

JUNE 2019

Safe Routes to School

A plan to make walking and biking to school a safe, fun activity

WASECA

Waseca Junior & Senior High School
Waseca Intermediate School
Hartley Elementary School
Waseca Alternative High School
Sacred Heart School
TEAM Academy



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/>.



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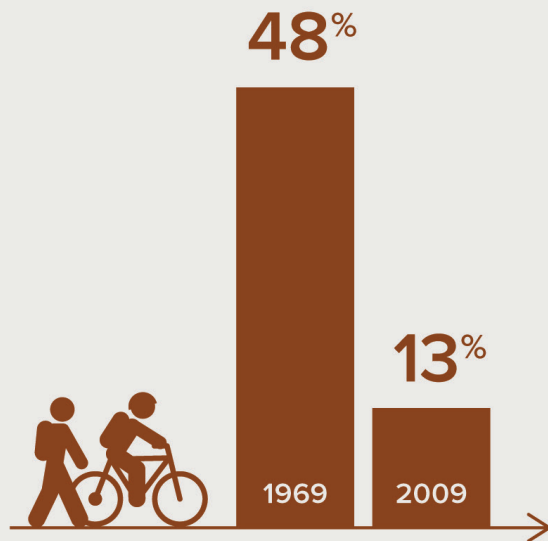
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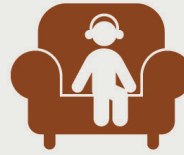
01

INTRODUCTION + CONTEXT

Why Safe Routes to School?



THE PERCENTAGE OF CHILDREN WALKING OR BIKING TO SCHOOL HAS DROPPED PRECIPITOUSLY WITHIN ONE GENERATION



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



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



Are more likely to be a healthy body weight



Demonstrate improved test scores and better school performance*



Are less likely to suffer from depression and anxiety

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

*More information, including primary sources, can be found at <http://guide.saferoutesinfo.org>

Executive Summary

The Minnesota Department of Transportation awarded the City of Waseca a Safe Routes to School (SRTS) planning grant at the request of the assistant to the city manager in the spring of 2018. The plan involves six schools, Waseca Junior and Senior High School, Waseca Intermediate School, Hartley Elementary School, Waseca Alternative High School, Sacred Heart School, and TEAM Academy.

Waseca, with an estimated population of 9,151 is approximately 2.5 miles in length and with 15 parks, is of a size that lends itself to be a walkable and bikeable 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.

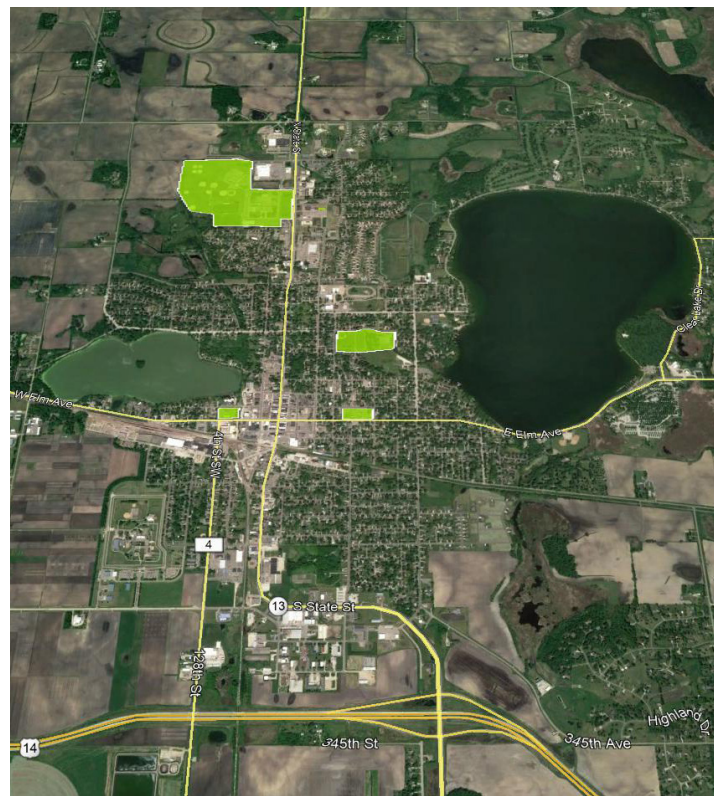
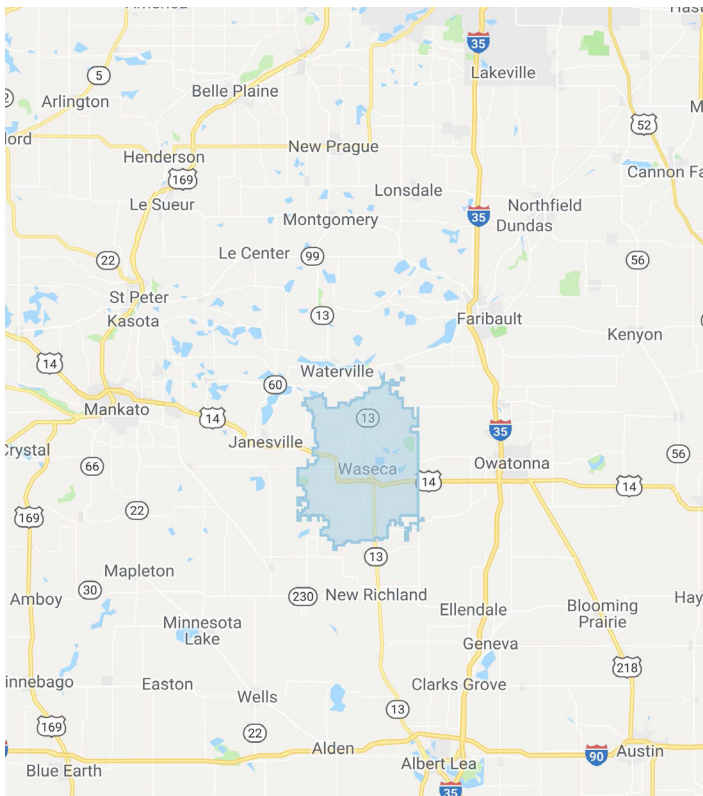
Context

The Waseca School District encompasses portions of Rice, Steele, and Waseca counties with a population of 12,137 residing in 4,757 households. The map below identifies in blue the Waseca School District Boundary in relationship to surrounding communities.

Six campuses serve the 2,081 students through a mixture of public, parochial, and charter schools.

- Waseca Junior and Senior High School (7-12)
- Waseca Intermediate School (4-6)
- Hartley Elementary School (K-3)
- Waseca Alternative High School (7-12)
- Sacred Heart School (K-4)
- TEAM Academy (K-6)

Within the city boundaries of Waseca reside a population of 9,151 residents living in 3,606 households. Waseca is comfortably nestled between Clear and Loon Lakes which are located 13 miles west of Owatonna and 25 miles east of Mankato at the crossroads of State Highway 13 and Old US 14. Waseca is known for its comfortable and friendly atmosphere. The map below identifies the relationship of the town to the lakes and roads.





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 December 2018, 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; 136 parents completed 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 in April 2019 to review information gathered as existing conditions and discuss potential programs or improvements for implementation.

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. The committee met one more time in June 2019 to review and adopt this final draft of the initial plan.



SAFE ROUTES TO SCHOOL VISION

VISION STATEMENT

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The Waseca Safe Routes to School Committee developed a vision early on in the process:

The Waseca community will create an enjoyable walking and biking environment using programs, education, and infrastructure to enable children and families to safely, confidently, and efficiently move between schools and destinations.



Existing Conditions

INTRODUCTION

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

Political Conditions

Waseca's school district conducts Walk! Bike! Fun! programming and safety skills as part of their student curriculum and participates in events such as Walk to School Day. The school Wellness Policies do not specifically address walking or bicycling activities.

The school district's transportation policy addresses walking and biking as part of their transportation safety program. At the beginning of the SRTS planning process, Waseca school buses provided service to students living two-miles or more from their current school. For K-3 students, the transportation boundary was one-mile. As a result, walking, biking, or personal vehicles were the only available choices for students living in town. As the bus service contract is set to expire at the completion of the 2019 school year, the District determined it necessary to change the service to one-mile for K-12 students. It was approved in May 2019.

The city of Waseca does not have a pedestrian or bike plan. The sidewalk policy includes the removal of snow and ice on public sidewalks within 24 hours after the snow or ice event. Roads in the school zones are spot sanded to provide skid resistance and traction.

The City Park department maintains a paved trail designated for bikes and pedestrians that runs along an old railroad bed from 2nd Avenue NW to Highway 13 North and 22nd Avenue NW. Snow removal occurs from 2nd Avenue NW to and through Northwest Park, ending at 4th Street NW and then from the west parking lot of the High School to the Highway 13 North and 22nd Avenue NW intersection. The bike trail proceeding north from Northwest Park and ending at the west parking lot of the High School is categorized as a three-season trail and snow is not removed during the winter months.

Pedestrian counters were placed west of the High School campus and at Northwest Park on the paved trail to identify student usage. The results were not significant for student transit times to or from school between September 28, 2018 and January 04, 2019.

Environmental Conditions

Canadian Pacific (Soo Line) freight railroad tracks separate the residential community near the lower 1/3rd of town.

A single bike trail is maintained by the city. The section from the Northwest Park ending at the west parking lot of the High School is categorized as a three-season trail and snow is not removed during the winter.

Waseca is located at the crossroads of State Highway 13 and Old US 14. The average daily traffic volume on these streets is 14,700.

