

ST. CLAIR

St. Clair Elementary St. Clair Secondary





ACKNOWLEDGEMENTS

The following key people/entities participated in the Safe Routes to School (SRTS) plan efforts for this Safe Routes to School Plan. Their creativity, energy, and commitment were critical to the success of this effort.

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Check out more Safe Routes programs and resources: https://www.dot.state.mn.us/mnsaferoutes/.







TABLE OF CONTENTS

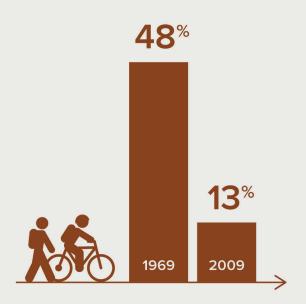
01
INTRODUCTION + CONTEXT
Introduction4
Executive Summary5
Context 6
Vision7
Process 7
02
EXISTING CONDITIONS
Introduction9
Political Conditions 9
Environmental Conditions 9
Economic Conditions 10
Behavioral Conditions10
Parent Survey Overview 10
Typical Mode of Travel
03
PROGRAMS
Current Programs16

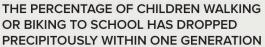
Recommended Program List . . . 17

04
HOW TO GET INVOLVED Using this Plan22
A
APPENDICES Parent Surveys



Why Safe Routes to School?







MOST KIDS ARE NOT GETTING ENOUGH PHYSICAL ACTIVITY



ROADS NEAR SCHOOLS ARE CONGESTED, DECREASING SAFETY AND AIR QUALITY FOR CHILDREN

KIDS WHO WALK OR BIKE TO SCHOOL:



Arrive alert and able to focus on school



Are more likely to be a healthy body weight



Are less likely to suffer from depression and anxiety



Get most of the recommended 60 minutes of daily physical activity during the trip to and from school



Demonstrate improved test scores and better school performance*

THE VICIOUS CYCLE OF INCREASED TRAFFIC LEADING TO REDUCED WALKING AND BICYCLING:

Fewer students walking & biking to school

More parents driving children to school

Rising concern about safety of walking & biking Increased traffic at and around school



Executive Summary

The Minnesota Department of Transportation awarded the St. Clair School District a Safe Routes to School (SRTS) planning grant at the request of the School Resource Officer in the spring of 2018. The plan involves two schools St. Clair Elementary and St. Clair Secondary collocated in one building that houses 699 students in grades K-12, in addition to the teachers, staff, and district staff.

St. Clair, with an estimated population of 869 is approximately one mile in length and features one municipal park making the school property a valued asset in the community.

The foundation of the planning process is based on the SRTS parent surveys, which were disseminated in the fall of 2018. Relying on the concerns identified from parents, the committee gathered for meetings including a walking audit.

The most important components of the plan are the program recommendations, which were identified by the steering committee of local stakeholders to improve walking and bicycling based upon parent concerns and observed existing conditions. These recommendations fall under the "Six E's" and are identified in the SMART goal framework intended to help workability.

While the SRTS program focuses on school-aged children, the intent is to create a community-wide impact for people of all ages and abilities through improved infrastructure and increased activity and awareness for health initiatives.

THE SIX E APPROACH

SRTS programs use a variety of strategies to make it easy, fun and safe for children to walk and bike to school. These strategies are often called the "Six Es."

Equity

Equity often overlaps with all of the Es. Equity in SRTS means that the SRTS program is inclusive, celebrates the diversity of students, allocates resources to overcome inequities, and supports a community where walking and biking is safe, comfortable, and accessible for every student.



Education

Programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.



Encouragement

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



Engineering

Physical projects that are built to improve walking and bicycling conditions.



Enforcement

Strategies, often involving law enforcement, that promote compliance with laws or rules.



Evaluation

Strategies to help understand program effectiveness, identify improvements, and ensure program sustainability.

Context

St. Clair Public School District encompasses portions of the counties of Blue Earth and Waseca with a population of 2,664 residing in 1,011 households.

The single building that serves St. Clair Public School houses 699 students in grades K-12, in addition to the teachers, staff, and district staff. The latest construction and renovation of the facility was in 2003.

Within the city boundaries of St. Clair reside a population of 869 residents living in 323 households. St. Clair is a rural farming community situated along the Le Sueur River, just seven miles southeast of Mankato on State Highway 83 where it also serves as a bedroom community. St. Clair prides itself as being a community with good homes, good schools, and good neighbors.









Process

The SRTS process relies on community members from multiple sectors to direct the project steering committee. The committee first met in August 2018 to establish a vision and review the planning process. In February 2019, the committee met again to view morning arrivals, afternoon departures, and complete a walking audit to observe behaviors and points of concern in the walking and biking environment.

Parent surveys were distributed by the schools to directly gather parent feedback providing information about the opportunities and concerns with walking or biking to school. A total of 95 parents responded by completing the surveys. The SRTS program incorporated feedback from parents living within the walking and biking range as well as those living in the surrounding area to understand attitudes or concerns with developing safe routes for the students.

Student Surveys, often referred to as student tally sheets, were completed by teachers to identify what method students arrive and depart school during a two-day span. This served as a baseline in which the metrics of the program were measured and developed.

The steering committee met again to review gathered information and discuss potential programs or improvements.

SRTS plans are intended to be sustainable and evolving. As the committee continues to meet and accomplishments are met, identified programs or projects are intended to change.



SAFE ROUTES TO SCHOOL VISION

VISION STATEMENT

The St. Clair Safe Routes to School Program is a collaboration between the city and school leadership focused on making walking and bicycling a safe and enjoyable alternative. Increasing the numbers of students and residents walking and biking leads to better health, improved environment, and creates an enhanced quality of life in the community.



Existing Conditions

INTRODUCTION

A safe and accessable environment for people of all ages creates a truly walkable and bikeable community.

Political Conditions

St. Clair's school district's wellness policies include a Wellness Committee, participation in the National Walk to School Day, and information about physical activities outside of school. Their wellness program includes physical education and health education classes to provide students information on how physical activity affects health outcomes.

St. Clair Public School buses provide service to students living outside the city and further than 1/2 mile from the school. Bus loading and unloading is separated from the parent pick-up and drop-off area.

