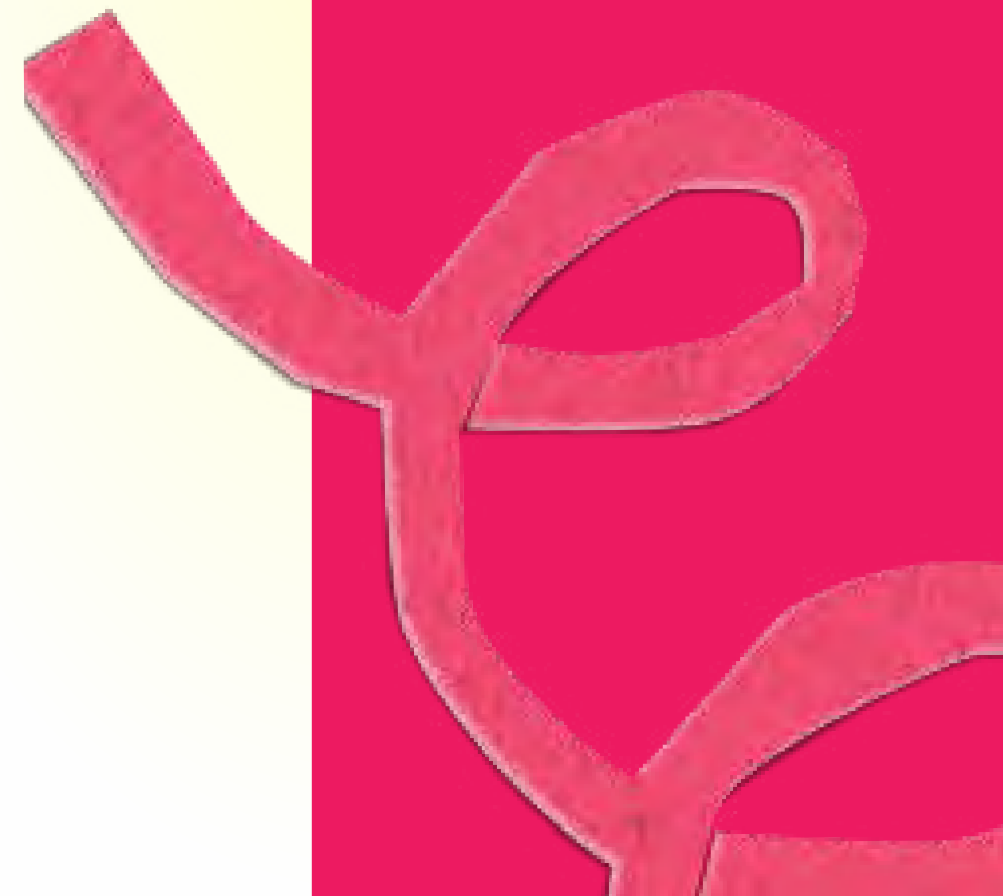
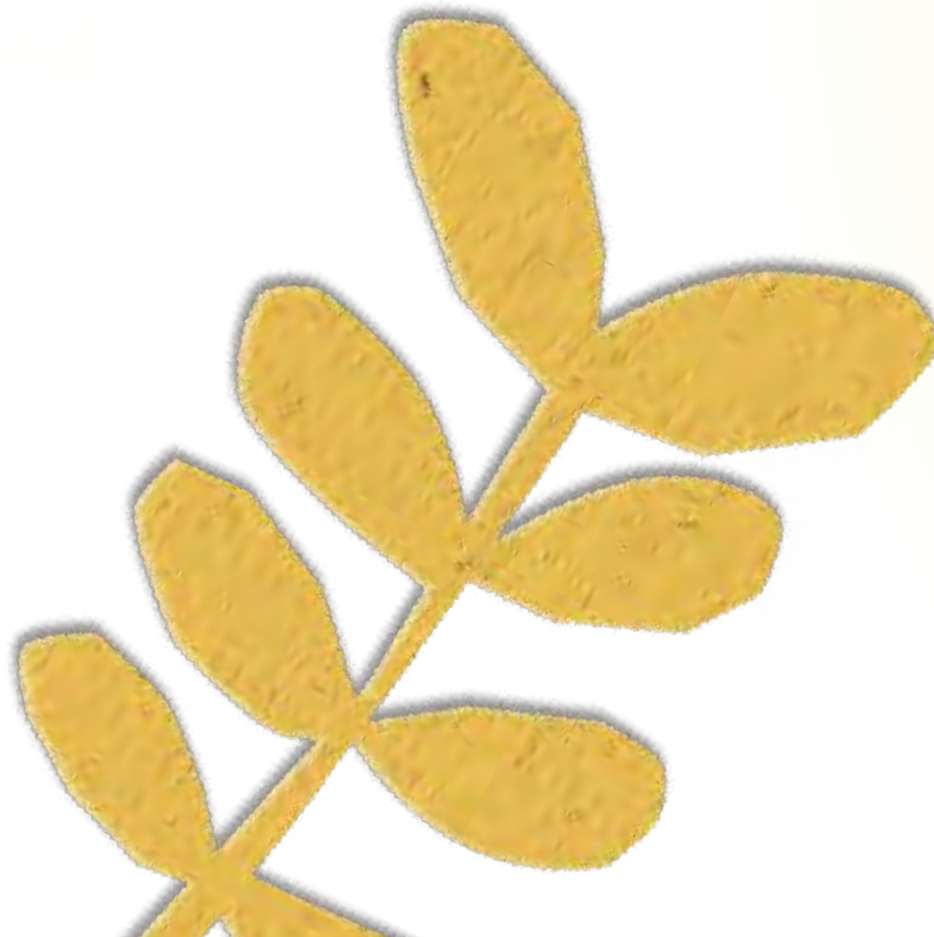


City Garden Montessori: Safe Routes to School Action Plan

A safer future for City Garden Montessori starts here



About Trailnet

Trailnet advances safer walking and biking through advocacy, planning, and education. We work at the local, state, and federal levels to improve street policies, partner with public officials and residents to plan people-centered streets, and offer hands-on education and bike rides that help people experience what safe streets can feel like.

Acknowledgments

Trailnet's Safe Routes to School work is possible thanks to the Federal Highway Administration's Safe Routes to School Grant, awarded by East-West Gateway Council of Governments through the Transportation Alternatives Program (TAP) and administered through the Missouri Department of Transportation (MODOT) Local Public Agency program.

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- Jean Turney and City Garden Montessori Staff
- CBB

A special thank you to all those who have supported and championed our Safe Routes to School efforts.

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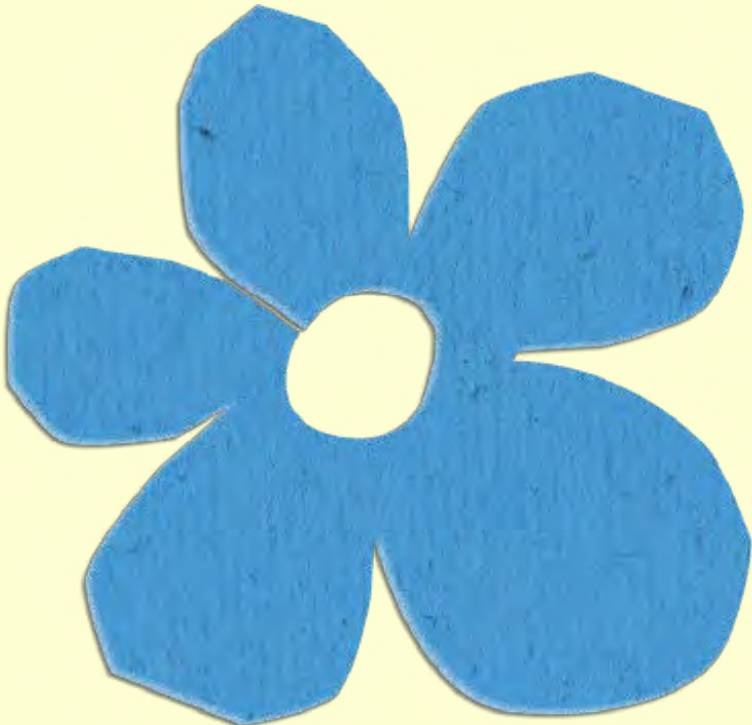
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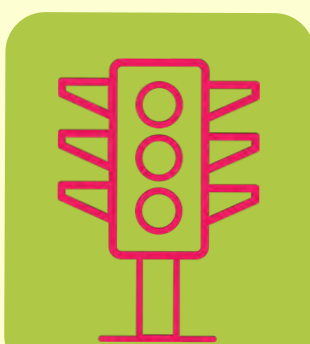


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CHAPTER ONE:

Introducing Safe Routes to School: *Creating Safer, Healthier School Communities*

Trailnet's Safe Routes to School program envisions school communities where safe streets and active travel empower students and families to lead healthier, more connected lives.

Chapter Summary:

This chapter covers what Safe Routes to School is, how it functions, possible program outcomes, program goals, and how it positively impacts communities. We also envision how this plan can come to life for the school and surrounding communities.



Chapter One Key Takeaways:

- SRTS benefits communities and people by improving health, safety, education, social experience, cognitive skills.
- The 6 E's of SRTS are: Education, Encouragement, Engineering, Engagement, Evaluation, and Equity.
- SRTS build community and safety through improving the built environment and encouraging healthy lifestyles.

What Are Safe Routes to School?

Safe Routes to School (SRTS) is a nationwide effort to help students safely and easily walk, bike, and roll to school. SRTS programs support city planning and policy efforts to help communities build sidewalks, bicycle paths, and other pedestrian-friendly infrastructure, and develop programs that promote safe travel habits, community involvement, and a culture of walking and biking.

Why Do Safe Routes to School Matter?

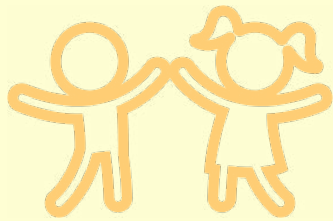
Since SRTS began to be implemented nationwide in the mid-2000s, a wide range of benefits have been associated with increased walking and biking for students, better infrastructure around schools, and education programs that promote safe streets behaviors. These benefits are multi-dimensional — ranging from infrastructural impacts, to cultural change, to personal benefits. Improved infrastructure and better policy offers safety benefits to all local community members. Increased engagement between schools, local residents and businesses, and local government improves sense of community and enhances democratic processes. Walking, biking, and/or rolling to school offers students a range of benefits including improved health, safety, and educational performance for students, as well as improved social connections.

SRTS Benefits



Health

- Builds strong muscles and bones
- Improves blood pressure and aerobic fitness, reducing the risk of several chronic diseases, including type 2 diabetes and obesity



Social

- Students build friendships and social skills through walking and biking to school together
- Strengthens community by building opportunities for residents, schools, and local government to collaborate



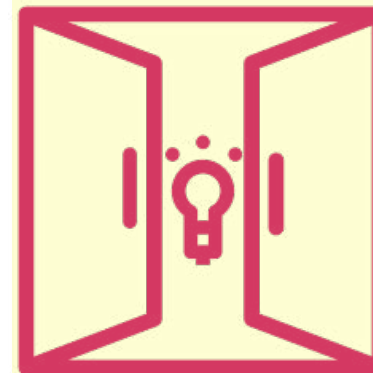
Cognitive

- New sights, sounds, and smells inspire imagination and observation skills
- Anxiety and depression go down when trips to school feel safer and less stressful, students get more exercise, and spend more time with family and friends along the way



Safety

- Reduced traffic injuries and dangers for students, their families, and local communities through street improvements near schools
- Gives students more chances to learn and practice road safety



Education

- Physical exercise increases blood flow to the brain, improving students' attention, memory, focus, and classroom behavior
- Higher attendance as students gain safer, more flexible ways to get to school, supporting long-term academic success



SRTS Impact Areas



Infrastructural | *Projects & Policies*

- **Built Environment:** Proposes engineering recommendations, traffic calming plans, quick-build projects
- **Institutional Change:** Improves arrival/departure procedures; co-develops dedicated walking and biking programs in school curriculum; identifies funding for bike/ped facilities on campuses



Cultural | *Practices & Behaviors*

- **Starting Young:** Grows a greater collective desire to walk/bike amongst St. Louis children; encourages collaboration; fosters a shared responsibility for safety in public space
- **Healthy Habits:** Increases numbers of active trips to/from school; builds lifelong habits of daily physical activity; encourages transportation collaboration between school households; improves communication and relationships in neighborhoods



Social | *Skills & Development*

- **Life Skills:** Promotes real-world learning opportunities; increases social interaction; develops technical skills in school aged children; fosters overall confidence
- **Understanding Equity:** Supports all students in getting to school safely; ensures all mobility needs are addressed in getting to school; promotes social inclusion

Studies Show SRTS Programs Make a Real Difference



Proven Safety Benefits:

A 16-year study across 18 states showed a 14% to 16% decline in pedestrian and bicyclist injury risk and a 13% decline in pedestrian and bicyclist fatality risk associated with SRTS programs. A 10-year study of 30 NYC schools with SRTS interventions showed a 44% reduction in school-age pedestrian injury risk during school-travel hours compared to schools in NYC without SRTS interventions.



