



MOORHEAD SAFE ROUTES TO SCHOOL PLAN

METROCOG

DRAFT

December 2024

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota and Minnesota Departments of Transportation, the Federal Highway Administration and the Federal Transit Administration. Additional funding was provided through local contributions from the governments of Fargo, West Fargo, Horace, and Cass County in North Dakota; and Moorhead, Dilworth, and Clay County in Minnesota. The United States government and the states of North Dakota and Minnesota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the states of North Dakota and Minnesota, and the Fargo-Moorhead Metropolitan Council of Governments do not endorse products or manufacturers. Trade or manufacturers' names may appear therein only because they are considered essential to the objective of this document.

Table of Contents

INTRODUCTION

Why Safe Routes To School	5
The Six E's	6
Objectives & Methods	7
Using The SRTS Plan	9
Planning Process	11
Plan Development	12
Study Review Committee	13
Project Timeline	14
City and School District Background	15

PUBLIC ENGAGEMENT 18

ELEMENTARY SCHOOLS

Ellen Hopkins Elementary	21
Probstfield Elementary	34
S. G. Reinertsen Elementary	49
Robert Asp Elementary	67
Dorothy Dodds Elementary	84

MIDDLE SCHOOLS

Horizon Middle School	98
-----------------------	----

CITY-WIDE OPPORTUNITIES 115

PROGRAMS 118

FUNDING OPPORTUNITIES & ASSISTANCE 122

IMPLEMENTATION 126

Introduction

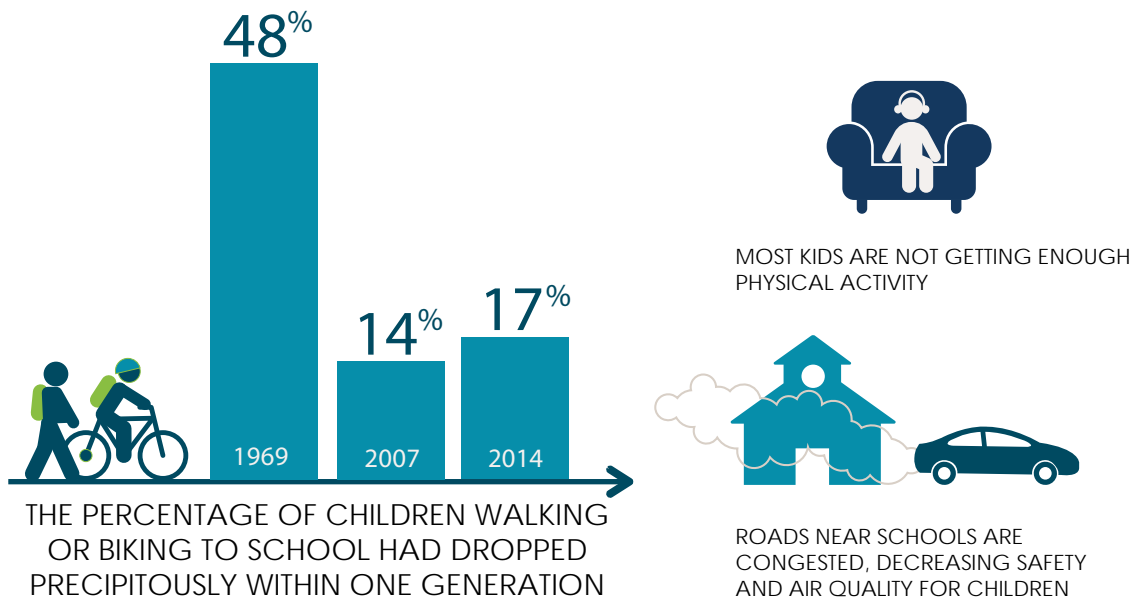
A Safe Routes To School plan was created for Moorhead Public Schools in 2009. Since then Moorhead has added a new elementary school, Dorothy Dobbs, and doubled the size of their Middle School, Horizon - both in 2017. In 2022, attendance area boundaries were changed to accommodate capacity issues affecting schools in east and south Moorhead.

This planning document encompasses the elementary and middle high schools located within the Moorhead Public School District.

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 Moorhead School District and City of Moorhead, Minnesota.



Why Safe Routes To School?

Today, less than 20% of k-8 students nationally walk or bike to school, but as recently as 1970, nearly 50% of students walked or biked to school. Where schools and housing are located, how roads are designed, and how automotive travel is prioritized have all contributed to this decline. Through policy changes, infrastructure improvements, and the implementation of programs, Safe Routes To School helps create physical and social environments that empower students, their families, and their communities to walk and bike more often. Communities that participate in Safe Routes To School also benefit from less air, noise, and water pollution; lower road maintenance costs; and more pleasant streetscapes for pedestrians, bicyclists, and drivers alike.

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

A REINFORCED CYCLE OF WALKING & BIKING TO SCHOOL



More Students walking & biking to school

Greater focus on policies & programs to support walking and biking

Better air quality and more pleasant bike & pedestrian environments

Safer and easier routes to and from 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 over arching 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.

OBJECTIVES

METHODS

1

INCREASE THE SAFETY OF STUDENTS WALKING & BIKING TO/FROM MOORHEAD PUBLIC SCHOOLS

ESTABLISH IDENTIFIABLE SAFE ROUTES TO SCHOOL FOR ALL SCHOOLS IN THE MOORHEAD PUBLIC SCHOOL DISTRICT

2

INCREASE THE HEALTH & PHYSICAL ACTIVITY OF STUDENTS IN THE MOORHEAD PUBLIC SCHOOL DISTRICT

ESTABLISH A PRIORITIZED LIST OF PROJECTS THAT CAN BE IMPLEMENTED FOR MOORHEAD PUBLIC SCHOOLS

3

PROVIDE EDUCATION RESOURCES FOR STUDENTS, STAFF, PARENTS, AND GUARDIANS

ESTABLISH POLICIES, ACTIVITIES, AND EDUCATION PROGRAMS THAT CAN BE IMPLEMENTED AT MOORHEAD PUBLIC SCHOOLS





Using The SRTS 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

POLICE, PUBLIC HEALTH, & CITY STAFF

City staff can be instrumental in re-orienting transportation policies and infrastructure around walking and biking to schools and other destinations. City staff can leverage their expertise to identify, advocate for, and implement changes that contribute toward a more multi-model transportation system. Key Policies that City Staff can support include:

- Reducing lane widths and speed limits
- Revising land use regulations to promote denser and more integrated land uses that promote walkable and bikeable trips
- Prioritizing municipal maintenance and snow clearing of all pedestrian and bike facilities
- Requiring complete streets infrastructure as part of all road reconstruction projects
- Police officers can prioritize and enforce activities that make it easier for students to walk and bike to school

SCHOOL DISTRICT EMPLOYEES

Teachers, administrators, and other Moorhead Public School staff members bring an important perspective and voice to advocate for a safer transportation system. 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 routes to school logistics such as crossing guard duties.

PARENTS, STUDENTS, & COMMUNITY MEMBERS

Parents can use this plan to understand the conditions at their child's school and to become familiar with the safest route 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 their child.

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 and infrastructure improvements. Community members, including seniors or retirees who may have more flexible schedules, may volunteer in establishing programs or other recommendations in this plan.

Students, neighborhood associations, families, and local businesses can have incredible influence when advocating for change in their school and broader community. Students, caregivers, and community members can support and lead SRTS initiatives including:

- Advocating for policy change and funding
- Developing campaigns to generate enthusiasm for SRTS
- Volunteering time to lead a Walking School Bus event or organize a bike drive
- Fundraising for SRTS programs and small infrastructure improvements projects

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.

The Planning Process

The Moorhead Safe Routes To School Plan encompasses the elementary and middle schools in the Moorhead School District. The Schools include; Dorothy Dobbs Elementary, Robert Asp Elementary, Ellen Hopkins Elementary, S.G. Reinertsen Elementary, Probstfeld Elementary, and Horizon Middle School.

This plan was guided the Minnesota Safe Routes To School Plan and by a study review committee comprised of representatives from Metro COG, The City of Moorhead, Moorhead Public School District, and PartnerSHIP 4 Health, a local health agency.

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



Plan Development

SCHOOL VISITS & FIELD OBSERVATIONS

To identify and understand existing assets and barriers, Metro COG conducted field observations of the various schools. Observations included an inventory of existing conditions and monitoring of the schools' arrival and dismissal procedures.

COMMUNITY ENGAGEMENT

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

OPPORTUNITIES FOR IMPROVEMENT

Since every recommended improvement cannot be completed at once, infrastructure improvements are prioritized into short, mid, and long-range for each school. This helps to achieve the greatest impact and increase the number of students who walk and bike.

IMPLEMENTATION

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



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 City of Moorhead, the Moorhead School District, Metro COG, and PartnerSHIP 4 Health.

STUDY REVIEW COMMITTEE MEMBERS

Chelsea Levorsen	Metro COG, Assistant Planner
Ayden Schaffler	Metro COG, Planning Intern
Aiden Jung	Metro COG, Planning Intern
Dan Farnsworth	Metro COG, Transportation Planner
Jonathan Atkins	City of Moorhead, Engineering
Forrest Steinhoff	City of Moorhead, Planning
Paul Fiechtner	City of Moorhead, Public Works
Scott Kostohryz	City of Moorhead, Police Department
Nancy Wilson	Dorothy Dodds Elementary, Principal
Jessica Rieniets	Probstfeild Elementary, Principal
Carla Smith	Ellen Hopkins Elementary, Principal
Tiffany Nagel	S.G. Reinertsen, Principal
Tera Rolph Sistad	Horizon Middle School East, Principal
Amanda Henry	Horizon Middle School West, Principal
Steve Moore	Moorhead Public Schools, Operations Director
Sean Schneider	Moorhead Public Schools, Transportation Director
Patrick Hollister	PartnerSHIP 4 Health
Meagan Blake	Dorothy Dodds Elementary, Assistant Principal
Erika Engelking	Ellen Hopkins Elementary, Assistant Principal
Amanda Mix	S.G. Reinertsen, Assistant Principal

Project Timeline



City and School District Background

Moorhead City Demographics

POPULATION:

44,505

GEOGRAPHY:

22.27 Square Miles

Population per sq. mile: 1,998.7

AGE:

6.8% | -5

23.1% | 6-18

12.4% | 65+

RACE & ORIGIN:

85.1 % White, non-Hispanic

6.1 % African American

5.1 % Hispanic

5 % Multiracial

1.8 % Asian

1.4 % American Indian

FAMILIES:

Language other than English 10.1%

Households with internet 86.9%

Persons under 65 with a disability 9.6%

Median Household Income \$68,680

Persons in poverty 18.4%

TRANSPORTATION:

Average travel time
to work - 17.7 minutes

The City of Moorhead is located Clay County, on the western edge of Minnesota, separated from Fargo, North Dakota by the Red River.

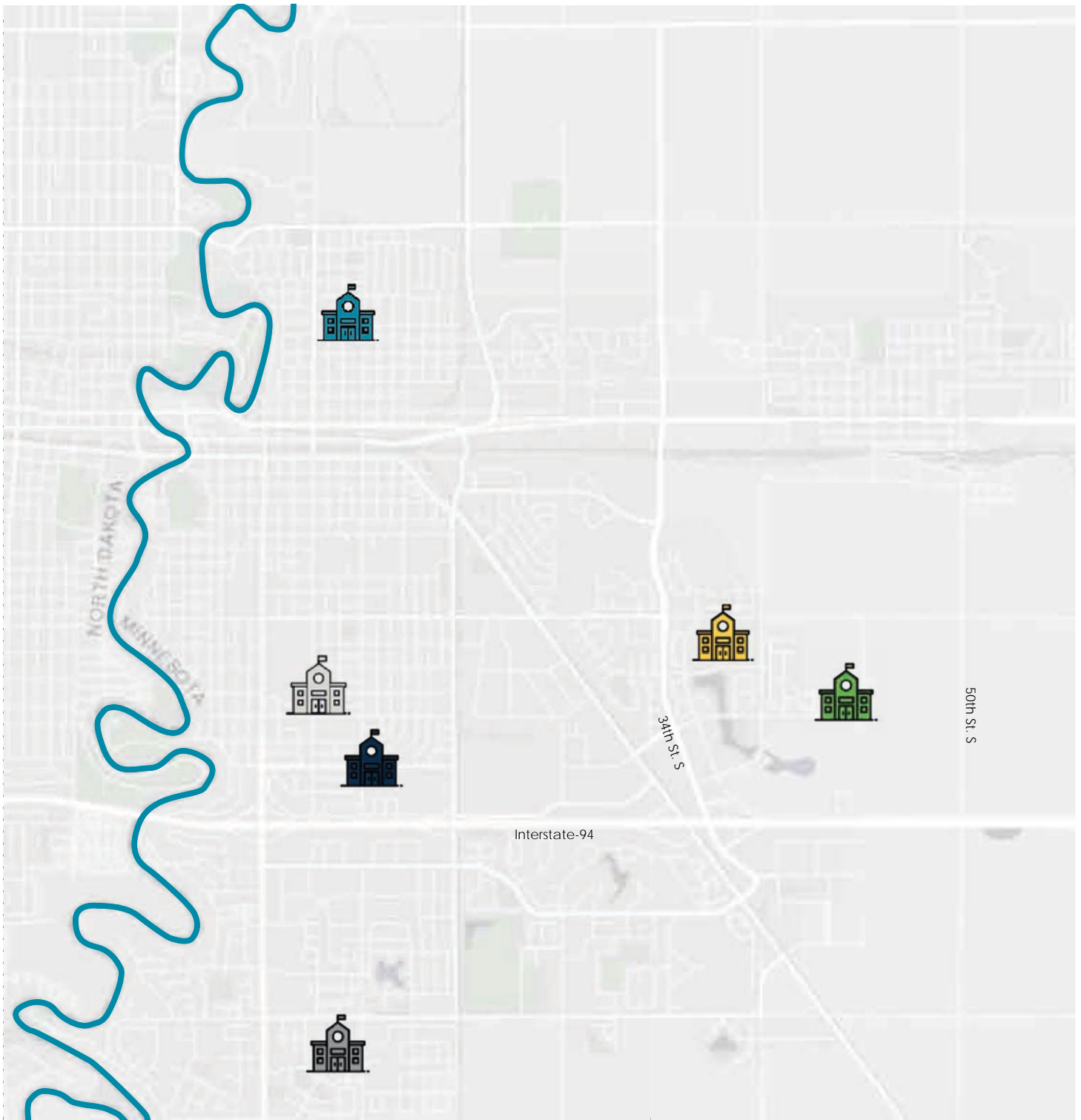
Moorhead has a population of 44,505 people, of which, 23% are school aged (6-18 years old). Within the City, there are five public elementary schools, one middle school, one high school, the Career Academy, and two private schools. This Safe Routes to School Plan will focus on the five public elementary schools and the middle school.

The five elementary schools (k-4) include; Robert Asp Elementary Probstfield Elementary, Ellen Hopkins Elementary, Dorothy Dodds Elementary, and S.G. Reinertsen Elementary. Probstfield Elementary is an open-enrollment, k-4 school that offers a spanish-emersion program, where students learn in spanish. Probstfield Elementary is located in the Probstfield Center for Education building, which is also home to the JumpStart Preschool Program. Robert Asp, Ellen Hopkins, Dorothy Dodds, and S.G. Reinertsen student enrollment is divided by district (see map).

The five public elementary schools all feed into Horizon Middle School, then Moorhead High School. Horizon East (grades 7-8) and Horizon West (grades 5-6) are Moorhead's two middle schools - both Schools share one campus, located in central Moorhead. The Moorhead High School in one school, with two campuses. The main campus, located on 4th Ave S, is currently under construction, with phase two scheduled to begin in 2026. The Career Academy, which opened in 2021, offers students the ability to discover their passions, explore their options, work towards industry certifications, and gain real-world working skills.

Each of the schools included in this study area have a detailed assessment of existing conditions, observed challenges, and opportunities for improvement, as well as a suggested Safe Route to School.

Moorhead Public School Locations



 **Probstfield Elementary**

 **S.G. Reinertsen Elementary**

 **Robert Asp Elementary**

 **Ellen Hopkins Elementary**

 **Horizon Middle School**

 **Dorothy Dodds Elementary**

School District Map



MOORHEAD
AREA PUBLIC SCHOOLS

Elementary Attendance Areas & Building Locations

Legend

★ Building Locations

Elementary Attendance Areas

- Dorothy Dodds
- Ellen Hopkins
- Probstfield
- Robert Asp
- S.G. Reinertsen

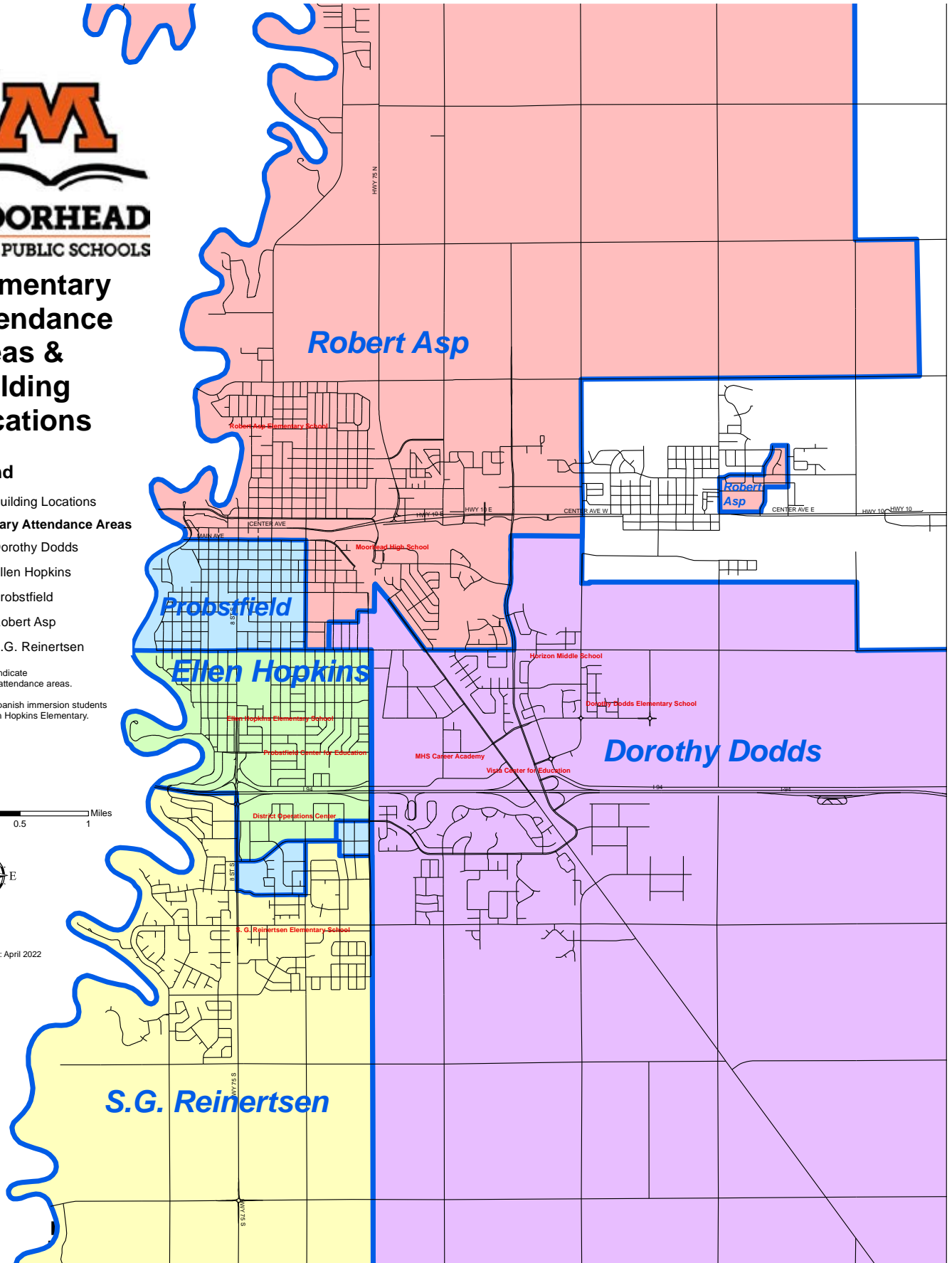
Blue lines indicate Grade K-4 attendance areas.

* All K-4 Spanish immersion students attend Ellen Hopkins Elementary.

0 0.5 1 Miles

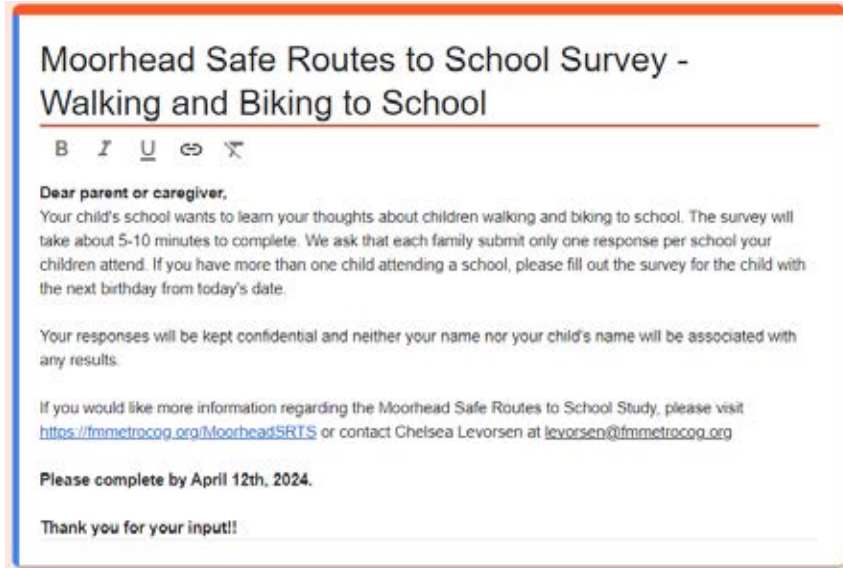


Date Printed: April 2022



Public Engagement

Metro COG hosted three public engagement events. The first event was an online survey asking parents and caregivers questions about children walking and biking to school. The online survey was open February 26th to April 12th. School staff sent the survey link to parents via e-mail and student newsletter. The online survey received 138 responses. One of the questions asked parents how their child currently gets to school. Currently, only 13% walk or bike (12.3% walk and .7% bike), however, 43.8% of students have asked their parents to walk or bike.



Metro COG staff hosted an informational pop-up event at Horizon Middle School February 29th and March 5th, during parent teacher conferences. Metro COG staff was available to answer questions and provide information about the Safe Routes to School study. Metro COG also handed out fliers with a scannable QR code, linked to the online survey form.

The final public engagement event was April 16th, during 'Transition Night' at Horizon Middle School. Transition night is an evening when all incoming 5th graders, along with their parents, attend an informational meeting and tour the middle school. Metro COG provided informational fliers and provided an opportunity for parents to provide feedback. Two poster boards were set up. One asking "What keeps children from walking or biking to school?" and the other asking "What would help children walk or bike to school?" Parents were given stickers, color coded by school, and asked to place them on their top three reasons. Between both interactive poster boards, 322 responses were received.

Note: Additional public engagement information and comments can be found in the appendix.

Common Comments/Concerns

WEATHER

Parents are concerned with students walking or biking to school during the cold winter months. There is also a concern about the lack of crossing guards during cold days.

TRAFFIC SPEEDS & DRIVER BEHAVIOR

The most common concern we received from parents were high traffic speeds. All residential streets in Moorhead have a speed limit of 30 mph, many comments stated vehicles are driving much faster than the posted speed limit. Parents also have concerns about their children crossing busy roadways, such as 40th Avenue, 34th Street, 11th Street, and 8th Street.

DISTANCE

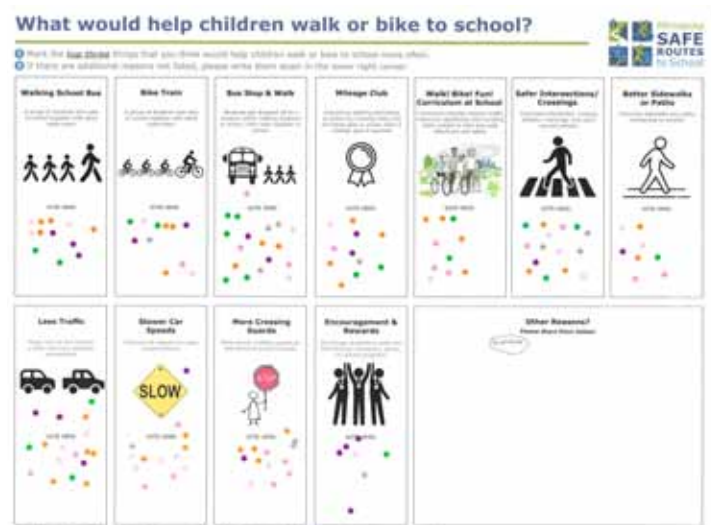
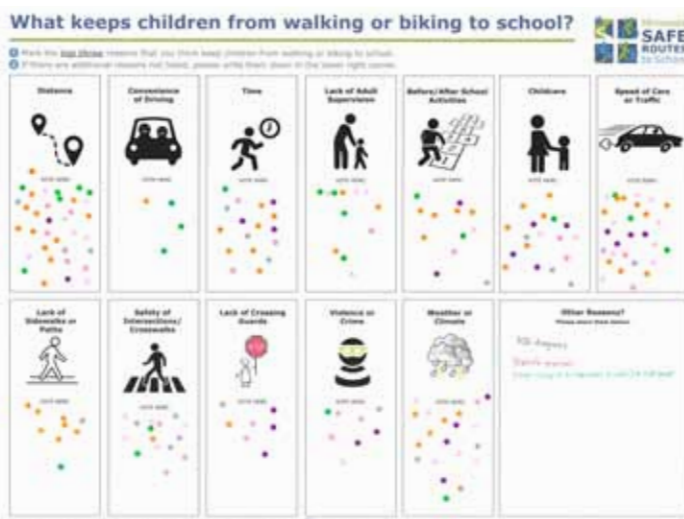
Many families do not want their children walking or riding bike to school simply because of distance between home and school.

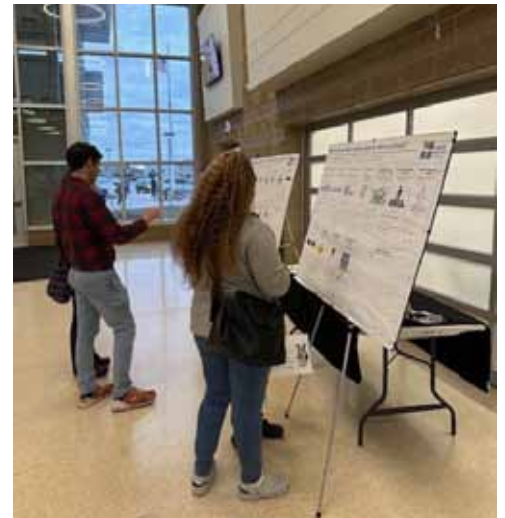
INTERSECTION SAFETY

Many parents voiced concerns about the safety of intersections, especially Ridgewood Boulevard/34th Street, 20th Street/24th Avenue, and 12th Avenue/36th Street. Parents also have concerns with the lack of crossing guards at some locations and the effectiveness of some existing crossing guards.

OTHER RESULTS

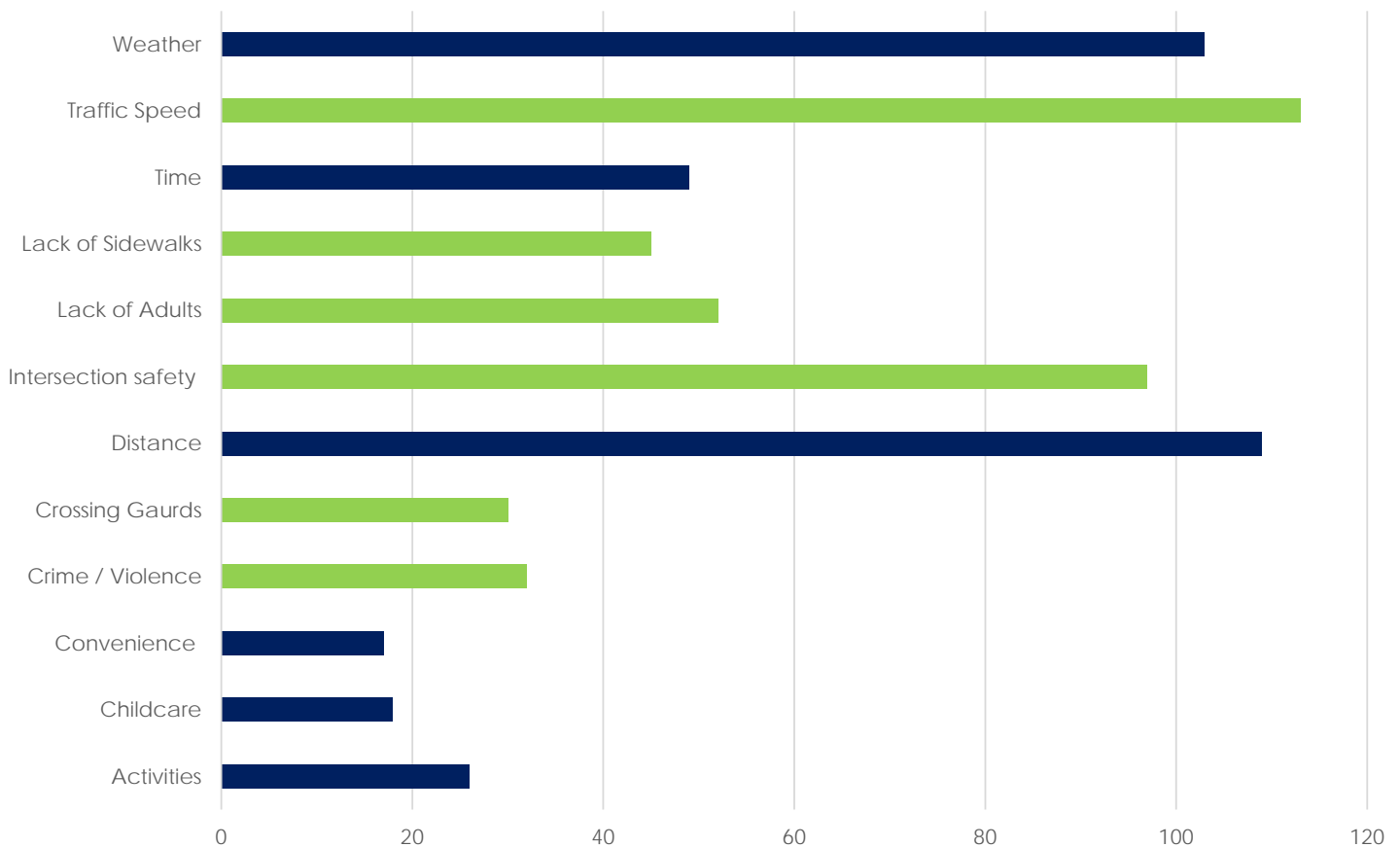
Other and more lengthy public/parent input results can be found in the appendices of this plan. These include the results of the online survey noted above and comments from the public.





Below, is a chart showing the number of responses (combined from both the online survey and the interactive poster boards) received as to why parents may not want their child to walk or bike to school. The top reasons, among all six schools, were traffic speeds, distance, weather, and intersection safety concerns.

What keeps children from walking or biking to school?



SCHOOL:

ELLEN HOPKINS ELEMENTARY

ADDRESS:

2020 11th Street S.

ENROLLMENT:

584

GRADES:

K - 4

DOORS OPEN:

7:20 AM

START TIME:

7:45 AM

DISMISSAL:

2:30 PM

DEMOGRAPHICS*:

48% White, non-Hispanic

9% Hispanic

3% Asian

10% American Indian

30% African American

* School Demographic Survey



EXISTING CONDITIONS



B - Parking Lot Entrance



B



B - EXIT to 22nd



Ellen Hopkins Elementary School is home to grades kindergarden through fourth and is located at 2020 11th St; north of Interstate 94 and east of 8th St. 584 students were enrolled during the 2023/2024 school year.

