

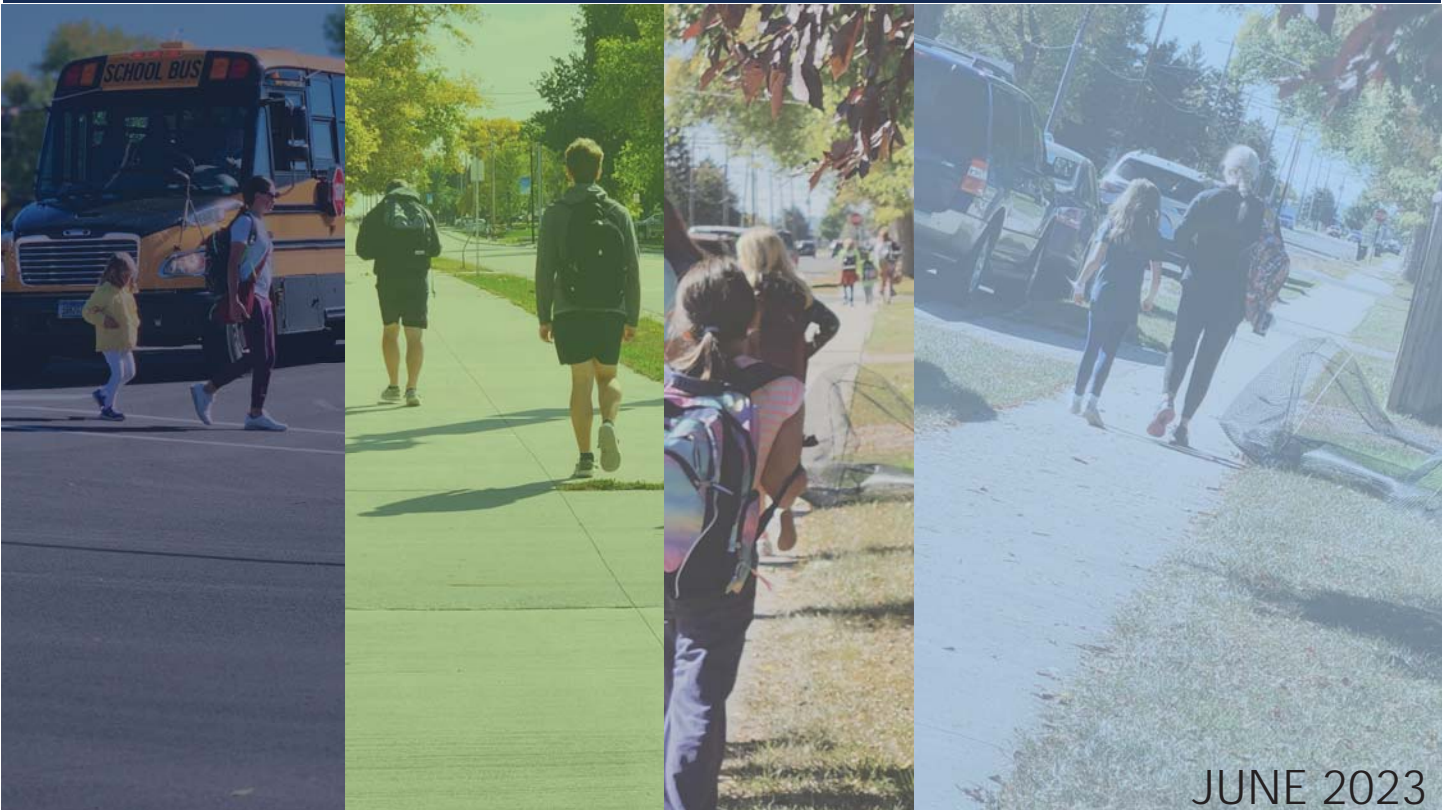
DILWORTH

GLYNDON

FELTON

# SAFE ROUTES TO SCHOOL PLAN

# APPENDICES



JUNE 2023



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# APPENDIX A. SRC MEETING SUMMARIES



# DGF Safe Routes to School Plan – Meeting Notes

Kickoff Meeting (Study Review Committee meeting #1)

1:00 pm, July 12<sup>th</sup>, 2022

Dilworth City Hall

## Attendees:

Dan Farnsworth, Metro COG  
Ari Del Rosario, Metro COG  
Paul Bervik, Metro COG  
Peyton Mastera, City of Dilworth  
Lisa Kilde, City of Dilworth  
Chief Ty Sharpe, City of Dilworth  
Tracy Tollefson, City of Glyndon/DGF School District  
Chief Justin Vogel, City of Glyndon  
Shannon Hunstad, DGF School District - Superintendent  
Wayne Lepard, DGF School District – Dilworth School  
Joe O’Keefe, DGF School District – Glyndon School  
Ilene Munter, DGF School District – Transportation Coordinator  
Patrick Hollister, ParnerSHIP 4 Health

## Agenda Items

### Introductions

Attendees of the SRC introduced themselves. All SRC members were present at the meeting with the exception of one.

### Review of Study Review Committee member list

D. Farnsworth went over the list of SRC members for this plan. It was asked if any additional members should be added to the SRC – no additional members were brought up for the list. P. Hollister noted that his email address shown on the list was his old email address. Metro COG will update the email address to the current one provided.

### Plan overview & purpose

D. Farnsworth provided an overview of the purpose and intent of the DGF Safe Routes to School Plan.

DGF Superintendent S. Hunstad noted that he just had a meeting with Glyndon Policy Chief Vogel discussing safety at the Glyndon school which is nearing completion of its renovations/expansion. He noted that this plan comes at a good time as there is currently a lot going on in terms of construction (parking and a one-way street). S. Hunstad is hoping this plan will provide some guidance of how to most safely provide school drop-off and student circulation.

It was noted that construction of the Glyndon school site will be completed by the time school begins in late August. Meanwhile construction of the Dilworth school site will be completed on October 1, 2022.

The last portion of construction at the Dilworth school to be completed will be the parking lot on the north end of the school. Prior to parking lot completion, parents will need to drop their students off on the adjacent street. Once the parking lot is complete, that will become the designated parent drop-off area. Bus drop-off for the Dilworth school will be on the west side of the school.

It was noted that the walk zone maps have just been developed for the school sites and are available on the DGF School District website. L. Kilde asked if this plan will be looking at safety concerns outside of the walk zone. D. Farnsworth mentioned that the main focus will be to address safety within ½ mile radius of the school but may also look at safety concerns outside of the walk zone where necessary. When asked if the Plan can look further from the school than ½ mile radius D. Farnsworth mentioned that this plan can look beyond ½ mile radius if the SRC prefers.

P. Hollister mentioned to the SRC that Transportation Alternatives grant funding could be available for implementation of infrastructure projects. P. Mastera noted that Dilworth likely will plan to apply for such funds however will wait until the Plan is complete. P. Hollister also wanted to note that the Heartland Trail is planned to go through Dilworth and suggested that this be shown in the Plan.

### Plan schedule / Plan tasks

D. Farnsworth went over the Plan's schedule with the SRC. In summary the Plan is just beginning with a completion date around April of 2023. Onsite observations, public open houses, and surveys will all occur in the September/October timeframe. The Plan's tasks were then reviewed.

### Public open houses

The plan would be to have public open house(s) in order to inform and receive in-person feedback from the public & parents. It was recommended that two public open houses occur, one at the Dilworth school and one at the Glyndon school. The open houses would occur in the evening with a suggested time of 5:30 – 7:30. It was recommended that the same materials be presented at both public open houses as some attendees at the Dilworth open house might have students in Glyndon and vice versa.

S. Hunstad suggested holding the open houses a week or so after conducting the onsite observations would be beneficial. Therefore, the open houses could occur in early October. The open houses would be an open forum versus a presentation-style.

There was then discussion about advertising for the open houses. T. Tollefson mentioned that DGF has Facebook, Instagram, and Twitter. This could be used to reach out to parents/interested members of the public. In addition, DGF is considering a newsletter which would be distributed every other month. The first month likely to be August. L. Kilde also mentioned that the PTA could be notified of the open houses.

### Surveys

Metro COG plans to distribute two surveys as part of this Plan. Both surveys come from the National Center for Safe Routes to School. Both surveys would be distributed around the September/October timeframe.

The Student Talley Survey is a nation-wide survey which would be provided to each teacher in which the teacher asks the students their AM and PM modes of travel by raising of hands. The survey is designed

to collect results for two weekdays. The survey will be used as part of this Plan and will be entered into the nation database.

The Parent/Caregiver Survey is also a nation-wide survey which is sent home with the students and filled-out by the parents/caregivers. It is recognized that these surveys are not mandatory and not all parents/caregivers will complete the survey. However, even if 25% of the parents/caregivers complete and submit the surveys, this will provide very useful data.

When reviewing the Parent/Caregiver Survey L. Kilde noted that there is not an option for parents/caregivers to express that their student bikes/walks to school because they have no other means of transportation. It was asked that Metro COG include this in the survey. Metro COG will look into ways of incorporating this into the survey.

### Onsite observations

Metro COG staff will conduct onsite observations of school arrival and dismissal at both schools. Likely four Metro COG staff members will be onsite at the same time in order to observe all areas of the school sites and adjacent neighborhoods. The plan will be to conduct the site observations a few weeks after school has started (mid/late September) when student, bus, and parent drop-off circulation has been established. Metro COG will be cognizant of the weather and will conduct the observation before colder fall weather sets in.

Metro COG staff will wear safety vests and will communicate site observations with school officials so that parents can be notified of Metro COG staff observing student and vehicle circulation. D. Farnsworth noted that notes will be taken when onsite and photos will also likely be taken, however Metro COG staff will be careful so that any photos involving students will be taken at a distance and ideally not capture student faces.

P. Mastera noted that the City of Dilworth conducted a sidewalk assessment a few years ago. It is believed that Metro COG has this assessment, but will follow-up with Dilworth if necessary. D. Farnsworth believe that Metro COG has up-to-date sidewalk and shared use path locations in both Dilworth and Glyndon. Metro COG will double check on this information and gather additional information if necessary.

### Additional discussion

D. Farnsworth showed the SRC the most recent Safe Routes to School Plan which Metro COG completed – the Fargo SRTS Plan. Farnsworth mentioned that the intent would be to follow a similar layout, but would be open to ideas from the SRC.

P. Hollister asked if the 6 E's of bicycle/pedestrian planning will be incorporated in the this plan. D. Farnsworth pointed to an example in the Fargo SRTS Plan where the 6 E's were incorporated.

As discussed earlier in the meeting, Metro COG will meet with S. Hunstad, Chief Vogel, I. Munter, J. O'Keefe, and any other members the week of July 18– 22 at the Glyndon school. The purpose of the meeting is to discuss immediate safety and bus, parent vehicle, and student circulation implementations because school construction is underway and construction will be nearing completion shortly.

# DGF Safe Routes to School Plan – Meeting Notes

Study Review Committee meeting #2

1:00 pm, November 7<sup>th</sup>, 2022

DGF High School, Glyndon

## Attendees:

Dan Farnsworth, Metro COG  
Ari Del Rosario, Metro COG  
Shannon Hunstad, DGF School District - Superintendent  
Tracy Tollefson, City of Glyndon/DGF School District  
Peyton Mastera, City of Dilworth  
Chief Ty Sharpe, City of Dilworth  
Wayne Lepard, DGF School District – Elementary School  
Kent Hendrickson, DGF School District – Middle School  
Joe O’Keefe, DGF School District – High School  
Lisa Kilde, City of Dilworth  
Patrick Hollister, ParnerSHIP 4 Health

## Agenda Items

### Introductions

Attendees of the SRC introduced themselves. Most members of the SRC were present at the meeting.

### Overview of existing conditions gathering

D. Farnsworth gave the group a brief overview of the existing conditions that were gathered this summer at and around the two school locations. Existing conditions were gathered within the designated study areas.

### Results of parent/public/student engagement

D. Farnsworth went over the results of the parent, public, and student engagement. This included the results of the parent surveys, parent/public open houses, and online engagement.

### Results of on-site arrival & dismissal observations

D. Farnsworth discussed the results of the on-site arrival and dismissal observations which Metro COG staff conducted in late September. Some key areas were identified as areas of improvement, most of which correlated with comments & concerns heard as part of the public/parent engagement process.

### Discussion of site improvement solutions

Members of the group discussed ideas which could improve areas of concern. Improvements discussed were the following:

- Dilworth - P. Mastera suggested considering a clockwise one-way loop system at the school site that would involve northbound traffic on 1<sup>st</sup> St NW, a crossing over the drain to 4<sup>th</sup> Ave, and southbound traffic on Main St. S. Hunstad proposed a similar idea which would involve turning the parking lot of the Dilworth pool (owned by the school district) into a through street which



could connect 1<sup>st</sup> St NW with Main Ave. This idea would eliminate the need to cross the drain to 4<sup>th</sup> Ave.

- Dilworth – There was some discussion about utilizing the curb on the west side of Main St as a drop-off & pick-up zone for students. Thus, relieving congestion at the new north parking lot.
- Glyndon - It was suggested that there should be an entrance on the east side of the school so that parents could drop off students at an additional location, thus reducing the congestion on the east west parking lot where many parents drop off and pick up students. The door on the NE corner of the school could be used, however staff would need to be at the door and the door would only be open for a limited time in the morning. Parents could use the abundant curb space available along Park Ave to drop off students. S. Hunstad discussed that this should be implanted sooner than later and may set up a meeting with staff to get this implemented within the next couple weeks.
- Glyndon – With many high school students parking in the southwest lot and entering on the south side of the school, many students cross the road which enters/exits the school. There is currently no crosswalk or curb cut allowing students to safely or easily cross the roadway. It was suggested that a sidewalk, curb cut, and crosswalk be installed to safely and easily allow the high school students to cross from the parking lot to the south entrance.
- Glyndon – A crossing guard has been placed at the intersection of Parke Ave and 7<sup>th</sup> St. It sounds like the crossing guard has made this intersection safer and there have been fewer complaints. D. Farnsworth noted that additional traffic calming measure could be taken at this intersection if necessary.

Metro COG will give the SRC with two or three weeks to provide any additional suggestions in improving areas of concern at/around the school sites. Metro COG will send out an email to the SRC reminding them and provide them a date by which to submit comments.

#### [Discussion of project schedule & DGF Elementary School Construction](#)

There was some discussion regarding the status of the DGF Elementary School's construction. At the July SRC meeting, construction was scheduled to be completed October 1. The date got then moved to November 11. Now the estimated construction completion is sometime in December.

Metro COG asked the SRC if it would be best to continue on with the Plan's schedule as planned or wait until the Elementary School's construction is complete. Members of the SRC recommended that Metro COG wait until the school's construction is complete and then reobserve the travel patterns. L. Kilde suggested doing the observations in the winter, which is most representative of the school year.

#### [Reviewed plan template](#)

The first seven pages of the Plan document's template were shown to the SRC for their comments. The SRC liked the template as shown. Metro COG will move forward with using the Plan document's template as shown.

# DGF Safe Routes to School Plan – Meeting Notes

Study Review Committee meeting #3

1:30 pm, March 27<sup>th</sup>, 2023

DGF High School, Glyndon

## Attendees:

Dan Farnsworth, Metro COG

Ari Del Rosario, Metro COG

Shannon Hunstad, DGF School District - Superintendent

Tracy Tollefson, City of Glyndon/DGF School District

Don Lorsung, City of Dilworth

Chief Justin Vogel, City of Glyndon Police

Wayne Leopard, DGF School District – Elementary School Principal

Kent Hendrickson, DGF School District – Middle School Principal

Joe O’Keefe, DGF School District – High School Principal

Ilene Munter, DGF School District - Transportation Coordinator

## Agenda Items

### Introductions

Attendees of the SRC introduced themselves. Most members of the SRC was present at the meeting.

### Reviewed & discussed draft DGF Safe Routes to School Plan

Goals and objectives (page 8) – The goals and objectives were reviewed. The SRC didn’t have too many suggestions except considering incorporating drop-off/pick-up into the objectives, or creating a new objective. D. Farnsworth mentioned that Metro COG will revise the last two objectives as they are similarly worded.

Current Glyndon sidewalk ordinances – Glyndon doesn’t have any sidewalk ordinances currently. However, they did suggest that, as part of our recommendation, including the suggested/required sidewalk width into our language.

Street lighting – D. Farnsworth briefed the SRC on the recent street light assessment completed. Glyndon noted that they don’t have standards on street lighting. Dilworth many not either.

Current and projected enrollment – DGF School District currently has about 1550 students and has a capacity of 1,700 – 1,800 students. The Dilworth school has roughly 600 students. The Glyndon school has roughly 950 students.

Bike fleet – The DGF School District has its own bike fleet with enclosed trailer. The fleet is sometimes shared with other organizations who request to borrow it. The fleet hasn’t been used by DGF School District as often after Covid.

### Dilworth school construction, new school entrance, and site observation

S. Hunstad noted that there was a school shooting at a private elementary school today. He expressed his concerns about having multiple points of entry to a school.

The Dilworth School entrance just opened for drop-off and pick-up today. Also, the south entrance remains open and the west entrance is open for bus drop-off & pick-up. It doesn't seem to be decided yet whether the south entrance will remain open or not.

There was continued discussion about the possibility of making a through driveway or roadway north of the north parking lot near the pool.

There was discussion as to when it would be best to have Metro COG conduct the site observations at the Dilworth school. It was suggested that it would be best to conduct these the last week of April or first week of May.

# DGF Safe Routes to School Plan – Meeting Notes

Study Review Committee meeting #4

10:00 am, June 6<sup>th</sup>, 2023

DGF High School, Glyndon

## Attendees:

Dan Farnsworth, Metro COG

Ari Del Rosario, Metro COG

Ayden Schaffler, Metro COG

Shannon Hunstad, DGF School District - Superintendent

Peyton Mastera, City of Dilworth

Wayne Lepard, DGF School District – Elementary School Principal

Kent Hendrickson, DGF School District – Middle School Principal

Ilene Munter, DGF School District - Transportation Coordinator

Patrick Hollister, PartnerSHIP 4 Health

## Agenda Items

### Welcome and Introductions

### Discuss May 4<sup>th</sup> Dilworth School Site Observation

D. Farnsworth went over the site observations that Metro COG staff conducted at the Dilworth school on May 4<sup>th</sup>. Farnsworth discussed the observed challenges as well as the suggested improvements which are incorporated in the draft plan. Upon discussing these suggested improvements with the SRC, a few changes and clarifications were made:

- SRC members noted that parents are not allowed to park in the church parking lot. Based on this, Metro COG will revise the suggested improvement to not recommend a crosswalk next to the church parking lot but rather will provide suggestions to discourage parent parking in the church parking lot.

D. Farnsworth also went over the suggested signage improvements. After discussion with the SRC, a few revisions to the signage improvements were suggested:

- Sign recommendation G – No need to make any changes to these signs. These signs are new and currently applicable for the current drop-off situation.
- Sign recommendation H – No need to make any changes here. Dilworth and the DGF School District feel it would be best to keep NO PARKING signs here since this would keep parents from dropping students along west curb and running across street to the busses. Also, this NO PARKING area has already been established.
- Sign recommendation J – This should be revised to say NO PARKING. (The goal is to not allow parking between these drop-off driveways for sight distance purposes). We should also install a sign 30 ft north of the entrance for the drop-off loop for sight distance purposes.

Once suggested signage improvement plan is revise and complete, Peyton would like Metro COG to meet with Dilworth Public Works and DGF staff to do a site visit/walkaround of the proposed sign locations. Metro COG can coordinate this meeting with Peyton and Shannon.

#### Review/Discuss completed draft DGF Safe Routes to School Plan

Discuss D. Farnsworth went over the draft DGF SRTS Plan with the SRC. The plan was sent to the SRC for review 1-2 weeks prior to the meeting. No major comments were made on the draft plan (aside from the comments about suggested improvements at the Dilworth school).

#### Discuss presentations of Plan to local boards / councils.

Presentations of the Plan to local boards and councils was then discussed. The following were the presentations discussed:

- **Dilworth Planning Commission: (tentative date) July 5<sup>th</sup>**
- **Dilworth City Council: (tentative date) July 24<sup>th</sup>**
- **DGF School District: July 10<sup>th</sup> or July 24<sup>th</sup>**
- **Glyndon City Council: No date discussed. However, this meeting might be able to be combined with the DGF School District meeting. Shannon will look into this.**

Patrick requested we notify the SRC about the presentation schedule so he and others could attend as they choose.

