, procedures, and other news and updates. Safe Routes to School messaging can be integrated into existing school communication channels to elevate walking and biking as a transportation option, educate families about the benefits of Safe Routes to School, and promote upcoming events and programs. Messaging may include tips on dressing appropriately for the weather and resources for safe walking and biking routes and habits.

### RESOURCES

- <http://guide.saferoutesinfo.org/education/parents.cfm>
- <https://mnsaferoutesplanning.org/programs-schoolsafety messaging/>

## WALK/BIKE SAFETY EDUCATION

The ability to walk and bicycle safely is an important life skill that must be taught. Ideally, the responsibility of teaching students how to safely navigate traffic while walking and biking is a shared responsibility between caregivers and schools. Investing in ongoing trainings for children and young adults prepares them for a lifetime of safe walking and biking and lays the foundation for a general understanding of traffic safety. Walk/bike education can be implemented through a variety of programs including in-class safety curriculum, group bicycle rides, and driver's education.

### RESOURCES

- <http://guide.saferoutesinfo.org/education/children.cfm>
- <https://mnsaferoutesplanning.org/programs-postertshirtvideo/>



### **WALK/BIKE TO SCHOOL DAY**

Walk and Bike to School Days build support and enthusiasm for walking and biking to school, and provide structure and reassurance to parents whose children are participating. National events take place one day each year: Walk to School Day takes place in early October, and Bike to School Day takes place in early May. These events give school officials, parents, and students a taste of what it's like to walk or bike to school and can help staff identify parents and staff who may be interested in doing more. Many schools and communities hold more frequent walk/bike to school day events such as Walking Wednesdays or monthly walk/bike to school days.

#### *RESOURCES*

- <http://www.walkbiketoschool.org/>



### **BIKE RODEO**

Bike rodeos are fun events that provide students with a basic understanding of safe and effective biking. Bike rodeos often have multiple stations that teach bicycle handling skills and educate participants about bike safety and rules of the road. Bike rodeos can be held as part of a larger event or on their own, and may be integrated into the school day or held outside of school hours. Bicycle rodeos can be administered through local health departments, police, or fire departments with help from adult volunteers.

#### *RESOURCES*

- <https://www.minnesotasafetycouncil.org/bicycle/programs/rodeo/station1.cfm>



# FUNDING OPPORTUNITIES & OTHER ASSISTANCE

A variety of options exist to further plan, design, and implement Safe Routes to School (SRTS) projects including infrastructure and programs. This section provides information on potential funding sources and technical assistance to support school district and community efforts to improve conditions for students walking and biking to school.



# INFRASTRUCTURE GRANTS

Infrastructure grants are used to implement various infrastructure projects and improvements.

## MN STATE FUNDED SRTS INFRASTRUCTURE GRANTS

This grant is available statewide to communities to construct infrastructure that improves access and safety on prioritized routes to and at schools. Past grants have included sidewalks to schools, trails along state highways, and improved crossings on school walking routes. A SRTS plan is recommended to apply and no funding match is required.

### RESOURCES

- <http://www.dot.state.mn.us/saferoutes/infrastructure-grants.html>

## SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The STBG is a Federal-aid transportation program which provides flexible funding which can be used by states and municipalities for projects including pedestrian and bicycle infrastructure, bridge and tunnel projects on any public road, transit capital projects, and projects on any Federal-aid roadway.

For more information regarding this program please contact Metro COG using the following link:

<https://www.fmmetrocog.org/contact-us>

## TRANSPORTATION ALTERNATIVES (TA) GRANTS

The annual Transportation Alternatives (TA) grant is a grant which provides funding for infrastructure projects for alternative modes of transportation such as walking and biking. Safe Routes to School infrastructure projects and improvements are eligible under this program. This Federally-funded grant opportunity, administered by the Minnesota Department of Transportation (MnDOT), requires a minimum 20% local funding match.

While many jurisdictions have been successful in receiving funding through this grant, it is recommended that submitted projects are \$200,000 or greater due to the Federal regulations required if awarded.

