



**MONONA GROVE**  
**SCHOOL DISTRICT**

Village of Cottage Grove April 6, 2026

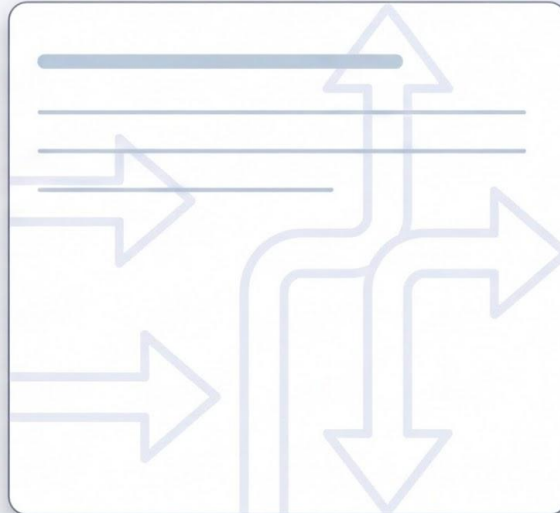
**1**

**Start and End Time  
Changes**



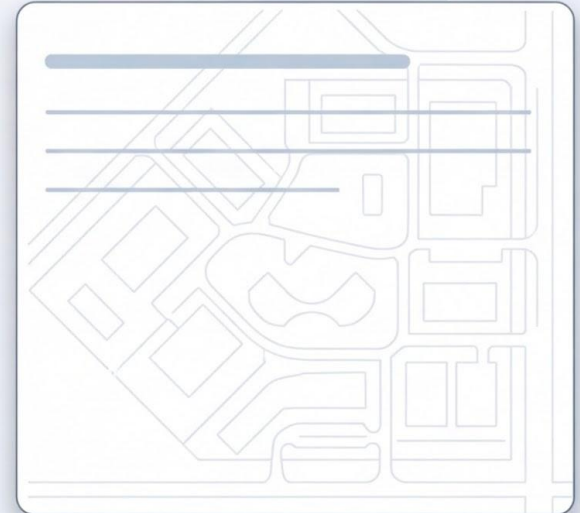
**2**

**Entry and Exit  
Process**



**3**

**Site Plan  
Questions**





## A Multi-Layered Approach to Student Safety



### Integrated Strategy

We are combining **infrastructure improvements** (Physical Loop) with **procedural shifts** (Direct Entry) to create a secure, predictable environment.



### The Goal

Eliminate “unmonitored windows” and de-conflict pedestrian, car, and bus transit zones.



### Key Principle

Physical site design is only as effective as the internal policies that govern it.



# Engineered Separation of Students and Vehicles



## Permanent Perimeter Fencing

A new fence will be installed between the driveway/bus loop and the lower playground. This provides a permanent physical boundary that prevents students or equipment (balls, etc.) from entering the transit path.



## Restricted Access Gate

A gate at the loop entrance will remain closed during the school day (7:45 AM – 2:35 PM).



## Retaining Wall Safety

Engineering is finalizing the safety railings and setbacks for the retaining wall to ensure it integrates into the guard rail and loop as it is situated to the north between the loop and the property line, not the playground.



# Arrival Procedures & Supervision 7:25 AM – 7:45 AM



## 7:25 AM | Staff Arrival

Support staff move to designated stations at the loop to provide professional oversight before students arrive.



## 7:30 AM | Doors Open

Building doors open immediately for student entry, eliminating the morning playground "wait time".



## 7:30 – 7:45 AM | Soft Start

Students proceed directly to classrooms for a regulated "soft start," including breakfast and organization.



## Safety Win

By removing play from the morning transit window, we eliminate the risk of unpredictable movement near active vehicle paths.



# Managing Site Permeability



## Controlled Access

A restricted-access gate will be installed at the entrance and exit of traffic loop

## Daily Schedule



**7:45 AM – 2:35 PM:** The gates to the bus loop will be **closed and locked**.



**Midday Exceptions:** Midday 4K buses will utilize the **front** of the school so the playground remains open and the loop gate remains secure.



## Emergency Use

The gate ensures the loop is a strictly controlled transit zone, available for Fire/EMS access without being a public “shortcut.” The loop will be marked for Bus and Emergency services Traffic Only.



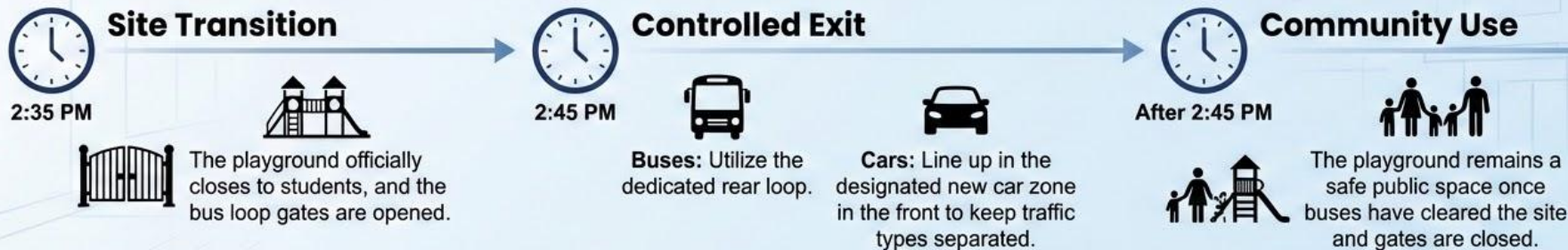
# Afternoon Transition – Coordinated Departure

**2:35 PM | Site Transition:** The playground officially closes to students, and the bus loop gates are opened.

**2:45 PM | Controlled Exit:** \* **Buses:** Utilize the dedicated rear loop.

- **Cars:** Line up in the designated new car zone in the front to keep traffic types separated.

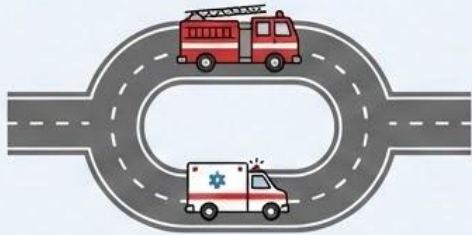
**Community Use:** The playground remains a safe public space after 2:45 PM once buses have cleared the site and gates are closed





## Addressing Design Concerns

### Why a Loop vs. Cul-de-sac?



Allows Fire/EMS to enter and exit without complex maneuvers. Preferred design by municipal services & district when paired with a **restricted gate** and **perimeter fencing**.

### Visual Transparency



Fencing designed to maintain visibility designed to maintain visibility for supervisors while providing a robust physical deterrent.

### Operational Integrity



Solving the safety issue through two lenses: **Infrastructure** (fences/gates/walls) and **Procedure** (staffing/direct entry).



# Transportation Map Route