# APPENDIX B. STUDENT TRAVEL TALLY RESULTS



# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** DGF Elementary

**Set ID:** 32318

**School Group:** Dilworth-Glyndon-Felton Schools

**Month and Year Collected:** October 2022

**School Enrollment:** 590

**Date Report Generated:** 10/17/2022

**% of Students reached by SRTS activities:** Don't Know

**Tags:**

**Number of Classrooms  
Included in Report:** 22

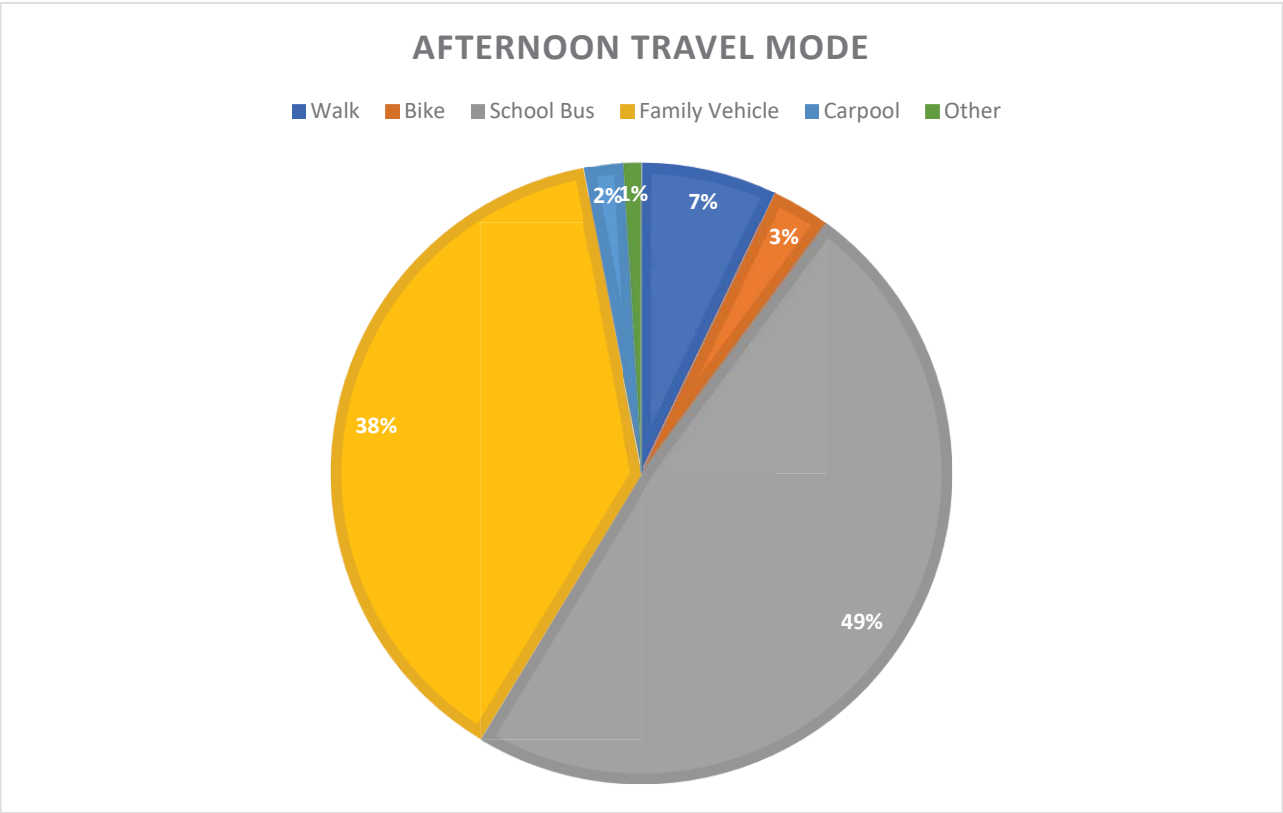
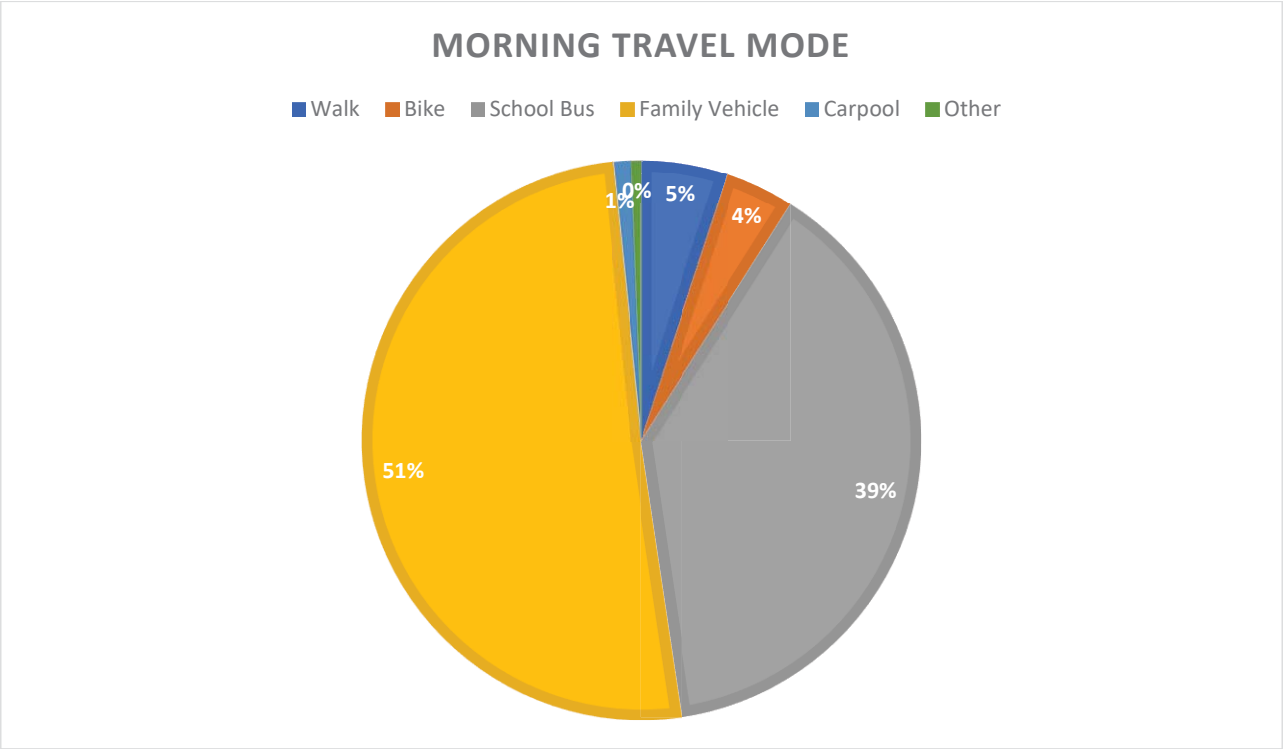
This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1078	5%	4%	39%	51%	1%	0%	0.6%
Afternoon	1095	7%	3%	48%	38%	2%	0%	0.9%

Percentages may not total 100% due to rounding.

# DGF Elementary School - Teacher Tally Results





Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	372	5%	4%	38%	51%	1%	0%	1%
Tuesday PM	375	7%	4%	48%	38%	2%	0%	1%
Wednesday AM	423	5%	4%	38%	51%	1%	0%	1%
Wednesday PM	427	7%	4%	47%	38%	2%	0%	1%
Thursday AM	283	5%	2%	40%	52%	2%	0%	0%
Thursday PM	293	7%	2%	50%	38%	3%	0%	0%

Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1090	5%	4%	44%	44%	2%	0%	0.70%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	1083	7%	3.00%	43%	45%	1%	0%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** DGF Middle/High School

**Set ID:** 32359

**School Group:** Dilworth-Glyndon-Felton Schools

**Month and Year Collected:** October 2022

**School Enrollment:** 1100

**Date Report Generated:** 11/22/2022

**% of Students reached by SRTS activities:** 51-75%

**Tags:**

**Number of Classrooms  
Included in Report:** 5

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	175	5%	1%	46%	44%	4%	0%	0.6%
Afternoon	175	13%	1%	46%	34%	6%	0%	0.6%

Percentages may not total 100% due to rounding.

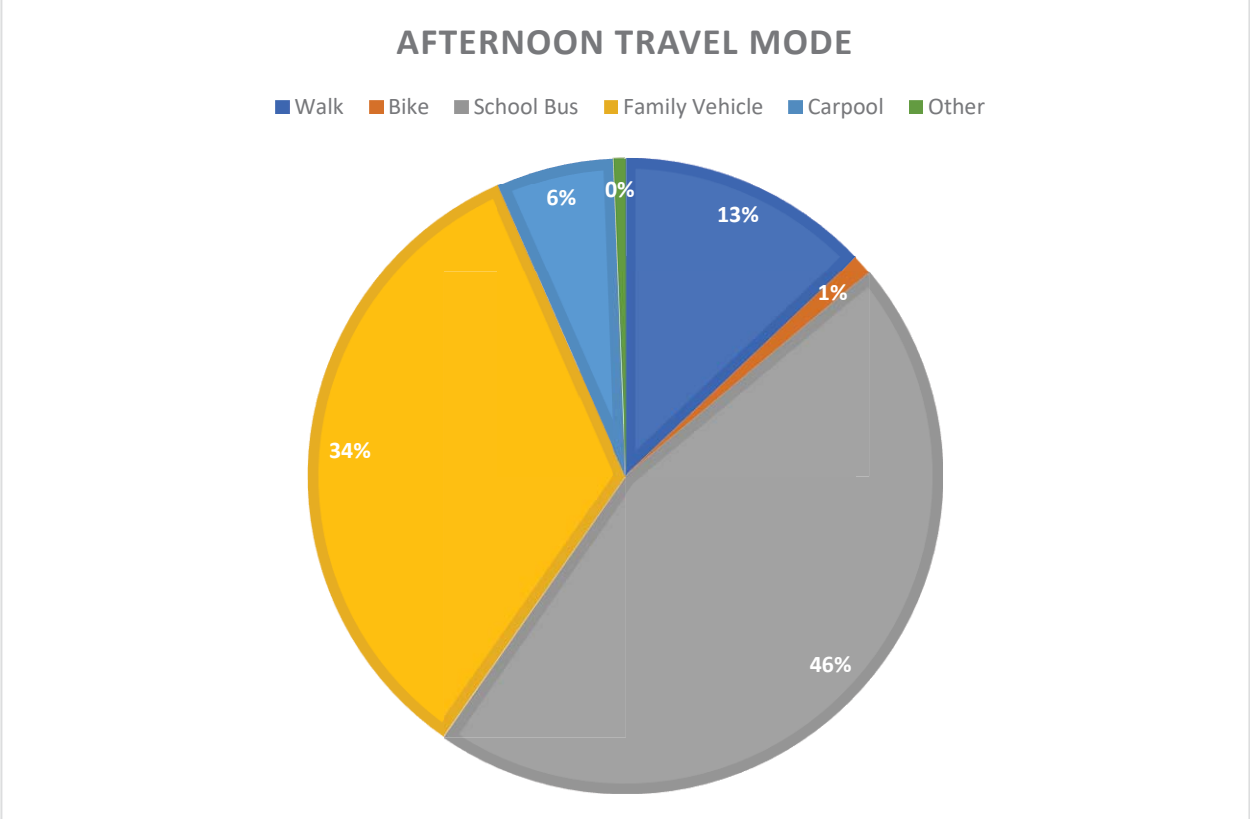
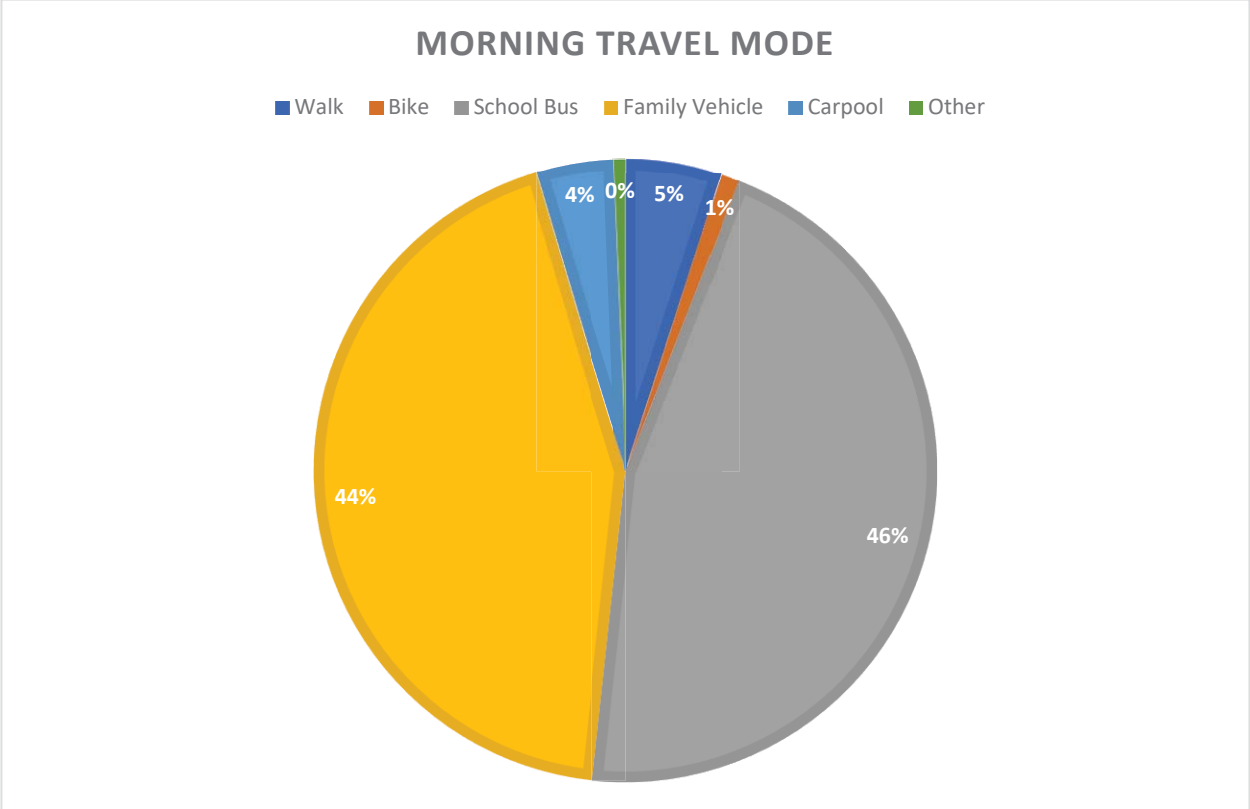
## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	88	5%	1%	44%	44%	6%	0%	0%
Tuesday PM	87	14%	1%	45%	34%	6%	0%	0%
Wednesday AM	87	5%	1%	47%	44%	2%	0%	1%
Wednesday PM	88	13%	1%	47%	33%	6%	0%	1%
Thursday AM	0	0%	0%	0%	0%	0%	0%	0%
Thursday PM	0	0%	0%	0%	0%	0%	0%	0%

## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	225	10%	1%	43%	40%	5%	0%	0.90%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	125	7%	0.80%	51%	37%	4%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

# DGF Middle School – Teacher Tally Results



# APPENDIX C. PARENT/CAREGIVER SURVEY RESULTS



## Parent Survey Report: One School in One Data Collection Period

**School Name:** DGF Elementary

**Set ID:** 20149

**School Group:** Dilworth-Glyndon-Felton Schools

**Month and Year Collected:** October 2022

**School Enrollment:** 590

**Date Report Generated:** 10/28/2022

**% Range of Students Involved in SRTS:** Don't Know

**Tags:**

**Number of Questionnaires Distributed:** 590

**Number of Questionnaires  
Analyzed for Report:** 210

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	47	23%
1	39	19%
2	34	16%
3	42	20%
4	46	22%

No response: 0

Percentages may not total 100% due to rounding.

### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	24	12%
1/4 mile up to 1/2 mile	25	13%
1/2 mile up to 1 mile	43	22%
1 mile up to 2 miles	21	11%
More than 2 miles	87	44%

Don't know or No response: 10

Percentages may not total 100% due to rounding.

### Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	209	8%	4%	34%	53%	1%	0%	0%
Afternoon	206	13%	4%	47%	33%	3%	0%	0.5%

No Response Morning: 1

No Response Afternoon: 4

Percentages may not total 100% due to rounding.

### Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	65	63%	42%	52%	45%	10%
No	131	38%	58%	48%	55%	90%

Don't know or No response: 14

Percentages may not total 100% due to rounding.

## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	33%	8%	0%	54%	4%	0%	0%
1/4 mile up to 1/2 mile	25	16%	8%	20%	52%	4%	0%	0%
1/2 mile up to 1 mile	43	7%	5%	28%	58%	2%	0%	0%
1 mile up to 2 miles	20	0%	0%	55%	45%	0%	0%	0%
More than 2 miles	87	0%	0%	47%	53%	0%	0%	0%

Don't know or No response: 11

Percentages may not total 100% due to rounding.

### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	23	52%	9%	13%	26%	0%	0%	0%
1/4 mile up to 1/2 mile	25	32%	8%	20%	32%	8%	0%	0%
1/2 mile up to 1 mile	43	9%	5%	42%	40%	5%	0%	0%
1 mile up to 2 miles	19	0%	0%	68%	26%	0%	0%	5%
More than 2 miles	86	1%	0%	59%	38%	1%	0%	0%

Don't know or No response: 14

Percentages may not total 100% due to rounding.



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	77%	63%
Weather or climate	69%	75%
Amount of Traffic Along Route	59%	50%
Speed of Traffic Along Route	56%	25%
Safety of Intersections and Crossings	49%	25%
Sidewalks or Pathways	30%	50%
Time	28%	38%
Violence or Crime	26%	13%
Adults to Bike/Walk With	21%	50%
Crossing Guards	19%	25%
Convenience of Driving	16%	38%
Child's Participation in After School Programs	13%	38%
<b>Number of Respondents per Category</b>	<b>133</b>	<b>8</b>

No response: 69

Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

## Comments Section

SurveyID	Comment
1720829	Does not pertain to us as we live out in the country!
1720840	We have no crossing guards or supervision after school. I believe not safe for younger kids under 6th grade to walk home.
1720880	Recently the school changed locations and it is past a stretch of state highway. It would not be an option for my children to walk this.
1720907	Hard to see around corners while driving. Too many loose dogs around school - they get out of yards and owners do not care (all nice though)
1721083	If we did not live a block or 2 away I would not allow them to walk by themself
1721101	Living on the south side of Hwy 10 is the biggest barrier in general living in Dilworth. Most conveniences (school, parks, sidewalks) are catered to the north side.
1721104	It is too far to walk in the winter months.
1719851	In Glyndon there should always be crossing guards at the crosswalks on Parke Ave. Most days there is just one right in front of the school by the church. Both crosswalks are super busy and should have someone there.
1719859	Flashing school zone speed reduction. All off highway city streets 20mph or less. No need for 30mph for 4 blocks (length of most streets in town)
1721094	We live in the country so walking to school isn't feasible. If we lived close, would allow walking to school once older (3rd Grade) but not in winter.
1721121	People drive way too fast in Dilworth and do not make complete stops. If we had crossing guards by the baseball field, that would ease some worries but I have also noticed a lot more wandering/adults around that concern me (men that look homeless or intoxicated - I fear that they may approach my children.) Speed bumps and stop signs along 4th Ave would be needed.
1720832	We live too far away.
1720835	The school recently changed locations and now requires a section of state highway to get to school. Biking/walking are not an option due to this.
1720838	We live 15 miles from the school.
1720844	DGF Rocks :) Thank you for all you do!
1720850	We are open enrolled and live in Moorhead. Not able to walk that far. Thank you!

