

JUNE 2020

Safe Routes to School

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

MANKATO

Mankato Area Public Schools

m DEPARTMENT OF
TRANSPORTATION



ACKNOWLEDGEMENTS

The following key people participated in the Safe Routes to School (SRTS) plan efforts for this SRTS 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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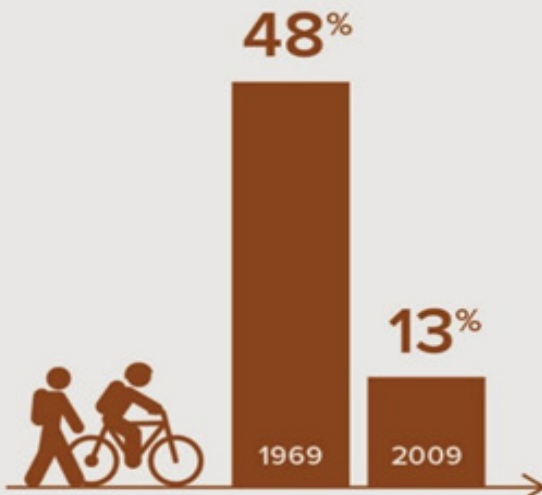
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01

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



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

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

Executive Summary

The Minnesota Department of Transportation awarded the Mankato Area Public Schools (MAPS) a Safe Routes to School (SRTS) planning grant at the request of the director of facilities in the spring of 2019. The plan involves seven schools: Franklin Elementary School, Jefferson Elementary School, Kennedy Elementary School, Prairie Winds Middle School, Rosa Parks Elementary School, Roosevelt Elementary School, and Washington Elementary School.

Mankato, with an estimated population of 42,610, is approximately 15.2 square miles and has over 600 acres of quality park and recreation areas.

The foundation of the planning process is based on the SRTS parent surveys, which were disseminated in the fall of 2019. 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

Safe Routes to School 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 E’s”.

Equity

Equity is an overarching concept that applies to 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 convenient 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, regular events or classroom activities.



Engineering

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



Enforcement

Law enforcement strategies aimed at improving driver behavior near schools and ensuring safe roads for all users.



Evaluation

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

Context

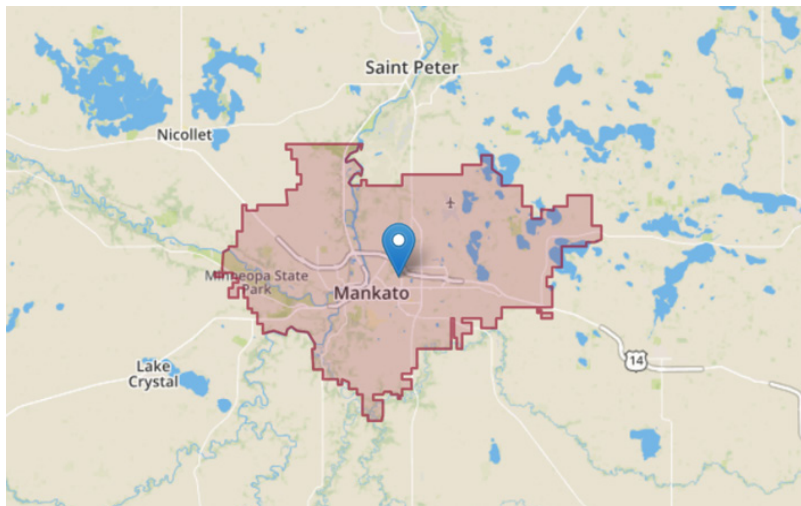
Mankato Area Public Schools District 77 serves approximately 8,478 students in grades K-12 who come from over 140 square miles, encompassing three counties (Blue Earth, Nicollet, Le Sueur) and five cities (Mankato, North Mankato, Madison Lake, Eagle Lake, Skyline). Students attend one of ten elementary schools (grades K-5), two middle schools (grades 6-8) and three high schools (grades 9-12).