Proven Increases in Walking and Biking:

A study of 801 schools across Florida, Oregon, Texas, and Washington D.C. found a 31% increase in the proportion of students walking and biking to school after five years of participation in an SRTS program. A study of 55 schools in WI, MS, FL, and WA found similar results.

How do Safe Routes to School programs work?

Nationally, SRTS programs take a comprehensive approach built around six guiding principles, known as the “6 E’s.”

Each of the 6 E’s plays a different role in creating safer, healthier routes to school.

Used together, they provide an effective, proven framework for successful planning and implementation efforts.



Education

Teaches students and families the skills and confidence needed to walk and bike safely.



Encouragement

Builds excitement and participation around walking and biking through fun, community-based activities.



Engineering

Improves streets, sidewalks, and crossings to make walking and biking safer and more comfortable.



Engagement

Centers listening and collaboration with schools, families, and communities to create lasting solutions.



Evaluation

Measures progress to understand what’s working and where improvements are needed.



Equity

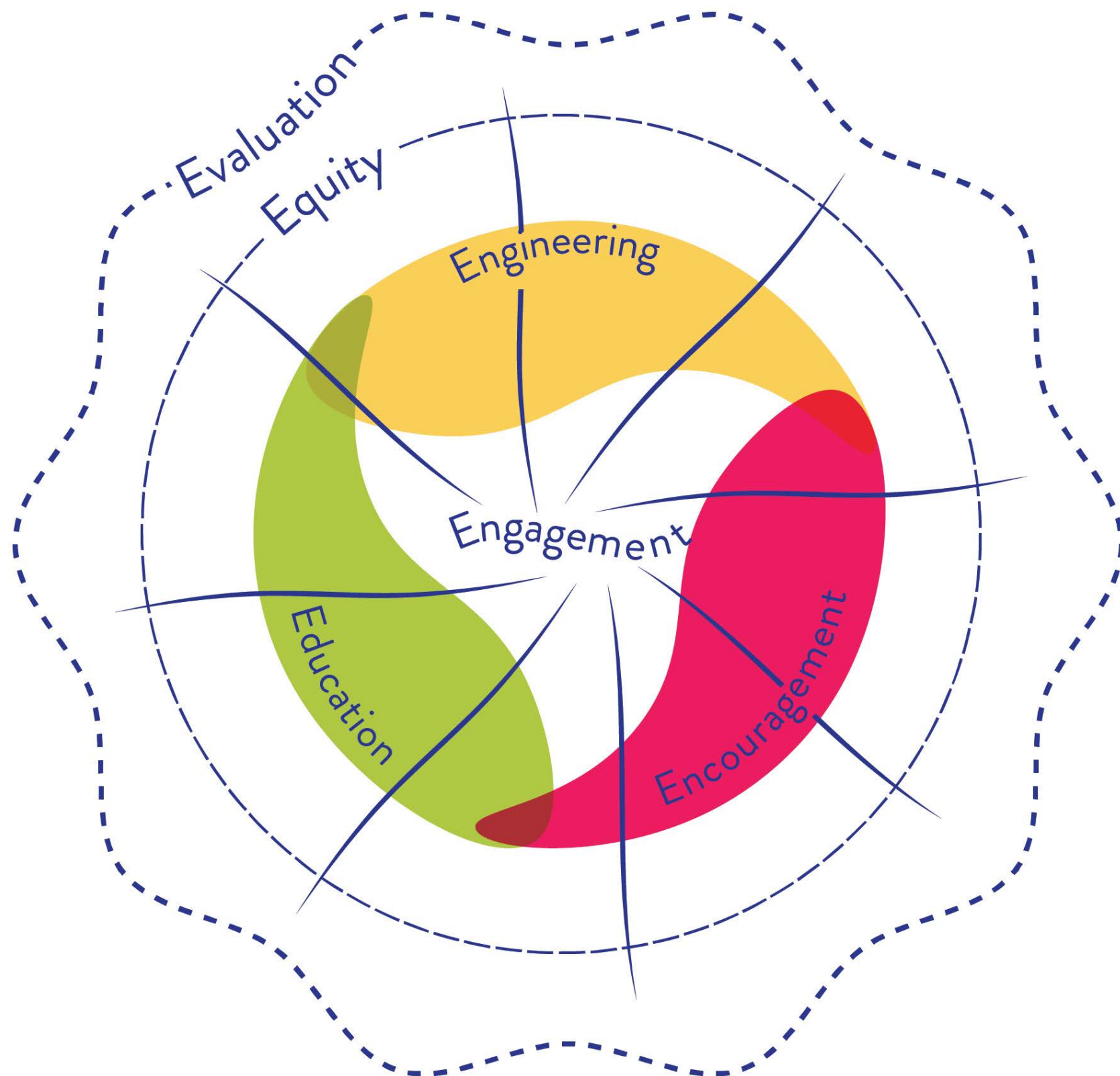
Ensures strategies meet diverse needs so every child can travel safely, especially those facing the greatest barriers.

Safe Routes to School and Trailnet

Trailnet uses all six Safe Routes to School principles in our work. To make them easier to understand and put into action, we group them into two simple categories.

Our **core program areas** — education, encouragement, and engineering — describe the hands-on work we do.

Our **program pillars** are guiding principles that support and connect all of this work, helping ensure our core program areas stay anchored in community voice, work towards enhancing equity, and reflect best practices.



SRTS Core Program Areas: Example Activities



Engineering Activities:

- Traffic calming recommendations
- Sidewalk improvement recommendations
- Bike infrastructure and facilities planning
- Signage and signal recommendations
- Streetscaping and street art guidance



Education Activities:

- Building skills and confidence through bike education events, including bike rodeos
- Sharing information on traffic calming features and projects
- Offering educational materials



Encouragement Activities:

- Walking school buses and bike buses
- Incentive programs such as bike and equipment give-aways
- Games and contests

Goals of the Safe Routes to School Action Plan

1

Create safe networks for walking, biking, and rolling.

Make recommendations for improvements to the built environment, focusing on a one-mile radius around school campuses.

2

Encourage children and caregivers to choose healthy, active mobility options going to/from school and *in everyday life*.

Develop a culture of active lifestyle choices in St. Louis.

3

Educate children and families on how to navigate their city safely.

Teach children how and where to bike, walk, and roll safely.

4

Build local capacity to implement SRTS programs and projects.

Educate stakeholders (parents, school staff, elected officials, community members) on the value of Safe Routes to School, and how to effectively advocate for and create social change.

Your Guide to the Action Plan

This section explains how the SRTS Action Plan is organized and how to navigate its sections. It also offers simple guidance on how individuals and groups can use the plan's recommendations to take meaningful action in their own communities.

Existing Conditions

- Outlines current and planned safe-routes friendly infrastructure around City Garden Schools
- Identifies key infrastructure problems
- Reviews school policies and existing education and encouragement activities

Recommendations

Recommendations for each core program area:

- Education
- Encouragement
- Engineering

Implementation Support

- Guidance on how to bring recommendations to life
- Information on relevant policies, plans and procedures
- Advocacy tips
- Tools to prioritize actions

Appendices

Appendices have more detailed information about:

- Our data collection methods
- Existing policies, plans and procedures in the City of St. Louis and how they relate to SRTS
- Additional resources

How YOU can bring this plan to life

This Action Plan is a tool designed to help you advocate for safer, more walkable and bikeable communities. Because the issues SRTS addresses are complex, they are rarely solved by one group alone; real progress happens when schools, families, local leaders, and neighbors work together. Before diving into the plan, consider how you can — in collaboration with others — help make these recommendations a reality.

Parents/Guardians:

- Understand and act on school conditions: Learn about walking and biking conditions around your child's school and help plan safe routes with other families.
- Support programs and participation: Volunteer, fundraise, or join education and encouragement activities.
- Advocate for safer streets: Work with the school and local leaders to push for safer school zones and street improvements that benefit current and future students.

Students:

- Build skills and confidence: Learn and practice safe walking and biking through classes, events, and school activities.
- Share your experiences: Tell adults what works — and what doesn't — through surveys, projects, and classroom discussions.
- Speak up for change: You can advocate for safe and active routes through art, school projects, clubs, or participating in encouragement programs like Walking School Buses.

School Staff:

- Bring SRTS into everyday learning: Use simple surveys and tallies to support evaluation efforts; incorporate lessons and field trips to teach walking and biking safety in real-world ways.
- Model safe behavior: Demonstrate and reinforce safe walking, biking, and driving practices on school grounds.
- Encourage active travel: Help create a school culture where walking and rolling are welcomed, supported, and celebrated.

District Staff:

- Lead and coordinate action: Establish district-wide policies, programs, and priorities around safe walking and biking.
- Improve school environments: Provide on-campus safety upgrades, ADA-accessible infrastructure, and bike facilities, and work with the City to create consistent school zones.
- Secure resources and momentum: Pursue funding, share best practices across schools, and champion SRTS goals district-wide.

Community Members:

- Share local knowledge: Build awareness of walking and biking safety issues in your neighborhood by taking community surveys.
- Support school-based efforts: Participate in or promote activities that benefit students and families.
- Advocate locally: Work with neighborhood groups and elected officials to push for safer streets.

Partner Organizations:

- Integrate SRTS into your work: Include walking, biking, and safety in your programs with schools and families.
- Expand engagement opportunities: Find creative ways to connect students and caregivers to pedestrian and bicycle safety.

City Leaders:

- Align policy and planning: Connect SRTS goals to citywide plans and create systems that deliver real safety outcomes.
- Champion safer school zones: Support ordinances, crossings, and engineering improvements that protect students citywide.
- Invest for long-term impact: Prioritize and fund SRTS improvements — not just for one school, but across the city.

CHAPTER TWO:

City Garden's Safe Routes Today:

Infrastructure, Policies, Programs

This chapter summarizes the social, cultural and infrastructural context of the City Garden campuses, as well as planned improvements in the area.

Key Takeaways:

- City Garden campuses are situated in a generally walkable, bikeable neighborhood, connected by a nearly complete sidewalk network and newly developing pedestrian and cyclist amenities
- Ongoing investments in safety infrastructure address dangerous corridors and intersections and should improve safe walking and biking to school
- City Garden has policies in place to encourage safe arrival and dismissal procedures



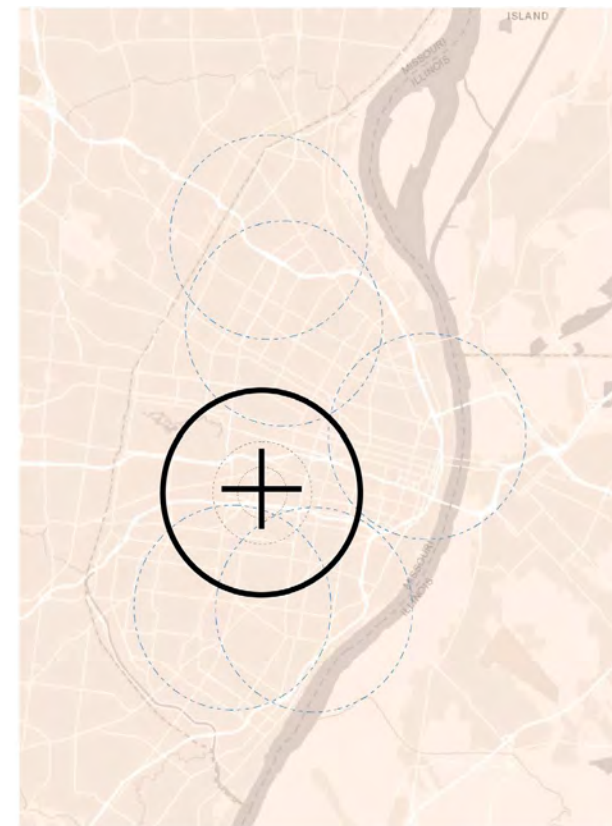
School Context

City Garden Montessori is a charter school founded in 1995 that occupies two campuses in the Botanical Heights neighborhood of St. Louis, Missouri. Today, City Garden Montessori serves a diverse student body of 275 children from preschool through 8th grade.