### RESOURCES

- <http://www.dot.state.mn.us/ta/index.html>

**RECREATIONAL TRAILS PROGRAM (RTP)**

This Federal grant administered by the Minnesota DNR provides funding for maintenance and development of motorized, non-motorized, and diversified trails. While this program is intended for recreational trails, some overlap between recreational trails and routes to school can occur. For example, shared use paths often serve as both a recreational trail and a route to school.

*RESOURCES*

- [https://www.dnr.state.mn.us/grants/recreation/trails\\_federal.html](https://www.dnr.state.mn.us/grants/recreation/trails_federal.html)

**REGIONAL TRAILS GRANT PROGRAM**

Administered by the Minnesota DNR, the Regional Trails Grant Program provides grant funding to local units of government to promote development of regionally significant trails in greater Minnesota. While this grant is not geared to provide funding specific to safe routes to school, the proposed Heartland Trail in Clay County would be eligible for funding. The proposed Heartland Trail is planned to be constructed through both Dilworth and Glyndon.

*RESOURCES*

- [https://www.dnr.state.mn.us/grants/recreation/trails\\_regional.html](https://www.dnr.state.mn.us/grants/recreation/trails_regional.html)

**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

HSIP is a Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. Within Minnesota, HSIP is administered by the Minnesota Department of Transportation (MnDOT).

*RESOURCES*

- <https://www.dot.state.mn.us/trafficeng/safety/hsip.html>

**CARBON REDUCTION PROGRAM**

This new program, part of the recently passed Federal Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act), provides funding to projects which help in the reduction of carbon emissions. Eligible projects can include the construction of bicycle and pedestrian sidewalk/trail facilities and other nonmotorized transportation projects.

For more information regarding this program please contact Metro COG using the following link:

<https://www.fmmetrocog.org/contact-us>



## **PEOPLEFORBIKES COMMUNITY GRANT PROGRAM**

PeopleForBikes is a coalition of bicycle suppliers and retailers that has awarded more than \$3.5 million in community grants and leveraged an additional \$775 million since its inception in 1999. The community grant program funds bike paths, lanes, bridges, bike racks/bike parking, bike repair stations, and more. This grant accepts requests for funding up to \$10,000 with a minimum of 50% local funding match.

### *RESOURCES*

- <https://www.peopleforbikes.org/grants>

## **NON-INFRASTRUCTURE GRANTS**

One non-infrastructure grant has been identified and is shown below.

### **MN SAFE ROUTES TO SCHOOL BOOST GRANTS**

The Minnesota Safe Routes to School Boost grants are intended to help boost Safe Routes to School efforts. Through these grant awards, the Minnesota Department of Transportation (MnDOT) will support communities with existing Safe Routes to School (SRTS) plans, or other comprehensive SRTS approaches, in advancing non-infrastructure strategies for schools that support making it safe, easy and fun for students to walk and bicycle to school.

### *RESOURCES*

- <http://www.dot.state.mn.us/saferoutes/boost-grants.html>

## **TECHNICAL ASSISTANCE**

Some technical assistance opportunities are available for school districts and jurisdictions who wish to apply.

### **MN SAFE ROUTES TO SCHOOL DEMONSTRATION PROJECT TECHNICAL ASSISTANCE**

Administered by the Minnesota Department of Transportation (MnDOT), Safe Routes to School Demonstration Project Technical Assistance will support communities with existing Safe Routes to School plans, or other comprehensive SRTS approaches, in undertaking the process to plan, design and implement a SRTS demonstration project in their community.