Seven campuses have requested an update to the existing SRTS plan, which was adopted in May 2013:

- Franklin Elementary School (K-5)
- Jefferson Elementary School (K-5)
- Kennedy Elementary School (K-5)
- Prairie Winds Middle School (6-8)
- Rosa Park Elementary School (K-5)
- Roosevelt Elementary School (K-5)
- Washington Elementary School (K-5)

Mankato's recent population estimate is 42,610. The city has a contiguous population area of 96,740. The estimated number of households is 15,784. There is a trade area population of more than 300,000 and there are 1.6 million people who live within 60 miles of Mankato. The city has an area of 18.3 square miles. Of that, residential land comprises 50 percent, commercial/industrial represents 42 percent, and eight percent of land is used for agricultural/open space.

The city of Mankato is renowned for great parks and trails. Rivers, lakes, ravines, bluffs, natural prairies and forested areas offer breathtaking landscapes and provide a scenic backdrop for an area steeped in historic significance. At the same time, Mankato residents enjoy the peace of mind and quality of life often associated with smaller towns. Education is central to the area's quality of life and economy. Mankato Area Public Schools District 77:





Process

The SRTS process relies on community members from multiple sectors to direct the project steering committee. The committee first met in October 2019 to establish a vision and review the planning process. In November 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; 277 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 and May of 2020 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.



SAFE ROUTES TO SCHOOL VISION

VISION STATEMENT

.....

The Mankato community will create a safe, equitable walking and biking environment by utilizing a holistic approach that breaks down barriers, provides transportation options, and fosters healthy habits.



02

EXISTING CONDITIONS

Existing Conditions

INTRODUCTION

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

Political Conditions

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

Mankato Area Public Schools provides transportation services for public and non-public students in the district. Non-public students in each service area are transported to and from their respective schools. In order to be eligible for transportation, students in grades K-5 must reside 1 mile or more from their school of attendance and students in grades 6-12 must reside 2 miles or more from their school of attendance, and all students must live within the attendance boundary of the school they attend. Students must register for, and receive, a bus pass before they can ride the bus. Students who are not eligible for transportation may have the option to contract privately for their busing needs directly with the bus contractor that serves their area.

In December of 2019, The Mankato School Board approved a tiered busing system—a proposal introduced as a solution to bus overcrowding. Over 4,000 students ride 93 buses each day in the Mankato area. Starting in the fall of 2020, buses will have two routes each morning and afternoon: first the elementary students, then the middle and high school students.

Start and end times for students:

- Elementary Schools: 7:50 a.m. to 2:20 p.m.
- Bridges Community School: 8:10 a.m. to 2:40 p.m.
- Middle Schools: 8:25 a.m. to 3:10 p.m.
- High Schools: 8:35 a.m. to 3:25 p.m.

Environmental Conditions

Under MnDOT's 2015 State Rail Plan, Mankato is listed as a Tier 1 Corridor for regional rail service from Minneapolis and/or St. Paul.

U.S. Highways 14 and 169 and Minnesota State Highways 22 and 60 are four of the main routes in Mankato.

Mankato and North Mankato have been designated a "Bronze" Bicycle Friendly Community by the League of American Bicyclists, Washington, D.C.

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.

Number and Percentage of student population receiving Free and Reduced Lunch, by School (Minnesota Dept. of Education 2018-19):

- Franklin – 204; 46.79%
- Jefferson – 85; 35.56%
- Kennedy – 175; 45.34%
- Prairie Winds – 392; 38.81%
- Roosevelt – 154; 39.59%
- Rosa Parks – 240; 46.97%
- Washington – 184; 40.89%

For comparison, the State of Minnesota has 37.1% of students receiving Free and Reduced Price Lunch 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.

Behavioral Conditions

2019 Minnesota Student Survey

TABLE 22
PHYSICAL ACTIVITY; SLEEP; USE OF INDOOR TANNING DEVICE

MANKATO

| | | Grade | | | | | | | |
|---|--------|-------|--------|------|--------|------|--------|------|--------|
| | | 5th | | 8th | | 9th | | 11th | |
| | | Male | Female | Male | Female | Male | Female | Male | Female |
| During the last 7 days, on how many days were you physically active for a total of AT LEAST 60 MINUTES PER DAY? | 0 days | 6% | 8% | 13% | 8% | 9% | 11% | 13% | 11% |
| | 1 day | 6% | 9% | 10% | 10% | 6% | 8% | 8% | 6% |
| | 2 days | 11% | 14% | 10% | 14% | 9% | 10% | 10% | 15% |
| | 3 days | 15% | 15% | 8% | 13% | 13% | 19% | 11% | 20% |
| | 4 days | 16% | 17% | 11% | 14% | 11% | 15% | 14% | 16% |
| | 5 days | 16% | 15% | 18% | 20% | 25% | 18% | 16% | 21% |
| | 6 days | 7% | 7% | 12% | 11% | 9% | 10% | 13% | 7% |