City Garden campuses are located roughly two blocks apart. The Early Childhood Education Center (ECEC) serves kindergarten and pre-k students, and is located at the corner of Tower Grove Avenue and Blaine Street. The Elementary and Adolescent Education Center serves first through eighth grade students, and is located on Folsom Street between Tower Grove Avenue and Thurman Avenue.

The neighborhoods around the schools are generally very walkable and bikeable, with many family friendly destinations within a one-mile radius, very few sidewalk gaps, and a growing network of protected bike facilities. Most nearby streets are low-speed, low-traffic neighborhood roads, though a handful of major corridors and busy intersections still pose safety and comfort concerns. However, many of these corridors and intersections are undergoing major safety improvements.

In the 2017–2018 academic year, 51 percent of its students identified as white, 40 percent as Black, 3 percent multiracial, 5 percent Hispanic, and 1 percent Pacific Islander. About 39 percent of its students are eligible for federal meals program.



The map above shows all the schools engage through SRTS efforts in St. Louis. If school related safety changes are made within a 2-mile radius of each selected school, nearly the whole city will be positively impacted.

- + School
- City Garden Campus
- Public Library
- Park, Garden, Green Space



Safe Routes Today

Walkable and Bikeable Amenities:

- Tower Grove Park
- Missouri Botanical Gardens
- Botanical Heights Community Garden
- Thurman Ave. Pedestrian Underpass
- Public Libraries: Carpenter and Carr

Other schools benefiting from SRTS efforts:

- 2 schools in high impact zone (1/2 mile)
- 5 schools in medium impact zone (1 mile)
- 19 schools in lowest impact zone (2 miles)

City Garden Montessori — City Context



CITY GARDEN
ELEMENTARY



KLEMM STREET

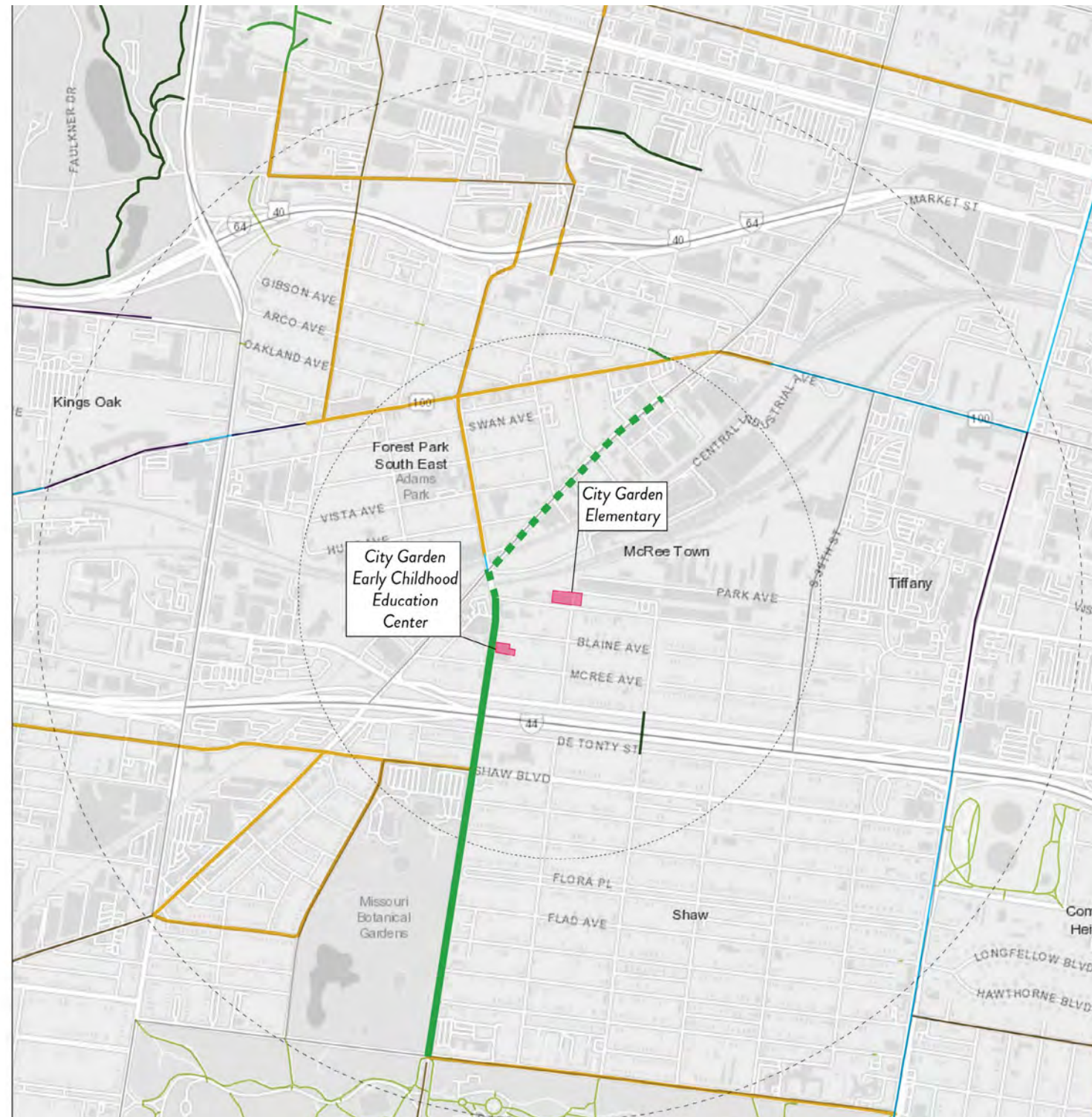
What's it like to
bike, walk, and
roll to school
today?

Existing Bike Infrastructure

This map shows the bike network around City Garden. Bike networks are supportive of all micro-mobility users.

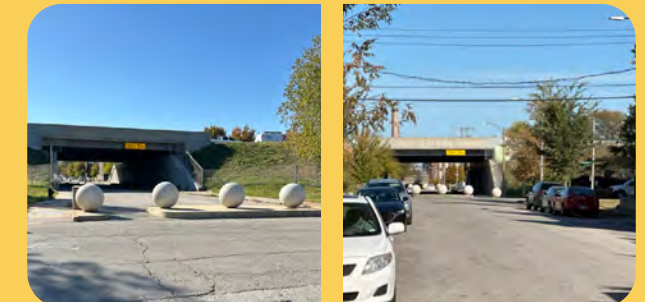
Key Takeaways:

- Most existing bike infrastructure is classified as “shared lane facilities,” indicated by “sharrows” painted on the ground.
- Updated bike infrastructure is in construction as of 2026.



Pedestrian Observations in the Neighborhood:

- Thurman Pedestrian Underpass
- Tower Grove and Vandeventer Intersection Updates Needed



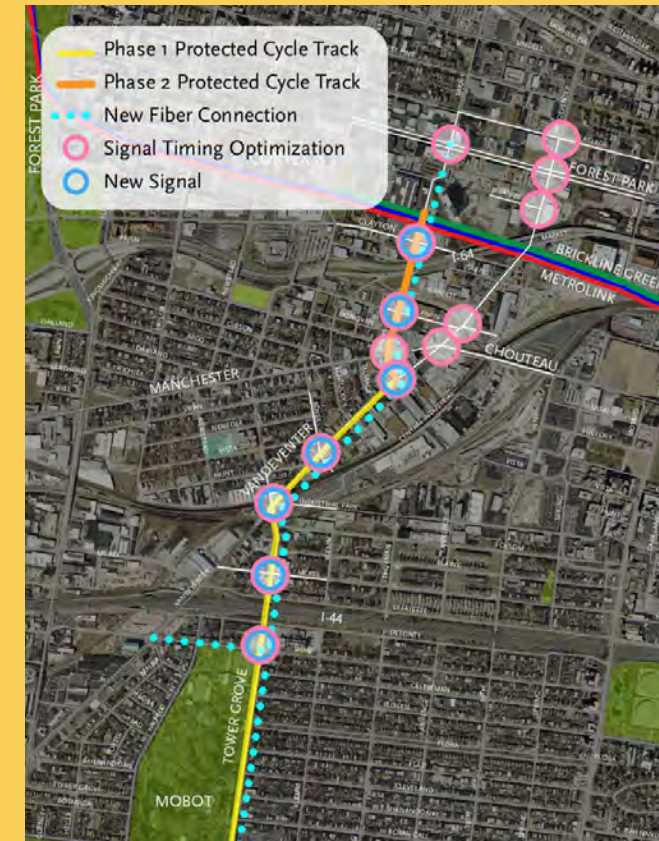
The Thurman Pedestrian Underpass is listed as an “Off Street Trail”. Featuring safety bollards and updated ADA ramps, this trail conveys pedestrians between the Shaw, Tower Grove, and Botanical Heights neighborhoods and is .3 miles from both City Garden campuses.



Hand painted crosswalks and “Sharrows” at the corner of Vandeventer and Tower Grove Avenue will be updated during the Tower Grove Connector Phase 2 construction.

The Tower Grove Connector

The Tower Grove Connector is the result of the Connecting St. Louis Plan, which was led by Trailnet, completed with numerous civic and community partners, and engaged thousands of residents. Covering 10 miles and connecting more than a dozen neighborhoods, the Tower Grove Connector will provide major upgrades to bicycle and pedestrian infrastructure contributing to a larger system of protected bike lanes in the city.



Safe Routes Today



Tower Grove Connector Infrastructure Improvements:

- 1.8 mile cycle track separated from car traffic by a concrete curb and buffer areas
- Pedestrian crossing signals with timers
- New traffic signals with fiber optic connections for monitoring
- ADA compliant sidewalk upgrades
- Raised mid-block crosswalks on Tower Grove Avenue
- Repavement

Key destinations:

- Brickline Greenway
- Missouri Botanical Garden
- Tower Grove Park
- Cortex Innovation District and Cortex Metro Stop
- Central West End
- Proximity to Forest Park

Local Traffic Volume and Maintenance

This map shows road volumes around City Garden, and separate streets maintained by the city versus MODOT.



Key Takeaways:

- City Garden Montessori campuses are within a low stress residential zone bound by Tower Grove Avenue and 39th Street.
- High volume streets nearest to campuses are maintained by the City of St. Louis.
- The best and safest approach to the campuses is from the south using residential streets.



Level of Stress

Level of stress is a rating given to an area indicating the traffic stress that is experienced by pedestrians and cyclists. Low level of stress is created by strong separation from all except low speed, low volume traffic and simple crossings. In higher speed areas, physical separation is available.

Local Safety and High Injury Networks Maintenance

This map helps to prioritize safety improvements where they can have the greatest impact.



Key Takeaways:

- There are two north/south corridors in the top 10% of high injury networks bounding City Garden Campuses.
- North of the campuses are two corridors in the top 25% of high injury networks.
- Four smaller roads, also running north/south, in the top 50% of high injury networks.
- Intersections of note for pedestrian safety are at Manchester/ Newstead and Manchester/Sarah.
- Minor incidents have been reported outside of neighboring school, Mullanphy Elementary, on Shaw Boulevard, and at the Thurman pedestrian underpass at DeTonty Street.

High Injury Networks:

High Injury Networks are data driven maps that identify streets with high rates of traffic related injuries or fatalities*.

City Garden Montessori campuses are located near two High Injury Networks: Grand Avenue and Kingshighway Avenue.

While these streets currently act as barriers for students to safely walk or bike from nearby neighborhoods, substantial actions are being taken to improve safety on these corridors.

*Defined by East-West Gateway Council of Governments 2024



Local Traffic Calming

This map shows existing traffic calming features in a one-mile radius of City Garden.



Key Takeaways:

- Existing traffic calming interventions align with mitigating high injury networks.
- “Rampless Diverters,” or dead ends, at the terminus of perpendicular streets along Tower Grove Avenue slow thru-traffic.
- Mid-block Speed Humps near schools.
- The Thurman Pedestrian underpass is referred to as a “Permeable Diverter.”