- Old US 14 near Sacred Heart School has an annual average daily traffic volume of 5,400. This three-lane road has crosswalks and sidewalks near the school.
- Old US 14 near Waseca Alternative High School has an annual average daily traffic volume of 6,500. This two-lane road has crosswalks and sidewalks near the school.
- 15th Avenue NE near TEAM Academy has an annual average daily traffic volume of 1,900. This two-lane road has no designated crosswalks near the school.
- Hwy 13 near TEAM Academy, Waseca High School, and Intermediate School has an annual average daily traffic volume of 9,700. This five-lane road has no designed crosswalks within 0.3 miles of the high school. It does have flashing signs indicating school zones however, the width of the road and the amount of traffic make the experience dangerous.
- Sidewalks are limited and only on one side of the road in areas surrounding the school.

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.

Waseca Public School District total eligibility includes 707 students or (37.1 percent) of the student population which falls into the eligibility subcategory of mid-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. School in this data set do not include non-public (Sacred Heart School, K-4), charter schools (TEAM Academy, K-6), or special schools and programs (Waseca Alternative High School).

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	Grade 11
0 hours	27%	26%	29%	35%
1 hour	44%	48%	41%	33%
2 hours	17%	16%	20%	24%
3-5 hours	12%	8%	6%	5%
6+ hours	1%	3%	4%	5%

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

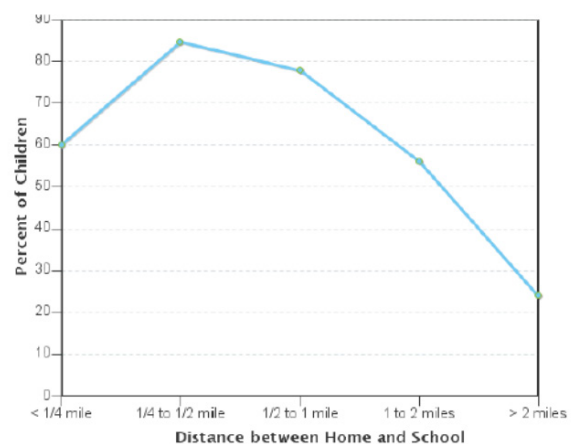
Source: <http://w20.education.state.mn.us/MDEAnalytics/DataTopic.jsp?TOPICID=242>

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 more than 80 percent of their children have asked permission to walk or bicycle to school. The comments reflect the 2018-2019 school year policy to bus students if they are in K-3 and live more than one mile from school. If in fourth grade or higher, they bus for students who live more than two miles from school. Comments do not reflect the 2020 and beyond school year policy to bus students in K-12 who live more than one mile from school.

In reviewing the top five factors that affect the decision for children who do not walk or bike to school, distance is the leading factor. The amount and speed of traffic along with safety of intersections and crossings was the most prevalent and actionable factors.

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



"We have been discussing this in our home lately as our son could get right on the bike path from our home and walk straight to school. It would not take long however, I don't want him walking to school alone as you never know who or what could be happening on the bike path. We have been walking home from school when one of us can walk with him," shared a Sacred Heart School parent.

"We live near school and when possible walk her to and from school but would never allow her to walk alone with all the busy traffic on Elm and there is no longer a stop light there by school," shared a Sacred Heart School parent.

"Alex walked to and from school at Hartley. Waseca Intermediate School is a bit far and crossing too many busy streets for me to be comfortable with him riding or walking at this time," shared a Waseca Public School parent.

"...The state highway splits the residential/business on one side from two schools housing grades 4-12 on the other side... Not only students, but I've witnessed adults trying to cross that highway on foot to grab some lunch while visiting our town for various athletic tournaments hosted at our schools. Even if they drive, getting into and out of the school's driveway and into and out of the business parking areas is confusing even on non-school days/hours. It's a major and deadly accident waiting to happen," shared a Waseca Public School parent.

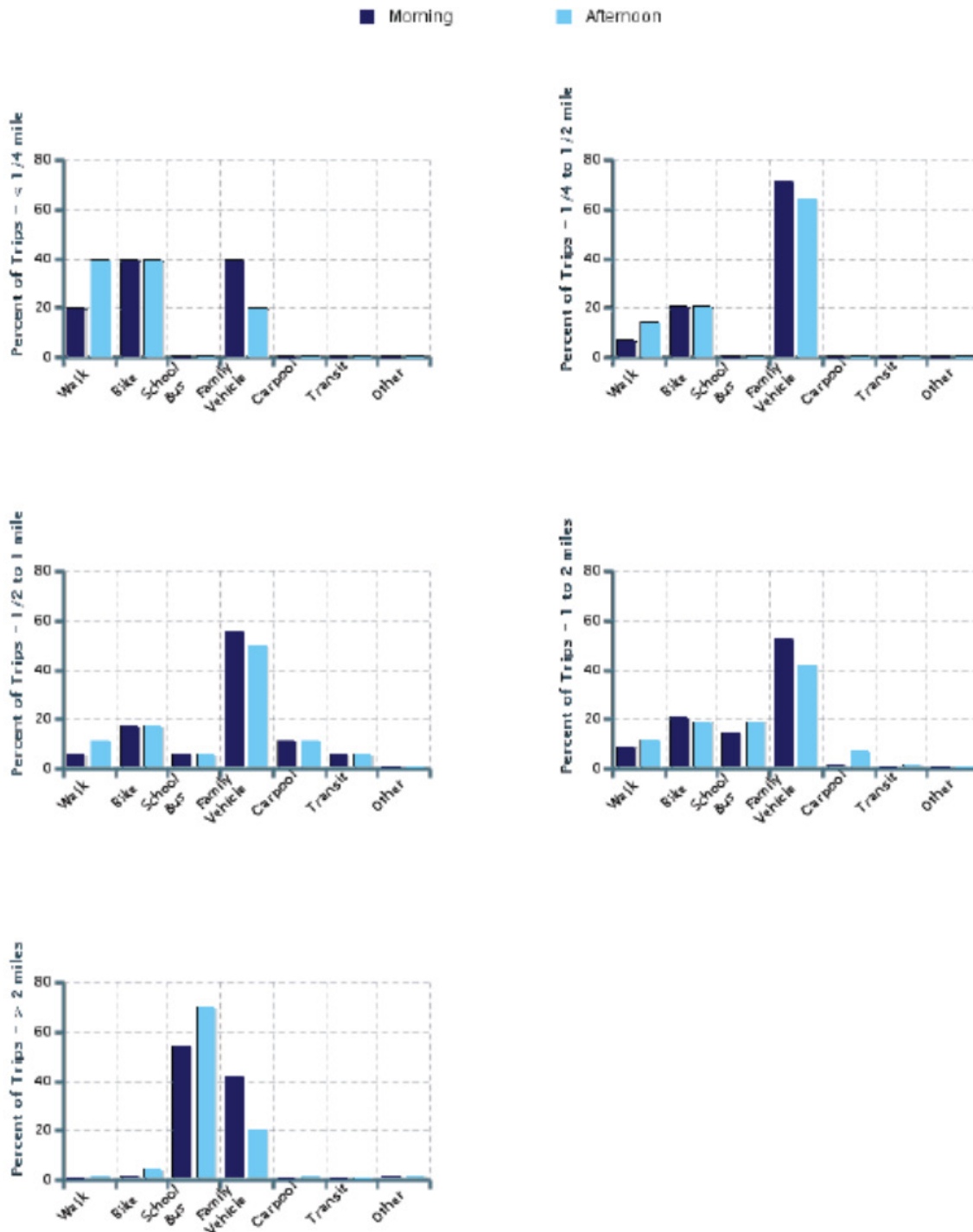
"My kids walk to school because that's the only option I have. I don't like it or feel safe about it. There is a lot of traffic and it does indeed scare me. But I am a one parent household and I have to be to work before they leave for school. I can't afford before and after school care and they are old enough to be on their own together the little bit of time I'm at work. Walking wouldn't be an issue if they didn't have to cross so many busy streets like Highway 13. I was told there would be crossing guards, but when I walked with them the first day there were none in the morning and only one in the afternoon. Seems not enough for that volume of traffic. There should also be sidewalks for them to walk on. There is a good chunk of Highway 13 before the school that there are no sidewalks. Maps with safe routes and indications of where sidewalks and crossing guards would be really helpful," shared a Waseca Public School parent.

Typical Mode of Travel for Students

The family vehicle is the main mode for students arriving at school. This is evenly balanced with walking/biking at the less than 1/4 mile range, however at the 1/4 to 1/2 mile range the family vehicle is the main mode in over 55 percent of those surveyed.

The main consideration behind parents decision to allow a child to walk or bicycle to school is safety of intersections and crossings.

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



Minnesota Department of Transportation Crash Data for Waseca

During school days and at times when students and parents are transitioning upon arrival and departure, there were 305 crashes 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.

Seven crashes involved pedestrians, ages 10, 12, 13, 42, 51, 58, and 76.

Four crashes involved bicycles, ages 13, 17, 69, and 71.

67 crashes involved drivers ages under 14 through age 18.

The most prevalent intersections for crashes while students are transitioning occur at:

State St. South, 19th Ave SE, and 7th Ave SW – (19 crashes)

Elm Ave East, State St North, State St. South, Elm Ave West – (15 crashes)

2nd St NW, 2nd Ave NW – (12 crashes)

State St North, 2nd Ave NE, 2nd Ave NW – (12 crashes)

2nd St NW, 3rd Ave NW – (11 crashes)

7th Ave NE, 7th Ave NW, State St. North – (11 crashes)

The map identifies the location of the prevalent intersections with a pushpin and the number of accidents.



Waseca School District

Top crash sites while students are transitioning

Legend

- Crashes
- School

10 Crashes

11 Crashes

11 Crashes

10 Crashes

12 Crashes

12 Crashes

15 Crashes

10 Crashes

19 Crashes





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 accessible. Relative to certain infrastructure projects, most programs can be provided at a much lower cost.