Source: <https://public.education.mn.gov/MDEAnalytics/DataTopic.jsp?TOPICID=11>

Parent Survey Overview

All parents were asked to respond to a survey regardless of distance to the schools to obtain a sense of beliefs about walking and bicycling to school.

“We live too far from school, she’s too young, no adults to go with, and there’s too many weirdos out there that I don’t trust.”

“We live on the other side of Riverfront Drive. A lot would have to happen for me to let him cross both 3rd Ave and Riverfront since traffic is so fast and the amount of it would be very difficult to stop for a crossing guard. You would almost have to do the crossing stop light like up at East High School.”

“Biking is the discouraged activity, not walking. There is no way to safely access the playground from the upper parking lot without HAVING to use the stairs. There should be a sidewalk or ramp that leads down.”

“We live in an area that has a lot of college housing and the young adults drive very fast down our roads. I have always been surprised there is not a crossing guard at the intersection closest to the school especially since a neighbor on our street had a child hit and killed by a car on this very road many years ago. I think a lot of people in the area would appreciate a crossing guard.”

“The intersection of Stadium and Stoltzman is terrible. All the families on Trail have no way to cross Stoltzman.”

“I’d love to see my children walk to school, but the distance is of one concern, and the lack of sidewalks and crossing guards are the main ones. The traffic where we live is busy, and I am not sure if I would feel safe letting them walk if there was a sidewalk they could use”.

“I get nervous about my elementary students crossing paths with intimidating high school students and high school aged drivers. I would encourage my elem. students to bike/walk to school on good weather days if the starting schedule is changed, so they are in school before high school starts arriving. I would also prefer if there was an adult stationed at the Hoffman Road crossing areas.”

“Don’t like the fact that she would have to cross Highway 22 at any point. Then she would have to cross Hoffman as well to get to the roundabout on Victory and cross that too. We would never encourage her to walk or ride bike.”

“It might help if there were a footbridge over Highway 22 so kids could safely cross.”

“PWMS is too far and there are too many busy roads to allow for walking, the busing is ridiculous - it would take her over an hour in the morning to ride the bus. I really dislike driving to that school, the drop off is poorly organized and there is only one way in and out of the school. Parents cut through the parking lot going very fast, the whole situation is not good.”

“Intersections that highly dangerous: Victory/Main Hoffman/Hwy22.”

“My son loves to bike from Eagle Lake to PWMS. There is a trail the whole way. 3 roundabouts for him to cross. He will bike again in the spring.”

“I would love if there were some crossing guards somewhere along Sibley to help kids get across safely.”

“I would allow my children to walk/ride to school alone in 3rd grade if I felt confident in their ability to gauge dangers, be precautious, and understanding of biking/walking to school safety.”

“It’s absolutely ridiculous that there is no completed path for residents that are south of Rosa Parks. The path that was built on Heron dead ends to a cornfield, and there’s no alternate route through our residential area for walkers/bikers. I would very much love to see this path better developed ASAP. If that were the case, my kids would be walking/ biking to school every day. That would be their safest route. Secondly, there is no crossing guard at the intersection of Heron and Timberwolf. If there was ever a more obvious spot for a crossing guard, that would be it. I’m afraid that the City of Mankato is waiting for a fatality before someone will be smart enough to get someone stationed at this corner. Finally, the traffic along Timberwolf is very active, and many are driving well above the speed limit for school drop-offs and pickups. Although the school is so close to us, it still feels so far away. This school needs more walker/biker safety before I will ever let my child walk to and from school by herself (she currently walks with her brother who is a 5th grader. When he’s done with school, I’m still not going to have her walk home by herself).”