Snow and ice removal during the winter season is done by the school on school property, the city for public sidewalks, and by the residents or property owners on the remainder of the sidewalks during the winter season. Snow and ice must be cleared within 36 hours after the snow ceases to fall or the city will remove it for a fee.

Environmental Conditions

St. Clair is a rural farming community situated along the Le Sueur River. The St. Clair Public School entrance is located on the main thoroughfare of West Main Street (Blue Earth County Road 15) and Blue Earth County Road 28. Minnesota State Highway 83 borders the atheletic fields. Together, the average daily traffic on these roads is 5350 with no designated bike lanes.

- Minnesota State Highway 83 is a two-lane highway with a posted speed limit of 55 miles per hour.
- Blue Earth County Road 15 is a two-lane street with a posted speed limit of 30 miles per hour. The walking zone has a medium curb radius.
- Blue Earth County Road 28 is a two-lane street with a posted speed limit of 30 miles per hour. The walk zone has a medium curb radius.

Sidewalks are present in some cases, sometimes only on one side of the street in acceptable to poor condition and many are not accessable for those with disabilities. A multi-use path is maintained by the city and present for a portion of the school's walk and bicycle zone.

Crosswalks near the school are in poor conditions with no signage alerting drivers that a crosswalk is present. Many of the crosswalks are in areas with street parking on both sides, requiring children to walk into the street to see if it is clear to cross.

The street lights around the school and neighboring streets are not adequate for illuminating the sidewalks. After school programing and activities hosted at the St. Clair Public School require students to walk home in the dark and on unsuitable or non-existent sidewalks.

Economic Conditions

Free and Reduced Price Lunch Program eligibility is used as an alternative measure to identify the percentage of children within public schools from lower income households. Students from homes with lower incomes have fewer options of where to live in the district. Ensuring those typically lower income residential areas have pedestrian and bicycle friendly routes to school are critical to a successful program. Household income must be below 185 percent of the Federal Poverty Guidelines to qualify. For example, a household of three has a maximum gross income for eligibility of \$38,443 according to the June 2018-June 2019 guidelines.

St. Clair Public School District total eligibility includes 110 students or (16.4 percent) of the student population which falls into the eligibility subcategory of Low. For comparison, the state of Minnesota is 37.1 percent for the 2017-2018 school year. There was no major difference in free and reduced price lunch eligibility between urban (23 percent) and rural (22 percent) Minnesota public schools. Data include the number and percent of public school students eligible for, but not necessarily receiving free and reduced price lunch.

Behavioral Conditions

During a typical school day, how many hours do you do each of the following activities outside of school: Go outside, take a walk, or go for a bike ride?

	Grade 5	Grade 8	Grade 9
0 hours	11%	11%	50%
1 hour	52%	53%	37%
2 hours	19%	16%	9%
3-5 hours	11%	18%	4%
6+ hours	7%	2%	0%

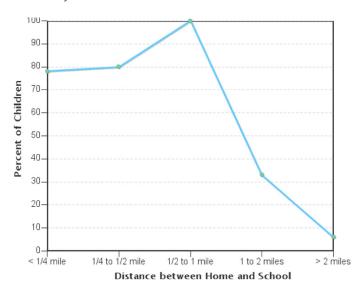
The Minnesota Student Survey from 2013 reported for the St. Clair Public School District.

Source: http://w20.education.state.mn.us/MDEAnalytics/DataTopic.jsp?TOPICID=242

Parent Survey Overview

All parents were asked to respond to a survey regardless of distance to the school to obtain a sense of beliefs about walking and bicycling to school. The parents reported 100 percent of their children have asked permission to walk or bicycle to school; an estimated 44 percent of the students live in the walk and bicycle zone of the school.

Percent of children who have asked for permission to walk or bike to/from school by distance between home and school



"I have three safety concerns that come to mind. 1) I wish there was an adult crossing guard at the intersection of Main St and County Rd 28. It is a very busy intersection and motorists DO NOT stop for pedestrians in the crosswalk. 2) I wish that the dirt path between the school building and drop off curb at door C was a sidewalk. Currently, snow gets piled there during the winter months and children walk in the parking lot and between cars to get to the cleared sidewalk in front of door C. 3) I wish there was a sidewalk for students along Front St E and Park Street S. because the intersection at Main and County Rd. 28 is unmonitored and very dangerous. My children and I cross Main St. at Park St. and walk south to Front St. E and then on to school. There is only a small segment of sidewalk along that route which a main path for students currently. That small segment of sidewalk is not handicap accessible on either end and the rest of the way students must walk in the street. Thank you for taking the time to improve safety for our children!," shared a St. Clair parent.

"Crossing Agency St. from Front is dangerous due to the volume of traffic and the vehicles parked on either side of the intersections- it makes it hard for him to see oncoming traffic without going into the street a little, and they can't see him. The crosswalk is marked but faded, and it is not very visible. He is currently riding the bus to a stop on the other side of Agency, then walking home from that stop- all for safety reasons," shared a St. Clair parent.

"If there was a walking/bike path along Hwy 83 I would allow my child to bike to school when the weather allowed," shared a St. Clair parent.

Across from the school traffic is a HUGE issue. "There is not one safe location for the kids to cross. There is no crosswalk anywhere close. The closest crosswalk is not staffed by any safety patrol or an adult and it sits at the busiest intersection in town (by the bank, school, and bar). Walking to school is a daily mad dash between cars, buses, trucks, etc. Due to the street parking, one has to walk into the street in order to see if traffic is coming. The best option would be to provide safe-crossing opportunities at the designated crosswalk. It is also the sole road to the parking lot & bus drop-off area. No cars watch for children crossing the road on that side of the street either, and no dedicated safety patrol is located there. It is another dangerous corner for students to be able to get to school. The greatest threat to children walking to school is no safe places to cross, traffic volume & speed. There are no traffic controls to allow for safe crossing," shared a St. Clair parent.