Current Programs

Waseca 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. *Integrating SRTS education into classrooms, such as having students map walking and biking routes and teachers using bicycles to teach physics
 - b. Inform students, parents, staff, and community members about SRTS activities at the school
 - c. Share information on the benefits of walking and biking
 - d. *Bike Mechanic Training
2. The school district is implementing the following **Encouragement** activities.
 - a. Participate in Walk to School Day
 - b. School Clubs related to walking or biking
 - c. Walk or Bike Field Trips
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. Develop a plan for improving the physical environment
 - c. *Sidewalks, including curb ramps, and buffer zones
 - d. 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. Engage stakeholders in evaluation
 - b. Collect student travel tallies
 - c. Collect parent surveys
 - d. Conduct School Zone Hazard Observation
 - e. Complete School Environment and Policy Assessment
 - f. Measure physical activity levels of students
 - g. Use results to inform new SRTS activities or changes in current activities
 - h. Share results with stakeholders and the public
6. The school district is implementing the following **Equity** activities.
 - a. Students who live in high density, low income areas are purposefully offered bus transportation even though they are inside the 2-mile boundary.
 - b. Transportation Policy for 2020 offers bus service to all students who reside south of the railroad tracks.

Recommended Programs

	PROGRAM	WHICH “E”	LEADER	PROGRAM SUPPORT	Priority
1	*Teach the Walk! Bike! Fun! Curriculum	Education	District, CE&R	Staff, SHIP, CE&R, 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, CE&R, PTO/P	Short Term
4	*Host a Bike Rodeo	Education	District, CE&R	Staff, SHIP, CE&R, PTO/P	Short Term
5	Idling Reduction Campaign	Education	District	Staff, PTO/P	Short Term
6	Family Biking Guide	Education	CE&R	Staff, SHIP, City, PTO/P, Vol	Short Term
7	*Bike Mechanic Training	Education	District, CE&R	Staff, SHIP, CE&R, PTO/P, BikeMN	Short Term
8	Walk and Bicycle to School Maps	Education & Encouragement	City	SHIP, PTO/P, Students, Vol	SMART GOAL
9	Participate in Bike to School Day	Encouragement	District	Staff, SHIP, CE&R, PTO/P	Short Term
10	Walking School Bus	Encouragement	District	Staff, PTO/P, Vol	Short Term
11	Bike Train	Encouragement	District	Staff, PTO/P, Vol	Short Term
12	Hosting Family Bike Rides	Encouragement	District, CE&R	PTO/P, Vol, SHIP, City	Short Term
13	Stop and Walk	Encouragement	District	PTO/P, City	Short Term
14	Walk or Bike Field Trip	Encouragement	District, CE&R	Staff, PTO/P, Vol	Short Term
15	*Bicycle and Pedestrian Master Plan	Engineering	City	City, District	Short Term

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

	PROGRAM	WHICH “E”	LEADER	PROGRAM SUPPORT	Priority
16	Improve walkway west of High School	Engineering	District, MnDOT	MnDOT, City	SMART GOAL
17	Improve Pedestrian Safety at 16th Ave. NW and Hwy 13	Engineering	MnDOT	City	SMART GOAL
18	Improve Pedestrian Safety at 19th Ave. NW and Hwy 13	Engineering	MnDOT	City	SMART GOAL
19	Improve walkway east of High School between Hwy 13 and 2nd St. NW	Engineering	District	MnDOT	MediumTerm
20	Connect sidewalks	Engineering	City	City	Short Term
21	Improve walkway from 13th Ave NW to 16th Ave NW along Hwy 13	Engineering	MnDot	City	Long Term
22	Radar Trailers or Speed Feedback Signs	Enforcement	City	District	Short Term
23	Legionville School Safety Patrol Training	Enforcement	District	PTO/P	Short Term
24	Parent Survey	Evaluation & Equity	District	PTO/P	Short 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 and intermediate level schools.
- By the end of 2020, the city will provide Walk and Bicycle to School maps that make use of existing infrastructure and offers pedestrian/bicycle friendly routes.
- By the end of the 2019-20 school year, improve the walkway west of the High School.
- 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.
2. *Integrate SRTS education into classrooms 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 activities at each 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. Family Bike Guide is a self-developed how-to manual on family biking, including how to carry kids by bicycle, cargo bikes and gear, safety considerations, tips for picking a route, ideas for rides, etc. Can be distributed as part of an event or training.
7. *Bicycle Mechanic Training encourages and empowers students to take charge of their own transportation. This training can be offered after school or on weekends.
8. Walk and Bicycle to School Maps show signs, signals, crosswalks, sidewalks, paths, crossing guard locations, and hazardous locations around a school. They identify the best way to walk or bike to school.
9. 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.
10. Walking School Bus is a group of children walking to school with one or more adults. Parents/Volunteers can take turns. Follows the same route every time and picks up children from their homes or bus stops at designated times. Incorporate with Walk to School Day.
11. Bike Train is a group of students accompanied by one or more adults bicycling together on a pre-planned route to school. Incorporate with Bike to School Day.
12. Family Bike Rides generally take place in the evening or on a weekend, providing an opportunity to give bicycling a try and socializing with other families. Rides often have themes, always have a pre-planned route, designated route leader, offer safety checks, and basic skills reinforcement.
13. Stop and Walk encourages families to park several blocks from the school or and walk the rest of the way. Can include school bus remote drop off. Reduces traffic congestion at the school.
14. Walk or Bike Field Trip offers a supportive environment to practice safety or skills and showcases the many benefits including health and physical activity, pollution reduction, and cost savings. The destination may vary, it could be the journey itself.
15. *A citywide sidewalk plan and bicycle plan would support multiple efforts in ensuring Safe Routes to School.
16. Sidewalks at the parking lot west of the High School to the Arena along 4th Street NW and turning to connect with 2nd St. NW
17. Five lanes of traffic create challenges for pedestrians crossing at unsignalized locations to use the retail shops directly across Highway 13.
18. Five lanes of traffic create challenges for pedestrians crossing at unsignalized locations to use the retail shops directly across Highway 13.
19. *Sidewalks on the east of the High School and west of Highway 13 from 19th Avenue NW to 16th Avenue NW that connect to 2nd Street NW would encourage pedestrians to cross at improved crossing areas.
20. Connect the sidewalk along the south side of 16th Avenue NW to North State by United Prairie Bank.
21. Add a sidewalk along Hwy 13 from 13th Avenue NW to 16th Ave NW.
22. Automated speed feedback systems would have a calming effect on traffic.

23. Train boys and girls 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.

24. *Conduct a Parent Survey in two years to evaluate the 2020 School Transportation Plan. Use results to inform new SRTS activities or changes in current activities. Survey recipients of the Free and Reduced Price Lunch Program to determine effectiveness of SRTS changes and identify areas for improvement.





04

HOW TO GET INVOLVED



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 PARTNER

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

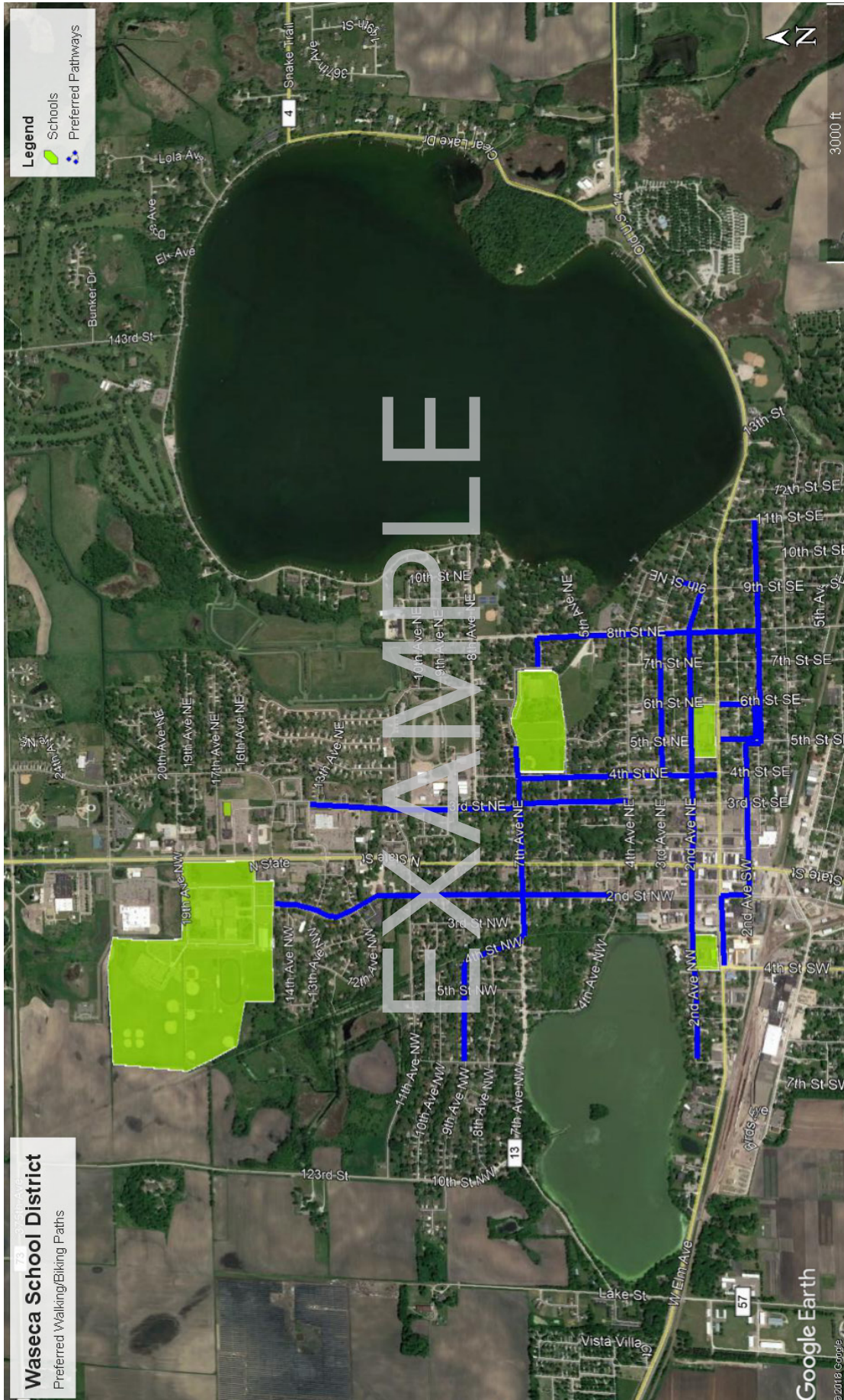
Police department staff can use this report to understand issues related to walking and bicycling to school and to plan for and prioritize enforcement activities that may make it easier and safer for students to walk and bike to school. The Police Department will be instrumental to the success of the 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