Ellen Hopkins was built in 1957 as a junior high school and renovated into an elementary school in 2004. The school was named in honor of Ellen "Nellie" Hopkins, a 1896 Moorhead High School graduate who began teaching in Moorhead in 1908. Nellie was dedicated to providing children of all backgrounds an excellent education and was well known for her willingness to try innovative practices.

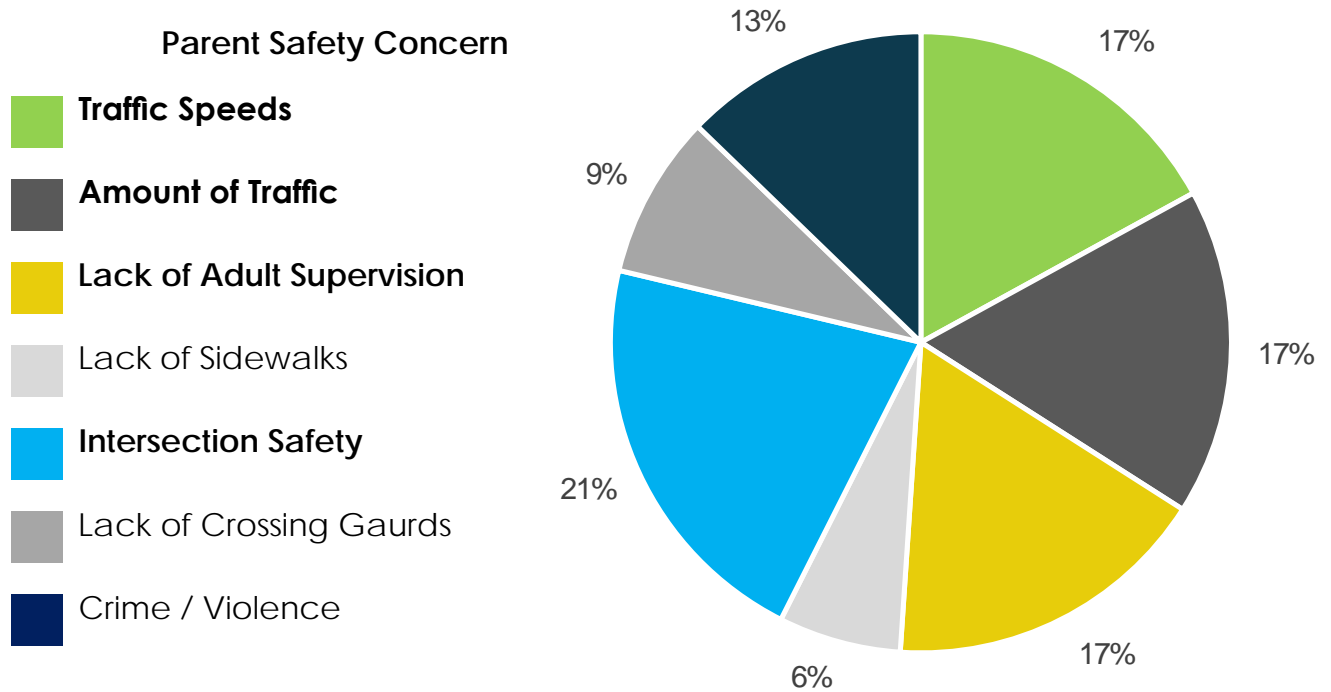
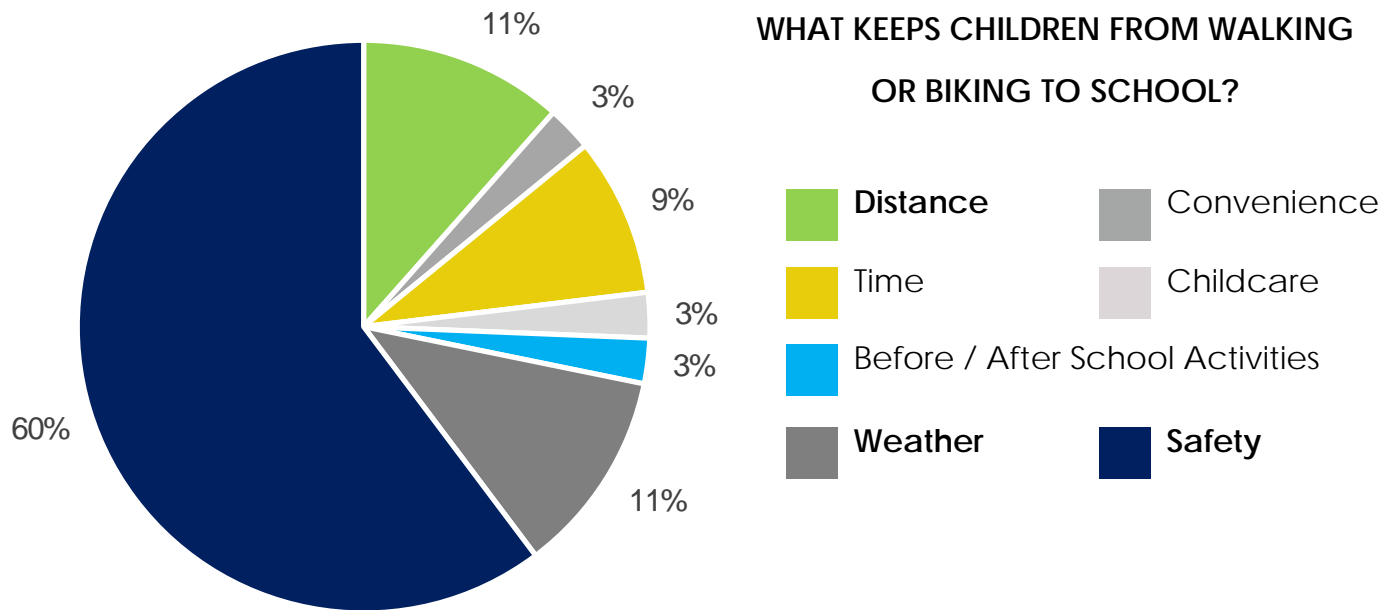
Data gathered from the online parent survey and in-person public participation event lists safety concerns, travel distance, and weather conditions as the top parent/caregiver concerns and reasons children are not currently walking or riding bike to Ellen Hopkins Elementary School.

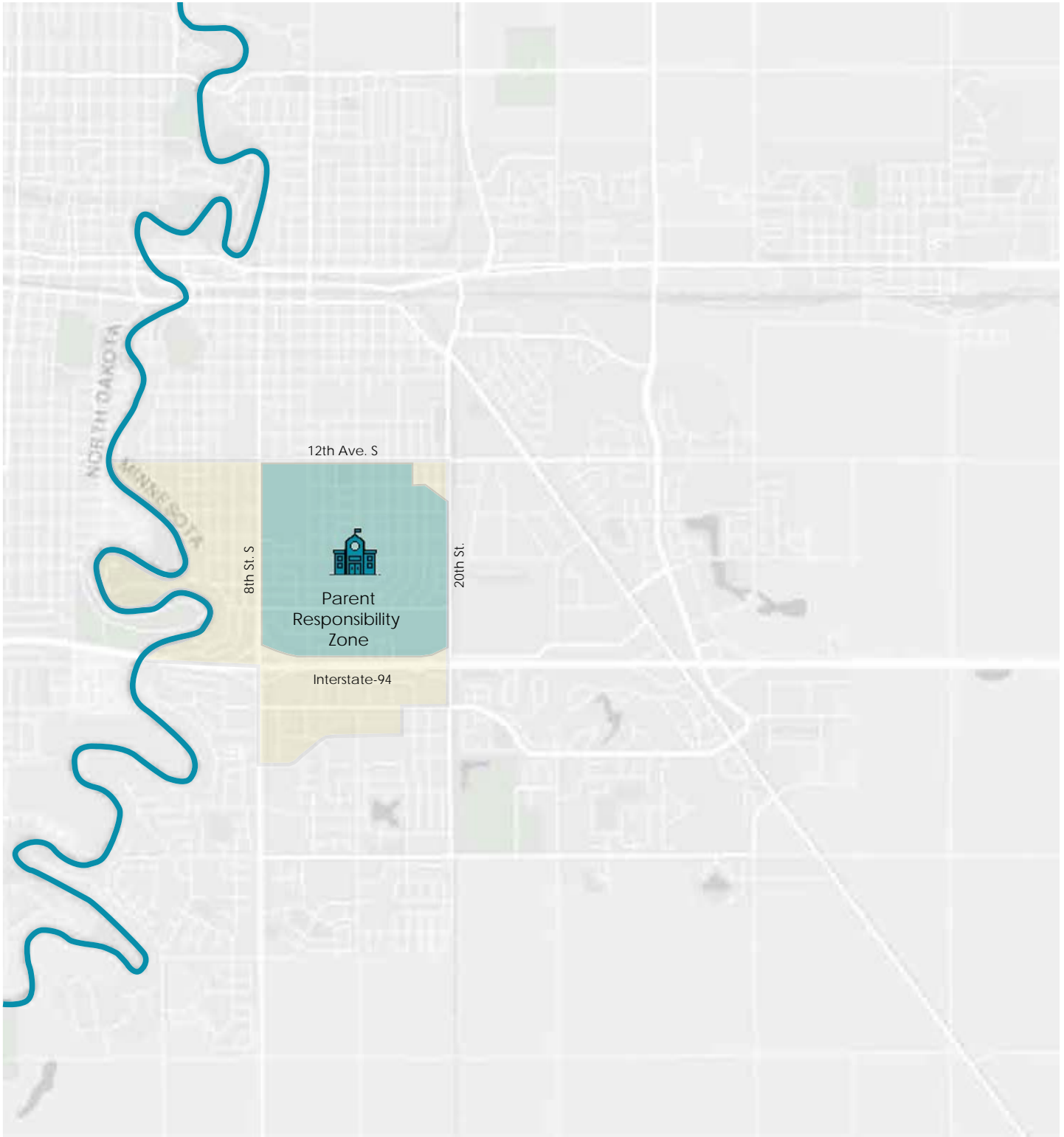
The "safety" category is broken down in the chart on the following page; Ellen Hopkins Elementary parents biggest safety concerns include; intersection safety, traffic speeds, lack of adult supervision, and the amount of traffic.

The four streets boarding Ellen Hopkins Elementary include 20th Ave S, 14th St, 22nd Ave S, and 11th St. All four roadways have posted, 20 mph school zone speed limits. Speed data shows the average, peak AM and PM speeds as below 20 mph on 11th St and 22nd Ave S, and slightly above 20 mph on 20th Ave S and 14th St.

The first pie chart below lists the reasons children from Ellen Hopkins Elementary are not walking or biking to school, as part of the surveys.

The second pie chart breaks down the safety concerns as part of the surveys.





Ellen Hopkins Elementary Parent Responsibility Zone

- Parent Responsibility Zone
- District Boundary















495 Students Eligible for AM Ridership
240 Actual AM Student Ridership

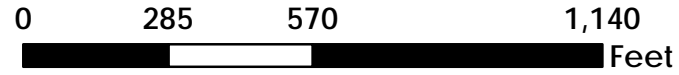
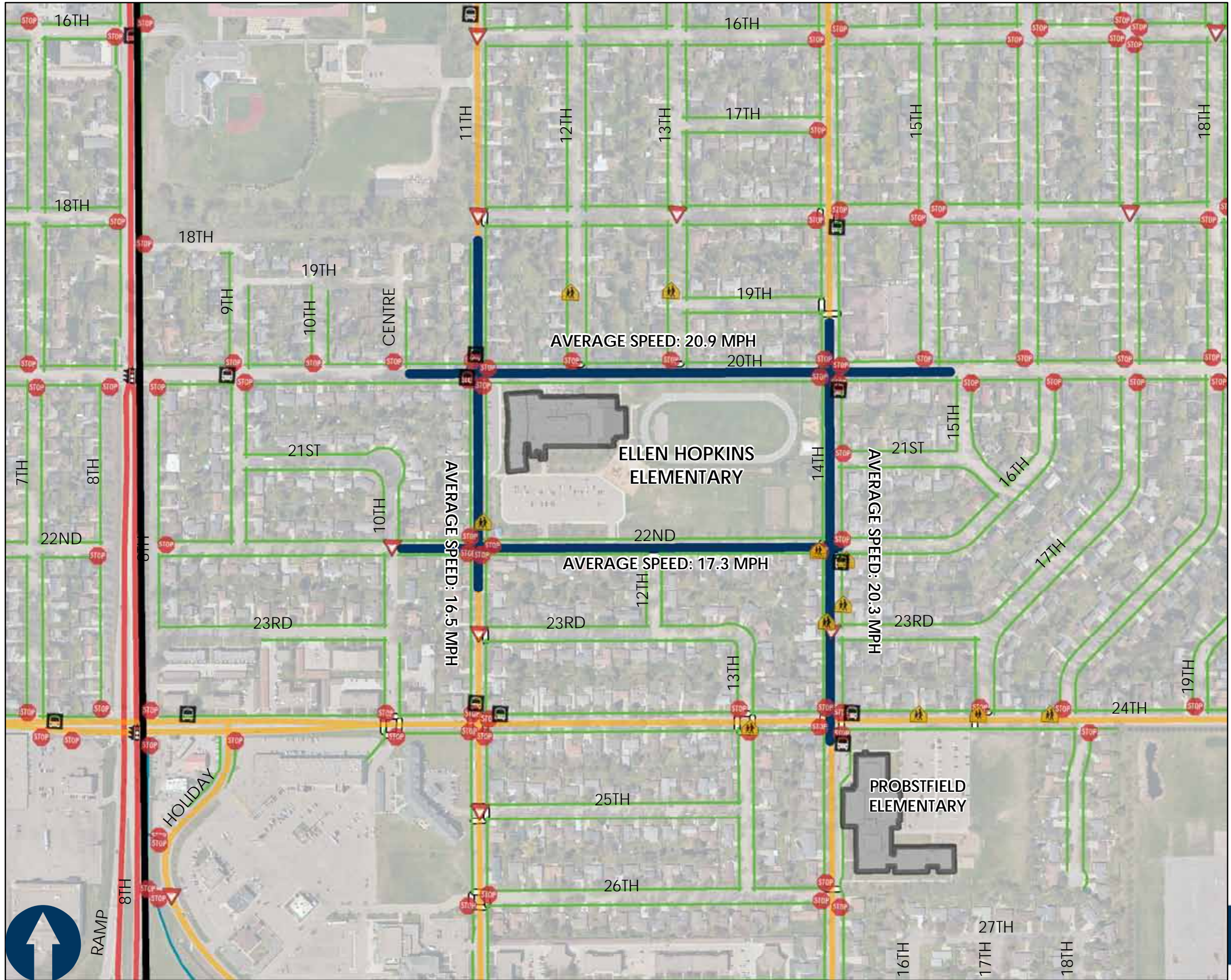
451 Students Eligible PM Ridership
307 Actual PM Student Ridership

ELLEN HOPKINS ELEMENTARY

EXISTING CONDITIONS

KEY

-  MATBUS Stop
-  School Crossing Ahead
-  School Crossing
-  Stop Sign
-  Traffic Signal
-  Yield Sign
-  Parental Responsibility Zone
-  School Footprint
-  School Speed Zone (Speed Limit: 20)
-  Medium Volume Street
-  High Volume Street
-  Sidewalk
-  Shared Use Path
-  Marked Crosswalk





OBSERVED CHALLENGES

Metro COG staff observed student arrival and dismissal on Friday, April 5, 2024.

Overall, Ellen Hopkins Elementary has a relatively smooth pick-up and drop-off procedure. Vehicles enter the parking lot, located on the south side of the building, by the east entrance. Vehicles line up along the sidewalk curb, staffed by school staff/crossing guards, and exit the parking lot at the west entrance. Having separate in/out traffic keeps the vehicle line moving efficiently and minimizes the risk of accidents.

Ellen Hopkins has adult crossing guards, accompanied by student volunteers at the intersections of 11th St/20th Ave S and 11th St/22nd Ave S. During the morning of the observations, there was not a crossing guard at the 11th St/22nd Ave S intersection, and a near-miss was observed when a vehicle turned onto 11th St while a child was using the crosswalk.








LOCATION

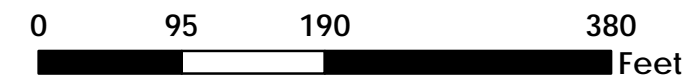
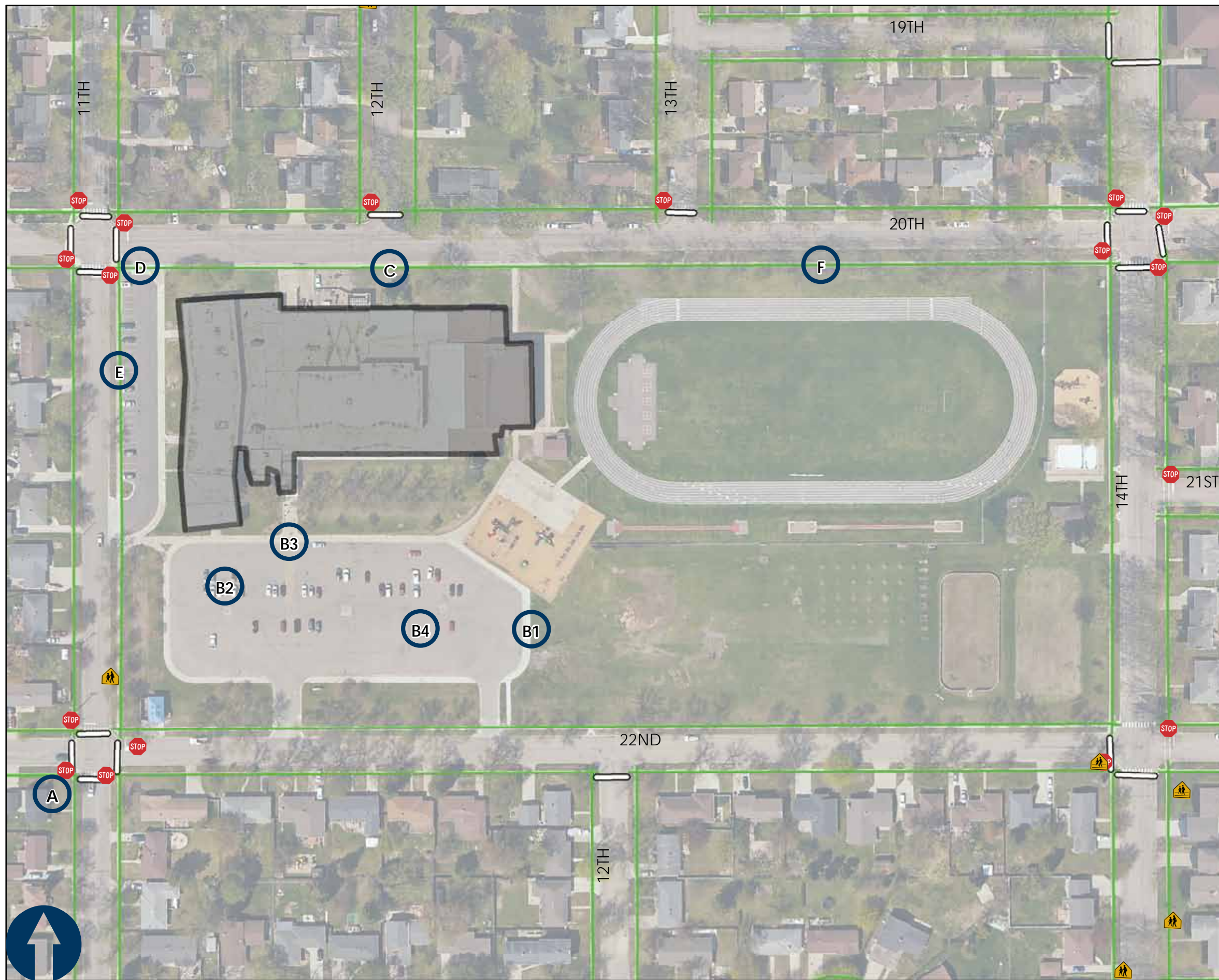
A	11th St S / 22nd Ave S	A near miss was observed when a car turned while kids were crossing street at a marked crosswalk.
B	Parking Lot	1. Snow pile locations cause icy sidewalks during periods of freeze-thaw. 2. Parents park in parking lot to drop off students. Some children walk into school alone, some parents walk their children inside. 3. No detection panel at crosswalk 4. Lack of lighting in parking lot.
C	20th Ave S	Sidewalk is narrow at bus loading/unloading zone. Half of the 4' sidewalk is striped to keep kids from walking in bus conflict zones, creating a 2' walking area for students.
D	11th St S / 20th Ave S	When buses are queued, a blind intersection is created.
E	11th St S	Vehicle bumpers and hitches create sidewalk obstacles.
F	20th Ave S	Sidewalk is in poor condition.

ELLEN HOPKINS ELEMENTARY

OBSERVED CHALLENGES

KEY

-  Observed Challenge
-  School Crossing Ahead
-  School Crossing
-  Stop Sign
-  School Footprint
-  Marked Crosswalk
-  Sidewalk



PARENT COMMENTS & CONCERNS

As part of the online parent survey, caregivers were asked to provide any additional comments or concerns they may have. Below are some comments received from parents of children attending Ellen Hopkins Elementary. To view the full survey data, please see appendix.

.....

“Our child is too young. We walk her when weather and time allows. Car drop off works best for us right now.”

.....

“Some of these selections didn’t feel entirely accurate for me. I don’t feel like my kids’ route to school is the worst or completely unsafe. Part of my hesitancy is my child’s responsibility. They wouldn’t be walking alone. We have a fairly traveled intersection (11th st and 24th Ave) that people don’t stop well at or drive too fast through. This is my biggest worry. I could make them walk out of their way now that there are crossing guards further down near probstfield (14th and 24th), and some might not mind, but others would. Honestly, a bigger issue about coming to and from school is the parking lot AT school and the foolishness of other drivers there. We are all transporting kids, and, as a parent, I can tell you that my kids do not always pay attention. When drivers are speeding through the parking lot and pulling out all crazy - when the rules aren’t being followed because parents are in a rush - my kids are in danger. I HATE drop off, even in my car. Safe route to school need to include the parking lots too.”

.....

“We do walk back and forth to school together during warmer months. Crossing guards are not feasible at every intersection they need to pass through on their way home. Traffic on 14th can be pretty heavy and people seem to disregard the reduced speed zone. You hear too many horror stories about missing children so regardless if anything changed I likely wouldn’t allow them to walk by themselves but we do try to walk together whenever we can.”

.....

“My child would have to cross 8th street which is a very, very busy road with the speed limit of 45 mph and lots of traffic. There are often homeless people standing at the intersections. This is not a small town and I don’t feel like walking or biking is a feasible option unless within a closer proximity of the school.”

.....

“The corner of 15th Ave intersects the school block, our block has a sidewalk entrance aimed at the school. It would be great to see a sidewalk entrance on the school side too (for ease in winter) as my block has multiple kids walking that way.”

IMPROVEMENT OPPORTUNITIES











At Ellen Hopkins Elementary, pedestrian circulation, visibility, and ADA compliance at intersections and crosswalks could be improved. Widening the sidewalk along 11th street would enable pedestrians to walk without obstacles and parking restrictions near the intersection would help to increase pedestrian and vehicle visibility. The sidewalk along the 20th Ave S is in need of repair. The four foot sidewalk is striped down the middle, creating a two foot zone for bus students and a two foot zone for pedestrians. Consideration should be made to replace it with a wider, sidewalk allowing for better student circulation.

The following recommendations for Ellen Hopkins Elementary come from a combination of parent suggestions, existing conditions and on-site observations. All improvements mentioned above, as well as additional suggested improvements, can be found in the table and map on the following pages.

RECOMMENDATION	LEAD AGENCY	PRIORITY
<p>1 Consider widening existing sidewalk along 20th Ave S to provide adequate sidewalk space for both students getting on / off the bus and other student circulation.</p> <p>*see Figure 1.1</p> <p>**Partially completed summer of 2024</p>	City of Moorhead	HIGH
<p>2 Coordinate with Moorhead Public School Transportation and Operations team to ask that bus drivers avoid parking too close to the intersection of 11th St and 22nd Ave S. This will help create a more visible intersection for both vehicles and pedestrians.</p>	Moorhead Public Schools	MID
<p>3 Consider widening the sidewalk or creating a buffer between the parking lot and sidewalk to prevent car bumpers and hitches from obstructing the sidewalk along 11th St.</p>	City of Moorhead	MID
<p>4 Replace or repair sidewalk along 20th Ave S.</p>	City of Moorhead	MID
<p>5 Install detectable warning panels to comply with ADA standards.</p> <p>*see Figure 1.2</p>	City of Moorhead	HIGH
<p>6 Consider parking lot lighting to improve visibility and safety.</p>	Moorhead Public Schools	LOW

ELLEN HOPKINS ELEMENTARY RECOMMENDATIONS

KEY

-  MATBUS Stop
-  School Crossing Ahead
-  School Crossing
-  Stop Sign
-  Traffic Signal
-  Yield Sign
-  Parental Responsibility Zone
-  School Footprint
-  School Speed Zone (Speed Limit: 20)
-  Recommendations

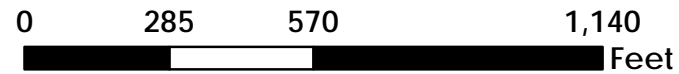
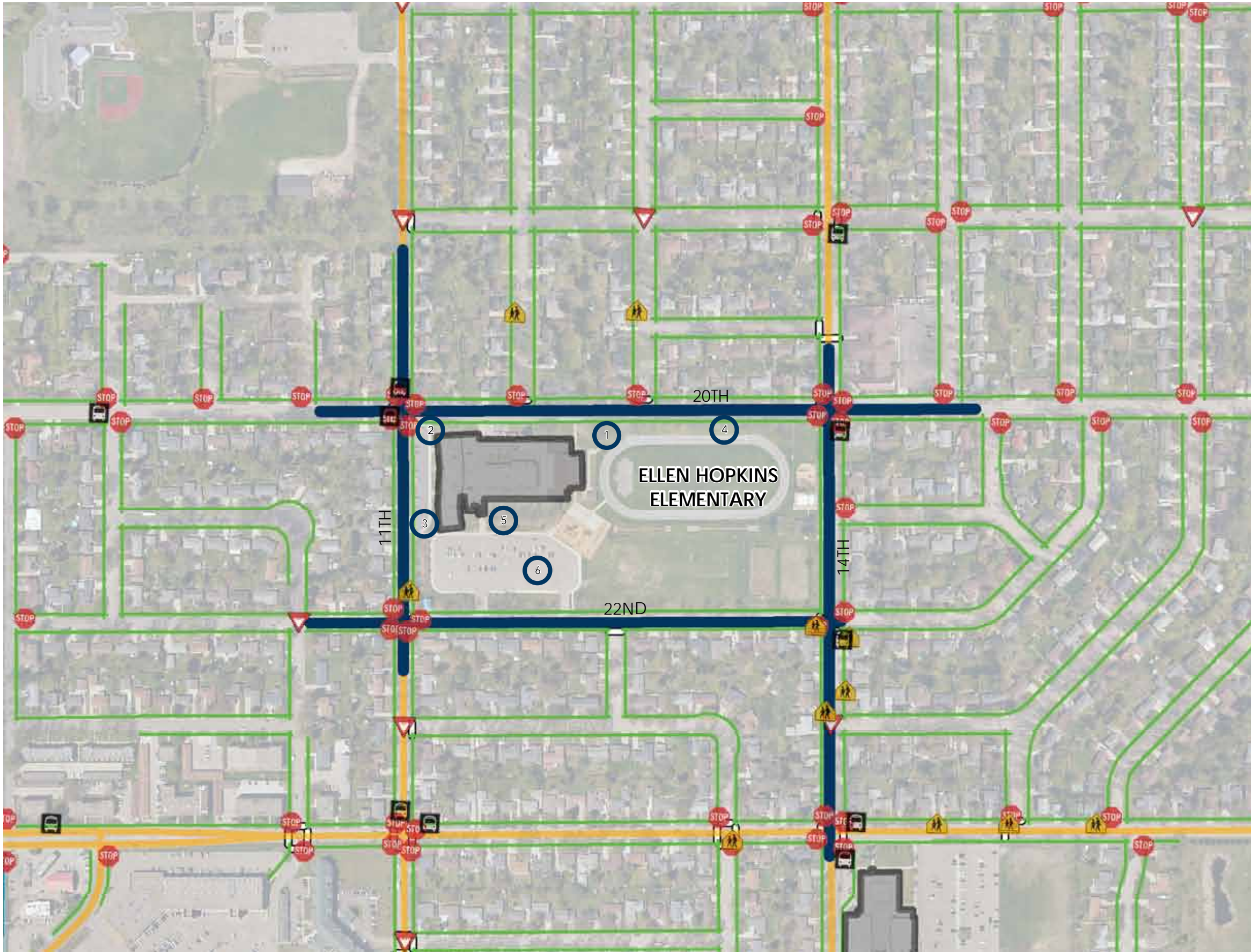


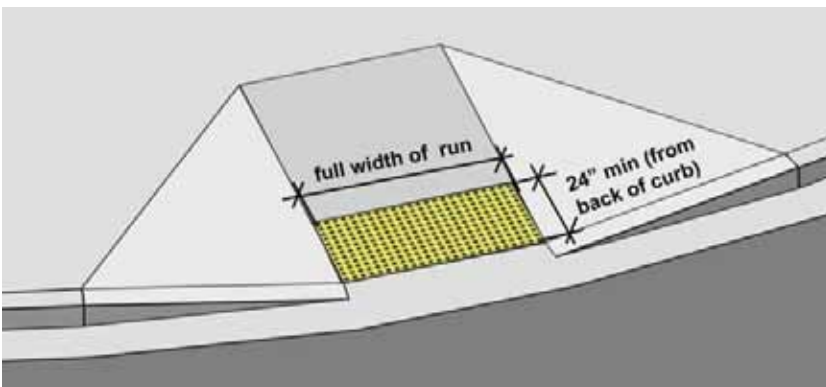
Figure 1.1

Widened sidewalk along 20th Ave S to provide adequate sidewalk space for both pedestrians and students getting on/off the bus.