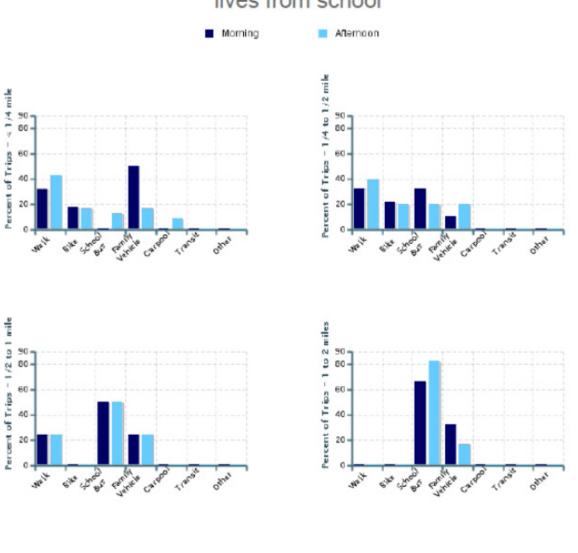
Typical Mode of Travel for Students

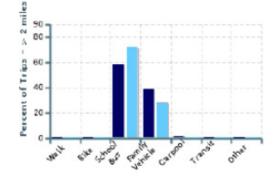
Less than 1/4 mile from school, the family vehicle is the main mode for students arriving but not departing; bus ridership increases in the afternoon. At 1/4 to 1/2 mile from school, family vehicle use drops considerably in preference to walking or bicycle. At more then 1/2 mile, bus travel is an option and 25 percent continue to walk or use the family vehicle.

The main considerations behind parents' decision to allow a child to walk or bicycle to school are:

- Speed of traffic along the route
- Amount of traffic along the route
- Safety of intersections and crossings

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





Minnesota Department of Transporation Crash Data for St. Clair

During school days and at times when students and parents are transitioning upon arrival and departure, there were nine accidents between the years 2005 and 2015.

Transitioning times are September through May, Monday through Friday, between the hours of 6:00-8:59 a.m. and 2:00-8:59 p.m. to account for in school breakfast programs and afterschool activities.

During the school days and at times when students and parents are transitioning upon arrival, and departure, there were seven accidents between the years 2007 and 2014.

- No accidents involved pedestrians or bicyclists.
- Two accident involved drivers ages <14-18.

The most prevalent intersections for accidents whild students are transitioning occur at:

- Main St East, CSAH 28 (4 accidents)
- Agency St, Main St West, Main St East (2 accidents)
- Main St East, Park St North (2 accidents)
- MNTH 83, Church St, 185th St. (2 accidents)





Introduction to Programs

The Safe Routes to School movement acknowledges that infrastructure changes are a necessary but insufficient condition for shifting school travel behavior. Programs are a necessary component of any successful SRTS plan

While engineering improvements such as sidewalks, crosswalks, and bikeways are important, equally important are education programs to give children and families basic safety skills, encouragement programs to highlight walking and bicycling to school as fun and normal, enforcement against unsafe and illegal motorist behavior, and evaluation of the impact of investments and non-infrastructure efforts. Often, programs that help to get more kids walking and biking lead to increased public support for infrastructure projects - they can be an important first step towards building out the physical elements that make walking and biking safer and more accessable. Relative to certain infrastructure projects, most programs can be provided at a much lower cost.

Current Programs

St. Clair's programs in coordination with the "Six E's"

Programs that integrate **Equity** into the activities are denoted with an asterisk.

- 1. The school district is implementing the following **Education** activities.
 - a. Inform students, parents, staff, and community members about SRTS activities at the school
- 2. The school district is implementing the following **Encouragement** activities.
 - a. *Participate in Walk to School Day
- 3. The school district is implementing the following **Engineering** activities.
 - a. *Conduct an audit around the school to identify needed improvements to the physical environment
 - b. Speed reduction measures
 - c. Bicycle racks
- 4. The school district is implementing the following **Enforcement** activities.
 - a. Engage local law enforcement in efforts to enforce traffic laws along SRTS routes
 - b. *Crossing guard programs
 - c. *Student safety patrol
- 5. The school district is implementing the following **Evaluation** activities.
 - a. Collect student travel tallies
 - b. Collect parent surveys
 - c. Conduct School Zone Hazard Observation
 - d. Complete School Environment and Policy Assessment
 - e. Use results to inform new SRTS activities or changes in current activities
 - f. Share results with stakeholders and the public
- 6. The school district is implementing the following **Equity** activities.
 - a. Ensuring the town's apartment buildings have sidewalks all the way to the school.

Recommended Programs

	PROGRAM	WHICH "E"	LEADER	PROGRAM SUPPORT	Priority
1.	*Teach the Walk! Bike! Fun! Curriculum	Education	District, CE&R	Staff, SHIP, Com Ed, PTO/P, BikeMN	Short Term
2.	*Integrating SRTS into Curriculum	Education	District	Staff, SHIP PTO/P	SMART GOAL
3.	Share SRTS Activities with the Community	Education	District	Staff, SHIP, Com Ed, PTO/P	Short Term
4.	*Host a Bike Rodeo	Education	District, CE&R	Staff, SHIP, Com Ed, PTO/P	Short Term
5.	Idling Reduction Campaign	Education	District	Staff, PTO/P	Short Term
6.	*Bike Mechanic Training	Education	District, CE&R	Staff, SHIP, Com Ed, PTO/P, BikeMN	Short Term
7.	Participate in Bike to School Day	Encouragement	District	Staff, SHIP, Com Ed, PTO/P	Short Term
8.	Walking School Bus	Encouragement	District	Staff, PTO/P, Vol	Short Term
9.	Stop and Walk	Encouragement	District	PTO/P, City	Short Term
10.	*Bicycle and Pedestrian Master Plan	Engineering	City	City, District	Short Term
11.	Improve walkability, safety, and reduce confusion on Front St. E	Engineering	City	City, District	Short Term
12.	Improve safety at Co Rd 28 S and Front St. E crosswalk	Engineering	District/ City	City, District, SHIP	SMART GOAL
13.	Improve safety and reduce confusion at Front St. E and Mill St.	Engineering	City	City, SHIP	SMART GOAL
14.	Improve crossing safety at Main St. and Co Rd 28 S	Engineering	City	City, SHIP	SMART GOAL
15.	Improve crossing safety on Main St.	Engineering	City	City, SHIP	Medium Term

Programs that integrate **Equity** into the activities are denoted with an asterisk.