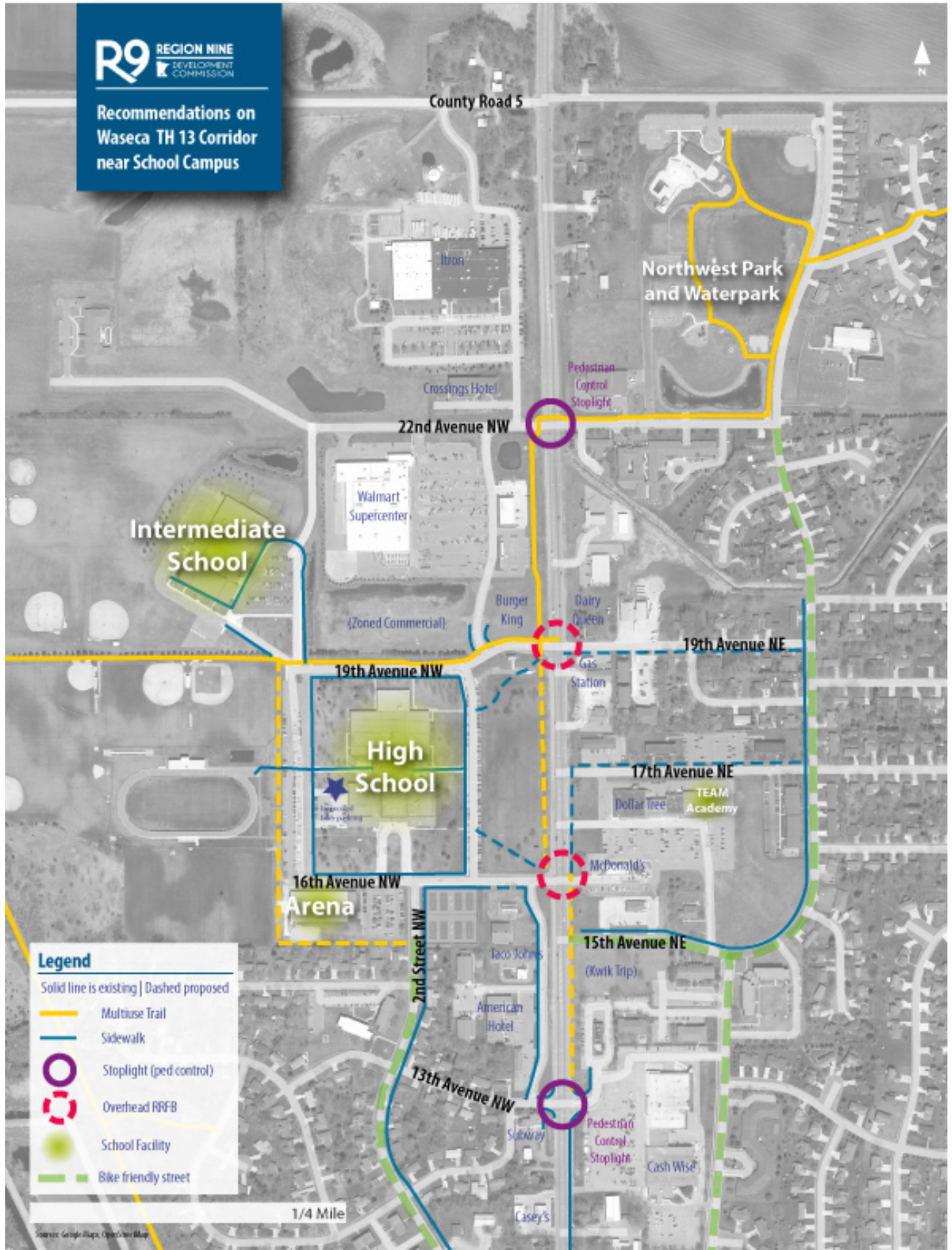
Public health staff can use this report to identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors in school children and their families.



Waseca Recommendations



**Recommendations on
Waseca TH 13 Corridor
near School Campus**



Parent Survey Results

Parent Survey Aggregate Summary

Program Name: Waseca

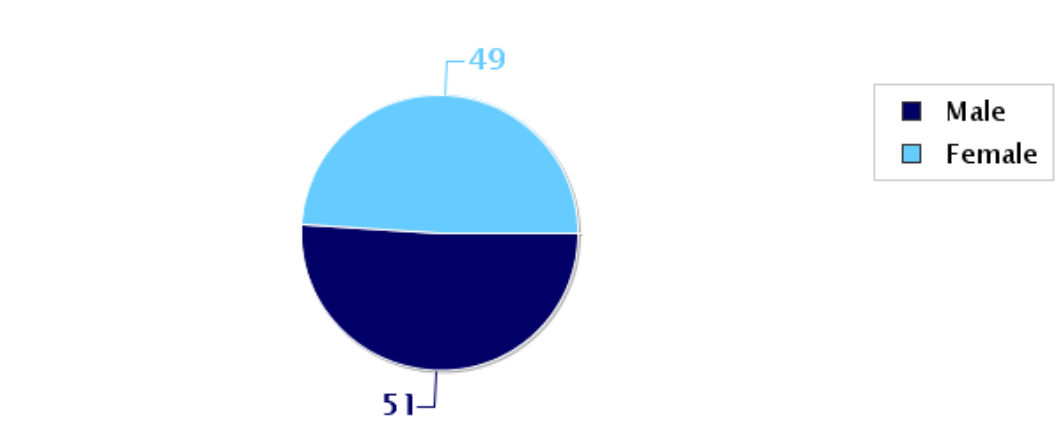
Date range: Fall 2018 (July - December 2018)

Date Report Generated: 07/03/2019

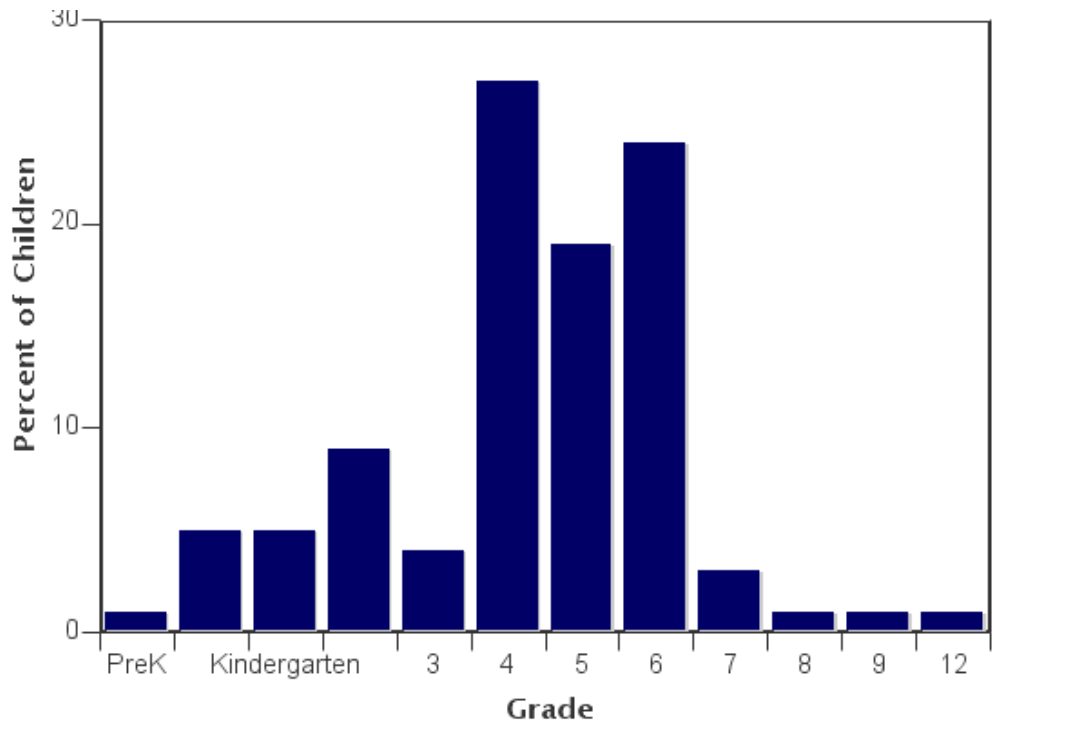
School Name(s):	Month & Year Collected & (Set ID)	School Enrollment:	Enrollment in Grades Targeted by SRTS Program:	Number of Questionnaires Distributed:	Number of Questionnaires Included in Report:
Sacred Heart	September 2018 (17677)	77		0	25
Waseca Intermediate Elementary School	September 2018 (17680)	420		0	109
Waseca Junior High School	September 2018 (17681)	325		0	1
			Total:	0	135