- Curb Extensions
- Rampless Diverter
- Permeable Diverter
- Rumble Strip
- Speed Hump
- Edge Island
- Sidewalk Passable Full Diverter
- Center Island
- Gate - no ped/bike access

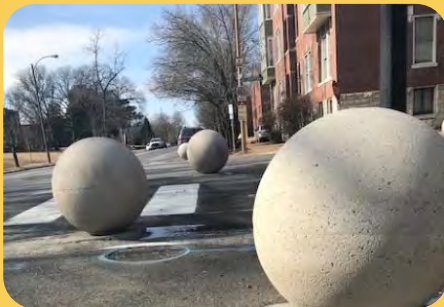
Pedestrian Observations in the Neighborhood:



Sidewalk Passable Full Diverter



Speed Humps



Permeable Diverter

Safe Routes Today

Existing Policies and Programs

City Garden Montessori has existing policies, educational programs, and cultural practices that help keep pick-up and drop-off experiences feeling safe.

Currently, City Garden:

Infrastructure



- Sets out temporary safety equipment to encourage safer traffic patterns near the campuses
- Schedules an adequate number of staff to assist in pick up and drop off processes
- Distributes maps, videos, and protocols online for pick up and drop off procedures

Social



- Hosts education and encouragement activities during the school year

Cultural

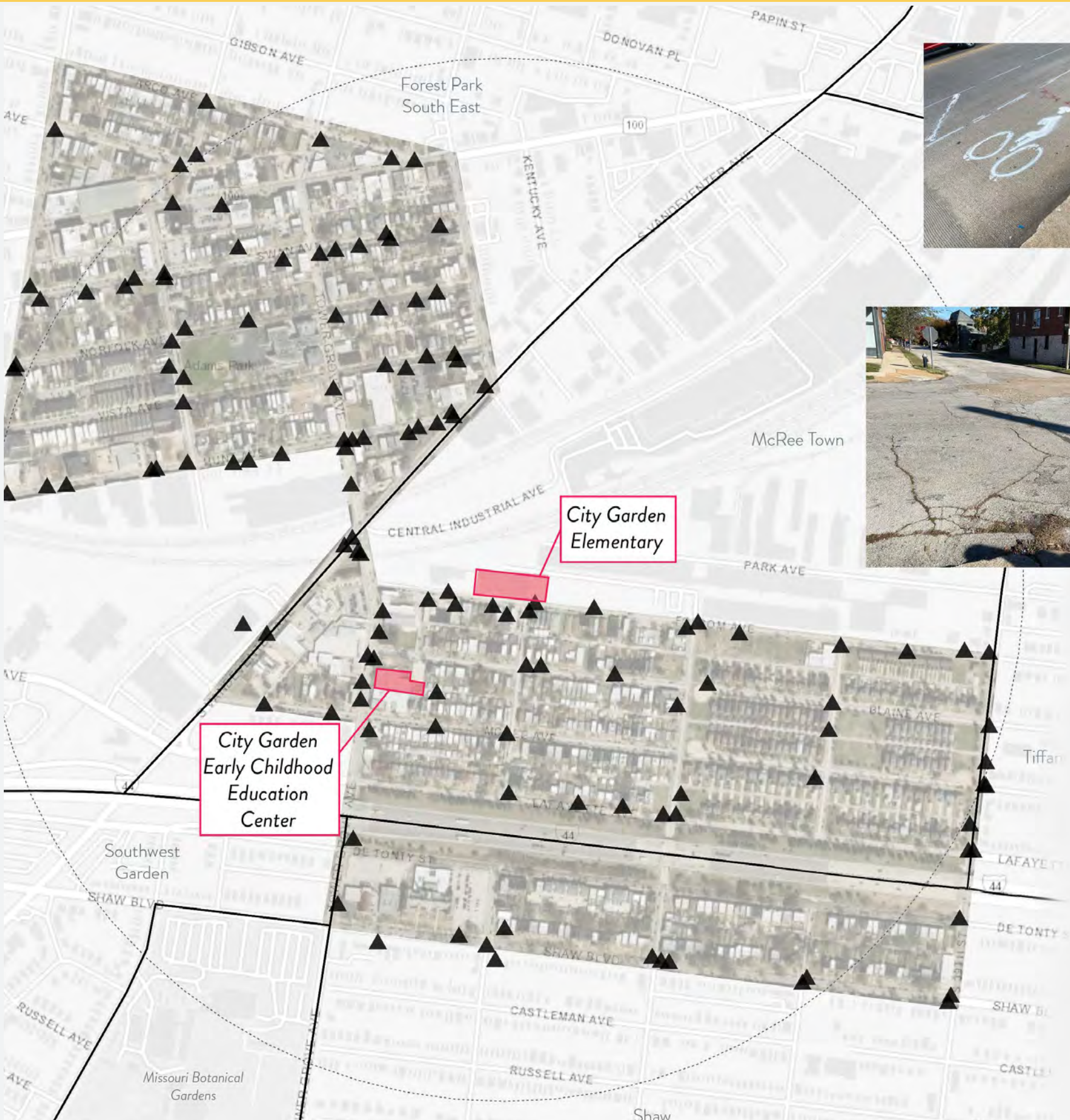


- Organizes bike buses/walking school buses for group safety
- Advertises and informs guardians about local bike and pedestrian activities



Safe Routes Today

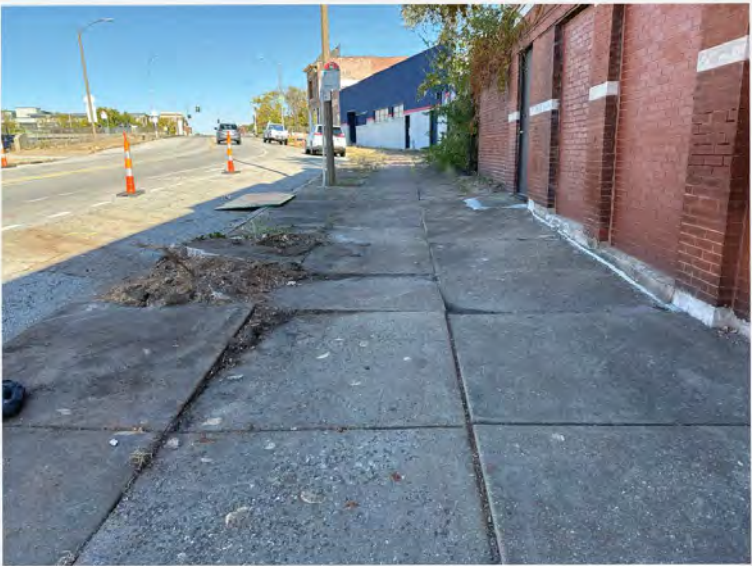
Trailnet's Walk Audit Findings



Hand painted pedestrian striping is not visible enough for safe use



Poor street quality in areas near the school are in need of repair



Sidewalks near school need replacement and ADA updates

Data Collection and Observation Key Takeaways

- **More crosswalks and upgrading to high-visibility paint are needed.** There is one painted crosswalk between both campuses.
- **Permanent bump-outs and bollards needed near school entrances.** City Garden Elementary uses delineation cones and small traffic cones to try to deter parking in some areas, but permanent solutions could improve safety.
- **School Zone signage needed.** Both schools need signage indicating the school zone, especially along larger roads. Most erratic driving was observed around Tower Grove Avenue.
- **Sidewalks in need of ADA updates and minor repair.** 1-mile radius walk audits concluded that sidewalks are serviceable, with several intersections lacking ADA compliance and 40+ locations where sidewalks need minor repair noted. Only a few points require major repair.
- **Street quality is good with a few exceptions.** The quality of the streets in a 1-mile radius is relatively good. There are, however, three neighborhood intersections where street quality is low and repair is recommended.
- **Temporary construction is causing challenges, but will create better conditions in 2026 and beyond.** Tower Grove Connector construction has created momentary congestion and confusion for people traveling between the Shaw neighborhood and the school campuses.





CHAPTER THREE:

Recommendations for City Garden Montessori



**Introducing Safe Routes
Systems:**
*School Zones, School Streets,
and Calm Streets*

Chapter Summary:

This chapter offers solutions to accessibility and safety concerns associated with getting to City Garden Montessori campuses by walking or rolling. Trailnet developed three Safe Routes Systems that address the need to establish School Zones in the City of St. Louis, identifying key treatment for School Streets and the importance of designating Calm Streets within School Zones. These recommendations are visualized through mapping and renderings to help advocate for improvements.



Safe Routes Systems

Safe Routes Systems are coordinated sets of infrastructure, design, and policy strategies that function together to improve safety and comfort for students and families traveling to and from school.

This Action Plan highlights three primary Safe Routes Systems:



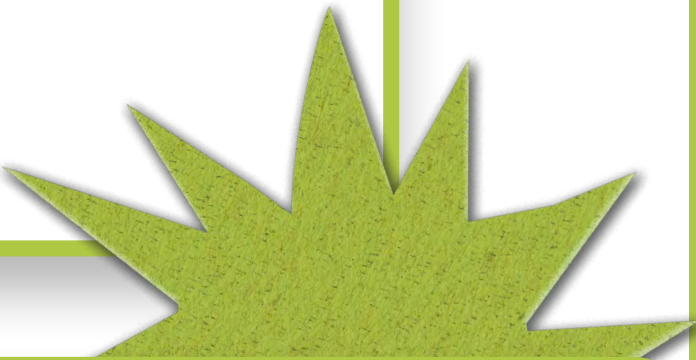
School Zones



School Streets



Calm Streets



Recommendations



Rather than treating safety issues as isolated problems, a systems approach addresses patterns of risk across an entire school area.

This holistic framework helps communities prioritize investments, align projects, and deliver more durable safety outcomes over time.

What are School ZONES?

A school zone is a designated area around a school where special traffic rules and street treatments are used to protect students and other people traveling to and from the school.

Recommended features include:

- Speed limits no higher than 30 mph
- High visibility “School” signage
- High visibility pedestrian signage
- School Zone marking in the form of high visibility asphalt striping indicating traffic circulation and pedestrian areas
- Deployment of crossing guards at key intersections during school arrivals and dismissals

What are School STREETS?

School streets take safety and comfort a step further by controlling vehicle access in front of schools to make safety a priority. Trailnet defines “School Streets,” as the immediate streets around a school.

Recommended features include:

- Increased and specific signage close to school entrances with lower speed limits, flashing beacon lights and crosswalk features and visibility aids such as mirrors
- Clearly demarcated pick up and drop off zones with asphalt striping and supporting signage
- Traffic calming features like bump-outs, bollards, planters, and curbs at key locations
- Restricting motor access temporarily or permanently to school streets

What are CALM STREETS?

As defined by the City of St. Louis Transportation and Mobility Plan (TMP), calm streets prioritize safety, comfort and livability near schools, parks, or community destinations.

Recommended features include:

- Lower speeds between key destinations within neighborhoods
- Follow a suite of traffic calming features such as speed humps, raised crosswalks, curb extensions, mini-roundabouts, street narrowing and incorporate high visibility street paint
- Support multi-modal street use by protecting pedestrians, cyclists, and other mobility users from high volume traffic



School Zone Features

Speed Limits and High Visibility Signage



Examples of school zone signage that work well in the neighborhood context, like what is found at City Garden Montessori campuses. School Zone signage and wayfinding affects cultural and personal behaviors around a special zone in the city.



Crossing Guards

Adults in the school zone help slow driver speeds and create awareness in the streets. High visibility vests and appropriate signage creates a safer environment.



School Zone Marking



Playful street art, informative striping and speed humps are great School Zone markings. These methods slow traffic and raise driver awareness that they are in the proximity of a school.

Recommendations



School Street Features

Specialized Signage and Visibility Aids



Specialized signage on school streets indicate where traffic flow changes and delineate areas for pick up and drop off specifically. Mirrors on right hand turns can help drivers see people or objects that may be out of range from the seat of their vehicle more easily. Flashing lights on crosswalks and in lane pedestrian signage slows traffic at crossing points, and limits through traffic on school streets.

Traffic Calming and Street Closures

School street bump out with crosswalk, tall stop signs, ample street lighting, and object marker signage produce a safe school street. Bump outs reduce the length a student must walk to cross the street, prevent parking near corners or crossings, enable best visibility at intersections and provide additional obstruction from vehicular to pedestrian contact.



“Closures” can be as simple as cones that restrict parking in certain areas, or as comprehensive as closing off an entire block or street section to motor vehicles.