	PROGRAM	WHICH "E"	LEADER	PROGRAM SUPPORT	Priority
16.	Improve Horseshoe Lane connectedness at Main St.	Engineering	City	City	Medium Term
17.	Improve walkability to Baseball Field	Engineering	District	City	Medium Term
18.	Improve crossing safety at Front St. W and Co Rd 15	Engineering	City/ District	City, SHIP	Short Term
19.	Improve walkability from church parking lot to Door C	Engineering	Districct	District, Church	Medium Term
20.	Improve walkability for Willow Lane and Co Rd 28 S	Engineering	City	City	Medium Term
21.	No parking and entering the building at the student drop off area	Enforcement	District	Staff, PTO/P	SMART GOAL
22.	Improve visibility and safety at Main St. and Co Rd 28 S	Enforcement	City	City	SMART GOAL
23.	Radar Trailers or Speed Feedback Signs	Enforcement	City	District	Short Term
24.	Legionville School Safety Patrol Trainig	Enforcement	District	PTO/P	Short Term
25.	*Parent Survey	Evaluation & Equity	District	PTO/P	Short Term
26.	*Increase accessibility of the existing sidewalks	Equity	District/ City	City	Medium Term

Programs that integrate **Equity** into the activities are denoted with an asterisk.

Acronyms

- BikeMN = Bicycle Alliance of Minnesota
- CE&R = Community Education and Recreation
- City = Local departments within Waseca city government
- District = Waseca School District 829
- MnDOT = Minnesota Department of Transportation
- Priority = Short Term (1-2 years), Medium Term
 (2-4 Years), Long Term (4 + Years)
- PTO/P = Parent Teacher Organization and Parents
- RRFB = Rectangular Rapid Flashing Beacon
- SHIP = Statewide Health Improvement Partnership
- Vol = Volunteers

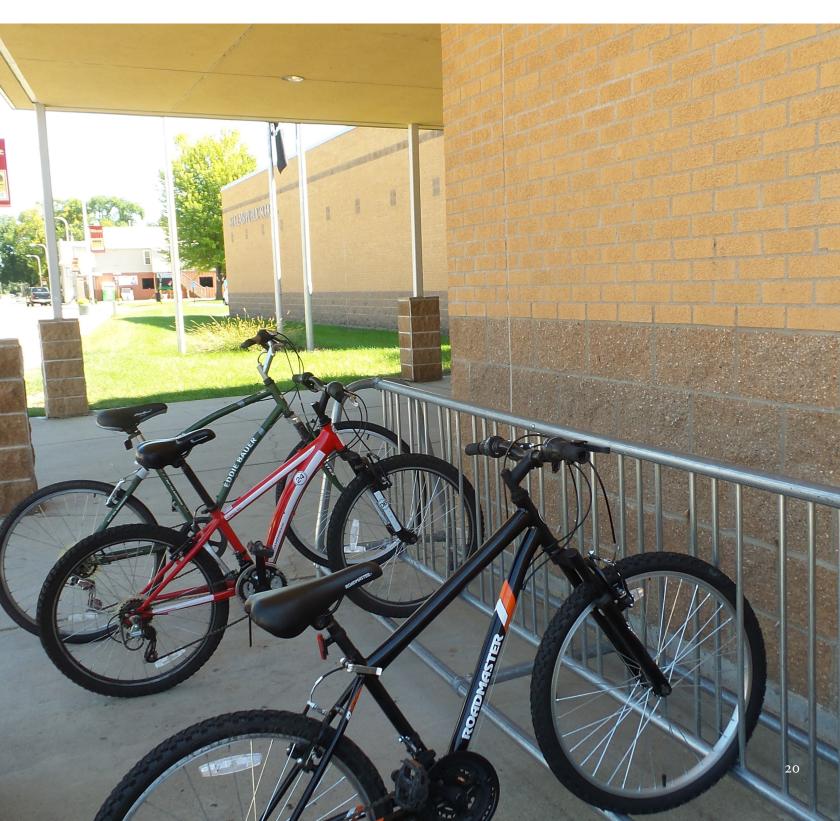
SMART Goals

- By the end of the 2019-20 school year, four staff will be taught the Walk! Bike! Fun! curriculum and it will be implemented by 2020-21 in the elementary school.
- Beginning with the 2019-20 school year, ensure all drivers remain inside their vehicle at the student drop off and pick up area rather than park and enter the building. This improves safety for all, reduces congestion, and confusion.
 - Prior to the 2019-20 school year, relocate the USAgain Collection Bin and the Aluminum Can Recycling Bin to an area where it doesn't impede visibility of pedestrians and students on the sidewalk. This will greatly enhance the safety for pedestrians and drivers alike at the most accident prone intersection.
- By the end of the 2020-21 school year, engineering grant applications will be submitted to address barriers identified around school.