“I get nervous about my elementary students crossing paths with intimidating high school students and high school aged drivers. I would encourage my elem. students to bike/walk to school on good weather days if the starting schedule is changed, so they are in school before high school starts arriving. I would also prefer if there was an adult stationed at the Hoffman Road crossing areas.”

“The area around Rosa Parks NEEDS to be classified as a school zone! This should perpetuate speed enforcements, flashing lights at crossing intersections and/or crossing guards, etc.”

“Rosa Parks could benefit greatly from a crossing guard at the intersection of Timberwolf and Heron. Cars don’t let kids cross safely very often and I worry about some of the kids being hit. I would also be more on board with my child walking if they finished the sidewalk cut thru that was from Uriah Court to Heron at the edge of the field. When my son was in school with my youngest they were allowed to walk home but I wasn’t a huge fan of them cutting through people’s yards. There’s a current sidewalk that goes to the field and just ends. Property owners wouldn’t mind it being finished because currently children walk through their yards. If there was an actual sidewalk they’d stay on it and leave yards alone.”

“Worried about attempted child abductions I have heard of less than a mile from school. Traffic light on Monks needs more visual warnings when red as there are many drivers that run this light.”

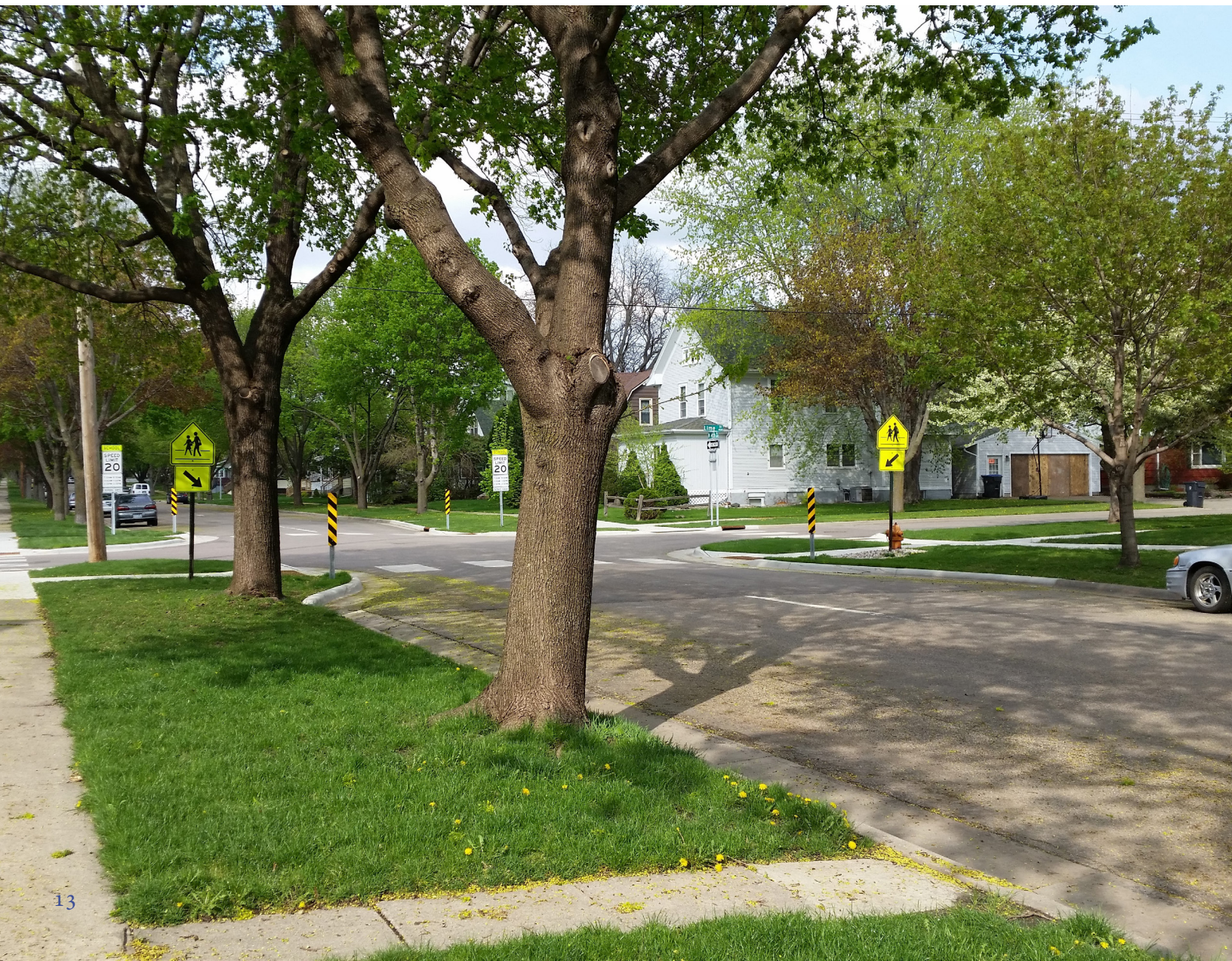
“Would be beneficial for Rosa Parks to have at least one crossing guard at the corner of Timberwolf and Heron or right near the back side of the school where bikers are encouraged to go so children coming from the trailer park or the new apartment complex don’t have to walk all the way to the corner just to have to backtrack to get to the route the school recommends.”