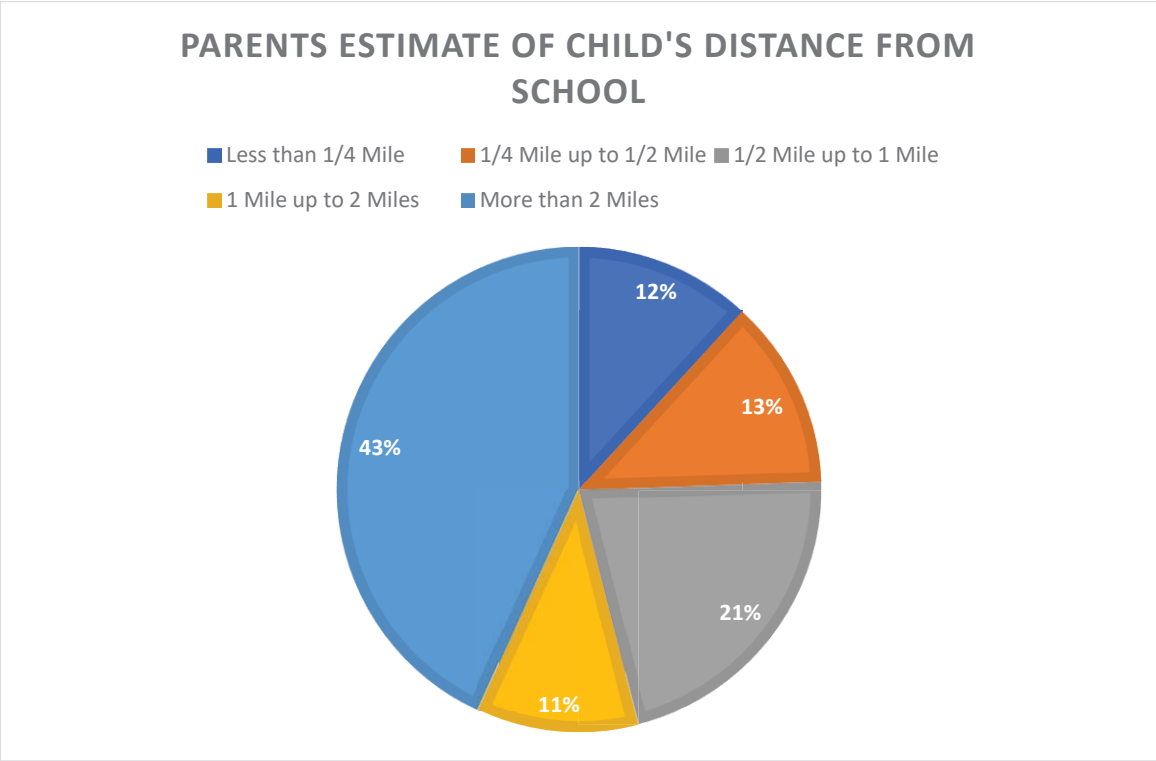
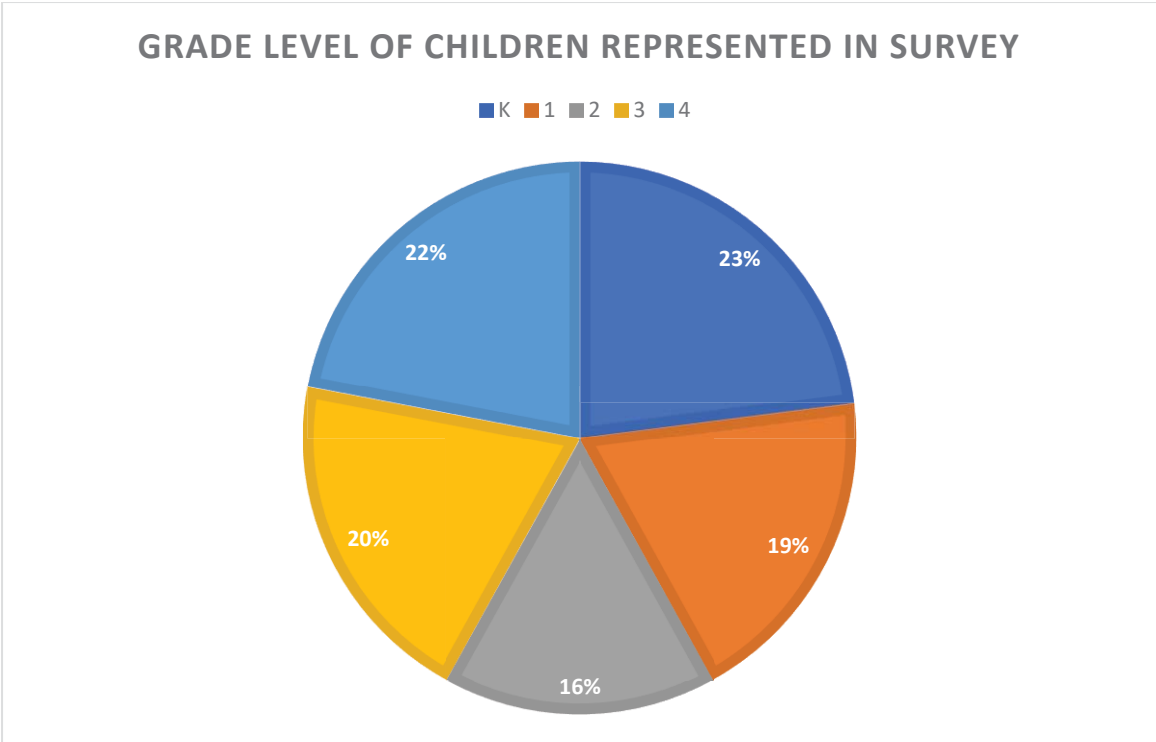
1720867	I would love it if my kids would bike to school but there doesn't seem to be enough places to lock their bikes up and I don't feel great about their bikes being out all day, even locked up. There are a lot of stolen bikes these days.
1721071	We live in an area where bussing isn't available this year. That works during warmer months, but not well in cold months. I work from home many days and will have to worry about getting my kids to and from school while working when cold.
1720905	We just moved to town, so we need to get used to town before we let her walk to school.
1720912	Too young to walk alone or with older sibling.
1721085	the real problem is there is no more busses in Glyndon for the younger kids. At the very minimum it should send a bus to the daycares!
1720824	We open enroll and live very far from school
1720845	My son cannot go to school by bicycle as we live in Glyndon and the school is in Dilworth, that is far and dangerous for a child as there is usually a lot of traffic.
1720871	Too far!
1721105	My child rides bike to school during fall, but will ride bus when weather gets cold.
1721117	We live too far away - would take too long to walk to school
1721166	All previous 6 years of living in our home we were on a bus route which was much preferred.
1719849	If we lived further away I would not feel comfortable walking by himself. I think the current bussing situation puts parents in a tough position for those who live further away.
1719852	Walks with big sister who has a Verizon Gizmo smartwatch (GPS, text, call capabilities)
1719857	My child would be capable and trustworthy to bike to school, but I don't trust other people with how much crime has increased in the area.
1721123	Our children walk long distances to Glyndon school to get on bus. No sidewalks, wind, extreme colds. We need bus stops in Glyndon for K-4th!
1720817	The weather and daylight are the biggest factors in walking/biking. Also, supervision/safety are a concern with getting to/from school (abduction)
1720827	You asked about home but not daycare - our daycare is just over 1 mile; not safe for a child in K to walk to. Also, lack of sidewalks!
1720855	Our children (grade 3 and K) walk from our home to Glyndon school then shuttle to Dilworth. My biggest concern is them crossing at the intersection of Parke Ave and 7th St. I walk them or my husband walks with them and even when there is one crossing guard at this intersection cars do not stop. There needs to be more than one guard or there should be a different route so the kids do not need to cross where high school students are entering.

1720864	I work from home - so I have the ability to walk with my kids and walk to meet them after school
1720889	I will not let my kids walk to OR from school - too many scary people and ppls kids not paying attention. Will not be walking - ever
1721072	My biggest concern about walking to or from school is during the winter when the weather gets nasty cold out.
1720908	We live 10 miles south/east from the middle/high school, so close to 30 miles away from Dilworth Elementary School.
1720915	Prefer a school bus
1721087	Distance and safety are my only concerns.
1721157	Today, I felt that bike/walk to school are a healthy way for physical/mind set. However, I don't feel safe for my kids to adopt these activities because crime/kidnap and others might take advantage of kids
1721125	Intersection and streets around Dilworth Elem - completely unsafe. Cars park in crosswalks. This makes it very difficult for elementary students to cross safely
1720868	We live 15 miles from the school so walking/biking is not an option for us at this time.
1720909	We live too far away from school to even consider this option.
1721161	City bussing better be reactivated before winter. We have no choice due to the school board cutting city routes. Walking/biking to school is unsafe for my child.
1719858	Not applicable to my child as we live several miles from school with highway travel
1721078	I would like street guards at main st to school. Kelly and Jack try to ride to and from school as good but if raining or snow I will drop off at front door.
1720848	We live in Sabin, so our child will never be able to bike or walk to school.
1720877	I wish there were more crossing guards at BOTH elementary and HS buildings before AND after school at all main intersections near the schools.
1720896	We didn't have a choice this year to ride bus or find our own solution. Come winter I have no clue what they'll do
1721060	We are very overprotective parents and would never allow our kids to walk/bike to school without either parent.
1721075	Weather is a major concern. 2nd grade girls are easily distracted by friends, puppies, or other situations that arise for play. It's hard to trust someone so young to walk alone for even one block.

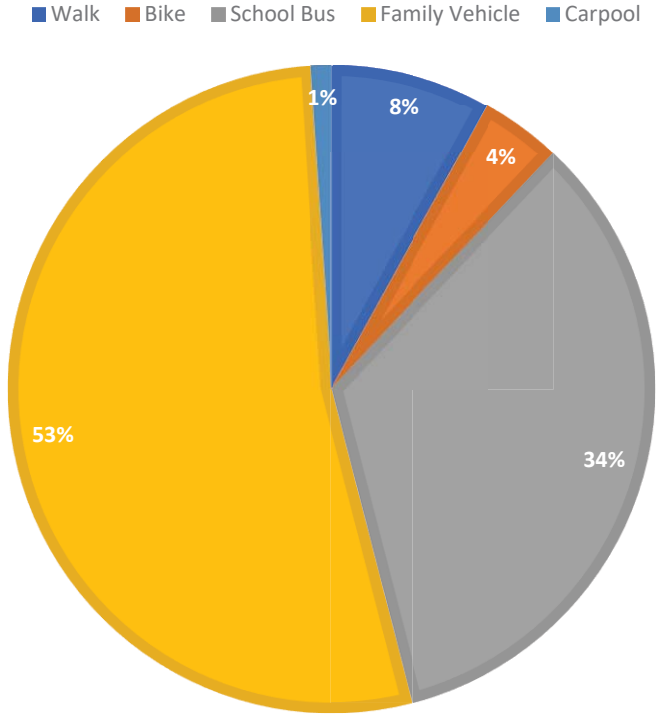
1720911	I strongly believe that getting all children to school safely needs to be a very high priority for our district. We need to consider weather and crime and the fact that people do not look out when in a hurry to get to work in the mornings. I do not want DGF to do what Moorhead is doing.
1721082	We live in Moorhead. It would be too far for my kids to walk to school.
1721106	We just live too far away with no sidewalks or safe way to get there.
1720857	We live in the country.
1720900	Your survey is not clear. My child's school is in another city. Clearly my child can not walk 7 miles along the highway. My child is currently expected to walk to a school that is not his to get on a shuttle bus. Also walking in MN winters is dangerous esp for small children.
1721058	We live too far out of town for walking or biking to ever be an option
1721053	Parking at the school is awful!
1721100	I'm more worried just because she is autistic. So easily distracted and some people just go too fast. I suspect she will walk on her own in a couple years or with the neighbors.

# Parent Survey – Results

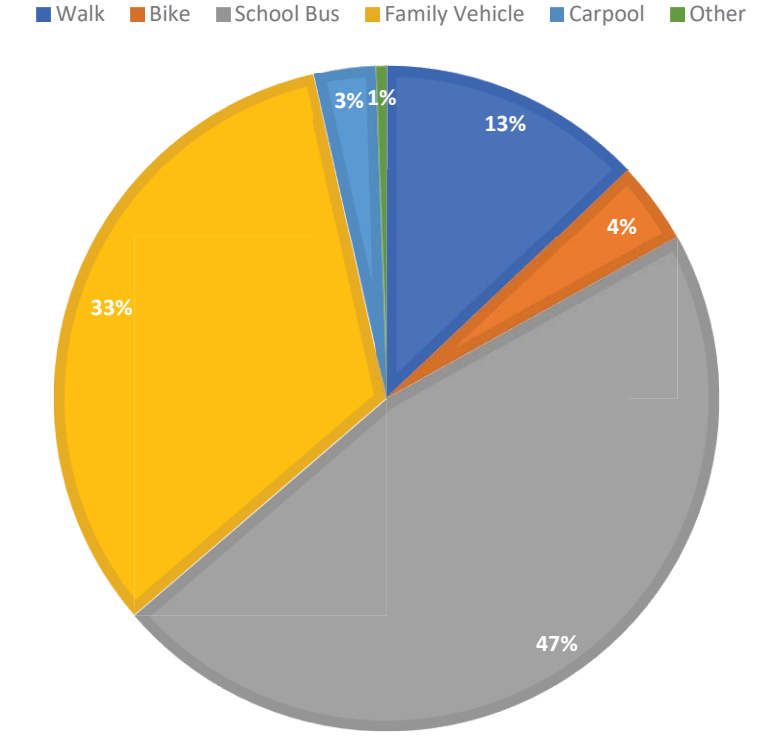
DGF Elementary School (210 respondents)



### TYPICAL MODE OF ARRIVAL TO SCHOOL



### TYPICAL MODE OF DEPARTURE FROM SCHOOL



### Typical mode of school arrival and departure by distance child lives from school

Arrival	Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	Less than 1/4 Mile	24	33%	8%	0%	54%	4%	0%	0%
	1/4 Mile up to 1/2 Mile	25	16%	8%	20%	52%	4%	0%	0%
	1/2 Mile up to 1 Mile	43	7%	5%	28%	58%	2%	0%	0%
	1 Mile up to 2 Miles	20	0%	0%	55%	45%	0%	0%	0%
	More than 2 Miles	87	0%	0%	47%	53%	0%	0%	0%

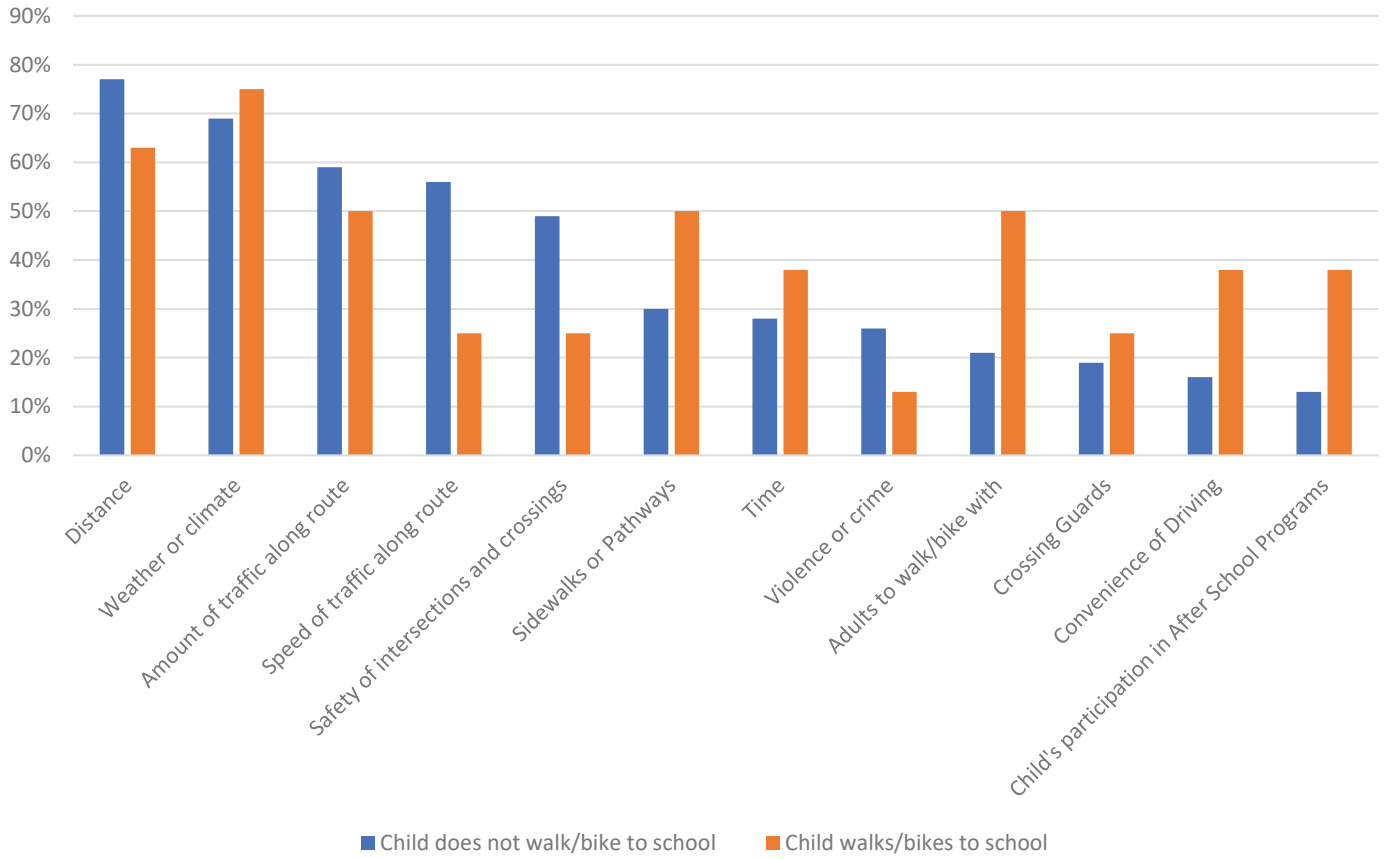
Departure	Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	Less than 1/4 Mile	23	52%	9%	13%	26%	0%	0%	0%
	1/4 Mile up to 1/2 Mile	25	32%	8%	20%	32%	8%	0%	0%
	1/2 Mile up to 1 Mile	43	9%	5%	42%	40%	5%	0%	0%
	1 Mile up to 2 Miles	19	0%	0%	68%	26%	0%	0%	5%
	More than 2 Miles	86	1%	0%	59%	38%	1%	0%	0%

### Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of children	Less than 1/4 Mile	1/4 Mile up to 1/2 Mile	1/2 Mile up to 1 Mile	1 Mile up to 2 Miles	More than 2 Miles
Yes	65	63%	42%	52%	45%	10%
No	131	38%	58%	48%	55%	90%



### Issues reported to affect the decision to allow a child to walk or bike to/from school



## Parent Survey Report: One School in One Data Collection Period

**School Name:** DGF Middle/High School

**Set ID:** 20155

**School Group:** Dilworth-Glyndon-Felton Schools

**Month and Year Collected:** October 2022

**School Enrollment:** 1100

**Date Report Generated:** 11/22/2022

**% Range of Students Involved in SRTS:** Don't Know

**Tags:**

**Number of Questionnaires Distributed:** 1100

**Number of Questionnaires  
Analyzed for Report:** 125

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
5	49	40%
6	27	22%
7	14	11%
8	33	27%

No response: 0

Percentages may not total 100% due to rounding.

## Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	15	13%
1/4 mile up to 1/2 mile	12	10%
1/2 mile up to 1 mile	13	11%
1 mile up to 2 miles	14	12%
More than 2 miles	64	54%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

## Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	125	8%	2%	52%	36%	2%	0%	0%
Afternoon	122	17%	2%	66%	14%	2%	0%	0%

No Response Morning: 0

No Response Afternoon: 3

Percentages may not total 100% due to rounding.

## Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	47	80%	67%	46%	79%	16%
No	71	20%	33%	54%	21%	84%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	15	47%	7%	7%	33%	7%	0%	0%
1/4 mile up to 1/2 mile	12	25%	8%	8%	58%	0%	0%	0%
1/2 mile up to 1 mile	13	0%	0%	54%	46%	0%	0%	0%
1 mile up to 2 miles	14	0%	0%	71%	29%	0%	0%	0%
More than 2 miles	64	0%	0%	67%	31%	2%	0%	0%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	15	73%	7%	7%	7%	7%	0%	0%
1/4 mile up to 1/2 mile	12	33%	8%	25%	33%	0%	0%	0%
1/2 mile up to 1 mile	13	8%	0%	69%	15%	8%	0%	0%
1 mile up to 2 miles	14	21%	0%	71%	7%	0%	0%	0%
More than 2 miles	61	0%	0%	85%	15%	0%	0%	0%

Don't know or No response: 10

Percentages may not total 100% due to rounding.

Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	80%	57%
Weather or climate	62%	71%
Amount of Traffic Along Route	43%	57%
Speed of Traffic Along Route	41%	36%
Time	37%	29%
Safety of Intersections and Crossings	33%	29%
Child's Participation in After School Programs	20%	29%
Sidewalks or Pathways	20%	29%
Violence or Crime	16%	21%
Convenience of Driving	11%	36%
Crossing Guards	10%	21%
Adults to Bike/Walk With	8%	0%
<b>Number of Respondents per Category</b>	<b>79</b>	<b>14</b>

No response: 32

Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

## Comments Section

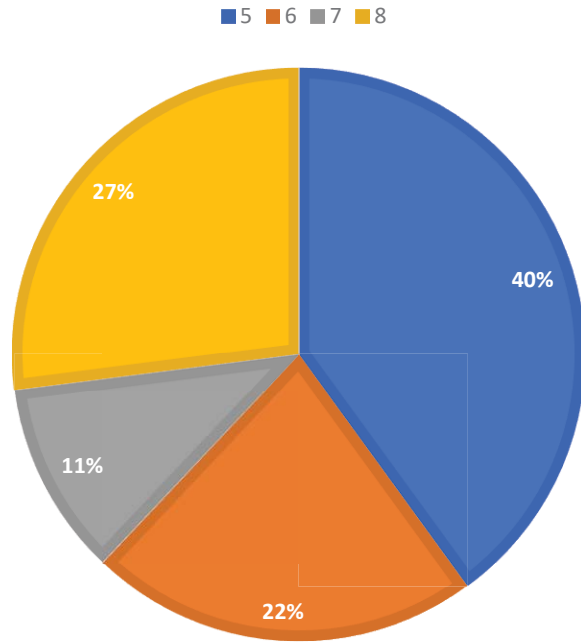
SurveyID	Comment
1720284	There isn't bussing or a safe way for him to get to school other than driving. He can ride a shuttle from Dilworth, but there isn't a safe sidewalk to do so with construction. In the winter, the city doesn't clear the sidewalk.
1720327	1/2 mile from elementary school, bus 8 miles to middle school. He walk & buses to school.
1721737	I wouldn't let my oldest bike alone until 2nd grade. Once my oldest was in second grade his younger brothers could bike with him.
1720628	We live in Dilworth and school is in Glyndon. Most likely will never walk/bike to Glyndon. My survey was in response to them walking to Dilworth School and then getting on the bus to Glyndon.
1720289	My child goes to school in Glyndon and we live in Dilworth - not reasonable for my child to bike to/from school
1720296	The school needs to provide adequate bike racks by the front entrance
1720297	We live in Dilworth. The Middle School is in Glyndon. It wouldn't make any sense for my child to walk or bike.
1720241	Live in Moorhead/Dilworth - can't walk/bike to school
1720273	I think it's great what you guys are doing with the school!
1720280	This survey is worthless for any middle school kids that go from Dilworth to Glyndon.
1720282	Bussing after school takes a very long time this year - we are allowing to walk home after but will not be able to in the winter months.
1720303	My son rides his bike often, especially if I have to work early in the AM.
1720330	I don't mind that we don't have buses in town. I'm worried about bad drivers. I am also worried about our kids walking home in blizzards. If they let out early due to weather how is it safe to make kids walk home.
1720666	I am concerned about cold temps
1720678	Sidewalks bad in winter
1720683	I'm concerned about cold temperatures in winter.
1720292	If my child's school was in Dilworth, she would love to walk with a friend. She does walk home at times from the Dilworth site.