Figure 1.2

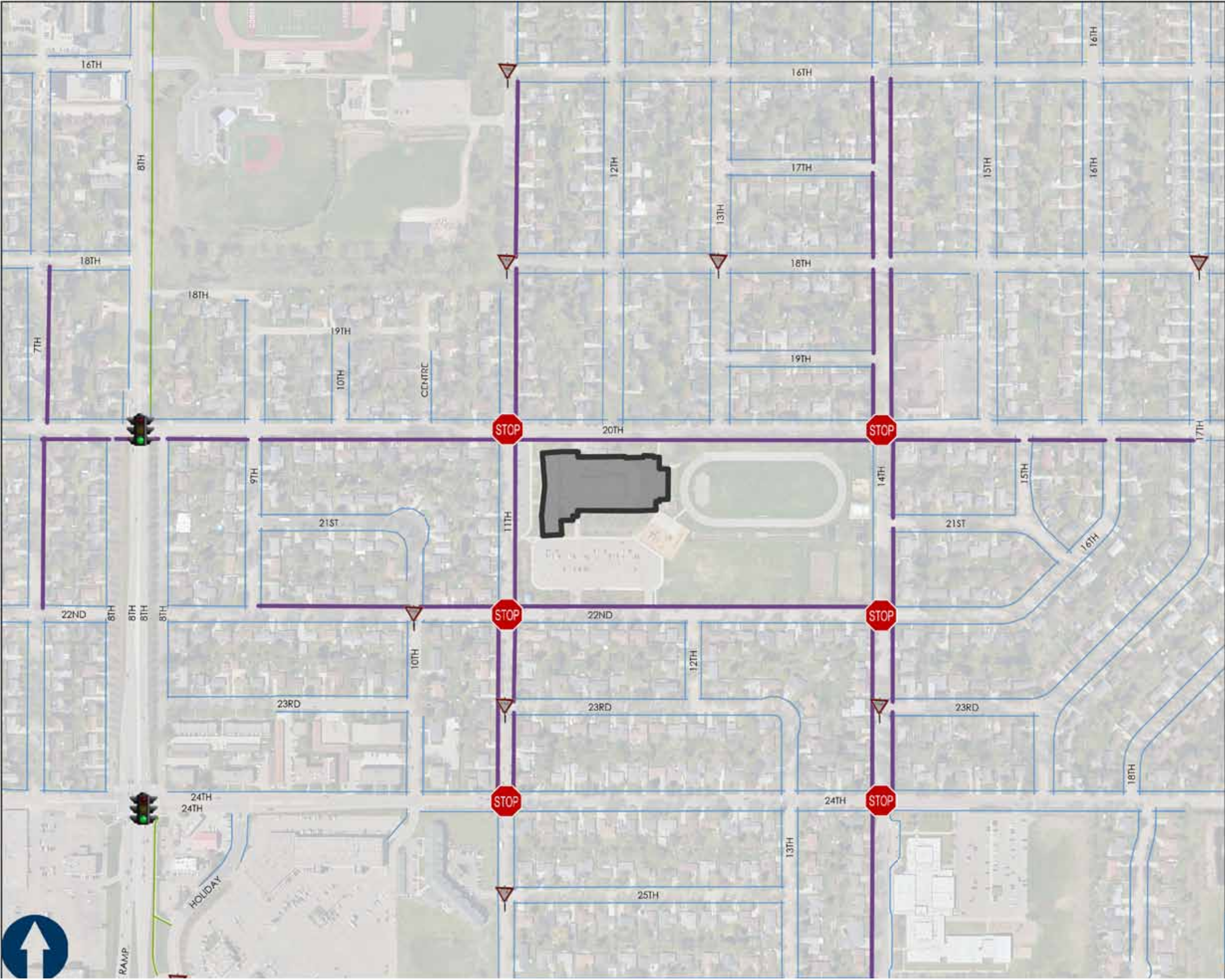
Sidewalk Warning Detection Panel



Suggested Routes to School

Ellen Hopkins Elementary School

-  All Way Stop
-  Traffic Signal
-  Yield Sign
-  Shared Use Path
-  Sidewalks
-  Suggested routes



SCHOOL:

PROBSTFIELD ELEMENTARY

ADDRESS:

2410 14th Street S.

ENROLLMENT:

300

GRADES:

K - 4

DOORS OPEN:

7:20 AM

START TIME:

7:45 AM

DISMISSAL:

2:30 PM

DEMOGRAPHICS*:

79% White, non-Hispanic

10% Hispanic

2% Asian

3% American Indian

6% African American

* School Demographic Survey



EXISTING CONDITIONS



Probstfield Center for Education is located at 2410 14th St S, only a few blocks away from Ellen Hopkins Elementary. During the 2023/2024 school year, 300 students attended this kindergarden through fourth grade elementary school.

Probstfield Elementary is home to Moorhead Public School's Spanish Immersion Program, where students learn in Spanish. Probstfield Elementary is located inside of Probstfield Center for Education, which is also home to the JumpStart Preschool Program.

Data gathered from the online parent survey and in-person public participation event lists safety concerns, travel distance, and weather conditions as the top reasons children are not currently walking or riding bike to Probstfield Elementary.

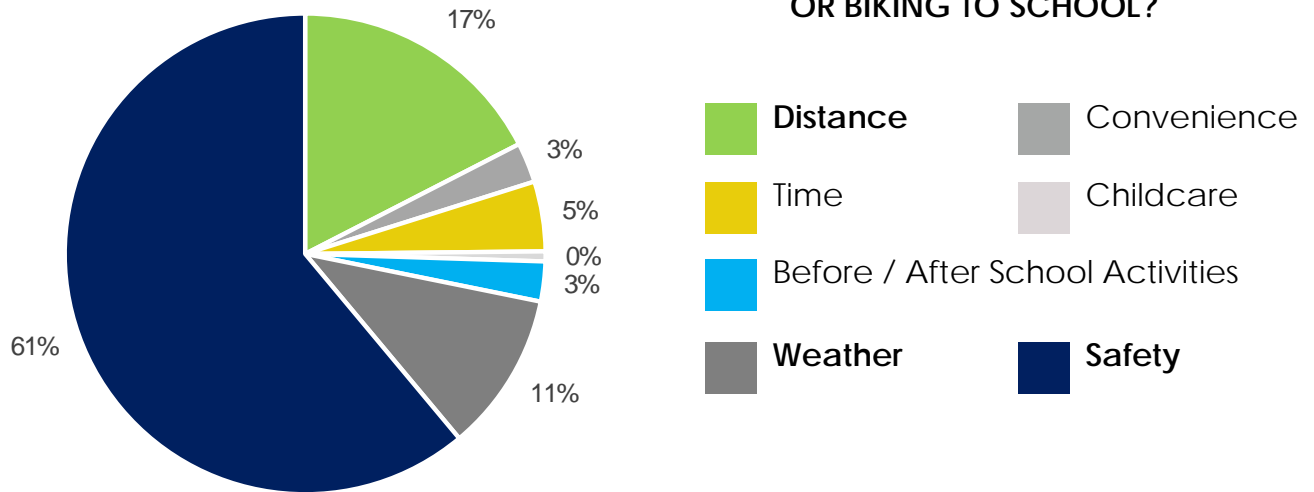
The "safety" category is broken down in the chart on the following page; Probstfield Elementary parents' greatest safety concerns include; intersection safety, traffic speeds, and the amount of traffic.

The Probstfield Center for Education building has posted, 20 mph school zone 14th St. Speed data shows the average, peak AM and PM traffic speeds as below 20 mph on 14th St.

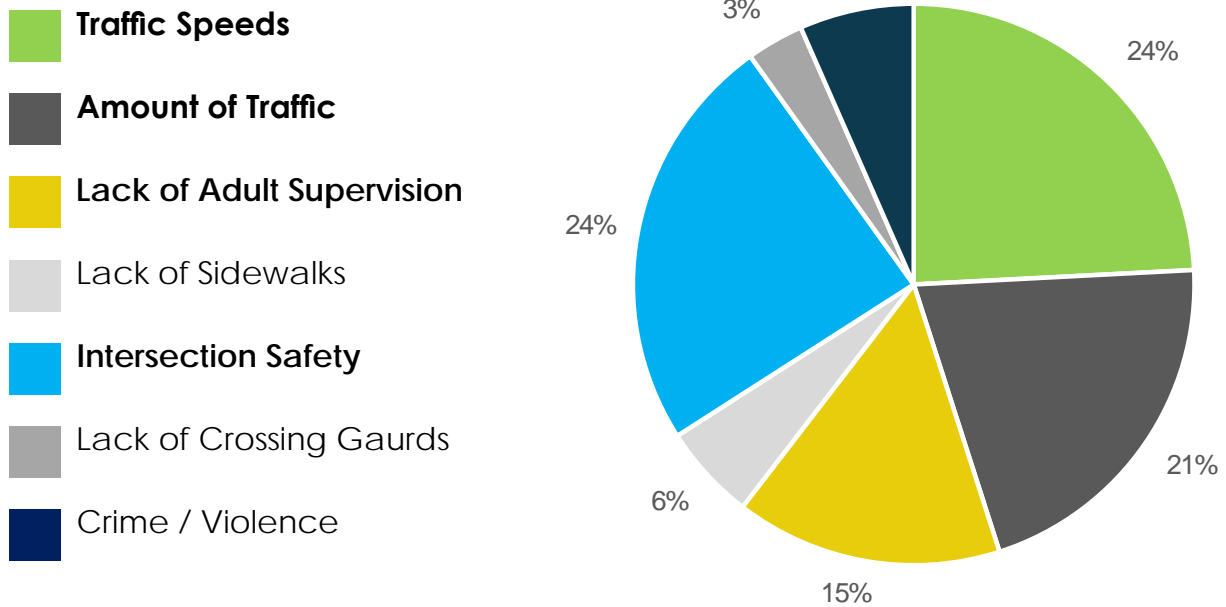
Probstfield Elementary has the same Parent Responsibility and bus eligibility zones as Ellen Hopkins Elementary, however, enrollment is open to all City of Moorhead Residents.

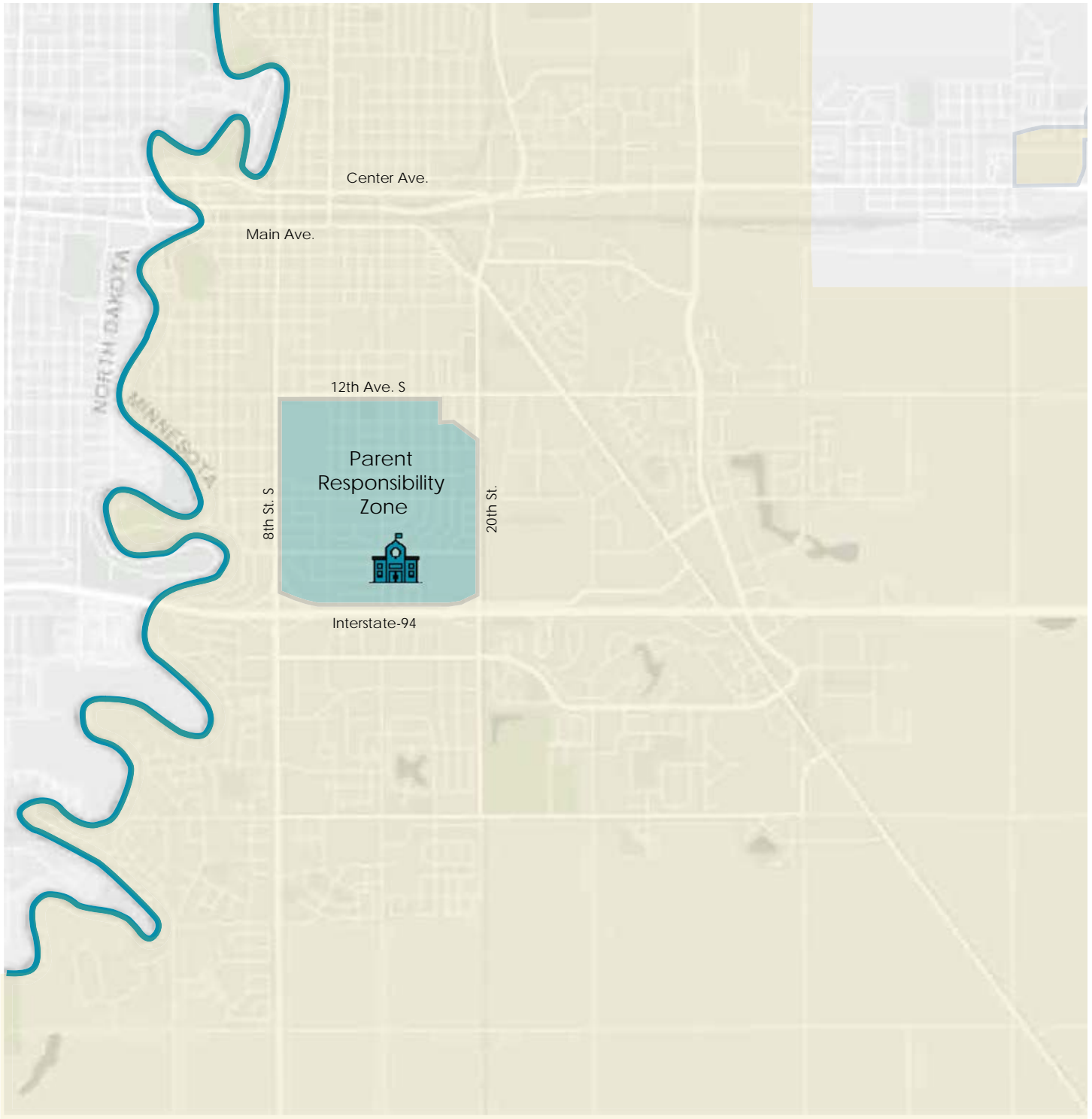
The first pie chart below lists the reasons children attending Probstfield Center for Education are not walking or biking to school, based on the surveys. The second pie chart breaks down the safety concerns from the first chart.

WHAT KEEPS CHILDREN FROM WALKING OR BIKING TO SCHOOL?



Parent Safety Concern

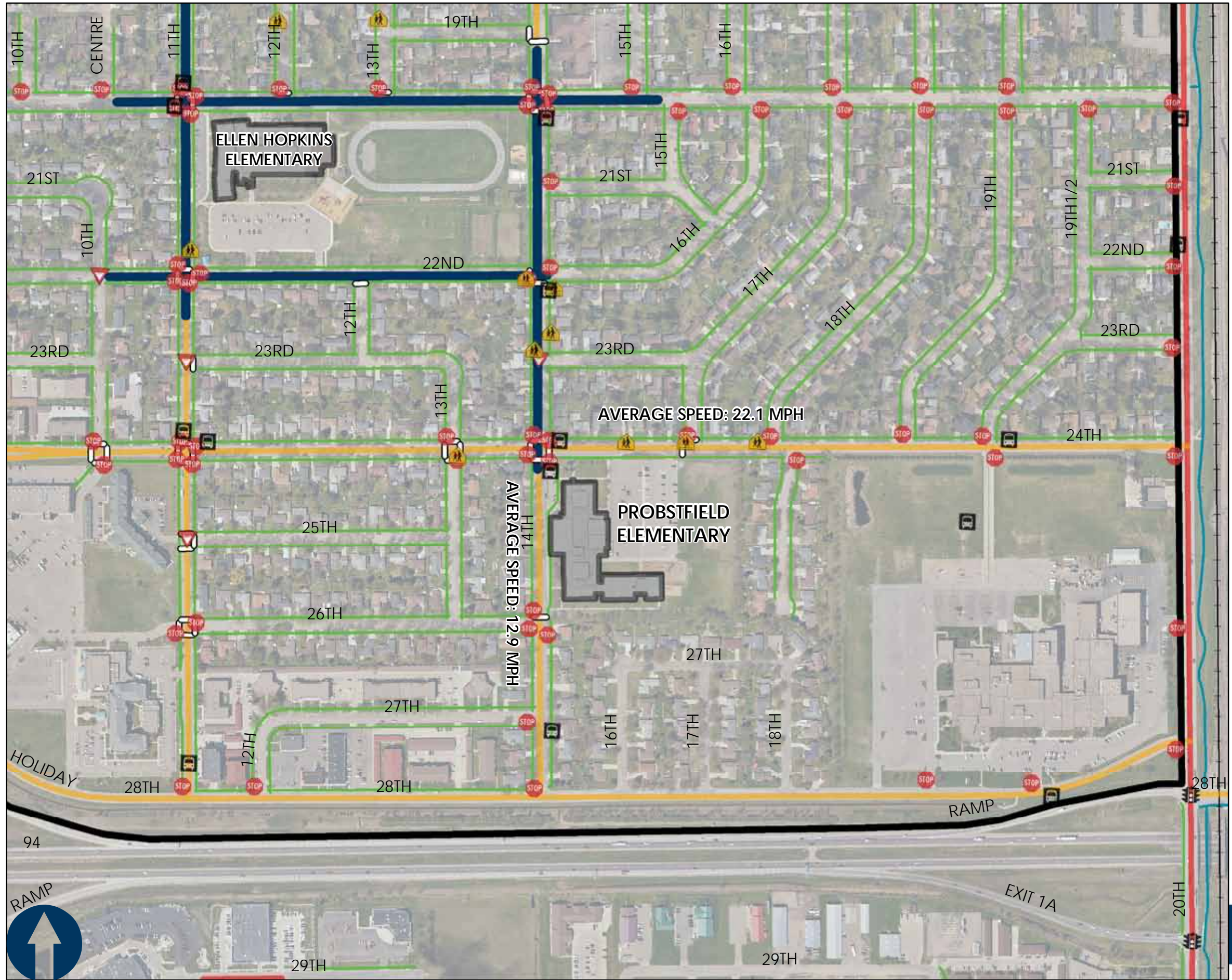




Probstfield Elementary

Parent Responsibility Zone

- Parent Responsibility Zone
- District Boundary

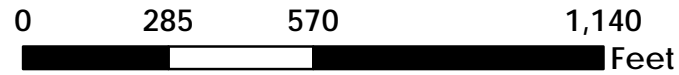


PROBSTFIELD ELEMENTARY

EXISTING CONDITIONS

KEY

- MATBUS Stop
- School Crossing Ahead
- School Crossing
- Stop Sign
- Traffic Signal
- Yield Sign
- Parental Responsibility Zone
- School Footprint
- Marked Crosswalk
- School Speed Zone (Speed Limit: 20)
- Medium Volume Street
- High Volume Street
- Railroad
- Sidewalk
- Shared Use Path



**MOORHEAD
SAFE ROUTES TO
SCHOOL PLAN**

OBSERVED CHALLENGES

Metro COG staff observed student arrival and dismissal on Thursday April 2, 2024.

Vehicle student drop-off/pick-up is located in the parking lot, east of the school building and bus drop-off/pick-up is located west of the building, in the loop. Both the parking entrance and the bus loop exit are close to the 24th Ave S and 14th St intersection, creating congestion. Due to congestion on 24th Ave S, vehicles were observed blocking the crosswalk near 17th St. The 4-way stop intersection at 24th Ave S and 14th St is staffed with an adult crossing guard to help children cross safely.

Another observed challenge was at the 3-way stop intersection at 14th St and 26th Ave S. Numerous vehicles were observed rolling through the northbound stop sign at this intersection. This same location does not have a painted stop bar or marked crosswalk.



LOCATION

A	24th Ave S	Sidewalks at crosswalk locations do not have warning detection panels.
B	Parking Lot	1. Vehicle bumpers, hitches, and light poles obstruct sidewalk. 2. Marked crosswalk has potholes and large cracks, creating a tripping hazard. Sidewalks have no curb cuts. Drainage issues in the parking lot. 3. Curb cuts only installed on one side of crosswalk.
C	24th Ave S / 14th St S	1. A near miss was observed when a pedestrian was almost struck by a vehicle while crossing the street. 2. Buses queue very close to a busy intersection.
D	24th Ave S sidewalk	Sidewalk ends at this location.
E	27th Ave S sidewalk	Sidewalk not connected.
F	Connectivity	Inconvenient access to school for students who walk from the southern neighborhoods.
G	Bike Racks	Bike rack location is inconvenient for students; hidden from view and not near an entrance.
H	26th Ave S / 14th St S	1. Stop sign located far back due to driveway, creating poor stopping compliance. 2. Crosswalk markings on north leg of intersection are very worn. No stop bars at north and south legs.



B1

B2



E





G

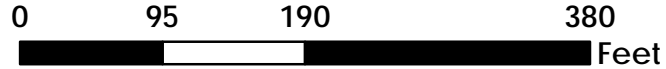
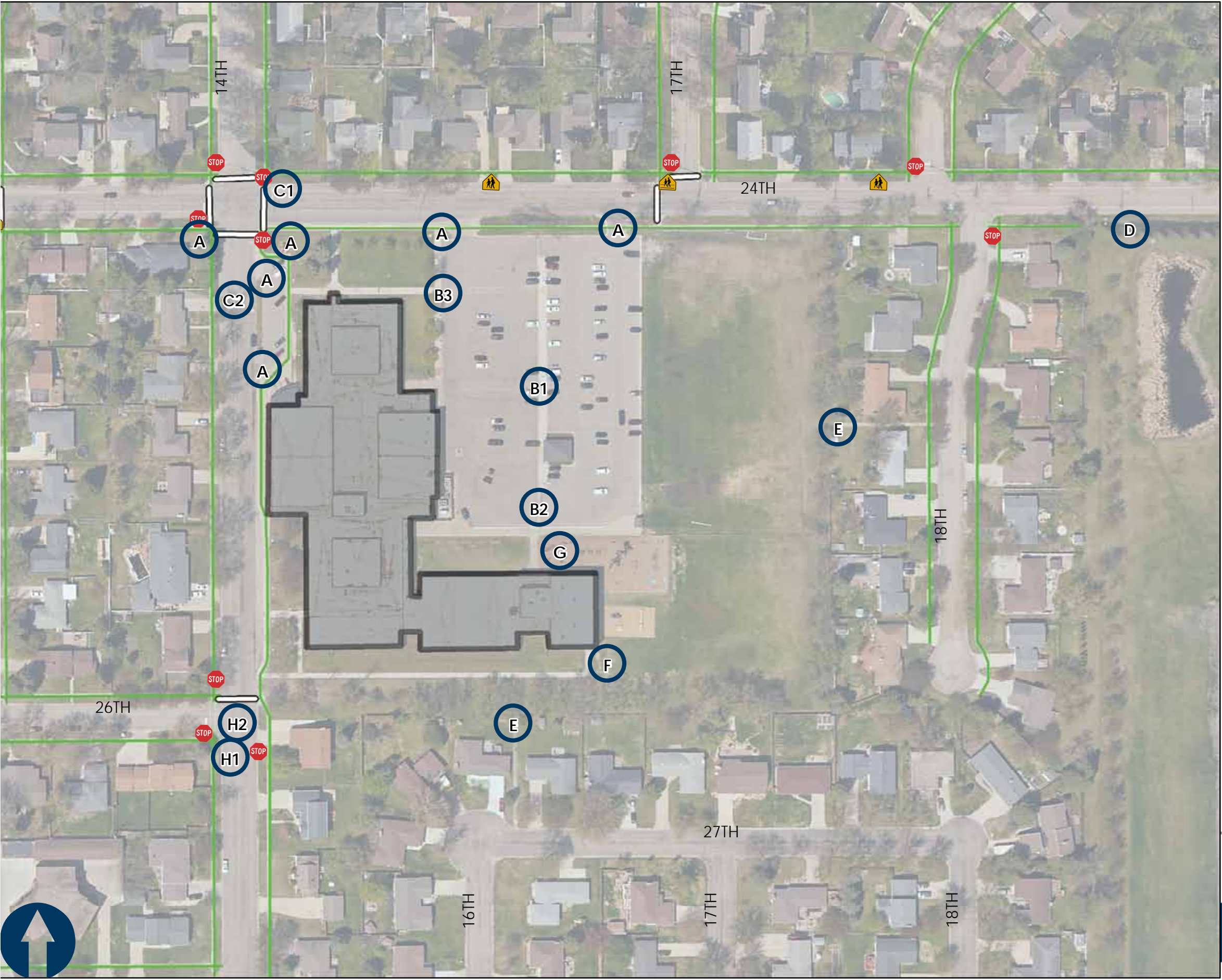


PROBSTFIELD ELEMENTARY

OBSERVED CHALLENGES

KEY

-  Observed Challenge
-  School Crossing Ahead
-  School Crossing
-  Stop Sign
-  School Footprint
-  Marked Crosswalk
-  Sidewalk



PARENT COMMENTS & CONCERNS

As part of the online parent survey, caregivers were asked to provide any additional comments or concerns they may have. Below are some comments received from parents of children attending Probstfield Center for Education. To view the full survey data, please see appendix.

.....

"The parking lot can be challenging to navigate, but overall I feel good about biking with my child. We do so whenever weather allows."

.....

"Traffic entering and leaving school property is my biggest concern in allowing my child to walk or bike unsupervised"

.....

"Two of our kids walk to Probstfield. The Principal and Ms. Martin have done a great job making the best walking path clear for parents and they changed the entrance door to make it easier and safer for our kids to walk. I really value the exercise and time outside to begin and end the day, so I truly appreciate our principal and Ms. Martin for making walking a safe option for our family. Thank you! The only improvement would be slower traffic on 20th Avenue, near Ellen Hopkins."

.....

"24th Ave has a lot of traffic and is moving fast until they get to the stop sign of 24th Ave and 14th St. A speed table and cross walk right to the east of the entrance of the Probstfield parking lot. It would be appreciated to slow down traffic in that area."

.....

"Children looking to access Ellen Hopkins or Probstfield Schools that live on the east side of 20th Street need a protected cross walk (20th Street S and 24th Ave S) to get to the west side of 20th Street. Even if volunteer fire firefighters could stand on the corner where their fire station is located in the morning and after school, I would feel incredibly more confident letting my child bike to school. There is also an extreme amount of traffic heading east on 28th Ave from 20th Street as vehicles look to access the Career Academy. I currently wouldn't feel comfortable allowing my student to bike across that intersection either with vehicles constantly making R and L hand turns to access 28th Ave."

.....

"Probstfield needs to have a better placement of a bike rack so you don't have to cut through the parking lot. Right now there is not a sidewalk all the way to the bike rack and it is scary to ride in the parking lot with all the traffic."

IMPROVEMENT OPPORTUNITIES

The pedestrian circulation and ADA compliance at Probstfield Center for Education could be improved. Dead-end sidewalks could be extended around the area to improve the pedestrian network. The sidewalk along 24th Ave S, between 14th St and the school parking lot is in need of repair and there are no detection warning panels, curb cuts, and markings at some locations. Potholes and cracks within the parking lot crosswalks are in need of repair and parking lot drainage should be addressed to avoid pooling water and ice build-up.

Additionally, faded crosswalks at intersections should get restriped and the City should consider adding stop bars for north and south bound traffic on 14th St.

The following recommendations for Probstfield Center for Education come from a combination of parent suggestions, existing conditions and on-site observations. All improvements mentioned above, as well as additional suggested improvements, can be found in the table and map on the following pages.

RECOMMENDATION	LEAD AGENCY	PRIORITY
1 Replace or repair sidewalk along 24th Ave S, between 14th St and parking lot.	Moorhead Public Schools	HIGH
2 Install shared use path on south side of 24th Ave S between 14th St and 20th St as identified in 2019 FM Metro Bike Gap Analysis.	City of Moorhead	MID
3 Ensure all crossings within parking lot conform to ADA guidelines, including detectable warning panels, curb cuts, and visible markings.	City of MHD & MPS	HIGH
4 Repair potholes, cracks and mediate pooling of water / ice build-up located within marked crosswalk between parking lot and drop-off curb to ensure pedestrian safety and ADA compliance.	Moorhead Public Schools	HIGH
5 Coordinate with Moorhead Public School Transportation and Operations team to ask that bus drivers avoid parking too close to the intersection of 14th St and 24nd Ave S. This will help create a more visible intersection for both vehicles and pedestrians.	Moorhead Public Schools	HIGH












*Staff made changes to the pick up/drop off procedure for the 2024/2025 school year. Only the preschool students are bussed at this location.



RECOMMENDATION	LEAD AGENCY	PRIORITY
6 Consider widening the sidewalk within the parking lot or creating a buffer between the parking lot and sidewalk to prevent light poles, car bumpers and hitches from hindering pedestrian movement.	Moorhead Public Schools	LOW
7 Consider relocating bike racks near front entrance of school and installing concrete pad for bike racks. *See Figure 2.2 **Completed for the 2024/2025 school year	Moorhead Public Schools	MID
8 Extend sidewalk to connect local neighborhoods to school sidewalk network.	Moorhead Public Schools	MID
9 Restripe crosswalk at the north leg of the intersection of 14th St and 26th Ave S.	City of Moorhead	MID
10 Consider painting a stop bar north bound and south bound on 14th St to help increase stop compliance.	City of Moorhead	HIGH
11 Consider posting a 20 mph school zone speed limit on 24th Ave S See Figure 2.1	City of Moorhead	MID

PROBSTFIELD ELEMENTARY RECOMMENDATIONS

KEY

-  MATBUS Stop
-  School Crossing Ahead
-  School Crossing
-  Stop Sign
-  Traffic Signal
-  Yield Sign
-  Parental Responsibility Zone
-  School Footprint
-  Marked Crosswalk
-  School Speed Zone (Speed Limit: 20)
-  Recommendations

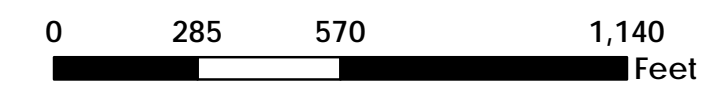
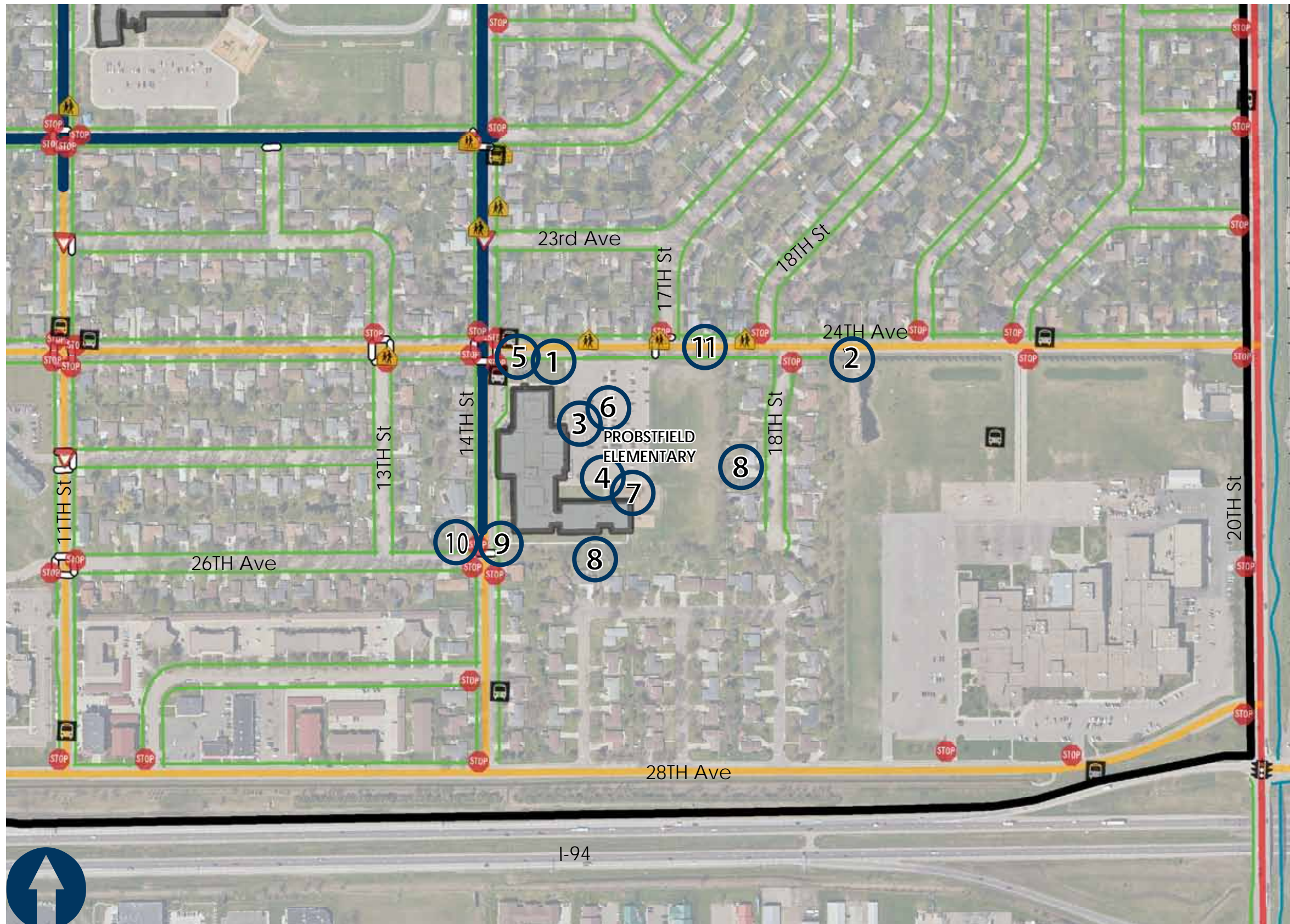


Figure 2.1

There is not a posted school speed zone on 24th Ave S. Slowing the speed of vehicles will greatly reduce the chance of a pedestrian fatality.