“Need crossing guards at the intersection of Timberwolf Dr & Heron Dr before & after school.”

“There should be crossing guards at Dickinson & Main and/or stoplights.”

“I would have no issues IF there was a crossing guard at Emerson and Pfau or Emerson and McConnell intersections.”

“There needs to be a crossing guard where Emerson meets McConnell. It is a busy, confusing intersection and I’ve seen more than one child almost get hit there. I would have let my son walk to school earlier if it weren’t for that intersection.”



Typical Mode of Travel for Students: Franklin

Implemented Improvements from 2013 SRTS Plan:

- Installation of bump outs at the intersection of 4th and Lime Street
- The implementation of reverse angle parking in local area businesses

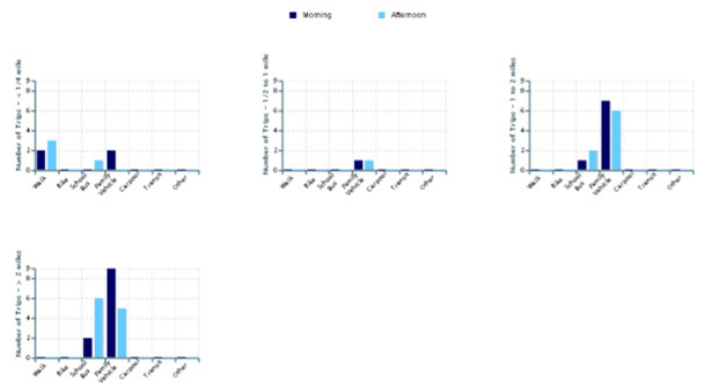
Biggest Concerns from 2019 Parent Survey:

- Pedestrian crossing safety at the intersection of N. Riverfront and Adams

Possible Solutions Include:

- Installation of Rectangular Rapid Flash Beacons (RRFB) to existing crosswalk at N. Riverfront and Adams (similar to those installed on N. Riverfront and E. Spring Street)

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



Typical Mode of Travel for Students: Jefferson

Implemented Improvements from 2013 SRTS Plan:

- The conversion of the James Avenue and Fairfield Street intersection from a two-way stop to a four-way stop.