1721740	Distance is the biggest influence in my decision.
1721747	Slay
1720685	We live in the country and do not have any other access to school for our children.
1720634	People drive carelessly on county road intersection - and along 4th Ave. My kids won't ever walk that far alone.
1720637	I am 100% disappointed that my children do not have a bus picking or dropping them off on 4th St. It might be a decision maker to have my kids attend school at DGF in the future.
1720668	Live over 15 miles from school.
1720676	Would not allow my child to walk alone, distance and weather, traffic - also too many weird creepy drug addicts always around.
1720691	1 Sidewalks and crossing a county road makes walking and biking unsafe. No one even slows down at the crosswalk on county road 9.
1720288	Ok to walk/bike during nicer weather, not Ok during cold/storm/incident weather
1721738	I strongly disapprove of the new walkzones for children so far away when it comes to weather elements. This winter my kids will have to walk to nearly 7th St NE in snow (blowing) and we know the sidewalks aren't maintained well at that time of day because people have to work. It's too far for the elements we live in.
1720657	We don't have a choice about Seriena walking or riding a bike!! Sereina has asthma and numerous allergies so physical activity is limited. 4th Ave is an unsafe road to be walking alone, people speed constantly.
1721743	These are based on my mom's house.
1720682	Not going to let my son ever bike from Dilworth to Glyndon. This survey is dumb when your child lives in Dilworth. Who would allow their child to bike down Hwy 10 to Glyndon? Give Rebel Bucks!
1720263	We live in Dilworth, school is in Glyndon. This whole survey is irrelevant to me.
1720663	Ummm, This is garbage and WTF is this anyway - ???!! Have you all lost your mind? Seriously - you all need to figure some sort - IT'S NONE OF YOUR BUSINESS! TEACH & GO HOME! Take the veil off and wake up! Stop taking care of parents & let/make them do their job!! This form is gross.

# Parent Survey – Results

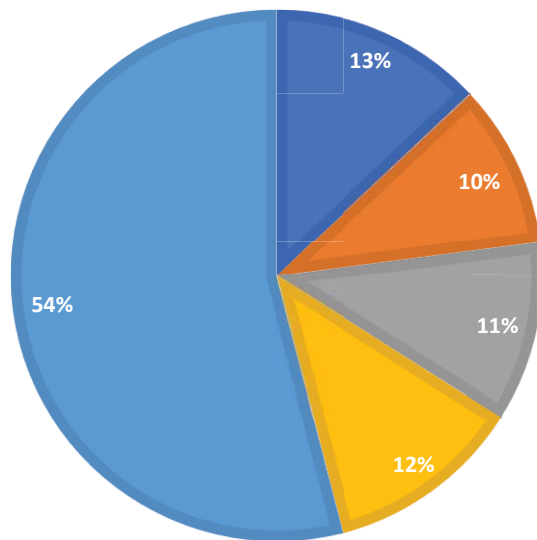
DGF Middle/High School (103 respondents)

## GRADE LEVEL OF CHILDREN REPRESENTED IN SURVEY



## PARENT ESTIMATE OF CHILD'S DISTANCE FROM SCHOOL

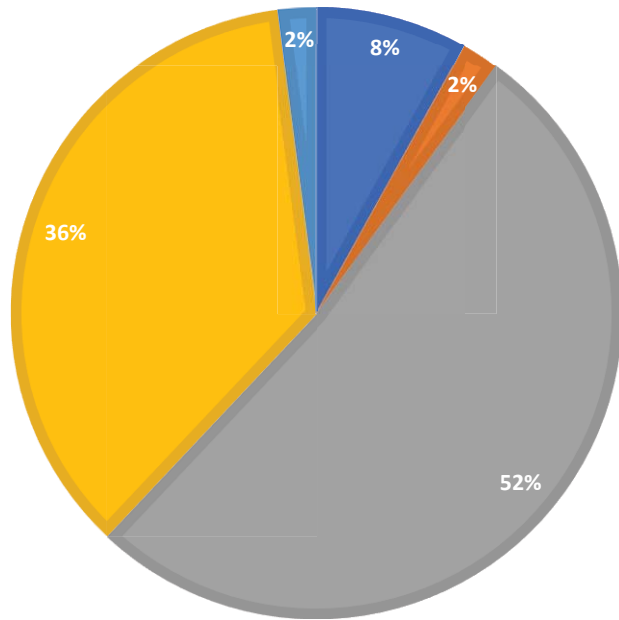
■ Less than 1/4 Mile ■ 1/4 Mile up to 1/2 Mile ■ 1/2 Mile up to 1 Mile ■ 1 Mile up to 2 Miles ■ More than 2 Miles





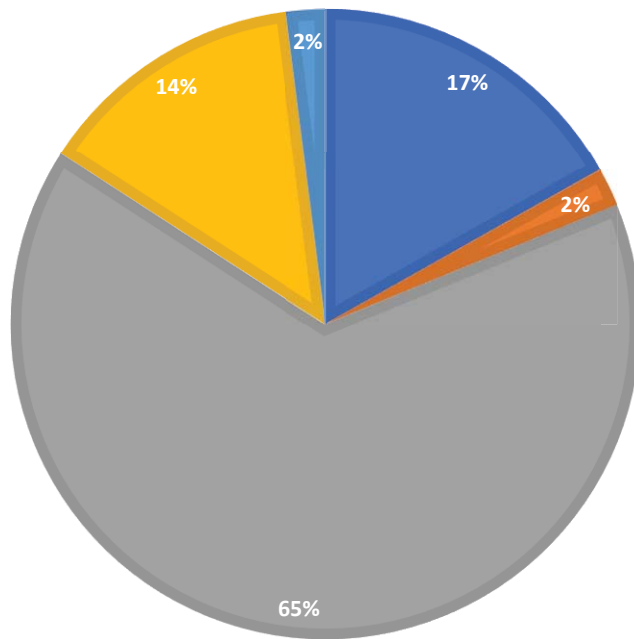
### TYPICAL MODE OF ARRIVAL TO SCHOOL

■ Walk ■ Bike ■ School Bus ■ Family Vehicle ■ Carpool



### TYPICAL MODE OF DEPARTURE FROM SCHOOL

■ Walk ■ Bike ■ School Bus ■ Family Vehicle ■ Carpool



## Typical mode of school arrival and departure by distance child lives from school

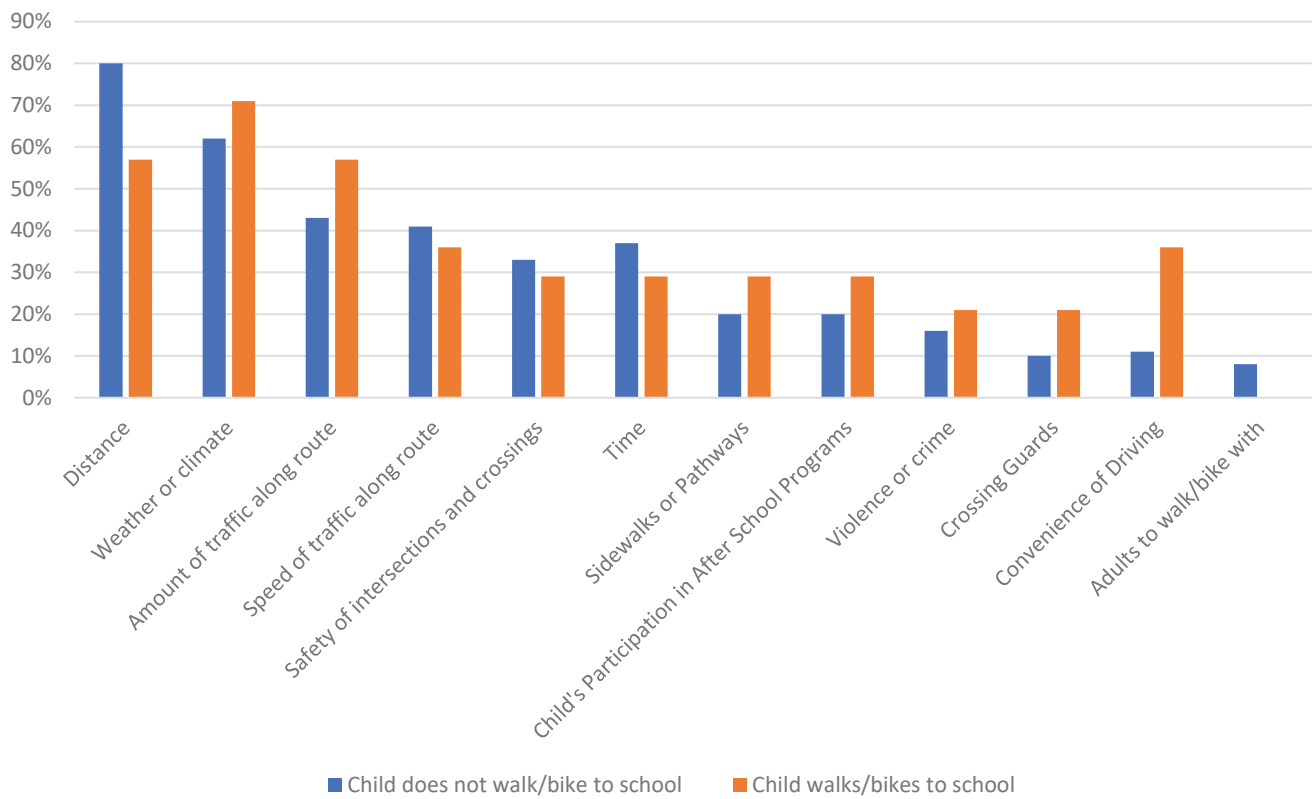
Arrival	Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	Less than 1/4 Mile	15	47%	7%	7%	33%	7%	0%	0%
	1/4 Mile up to 1/2 Mile	12	25%	8%	8%	58%	0%	0%	0%
	1/2 Mile up to 1 Mile	13	0%	0%	54%	46%	0%	0%	0%
	1 Mile up to 2 Miles	14	0%	0%	71%	29%	0%	0%	0%
	More than 2 Miles	64	0%	0%	67%	31%	2%	0%	0%

Departure	Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	Less than 1/4 Mile	15	73%	7%	7%	7%	7%	0%	0%
	1/4 Mile up to 1/2 Mile	12	33%	8%	25%	33%	0%	0%	0%
	1/2 Mile up to 1 Mile	13	8%	0%	69%	15%	8%	0%	0%
	1 Mile up to 2 Miles	14	21%	0%	71%	7%	0%	0%	0%
	More than 2 Miles	61	0%	0%	85%	15%	0%	0%	0%

## Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of children	Less than 1/4 Mile	1/4 Mile up to 1/2 Mile	1/2 Mile up to 1 Mile	1 Mile up to 2 Miles	More than 2 Miles
Yes	47	80%	67%	46%	79%	16%
No	71	20%	33%	54%	21%	84%

### Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



## Top Comments

### DGF Elementary School

1. Parents are very concerned with walking or biking to school during the winter months, especially those who live within the walking zone of either DGF Elem or the Middle/High school for shuttling. They worry about the dangerously cold temperatures harming their children. (11 comments)
2. Parents are frustrated with the current bussing situation. Many claim to have lived within a bussing zone recently only to now be forced to walk or drive their kids, and they are annoyed with this. (8 comments)
3. Parents would like to see crossing guards around DGF Elementary School, both to the south and the north of the school. (4 comments)
4. Parents are worried about the apparent rise in crime/increase of alarming individuals around the walking zone of the school. This prevents them from allowing their kids to walk to school. (4 comments)
5. Parents are concerned with speeding around the school zone and the lack of awareness of other drivers. They worry drivers may hit children while crossing the street. (3 comments)
6. Parents are worried about the lack of sidewalks within the walking zone of either the elementary school or the middle school for shuttling purposes. (3 comments)

### DGF Middle/High School

1. Parents are very concerned with walking or biking to school during the winter months, especially those who live within the walking zone of Either DGF Elem (shuttling) or the Middle/High School. They worry about the dangerously cold temperatures harming their children. (6 comments)
2. Parents are frustrated with the current bussing situation. Many claim to have lived within a bussing zone recently only to now be forced to walk or drive their kids, and they are annoyed with this. (5 comments)
3. Parents are concerned with the lack of awareness of other drivers. They worry drivers may hit children while crossing the street if these drivers are not paying attention. (4 comments)
4. Parents would like to see more crossing guards around DGF Middle/High School, specifically at the intersection of Parke Ave. and 7<sup>th</sup> St. (2 comments)
5. Parents are concerned with the lack of plowed sidewalks during the winter months. They claim the city does not come to plow sidewalks, leaving them in no shape to have kids walking to school on. (2 comments)

# APPENDIX D. PUBLIC OPEN HOUSE RESULTS





# SAFE ROUTES TO SCHOOL



## WHAT IS SAFE ROUTES TO SCHOOL?

Safe Routes to School is a nationwide program that makes it fun, safe, and easy to walk or bike to school, using the Six E's.

## WHY SAFE ROUTES TO SCHOOL?

### KIDS WHO WALK OR BIKE TO SCHOOL:

- Arrive alert and able to focus on school
- Get most of their recommended daily physical activity during the trip to school
- Are more likely to be a healthy body weight
- Are less likely to suffer from anxiety or depression
- Demonstrate better school performance

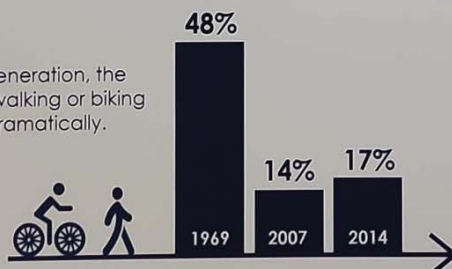
» Most kids are not getting enough physical activity.



» Roads near schools are congested, decreasing safety and air quality for children.



» Within the span of one generation, the percentage of children walking or biking to school has dropped dramatically.



## THE SIX E'S

- EQUITY**  
Equity is an overarching concept that applies to all of the E's. Equity in SRTS means that the SRTS program is inclusive 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, showcasing the positive impacts these activities have on personal health and the environment.
- ENCOURAGEMENT**  
Programs that make it fun for students to walk and bike, including incentive programs, regular events or classroom activities. Encouragement programs inform both students and adults about the benefits of walking and biking to school.
- ENGINEERING**  
Physical projects that are built to improve walking and bicycling conditions.
- ENFORCEMENT**  
Law enforcement strategies aimed at improving driver behavior near schools and ensuring safe roads for all users.
- EVALUATION**  
Strategies to help understand program effectiveness, identify improvements, and ensure program sustainability.

More Information regarding the DGF Safe Routes to School Plan can be found at <http://fmmetrocog.org/DGF-SRTS> or by contacting Dan Farnsworth, [farnsworth@fmmetrocog.org](mailto:farnsworth@fmmetrocog.org)

# Monday, October 17th, 2022

## DGF Elementary

### EDUCATION

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



Place stickers here

•••••

•

#### BIKE RODEO

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



Place stickers here

•••••

•

#### SAFETY TRAINING & CLASSROOM LESSONS

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



Place stickers here

•••••

•

#### ROUTE MAPS

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



Place stickers here

•

#### PARENT EDUCATION

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



Place stickers here

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#### SCHOOL ASSEMBLIES

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

DILWORTH GLYNDON FELTON

SAFE ROUTES  
TO SCHOOL

METROCOG

# ENCOURAGEMENT

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



Place stickers here



## WALK & ROLL TO SCHOOL DAYS

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



Place stickers here



## WALKING SCHOOL BUS/BIKE TRAIN

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



Place stickers here



## WALK & BIKE FIELD TRIPS

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



Place stickers here



## COMPETITIONS AND INCENTIVES

Competitions track student trips and reward students who get involved.