Notes

- 1.* Teach the Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum to students ages 5-13. Blue Earth County SHIP can provide funding for staff to attend the training and support with use of the bike fleet when they teach the curriculum.
- 2.* Integrating SRTS education into classrooms at additional locations, such as having students map walking and biking routes and teachers using bicycles to teach physics.
- 3. Inform students, parents, staff, and community members about SRTS and improvements at the school.
- 4.* Provide bicycle safety skills workshops "Bike Rodeos".
- 5. Idling reduction campaign encourages drivers to turn off their engines while waiting for student dismissal
- 6.* Bicycle Mechanic Training encourages and empowers students to take charge of their own transportation. This training can be offered after school or on weekends. Key City Bike in Mankato has been a partner for other schools.
- 7. Bike to School Day is part of the Minnesota Department of Transportation's Safe Routes to School program and builds on the national effort held yearly in May.
- 8. Use a Walking School Bus on Walk to School Day. A group of children walking to school with one or more adults at the lead.
- 9. Stop and Walk encourages families to park several blocks from the school and walk the rest of the way. Reduces traffic congestion at the school. Consider using the parking lot of Memorial Park located 1/4 mile from the dropoff site.
- 10.* A citywide sidewalk plan and bicycle plan would support multiple efforts in ensuring SRTS.
- 11. Improve walkability by improving the trail to sidewalk transition to include accessability.
- 12. Improve safety at the Co Rd 28 S and Front St. E crosswalk. Driver attention is split between the crosswalk and the two-way traffic at the school enterance.
- 13. Improve walkability and reduce confusion at Front St. E and Mill St. The road intersection and the parking lot have no delineation, curbing or sidewalk. Identify a four-season solution.
- 14. Proceeding from Co Rd 28 S onto Main St; traffic rolls into and often through the crosswalk in order to see around the corner due to the current design. Blue Earth County SHIP can help provide funding for some improvements.
- 15. Crossing two lanes of traffic create challenges for students on Main St. Minimally marked crossing with the speed of traffic creates a hazard. Blue Earth County SHIP can help provide funding for some improvements.
- 16. Students from Horseshoe Lane walk an unprepared path along Main St until reaching the sidewalk at Front St. S.
- 17. Improve walkability to the baseball field. No sidewalk or street access exists.
- 18. Students crossing Co Rd 15 are blocked from view by on street parking. Co Rd 15 leads to the bus arrival point and student parking. Blue Earth County SHIP can help provide funding for some improvements.
- 19. Dirt pathway leads from mutually agreed parking at the church to the sidewalk at Door C.
- 20. Willow Lane and Co Rd 28 S has no crossings or sidewalks to improve safety and walkability to school.
- 21. Educate and enforce both idle reduction and no leaving the vehicle when in the student drop off and pick up area outside Door C.
- 22. Temporary obstacles impede visibility of students on the sidewalk approaching the crosswalk and force

- drivers to encroach into the crosswalk to identify oncoming traffic. Relocate the USAgain collection bin and the aluminum can recycling bin.
- 23. Automated speed feedback systems would have a calming effect on traffic.
- 24. Train students ages 8-13 in the procedures of school-safety patrol work at intersections and in bus patrol work at Legionville School Safety Patrol Training Center.
- 25. Survey recipients of the Free and Reduced Price Lunch Program and those families that live in the apartments to determine effectiveness of SRTS changes and identify areas for improvement.
- 26.* Several sidewalks terminate prior to the curb making it even more difficult for those who are wheelchair bound.







Using this Plan

At the heart of every successful Safe Routes to School comprehensive program is a coordinated effort by parent volunteers, school staff, local agency staff, law enforcement and community advocates, such as public health.

This plan provides an overview of Safe Routes to School with specific recommendations for a 6 E's approach to improve the safety and the health and wellness of students. The specific recommendations in this plan are intended to support improvements and programs over the next 5 years. These recommendations include both long-term and short-term infrastructure improvements as well as programmatic recommendations.

It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and bicycling to school. The recommended projects and programs listed in this plan should be reviewed as part of the overall and ongoing Safe Routes to School strategy. Some projects will require more time, support, and funding than others. It is important to achieve shorter-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

KEY PARTNERS

Successful programs are achieved through the coordinated efforts of parent volunteers, school staff, local agency staff, law enforcement and community advocates, such as public health. Each partner has a key role to play in contributing to a plan's success. The following paragraphs highlight the unique contributions of key partners in Safe Routes to School.

PARENT

Parents can use this report to better understand the conditions at their children's school and to become familiar with the ways an SRTS program can work to make walking and bicycling safer. Parents or city residents have a very important role in the Safe Routes to School process. Parent groups, both formal and informal, can be empowered to help implement many of the educational and encouragement programs suggested in this plan. Parent groups can also be key to ongoing success by helping to fundraise for smaller projects and programs.

COMMUNITY MEMBER

Community residents, even if they don't currently have children enrolled in school, can play an important role in supporting implementation of the plan. They can use this report to better understand where there may be opportunities to participate in programming initiatives and infrastructure improvements. Community members, including seniors or retirees who may have more flexible schedules than parents with school-aged children, may volunteer in established programs or work with school staff or community partners to start new programs recommended in this plan.

SCHOOL DISTRICT STAFF

School district staff can use this report to prioritize improvements identified on District property and develop programs that educate and encourage students and parents to seek alternatives to single family commutes to school.

District officials are in the best position to keep a Safe Routes to School program active over time. District staff can work with multiple schools, sharing information and bringing efficiencies to programs at each school working on Safe Routes.



SCHOOL ADMINISTRATOR

School administrators have an important role in implementing the recommendations contained within this SRTS plan. For a plan to succeed, the impetus for change and improvement must be supported by the leadership of the school.

School administrators can help with making policy and procedural changes to projects that are within school grounds and by distributing informational materials to parents within school publications. Please read the SRTS Facts for School Communication in the appendix.

TEACHER OR OTHER STAFF MEMBER

Other than parents, teachers might interact with students the most. Teachers can include bicycle and pedestrian safety in lesson plans (see Walk! Bike! Fun!). Sharing books in your classroom that promote walking and biking is a good way to get kids interested at an early age. Teachers can also arrange for field trips within walking distance of school and incorporate informal lessons about safety along the way. In general, being positive and encouraging about walking and biking is a great way to start!

CITY OR COUNTY STAFF

City and County staff can use this report to identify citywide issues and opportunities related to walking and bicycling and to prioritize infrastructure improvements. City staff can also use this report to support Safe Routes to School funding and support opportunities such as:

- MnDOT Safe Routes to School (SRTS) grants
- Federal Transportation Alternatives program (TA)
- Statewide Health Improvement Program (SHIP)

Infrastructure projects through the MnDOT Safe Routes

grants are made available by legislators and solicited through MnDOT. Federal TA funds are distributed by the MnDOT District 7 Area Transportation Partnership annually. Both programs have traditionally sought projects over \$100,000.

SHIP can help fund accessory infrastructure items like bike racks, signs, paint, and temporary installations.

POLICE DEPARTMENT STAFF

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

PUBLIC HEALTH STAFF

Public health staff can use this report to identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors in school children and their families.