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



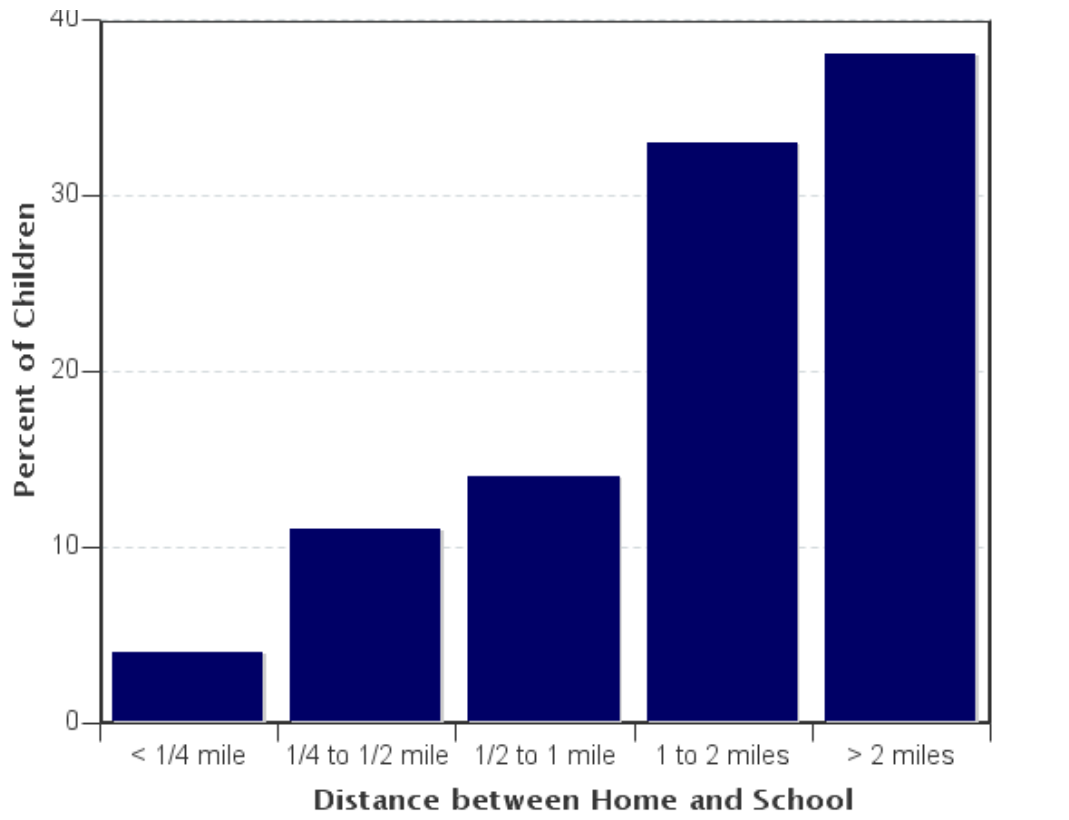
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	1%
Kindergarten	7	5%
1	7	5%
2	12	9%
3	5	4%
4	36	27%
5	26	19%
6	33	24%
7	4	3%
8	1	1%
9	1	1%
12	2	1%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

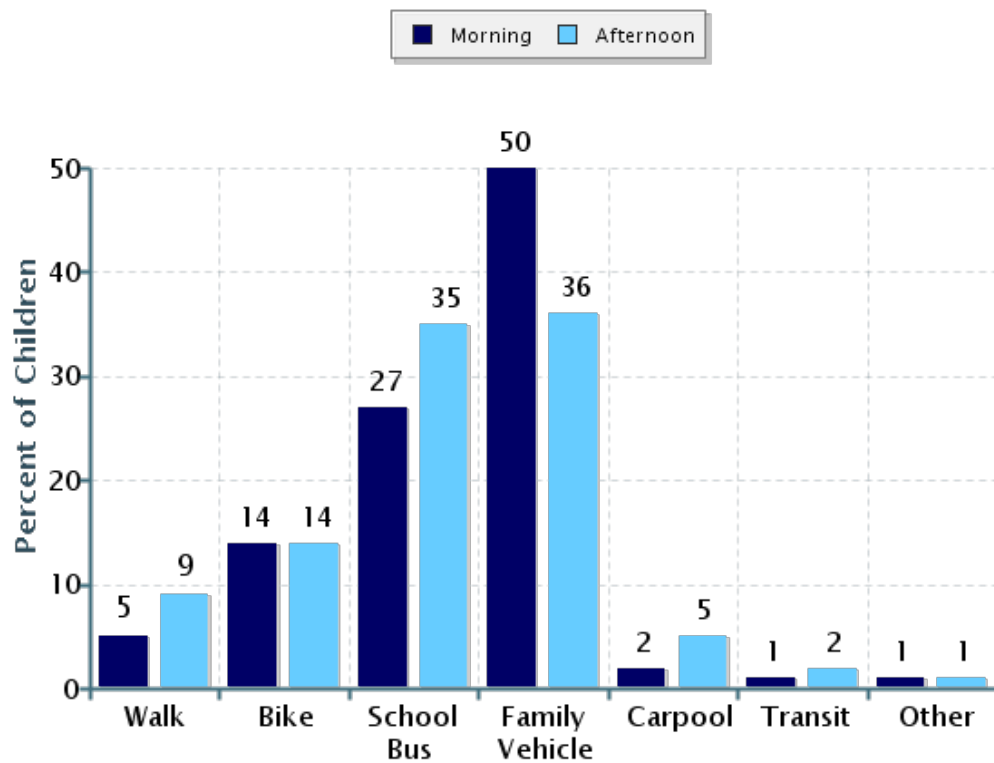


Parent Survey Aggregate Summary

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	4%
1/4 mile up to 1/2 mile	14	11%
1/2 mile up to 1 mile	18	14%
1 mile up to 2 miles	43	33%
More than 2 miles	50	38%

Don't know or No response: 5
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

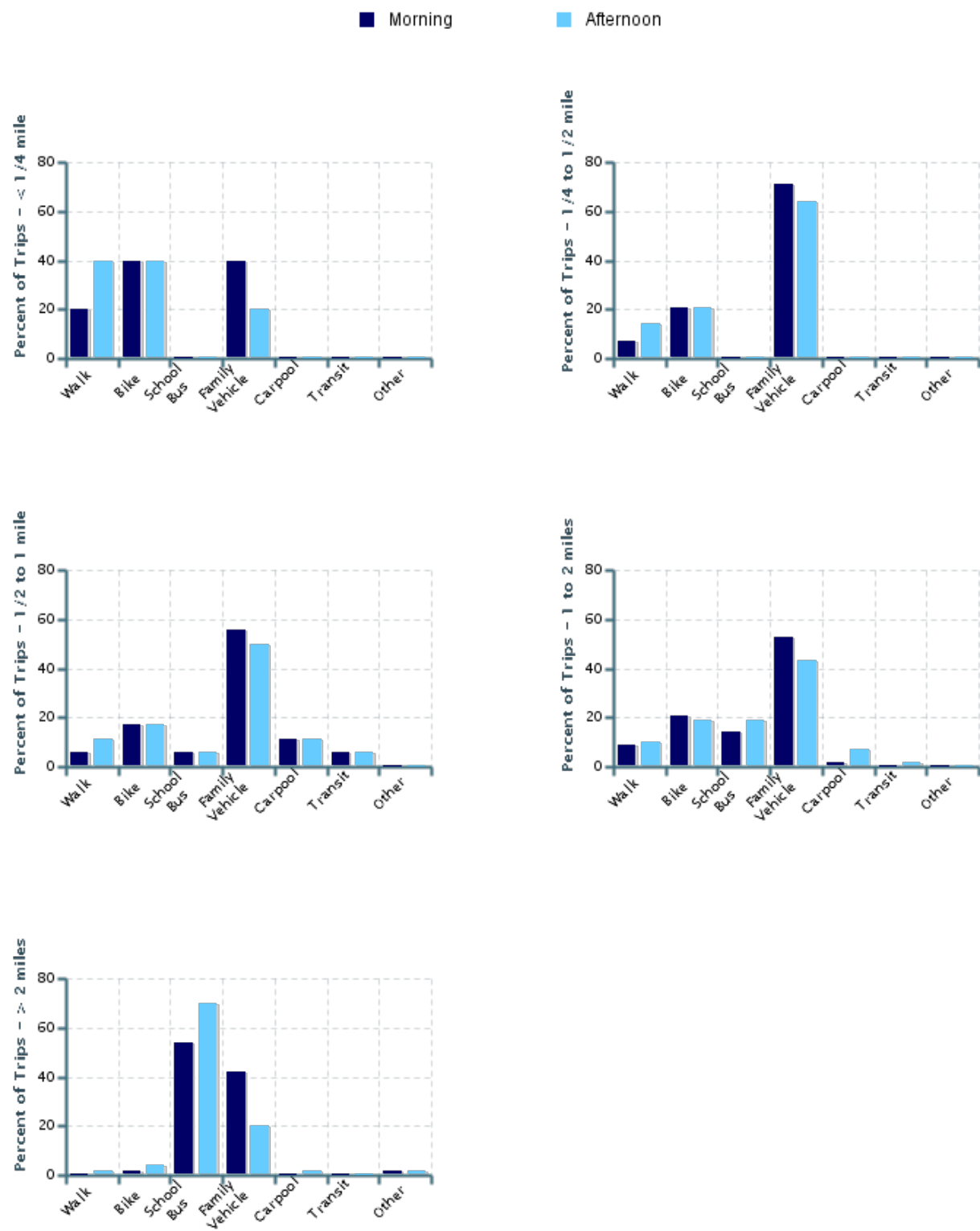
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	133	5%	14%	27%	50%	2%	0.8%	0.8%
Afternoon	132	9%	14%	35%	36%	5%	2%	0.8%

No Response Morning: 2

No Response Afternoon: 3

Percentages may not total 100% due to rounding.