Place stickers here



## STUDENT CLUBS & EARN-A-BIKE

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



Place stickers here



## PARK & WALK

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

DILWORTH GLYNDON FELTON

# SAFE ROUTES TO SCHOOL

# METROCOG

# ENFORCEMENT

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



Place stickers here



## ADULT CROSSING GUARDS

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



Place stickers here



## SCHOOL SAFETY PATROLS

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



Place stickers here



## SCHOOL SAFETY CAMPAIGN

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



Place stickers here



## AUTOMATED ENFORCEMENT

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



Place stickers here



## BIKE LIGHT/LOCK GIVEAWAY & HELMET FITTING

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



Place stickers here



## LAW ENFORCEMENT NEAR SCHOOLS

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

DILWORTH GLYNDON FELTON

# SAFE ROUTES TO SCHOOL

# METROCOG



# Tuesday, October 18th, 2022

## DGF Elementary

### EDUCATION

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



Place stickers here



#### BIKE RODEO

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



Place stickers here



#### SAFETY TRAINING & CLASSROOM LESSONS

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



Place stickers here



#### ROUTE MAPS

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



Place stickers here



#### PARENT EDUCATION

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



Place stickers here



#### SCHOOL ASSEMBLIES

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DILWORTH GLYNDON FELTON

**SAFE ROUTES  
TO SCHOOL**

**METROCOG**

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DILWORTH GLYNDON FELTON

# SAFE ROUTES TO SCHOOL

# METROCOG

# ENFORCEMENT

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Place stickers here

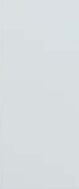


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DILWORTH GLYNDON FELTON

# SAFE ROUTES TO SCHOOL

# METROCOG

# Tuesday, October 18th, 2022

## DGF Middle/High School

### EDUCATION

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



Place stickers here

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Place stickers here

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DILWORTH GLYNDON FELTON

### SAFE ROUTES TO SCHOOL

**METROCOG**

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DILWORTH GLYNDON FELTON

# SAFE ROUTES TO SCHOOL

# METROCOG

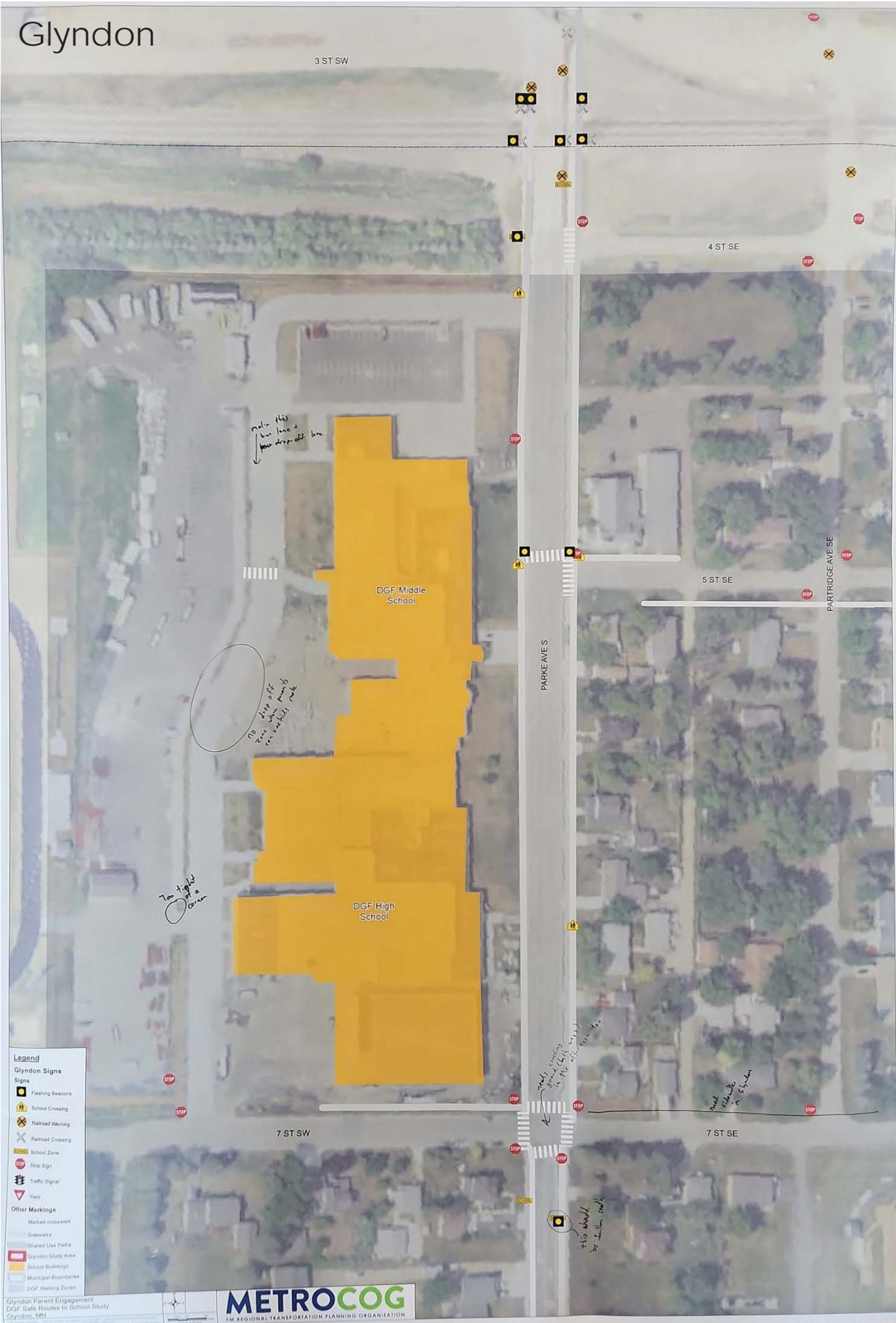
# Open House - Comment Maps

Dilworth





# Glyndon





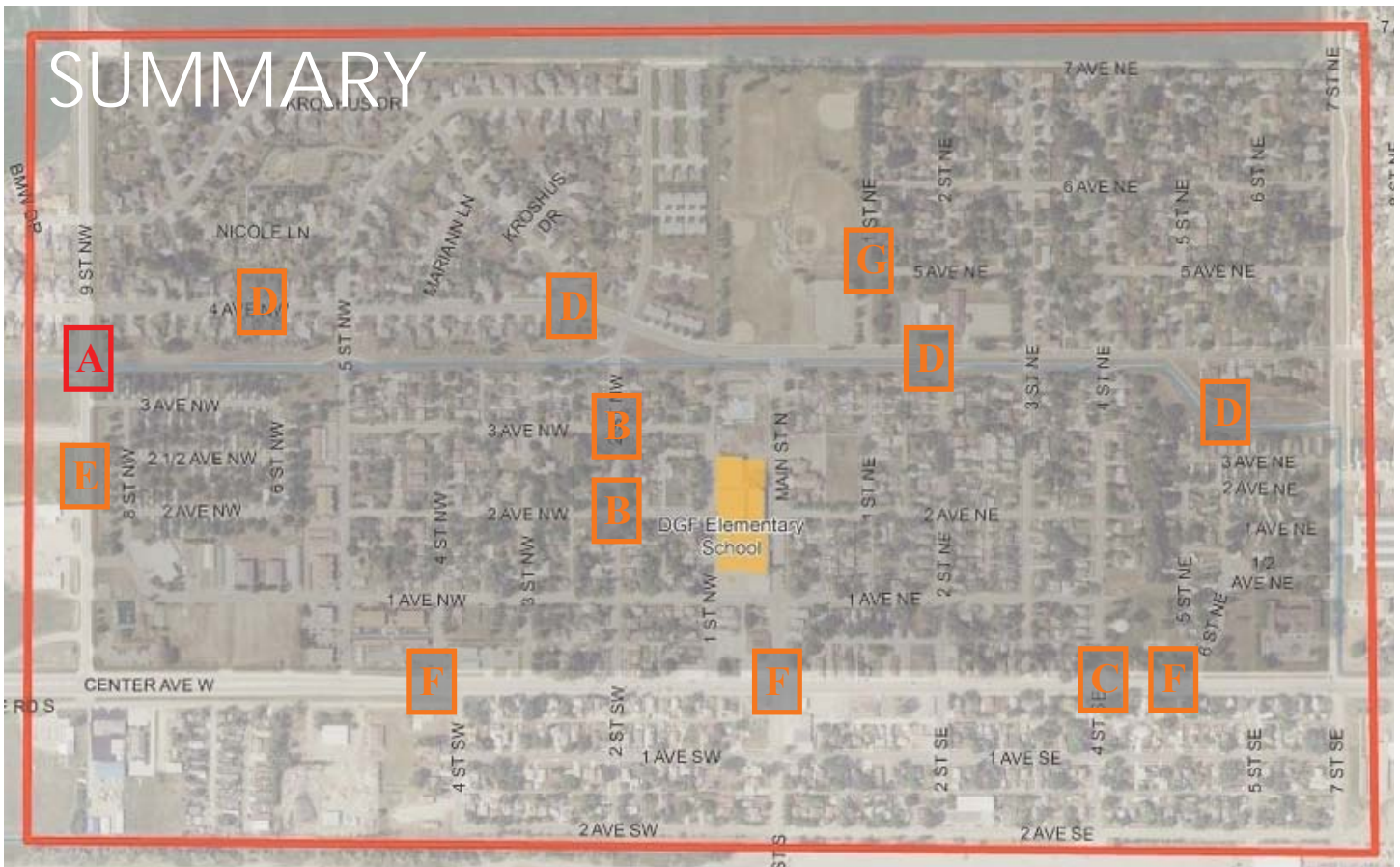








# SUMMARY



## Public/Parent Comments Dilworth Elementary School

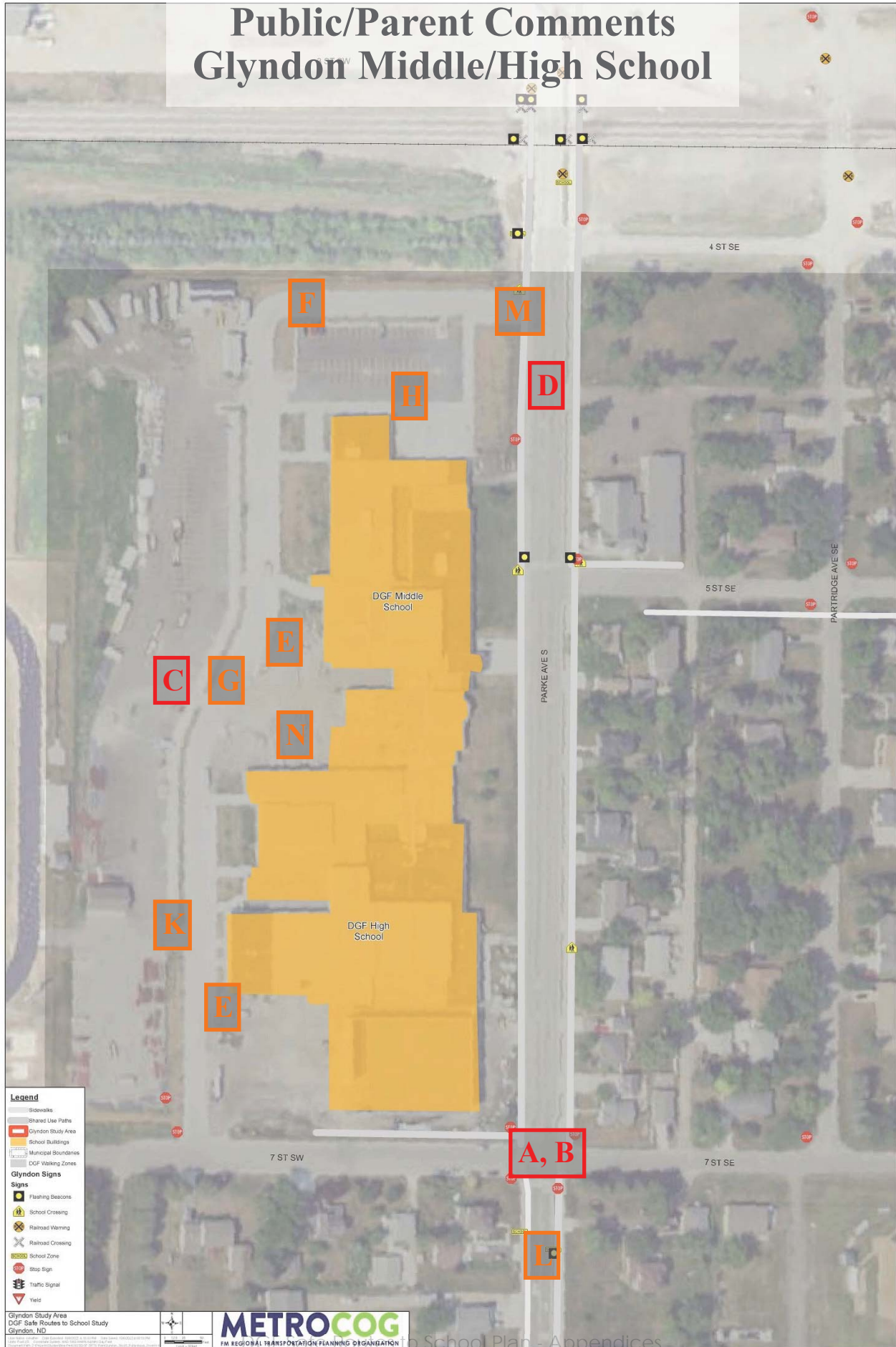
### 3+ Comments

- A** Concerns at this crosswalk. People don't stop for pedestrians or slow down at this crosswalk. This crosswalk should have flashing beacons.

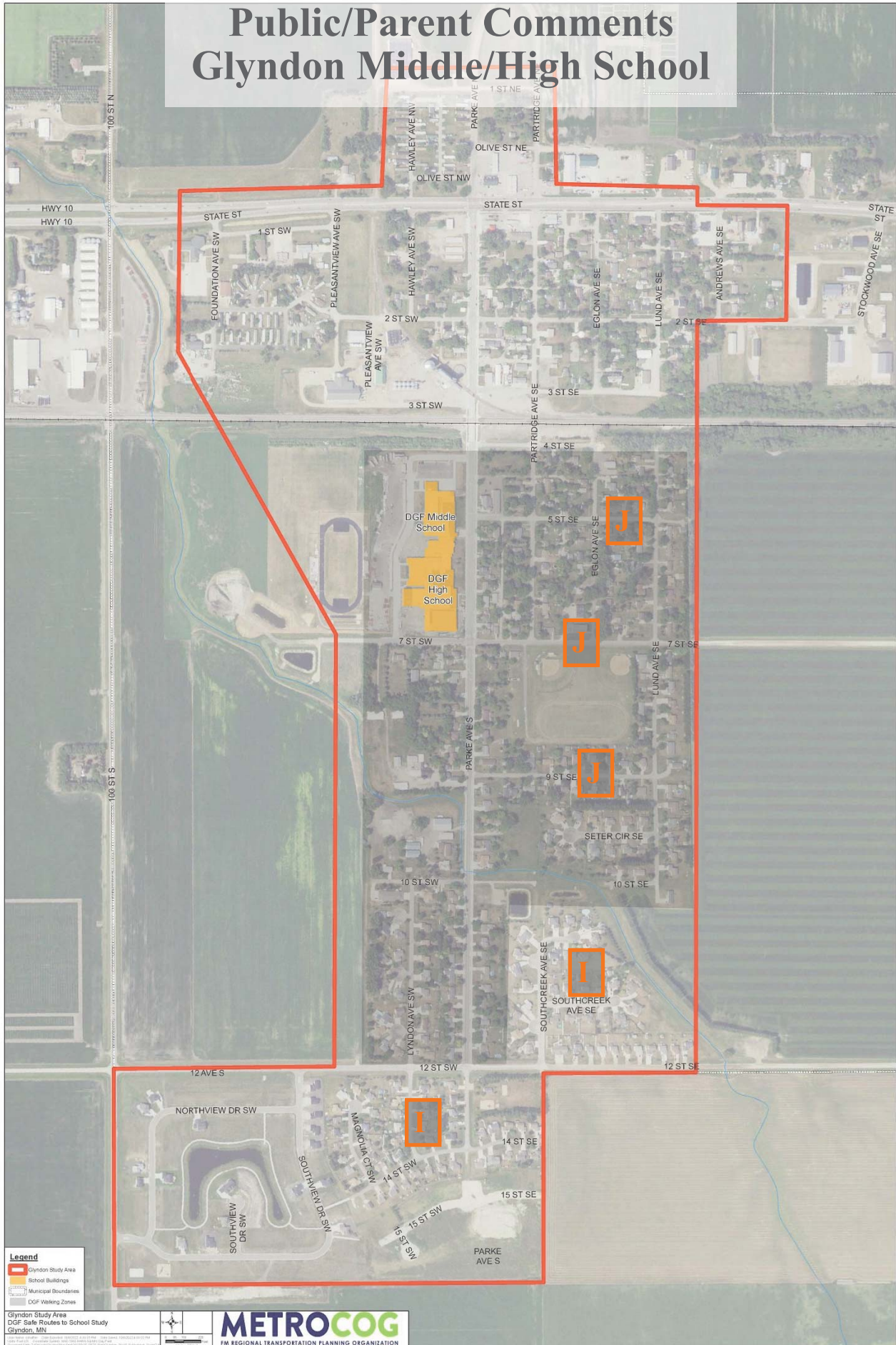
### 1-2 Comments

- B** These intersections could use stop signs
- C** Nobody stops for pedestrians at this intersection. There should be a stop light.
- D** Shared use path on north side of 4th Ave not cleared of snow in winter.  
Vehicles speed on 4th Ave.  
Opportunity to have a 'walking school bus' and/or 'bike train' along 4th Ave.
- E** There should be a sidewalk or shared use path along CR 9
- F** Hwy 10 is a big safety concern, particularly for those that live south of the Hwy.
- G** There should be sidewalks along 1st St NE

# Public/Parent Comments Glyndon Middle/High School



# Public/Parent Comments Glyndon Middle/High School



# Public/Parent Comments Glyndon Middle/High School

## 3+ Comments

- A** This intersection is a concern. Need one or more crossing guard at this intersection.
- B** This intersection is a concern. Drivers often don't fully stop at this intersection.
- C** Parents drop off students within the parking lot at this location. It is the closest and most convenient drop-off for parents. However there are vehicles traveling in both directions, vehicles are backed-up, students are crossing, and vehicles are trying to back out.
- D** School buses heading north can't find a gap in traffic to turn left into school driveway. Cars often have to voluntarily stop to allow buses to turn left.

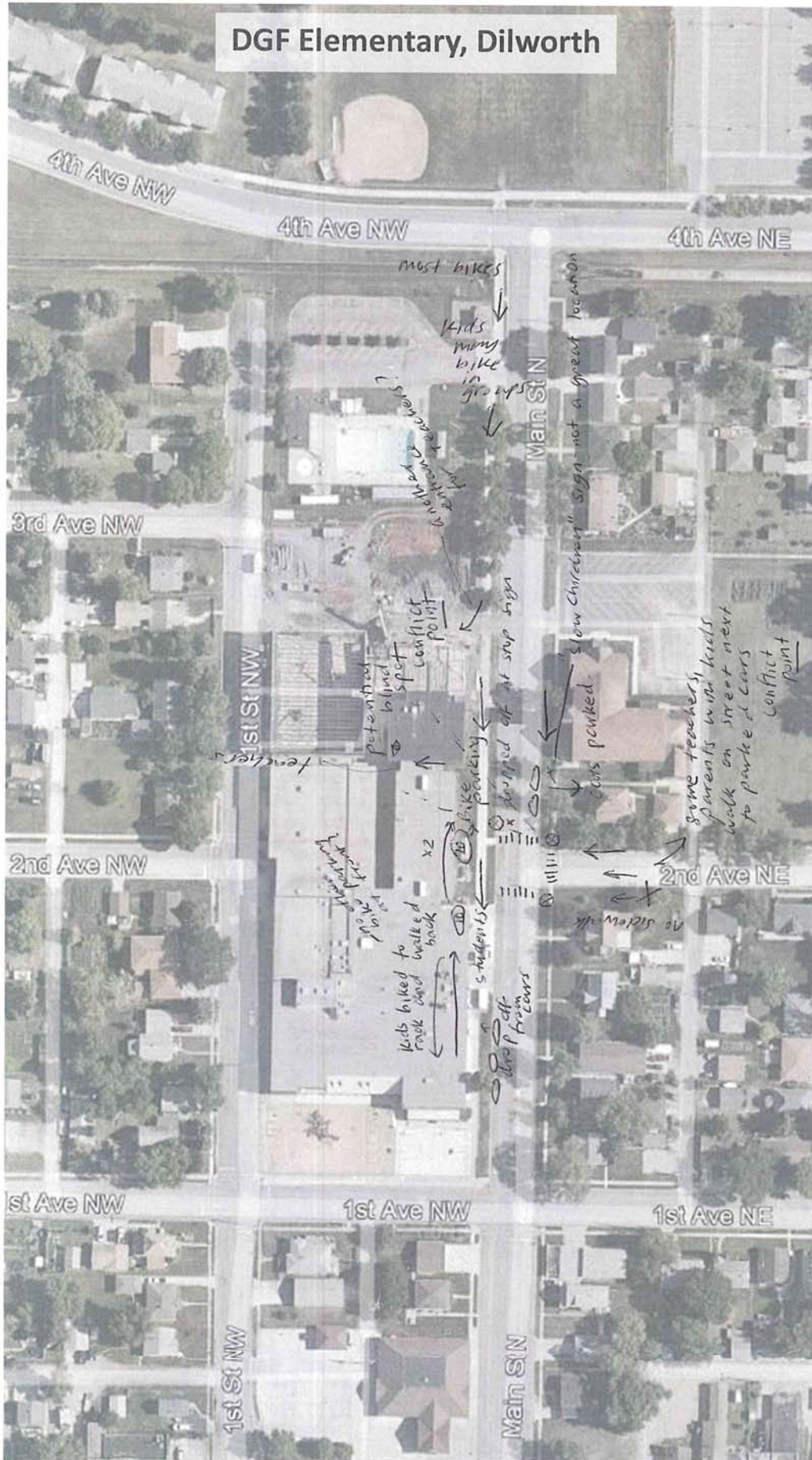
## 1-2 Comments

- E** Staff monitoring needed
- F** This should be a one-way (westbound) rather than two-way
- G** Kids won't necessarily watch for oncoming busses when crossing. Make this a bus lane plus a vehicle drop-off lane.
- H** Very few parents drop off students here. There should be more communication to parents that this is a drop-off area
- I** Students in these areas should also have to walk to school since most of the rest of the town is not bussed and needs to walk
- J** There are no sidewalks on 9th St, 7th St, and 5th St. Students use these corridors to get to school. The lack of sidewalks on 7th St is most concerning since this street is busier and students use this corridor to access the ball fields.
- K** Too tight of a corner for turning
- L** This flashing beacon/school zone should be moved further south.
- M** Extremely difficult to exit when heading north, especially when train is present.
- N** The school needs to provide bike racks by the front entrance

# APPENDIX E. METRO COG SITE VISIT OBSERVATION MAPS









## **Morning Site Observation (Tuesday September 27th, 2022)**

1. South side of 1st Ave NW - Popular place for parents to drop off students. Students often 'J-walk' across street to reach school doorway. Parents often 'J-walk' with students to cross the street.
2. North side of 1st Ave NW - Very popular place for parents to drop off students. Middle of block is reserved for handicap parking, however some parents drop students off in handicap zone. Some vehicles double park temporary when dropping students off. Some vehicles park over crosswalk on NW corner of Main St & 1st Ave NW. Limited space for vehicle student drop-off.
3. Both sides of 1st Ave NE - Parents park (both sides of roadway) and drop off students. Parents often walk their kids to school from this location.
4. West side of Main St - Parents drop off students on west side of roadway. With grass boulevard students are often dropped off in grass. This may be difficult in winter if snow is piled in boulevard.
5. West side of Main St - A few parents park on west side of Main St and walk their kids to school.
6. One student observed crossing the intersection of US 10 & Main St
7. Four-way stop control with marked crosswalks across all intersection legs. ADA curb ramps at on all corners. Fairly popular crossing. Common for parents to walk with their kids across this intersection. Vehicle stop compliance observed to be good.
8. Location of bike racks. Two comb-style bike racks located here. Not located near an entrance.



## Morning Notes

**Observation Location:** 2<sup>nd</sup> Ave NW/1<sup>st</sup> St NW

### Pedestrian Circulation:

- Common Routes into the school for foot traffic came along 2<sup>nd</sup> Ave NW – where students and faculty crosses 1<sup>st</sup> St.
- **No school Zone signs**
- Students that were dropped off usually cross the 1<sup>st</sup> St without using the cross walk.
- Conflict points – Due to high car traffic where vehicles do U-turns, park within the crosswalk, of block pedestrian visibility, the main conflict point is the cross walk near the Bus entrance of the school (2<sup>nd</sup> Ave NW/1<sup>st</sup> St NW). There's limited reaction time when students run out into the street.

### Bike Circulation:

- Only saw one student ride a bike. There was no bike rack at my location, so student had to loop around the school.

### Crossing Guards and Patrols:

- There were no crossing guards. At 7:38, I saw someone from the school directing students from the Bus into the school – did not aid pedestrian crossing.

### Bus Circulation:

- Buses parked along 1<sup>st</sup> Street next to the school.