St. Clair Recommendations Map



Parent Survey Results

Parent Survey Aggregate Summary

Program Name: Saint Clair Safe Routes

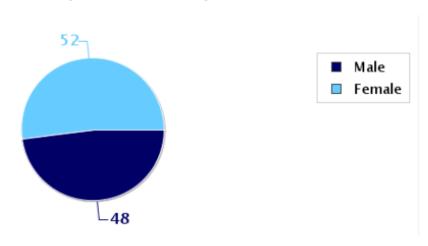
Date range: Fall 2018 (July - December 2018)

Date Report Generated: 06/16/2019

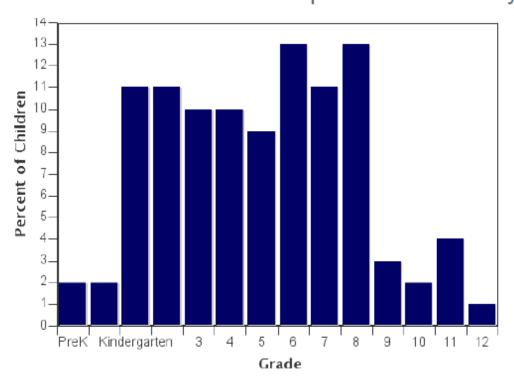
School Name(s):	Month & Year Collected & (Set ID)	School Enrollment:	Enrollment in Grades Targeted by SRTS Program:	Number of Questionnaires Distributed:	Number of Questionnaires Included in Report:
Saint Clair Elementary School	September 2018 (17718)			0	95
			Total:	0	95

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.

Sex of children for parents that provided information



Grade levels of children represented in survey

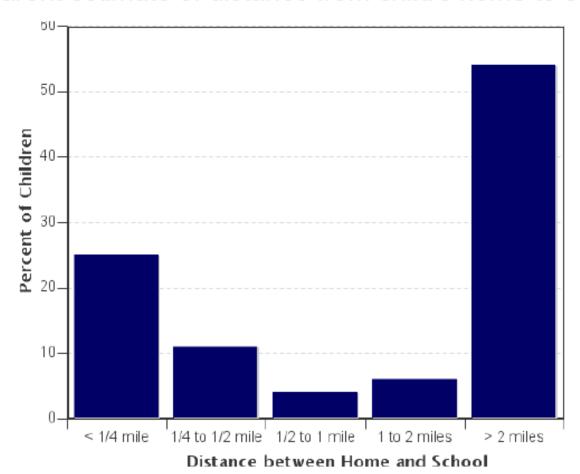


Grade levels of children represented in survey

Grade in School	Respon gra	
	Number	Percent
PreK	2	2%
Kindergarten	2	2%
1	10	11%
2	10	11%
3	9	10%
4	9	10%
5	8	9%
6	12	13%
7	10	11%
8	12	13%
9	3	3%
10	2	2%
11	4	4%
12	1	1%

No response: 0

Parent estimate of distance from child's home to school

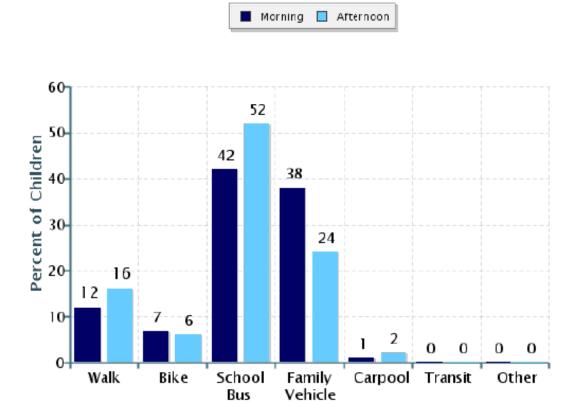


Parent Survey Aggregate Summary

Distance between home and school	Number of children	Percent
Less than 1/4 mile	23	25%
1/4 mile up to 1/2 mile	10	11%
1/2 mile up to 1 mile	4	4%
1 mile up to 2 miles	6	6%
More than 2 miles	50	54%

Don't know or No response: 2

Typical mode of arrival at and departure from school

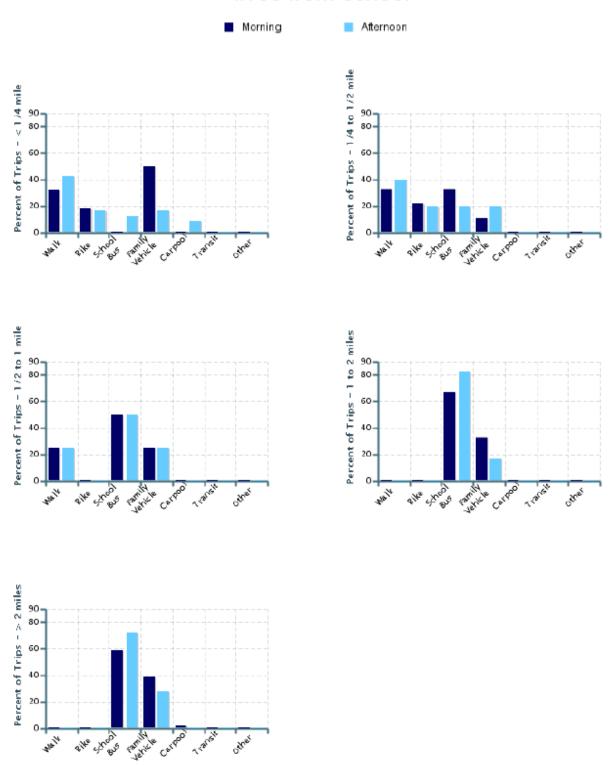


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	90	12%	7%	42%	38%	1%	0%	0%
Afternoon	93	16%	6%	52%	24%	2%	0%	0%

No Response Morning: 5 No Response Afternoon: 2

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



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
1 Less than 1/4 mile	22	32%	18%	0%	50%	0%	0%	0%
2 1/4 mile up to 1/2 mile	9	33%	22%	33%	11%	0%	0%	0%
3 1/2 mile up to 1 mile	4	25%	0%	50%	25%	0%	0%	0%
4 1 mile up to 2 miles	6	0%	0%	67%	33%	0%	0%	0%
5 More than 2 miles	49	0%	0%	59%	39%	2%	0%	0%