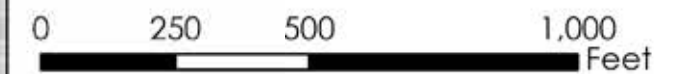
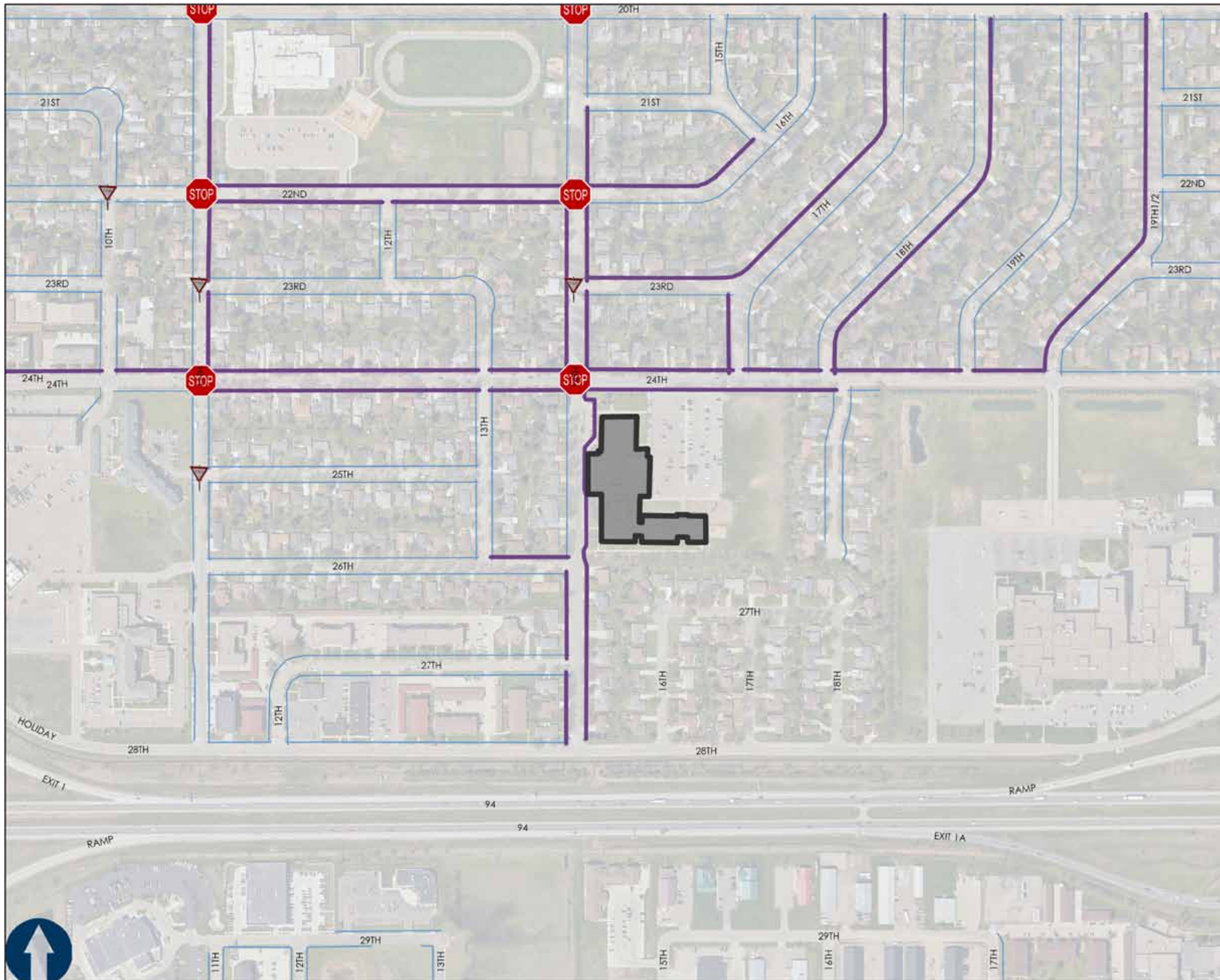
Figure 2.2



Suggested Routes to School

Probstfield Elementary School

-  All Way Stop
-  Traffic Signal
-  Yield Sign
-  Shared Use Path
-  Sidewalks
-  Suggested routes



SCHOOL:

S.G. Reinertsen Elementary

ADDRESS:

1201 40th Avenue S

ENROLLMENT:

685

GRADES:

K - 4

DOORS OPEN:

7:20 AM

START TIME:

7:45 AM

DISMISSAL:

2:30 PM

DEMOGRAPHICS*:

69.4% White, non-Hispanic

5.3% Hispanic

1.3% Asian

3% American Indian

18.8% African American

2.2% Multiracial

* School Demographic Survey



EXISTING CONDITIONS



S.G. Reinertsen Elementary is located at 1201 40th Ave S. Out of five elementary schools, S.G. Reinertsen has the highest enrollment with 685 students enrolled for the 2023/2024 school year.

S.G. Reinertsen Elementary was built in 2004 and was named in honor of Steve Reinertsen, who served as superintendent of Moorhead schools from 1926 to 1955. During his tenure as superintendent, six school facilities were constructed.

Data gathered from the online parent survey and in-person public participation event lists safety concerns and weather conditions as the top reasons children are not currently walking or riding bike to S.G. Reinertsen Elementary.

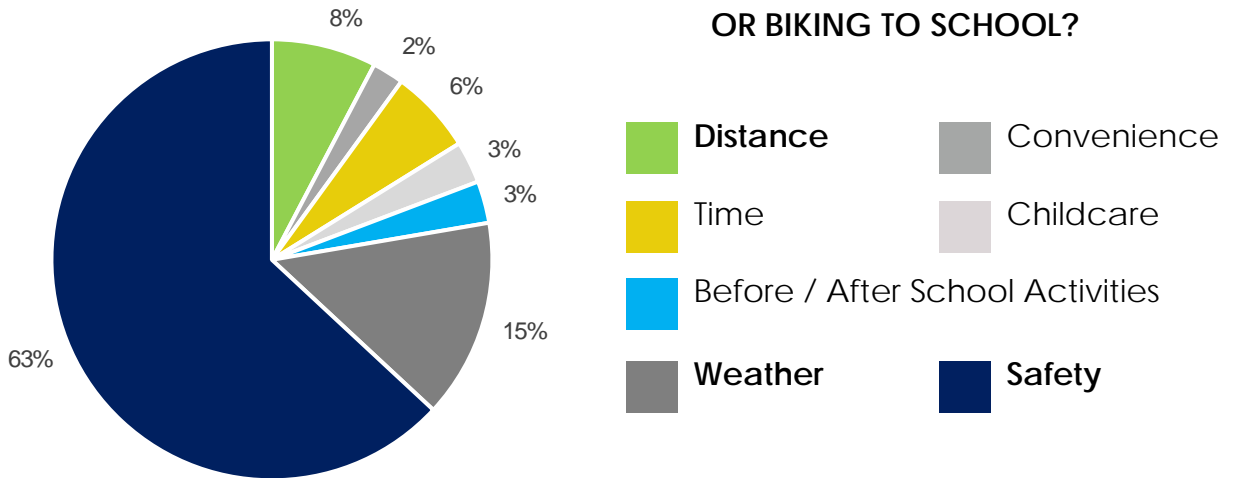
The area surrounding the School has posted, 20 mph school zones on 40th Ave S and 14th St. Speed data shows the average, peak AM and PM traffic speeds as below 20 mph on 14th St, however the average AM and PM traffic speeds are more than 5 miles per hour above the posted 20 mph speed limit.



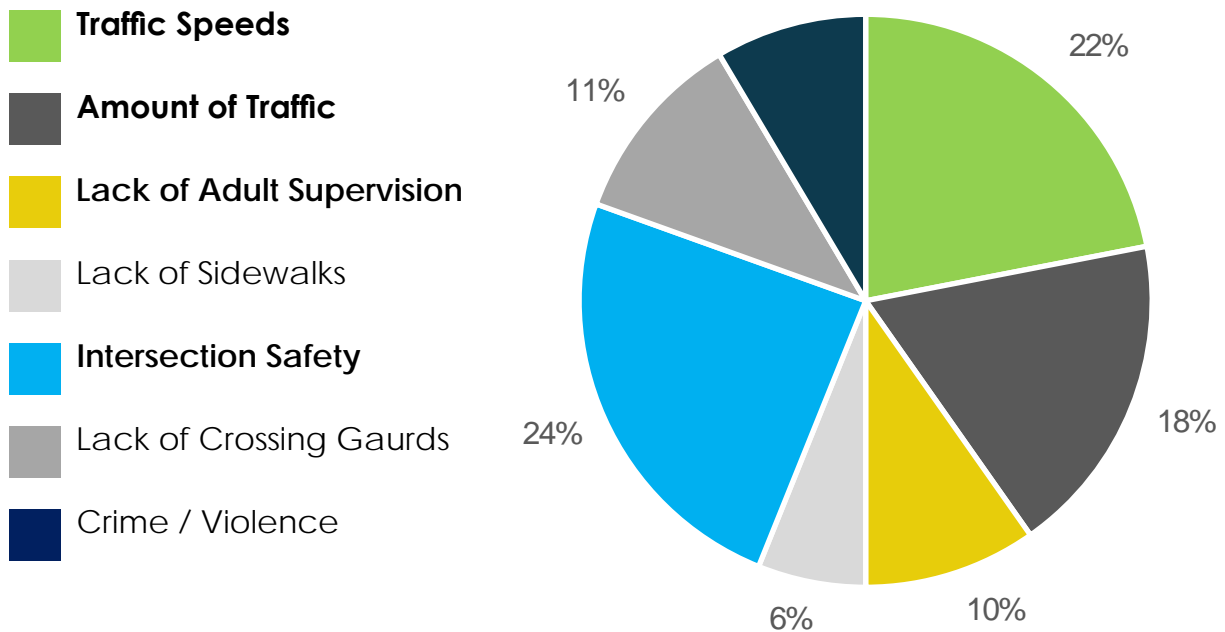
The first pie chart below lists the reasons children attending S. G. Reinertsen Elementary are not walking or biking to school, based on the surveys. The second pie chart breaks down the safety concerns from the first chart.

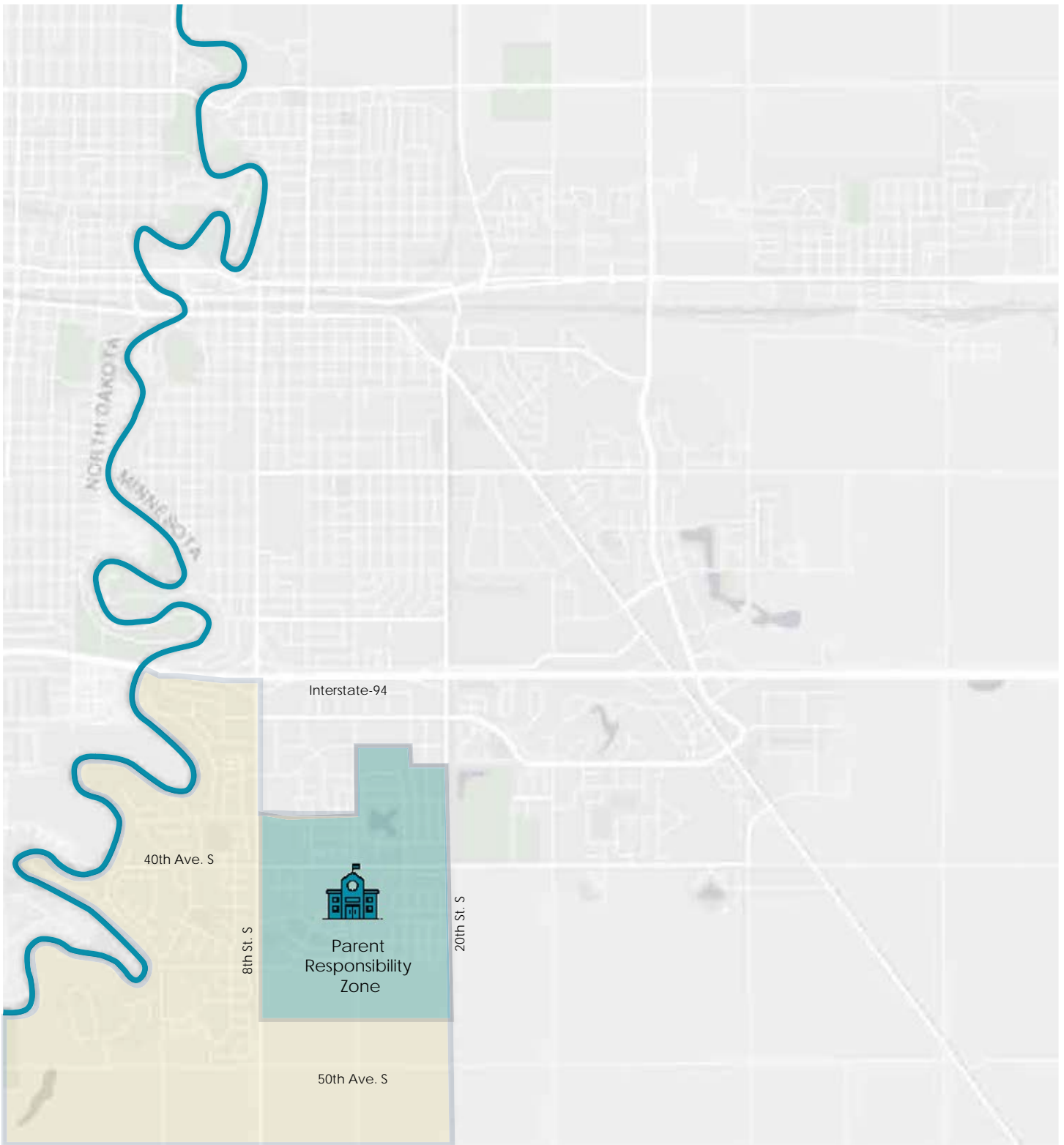


WHAT KEEPS CHILDREN FROM WALKING OR BIKING TO SCHOOL?



Parent Safety Concern





S. G. Reinertsen Elementary Parent Responsibility Zone

- Parent Responsibility Zone
- District Boundary

244 Students Eligible for AM Ridership

166 Actual AM Student Ridership

237 Students Eligible PM Ridership

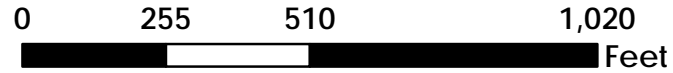
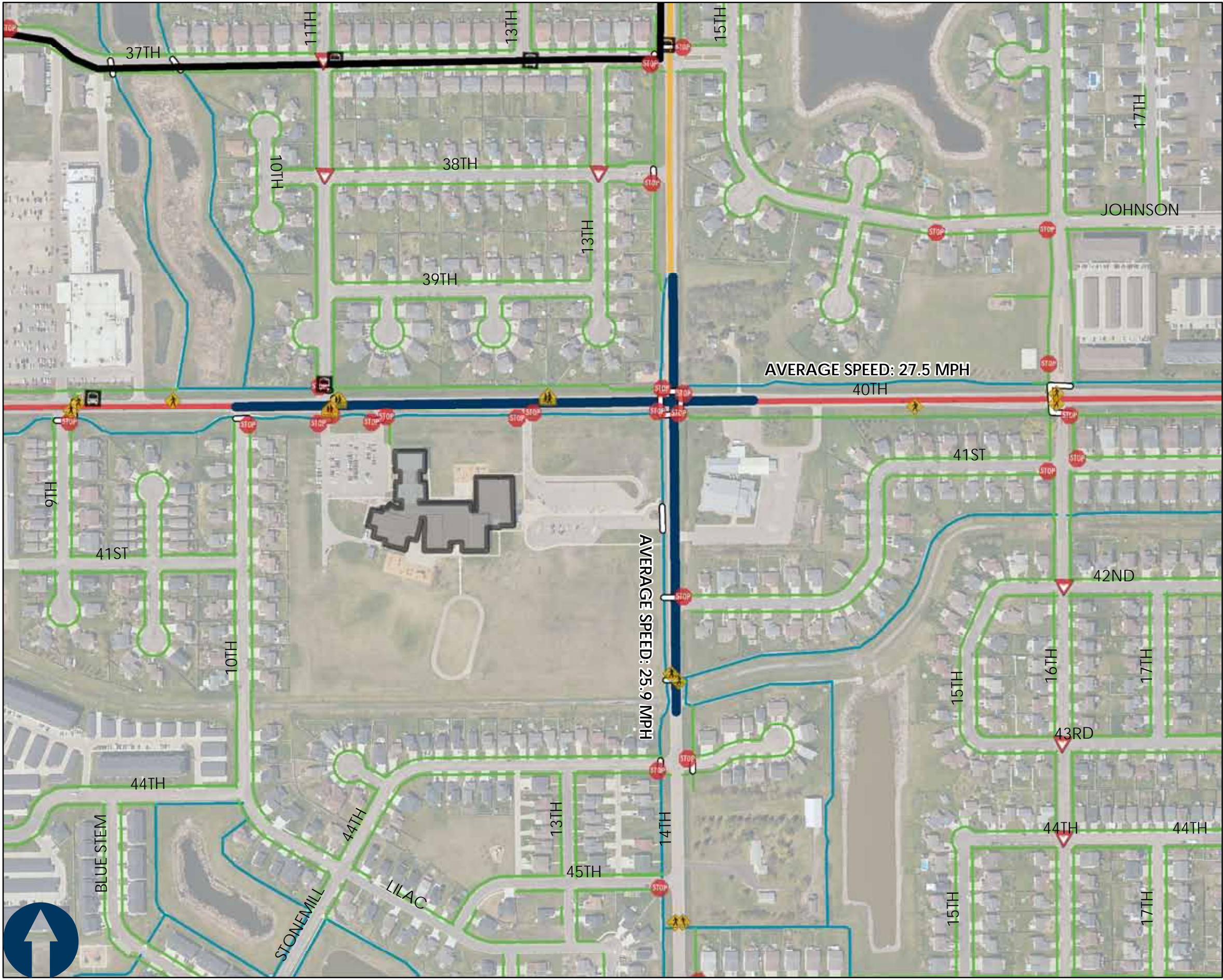
167 Actual PM Student Ridership

S.G. REINERTSEN ELEMENTARY

EXISTING CONDITIONS

KEY

- MATBUS Stop
- School Crossing Ahead
- School Crossing
- Pedestrian Crossing Ahead
- Pedestrian Crossing
- Stop Sign
- Yield Sign
- Parental Responsibility Zone
- School Footprint
- Marked Crosswalk
- School Speed Zone (Speed Limit: 20)
- Medium Volume Street
- High Volume Street
- Sidewalk
- Shared Use Path



OBSERVED CHALLENGES

Metro COG staff observed student arrival and dismissal on Monday, April 15, 2024.

S.G. Reinertsen is the largest elementary campus in the district. It has two parent pick-up/drop-off locations; the west, staff parking lot and the east parking lot. The bus drop off is located on the east side of the building. It contains a separate lot and a bus loop next to the east side drop-off zone. Some parents were observed using the bus loading zone for pick-up and drop-off. The biggest challenge observed in the west parking lot is the lack of pavement markings. Handicapped parking spaces do not have a 5 foot clearance zone and drop-off/driving lanes are not clearly marked for parents.

The parent drop-off/pick-up zone in the east parking lot is clearly marked, however parents don't utilize the pick-up area to its full extent. Parking spaces beyond the front doors are not utilized, causing vehicles to back up onto 14th St. The parking lot does not have a marked crosswalk and students were observed running in front of moving vehicles. Metro COG also observed a parent park in a designated handicapped space without the required permit.

S.G. Reinertsen is a large campus and a path runs along 40th Ave S just north of the school. The campus has an extensive sidewalk system running around the school, however, there could be better connections, including connections to southern neighborhoods. Light poles, large cracks, and vehicle bumpers create obstacles for some sidewalks.

S.G. REINERTSEN ELEMENTARY CHALLENGES

LOCATION

- | | |
|---------------------------|--|
| A West Parking Lot | 1. Light pole and fire hydrant are located in the middle of the main sidewalk.
.....
2. Path network to school is not conducive to walking/biking: Vehicle bumpers and hitches, and tight turns.
.....
3. Large crack in sidewalk.
.....
4. Handicap parking spots do not have 5' clearing zone.
.....
5. West drop-off is not clearly marked for parents. |
|---------------------------|--|

- | | |
|------------------------------|---|
| B 40th Ave S entrance | 1. Curb cuts and ADA ramp are not wide enough to accommodate a shared use path; they are sidewalk width.
.....
2. Unmarked crosswalk. |
|------------------------------|---|

S.G. REINERTSEN ELEMENTARY CHALLENGES - CONTINUED

LOCATION

C	Connectivity	Children cut through fields to get to school entrance.
D	Bus Loop	Parents commonly drop student off in the bus loading/unloading zone.
E	East Parking Lot	1. No crosswalk from parking spaces to sidewalk through drop-off zones. 2. Handicap spots observed being used by non-handicap drivers. 3. Poor adherence to traffic rules by parents. 4. Parents do not utilize the full drop-off zone; they do not go all the way to the end of the drop-off zone, opting to stop closest to the door.
F	14th St / 41st Ave S	No adult crossing guards; unsupervised student crossing guards.
G	14th St	Parents park in 'no parking zone' during afternoon student pick-up.
H	14th St sidewalk	Sidewalk abruptly ends at this locations.
I	14th St / 40th Ave S	1. 4-way stop, traffic backs up significantly during AM and PM peaks. 2. Parent drop-off queues to the 4-way stop, causing further conflicts.
J	40th Ave S	1. Asphalt path is in poor condition. 2. Sidewalk connecting to shared use path on both ends.














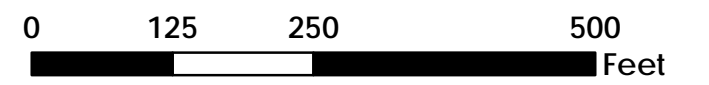
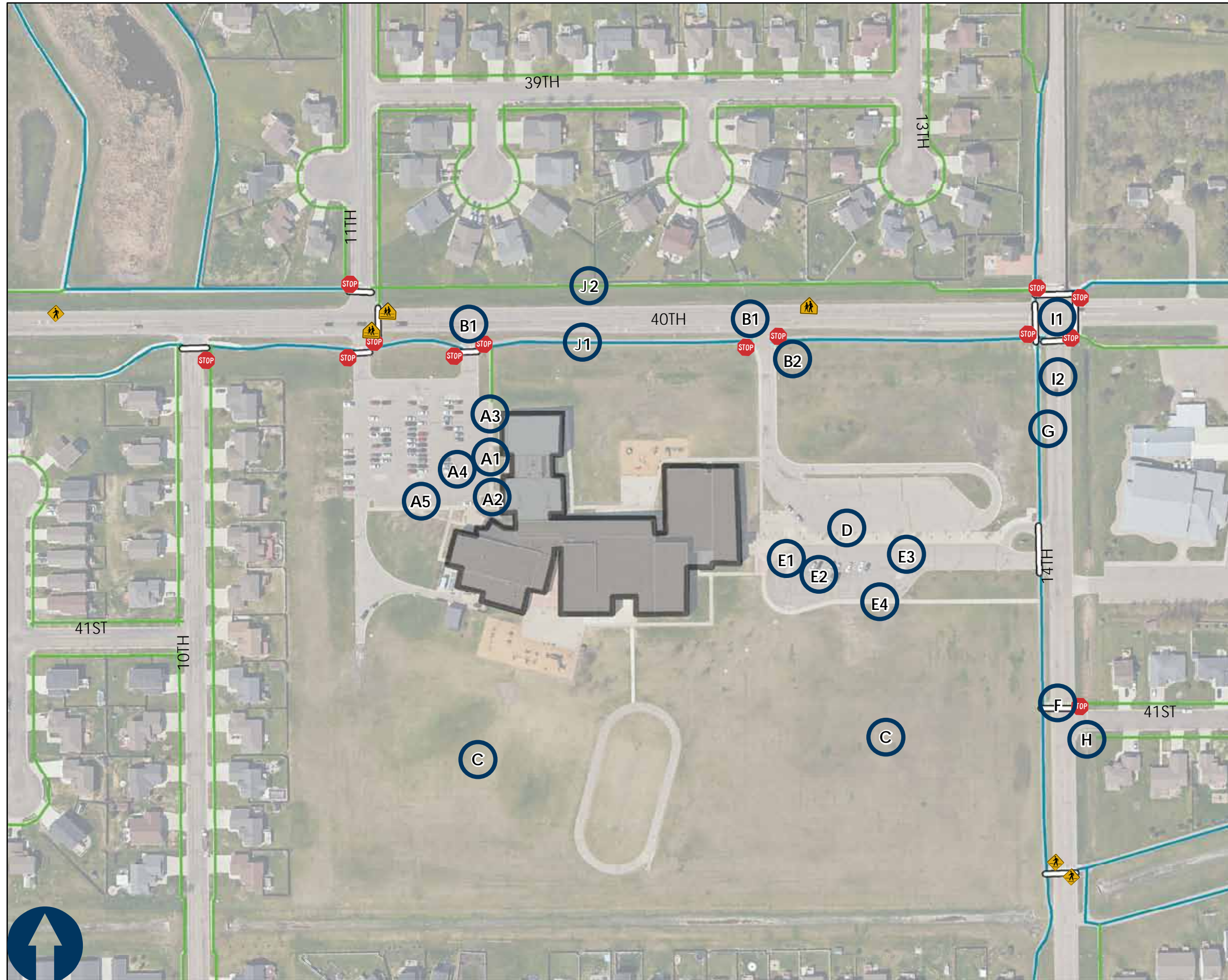


S.G. REINERTSEN ELEMENTARY

OBSERVED CHALLENGES

KEY

-  Observed Challenge
-  School Crossing Ahead
-  School Crossing
-  Pedestrian Crossing Ahead
-  Pedestrian Crossing
-  Stop Sign
-  School Footprint
-  Marked Crosswalk
-  Bikeway
-  Sidewalk
-  Shared Use Path



PARENT COMMENTS & CONCERNS

As part of the online parent survey, caregivers were asked to provide any additional comments or concerns they may have. Below are some comments received from parents of children attending S.G. Reinertsen Elementary. To view the full survey data, please see appendix.



"The crossing guard situation is NOT SAFE!!! It is just a matter of time until that lady or one of this kids is hit by a car because drivers do not pay attention, the crossing guards are not marked well enough. What happened to their flags?? There are not enough of them. What happened to the ladies whistle? It is SO dark many mornings. I would never feel safe allowing my child to be a crossing guard either. They often are not paying attention, playing in puddles, it is just a whole mess! I pray for the crossing guards and the children many mornings. I have thought about sending an email many times about the situation at 40th and 14th. Its just not safe. Especially the lady in charge. Im afraid she is going to get hit!"



"The intersection outside of SGR- even with crossing guards is not safe. The person doing crossing guard is too passive to do the work of enforcing drivers stop. SRO officers and the Moorhead police do a wonderful job of supporting adult crossing guards who call in violations. Even if it is just to issue a warning. That makes a big difference. More staff presence outdoors stopping parents who aren't using the curb for drop off is important and necessary."



"My kids have to cross a very busy street to get to the school. Even with a crossing guard there I feel more needs to be done to bring attention and safety to this school zone. There have been multiple close calls when traffic has not stopped or cars have gone around the other cars that have stopped for crossing."



"Our neighborhood has no sidewalks and residential speed limits are 30mph in Moorhead, so drivers go 34-40 on residential streets. Since each home owner needs to pay and agree to it to get sidewalks, it will never happen. Since the residents are old and wouldn't use the sidewalks anyway. The city should fund sidewalk expansion on residential streets so it actually happens. We try to bike a few times a year for fun to school, but I don't know that I would ever feel comfortable sending them on their own. We are 1.2 miles away and they normally ride the bus. The underpass under 8th is great for getting across on 40th. But getting to there along 8th st makes me nervous because 8th has such high speeds, and all the cross streets, I just don't trust drivers or my kids to watch out for the drivers and vice versa. The new bike paths along the dikes are great, but they don't go all the way to 40th without being on the street. And they didn't make a good way to get on the paths from brook or dale ave."

IMPROVEMENT OPPORTUNITIES

The pedestrian circulation and ADA compliance at S.G. Reinertsen Elementary could be improved, including connecting existing shared-use paths and sidewalks, extending pathways to neighborhoods south and west of the school, and widening existing sidewalks to eliminate circulation obstacles. The widening of both curb cuts and detectable warning panels and restriping parking spaces and crosswalks would greatly improve the school's accessibility.

The online survey indicated that parent's biggest concern was the lack of crossing guards and parent behavior within the parking lot. Adult crossing guards could enforce "bus only" and "no parking" signage, help students cross the street safely, and encourage parents to practice safe driving behaviors. Staff could encourage drivers to pull forward and utilize the pick-up/drop-off lane to its full extent, helping to eliminate vehicle back-ups and traffic congestion.












The following recommendations for S.G. Reinertsen come from a combination of parent suggestions, existing conditions and on-site observations. All improvements mentioned above, as well as additional suggested improvements, can be found in the table and map on the following pages.