More complete closures can involve placemaking efforts that transform streets into safe spaces where children, parents, and community members can socialize and play.



Calm Street Features

The City of St. Louis Transportation & Mobility Plan (TMP) promotes Calm Streets as a key design solution for improving safety around schools. Traffic calming in the school zone adjusts cultural expectations, therefore changing driver habits by limiting speeds and reducing road widths. A calm street adjacent to a school zone additionally prompts drivers to be sensitive to vulnerable road users.

Traffic Calming



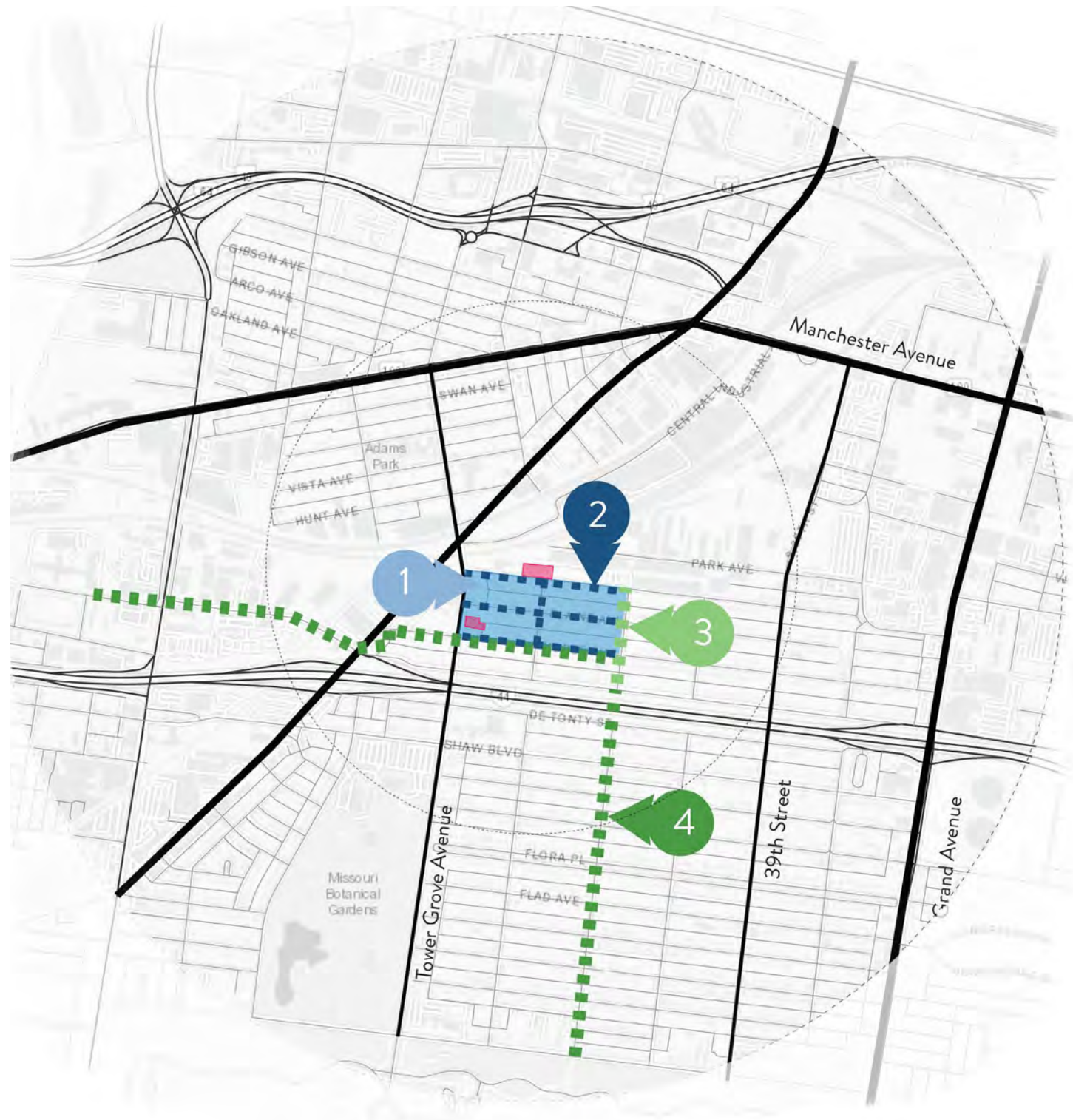
Louisiana Calm Street in St. Louis features mini-roundabouts, curb extensions, and speed humps to lower vehicle speeds and create a more inviting environment for non-vehicular road users. Bicycle specific safety zones limit cross directional traffic issues and reduce road size.

Multi Modal Use



Protected Bike lanes and high visibility striping help multi modal users feel safe on roads.

Trailnet's Recommendations for City Garden Montessori



Trailnet's analysis of the City Garden Elementary and the ECEC campuses show a well functioning neighborhood-based accessibility model for school transportation.

It is recommended that both campuses integrate the implementation of a School Zone and School Streets.

School Zone 1

School Street 2

3 SRTS Proposed Calm Street

4 TMP Proposed Calm Street

Trailnet suggests that City Garden stakeholders advocate for the adoption of Thurman Avenue as a Calm Street, as proposed by the TMP. Extending the Calm Street to connect to Folsom Avenue, rather than ending it at McRee Avenue, would anchor the school zone within a safer neighborhood experience.

Defining City Garden's School Zone

Proposed City Garden School Zone Improvements:

- School Zone signage on neighboring intersections
- High visibility crosswalks
- Flashing Beacon lights at crosswalks and School Zone signage
- Crossing guard on duty at arrival and dismissal times wearing high visibility vests
- Crossing guard equipped with standard safety size stop sign
- Bump outs to slow traffic and limit dangerous parking
- Speed humps at designated mid-block points within the school zone
- Street improvements to low-quality asphalt
- ADA curb and ramp updates within the school zone
- Ample protected bike parking within the school grounds
- Striping and colorful paint in the street to indicate school zone



Defining City Garden's School Streets

Proposed City Garden School Streets:

- Blaine Avenue
- Folsom Avenue
- Klemm Street
- McRee Avenue



Establishing a Calm Street for City Garden

Proposed City Garden Calm Streets:

The City of St. Louis Transportation & Mobility Plan proposes a Calm Street along Thurman and Lafayette Avenues near City Garden Montessori campuses. Trailnet advocates for this initiative, due to its importance in the creation of a safer School Zone and related School Streets.

Why should Thurman and Lafayette be calm streets?

- Thurman Gateway Pedestrian Underpass actively supports pedestrian access in and out of the proposed school zone.
- Tying into the underpass creates a bike and pedestrian corridor essential in flowing traffic safely in and out of the neighborhood context, Shaw neighborhood to the Botanical Heights (McRee Town) neighborhood.
- Cul-de-sacs at the end of two neighborhood streets along Thurman (McRee and Blaine) limit cut through traffic.