Don't know or No response: 0

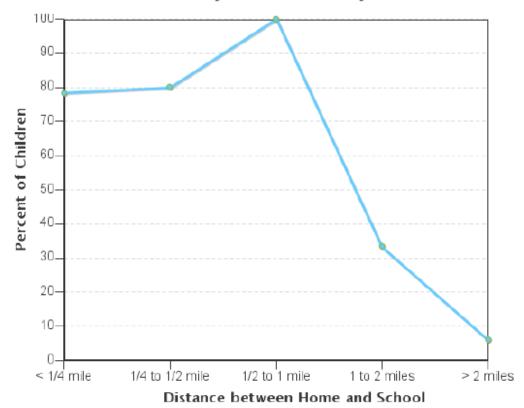
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	23	43%	17%	13%	17%	9%	0%	0%
1/4 mile up to 1/2 mile	10	40%	20%	20%	20%	0%	0%	0%
1/2 mile up to 1 mile	4	25%	0%	50%	25%	0%	0%	0%
1 mile up to 2 miles	6	096	0%	83%	17%	0%	0%	0%
More than 2 miles	50	0%	0%	72%	28%	0%	0%	0%

Don't know or No response: 0

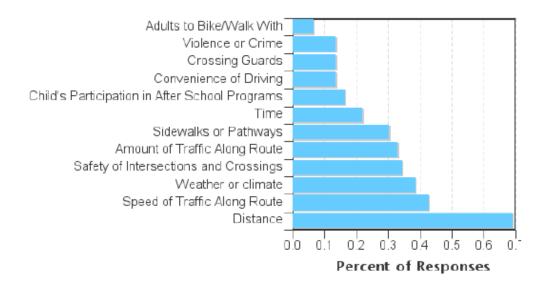
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school



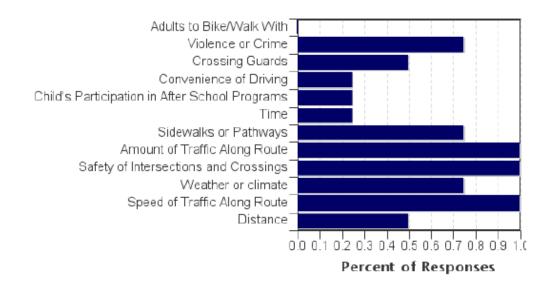
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile		1 mile up to 2 miles	More than 2 miles
Yes	175	78%	80%	100%	33%	6%
No	290	22%	20%	0%	67%	94%

Don't know or No response: 0 Percentages may not total 100% due to rounding. Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



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



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	69%	50%
Speed of Traffic Along Route	43%	100%
Weather or climate	limate 39%	
Safety of Intersections and Crossings	35%	100%
Amount of Traffic Along Route	33%	100%
Sidewalks or Pathways	31%	75%
Time	22%	25%
Child's Participation in After School Programs	17%	25%
Convenience of Driving	14%	25%
Crossing Guards	14%	50%
Violence or Crime	14%	75%
Adults to Bike/Walk With	7%	0%
Number of Respondents per Category	72	4

No response: 19

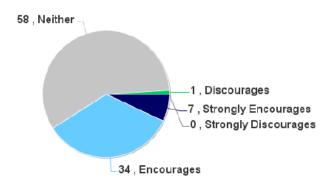
Note

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

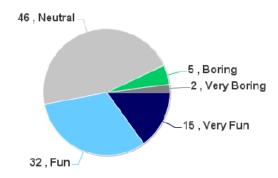
⁻⁻ Each column may sum to > 100% because respondent could select more than issue

⁻⁻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.

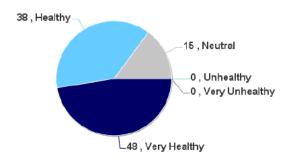
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

School	SurveyID	Comment	
Saint Clair Elementary School	1614662	we live too far away for my child to bike or walk. but maybe if more kids in town biked or walk my child would have a short bus ride	
Saint Clair Elementary School	1614667	Please add more street lights during the winter	
Saint Clair Elementary School	1614668	This survey doesn't really apply to us as my student is bused to school because we do not live in town where school is located.	
Saint Clair Elementary School	1614669	Living 1 1/2 miles from school, makes it difficult for me to allow my son to walk to school, safety and the amount of traffic, and I would always worry about strangers along the way.	
Saint Clair Elementary School	1614674	I encourage our son to bike as often As possible. However, I'm a sub and often have to leave early in the morning and can't leave him unsupervised so I have to give him a ride to the before school care.	
Saint Clair Elementary School	1614684	My student lives in Mankato but attends St. Clair School. It is not an option for him to walk or bike to school.	
Saint Clair Elementary School	1614685	We live in the country, about 8 miles from school and I work in my child's school, so biking/walking to or from school is not an option and likely never will be, unless we move into town.	
Saint Clair Elementary School	1614695	My child doesn't have the option of walking, we live in another town approximately 10-15 mikes away.	
Saint Clair Elementary School	1614696	Live in Mankato, so the School Bus is really are only option.	
Saint Clair Elementary School	1614700	When we lived across the street from the school, on Main street, I saw a real problem with the intersection. Traffic is horrible during school start and end times and there were typically no crossing guards. I helped my kids (grades 1 and 3 at the time) cross before and after school. They were not able to safely walk the one block to and from school on their own.	
Saint Clair Elementary School	1614701	We live directly across from the school and traffic is an HUGE issue. There is not one safe location for the kids to cross. There is no crosswalk anywhere close. The closest crosswalk is not staffed by any safety patrol or adult and it sits at the busiest intersection in town. (By bank, school, and bar). Walking to school is a daily mad dash between cars, buses, trucks, etc. Because of street parking, one has to walk into the street in order to see if traffic is coming. The best option would be to provide safe crossing opportunities at the designated crosswalk by the bank since that allows for the greatest line -of-sight on the road & ability to see oncoming traffic in a multitude of directions. Across the street, on Agency Road, there is no designated crosswalk. It is also the sole road to the parking lot & bus drop off. No cars watch for children crossing the road on that side of the street either, and no dedicated safety patrol is located there. It is another dangerous corner for students to be able to get to school. The greatest threat to children walking to school is: visibility, no safe places to cross, traffic volume & speed, no traffic controls to allow for safe crossing.	
Saint Clair Elementary School	1614702	We live in the country. It would take him an hour to walk. If time were not a factor biking might be an option. We would definitely encourage biking or walking if we lived in town.	
Saint Clair Elementary School	1614704	I think anyone that lives in the town of St. Clair should ride bike or walk. There is no reason they should be riding the bus. In Mankato if you live within 2 miles of the school you don't ride the bus. St. Clair should be no different. This would also help shorten up the routes for the buses which are way too long for the country kids. My daughter rides the bus for almost an hour and a half. They don't even get out of St. Clair from dropping off kids until 25 minutes after school gets out. Having town kids ride or walk would help with bus routes all together.	