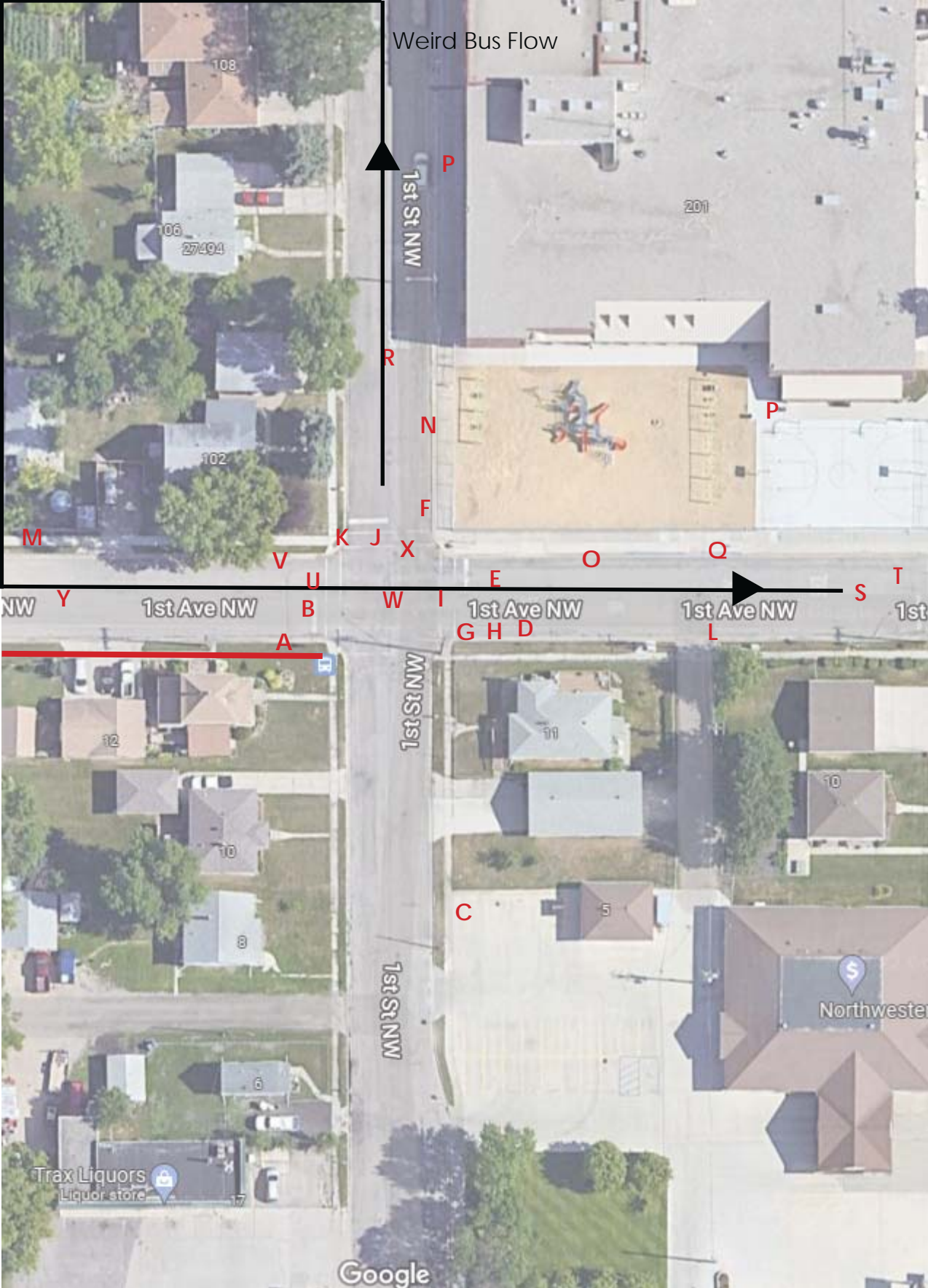
### Car Circulation:

- Parents were dropping kids off everywhere – there was no enforced designated parking locations.
- Parents parked in the middle of the street, causing confusion and congestion that made the situation dangerous for pedestrians.
  - Parents did double park (without hazards) within the crosswalk.
  - Parents did speed through the intersection (U-Turners were tended to be the fastest drivers).
- There are no signs to indicate a crossing – just striping. There are no parking signs along 1<sup>st</sup> St and 2<sup>nd</sup> Ave, but that was disregarded/unenforced.
- There were conflicts between buses and cars – parents parked within the Bus parking zone. The largest conflict was Parents parking in the middle of the street to let the student's cross 1<sup>st</sup> street without the crosswalk, and usually with incoming traffic. The parents would park without putting flashers on.

### Other Notes:

- There were two peaks:
  - Peak one was the most chaotic. This was when the buses were arriving and departing, while parents were dropping kids off whilst pedestrians were crossing the street.
  - Peak two was the late crowd, and it was much calmer and orderly.
- One Vehicle doubled parked for a good 15-minutes within the crosswalk.
- Younger students tended to look for traffic while older students just walked out – this isn't a good combination as I observed a near hit.
- Parents tend to speed while not indicating turns for pedestrians.
- I did not see any police presence when students were entering– only afterwards

AM Observation



## KEY

- A. The lack of a sidewalk here is problematic
- B. MATBus Stop
- C. Parents use the bank parking lot to bring kids into school
- D. Parents opening car doors, causing other drivers to swerve
- E. Double Parking
- F. Traffic flow issues with buses and cars
- G. Parking in crosswalk
- H. Parallel parking issues - lack of markings make spaces too small sometimes
- I. Reversing into crosswalk
- J. Student stopping in middle of crosswalk
- K. Drivers fail to stop fully at crosswalk
- L. Parents drop off kids on this side of street, then jaywalk across the hectic street to school
- M. Many students walk from here
- N. Parents drop off students in bus-only area
- O. Curbs only drop to street level in a couple places, should probably drop for whole drop-off section
- P. No bike rack
- Q. Lack of signage signifying or controlling drop-off
- R. Kids cross street here, and run across
- S. This road is problematic - too busy, cramped, kids crossing everywhere
- T. Sun glare- makes checking for cars and crossers difficult
- U. Buses failing to stop for 4-way Stop
- V. Dangerous Driving Behavior in order to walk - no turn signals, random stopping, braking
- W. Many kids did not look both ways. One almost got hit as he stepped into the road when someone was making a left turn
- X. Dropping off kids in the middle of the crosswalk
- Y. Jaywalking to cross as there is no sidewalk on south side

PM



\* some kids may run across without looking

Not many pickups on this street



## **Afternoon Notes**

**Observation Location:** 2<sup>nd</sup> Ave NW/1<sup>st</sup> St NW

### **Pedestrian Circulation:**

- Used 2<sup>nd</sup> Ave towards residential areas, and 1<sup>st</sup> St in both directions to get to other streets.
- Conflict points – Due to high car traffic where vehicles do U-turns, park within the crosswalk, of block pedestrian visibility, the main conflict point is the cross walk near the Bus entrance of the school (2<sup>nd</sup> Ave NW/1<sup>st</sup> St NW). There's limited reaction time when students run out into the street. Buses blocked crosswalk; students walked around the Buses to get to the other side of 1<sup>st</sup> St.

### **Bike Circulation:**

- Only saw one student ride a bike. There was no bike rack at my location.

### **Crossing Guards and Patrols:**

- There were no crossing guards.
- There were more teachers/faculty monitoring bus riders.

### **Bus Circulation:**

- Buses parked along 1<sup>st</sup> Street next to the school. When they left, they either used 2<sup>nd</sup> Ave, or 3<sup>rd</sup> Ave to loop around to 1<sup>st</sup> Ave to catch the light at US 10.

### **Car Circulation:**

- Less number of parents picking up students when compared to the morning.
- Parents did speed through the intersection (U-Turners were tended to be the fastest drivers).
- There are no signs to indicate a crossing – just striping.
- U-Turners tended to use less caution and speed through the school zone. Through Traffic also sped through.

### **Other Notes:**

- Largest Conflict was how the buses doubled parked within the crosswalk. Students went around the buses and had limited visibility of oncoming traffic.
- Overall, the afternoon had more bus and ped traffic when compared to the morning. Less congestion when compared to morning.
- I did not see any police presence during dismissal students– only afterwards.

## **Glyndon Morning Notes:**



## **Afternoon Site Observation (Tuesday September 27th, 2022)**

1. Two cars parked in alleyway for long duration waiting to pick up students
2. Four students observed crossing the intersection of US 10 & Main St
3. 1st Ave NW (between 1st St & Main St) - J-walking observed by students and parents. Busy block (cars parked waiting for students, school busses using this block when departing the school, MATBUS route.
4. West side of Main St - A section of curb painted in old yellow and old blue paint and sign that says "Student Pick Up or Drop Off, 15 Min Parking Only". The curb paint and signage is confusing.
5. No Parking sign is faded and no longer legible
6. Numerous parents/students observed walking on north sidewalk of 1st Ave NE
7. Locations where parents were observed parking to pick up their kids

### General comments:

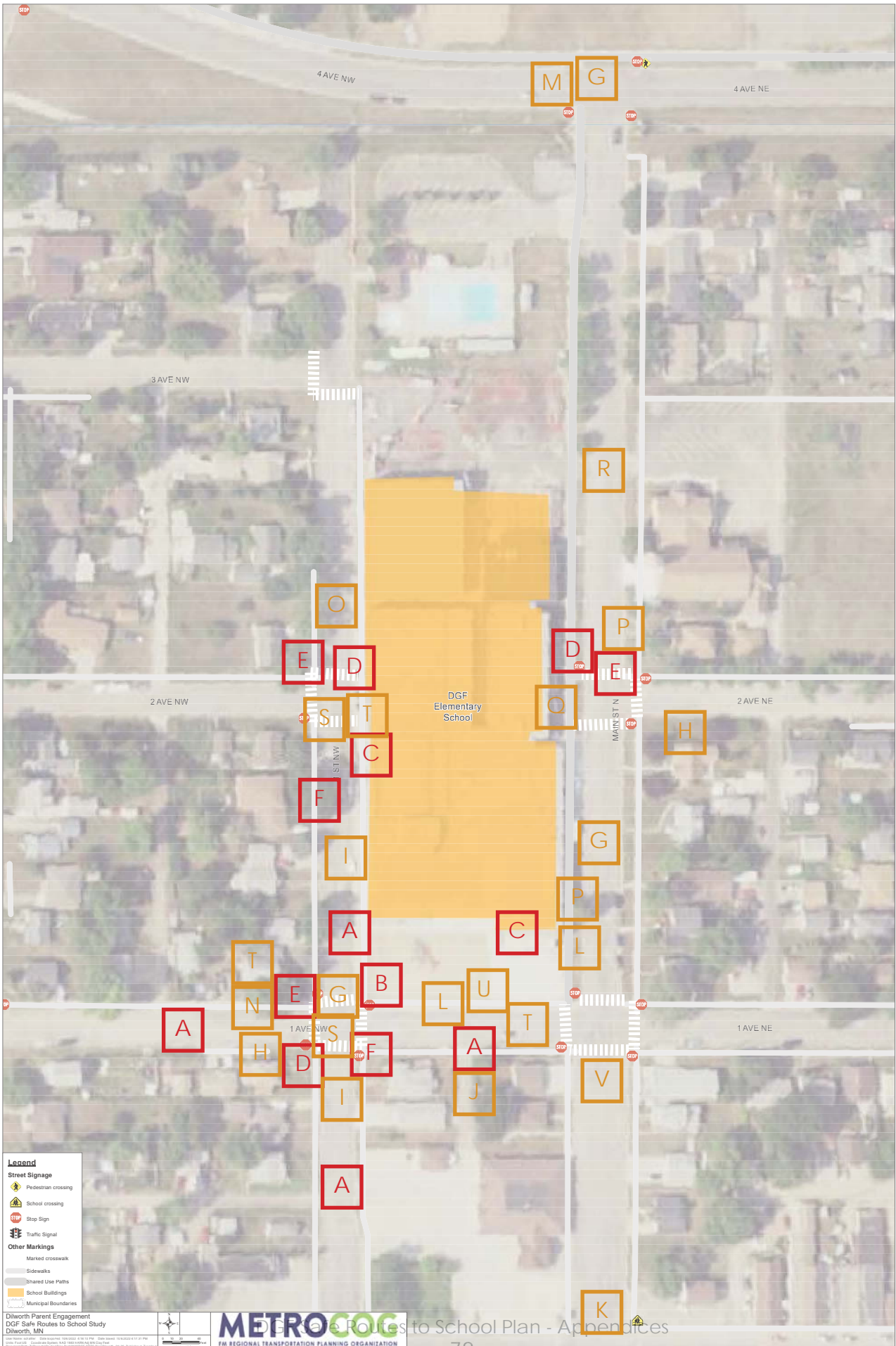
- Some curbs have yellow paint on them, however there is often not a sign to accommodate the painted curb. This makes for confusion.
- Faculty observed to park along nearby streets.

PM Observation



## KEY

- A. Parents stand along fence. waiting for kids - they then go into playground to wait
- B. Double parking, causing traffic jams
- C. Parking in the crosswalk
- D. Stopping at Stop Sign in crosswalk
- E. Almost accident - not much space on street with two cars parked, a stopped bus, and a car turning right
- F. Rolling through the stop sign - happens almost every time
- G. People crossing around bus as the bus slowly stops at curb (before bus is fully stopped)
- H. Congestion from buses
- I. Students running across the street
- J. Students not looking both ways before crossing
- K. Car driving in middle of road to avoid person pulling out of drop off zone
- L. Parent picking up student in car midway through the crosswalk and during a left turn
- M. Parking in "No Parking" Zones - designated only by painted curbs
- N. Biker biked across street (not in crosswalk) right as driver pulled out - almost accident
- O. Kids threw football into street from fenced playground
- P. Pipeline sticking out of ground - cuts sidewalk in half essentially



- Legend**
- Street Signage**
    - Pedestrian crossing
    - School crossing
    - Stop Sign
    - Traffic Signal
  - Other Markings**
    - Marked crosswalk
    - Sidewalks
    - Shared Use Paths
    - School Buildings
    - Municipal Boundaries

Dilworth Parent Engagement  
 DGF Safe Routes to School Study  
 Dilworth, MN  
Map Date: 10/20/2023, 10:00 AM CDT. Data Source: 10/20/2023 10:00 AM CDT. Scale: 1:10000.00. Projection: NAD 83 / Minnesota StatePlane (NAD 83) Feet. Contour Interval: 5.00. Contour Label: 5.00. Contour Color: #FF0000. Contour Width: 2.00. Contour Style: Solid. Contour Dash: None. Contour Join: Round. Contour Cap: Round. Contour Offset: 0.00. Contour Buffer: 0.00. Contour Color: #FF0000. Contour Width: 2.00. Contour Style: Solid. Contour Dash: None. Contour Join: Round. Contour Cap: Round. Contour Offset: 0.00. Contour Buffer: 0.00.



DGF Safe Routes to School Plan - Appendices

# MetroCOG Field Observation & Concerns Dilworth Elementary School

## 3+ Comments

- A** Parents drop kids off and pick them up - both on 1st St W and 1st Ave NW - Kids jay-walk across street to get to school or their vehicle
- B** Double parking observed on 1st St W and 1st Ave NW, blocking traffic
- C** No bike racks near entrances to school - kids have to walk all the way around the school to lock their bikes up
- D** Common for parents to drop kids off and pick them up at Stop Signs, including parking at the intersection to do so
- E** Drivers rolling through Stop Signs and failing to yield to pedestrians observed
- F** Parking in "No Parking Zones" - some signs faded, most being ignored

## 1-2 Comments

- G** Kids running across crosswalk
- H** No sidewalk - needs one
- I** Bus circulation not ideal - causing congestion, conflicts
- J** Parents parking in alleyway to pick up kids - PM
- K** Minimal number of students cross US-10 at Main St.
- L** Faded, painted yellow curbs with no signs to accompany, causing confusion

- M** Faded, almost nonexistent crosswalk
- N** MATBus Stop
- O** Speeding Issues
- P** Parents pick up and drop off students here too, though not as many
- Q** The only bike rack is located here
- R** Kids and parents crossing here for pickup at 3pm
- S** Dangerous driver behavior in crosswalks - no turn signals, random stopping, braking
- T** Pedestrians failing to look both ways, almost getting hit - older students especially
- U** Most popular place for drop-off and pick-up. People parked on street and parents waited by gate
- V** Main St. - Wide road (Between 1st Ave N and Hwy 10) - long crossing distance at crosswalk

### General Notes

- No signs signifying pick-up or drop-off
- No crossing guards anywhere
- Students sometimes stop in the middle of crosswalk
- Two peak times: first was much busier and occurred 10-15 minutes before the start of school; the second was much more time and consisted of students who were late
- No School Zone signs anywhere?



# DGF Middle/High, Glyndon



no trains 15 min before school

4th St

no parking taking school buses

keyed entry for staff

crossing guard flashing beacon

no sidewalks

5th St

no parking

dumpsters and storage

kids still walk on this street without a sidewalk

Parke Ave

no parking

around 10 kids walked or bike sk at this side

7th St

the crossing guard may push the flashing beacon signal



**Observation Location:** Main Entrance of Glyndon High

**Pedestrian Circulation:**

- From my perspective, pedestrians came from the parking lots towards the main entrance of the school. Pedestrians must cross a bus line to get to the school – most of the time, it is safe, but buses at busy points parks within the crosswalk. Other potential issues are parent drop off in the student parking lot, where there’s a mix of drivers and pedestrians interacting at a hectic time.

**Bike Circulation:**

Plenty of bikers, but no bike rack near the main entrance. The bikes were just left haphazardly near the main entrance without being properly secured.

**Crossing Guards and Patrols:**

- There were no crossing guards.
- There were more teachers/faculty monitoring bus riders.

**Bus Circulation:**

- Buses parked in front of the main entrance of the school within a bus drop-off lane.

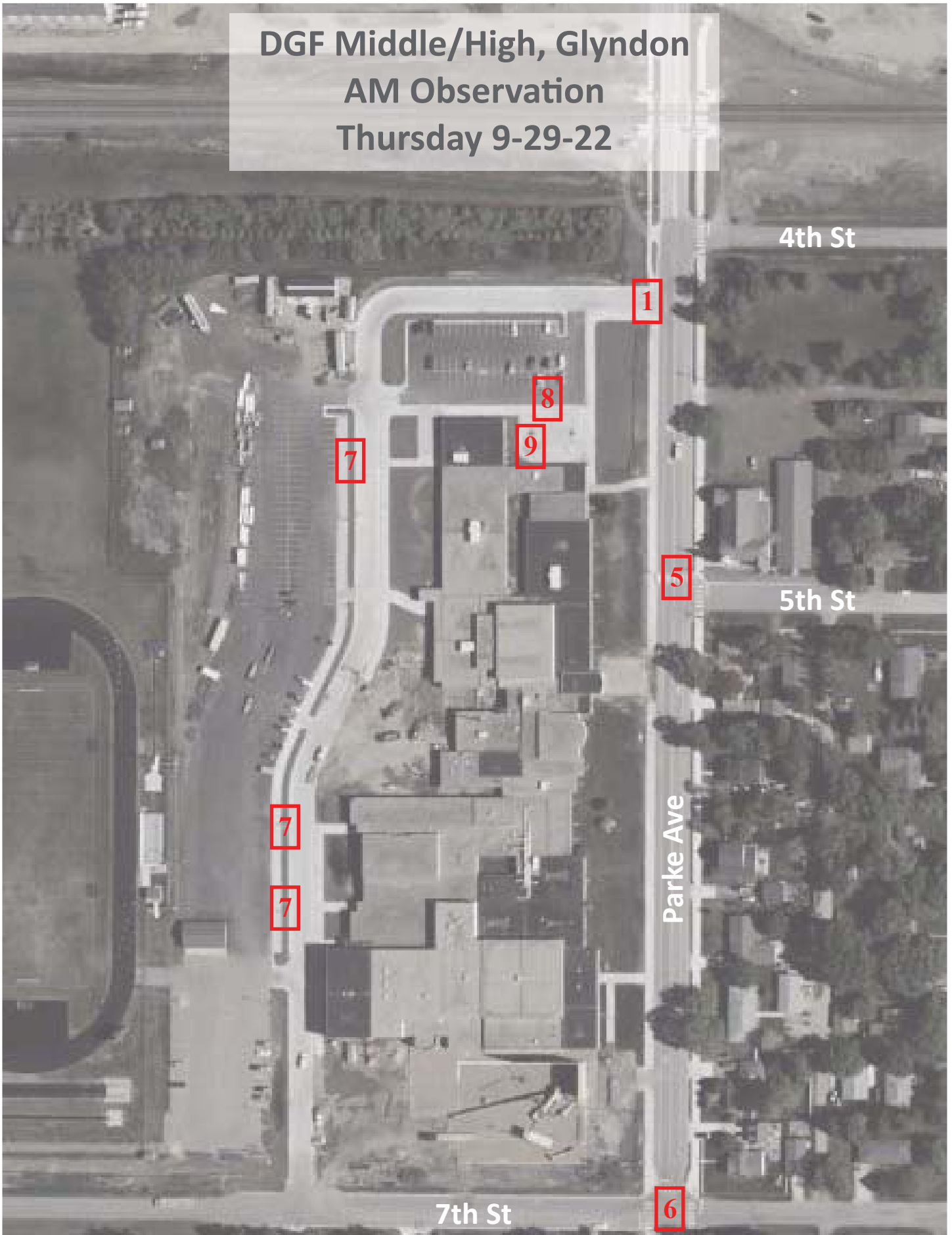
**Car Circulation:**

- Parents did not drop students off at the designated drop-off point – instead there were plenty of parents dropping their kids off within the teacher/student parking lot.
- Student drivers tended to not follow right-a-ways, causing the parking lot behind the buses to be a conflict area.