### *RESOURCES*

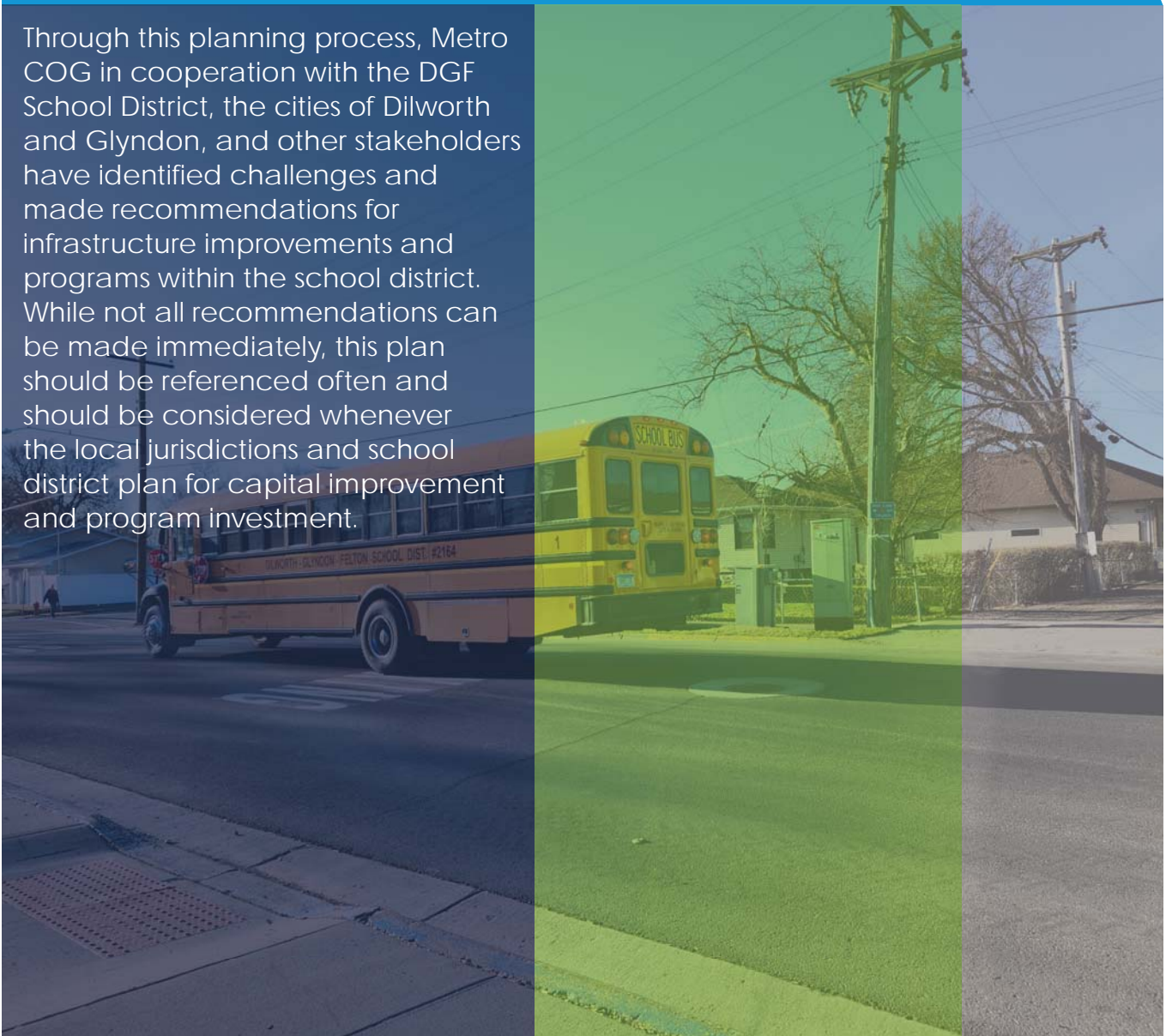
- <http://www.dot.state.mn.us/saferoutes/demonstration-ta.html>

FUNDING AND ASSISTANCE ELIGIBILITY					
FUNDING SOURCE	SIDEWALKS	TRAILS/PATHS	TRAFFIC CALMING	CROSSINGS/INTERSECTIONS	PROGRAMS
MN State Funded SRTS Infrastructure Grant	•	•	•	•	
Transportation Alternatives (TA) Grant	•	•	•	•	
Surface Transportation Block Grant (STBG)	•	•	•	•	
Recreational Trails Program (RTP) Grant		•			
Regional Trails Grant Program		•			
Highway Safety Improvement Program (HSIP)	•	•	•	•	
Carbon Reduction Program	•	•	•	•	
PeopleForBikes Community Grant Program		•			
MN Safe Routes to School Boost Grants					•
MN Safe Routes to School Demonstration Project Technical Assistance			•	•	



# IMPLEMENTATION

Through this planning process, Metro COG in cooperation with the DGF School District, the cities of Dilworth and Glyndon, and other stakeholders have identified challenges and made recommendations for infrastructure improvements and programs within the school district. While not all recommendations can be made immediately, this plan should be referenced often and should be considered whenever the local jurisdictions and school district plan for capital improvement and program investment.