RECOMMENDATION	LEAD AGENCY	PRIORITY
<p>1 Widen and realign sidewalk immediately west of school building to eliminate pedestrian obstacles, such as light poles, vehicle bumpers and hitches, and allow sufficient room for pedestrian-bicycle circulation.</p> <p>Repair or replace damaged concrete as needed.</p>	Moorhead Public Schools	HIGH
<p>2 Stripe parking lot to clearly mark parent drop-off/pick-up zone and lanes.</p> <p>*see Figure 3.1</p>	Moorhead Public Schools	HIGH
<p>3 Stripe 60" (5') access aisle for handicapped car spaces to comply with ADA standards.</p> <p>*see Figure 3.2</p>	Moorhead Public Schools	MID
<p>4 Consider repair or reconstruction of asphalt shared-use path due to deteriorated condition.</p>	City of Moorhead	MID
<p>5 Consider widening north sidewalk along 40th Ave S to connect existing shared-use paths.</p>	City of Moorhead	LOW

RECOMMENDATION	LEAD AGENCY	PRIORITY
6 Widen curb cuts and extend detectable warning panels along shared-use path at all parking lot entrances.	City of Moorhead	LOW
7 Stripe crosswalk at bus parking lot entrance.	City of Moorhead	MID
8 Consider extending pathway network to include direct connections to neighborhoods to the West and South. *see Figure 3.3	Moorhead Public Schools and City of Moorhead	MID
9 Enforce “Bus Only” access to eliminate parent useage of bus loop.	Moorhead Public Schools	MID
10 See suggested parking lot reconfiguration in Figure 3.4	Moorhead Public Schools	MID
11 Enforce “No Parking” signs - or - Allow Parking on 14th St. This would allow extra pick-up and drop-off space, and could act as traffic calming. *see Figures 3.5 & 3.6	Moorhead Police and City of Moorhead	MID
12 Extend 41st Ave’s south sidewalk to 14th St and install a crosswalk across 41st Ave S.	City of Moorhead	LOW
13 Consider installation of a roundabout or traffic signal* at the intersection of 14th St and 40th Ave S to reduce queue lengths and traffic delays. *conduct intersection traffic study to determine if traffic signal is warranted.	City of Moorhead	MID
14 Consider extending the shared-use path north, along 14th St	City of Moorhead	LOW

S.G. REINERTSEN ELEMENTARY RECOMMENDATIONS

KEY

-  School Crossing Ahead
-  School Crossing
-  Pedestrian Crossing Ahead
-  Pedestrian Crossing
-  Stop Sign
-  Yield Sign
-  Parental Responsibility Zone
-  School Footprint
-  Marked Crosswalk
-  School Speed Zone (Speed Limit: 20)
-  Recommendations

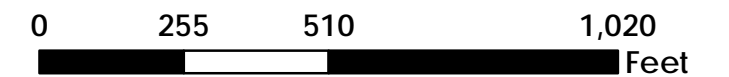
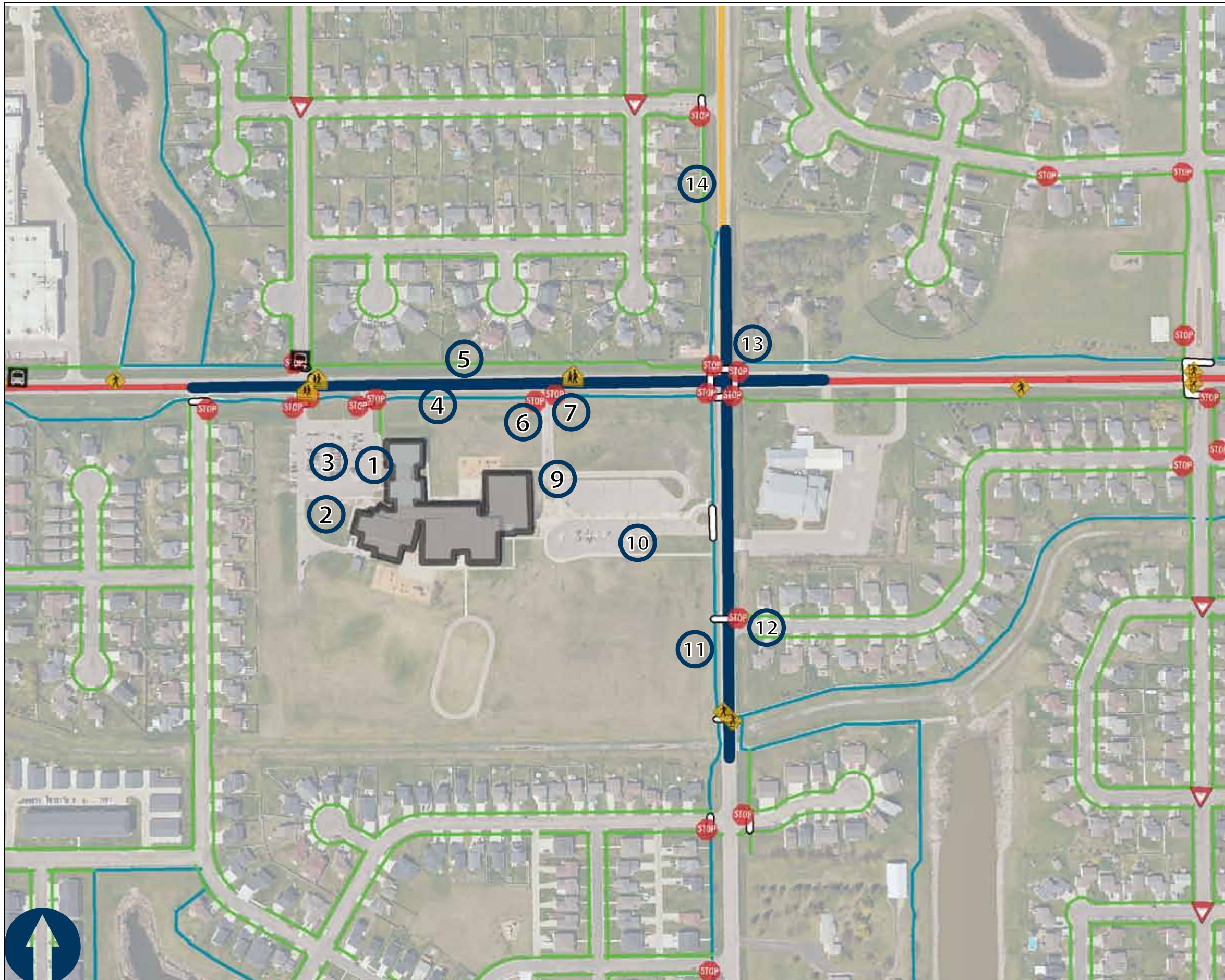


Figure 3.1

Stripe/paint parking lot to clearly mark drop-off and pick-up zones.

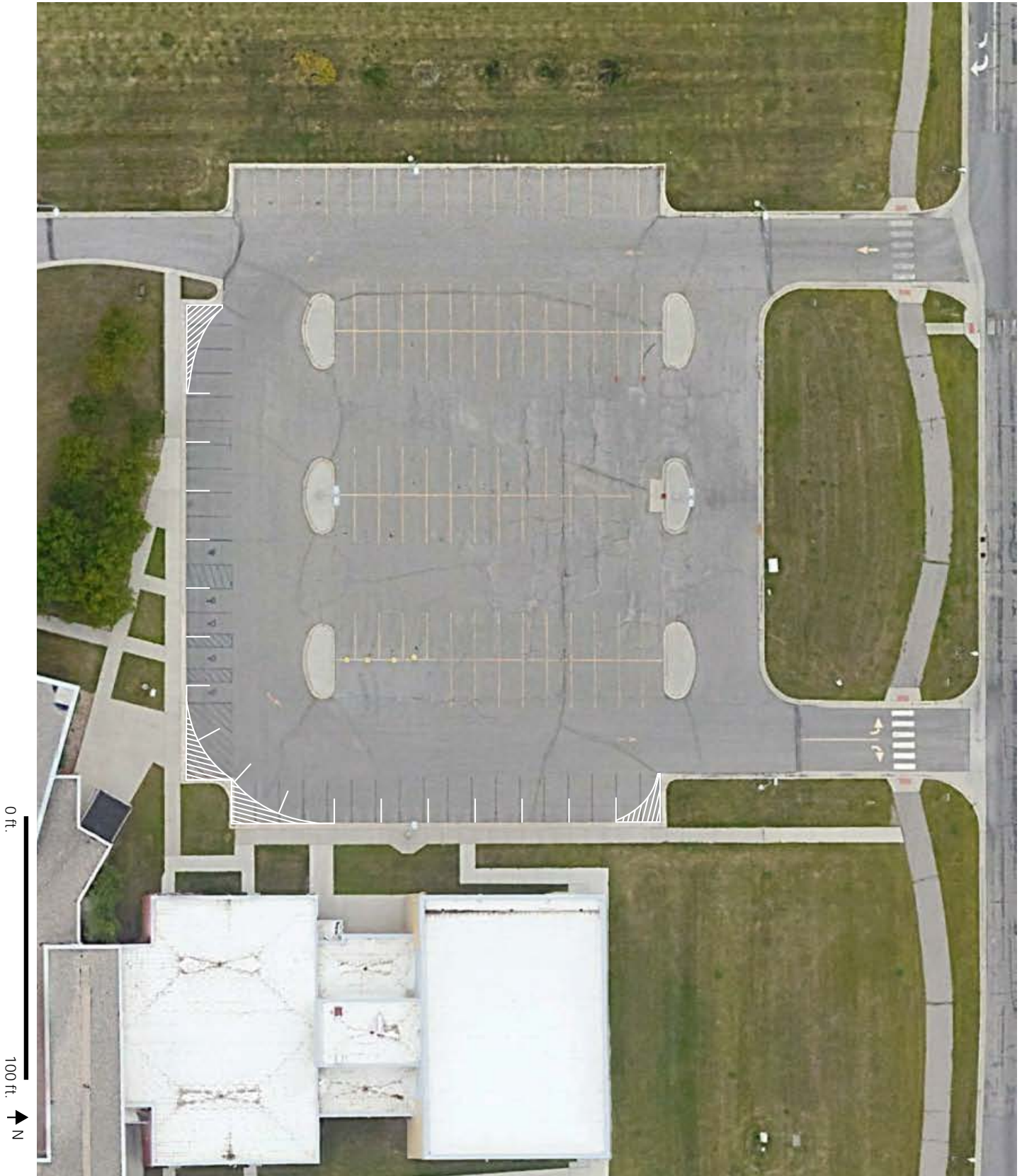
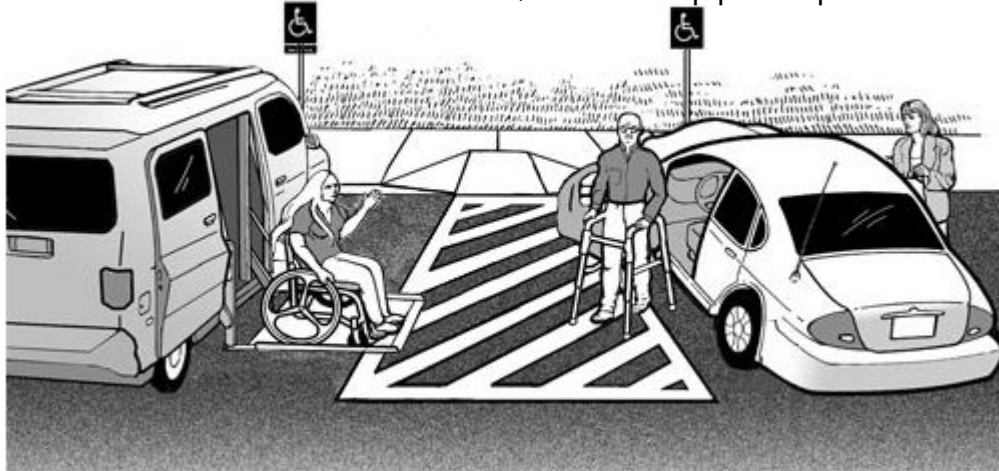


Figure 3.2

To conform to ADA standards, handicapped spaces should:



- ✔ be at least 96" wide
- ✔ have an access aisle at least 60" wide
- ✔ have no more than a 2.08% slope
- ✔ have a firm, stable, slip-resistant surface
- ✔ have a sign with the international symbol of accessibility

www.ada.gov/topics/parking/

Figure 3.3

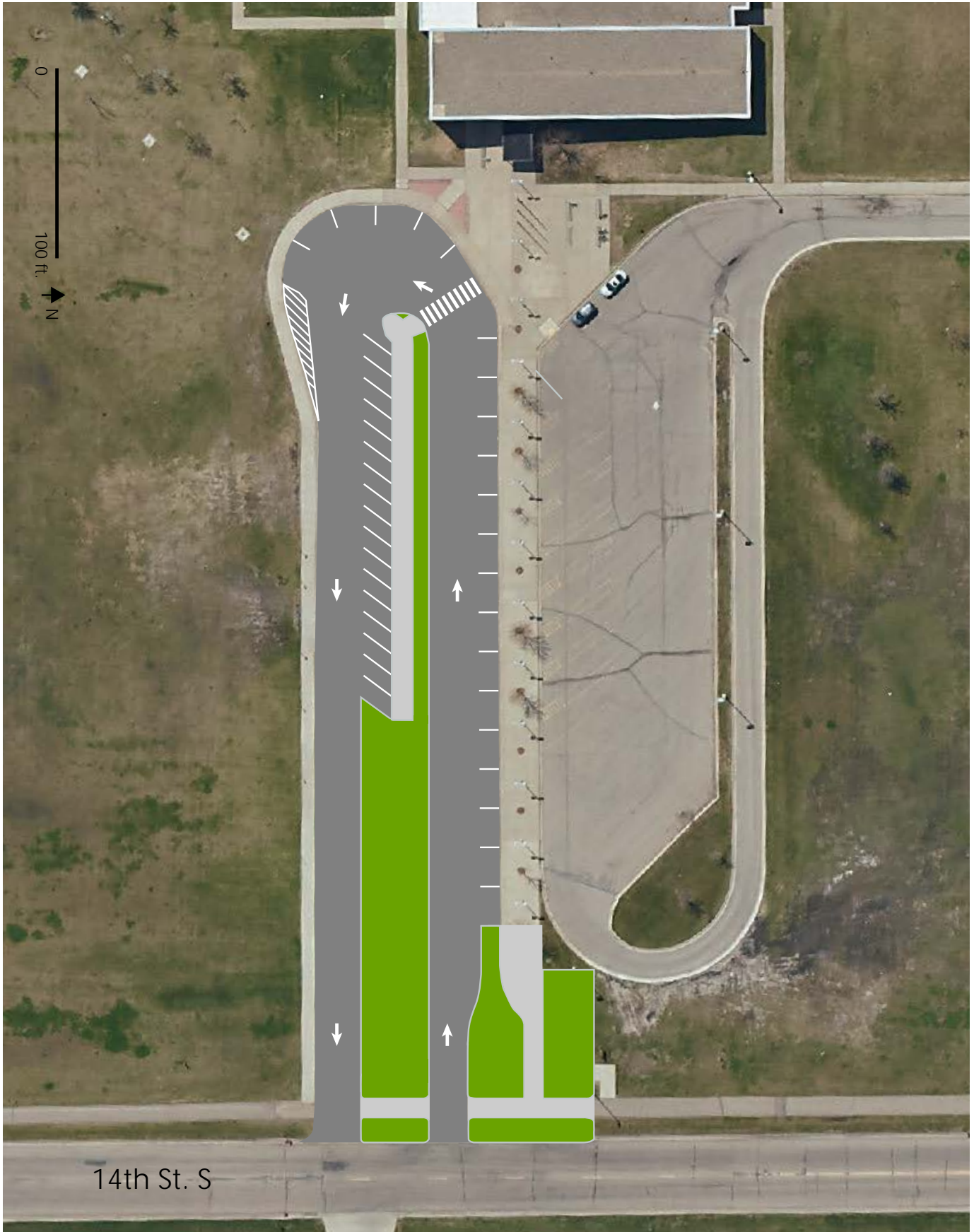
Proposed pathway network



0 ft. 200 ft. ↑ N

Figure 3.4

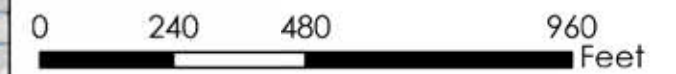
Parking Lot Reconfiguration option



Suggested Routes to School

S.G. Reinertsen Elementary School

-  All Way Stop
-  Traffic Signal
-  Yield Sign
-  Shared Use Path
-  Sidewalks
-  Suggested routes



SCHOOL:

ROBERT ASP ELEMENTARY

ADDRESS:

910 11th Street N.

ENROLLMENT:

640

GRADES:

K - 4

DOORS OPEN:

7:20 AM

START TIME:

7:45 AM

DISMISSAL:

2:30 PM

DEMOGRAPHICS*:

62% White, non-Hispanic

14% Hispanic

1% Asian

11% American Indian

9% African American

3% Multiracial

* School Demographic Survey



EXISTING CONDITIONS



Robert Asp Elementary School is home to grades kindergarden through fourth and is located at 910 11th St N; 640 students were enrolled during the 2023/2024 school year.

Like Ellen Hopkins, Robert Asp was built as a junior high school in 1957 and renovated into an elementary school in 2004. The school was named to honor a former Moorhead math and science teacher, Robert Asp. The late Mr. Asp was instrumental in building the replica Viking ship, the Hjemkomst, which sailed from Duluth, Minnesota to Bergen, Norway in 1982.

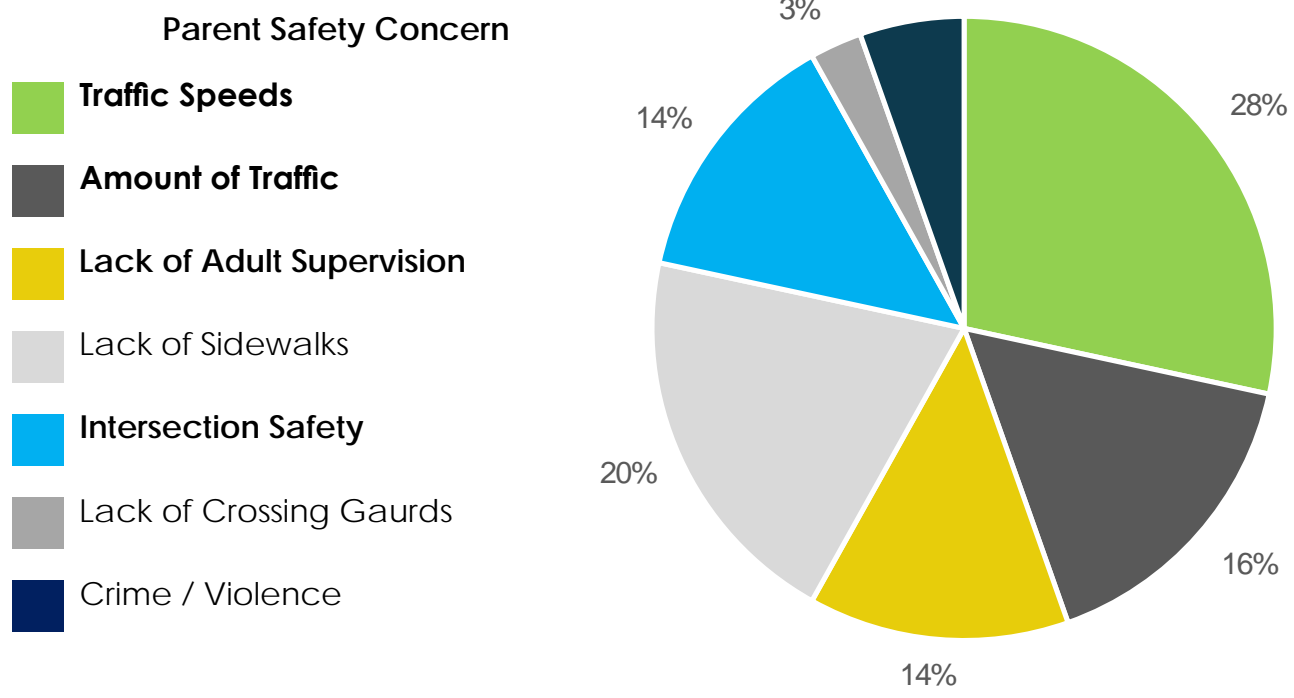
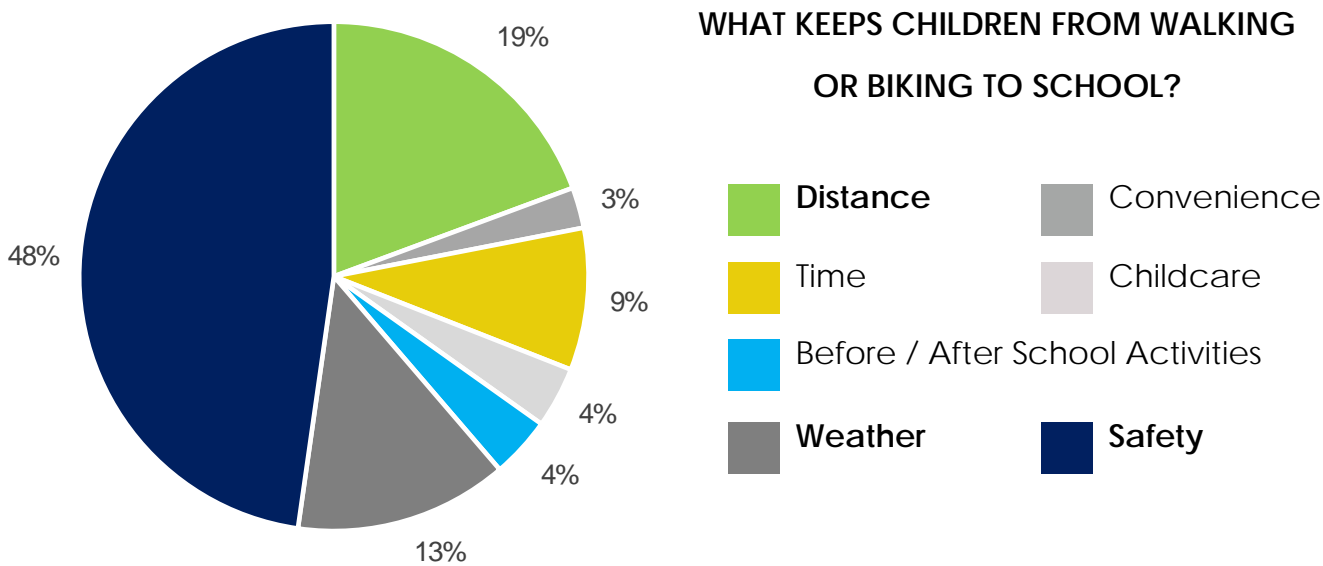
Data gathered from the online parent survey and in-person public participation event lists safety concerns, travel distance, and weather conditions as the top caregiver concerns and reasons children are not currently walking or riding bike to Robert Asp Elementary School.

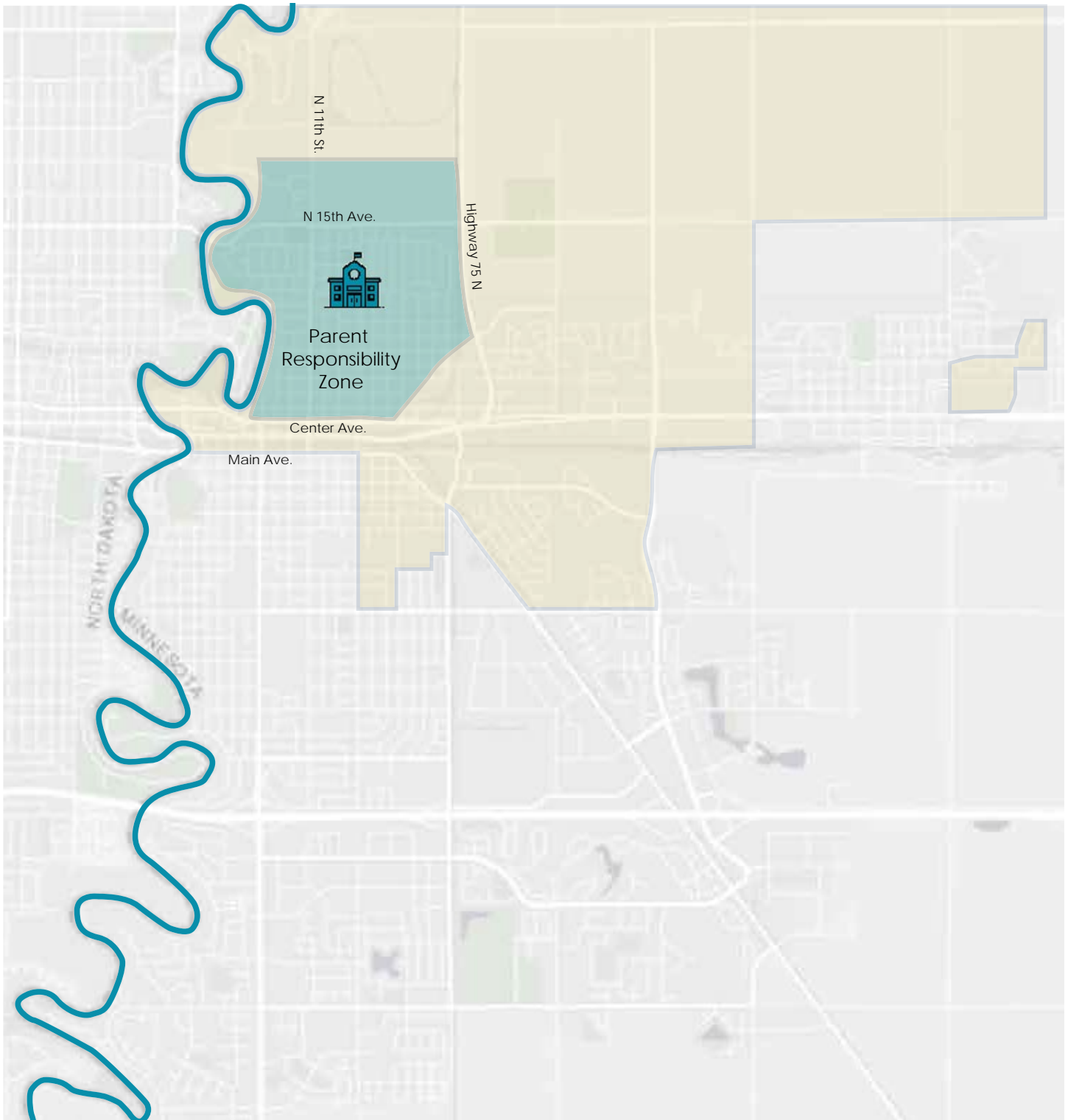
Robert Asp Elementary has posted, 20 mph school zones on all four streets bordering the campus. Speed data shows that all four streets AM and PM peak hour speeds are below the posted 20 mph speed limit.

The average AM and PM peak hour speeds can be seen on the Existing Conditions map on the following pages.



The first pie chart below lists the reasons children attending Robert Asp Elementary are not walking or biking to school, based on the surveys. The second pie chart breaks down the safety concerns from the first chart.





Robert Asp Elementary

- Parent Responsibility Zone
- District Boundary

402 Students Eligible for AM Ridership














379 Students Eligible PM Ridership

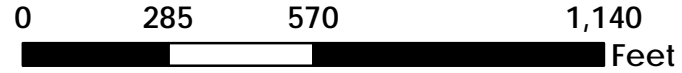
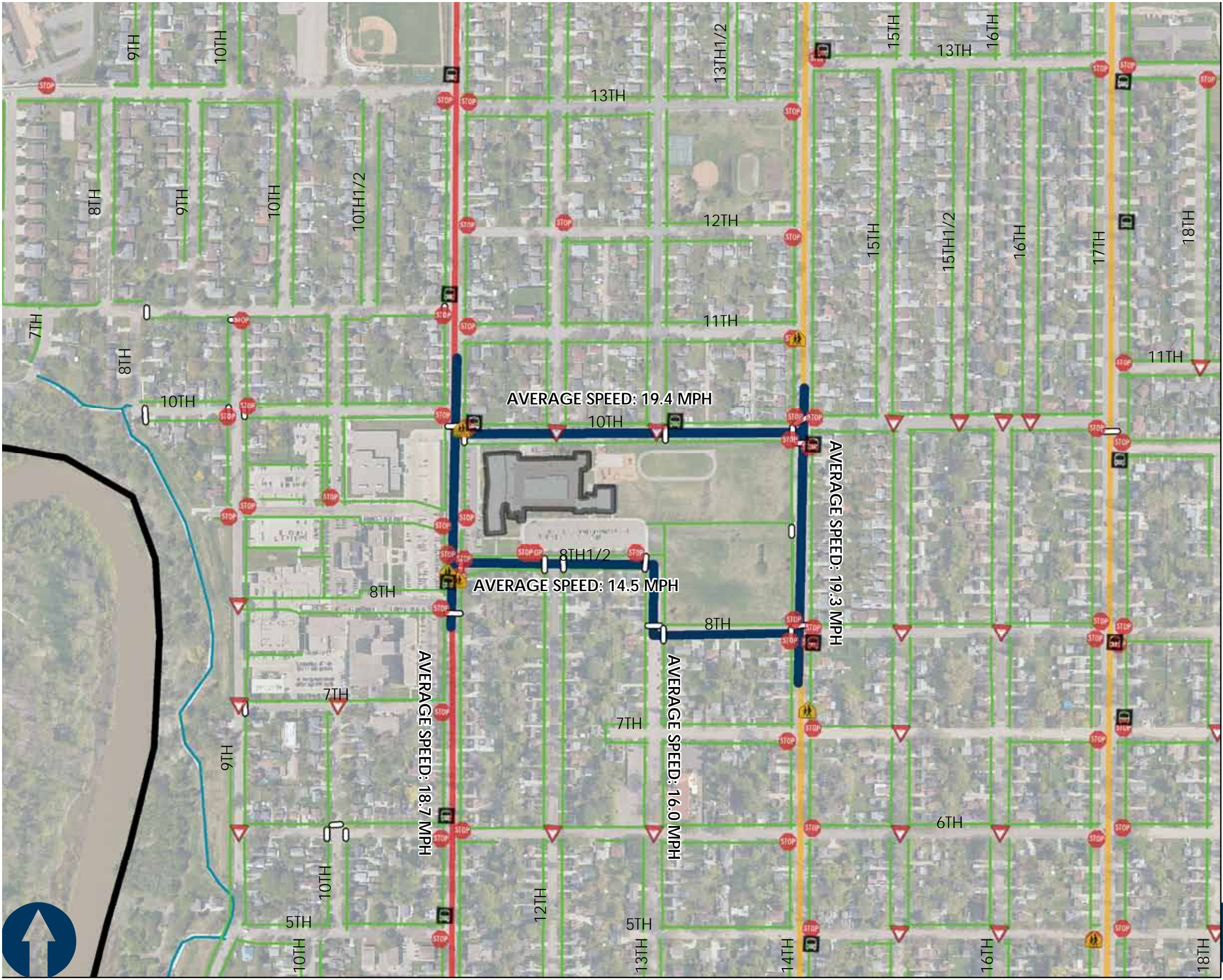
197 Actual AM Student Ridership

228 Actual PM Student Ridership

ROBERT ASP ELEMENTARY EXISTING CONDITIONS

KEY

-  MATBUS Stop
-  School Crossing Ahead
-  School Crossing
-  Stop Sign
-  Yield Sign
-  Parental Responsibility Zone
-  School Footprint
-  Marked Crosswalk
-  School Speed Zone (Speed Limit: 20)
-  Medium Volume Street
-  High Volume Street
-  Sidewalk
-  Shared Use Path



OBSERVED CHALLENGES

Metro COG staff observed student arrival and dismissal on Tuesday April 9, 2024.

Parent drop-off/pick-up is located in the parking lot, south of the school building and bus drop-off/pick-up is located north of the building, on 10th Ave N.

The parent drop-off/pick-up zone ran relatively smooth during the observation, however, traffic got congested at the parking lot entrance, on 8 1/2 Ave N, near 13th St.

Robert Asp has adult crossing guards, accompanied by student volunteers at the intersections of 11th St/10th Ave N and 11th St/8 1/2 Ave N. Crossing guards are also staffed outside the school building to help students safely cross the parking lot.

Buses line up along 10th Ave N to drop-off and pick-up students. The sidewalk in which students wait for the bus is too narrow to accommodate both bused students and walkers. Metro COG also noticed that buses frequently blocked the exit to the staff parking lot and created visual obstructions for vehicles and students crossing the street at the intersection of 11th St and 10th Ave N.



ROBERT ASP ELEMENTARY CHALLENGES

LOCATION

A 13th St

1. Many vehicles turn the corner of 13th Street and 8 1/2 Ave N at unsafe speeds.
.....
2. 13th St is a wide road, leading to speeding.
.....
3. Crosswalk has no curb cut on either side of 8 1/2 Ave N.

B Parking Lot

1. Two-way traffic at parking lot entrance/exit causes conflicts.
.....
2. Vehicles observed speeding in parking lot
.....
3. Snow pile location cause icy sidewalks during periods of freeze/thaw.

C 10th Ave N / 11th St N

Busses sometimes block parking lot exit and can cause intersection visibility concerns

D Bus drop-off

1. Sidewalk at bus drop-off / pick-up students is too narrow for the number of students.
.....
2. Parents drop off students near bus zone.

E 17th St N

17th Street is very wide, wide streets tend to encourage higher rates of speed.

F 11th St N

1. School officials have concerns with MATBUS stop being located too close to student circulation areas.
.....
2. Curb cut on the west side of 11th Street leads to private driveway on east side of 11th Street.