**Other Notes:**

- Largest Conflict was the intermingling of pedestrians with high school student and parent drivers.
- Wasn't as chaotic as Dilworth Elementary
- If the opportunity presents itself, parents will go into the bus lane.
- There was a police presence

DGF Middle/High, Glyndon  
AM Observation  
Thursday 9-29-22



DGF Middle/High, Glyndon  
AM Observation  
Thursday 9-29-22

US Hwy 10

Pleasant View Ave

Partridge Ave

Eglon Ave

Parke Ave

2nd St

3rd St

4th St

5th St

7th St

Lund Ave

2

3

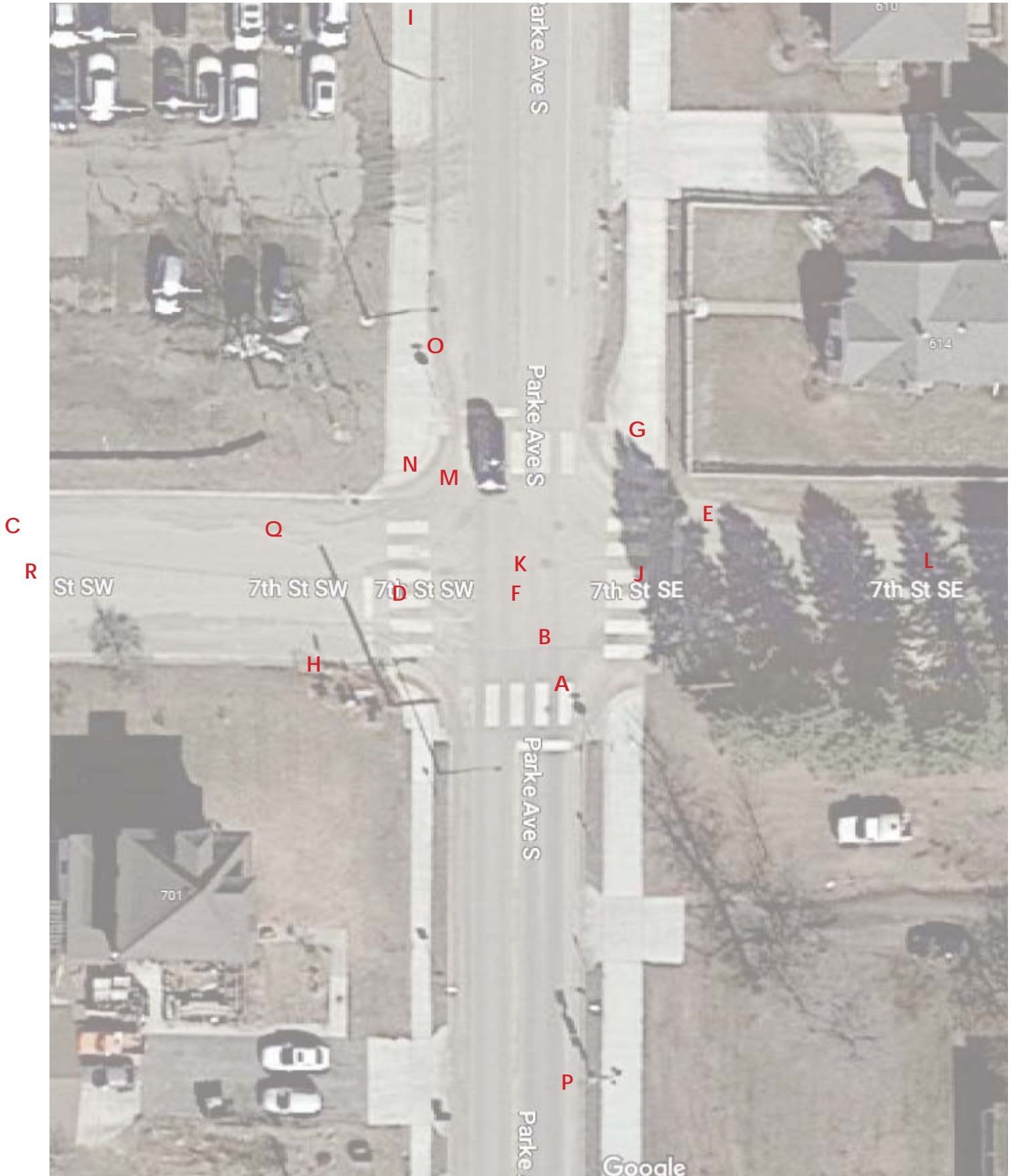
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## **Morning Site Observation (Thursday September 29th, 2022)**

1. Tight turning radii for southbound busses, especially when eastbound cars are present
2. Steady stream of southbound vehicles. Queueing observed to almost US 10. The steady stream of vehicles made it difficult for northbound busses to turn left into bus entrance.
3. Train observed from 7:25 am - 7:29 am. 15 southbound vehicles queued and 7 northbound vehicles queued when gates were lifted.
4. Two students observed crossing railroad tracks from the northwest toward the southeast/Park Ave
5. Rectangular Rapid Flashing Beacon (RRFB) and crosswalk at this location. Also school staff member is flagger at this location daily. Flagger stops traffic when student is crossing and activates the RRFB.
6. A school staff member typically is a flagger at this intersection. However staff member not present on this day as the member was out sick.
7. Crosswalk over driveway and ADA curb ramp on east side however no curb ramp on west side, only curb.
8. Designated area for parent drop-off, however no parents observed dropping students off at this location.
9. The only bike rack observed on campus was located here. Far from any entrance. Only one bike parked here. Comb-style bike rack.

# AM Observation

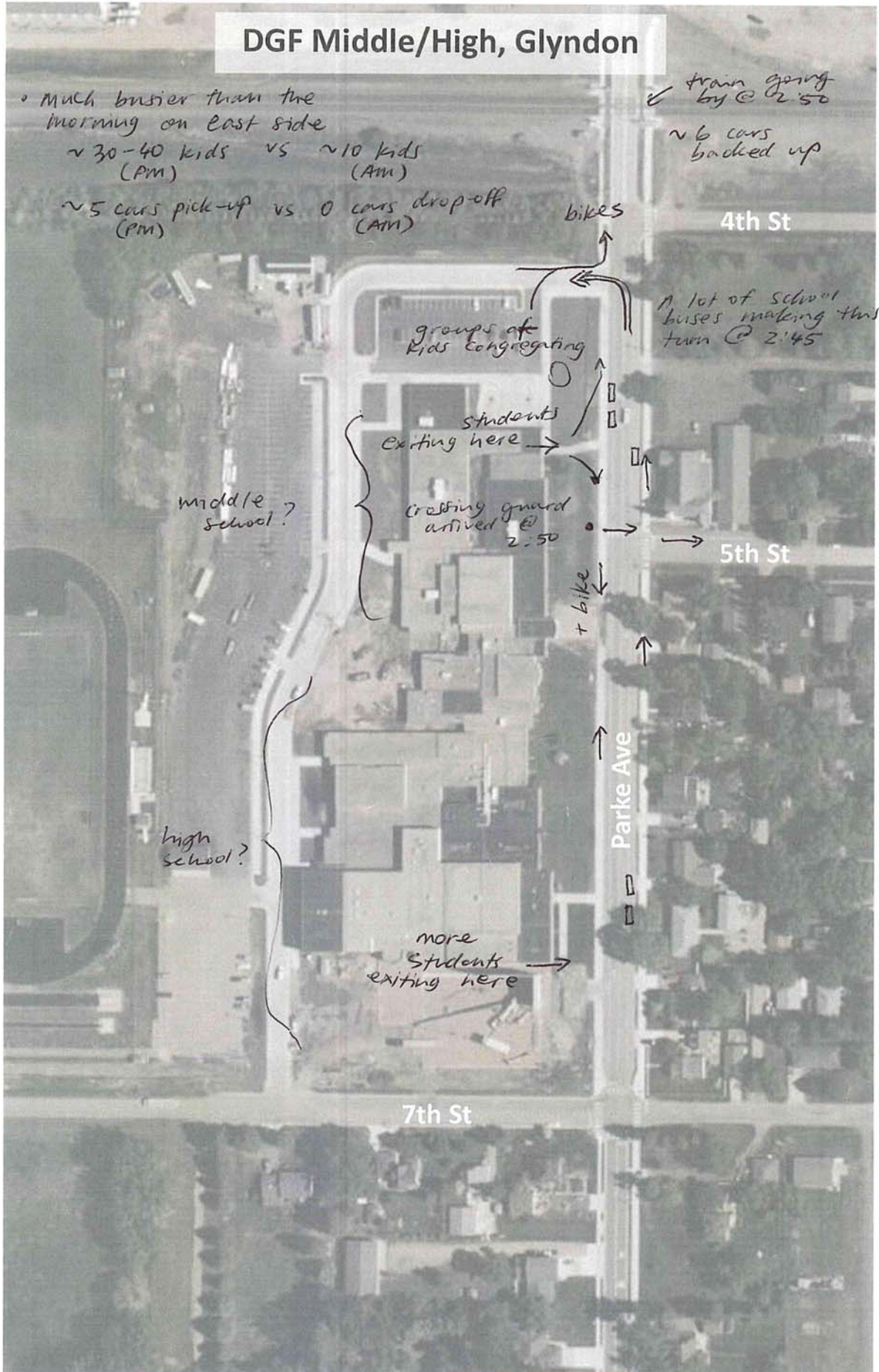


## KEY

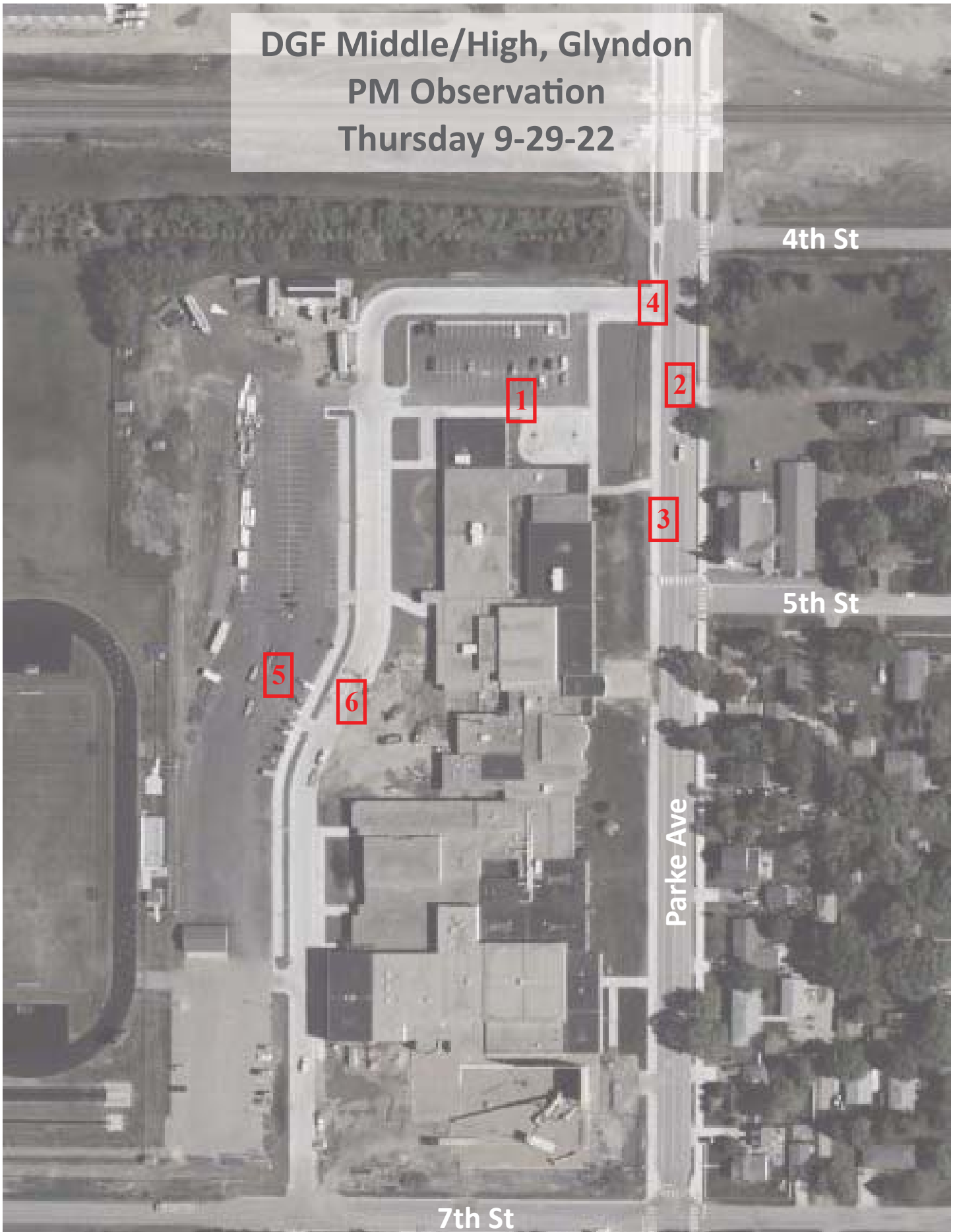
- A. Lots of rolling through the stop sign
- B. Cars stopping in the middle of crosswalk
- C. No ADA ramps - school parking lot
- D. Driver changing directions at last minute
- E. Biker biking on road - no shared use path or sidewalk
- F. Crossing guards - police officer said they are needed at this intersection
- G. Flashing beacons or some traffic calming measure also recommended by police officer
- H. Police officer watching - sign of ongoing issues?
- I. Walkers need to walk all the way around the school - inconvenient and could be a deterrent
- J. Congestion and impatient drivers rolling into intersection as people cross street
- K. 4-way stop general confusion - who moves first, etc.
- L. Jaywalking and walking on street
- M. Running across crosswalk
- N. Biking diagonally across intersection
- O. Aggressive high school driving - no stopping, almost rear ending someone once
- P. School zone flashing beacon did not work during observation
- Q. Pedestrian not walking on sidewalk, crossed before intersection
- R. Driving in the middle of the road



PM



**DGF Middle/High, Glyndon  
PM Observation  
Thursday 9-29-22**



**DGF Middle/High, Glyndon  
PM Observation  
Thursday 9-29-22**



## **Afternoon Site Observation (Thursday September 29th, 2022)**

1. Observed number of parent/student pickups: 7 (likely a few more)
2. Most or all of the buses arrived from the south on Parke Ave
3. A handful of parents picked up students here
4. At the peak three cars were queued eastbound existing this driveway - not that bad. This driveway is not very pedestrian friendly for peds crossing north-south. There is no crosswalk or signage notifying drivers to watch for pedestrians. Also sidewalk is close to the roadway and the sidewalk is part of the driveway apron.
5. Some parents picked up students in parking lot, however not as congested as the morning drop-off.
6. 3:15 pm - Another wave of buses arrived. They appeared to be dropping off elementary school students and picking up middle/high school students.
7. A train was passing through from 2:47 pm - 2:52 pm. 5 vehicles were queued northbound and 10 queued southbound.



**Observation Location:** Main Entrance of Glyndon High

**Pedestrian Circulation:**

- From my perspective, pedestrians walking towards the parking lots from every exit of the school. Pedestrians must cross a bus line to get to the school – most of the time, it is safe, but buses at busy points parks within the crosswalk. Other potential issues are parent drop off in the student parking lot, where there’s a mix of drivers and pedestrians interacting at a hectic time.

**Bike Circulation:**

Plenty of bikers, but no bike rack near the main entrance. The bikes where just left haphazardly near the main entrance without being properly secured – none were tampered with during the observation.

**Crossing Guards and Patrols:**

- There were no crossing guards.
- There were more teachers/faculty monitoring bus riders.

**Bus Circulation:**

- Buses parked in front of the main entrance of the school within a bus drop-off lane.

**Car Circulation:**

- Less parents than in the morning – however, the student drivers were in a rush and ran through stop signs and did not give right-a-way to pedestrians and oncoming traffic. The parking lot is the area of conflict for the school in my opinion.

**Other Notes:**

- If the opportunity presents itself, parents will go into the bus lane.
- There was a police presence.
- Not as chaotic as morning, but there is a longer duration of traffic flow due to student activities.
- THERE WAS NO MONITORING FOR THE MAIN ENTRANCE AREA IN THE MORNING OR AFTERNOON. I had students coming up to me asking questions and ask for the assistance from parents.

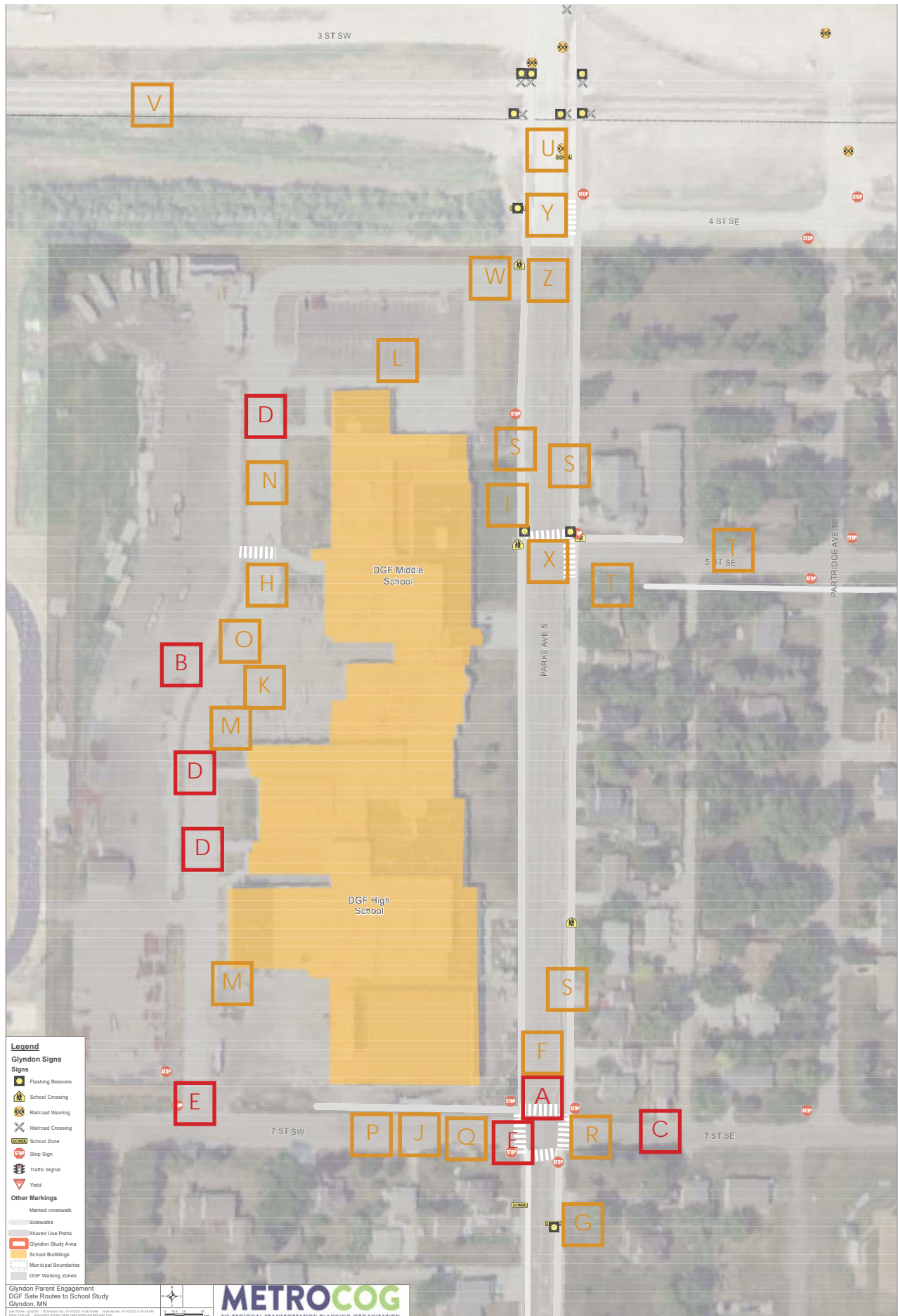
# PM Observation



## KEY

- A. Busses coming to school cause congestion at the 4-way stop
- B. Cars rolling through stop signs
- C. Kids running across the street
- D. Drivers ignoring the crosswalk when pedestrians were waiting to cross
- E. Driver rolled into the crosswalk to pressure pedestrians to cross faster
- F. Parents picked kids up here - no parking zone
- G. Kids walking on street
- H. Drivers created a second EB lane at the stop sign
- I. Truck almost hit a group of kids over who were walking on the street to the athletic fields east of the school
- J. Watched a kid run up to a bus as it was moving in order to touch the back of the bus