Recommendations

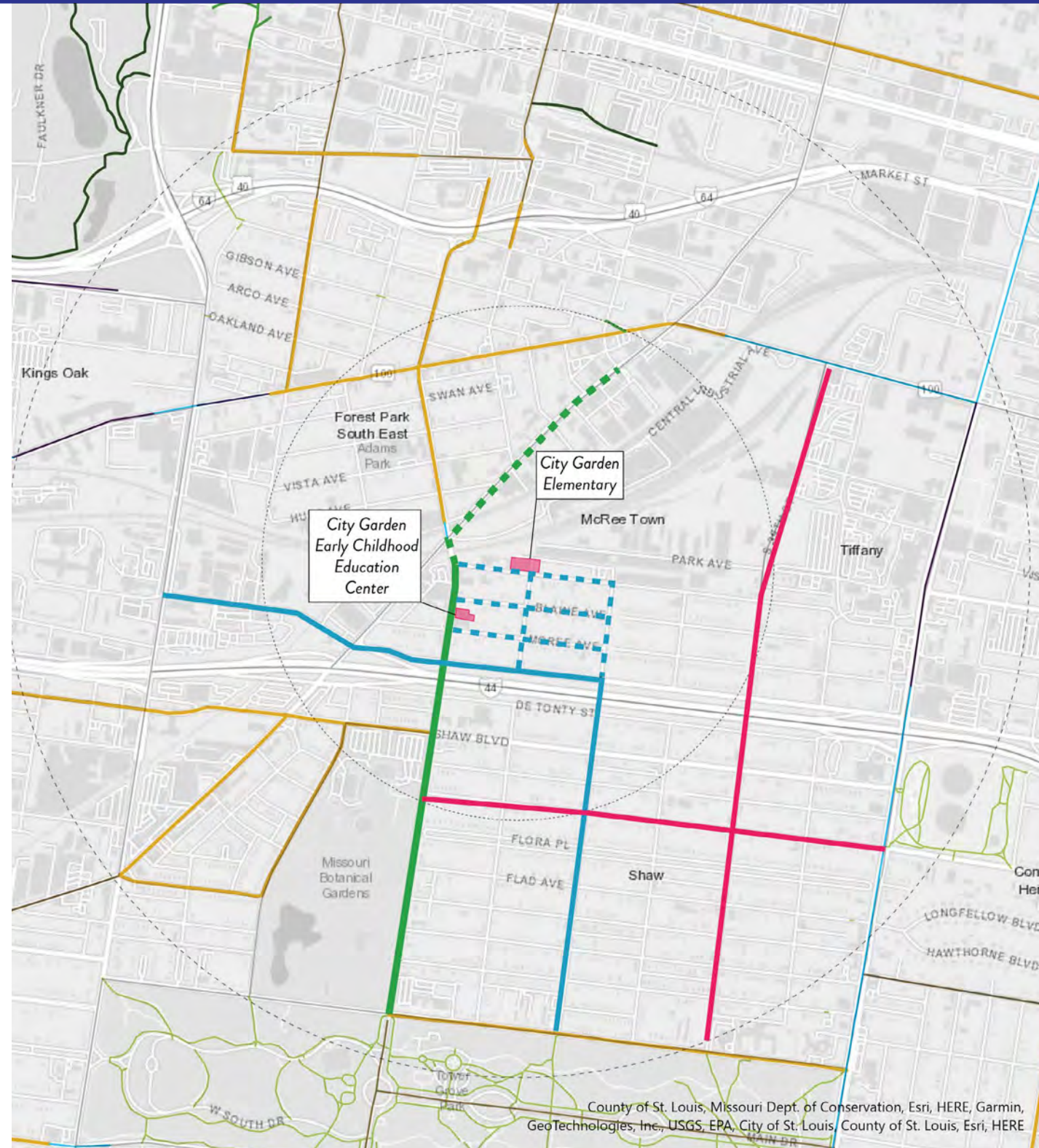


Existing and Approved Bike Infrastructure

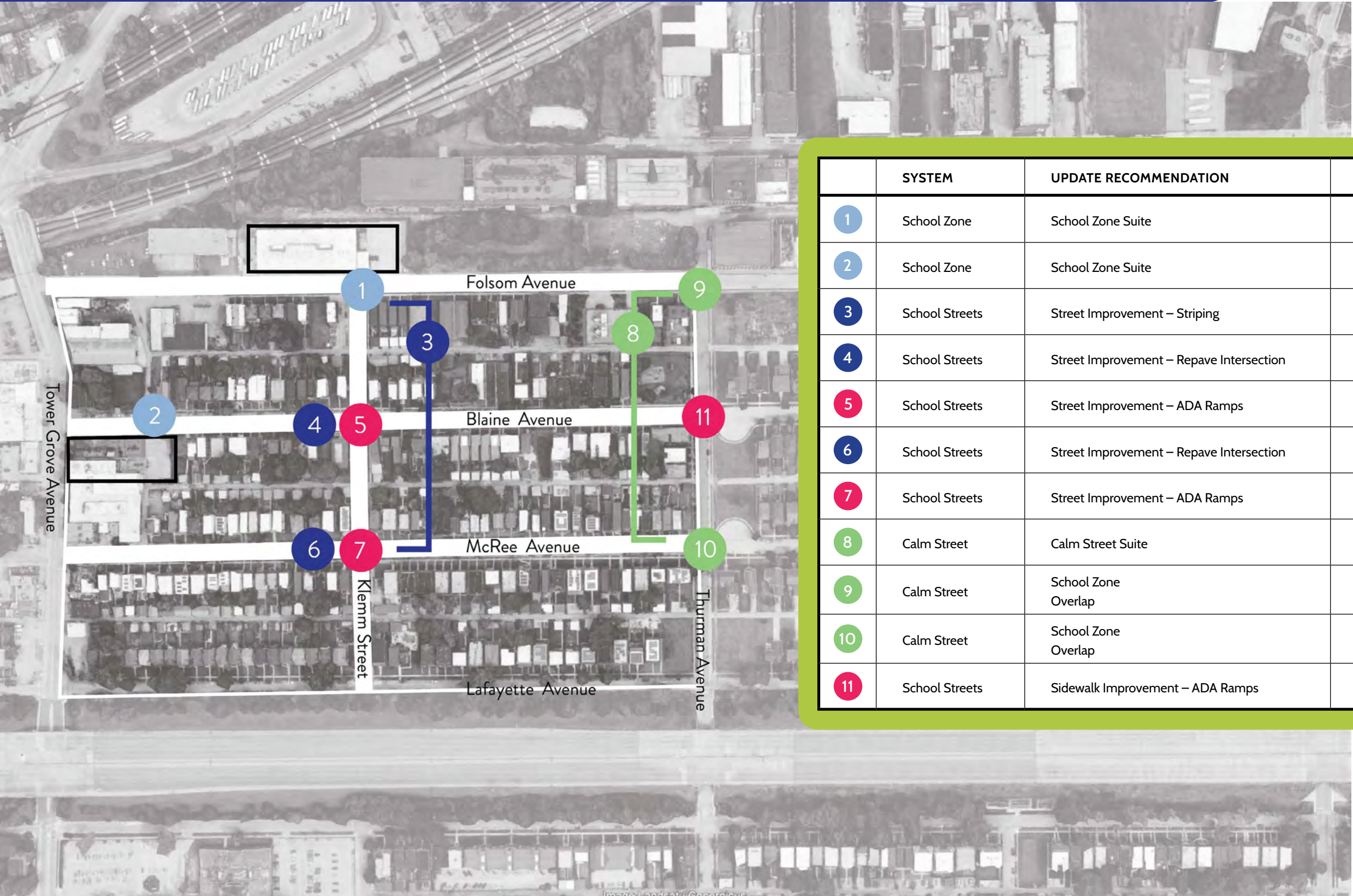
Key Takeaways:

- Updates along Tower Grove will improve bicycle and pedestrian connectivity near City Garden campuses
- It is important to advocate for TMP's Thurman Calm Street and Trailnet's suggested addition to connect City Garden campuses with safer streets for students and community members alike

- Existing Buffered/Shared
- Existing Sharrow Lane
- Existing Conventional Lane
- Existing Buffered Lane
- Existing Off Street Trail
- Existing Sidepath
- Existing Park Path
- Existing Signed Route without Sharrows
- Tower Grove Connector Phase 1
- Tower Grove Connector Phase 2
- TMP Proposed Calm Street
- Trailnet Proposed Calm Street
- TMP Proposed Signed Route



City Garden Infrastructure Updates



	SYSTEM	UPDATE RECOMMENDATION	LOCATION
1	School Zone	School Zone Suite	City Garden Elementary
2	School Zone	School Zone Suite	ECEC
3	School Streets	Street Improvement – Striping	Klemm Ave
4	School Streets	Street Improvement – Repave Intersection	Blaine and Klemm Ave
5	School Streets	Street Improvement – ADA Ramps	Blaine and Klemm Ave
6	School Streets	Street Improvement – Repave Intersection	McRee and Klemm Ave
7	School Streets	Street Improvement – ADA Ramps	McRee and Klemm Ave
8	Calm Street	Calm Street Suite	Thurman Ave
9	Calm Street	School Zone Overlap	Thurman and McRee Ave
10	Calm Street	School Zone Overlap	Thurman and Folsom Ave
11	School Streets	Sidewalk Improvement – ADA Ramps	Blaine and Thurman Ave

Recommendations

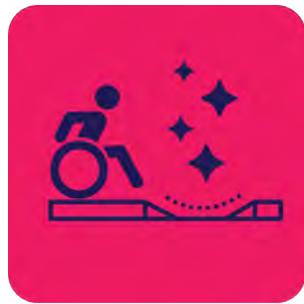


School Zones

	SYSTEM	UPDATE RECOMMENDATION	LOCATION
1	School Zone	School Zone Suite	City Garden Elementary
2	School Zone	School Zone Suite	ECEC



School Streets



	SYSTEM	UPDATE RECOMMENDATION	LOCATION
3	School Streets	Street Improvement – Striping	Klemm Ave
4	School Streets	Street Improvement – Repave Intersection	Blaine and Klemm Ave
5	School Streets	Street Improvement – ADA Ramps	Blaine and Klemm Ave
6	School Streets	Street Improvement – Repave Intersection	McRee and Klemm Ave
7	School Streets	Street Improvement – ADA Ramps	McRee and Klemm Ave
11	School Streets	Sidewalk Improvement – ADA Ramps	Blaine and Thurman Ave



Calm Streets

	SYSTEM	UPDATE RECOMMENDATION	LOCATION
8	Calm Street	Calm Street Suite	Thurman Ave
9	Calm Street	School Zone Overlap	Thurman and McRee Ave
10	Calm Street	School Zone Overlap	Thurman and Folsom Ave

City Garden Today



Existing Pick-up, Drop-off at City Garden Elementary



Temporary Traffic Cone Placement



Crosswalk with Crossing Guard



Stop Sign

City Garden Recommendations



Proposed Pick-up, Drop-off
at City Garden Elementary



Updated ADA ramp



Curbed Bump-out



Crosswalk



Active Crossing Guard



Stop Sign



School Zone Sign



Striping to Limit Parking



In-lane Pedestrian Signage



Bollard

City Garden Entrance Today



Recommendations

City Garden Entrance Updates



Recommendations

City Garden Entrance Today



City Garden Entrance Updates



Recommendations

Early Childhood Center Entrance Today



Existing Pick-up, Drop-off
at City Garden Early
Childhood Education Center



Hazard Sign

Early Childhood Center Entrance Updates



Existing Pick-up, Drop-off
at City Garden Early
Childhood Education Center

Updated ADA ramp
Curbed Bump-out

Crosswalk
Active Crossing Guard

Flashing Beacon
School Zone Sign

Safety Mirror

Early Childhood Center Entrance Today



Early Childhood Center Entrance Updates



Recommendations

Thurman Avenue Today



Thurman Avenue Updates



Thurman Avenue Today

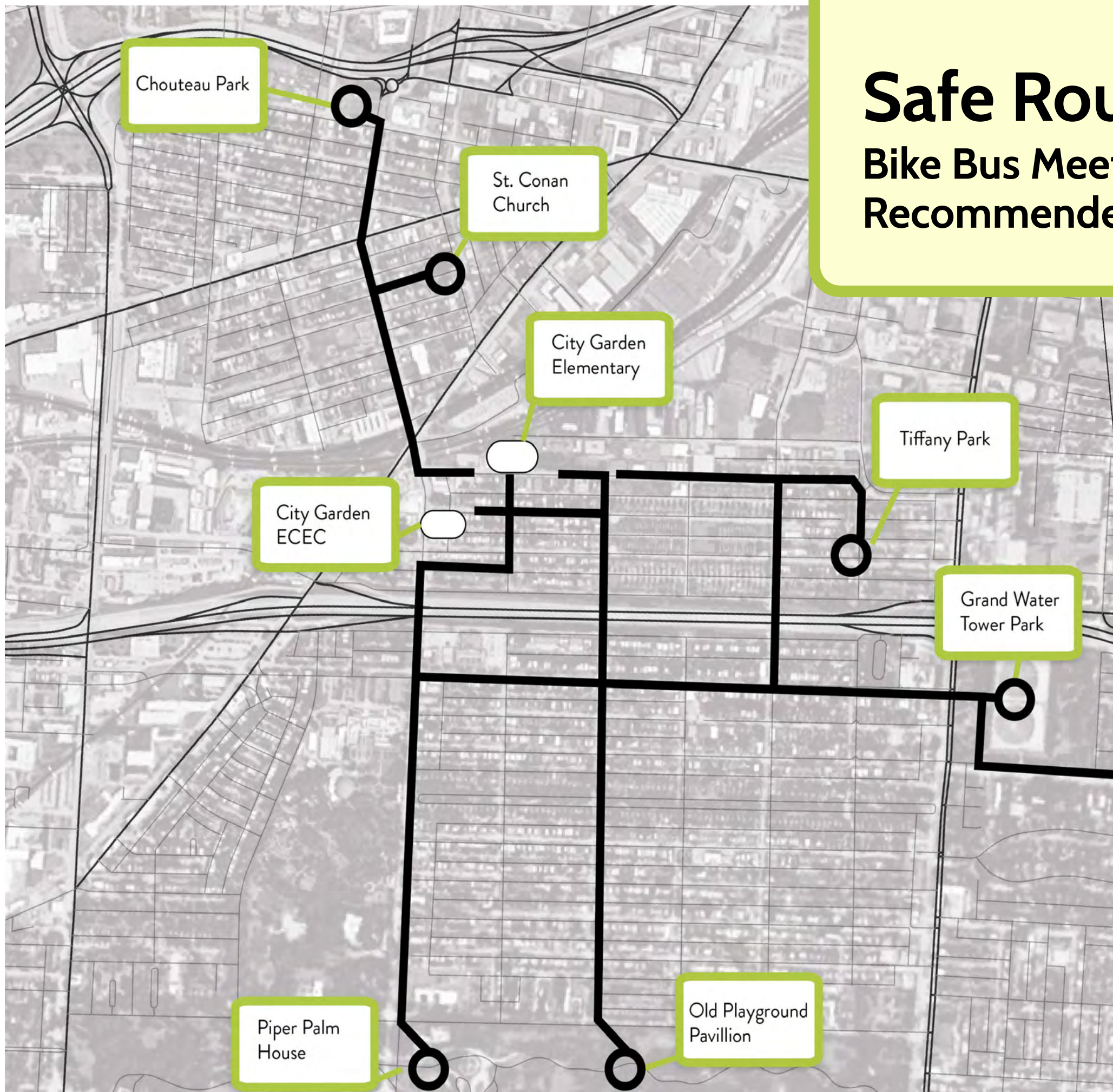


Recommendations

Thurman Avenue Updates



Recommendations



Safe Routes to City Garden:

Bike Bus Meeting Points and Recommended Routes

Meet up points for Bike Buses and Walking School Buses:

- Tiffany Park
- Grand Water Tower Park
- Piper Palm House at Tower Grove Park
- Old Playground Pavilion at Tower Grove Park
- St. Cronan Church
- Chouteau Park

A Visual Traffic Calming Index

Bump Out



A planted bump out at a corner, and a planted midblock bump out. These interventions slow traffic and dually deal with stormwater on impermeable surfaces which can cause dangerous transit in wet conditions.

Curb Extension



Curb Extensions reduce the length of road a pedestrian needs to cross before reaching the other side. Planting in extensions provides extra safety buffers, helps with stormwater infiltration and reduces stress for the pedestrian in these spaces.

Curbless Diverter



Curbless diverters prevent bikes or cars from passing across thresholds. On Thurman Avenue, two neighborhood streets feature gates with no supporting curb cut to allow bikes or cars through.

Permeable Diverter



Permeable Diverters allow walking and rolling through a space that has been blocked off from car traffic. The Thurman Pedestrian Underpass makes use of large concrete spherical bollards known as Ingrassia balls, a St. Louis City standard traffic calming element.

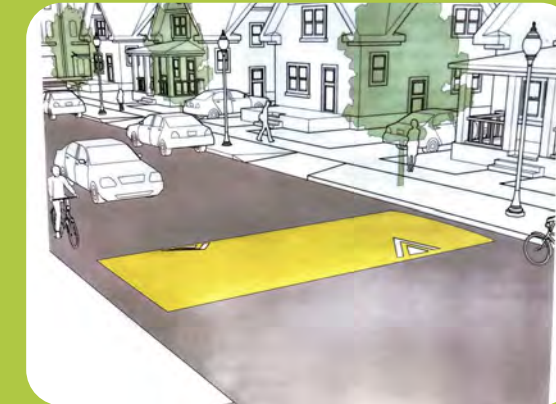
A Visual Traffic Calming Index

Traffic Circle



Neighborhood traffic circles lower speeds at minor intersections. Simple installation includes pavement markings or raised islands which can be planted which can beautify the street and the surrounding neighborhood. Signage can be anchored in the beds to instruct traffic flow.