## **CITY INFRASTRUCTURE IMPROVEMENTS**

The cities of Dilworth and Glyndon are encouraged to reference the Suggested Improvements tables for the respective schools on pages 36 and 50. These improvements are categorized as short, mid, and long-range projects. The cities can use these suggested ranges as guides to implementation timeframes. Other, more citywide infrastructure improvement suggestions can be found in the Dilworth and Glyndon Citywide Opportunities sections of this plan. The cities of Dilworth and Glyndon are encouraged to partner with other jurisdictions on infrastructure improvements which may involve the other jurisdictions, which may include the DGF School District, Clay County, and MnDOT.

## **SCHOOL SITE IMPROVEMENTS**

A host of school site improvements are suggested for both the Dilworth and Glyndon schools. These improvements can be found in the Suggested Improvements tables for the respective schools on pages 36 and 50. The school district should consider implementing the suggested improvements and can use the improvement ranges as a guide to the preferred timeframe to implement the improvements. These improvements are categorized as short, mid, and long-range projects. In addition to the suggested improvements in the school sections, additional district-wide improvements can be found in the Dilworth-Glyndon-Felton School District Opportunities section of this plan.

## **CONSIDER EQUITY**

Some students and families experience more barriers than others to walking and biking to school. When thinking about improvements and programs, make sure to consider this and prioritize investments and resources to give the most vulnerable students a safe and comfortable walk and bike to school. Please refer to the environmental justice areas identified in the schools' Existing Conditions maps shown in this plan. The environmental justice areas show where largely low income and minority populations reside.

## **CONSIDER A SRTS WORKING GROUP**

One of the best ways to track success and continue the momentum built from this plan is to create and sustain a Safe Routes to School working group that meets on a regular basis (quarterly, for example). This group can discuss progress related to recommendations, program implementation, coordinate on any upcoming needs, and generally, stay connected. SRTS working groups are most successful when one person takes the lead to organize meetings and set agendas.

## **BUILD PARTNERSHIPS**

Look for opportunities to strengthen existing partnerships and build new ones. Reach out to parents, community members, local agency partners and community organizations, and other stakeholders to expand capacity and build support for SRTS initiatives.

**TRACK PROGRESS**

Continue to track trips and survey parents and students about their experiences walking and biking to school. Conducting regular evaluations will help SRTS implementers understand what works and what doesn't work and allocate resources accordingly. Consider developing an annual progress report to track and share progress.

**REFERENCE PAST PLANNING EFFORTS**

When making safe routes to school improvements, it is suggested that information and recommendations from past plans and studies be considered. Local plans tend to have consistent recommendations and this plan is in-line with many of the recommendations of past planning efforts. Relevant plans/studies include:

- [US 10 Dilworth Corridor Study \(2023\)](#)
- [Clay County Comprehensive Plan \(2022\)](#)
- [Dilworth Comprehensive Plan \(2018\)](#)
- [Glyndon Comprehensive Plan \(2010\)](#)

**PLAN UPDATES**

Consider a comprehensive update to DGF's Safe Routes to School plan every five to ten years. It may be particularly important to update the plan if a major modification is made to the school sites or another school facility is introduced into the district. By updating the plan regularly, the recommendations can remain relevant and can address the latest needs of the school sites, parents, and particularly students.

**USING THE SIX E'S**

Metro COG has included the "Six E's" of Safe Routes to School planning into the development of this plan. It is encouraged that the "Six E's" continue to be integrated throughout the implementation of this plan. The "Six E's" include: Equity, Education, Encouragement, Engineering, Enforcement, and Evaluation. A further description of these can be found on page 7 of this plan.



*EQUITY*



*EDUCATION*



*ENCOURAGEMENT*



*ENGINEERING*



*ENFORCEMENT*



*EVALUATION*

USE THIS PLAN TO CREATE HEALTHY, ACTIVE, AND SAFE COMMUNITIES





**METROCOG**  
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