Bike Racks

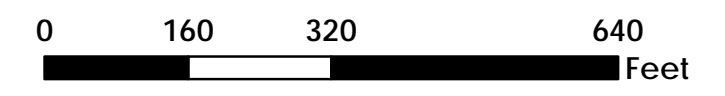
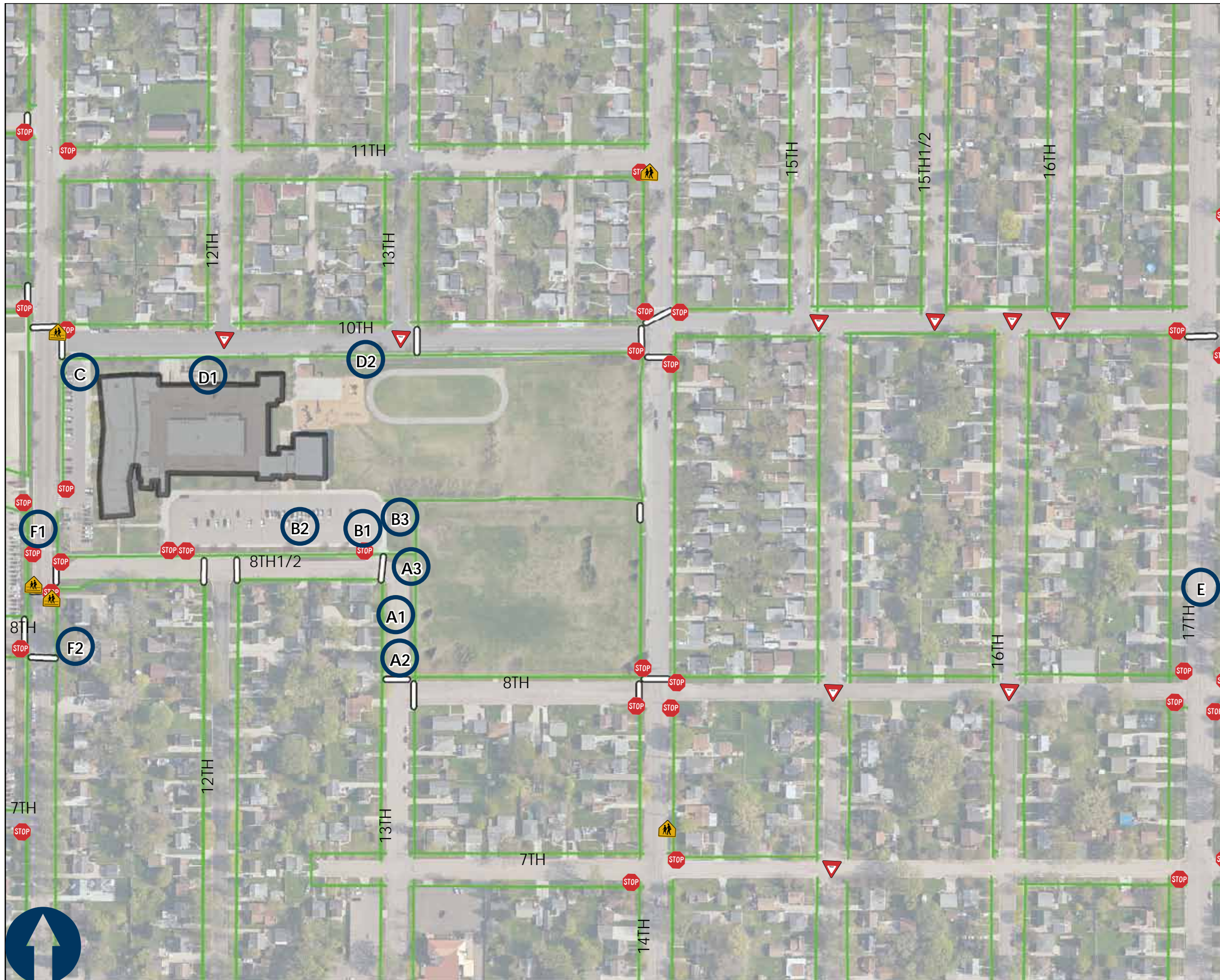


ROBERT ASP ELEMENTARY

OBSERVED CHALLENGES

KEY

-  Observed Challenge
-  School Crossing Ahead
-  School Crossing
-  Stop Sign
-  Yield Sign
-  School Footprint
-  Marked Crosswalk
-  Sidewalk



PARENT COMMENTS & CONCERNS

"We live .8 miles away from the school which is too far for an elementary school child to walk/ride back, especially alone."

.....

"Given the location of school across from the jail, courthouse and also mental health facilities, I would not feel comfortable letting my child walk or bike to school on their own ."

.....

"Child lives too far to walk and disability prohibits walking for safety reasons."

.....

"I walked to/from school up to 7th grade and if we lived closer, my son would walk to school. He does have some special needs, however, so I would probably have to walk with him. It's healthy to walk and provides some responsibility for children."

.....



IMPROVEMENT OPPORTUNITIES

There are a number of improvements that can be made in order to make walking and biking to/from Robert Asp Elementary more inviting, safe, and accessible.

Improved ADA accessibility, crosswalk improvements, vehicle circulation, and traffic calming could help make biking and walking to school safer for students.

Driver behavior and traffic speeds are a concern at the 13th St / 8 1/2 Ave N intersection. Several improvements could be implemented at the intersection to calm traffic, bring awareness to the crosswalk, and improve crossing safety for students.

The following recommendations for Robert Asp Elementary come from a combination of parent suggestions, existing conditions and on-site observations. All improvements mentioned above, as well as additional suggested improvements, can be found in the table and map on the following pages.













RECOMMENDATION	LEAD AGENCY	PRIORITY
1 Consider improvement options to the intersection of 13th Street & 8 1/2 Ave N.	City of Moorhead	HIGH
a. Relocate parking lot entrance to the west and connect crosswalk with a receiving sidewalk/ curb cut on north side of the street.		
*See Figure 4.1		
b. Consider closing east parking lot entrance. Both entering and exiting traffic would use the west entrance. Connect crosswalk with a receiving sidewalk / curb cut on north side of the street.		
*See Figure 4.2		
c. Consider a raised intersection to slow traffic around the curve (intersection of 8 1/2 Ave N & 13th St). Realign crosswalk toward the northeast to keep away from parking lot entrance, just east of existing utility pole.		
*See Figure 4.3		

For all options listed above, consider SCHOOL XING pavement markings as shown in Figure 4.4.

RECOMMENDATION	LEAD AGENCY	PRIORITY
<p>2 Consider limiting traffic to one-way through the parking lot; using the east approach to enter and the west approach to exit.</p> <p>*see Figure 4.5</p>	<p>Moorhead Public Schools</p>	<p>MID</p>
<p>3 Coordinate with Moorhead Public School Transportation and Operations team to ask that bus drivers avoid parking too close to the intersection of 11th St and 10th Ave N. This will help create a more visible intersection for both vehicles and pedestrians.</p>	<p>Moorhead Public Schools</p>	<p>LOW</p>
<p>4 Consider widening existing sidewalk along 10th Ave N to provide adequate sidewalk space for both students getting on/off the bus and other students/pedestrians.</p>	<p>City of Moorhead</p>	<p>HIGH</p>
<p>5 Consider improvements as suggested in Metro COG's 17th St Corridor Study completed in 2021, to make 17th St more pedestrian friendly for children walking to school.</p>	<p>City of Moorhead</p>	<p>MID</p>
<p>6 Consider removing curb cut at marked crossing on 11th Street to avoid students crossing the street into a residential driveway.</p>	<p>City of Moorhead</p>	<p>MID</p>

ROBERT ASP ELEMENTARY RECOMMENDATIONS

KEY

-  MATBUS Stop
-  School Crossing Ahead
-  School Crossing
-  Stop Sign
-  Yield Sign
-  Parental Responsibility Zone
-  School Footprint
-  Marked Crosswalk
-  School Speed Zone (Speed Limit: 20)
-  Recommendations

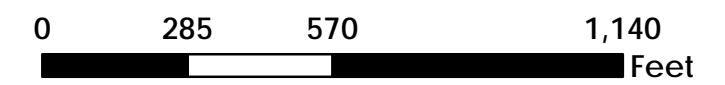
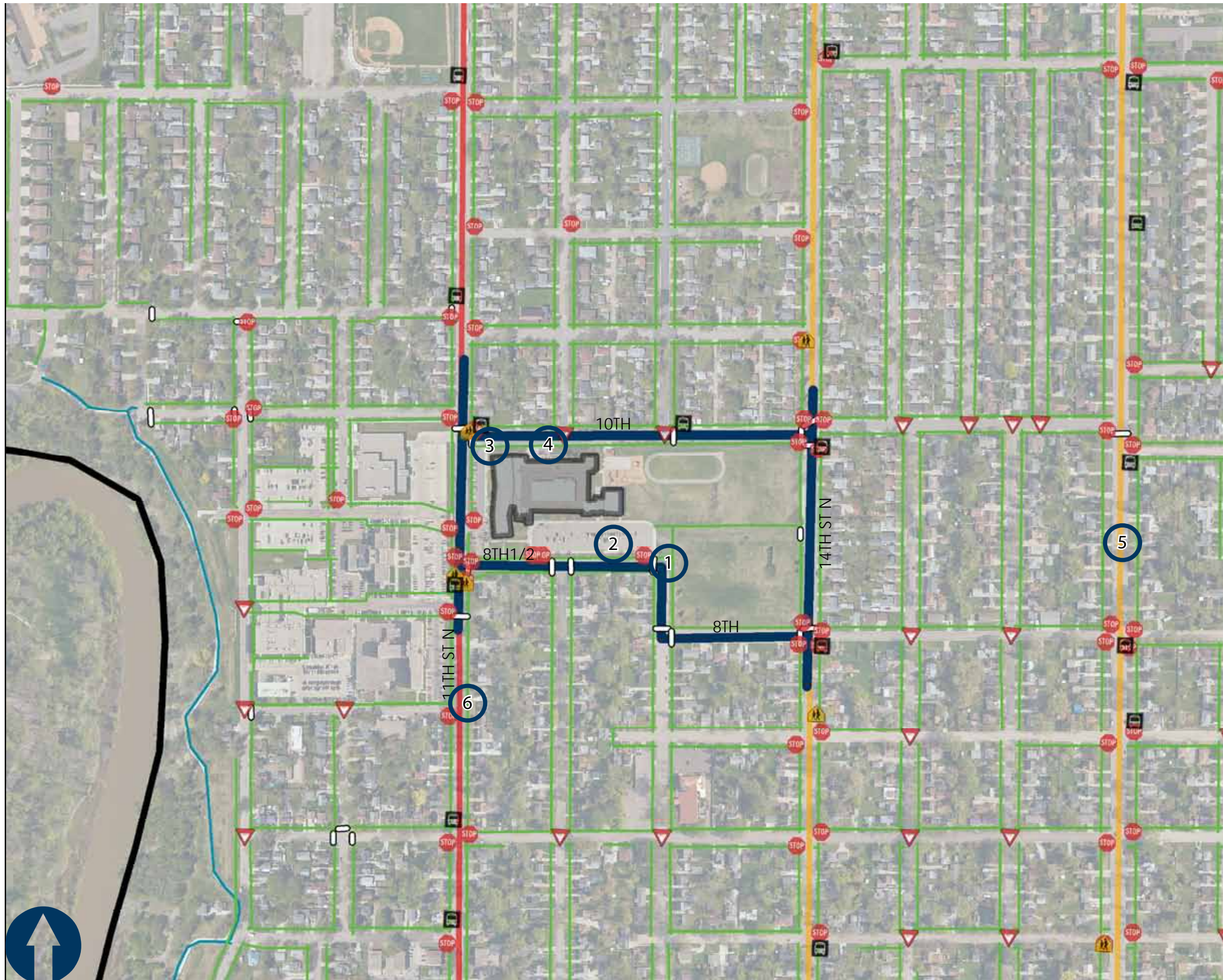


Figure 4.1 & 4.2

Parking lot enter/exit reconfigurations

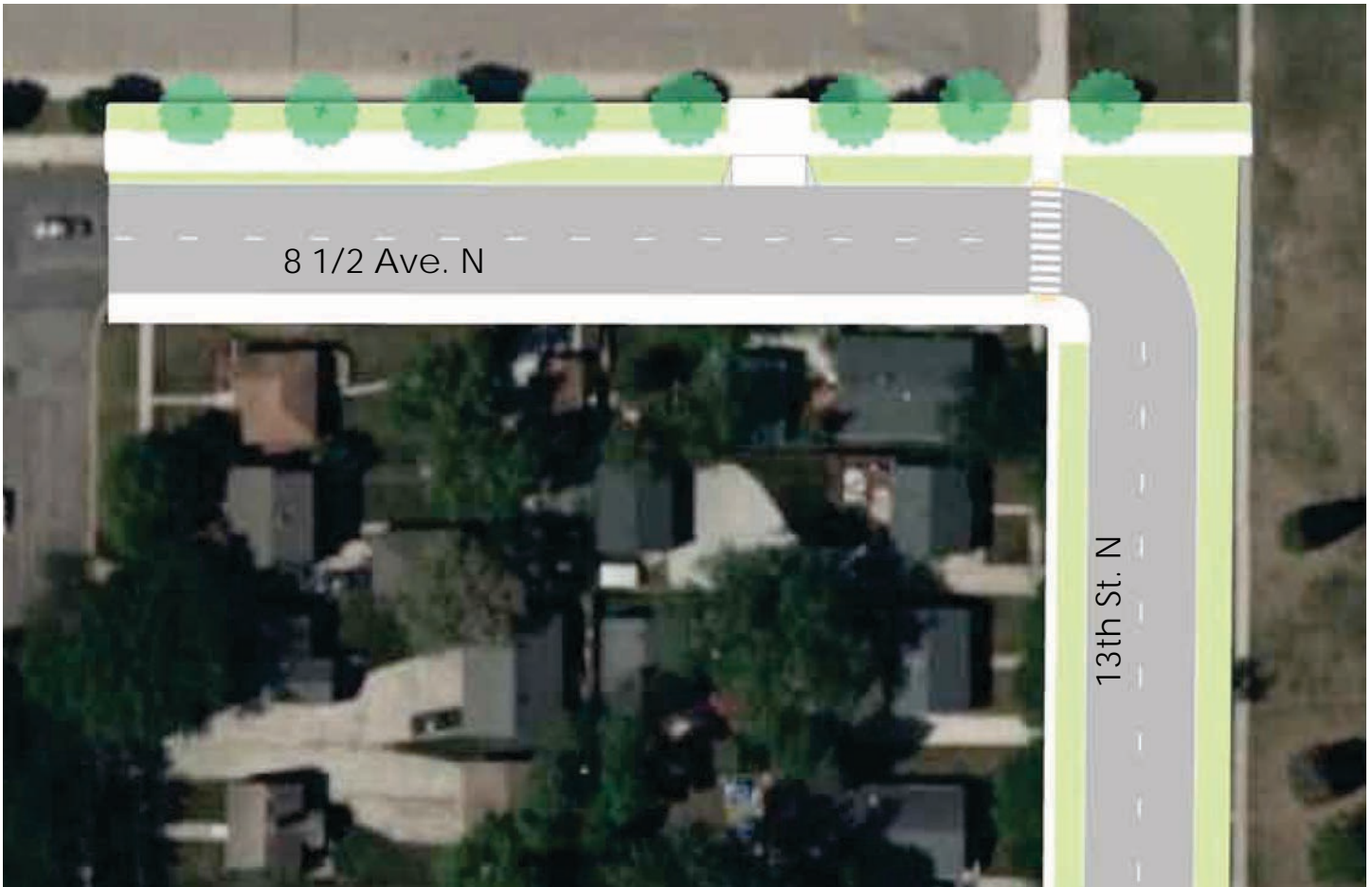


Figure 4.3 - Proposed raised intersection of 8 1/2 Ave N & 13th St

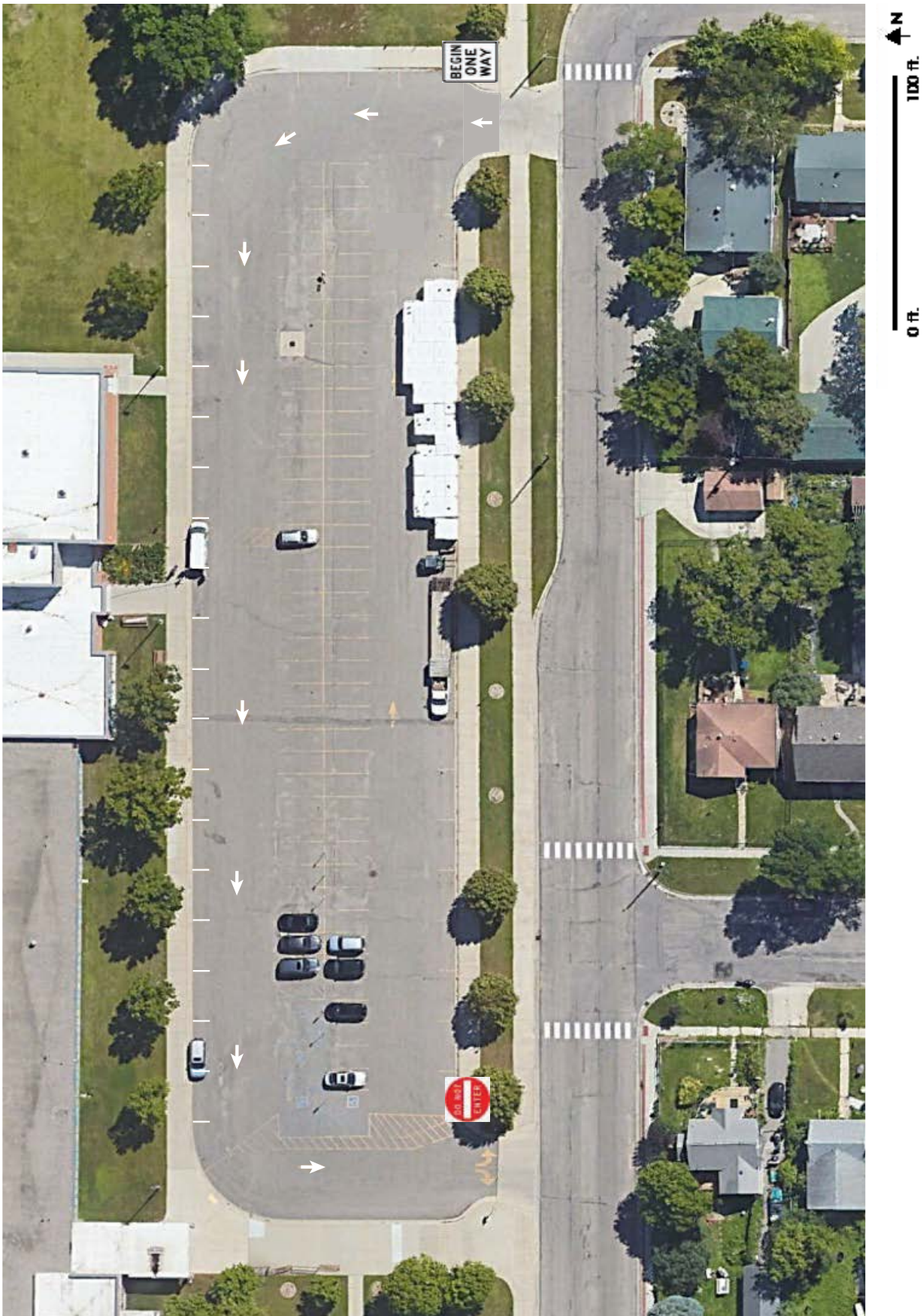


Figure 4.4 - SCHOOL XING Pavement Marking



Figure 4.5

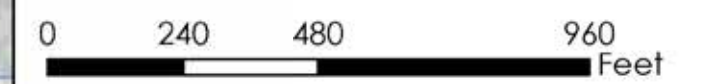
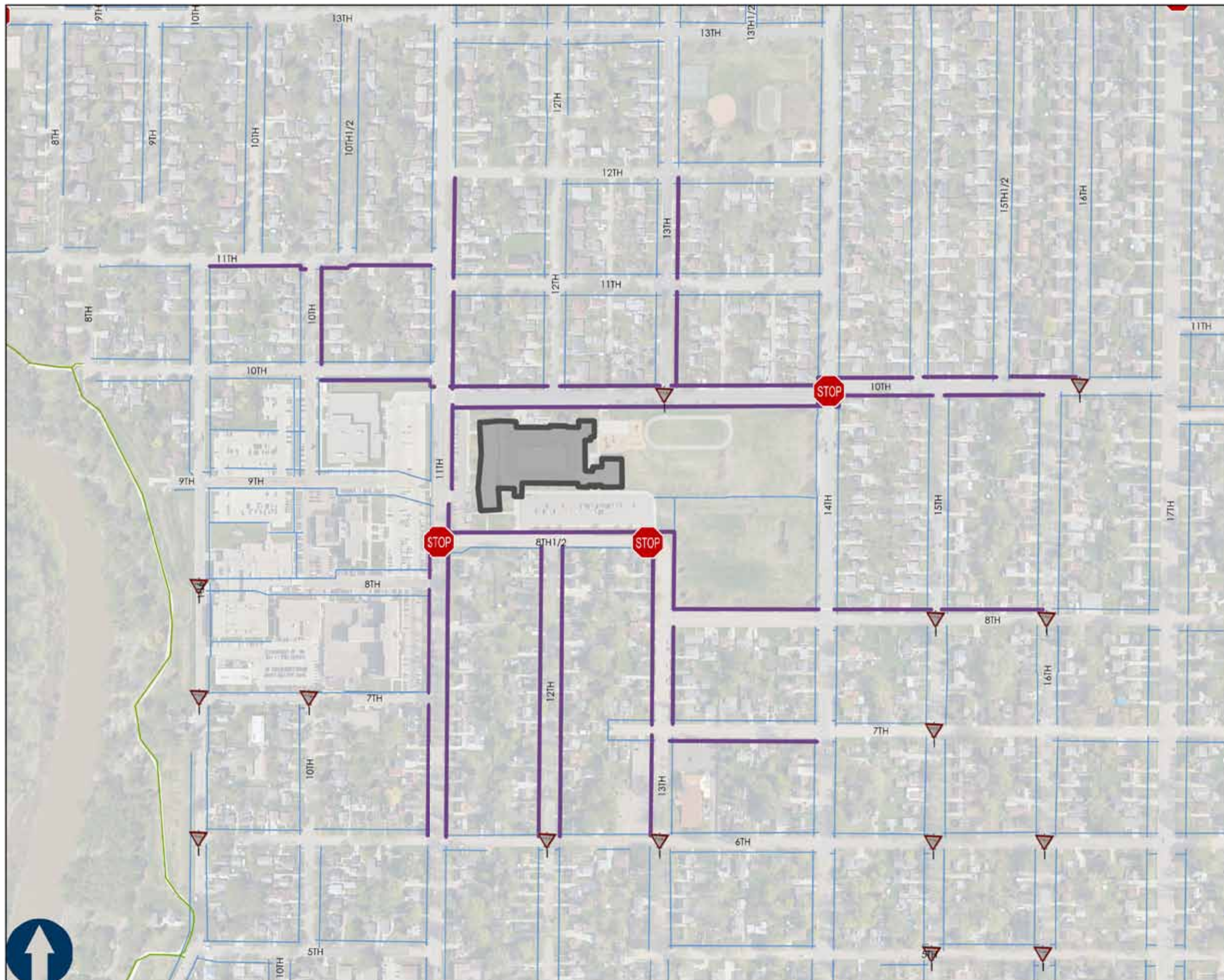
One-way parking lot layout



Suggested Routes to School

Robert Asp Elementary School

-  All Way Stop
-  Traffic Signal
-  Yield Sign
-  Shared Use Path
-  Sidewalks
-  Suggested routes



SCHOOL:

DOROTHY DODDS ELEMENTARY

ADDRESS:

4400 24th Avenue S.

ENROLLMENT:

635

GRADES:

K - 4

DOORS OPEN:

7:20 AM

START TIME:

7:45 AM

DISMISSAL:

2:30 PM

DEMOGRAPHICS*:

60% White, non-Hispanic

8% Hispanic

2% Asian

8% American Indian

17% African American

5% Multiracial

* School Demographic Survey

EXISTING CONDITIONS



Dorothy Dodds Elementary School is the newest k-4 elementary school in Moorhead, located at 4400 24th Ave S. Dorothy Dodds had 635 students enrolled during the 2023-2024 school year.

The elementary school was built in 2017 to address classroom space shortages in the district. It was named after Dorothy Dodds, a pioneer for early childhood education in Minnesota.

Data gathered from the online parent survey and in-person public participation event lists safety concerns, travel distance, and weather conditions as the top caregiver concerns and reasons children are not currently walking or riding bike to Dorothy Dodds Elementary School.

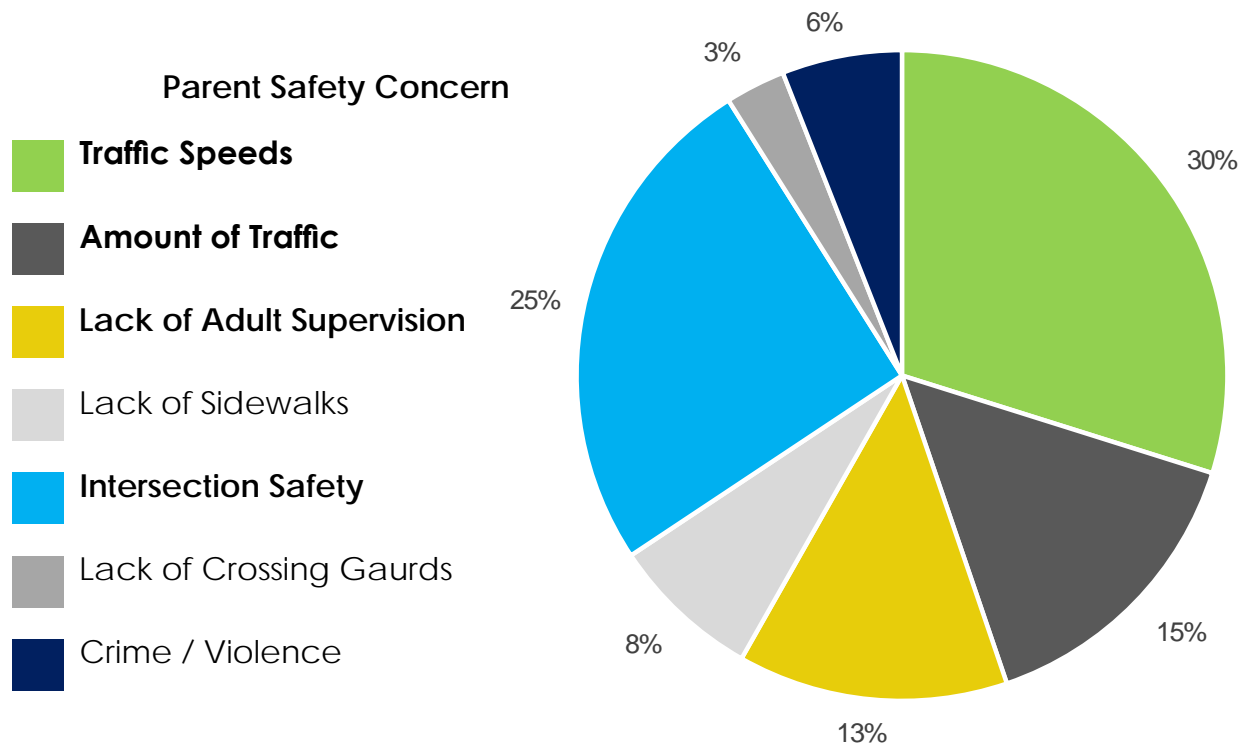
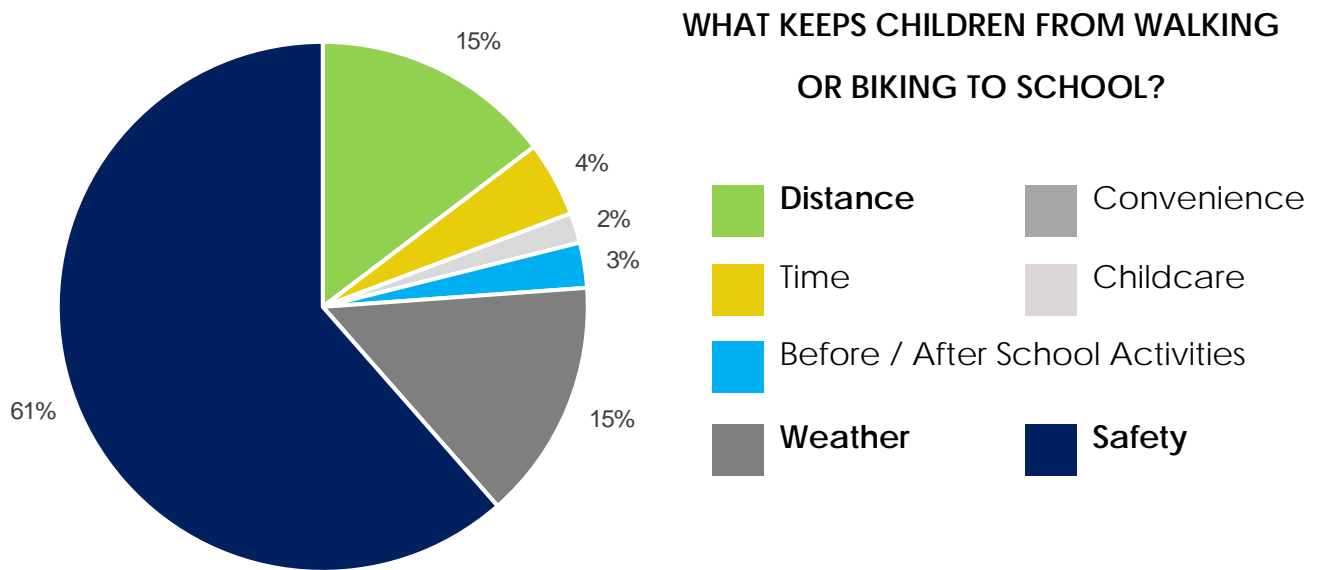
The school is located on the eastern edge of the city, and has minimal through traffic, however, speed data shows vehicles travel at a higher rate of speed than other schools in the area. The elementary school is on the corner of 24th Ave S and 45th St; neither roadway has a posted 20 mph school speed zone

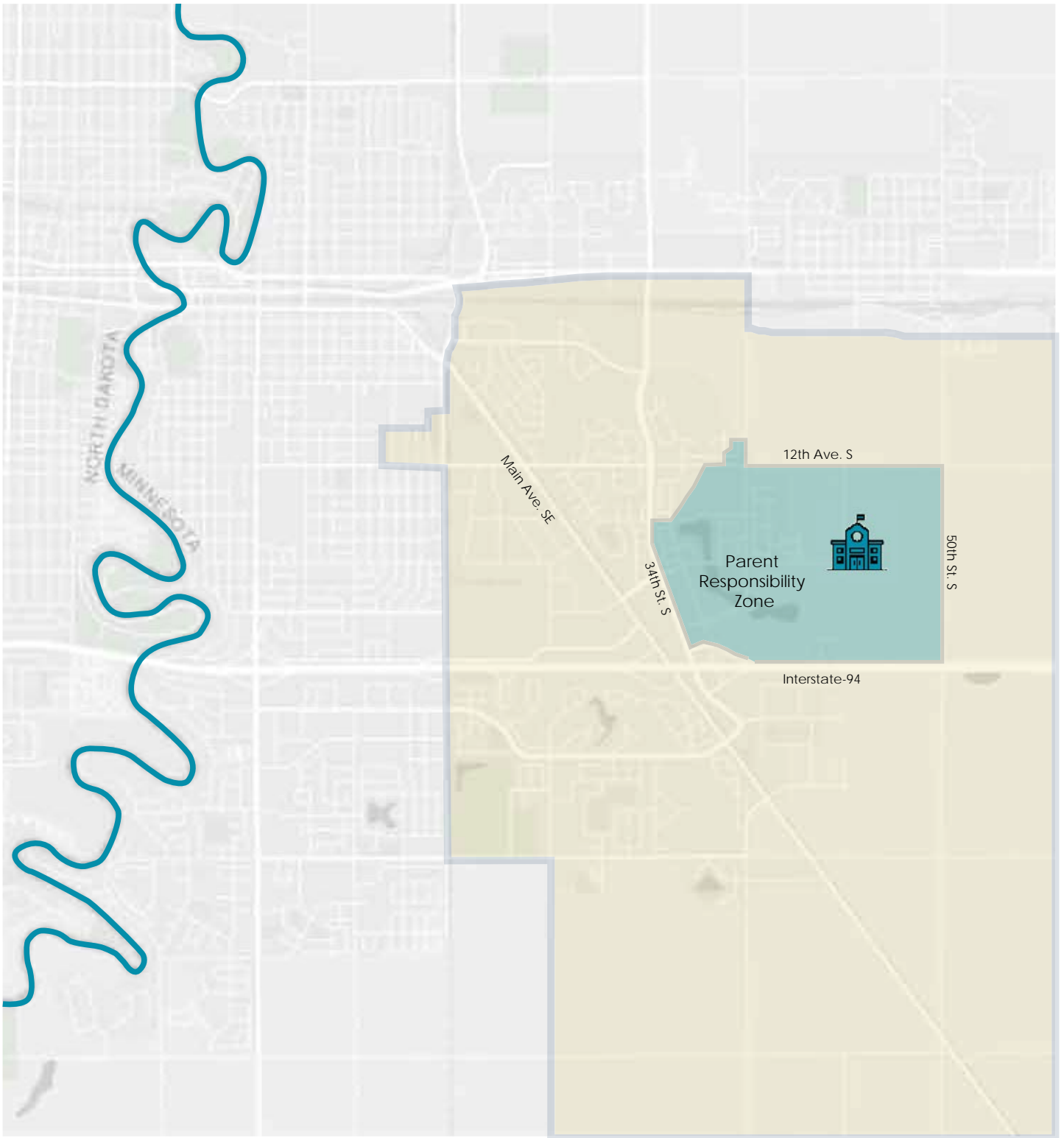
The average AM and PM peak hour speed on 24th Ave S is **26.4 mph** and **27.6 mph** on 45th St.