# MetroCOG Field Observation & Concerns

## DGF Middle/High School

### 3+ Comments

- A** Crossing Guards needed at this location in addition to where they are already stationed - police recommended during observation
- B** Parents drop students off here and pick them up while people are attempting to park or leave - dangerous situation and congested lot
- C** No sidewalks east of Parke Ave on 7th St - kids walk on street, in middle of road - Ayden almost witnessed an accident as a truck drove down 7th St, almost hitting around 10 kids as they were walking in middle of road to get to park
- D** ADA Curb ramps on one side with marked crosswalk, but not on other side
- E** Student drivers tended to fail to yield to pedestrians and did not come to complete stops at stop signs, mostly in PM

### 1-2 Comments

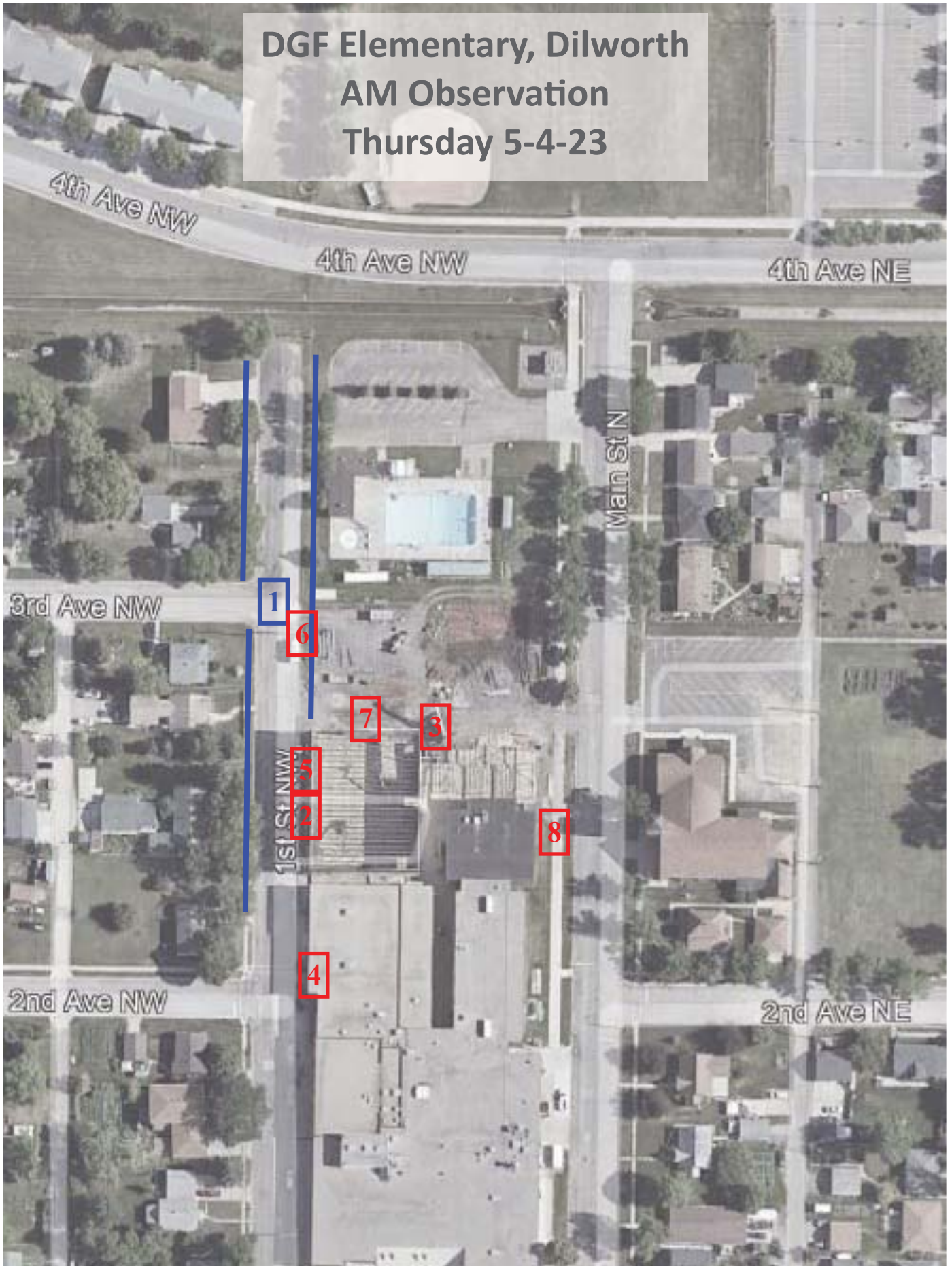
- F** Police officer recommended flashing beacons somewhere around this location
- G** School Zone Beacon not functional
- H** No crossing guards at this location - busy crosswalk
- I** Crossing guard stationed at this location
- J** Police officer sitting at this location in vehicle - AM
- K** No teachers or faculty observed to be present during AM or PM times - students observed to be confused regarding bus assignments
- L** Most parents did not use designated drop-off/pick-up zone on north end of school
- M** Students who bike to school drop their bikes off anywhere - no designated bike rack

- N** When opportunity presents itself, parents will go into bus lane
- O** Students crossing bus lane from parking lot - potential issues if students aren't paying attention or bus driver isn't paying attention to pedestrians crossing
- P** Cars and busses causing congestion on 7th St - PM issue
- Q** Drivers created a 2nd eastbound lane at stop sign
- R** Running across crosswalk (applies to whole intersection)
- S** Parents picking students up in these locations - PM
- T** No sidewalks at these locations - kids walk in street or have to jaywalk across street
- U** Train backs up traffic significantly - caused congestion in both AM and PM; 6-15 vehicles affected per direction
- V** Two students crossed railroad tracks at undesignated crossing from the northwest
- W** Tight turning radii for southbound busses, especially when eastbound cars are present
- X** Rapid Rectangular Flashing Beacon (RRFB) at this location
- Y** Steady stream of southbound vehicles, queueing almost to Hwy 10 - northbound busses have difficulty turning left into school lot due to the steady stream of vehicles
- Z** This driveway is not pedestrian friendly. There is no crosswalk or signage notifying drivers to watch for pedestrians. Also sidewalk is close to the roadway and the sidewalk is part of the driveway apron.

### General Notes

- School Zone should extend further south
- The 4-way stop at 7th St and Parke Ave gets very congested, causing confusion
- Busses have a difficult time getting in to and out of the school area

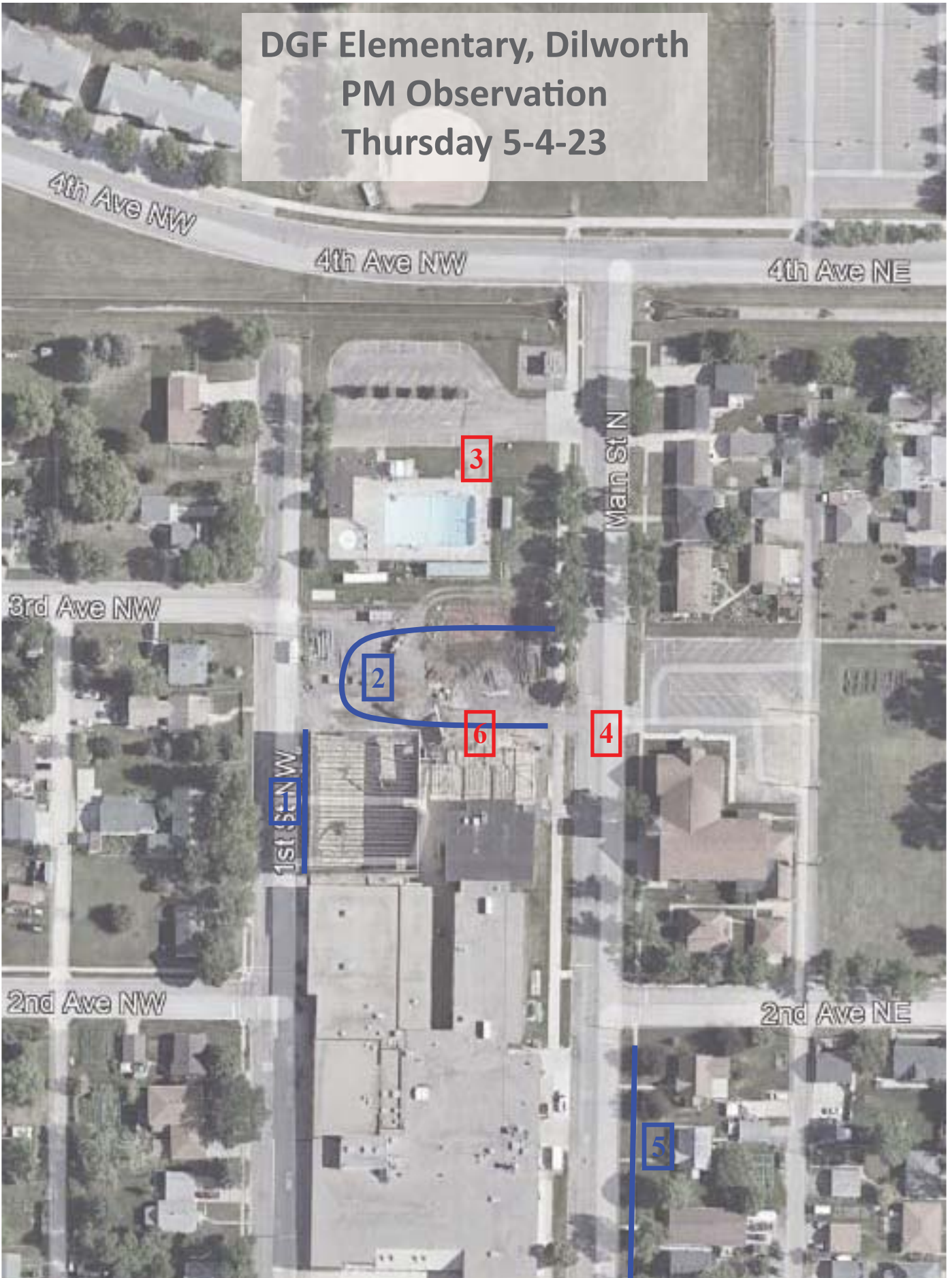
DGF Elementary, Dilworth  
AM Observation  
Thursday 5-4-23



## **Morning Site Observation (Thursday May 4th, 2023)**

1. No sidewalks. Students observed walking on grass/dirt and street.
2. School staff with vests located here to direction students on/off and to/from busses.
3. 2 to 4 school staff members with vests located along the north drop-off curb directing traffic, making sure cars pull forward to front of line, and don't block crosswalks. Longest queue observed was at 8:06 am and queue wrapped around almost to Main St. However, long queues didn't last long and cars moved efficiently.
4. Students can wait for busses indoors during bad weather and let out of this door.
5. Bus drop off area has tight sidewalk due to ADA ramp and rail between building and sidewalk. Sidewalk is roughly 5 ft wide, which is tight for students waiting for buses, students walking along sidewalk, and safe buffer distance between students and parking busses.
6. Crosswalk with curb ramp, but no sidewalk between curb ramp and school (east side of street).
7. It's nice that the bike rack is close to the front door. However the bike rack (with bikes parked) provides limited space for large number of students to walk between rear tires and edge of curb. Potential concern that students might step off curb where drop-off vehicles are driving due to limited space.
8. The pre-K drop-off area. Signage seems a bit confusing. Signage reads: RE-SERVED PARKING FOR SCHOOL VEHICLES ONLY.

DGF Elementary, Dilworth  
PM Observation  
Thursday 5-4-23



## **Afternoon Site Observation (Thursday May 4th, 2023)**

1. No yellow painted curb or “School Bus Parking Only” signs as established further south on this block.
2. Many vehicles waiting for school dismissal along pick-up curb with vehicle queues increasing closer to school dismissal. At 2:30 pm, cars already parked along pick-up curb (school dismisses at 3:05). At 3:00 pm, cars lined up to almost Main St. At 3:05 pm up to three vehicles were observed to be queued on to southbound Main St.
3. Two bike racks located at city pool area. This is a nice alternative option for students as this is relatively close to the school entrance.
4. Parents utilize church parking lot to wait for school dismissal. (This is allowed by the church and is a good alternative to parents creating congestion within the pick-up loop.) However, no crosswalk or curb ramps are provided for the many parents and students who cross Main Street at this location.
5. Sidewalk is narrow and in poor condition.
6. While the sidewalk east of school entrance is wide (approximately 10 ft), sidewalk becomes very crowded for a minute or two while school is dismissed. School staff observed keeping students from getting too close to vehicles along vehicle pick-up curb.



bikes: 24

from north: 14

from south: 10 (4 of these came from 2nd Ave and cross at that intersection)

pre-K entrance

a couple of kids crossed mid-block instead of at the intersection

some staff using this entrance

parked car is too close to stop sign—makes it difficult for cars to see pedestrians waiting to cross at intersection



3:05-3:15

bikes: 20  
northbound: 11  
southbound: 9



kids running across!!!

parents waiting in church parking lot for kids—more than AM

dangerous, more jay-walking due to parents picking up from parking lot  
potential for dedicated crossing here?

parents waiting

parents waiting



## **Morning Site Observation (Thursday May 4th, 2023)**

1. Several teachers parked here. Most of the drivers chose to walk down the street rather than walk on the sidewalk on the north side of the street.
2. No crossing guard
3. Large amount of kids waiting for the busses. May be a good place to have more amenities like benches, public art, or public engagement tools.
4. Safety officers waiting by bus drop off and pick up locations.



## **Afternoon Site Observation (Thursday May 4th, 2023)**

1. Infrequent cars traveling through 1st Street NW during bus drop off/pick up caused potential safety concern with kids crossing the roadway.
2. Students walking on south side of road because of no sidewalk
3. No crossing guard



- A - Super thin, overgrown sidewalk - bad condition
- B - Pedestrian bumpouts would be great here: reduces crossing distances, forces cars to stop, and prevents people from parking too close to the intersection
- C - Lots of rolling through the stop sign
- D - high pedestrian activity for students walking to busses
- E - Jaywalking
- F - No sidewalk here
- G - Still some dropoffs here, but not many
- H - Dropoff in intersection
- I - Weird pole and barriers inhibiting flow
- J - People parked near stop sign cause confusion for drivers
- K - Lots of pedestrians walking diagonal across the street
- L - Entrance open for teachers
- M - Bikes on sidewalk - illegal in Dilworth
- N - Parking really close to the intersection
- O - Anyone walking from the south side has to walk really far to get into the school - inconvenient
- P - Main St. between Center Ave and 1st Ave is extremely and unnecessarily wide

# APPENDIX F. BICYCLE PARKING GUIDANCE



## HOW MUCH PARKING SHOULD BE PROVIDED?

The amount of bike parking needed will depend on the capacity of your school, the ages of students, and the number of staff. But remember: be aspirational! Provide parking for the number of students and staff you'd like to see biking! The following are some guidelines:

- Aim for 10-25 percent of the maximum student capacity of the school.
- Provide additional parking to encourage staff and faculty to bike to school

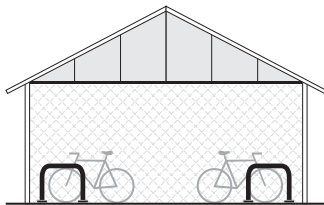
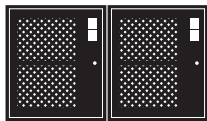
## WHERE SHOULD PARKING BE LOCATED?

Well-located bike parking will be:

- visible to students, staff, and visitors
- near the primary school entrance/exit
- easily accessed without dismounting
- clear of obstructions which might limit the circulation of users and their bikes
- easily accessed without making a rider cross bus and car circulation
- installed on a hard, stable surface that is unaffected by weather
- often found near kindergarten and daycare entrance, which allows parents to conveniently pick up their children on their bikes

## CAN MY SCHOOL PROVIDE ADDITIONAL AMENITIES?

Bike parking shelters and lockers provide extra comfort and security for those choosing to ride to school. They're also a great project for a shop class. Both can be very simple in construction and go a long way towards making biking attractive and prioritized!



## WHICH RACKS ARE BEST?



INVERTED U



POST & RING



WHEELWELL SECURE

*These racks provide two points of contact with the bicycle, accommodate varying styles of bike, allow for at least one wheel to be U-locked, and are intuitive to use!*

## WHICH RACKS ARE NOT RECOMMENDED?



WAVE



SPIRAL



COMB

*These racks do not provide support at two places on the bike, can damage the wheel, do not provide adequate security, and are not intuitive to use!*

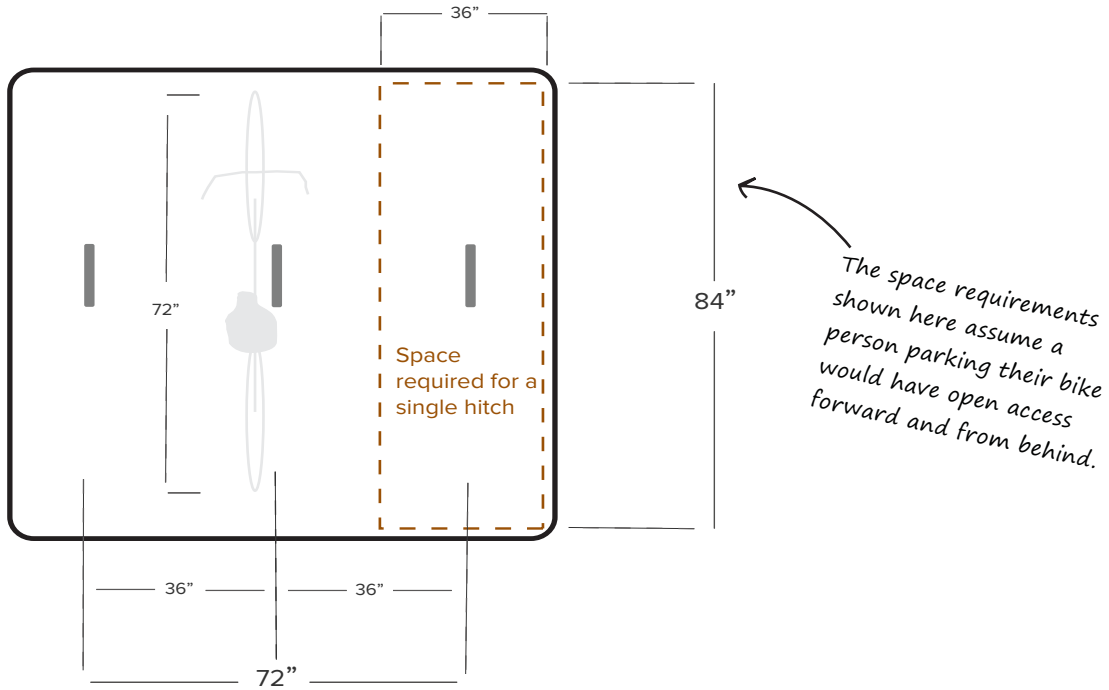


WHEELWELL

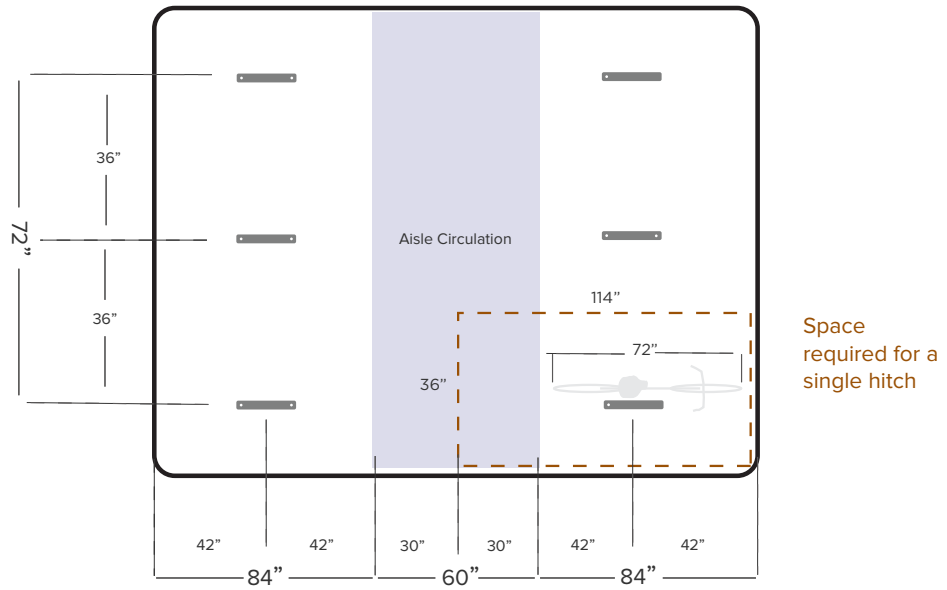
*Graphics courtesy of Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking report (2015).*



## SPACE REQUIREMENTS



The space requirements shown here assume the area is confined on either side (left and right). Access is located at the top and bottom of the image, requiring a center aisle for circulation.



## RESOURCES FOR EQUIPMENT

[Dero Sportworks Urban Racks](#)

## MORE INFORMATION

[APBP Essentials of Bike Parking Bike Shelter Development Guide -Portland Public Schools](#)