Saint Clair Elementary School	1614708	Sight lines and traffic at the crosswalk where our son would get to school are the major hindrance.
Saint Clair Elementary School	1614711	My kids rid a very full bus for almost 3 hours a day. Walking or biking is not an option. We need more drivers. Funding to increase pay for drivers would help.
Saint Clair Elementary School	1614731	Condition and upkeep of sideawalks and the trees that hang over them are issues in town. Also, the speed that kids drive towards the east end of town is out of control.
Saint Clair Elementary School	1614747	If we lived closer I would not have a problem letting my child walk or bike to school. We drive from Madison Lake.
Saint Clair Elementary School	1614754	darkness in areas during the winter months for the older kids that participate in after school activities
Saint Clair Elementary School	1614757	I am so happy to hear that a committee will be working to make travel to and from school safer for the children of our community. I have three safety concerns that come to mind. 1) I wish there was an adult crossing guard at the intersection of Main St and Country Rd 28. It is a very busy intersection and motorists DO NOT stop for pedestrians in the crosswalk. 2) I wish that the dirt path between the school building and drop off curb at door C was a sidewalk. Currently snow gets piled there during the winter months and children walk in the parking lot and between cars to get to the cleared sidewalk in front of door C. 3) I wish there was a sidewalk for students along Front St E and Park Street S. Because the intersection at Main and CR28 is unmonitored and very dangerous my children and I cross Main St at Park St and walk south to Front St E and then on to school. There is only a small segment of sidewalk along that route which is a main path for students currently. That small segment of sidewalk is not handicap accessible on either end and the rest of the way students must walk in the street. Thank you for taking the time to improve safety for our children!
Saint Clair Elementary School	1614760	I (their mother) live in Mankato and my boys commute 1/2 the time, as their dad lives less than a block from the high school.
Saint Clair Elementary School	1614770	We live in Mankato and walking or biking is just not an option.
Saint Clair Elementary School	1614773	High school students leaving at end of day drive way too fast, with little regard for small children leaving school. I'd say 50% do not stop at the sign on Agency & Main when leaving school. Cars that park close to that intersection only make pedestrian & driver vision worse.
Saint Clair Elementary School	1614776	The problem with our intersection is those who live on Willow Lane/Willow Circle is by the BP Gas Station the traffic that comes off Hwy 83and people turning in and out of gas station. There is not sidewalks on both sides, only after you cross over, which is a busy place.
Saint Clair Elementary School	1614777	Crossing Agency from Front is dangerous due to the volume of traffic and the vehicles parked on either side of the intersections - it makes it hard for him to see oncoming traffic without going into the street a little, and they can't see him. The crosswalk is marked, but faded, and is not very visible. He is currently riding the bus to a stop on the other side of Agency, then walking home from that stop - all for safety reasons.
Saint Clair Elementary School	1614806	We live in Mankato so he will never walk/ bike to school
Saint Clair Elementary School	1614810	My child currently drives to school and heads to work after school, but she walked to and from school for 8 years.
Saint Clair Elementary School	1614814	We are rural, walking/bike riding will not be an option for my children. We were in town a few years ago, Hiawatha/Pilgrim area. There are no sidewalks in that area, some blind corners, etc. I am not sure, if we still lived there, if biking/walking would be an option for some of my children or not. We never really got to that point before we moved.
Saint Clair Elementary School	1614822	if there was a walking/bike path along Hwy 83 I would allow my child to bike to school when the weather allowed.

Saint Clair Elementary School	1614851	To many speeders on County road 28. Not even through cross walk and they are trying to drive through. Most drivers do not yield for pedestrians there. They hurry up so they don't have to wait.
Saint Clair Elementary School	1614858	I work at the same school as my child, therefore she rides to school with me because she prefers not to ride the bus or walk to school. Also she is 15 years old and will soon be able to drive herself to school therefore some of these questions do not apply to us.
Saint Clair Elementary School	1614870	Small enough town, if we lived in town I'd have no problems with it.
Saint Clair Elementary School	1614881	I have younger children that are suppose to walk but it just is not safe for them to do so. Traffic People speed, don't watch where they are going. The high school students are also seen being rude to and giving the little kids the finger. There are no cross guards. I have complained a lot but nothing gets done. A lot of the Side walks are also not cleared off and you will see kids walking on the street instead because that is cleared. Property owners have 24 hrs to clear or the city will do it and bill you. But that never happens. The city does not enforce it and doesn't clear those sidewalks so why would property owners want to clear there sidewalks if there is no repercussions for not doing soyou can look down the sidewalk and see where I live I am one of the few that has the sidewalk cleared of snow and ice every day in the winter.
Saint Clair Elementary School	1614916	I like the walk to school day that the National Honor Society hosts in the fall.
Saint Clair Elementary School	1614944	We live out of the district, but if we would move into St. Clair, I would want my son Viking or walking as much as weather and time permitted.
Saint Clair Elementary School	1615009	Cars speeding on Main Street is a huge concern. It needs to be patrolled more frequently. As well as other times during the day. Many people speed on that ride. I have concerns with my child crossing the street when so many people speed.
Saint Clair Elementary School	1615677	My children walk to and from school everyday as we live directly across the street. My biggest concern is crossing Main St W. It is a blind intersection by the way the road curves. The high school students often speed to avoid being late to school in the morning and when leaving they speed turning the corner on to Main St and floor their cars to get out of town. We have had many near misses through out the years. It helps a lot when a sheriff sits there. Any ideas to help monitor that intersection and the newly licensed drivers would be greatly appreciated.
Saint Clair Elementary School	1616390	We encourage the walking, but he has no real desire to do it especially after extra curricular sports most days. He finishes about the time we are arriving home from work, so we don't have to go out of our way to pick him up.