C

The first pie chart below lists the reasons children attending Dorothy Dodds Elementary for Education are not walking or biking to school, based on the surveys. The second pie chart breaks down the safety concerns from the first chart.





Dorothy Dodds Elementary

- Parent Responsibility Zone
- District Boundary

448 Students Eligible for AM Ridership

443 Students Eligible PM Ridership

292 Actual AM Student Ridership

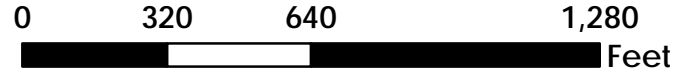
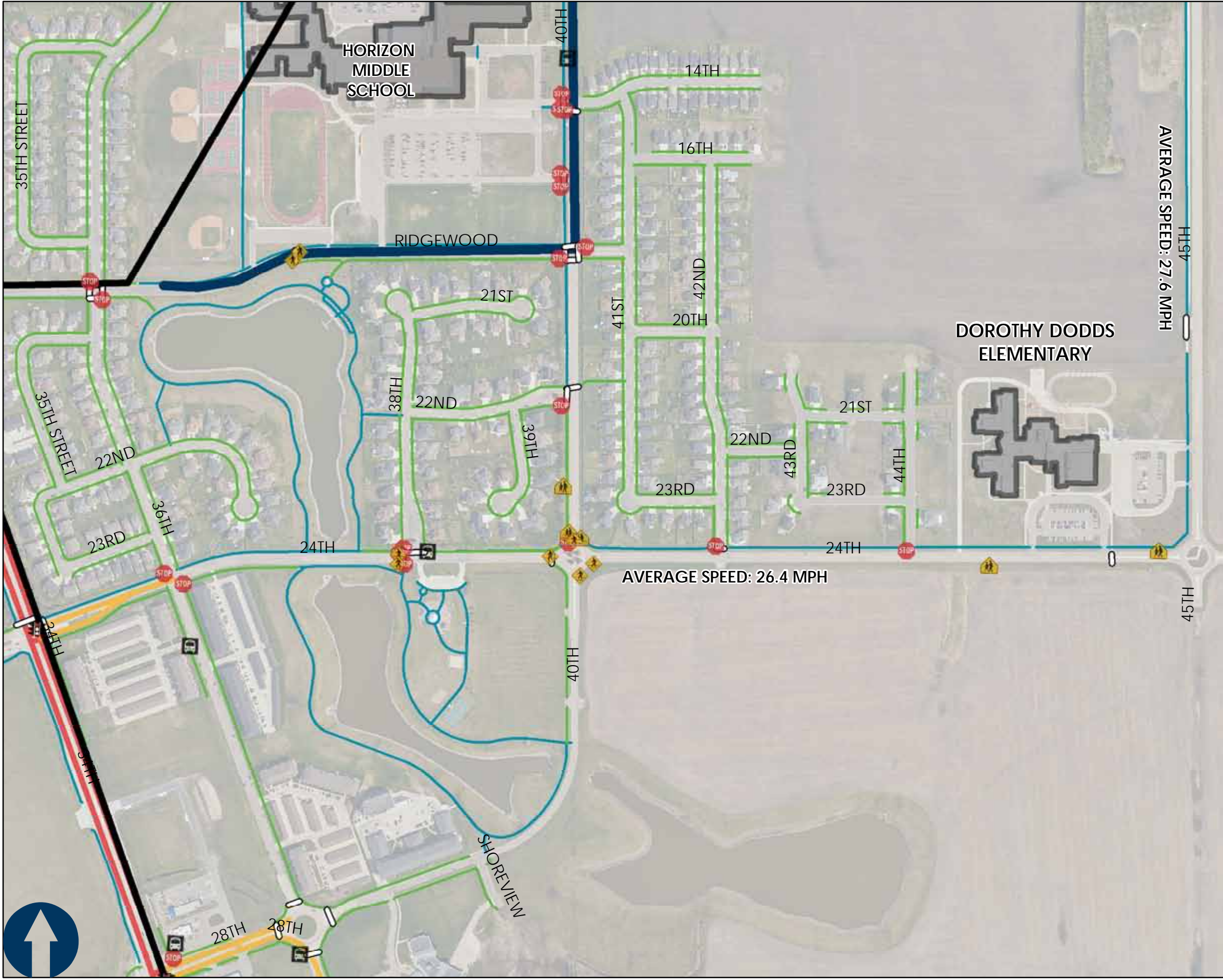
312 Actual PM Student Ridership

DOROTHY DODDS ELEMENTARY

EXISTING CONDITIONS

KEY

- MATBUS Stop
- School Crossing Ahead
- School Crossing
- Pedestrian Crossing
- Stop Sign
- Traffic Signal
- Parental Responsibility Zone
- School Footprint
- Marked Crosswalk
- School Speed Zone (Speed Limit: 20)
- Medium Volume Street
- High Volume Street
- Sidewalk
- Shared Use Path



OBSERVED CHALLENGES

Metro COG staff observed student arrival and dismissal on Friday April 12, 2024.

Vehicle student drop-off/pick-up is located in the parking lot south of the school building, while and bus drop-off/pick-up has a separate parking lot and loop east of the building. Both the parent and bus drop-off areas are staffed with school faculty. Both drop-off areas ran relatively smooth. Dorothy Dodds has a two foot safety buffer painted on the sidewalks to separate the drop-off zones from pedestrian circulation.

DOROTHY DODDS ELEMENTARY CHALLENGES

LOCATION






A	24th Ave S	1. Parent pickup and drop-off queues onto 24th Ave S, creating vehicle conflicts and delays.
B	Parking Lot	1. No marked crosswalk at parking lot entrance/exit. 2. Crosswalk to entrance is faded. 3. Children cut through grass to get to school doors. 4. Snow pile location causes icy sidewalks during freeze/thaw periods.
C	Signage	There is no "School Speed Zone" established near the school.
D	Connectivity	1. Children walk through field from west neighborhood to get to/from school. 2. Gate blocks off path causing children to walk cut through grass.
E	Bike Rack	Bike rack is located in the landscaping.

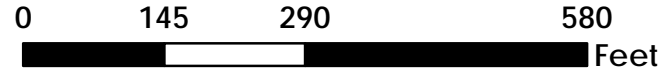
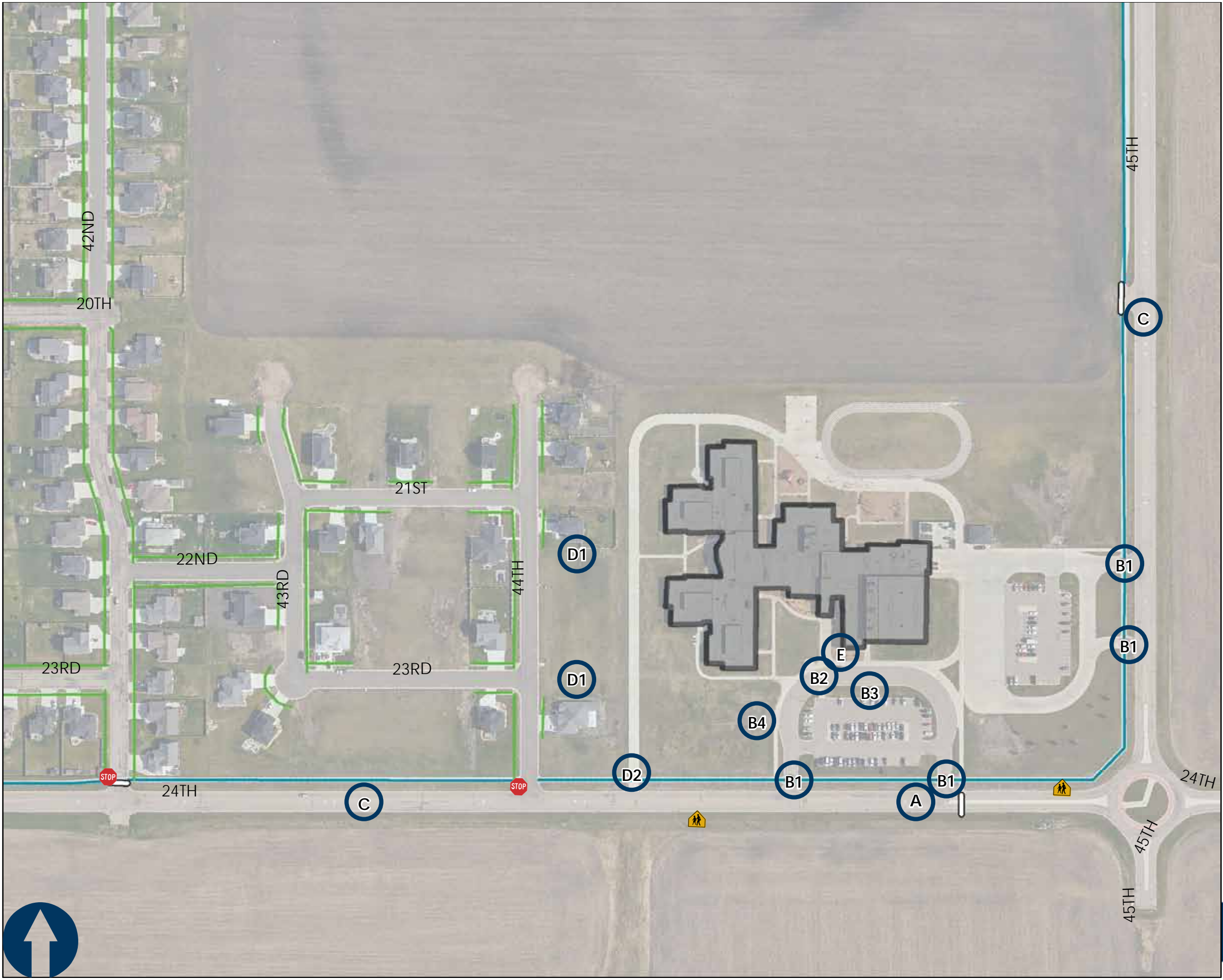


DOROTHY DODDS ELEMENTARY

OBSERVED CHALLENGES

KEY

-  Observed Challenge
-  School Crossing Ahead
-  Stop Sign
-  School Footprint
-  Marked Crosswalk
-  Sidewalk
-  Shared Use Path



PARENT COMMENTS & CONCERNS

My child was hit by a car this year riding his bike to school. It would be nice to have more info out to the drop off parents to slow down, watch for students going to school. The intersections by the middle school are horrible. They need light up crosswalks. The new stop signs need lights to make people more aware. Why these haven't been in place from the get go is very concerning. Do better Moorhead!

.....

Speed of traffic on 24th Ave south is concerning. Many distracted drivers as well.

.....

I would like to see more safety measures at the intersection of 34th Street and Ridgewood Blvd, such as a stoplight or flashing pedestrian crossing lights

.....

Roundabout is the main issue why I don't allow children to walk/bike home when weather is nice, people fly through there, we've nearly been hit when I ride with them. We also live a mile from school but busses do not pick up here for Dodds.



IMPROVEMENT OPPORTUNITIES

Overall, Dorothy Doods Elementary has a safe and efficient pick-up and drop-off procedure. School staff, including the principal, assist with crossing guard duties and supervision, making sure the process is as smooth as possible.








Driver behavior and traffic speeds are a concern along 24th Ave S. A few parent vehicles were observed using the 'through' lane, bypassing cars queued in the parking lot turn lane, to turn into the school parking lot. The installation of a "school speed zone" could help to slow traffic, creating a safer, more comfortable pedestrian environment. The school should also consider marking designated crosswalks along the 24th Ave S sidewalk at both the parking lot entrance and exit. Vehicles waiting to turn into the parking lot commonly block the walkway, creating concerns for pedestrians wanting to cross.

The following recommendations for Dorothy Doods Elementary come from a combination of parent suggestions, existing conditions and on-site observations. All improvements mentioned above, as well as additional suggested improvements, can be found in the table and map on the following pages.

RECOMMENDATION	LEAD AGENCY	PRIORITY
1 Mark crosswalks along 24th Ave S sidewalks crossing school parking lot entrances.	City of Moorhead	MID.
2 Restripe crosswalk from parking lot to school building entrance.	Moorhead Public Schools	HIGH
**completed summer 2024		
3 Consider constructing a fence or adding a vegetation hedge to prohibit students crossing the drop-off loop in unmarked locations.	Moorhead Public Schools	MID.
4 Monitor residential development along 24th Ave S. If residential development occurs south of 24th Ave S causing students to cross, install a school speed zone along 24th Ave S.	City of Moorhead	LOW
5 Consider installing a sidewalk to connect the school to western neighborhood. This may require working with land owners / developers to provide pedestrian access between 44th St and school property.	City of Moorhead	MID.
*see Figure 5.2		
6 Consider adding a path allowing pedestrians to bypass the emergency access road/gate.	Moorhead Public Schools	LOW
7 Relocate the bike rack to a new location near the entrance of the school. Preferably on a concrete pad.	Moorhead Public Schools	MID.
*see Figure 5.3		

DOROTHY DODDS ELEMENTARY RECOMMENDATIONS

KEY

-  MATBUS Stop
-  School Crossing Ahead
-  Stop Sign
-  School Footprint
-  Marked Crosswalk
-  School Speed Zone (Speed Limit: 20)
-  Recommendations

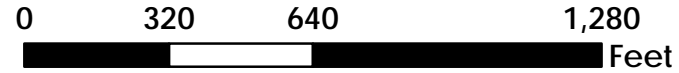
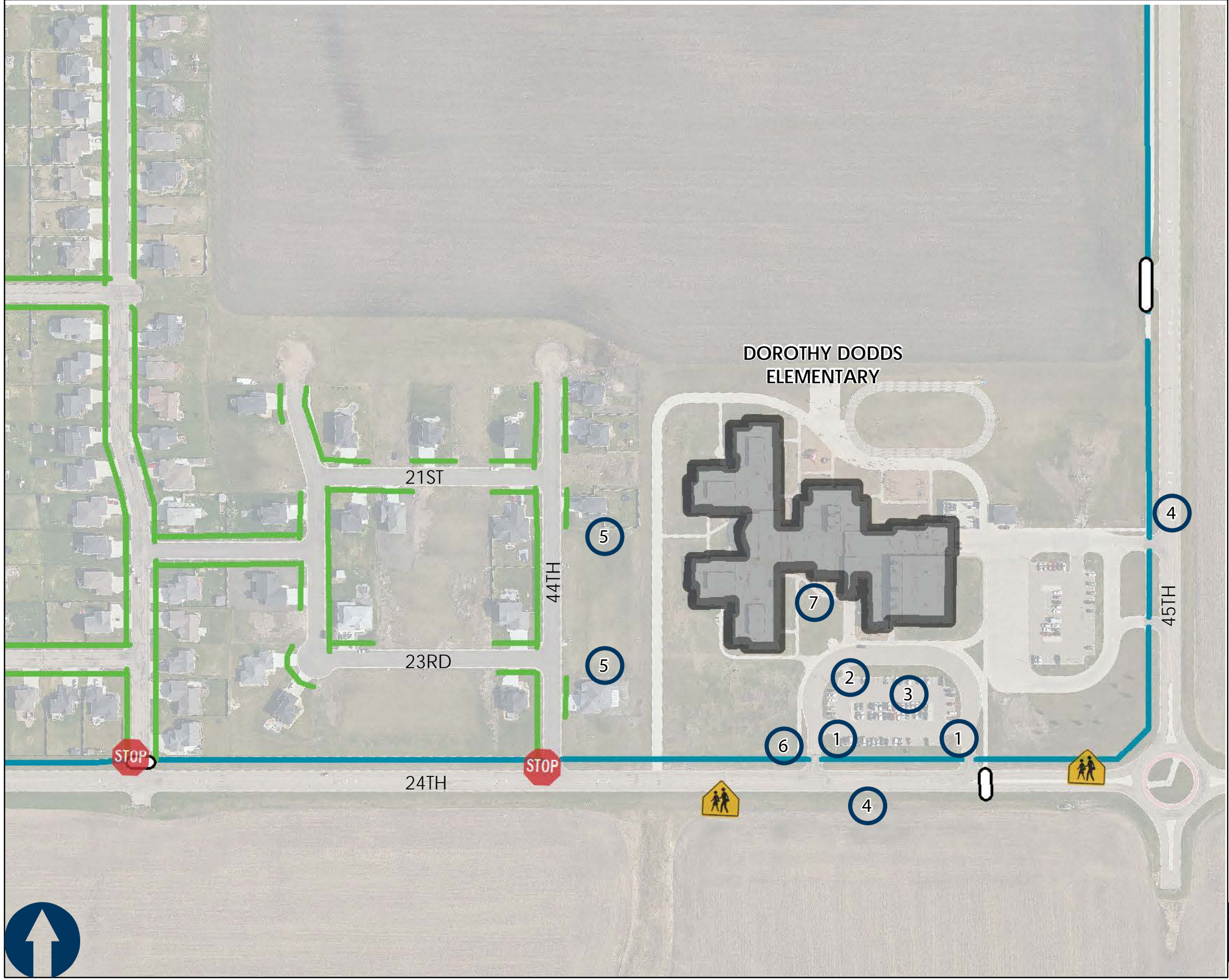


Figure 5.1

Consider school speed zones along 24th Ave S.



Figure 5.2

Suggested sidewalk location



Figure 5.3

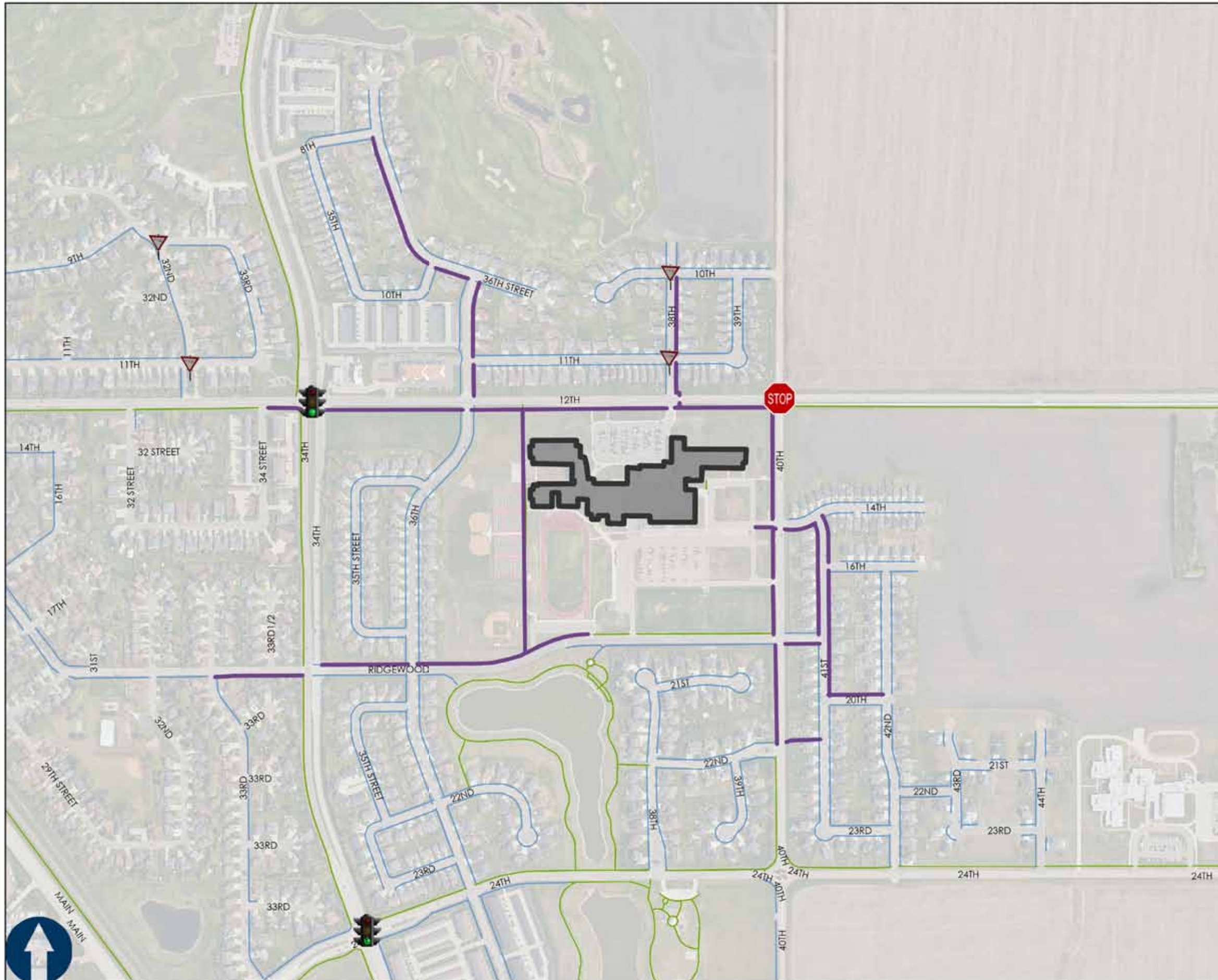
Suggested bike rack location with concrete pad



Suggested Routes to School

Horizon Middle School

-  All Way Stop
-  Traffic Signal
-  Yield Sign
-  Shared Use Path
-  Sidewalks
-  Suggested routes



SCHOOL:

HORIZON MIDDLE SCHOOL

ADDRESS:

3601 12th Avenue S.

ENROLLMENT:

2,198

GRADES:

5-8

DOORS OPEN:

8:45 AM

START TIME:

9:15AM

DISMISSAL:

4:00 PM

DEMOGRAPHICS*:

69% White, non-Hispanic

10% Hispanic

1% Asian

3% American Indian

11% African American

6% Multiracial

* School Demographic Survey



EXISTING CONDITIONS



Horizon Middle School is the only secondary school in Moorhead. The campus is composed of two schools; Horizon West (grades 5-6) and Horizon East (grades 7-8), located at 3601 12th Ave S.

The middle school was constructed in 2004, with the 5th and 6th grade addition constructed in 2018.

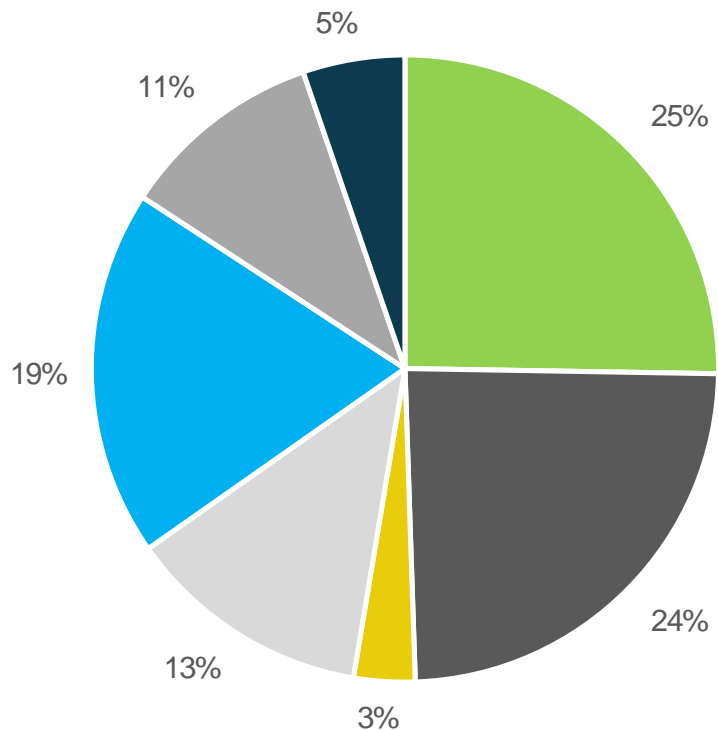
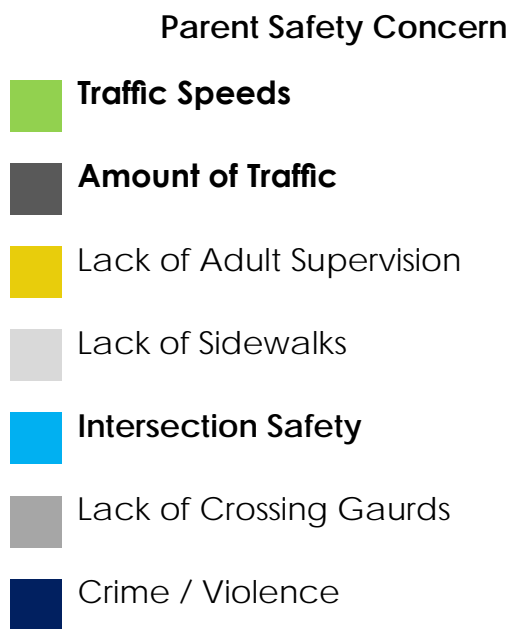
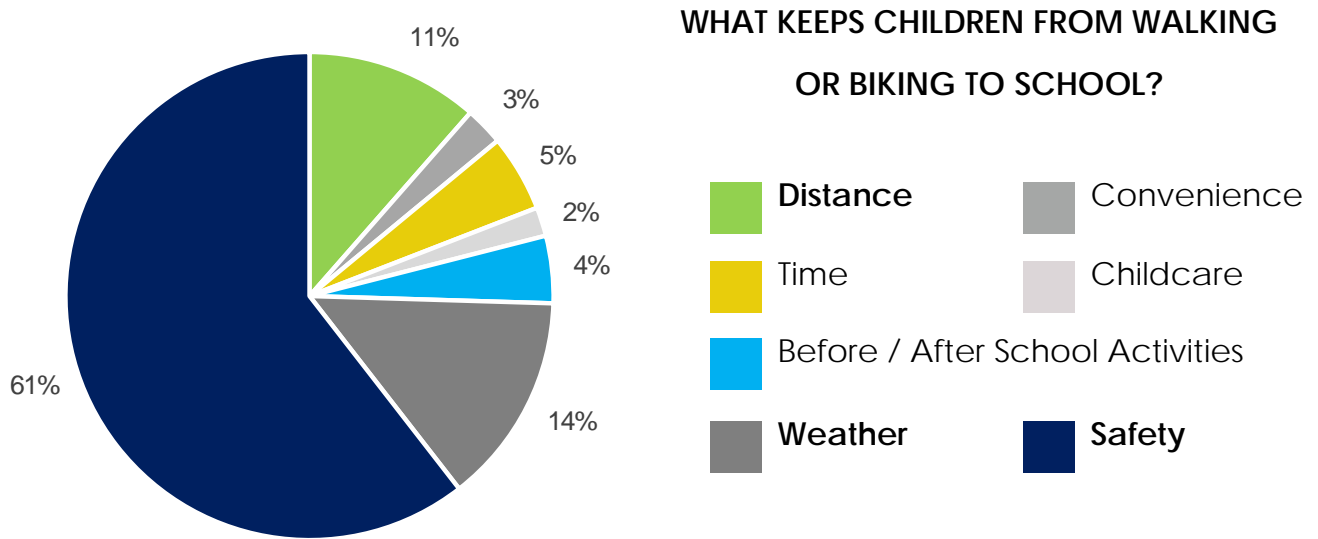
Data gathered from the online parent survey and in-person public participation event lists safety concerns, weather conditions, and travel distance as the top reasons children are not currently walking or riding bike to Horizon Middle School. "Safety" is broken down in the chart on the following page; Horizon parents biggest safety concerns include; Traffic speeds, the amount of traffic, and intersection safety.

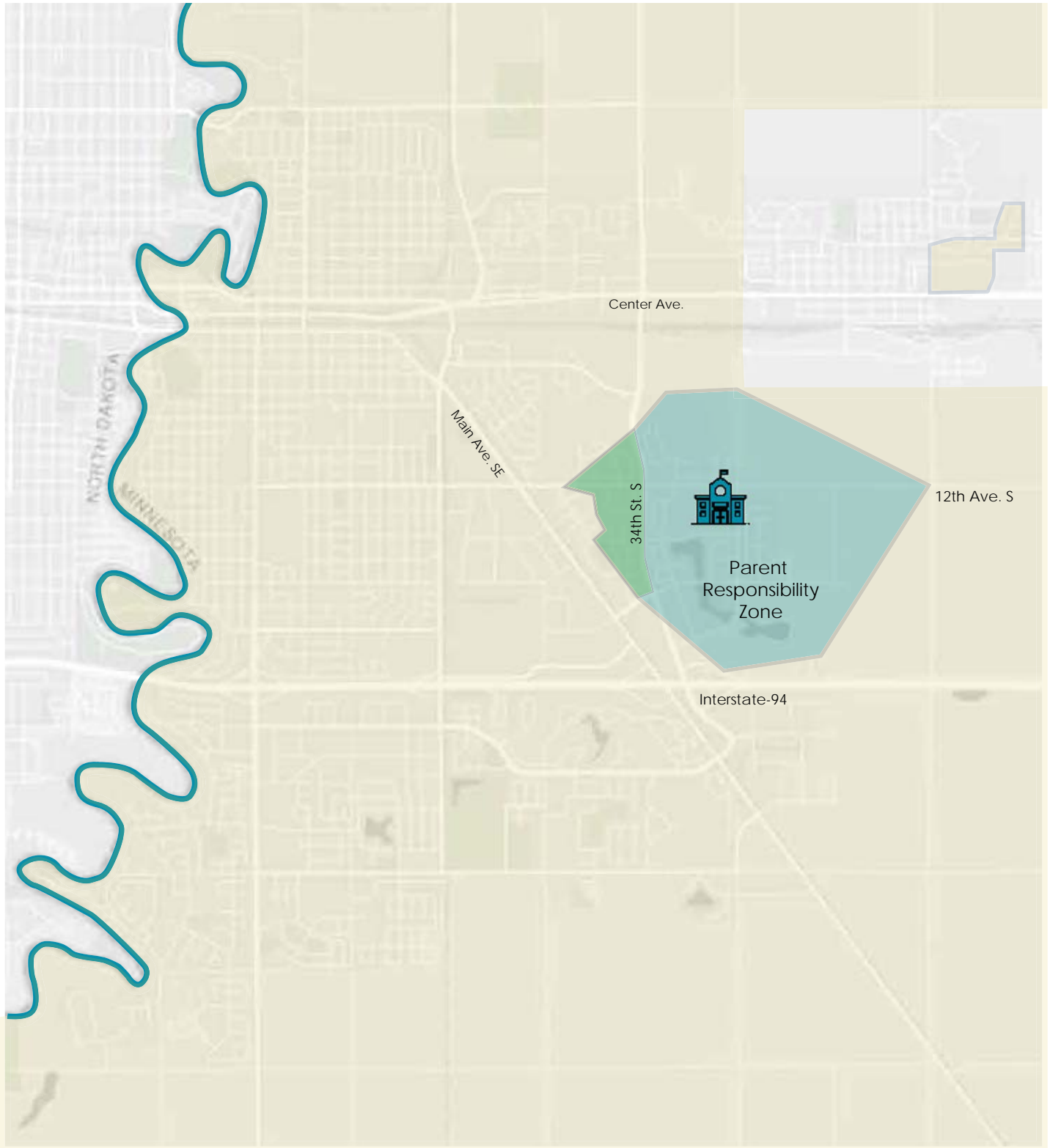
Horizon Middle School is bordered by Ridgewood Blvd, 40th St, and 12th Ave S. All three streets have a posted 20 MPH school speed zone, however, speed data shows the average speeds during arrival and dismissal between 23.3 - 26.5 mph.