Speed Hump



Speed Humps are vertical traffic calming devices that reduce speeds 15-20 mph.

Pinchpoint



Pinchpoints are mid-block curb extensions that slow traffic by bringing down road width. Pinchpoints can be planted with street trees, provide space for benches or bike racks, or house utilities.

Chicane



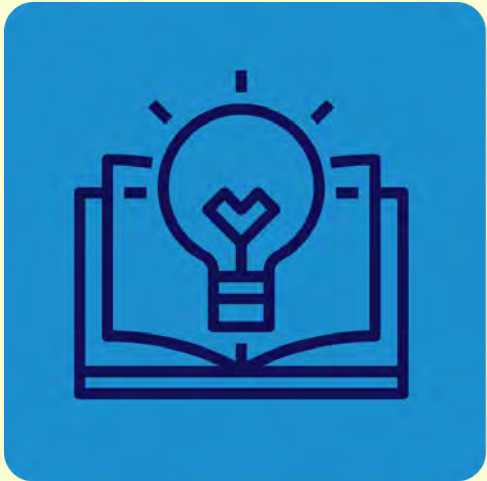
Chicanes are off-set curb extensions that create a wave appearance in the roadway while also creating more public space for pedestrians or space for plantings, benches or bike racks.

Education and Encouragement

Education and Encouragement activities at schools develops healthy habits and community enthusiasm around cycling, walking and rolling to destinations.

SRTS promotes two types of education and encouragement programming in schools to engage students:

In Class Activities



Skill Building Activities



In Class Activities

Story Map Activity

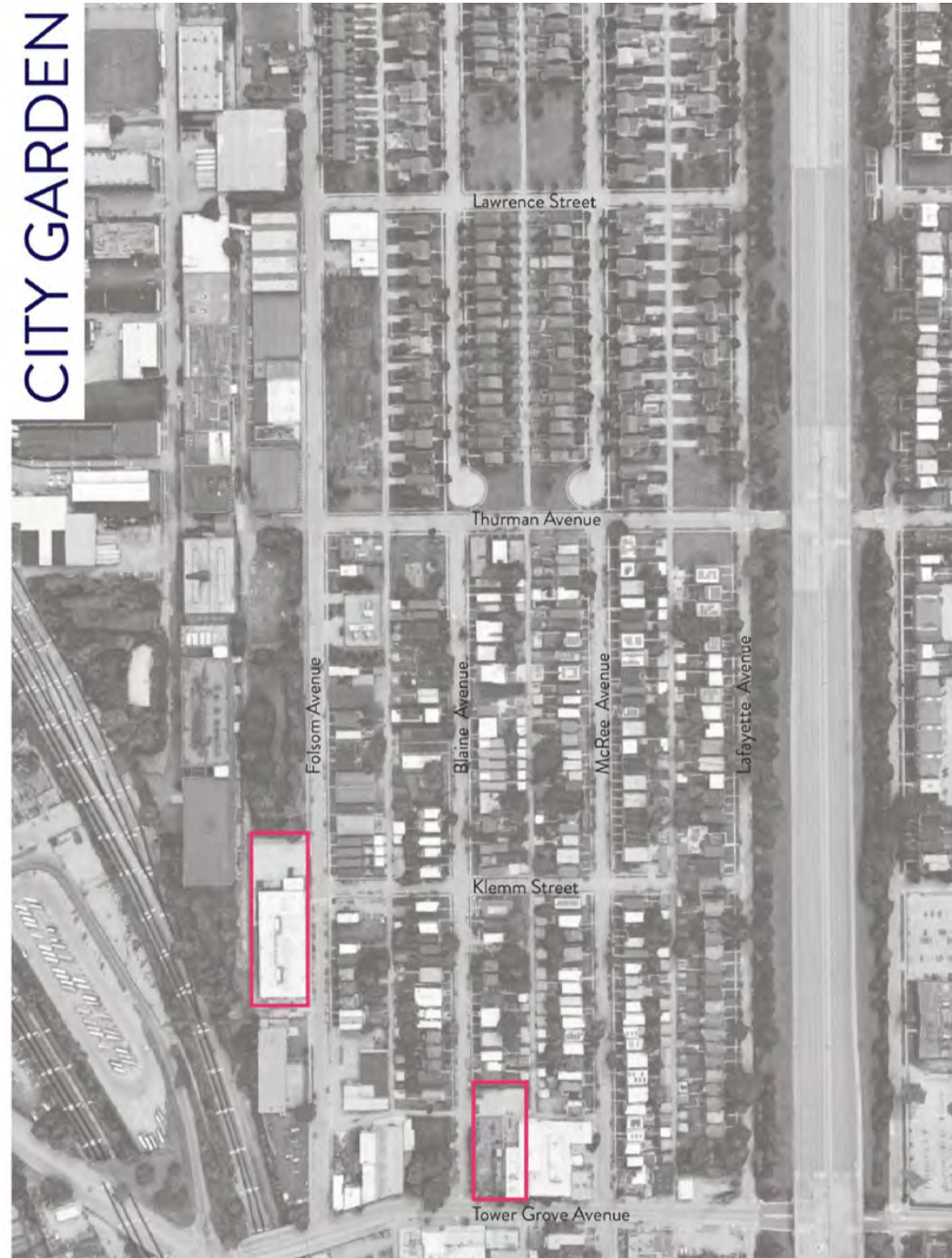


Goal

Through this activity, students will discuss safety measures for pedestrians and cyclists, drawing connections to their own routes to and from school.

Contents

- School Aerial Map
- Map Activity: Teacher Sheet
- Map Activity Reflection
- Activity Icons Sheet



In Class Activities

“How I Get to School” Tally Activity



Goal

Encourage students to learn about the different ways their classmates get to school. This activity encourages physical activity and helps teacher better understand how students travel to and from school, allowing them to tailor transportation safety education to their class.

Contents

- Tally Activity: Teacher Sheet
- Tally Exercise Sheet

STUDENT TRAVEL TALLY

Tracking how students get to school



School: _____ Grade: _____ Number of Students: _____
Teacher: _____ Week of: _____



Instructions:

- Complete the tally each day during the selected week.
- Before students respond, read all transportation options aloud so they know the available choices.
- Ask your class: "How did you get to school today?"
- Record the number of students who respond to each transportation option.
- Then ask: "How do you plan to get home after school today?" Record responses using the same process.
- Conduct the tally regardless of weather conditions, including rainy or snowy days.

	Weather S = Sunny R = Rainy C = Cloudy Sn = Snow	Number of Students (in class during count)	Walk	Bike	School Bus	Family Vehicle (no carpool)	Carpool	Transit	Other
Mon AM									
Mon PM									
Tues AM									
Tues PM									
Wed AM									
Wed PM									
Thurs AM									
Thurs PM									
Fri AM									
Fri PM									



Note any disruptions to the tally or unusual travel conditions that may have affected how students traveled to or from school.

In Class Activities

Safety Report Card Activity



Goal

Students will practice decision-making skills to determine the state of safety features and behaviors around the school. The result will be a final “grad” of the school, which can act as a starting point for improvement.

Contents

- School Safety Report Card: Teacher Sheet
- School Safety Report Card Activity

SAFETY REPORT CARD

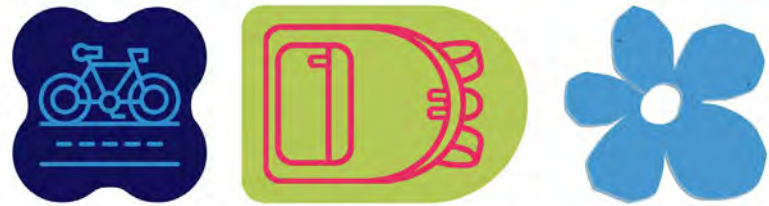
School Transportation Safety Activity



Feature or Behavior	10	8	6	4	2	0
Are there speed humps nearby?	Lots of speed humps		A few speed humps			No speed humps
How easy is it to roll to school? (Condition of sidewalks, curbs ramps)	Very easy	Easy	Mostly easy	A bit difficult	Difficult	Very difficult
Do you have crosswalks and a crossing guard?	Yes, both crosswalks and a crossing guard		Either a crosswalk or crossing guard		Only some crosswalks	Neither
Do you have parks or gardens nearby?	Yes, we do within walking distance		We have one, but it's a bit far			No
Are there trees near the school?	Yes, lots of trees	A good number		We could use more		Not enough trees at all
Are there enough bike racks?	Yes, there are enough for everyone who bikes		Enough space for bikes most of the time		Sometimes there is space for bikes	Not enough bike racks at all
How fast do cars move near the school?	A safe speed	Mostly a safe speed	An ok speed	Only a bit too fast	Too fast	Way too fast

Add all of the numbers together to get your final grade!

A	B	C	D
60-70	50-59	40-49	Less than 39



Bicycle and Pedestrian Activities Calendar

January

Early January: Bike themed movie screening in class

February

Early February: Bike decoration party: make fun flair for your bicycle

March

Mid-March: Bike safety talk, easy bike maintenance (ABC Check), helmet prep

April

Mid-April: Bike parts coloring sheet and vocabulary

Late April: Safe walking and biking presentation preparing for bike month

May

National Bike Month

First Sunday: National Ride a Bike Day

Last week of May: School-wide bike to school day

June

June 3: World Bicycle Day

Early June: Summer bike/reading program (check out bike centered books offered by the library)

July

Mid-July: Bike to the public pool

Late July: Write a story about a walking or biking trip you took

August

Aug. 17: World Pedestrian Day

Late August: Walk or bike to your favorite restaurant

September

Sept. 22: Car Free Day

Third Friday: Parking Day

Late September: Presentation on environmental effects of driving everyday

October

Pedestrian Safety Month

Early October: Presentation on how to be a safe pedestrian

Mid-October: School-wide walking bus to school

November

Mid-November: Student leaf walk. Find cool leaves and bring them back to school for an art project (rubblings, collages, etc.)

December

Mid-December: Presentation on the importance of snow removal for cyclists and pedestrians

Skill Building Activities: Bike Rodeos



Bike rodeos are fun, hands-on bicycle safety events that help students build confidence and practical riding skills in a safe, supportive environment.

Interactive obstacle courses help students learn:

- starting and stopping
- signaling turns
- scanning for traffic
- navigating intersections

Many bike rodeos also include:

- helmet fittings
- bike safety checks
- lessons on the rules of the road



Skill Building Activities: Bike Rodeos



Learning in a supportive environment



Developing healthy habits



Practicing new skills safely



CHAPTER FOUR:

Implementation Support

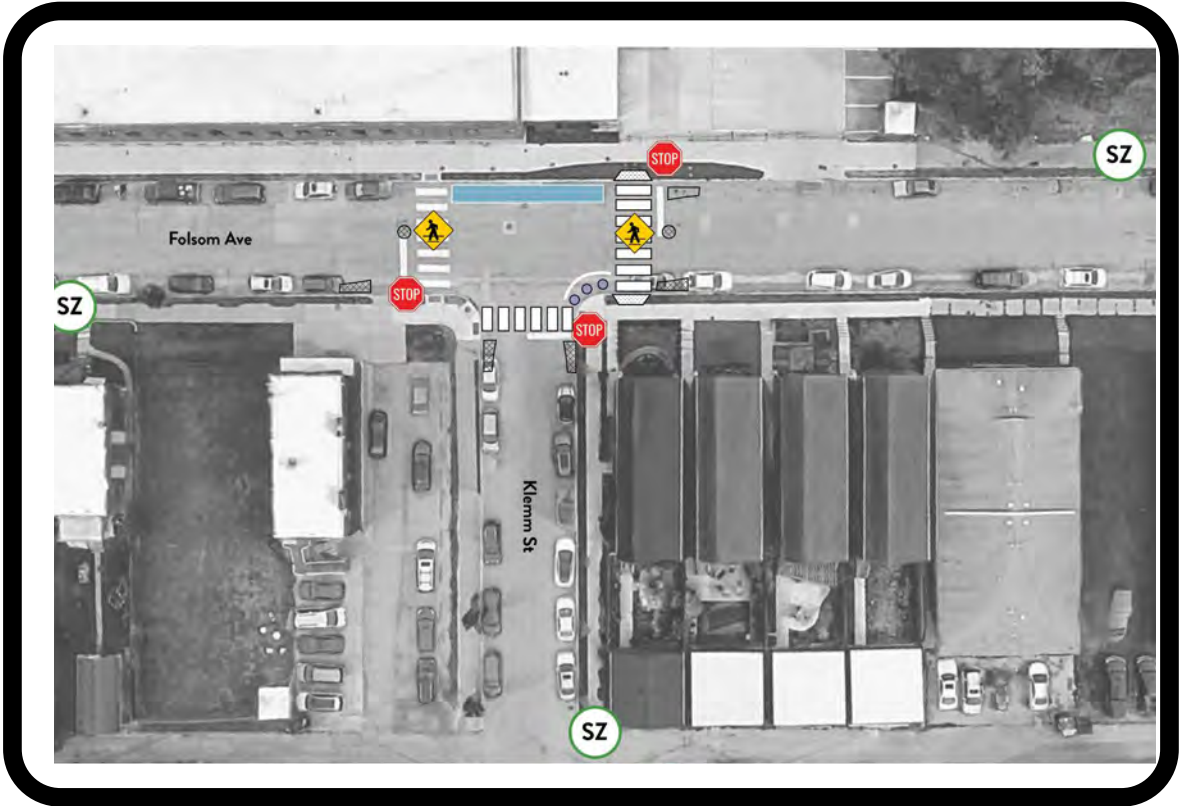
Bringing Safe Routes to School To City Garden

This chapter provides engineer-checked recommendations for prioritizing projects, costs and work planning.