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	5	20%	40%	0%	40%	0%	0%	0%
2 1/4 mile up to 1/2 mile	14	7%	21%	0%	71%	0%	0%	0%
3 1/2 mile up to 1 mile	18	6%	17%	6%	56%	11%	6%	0%
4 1 mile up to 2 miles	43	9%	21%	14%	53%	2%	0%	0%
5 More than 2 miles	50	0%	2%	54%	42%	0%	0%	2%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

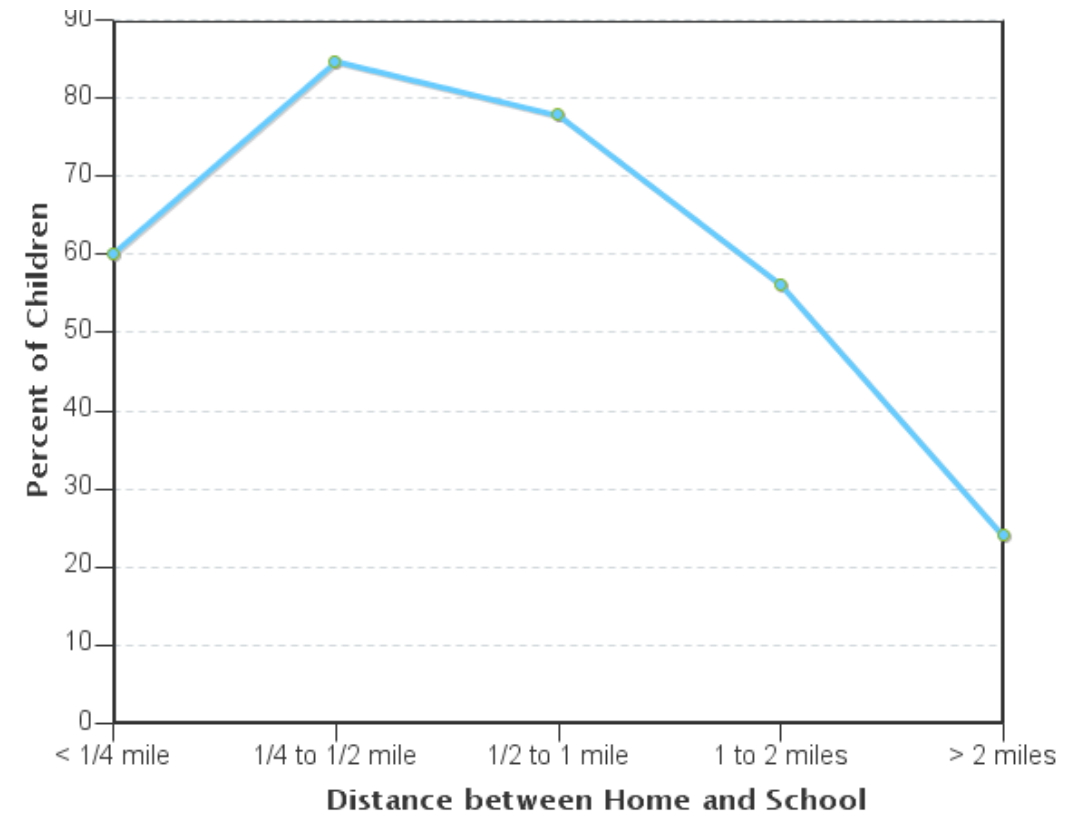
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	40%	40%	0%	20%	0%	0%	0%
1/4 mile up to 1/2 mile	14	14%	21%	0%	64%	0%	0%	0%
1/2 mile up to 1 mile	18	11%	17%	6%	50%	11%	6%	0%
1 mile up to 2 miles	42	10%	19%	19%	43%	7%	2%	0%
More than 2 miles	50	2%	4%	70%	20%	2%	0%	2%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

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



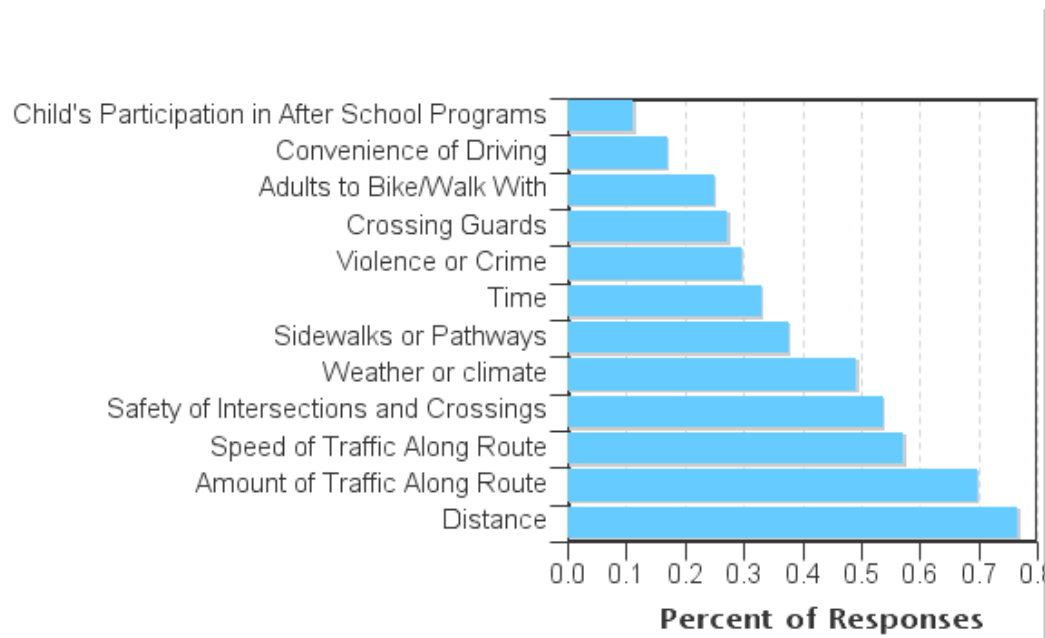
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	315	60%	85%	78%	56%	24%
No	320	40%	15%	22%	44%	76%

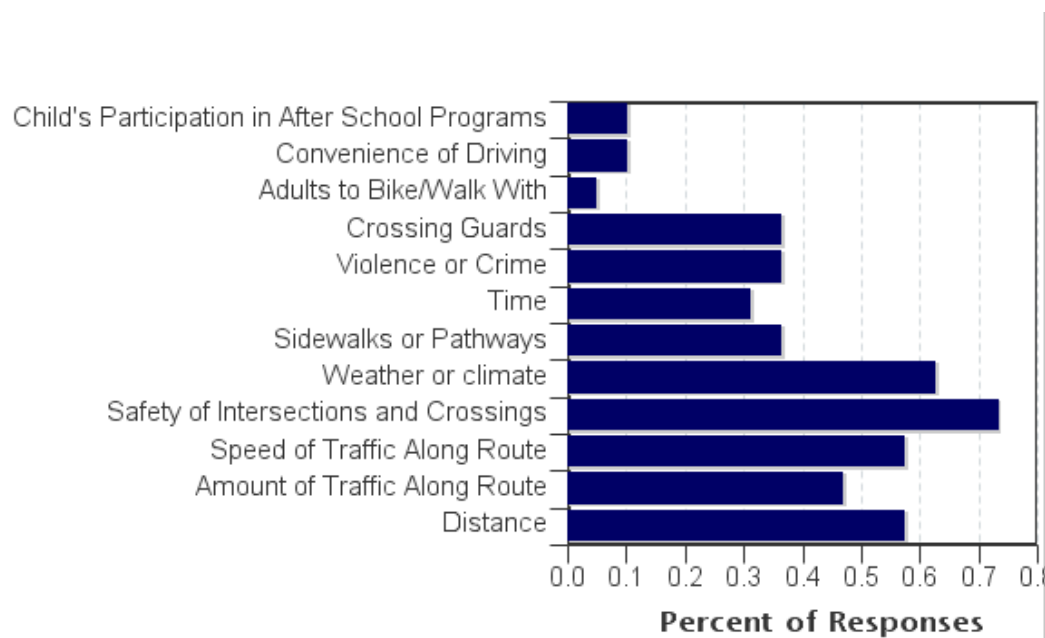
Don't know or No response: 0

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	77%	58%
Amount of Traffic Along Route	70%	47%
Speed of Traffic Along Route	57%	58%
Safety of Intersections and Crossings	54%	74%
Weather or climate	49%	63%
Sidewalks or Pathways	38%	37%
Time	33%	32%
Violence or Crime	30%	37%
Crossing Guards	28%	37%
Adults to Bike/Walk With	25%	5%
Convenience of Driving	17%	11%
Child's Participation in After School Programs	11%	11%
Number of Respondents per Category	87	19

No response: 29

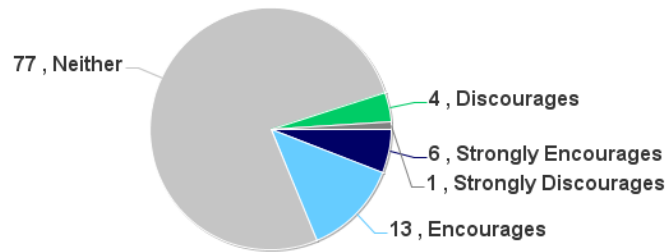
Note:

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

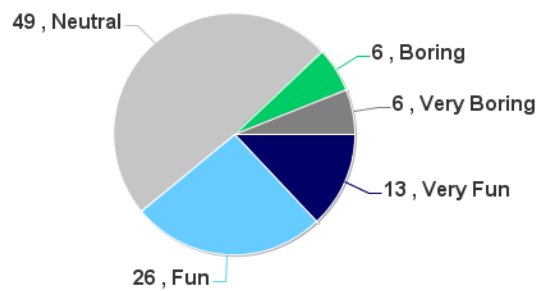
--Each column may sum to > 100% because respondent could select more than issue

--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.