34th St is a major, divided roadway near the school, with an average speed of 31.5 mph. Many parents said that crossing 34th St was one their biggest concerns and named the intersection of Ridgewood Blvd and 34th St as one of the most concerning.



The first pie chart below lists the reasons children attending Horizon Middle School are not walking or biking to school, based on the surveys. The second pie chart breaks down the safety concerns from the first chart.





Horizon Middle School

- Extended Parent Responsibility Zone
- Parent Responsibility Zone
- District Boundary

2297 Students Eligible for AM Ridership

2088 Students Eligible PM Ridership

1399 Actual AM Student Ridership

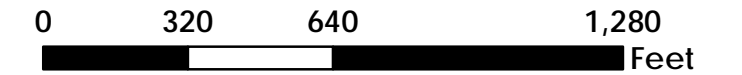
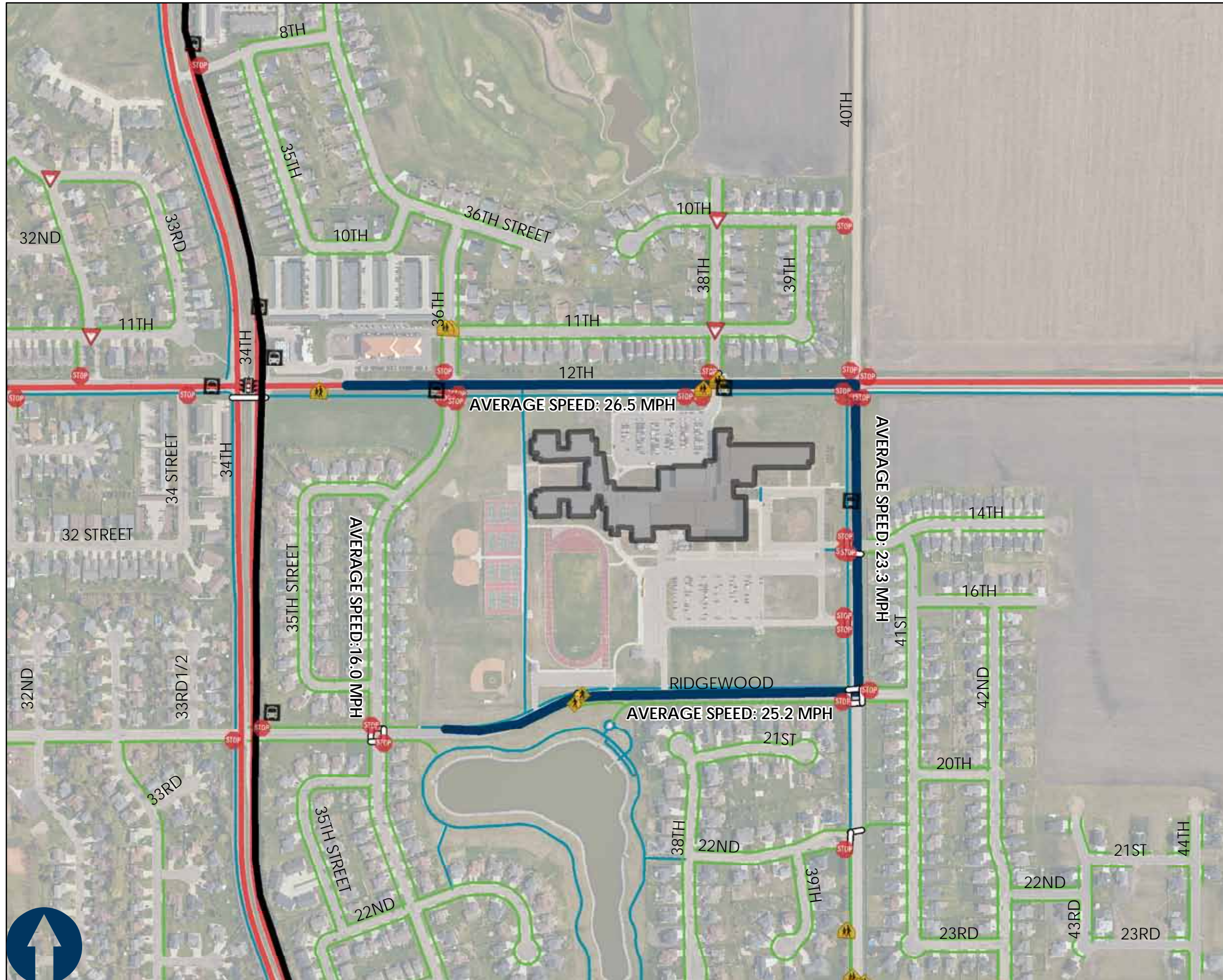
1161 Actual PM Student Ridership

HORIZON MIDDLE SCHOOL

EXISTING CONDITIONS

KEY

- MATBUS Stop
- School Crossing Ahead
- School Crossing
- Pedestrian Crossing
- Stop Sign
- Traffic Signal
- Yield Sign
- Parental Responsibility Zone
- School Footprint
- Marked Crosswalk
- School Speed Zone (Speed Limit: 20)
- High Volume Street
- Sidewalk
- Shared Use Path



OBSERVED CHALLENGES

Metro COG staff observed student arrival and dismissal on Wednesday, April 3, 2024.

Parent drop-off/pick-up is located in the parking lot, east of the school building. The loop is wide, accommodating three lanes of traffic. There are 'No Parking' signs posted, however unattended parked vehicles were observed.

The bus drop-off/pick-up zone is located along the south side of the school building. Buses park at 45 degree angles, leaving space in front to pull forward and exit. Although signage states "no parking" many parents were observed driving into the bus loop to drop off their children. Buses were observed blocking a marked crosswalk, both during pick-up and drop-off.

HORIZON MIDDLE SCHOOL CHALLENGES

LOCATION

A Connectivity

- 1. Children cut through fields to get to school from nearby neighborhoods.
.....
- 2. Sidewalk ends.
.....
- 3. No connectivity across 24th Ave S between path systems on north and south sides of 24th Ave S.

B Parking Lot

- 1. Many students and staff observed walking in front of moving busses.
.....
- 2. Parents use dedicated bus-only loading/unloading zone.
.....
- 3. "Do Not Enter" sign is small and may be unseen by some drivers.

C Bike Racks

Bike rack placement is far from entrance and inconvenient for students.

LOCATION

D 34th St S High volume, divided, arterial highway

Students crossing 34th St must cross up to 6 lanes of traffic.

No crosswalk on the north side of 12th Ave S intersection.

E Parent Drop-off Loop

1. Parents were double, at times triple, parked in dedicated drop-off zones.
.....
2. No Warning Detection Panel on curb cut.

F 40th St S

1. Vehicles turning left after student pick up queue back to school pick up area.
.....
2. Vehicles park in dedicated southbound right turn lane during dismissal.

G 12th Ave S

Temporary "No Parking" signs placed in right turn lane, indicating parking issues during parent drop-off/pick-up.

H Ridgewood Blvd

1. No protected crossing across 34th Street for pedestrians
.....
2. Missing crosswalk sign from signpost (north side of roadway)



H2



E














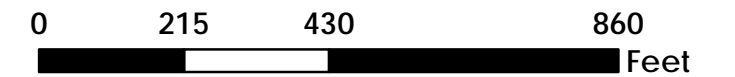
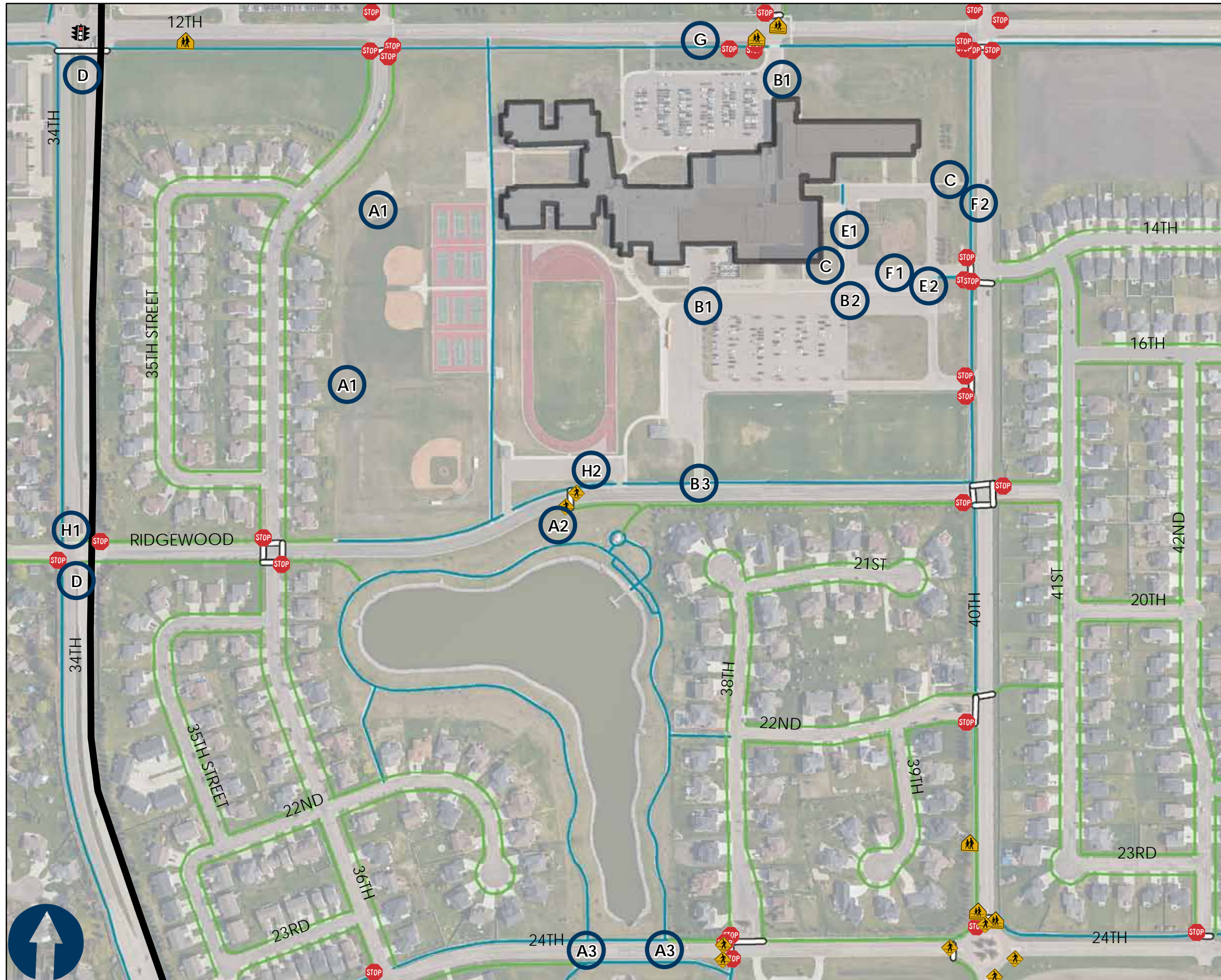


HORIZON MIDDLE SCHOOL

OBSERVED CHALLENGES

KEY

-  Observed Challenge
-  School Crossing Ahead
-  School Crossing
-  Pedestrian Crossing
-  Stop Sign
-  Traffic Signal
-  Parental Responsibility Zone
-  School Footprint
-  Marked Crosswalk
-  Sidewalk
-  Shared Use Path



PARENT COMMENTS & CONCERNS

.....

That main intersection by Casey's is just way too busy. People disregard posted signs and speed limits. Regardless of police presence or crossing guards I don't think it will ever be completely safe. It makes me so nervous every time I see kids waiting to cross; drivers are not paying attention.

.....

The intersection of 34th St and Ridgewood Blvd has a Crosswalk but it is RARELY obeyed by the traffic. Our son has walked to and from school with a group of friends (3 total), that all live adjacent to Ridgewood Park, and have come home telling stories of having to sprint across 34th because cars wouldn't stop for them. I would highly value a red light crosswalk (like the one on 8th St for Concordia Students) at that intersection as we will have children attending Horizon for the next 10 years...I know the school district values our kids' health (would encourage walking/biking to school) and safety (mitigating the risk of traffic injuring them), so please install a Red Light Crosswalk as soon as possible. We will use it hundreds of times over the next 10 years, and it will insure safe crossing for our family, and all others, alike.

.....

Please have a regular crossing guard or lights at Ridgewood and 34th St.

.....

It would be beneficial to many in our neighborhood to get an all way stop at the corner of 40th Street and Ridgewood Blvd, along with slower traffic on 40th.

.....

I'm mostly concerned with lack of adults and crossing guards and rules when leaving the middle school. Kids are going to get hit by cars. There has to be a better way.

.....

Our daughter walks to school because we live within walking distance. We wish there was a solution to the cross at 12 th Ave and 36th st. Many kids cross here and traffics doesn' stop

.....

Would love a crossing guard before and after school at both spots on 12th Ave where the kids cross. Stop signed helped for the 1 spot

IMPROVEMENT OPPORTUNITIES

Majority of the safety complaints received were centered around the safety of 34th St, at both Ridgewood Blvd and 12th Ave S. A pedestrian tunnel, similar to the one at 8th St and 40th Ave S could be a safe alternative for children crossing 34th St at 12th Ave S. A High Intensity Activated Crosswalk (HAWK) Beacon, also called a Pedestrian Hybrid Beacon, would assist pedestrians to safely cross 34th St at Ridgewood Blvd.

Metro COG staff observed multiple challenges in the bus parking lot. These challenges included; lack of pedestrian safety around school buses, parents driving behind buses to drop-off/pick-up their children, and parent vehicles parking in the bus lanes. To remedy these challenges, it may be beneficial for school staff or Moorhead Police to monitor the area during pick-up and drop-off and enforce the "Do Not Enter" and "Bus Only" signage.












The following recommendations for Horizon Middle School come from a combination of parent comments, existing conditions and on-site observations. All improvements mentioned above, as well as additional suggested improvements, can be found in the table and map on the following pages.

RECOMMENDATION	LEAD AGENCY	PRIORITY
<p>1 Consider safe crossing alternatives, such as a pedestrian tunnel, Rectangular Rapid Flashing (RRFB) Beacons, or High Intensity Activated Crosswalk (HAWK) beacons to allow safe crossing of 34th St at 12th Ave S and Ridgewood Blvd.</p> <p>*see Figures 6.1, 6.2, and 6.3</p>	City of Moorhead	HIGH
<p>2 Install marked crosswalk on east and west legs of 12th Ave S and 34th St intersection.</p>	City of Moorhead	HIGH
<p>3 Consider replacing temporary "No Parking" signs with permanent 'No Parking' signs along 12th Ave S.</p>	City of Moorhead	MID
<p>4 Replace missing "crossing" sign on Ridgewood Blvd.</p>	City of Moorhead	HIGH
<p>5 Consider installation of "no parking" signage along 40th St to keep parents from parking in the southbound right turn lane.</p>	City of Moorhead	MID

RECOMMENDATION	LEAD AGENCY	PRIORITY
6 Consider installation of a roundabout at the intersection of 40th St / 14th Ave S / school driveway to alleviate backups.	City of Moorhead	MID
7 Consider closing vehicle access from the parent pick-up/drop-off loop into the bus parking lot, in order to keep parents from using bus loop	Moorhead Public Schools	MID
8 Relocate bike rack near the bus drop-off closer to the south door. Relocate bike rack near 40th St to door E1 vicinity.	Moorhead Public Schools	HIGH
10 To avoid bus/pedestrian conflicts, install crosswalk to provide pedestrians with a safe crossing between the parking lot and the school building.	Moorhead Public Schools	HIGH
11 Enforce “school bus parking only” signage to keep parents from picking up students near bus zones.	Moorhead Public Schools	MID
12 Consider replacing small “do not enter” signs with larger, more visible signs.	Moorhead Public Schools	LOW
13 Consider installation of a sidewalk connecting 36th St to the west side of the school. See Figure 6.4 for potential sidewalk location.	City of Moorhead	LOW
14 Consider a sidewalk connecting the crosswalk to the pond path in order to make for a direct connection from the school to the neighborhood to the southwest.	City of Moorhead	LOW
15 Restripe crosswalks at intersection of Ridgewood Blvd and 40th St.	City of Moorhead	MID

HORIZON MIDDLE SCHOOL RECOMMENDATIONS

KEY

-  Recommendations
-  School Crossing Ahead
-  School Crossing
-  Pedestrian Crossing
-  Stop Sign
-  Traffic Signal
-  Parental Responsibility Zone
-  School Footprint
-  Marked Crosswalk
-  Sidewalk
-  Shared Use Path

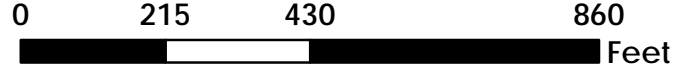
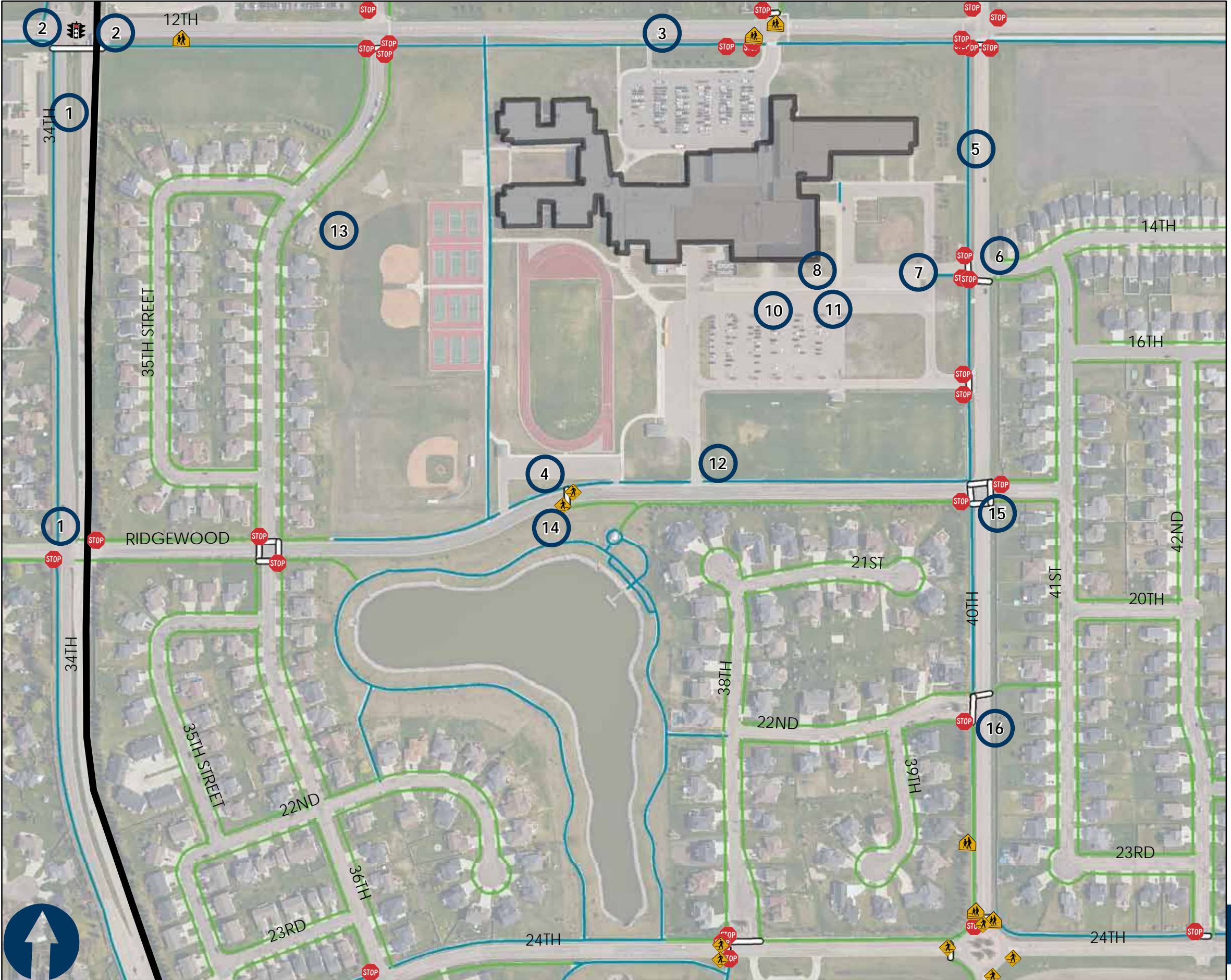


Figure 6.1 - Pedestrian Hybrid Beacon



A pedestrian Hybrid Beacon is a traffic control device used to increase vehicle awareness of pedestrian crossings at uncontrolled marked crosswalk locations. The beacon is distinct from pre-timed traffic signals and constant flash warning beacons because it is only activated by pedestrians when needed.

A federal Highway Administration (FHWA) study published in 2010 found that pedestrian hybrid beacons can reduce pedestrian crashes by 69% and total crashes by 29%.

Using a Pedestrian Hybrid Beacon Signal



Figure 6.2 - Rectangular Rapid-Flashing Beacon

A rectangular rapid-flashing beacon (RRFB) is a pedestrian-actuated device used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at an uncontrolled, marked crosswalk. The device consists of two rectangle, yellow indicators, each with an LED-array-based light source.

A federal Highway Administration (FHWA) states that RRFBs can reduce pedestrian crashes by 47%.



Figure 6.3 - Pedestrian Tunnel Example



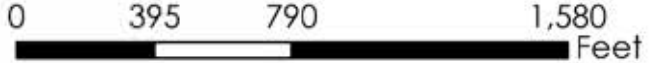
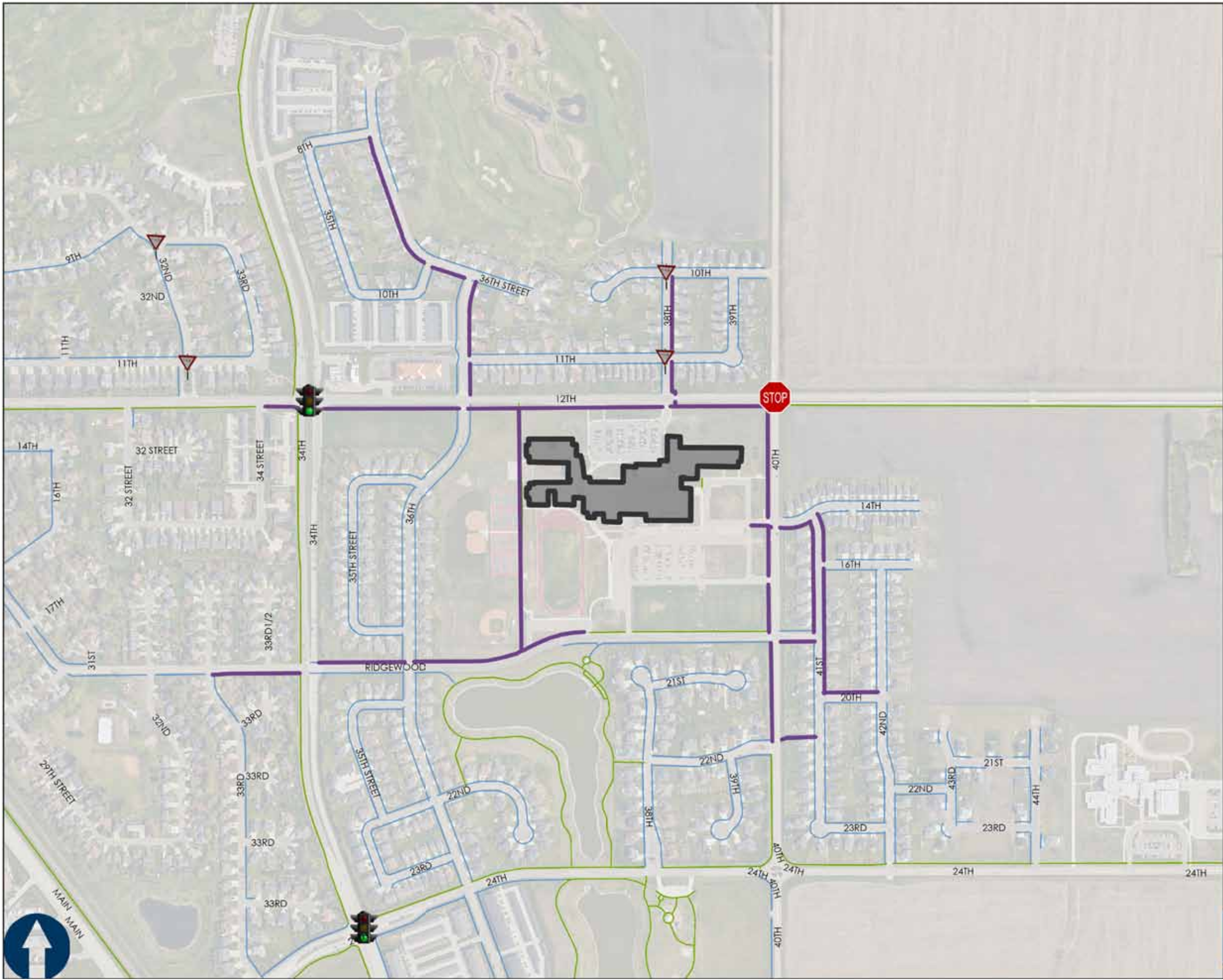
Figure 6.4 - Suggested Sidewalk Location



Suggested Routes to School

Horizon Middle School

-  All Way Stop
-  Traffic Signal
-  Yield Sign
-  Shared Use Path
-  Sidewalks
-  Suggested routes



Moorhead Citywide Opportunities

As the city of Moorhead works on making the community more walkable and bikable, below are areas in which the city can improve walking and biking conditions for both students and residents.

.....

SIDEWALK & ADA IMPROVEMENTS

There are some locations within the city where sidewalk conditions are in poor condition and may not meet ADA standards. In addition to the school area infrastructure recommendations in this plan, the city should reference the 2018 Moorhead ADA Transition Plan to improve sidewalks and curb cuts near schools and other high priority areas.



SHARED USE PATH INFRASTRUCTURE

The city of Moorhead should continue to pursue the installation of new shared use paths as identified in past plans such as the 2022 Metropolitan Bicycle & Pedestrian Plan, 2019 FM Bikeway Gap Analysis, and any other relevant plans.

ENFORCEMENT

Police presence and enforcement is crucial in ensuring safety and compliance near schools and elsewhere in Moorhead. 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 schools.

To help provide visibility between motorists and pedestrians, on-street parking within 30 feet of an intersection should be prohibited. While the city of Moorhead has an ordinance prohibiting parking within 20 feet of a crosswalk, no ordinance is in place restricting parking within the vicinity of an intersection. The city of Moorhead should consider enacting an ordinance prohibiting parking within 30 feet from an intersection, which is a common ordinance in many jurisdictions throughout the country. If such an ordinance gets enacted, the city should consider installing signs such as the sign shown below. Affixing such signs to existing signposts (such as below STOP signs) would reduce the expense of installing new signposts.

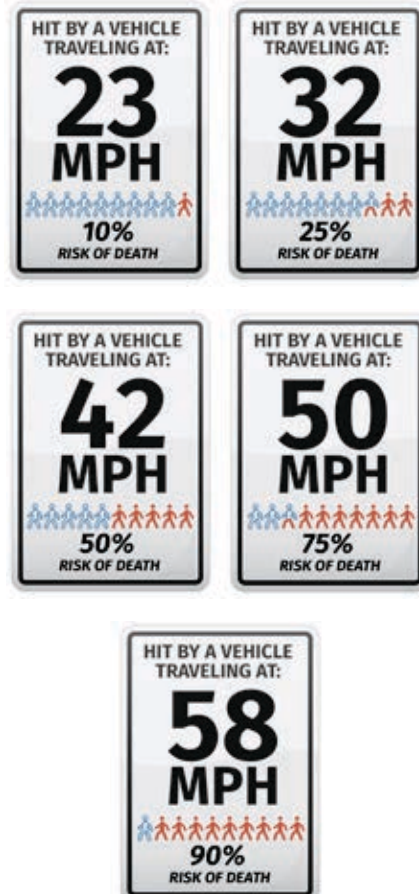
Another method to calm traffic and increase safety at intersection is the implementation of curb extensions or bulb-outs. The city could consider this treatment in the design of future intersections near schools, or other areas of high pedestrian activity.



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 Moorhead is 30 mph. If the speed limit on local Moorhead streets 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 Moorhead'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/demonstration-projects.html>
- <http://tacticalurbanismguide.com/>



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.



BIKE FLEET

A bike fleet is a set of bicycles 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 Moorhead 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.mnsaferoutestoschool.org/resources/training/walk-bike-fun-and-bike-fleets/>



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.

Moorhead Public Schools currently has staff and/or student crossing guards at all the elementary schools. Each school should continue their crossing guard program and even expand the program as needed.

RESOURCES

- <https://www.mnsaferoutestoschool.org/resources/training/minnesota-crossing-guard-training/>



WALKING SCHOOL BUS

Walking School Bus is a group of children walking to school or other destinations with one or more adults. Caregivers can take turns leading the bus, which follow the same route every time and picks up children from their homes or designated 'bus stops' at designated times. Ideally, 'buses' run every day or on a regular schedule so families can count on it, but they often begin as a one-time pilot event. A Walking School Bus can be as informal as a few caregivers alternating to walk with their children, but often it is a well-organized, PTA-led effort to encourage walking to school.

RESOURCES

- <http://www.mnsaferoutesplanning.org/programs-walkingschoolbus/>



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
- <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-schoolsafetymessaging/>

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 & 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 requires a minimum 20% local funding match.

Projects located within Metro COG's urbanized boundary, which includes the City of Moorhead, apply through Metro COG.

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

RESOURCES

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

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

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>

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 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>

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-grant-application.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		•			
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 Moorhead School District, the City of Moorhead, 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 City of Moorhead is encouraged to reference the Suggested Improvements tables for the respective schools. These improvements are categorized as low, mid, and high priority projects. The city can use these identified priorities as guides to implementation urgency. Other, more citywide infrastructure improvement suggestions can be found in the Moorhead Citywide Opportunities sections of this plan. The City of Moorhead is encouraged to partner with other jurisdictions on infrastructure improvements which may involve the other jurisdictions, such as Moorhead School District, Clay County, and MnDOT.

SCHOOL SITE IMPROVEMENTS

A host of school site improvements are suggested for the schools studied in this plan. These improvements can be found in the Suggested Improvements tables for the respective schools. The school district should consider implementing the suggested improvements and can use the improvement priorities as a guide to the identified urgency to implement the improvements. These improvements are categorized as low, mid, and high priority projects.

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:

- [Moorhead Comprehensive Plan \(2022\)](#)
- [FM Bicycle and Pedestrian Plan \(2022\)](#)
- [17th Street N. Corridor Study \(2021\)](#)
- [FM Metro Bikeways Gap Analysis \(2019\)](#)
- [Moorhead ADA Transition Plan \(2018\)](#)

PLAN UPDATES

Consider a comprehensive update to Moorhead'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 6 of this plan.



EQUITY



EDUCATION



ENCOURAGEMENT



ENGINEERING



ENFORCEMENT



EVALUATION