Chapter Summary:

Implementation of new safety measures in the school zone will require neighborhood champions advocating for improvements in the school zone. Ward capital can be prioritized for school zone improvements each year to accomplish these safety recommendations over the course of several years. City Garden campuses sit in Ward 7, and shares close boundaries with Ward neighbors 6 and 5. The area near City Garden campuses have seen a series of safety and infrastructure updates in the past year, with more to come as the Tower Grove Connector reaches completion.

City Garden Elementary Implementation Priorities



City Garden Elementary Updates

INFRASTRUCTURE DESCRIPTION	ESTIMATED PRICE	PRIORITY	YEAR 1	YEAR 2	YEAR 3
Crosswalk with ADA updates	\$20K	High	X		
Pedestrian signs	\$5K	Medium		X	
Bump outs	\$15K	High		X	
School zone assemblies (Signs)	\$15K	Medium		X	
School sign assemblies	\$15K	High	X		
Pavement markings	\$5K	High	X		X
Design/Contingency	\$25K	Medium	X		
Total Range	\$100–125K		\$65K	\$35K	\$5K

- Crosswalk with ADA updates are added across Klemm and Folsom on the east side of the school entrance
- Pedestrian signs added to the roadside and center lane
- Bump outs added in three instances on Folsom and twice on Klemm to protect pedestrians on crosswalks
- School zone assemblies refers to speed limit signage with school zone fees
- School sign assemblies refers to advanced signage demarcating a school zone
- Pavement marking to be touched up and improved
- Design/contingency refers to final plan and construction related work that may occur with updates

City Garden Early Childhood Education Center Implementation Priorities



City Garden ECEC Updates

INFRASTRUCTURE DESCRIPTION	ESTIMATED PRICE	PRIORITY	YEAR 1	YEAR 2	YEAR 3
Raised Crosswalk with ADA	\$30K	Medium		X	
Pedestrian signs	\$5K	Medium		X	
Bump outs	\$15K	High	X		
School zone assemblies (Signs)	\$10K	Medium		X	
School sign assemblies	\$15K	High	X		
Pavement markings	\$5K	High	X		X
Design/Contingency	\$25K	Medium	X		
Total Range	\$110–135K		\$60K	\$45K	\$5K

- Raised crosswalk with ADA updates is added across Blaine to the east side of the primary school entrance/exit
- Pedestrian signs added to roadside near crosswalk
- Bump outs added in two instances on Blaine
- School zone assemblies refers to speed limit signage with school zone fees
- School sign assemblies refers to advanced signage demarcating a school zone
- Pavement marking to be touched up and improved
- Design/contingency refers to final plan and construction related work that may occur with updates

City Garden Elementary Implementation Priorities

- To balance the distribution of Ward capital spending it is recommended that Year 1 updates be staggered between City Garden Elementary and City Garden Early Childhood Education Center over the course of two years.
- In the third year, both Year 2 updates can be implemented in unison. There would likely be reduced costs associated with bundling Year 2 projects across both campuses
- In the fourth year, fresh paint and maintenance to the school zone can begin an every other year routine

City Garden Infrastructure Updates Recommended Timeline

INFRASTRUCTURE DESCRIPTION	2027	2028	2029	2030	2031	2032
City Garden Elementary	Year 1 = \$65K		Year 2 = \$35K			
Early Childhood Education Center		Year 1 = \$60K	Year 2 = \$45K			
Regular Maintenance for both campuses				\$10K		\$10K
Total Range	\$65K	\$60K	\$80K	\$10K		\$10K



ADDITIONAL RESOURCES

A Safe Routes to School Toolkit

This appendix serves as a resource bank for all things SRTS and transportation safety in the City of St. Louis, MO.

Appendix Contents

- Planning Resources
- Design Resources
- Educational Resources
- Transportation and Mobility Plan



Planning Resources

Safe Routes to School: General

Safe Routes Partnership

A national organization providing practical resources, research, and guidance for Safe Routes to School programs. Its resource library covers topics including walking and biking safety, community engagement, equity, policy, funding, education, and strategies for building successful local Safe Routes programs.

Safe Routes to School Online Guide

A comprehensive guide to planning, implementing, and sustaining Safe Routes to School programs. It provides practical guidance on the core components of SRTS, including engineering, education, encouragement, enforcement, evaluation, and community engagement, with strategies and examples that communities can use to develop local programs (last updated in 2015).

Planning Resources

Local Planning and Advocacy Resources

This Action Plan provides a practical framework for improving walking, biking, and rolling to school, with recommendations tailored to the school and surrounding community. The resources in this appendix offer opportunities to dive deeper into the planning, design, policy, and engineering practices that support Safe Routes to School, including guidance that can help communities better understand, advocate for, and advance the recommendations identified in this plan.

There is significant opportunity to strengthen Safe Routes to School in Missouri.

2026 STATE REPORT CARD

Missouri



LACING UP

42/200

Select a Core Topic Area or Subtopic to view scoring criteria, data sources, and context.

Scoring Key:



COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING ①



Complete Street Policies ①

Adopted Complete Streets Policy	4 / 5
Strength of Complete Streets Policy	2 / 20

Active Transportation Goals and Planning ①

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state bicycle, pedestrian, or active transportation plan	0 / 10

[The 2026 Safe Routes Partnership State Report Card](#) identifies substantial gaps in statewide SRTS funding, planning, technical assistance, and supportive policies. Local schools and communities can help lead the way — using resources like these to build knowledge, advocate for investment, and demonstrate what stronger Safe Routes to School programs can look like.

Planning Resources

City of St. Louis Transportation and Mobility Plan

The St. Louis Transportation & Mobility Plan (TMP) provides a citywide framework for creating a safer, more accessible, and better-connected transportation system. It establishes priorities and recommended networks for walking, biking, transit, and driving, and helps guide future transportation investments and street improvements. It outlines specific strategies for improving safety and accessibility for children, and should be used to help identify opportunities, priorities, and projects that support safer routes to school

The Transportation & Mobility Plan establishes improving safety and access for children as a citywide safety goal and incorporates school access throughout its recommendations. For Safe Routes to School planning and advocacy efforts, several sections are especially useful:

- **Safety Goal 2 — p. 24:** Improve safety and access for children and people with limited mobility.
- **Safety Action Plan — pp. 93–108:** Identifies Calm Streets as a tool for children traveling to school and recommends school-based walking and biking education, including a City pilot program.
- **Street Design Framework — pp. 142–152:** Directs planners to consider schools and students when determining street priorities and identifies Calm Streets as appropriate near schools where low speeds and traffic volumes are important.
- **Pedestrian Infrastructure — p. 232:** Calls for improved crosswalks around schools, including high-visibility markings, curb extensions, and enhanced signage.
- **Calm Street Network — pp. 240–243:** Prioritizes school and park access and identifies a future network of low-stress streets designed for slower vehicle speeds and safer walking and biking.
- **Implementation Plan — p. 312:** Prioritizes projects that improve safety and access for children, as well as visibility improvements near schools.

Planning Resources

City of St. Louis Traffic Calming Engineering Guidelines

The City of St. Louis Traffic Calming Engineering Guidelines provide guidance for selecting and designing traffic calming treatments on City streets. They describe common tools, including speed humps and tables, curb extensions, traffic circles, road diets, and raised crosswalks and explain where different treatments may be appropriate based on roadway conditions. For SRTS, the guidelines can help schools and communities understand which traffic calming improvements may be feasible on streets around schools and what factors the City considers when evaluating them.

QUICK-BUILD TRAFFIC CALMING MATERIALS⁽⁶⁾

FLEUR DE LIS PLANTERS (Photo Source: STL CMC)		Fleur de lis planters are large, concrete planters with fleur de lis precast on the side.	Can be used for: • Curb Extension • Choker • Diagonal Diverters • Full Closures • Half Closures
STREET ROCKS/STONE BOULDERS (Photo Source: STL CMC)		Street rocks, or stone boulders, are natural made large rocks around 3 feet long and 3 feet tall.	Can be used for: • Curb Extension • Choker • Diagonal Diverters • Full Closures • Half Closures
PRECAST CONCRETE BLOCKS (Photo Source: CBB)		Precast concrete blocks are large, polygon-shaped devices made from precast concrete. They can be painted.	Can be used for: • Curb Extension • Choker • Diagonal Diverters • Full Closures • Half Closures
PEDESTAL BALLS (Photo Source: CBB)		Pedestal balls are large, concrete spheres placed on top of a small concrete slab. They shatter on impact to prevent rolling.	Can be used for: • Curb Extension • Choker • Diagonal Diverters • Full Closures • Half Closures
PAWN BOLLARDS (Photo Source: STL CMC)		Pawn bollards (K72 Style Post) are durable, wide plastic delineators that are installed with high-visibility stripes.	Can be used for: • Curb Extension • Choker • Diagonal Diverters • Full Closures • Half Closures
UTILITY POTS (Photo Source: CBB)		Utility pots are large, cut concrete pipes that are repurposed as planters. They can be painted.	Can be used for: • Curb Extension • Choker • Diagonal Diverters • Full Closures • Half Closures • Traffic Circle
TUBULAR MARKERS (Photo Source: CBB)		Tubular markers are flexible delineators installed with high-visibility stripes. They are designed to bounce back when struck.	Can be used for: • Curb Extension • Choker • Intersection Corner Radius Reduction

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For a simple overview of the City's traffic calming tools, check out [Trailnet's Complete Streets for All page](#).

Planning Resources

City of St. Louis Annual Complete Streets Policy & Annual Report

The City of St. Louis Complete Streets Policy (Ordinance 71882) is useful for understanding the policy basis for designing streets around pedestrians, bicyclists, transit users, children, and other vulnerable users. It also connects recommendations to how the City is supposed to prioritize transportation investments. The annual Complete Streets Report provides updates on the progress the City is making in regards to implementing this policy and its recommendations.



Links to the documents:

- [Complete Streets Policy](#)
- [Complete Streets Report](#)

Planning Resources

Other Planning and Design Resources

[NACTO Designing Streets for Kids](#)

A practical design guide from the Global Designing Cities Initiative featuring best practices, design strategies, and real-world examples for creating streets that are safer and more accessible for children and caregivers. It is a useful resource for exploring how street design can support walking, biking, play, and independent mobility for children of all ages and abilities.

[NACTO Urban Street Design Guide](#)

A practical guide to designing safer, more accessible, and more people-centered urban streets. It provides design guidance for sidewalks, crosswalks, intersections, curb extensions, traffic calming, lane widths, and other street features, with examples of how streets can be redesigned to better serve people walking, biking, taking transit, and driving.

Educational Resources

Active Transportation Resource Center: Crossing Guard 6 Steps

Video presenting six steps to equip crossing guards with information for safe practices.

Safe Walking and Biking Curriculum

Curriculum for educators to teach students about safe walking and biking.

In-School Activities

Tally Sheet: Activity to reflect upon the ways in which students get to school. Additional reflection questions are included.

Report Card: Activity for students to fill out, scoring their surrounding school environment on transportation safety.

Map Exercise: Student activity to draw routes to school or mark locations where they feel safe/unsafe.