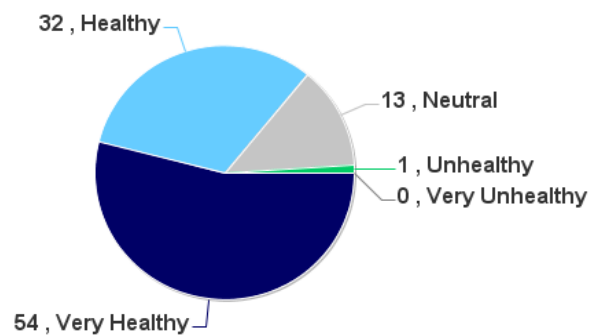
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
Sacred Heart	1615345	We have been discussing this in our home lately as our son could get right on the bike path from our home and walk straight to school. It would not take long, however I don't want him walking to school alone as you never know who or what could be happening on the bike path. We have been walking home from school when one of us can walk with him!
Sacred Heart	1615354	I prefer taking my children to and from school.
Sacred Heart	1615545	We live near school and when possible walk her to and from school but would never allow her to walk alone with all the busy traffic on Elm and there is no longer a stop light there by school.
Sacred Heart	1615547	We live in the country over 5miles to the closest school. This survey does not pertain to me.
Waseca Intermediate Elementary School	1614665	Na
Waseca Intermediate Elementary School	1614670	Not sure how you'll fix the weather in MN! He cannot ride bike to school in a snowstorm and subzero temperatures. At our WIS building, we need to look at better intersection crossings and provide crossing guards for the street connecting the HS to the middle school. Teen/distracted drivers are an added hazard not on your list.
Waseca Intermediate Elementary School	1614690	There should be an option of transportation for all children in inclement weather.
Waseca Intermediate Elementary School	1614691	I believe that there should be bus pickup for students in town. One bus for each side of town: NW, SW, NE & SE. They could have designated time and any student wishing to ride bus could meet at designated place. There is way too much traffic at the schools with all parents driving their children to and from school.
Waseca Intermediate Elementary School	1614698	Crossing highway 13 and going in front of the high school is the two reasons I will not let my child ride his bike or walk to school. If I were to send him down by the waterpark, there is no sidewalk going into WIS straight across from those stoplight. They would have to take that sidewalk which leads to that crazy area of the high school again. It's just not safe. I have to break quite often for kids darting across the highway by McDonald's. Kids should not have to cross a highway on bike or foot to get to school. Bussing should be provided.
Waseca Intermediate Elementary School	1614699	This morning I dropped my daughter off at HS and could not believe amount of traffic around the school. I saw students walking on the road as there is no sidewalk on southside of HS nor on northside of WIS. This doesn't account for safe crossing at HWY 13 as currently you have stoplights near Wal-Mart and Hy-Vee that is it. There needs to be something at both intersections especially now with BK and DQ additional traffic. Roundabouts would be a good addition to slow traffic down in this area.
Waseca Intermediate Elementary School	1614703	While my daughter already bikes to/from school, I'm always VERY nervous about her crossing over on Highway 13 as it is a wide intersection that is very busy with fast traffic at the times she is crossing. I would love to see a pedestrian bridge that went over the Highway, not only for school times but for other times that she needs to cross for activities and a crossing guard is not present.
Waseca Intermediate Elementary School	1614710	It is absolutely ridiculous that we can spend upwards of \$30 million on renovating schools, tennis courts, technological equipment, etc., but can't provide transportation/bussing to get the kids to school to utilize it. School officials should try walking to the school through the winter months and see how motivated they are to get to school. Also, is there a transportation credit from the state of MN for students when transportation is not available? Wheres our credit and where does it go?
Waseca Intermediate Elementary School	1614712	Waseca School District could at least school busing (not SMART bus) for an additional fee for parents who choose to provide busing for their children but are too close to the school. My kids feel uncomfortable riding the SMART bus and I dont want them walking 1.62 miles to and from school in the rain, snow, etc.

Waseca Intermediate Elementary School	1614717	My daughter is driven to school and she rides her bike after school to my place of employment or to an after school activity when the weather allows. There are factors that make me question whether or not it is truly safe for her to be riding her bike, such as traffic, distracted and careless drivers concentrated into one small timeframe and scattered all over her route, the lack of safe crossing locations, the need for a crossing between the intermediate school and jr/sr high, the state of disrepair the bike racks are in, the fear of human trafficking and other violence/crime, etc... I worked with my daughter and she fully understands bicycle safety, the potential dangers of riding at the time she is on the roads, as well as the benefits and fun of riding her bike. It's an awesome option, I just wish there was a way to make it safer.
Waseca Intermediate Elementary School	1614720	Alex walked to and from school at Hartley. WIS is a bit far and crossing to many busy streets for me to be comfortable with him riding or walking at this time.
Waseca Intermediate Elementary School	1614725	My children love riding their bikes and walking to school. My concerns are when they have to cross busy roads and have to go further distance than necessary to get to a crossing guard/street light in order to get across. I feel there should be more crossing guards and crosswalks along the busier roads to ensure kids are not running across the road between cars.
Waseca Intermediate Elementary School	1614726	our children should not have to walk to school when a school bus passes them on the way to school. doesnt matter what school they go to.
Waseca Intermediate Elementary School	1614730	I have a very hard time understanding how a child should be expected to walk 1.6 miles to school. I see so many buses every morning drive by our house that are not nearly full!! I would GLADLY pay to have busing for my child. I work 40 minutes away and go to work late just to get her to school. Grandparents transport her home after school. ALLOW CHILDREN TO RIDE BUS IN TOWN!!!! AT THE VERY LEAST, GIVE AN OPTION TO PAY FOR THOSE WHO LIVE 'TOO CLOSE' (1.6 MILES!!!) TO BE ABLE TO RIDE BUS! Makes things exceptionally difficult for a lot of parents!
Waseca Intermediate Elementary School	1614735	I pray you don't discredit my survey, because my kids ride the bus. We live in the country, but I've dropped off/picked up many times. Even the school board knows this is a major issue with no way for us, as the district affected, to solve a huge safety problem. The schools don't encourage walking or biking, from JSHS and WIS for the fact that they know it's not safe. Yes, there are "routes" and sidewalks to eventually get to each school, but the routes are not direct, and essentially students are told to go south 1/2 mile or north 1/2 mile to get to one of the two traffic lights along that stretch of Highway 13, in Waseca, MN. Neither of which are located at any of the driveways leading into or out of the school properties. The school properties don't even have crosswalks in front of their schools, allowing people to get from the residential/business side of town to the school side of town. I believe if we had sufficient, sensible, safe and effective crossing areas/traffic lights, many more people (and the schools!) would encourage their kids to walk or bike to school, with their friends/neighbors! The state highway splits the residential/businesses on one side from two schools (housing 4-12 grades), on the other side. It is a wide, two-lane highway, with a "universal" center turn lane, along with individual turn lanes both in the center and to the sides, and LOTS of traffic. People, by nature, will take the shortest route possible. Nobody is going to go south, to go north. And nobody is going to go north to go south. But that is what they are expected to do, coming out of their schools. Due to the nonsensical "safe" routes, students cut across the JSHS grassy area (or walk along the roads, in winter), directly towards McDonald's/Dairy Queen/Pizza Ranch. Also, kids from the Intermediate school walk through the grass (or again, along the roads, in winter), heading north, then along more roads (not always up on the curb/grass) to get to the only stop light/crosswalk closest to their homes. Not only students, but I've witnessed adults (wanting to enjoy a beautiful day, not lose a parking spot and get some exercise--it's just across the street, why drive?) trying to cross that highway, on foot, to grab some lunch while visiting our town for various athletic tournaments, hosted at our schools. Even if they drive, getting into and out of the schools driveways and into and out of the businesses parking areas, is confusing, even on non-school days/hours. It's a major, and deadly, accident waiting to happen. Kids and teenagers take chances, darting across essentially 4 lanes of traffic. At the beginning or end of a school day, trying to get out of the school driveways is nearly impossible. (There are no traffic lights, or even crosswalks, on the only two driveways that access either side of our Junior/Senior High School.) That leads to drivers taking chances at "getting out" onto the highway (many brand new, impatient, impulsive and inexperienced drivers, but even anxious parents trying to not be late for work), before and after school. The number of drivers to and from schools has significantly increased over the past 20 years (more and more people drop off and pick up their kids from school, and if I lived close enough for my kids to walk, I would do the same, only for the fact that crossing Highway 13 is so dangerous). The current setup is no longer sufficient for the amount of traffic that particular stretch of Highway 13, in Waseca, MN sees, on a daily basis. It's a mess, and we need help. Please.
Waseca Intermediate Elementary School	1614768	They need to put a crossing guard by McDonald's or sportsman's where the kids actually cross.

Waseca Intermediate Elementary School	1614782	We would have to cross HWY 14, HWY 13, AND railroad tracks for my kids to get to school safely.... Absolutely NOT worth it. I will continue to drive my kids to school so I know they are safe! We even had special arrangementd with Lens bussing to drop off my kids in the afternoon at my sisters home daily... Too many hwys in town!
Waseca Intermediate Elementary School	1614807	If my child could ride the bus it would benefit us alot better considering after school most days I work and so does my husband.
Waseca Intermediate Elementary School	1614816	I have a child in Kindergarten at Hartley and there is no crossing guard on the east side of the school so I won't let him walk until at least 2 or third grade. Those streets are very busy at that time and we only live a couple blocks away.
Waseca Intermediate Elementary School	1614853	Hwy 13 needs traffic lights in front of the school. It's far to busy and it's very dangerous for a child to cross that road.
Waseca Intermediate Elementary School	1614874	My kids walk to school because that's the only option I have. I don't like it or feel safe about it. There is a lot of traffic and it does indeed scare me. But I am a 1 parent household and I have to be to work before they leave for school. I can't afford before and after school care and they are old enough to be on their own together the little bit of time I'm at work. Walking wouldn't be an issue of the didn't jave to cross so many busy streets like highway 13. I was told there would be crossing guards, but when I walked with them the first day there were none in the morning and only 1 in the afternoon. Seems not enough for that valume of traffic. Plus parents should be told exactly were crossing guards are so they can plan a safe route. There should also be sidewalks for them to walk on. There is a good chunk of 13 before the school that there are no sidewalks. Maps with safe routes and indications of were sidewalks and crossing guards are would be really helpful.
Waseca Intermediate Elementary School	1614884	Since bussing is not available to people less than a mile from school, my children have no other options but to walk or bike. I felt a little safer after he received a phone so we had communication with them, but with how crazy the world is these days it still very scary
Waseca Intermediate Elementary School	1614886	We live in Waterville so biking isn't a real option.
Waseca Intermediate Elementary School	1614892	Too far in the country to ride bike to school.
Waseca Intermediate Elementary School	1614905	We have open enrollment students and drive from New Richland currently. So we don't have many options regarding this matter.
Waseca Intermediate Elementary School	1614956	My kids bike to school now that the weather is nice. But I will have to start driving them and picking them up when the weather gets too cold and snowy. PLEASE BRING BACK BUSSING FOR ALL KIDS NO MATTER HOW FAR OR CLOSE THEY LIVE TO THE SCHOOL!!!! THE TRAFFIC AT WASECA INTERMEDIATE SCHOOL IS SO BAD AFTER SCHOOL!!!!!!!!!!!!!!!!!!!!!! IF YOU JUST BROUGHT BACK BUSSING IT WOULD ELIMINATE SOOOOOOOO MANY CARS IN THE PARKING LOT!!
Waseca Intermediate Elementary School	1614981	My son lives 1.8 miles from WIS. I am very uncomfortable with him crossing highway 13. I work full time and do not have the option to pick him up everyday. I drop him off before work but he has to walk home after school. He is able to call me after he crosses the highway so I know he made it but this is busy very highway that people go faster then they should be. For being so close to the '2 mile' distances to ride the bus upsets me that he didn't qualify and now I have to worry about my sons safety everyday after school.
Waseca Intermediate Elementary School	1615006	I will never let my child ride their bike to school due to our home location. Traffic goes way too fast along the route he'd need to take and people do not watch for walkers/bikers.
Waseca Intermediate Elementary School	1615043	I won't let her ride the bus, nor walk by herself in supervised. With distracted driving being as bad as it is, people always in a hurry and then the creeps that may harm a child, I prefer to ensure her safety to and from school

Waseca Intermediate Elementary School	1615081	I feel that there should be more busing for kids in town. There are way super busy roads/ hways that they have to cross in order to get out to WIS. There have been numerous accidents and or deadly accidents at some of the major intersections that the kids have to use... I wish there were more crossing guards available. There are many areas that I feel would benefit from having one here or there. I feel that the schools have spent a lot of money that could be used elsewhere and I feel busing is important. In today's world you just never know. And unfortunately our child/children will have to bike out to the middle school.... It's a super tough decision as a parent... So for our family busing, or way way more crossing guards!! There are tons of kids who ride 3rd street all the way down, or the road that goes along laus meat market.... The walking trail that goes all that way, just has way to many creepy areas!!!!!! Good luck!
Waseca Intermediate Elementary School	1615087	There needs to be a cross walk on Hwy 13 between Burger King and Dairy Queen.
Waseca Intermediate Elementary School	1615105	We need a way for kids to safely cross hwy 13 out by the jr/sr high and WIS. It's not realistic to have a mile between crossings (at HyVee and Walmart). Also, we need a sidewalk along hwy 13 out by the schools so kids aren't dodging traffic on the frontage road.
Waseca Intermediate Elementary School	1615108	Elementary aged children are too young to walk more than a few blocks to or from school especially in the winter or if raining.
Waseca Intermediate Elementary School	1615123	School is too far away and dangerous to access yet bussing is not available because of our address - so we are forced to enroll in the School Age Care program solely for the bussing. I am searching for a home farther from school to purchase so he can ride the bus. I would love to move closer to school but housing is very limited in that area; and it isn't really a comfortable family area with mostly businesses and a lot of apartment buildings. Having to cross a major highway and/or walking by or through the high school parking and drop off area is unsafe with the amount of traffic. I challenge any adult to walk what would be my son's route to school on a day with driving rain or below zero temperatures. We won't send them out for recess or a PE class in that weather, but we expect them to walk to school. That baffles me.
Waseca Intermediate Elementary School	1615254	There basically no crossing guards, and the 3 that are present are at intersection with lights where traffic is already controlled. There is so much traffic during before/after school hours I do not feel like my children are safe biking to/from school. Yet ironically, there is so much traffic because people do not feel their children are safe walking/biking to school due to the traffic!
Waseca Intermediate Elementary School	1615260	More areas for kids to cross highway 13
Waseca Intermediate Elementary School	1615283	I would prefer my 5th grade daughter doesn't walk but I feel we don't have a choice. I am very concerned about her safety from predators. We talk continuously about stranger danger and what to do if someone approaches her or tries to take her.
Waseca Intermediate Elementary School	1616570	We really need a walk/bike bridge over Hwy 13 (North State St) from near McDonalds to the huge grass field in front of the Jr. Sr. High School. Just like they have over highways in Rochester, MN and Eau Claire, WI. EVERY day I see kids crossing the highway even though they are told not to. This stops traffic. It is also extremely busy and chaotic at school start and ending times.
Waseca Intermediate Elementary School	1618149	I'm so thankful we live in such a wonderful and safe community that our family feels it is safe for our children to walk/bike to and from school. I remember walking to and from school as a kid so I'm happy they have that special time each and every day.
Waseca Intermediate Elementary School	1621547	Feel more comfortable when there is a group of kids walking biking together. Dont like my kids going that far in town by them selves at age/grade specially my girls
Waseca Junior High School	1614117	My child has an intellectual disability. I'm not sure I would trust him to walk or bike to school safely. If regular school bus was not available, we would probably drive or use special ed bus.

Additional Crash Data For Wascea

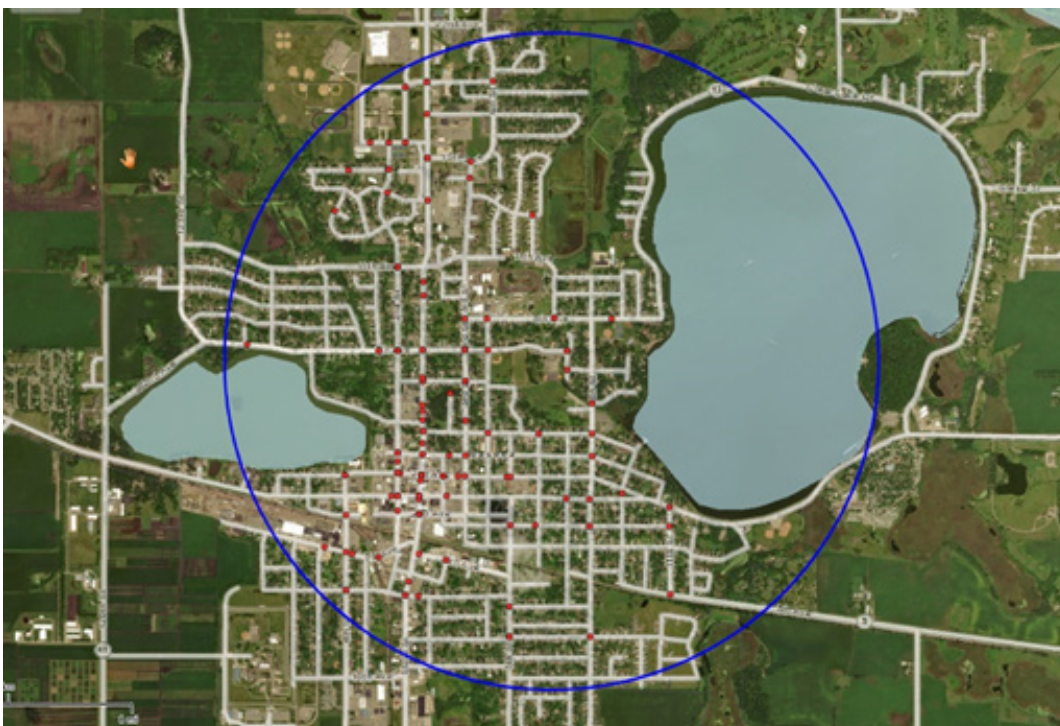
Sacred Heart School

Crashes inside the one-mile transportation boundary seen in blue for K-3 students indicate over the ten-year period from 2006-2015 a total of 185 crashes occurred while students were transitioning; including two bicyclists ages 13 and 17 and two pedestrians ages 58 and 76. Drivers, ages <14-18, accounted for 42 of the accidents.



Hartley Elementary School

Crashes inside the one-mile transportation boundary seen in blue for K-3 students indicate over the ten-year period from 2006-2015, a total of 203 crashes occurred while students were transitioning; including two bicyclists ages 13 and 17 and four pedestrians ages 12, 13, 58 and 76. Drivers, ages <14-18, accounted for 50 of the accidents.



Waseca Junior and Senior High School, Waseca Intermediate School, TEAM Academy

Crashes inside the one-mile transportation boundary seen in blue indicate over the ten-year period from 2006-2015 a total of 106 crashes occurred while students were transitioning; including four pedestrians ages 12, 12, 13, and 76. Drivers, ages <14-18, accounted for 32 of the accidents.





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