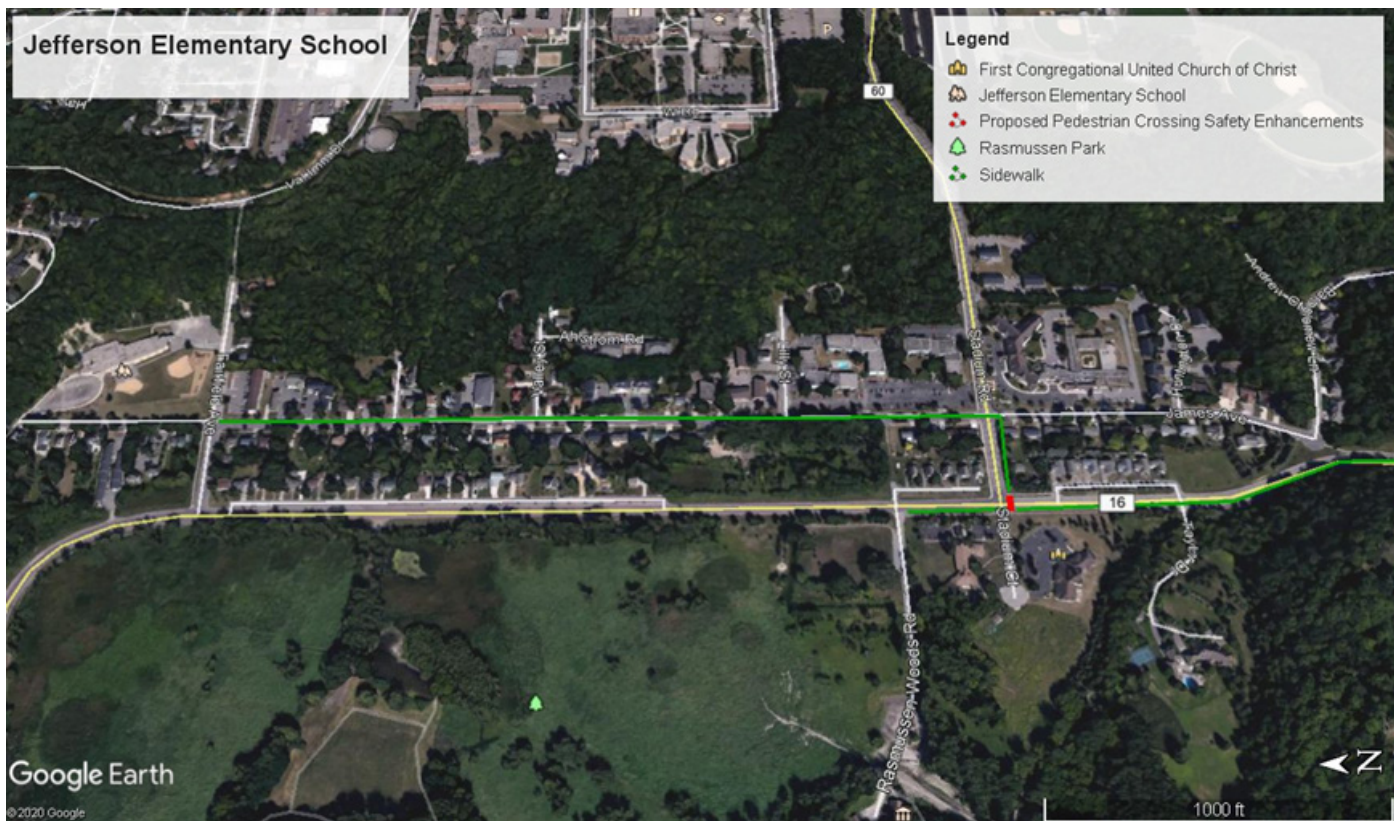
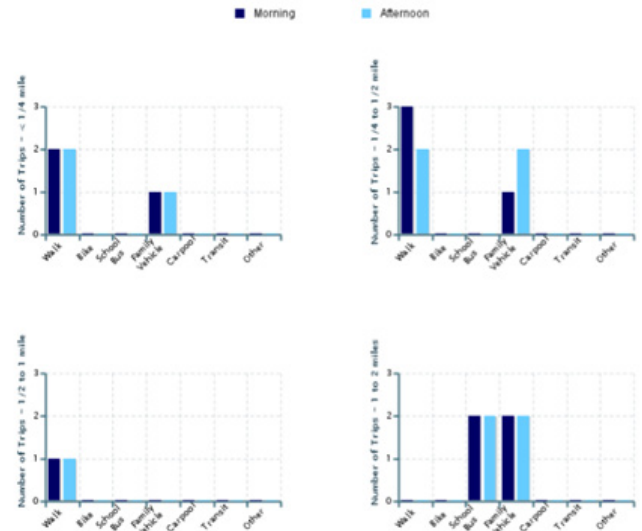
Biggest Concerns from 2019 Parent Survey:

- Pedestrian crossing safety at the intersection of Stoltzman and Stadium

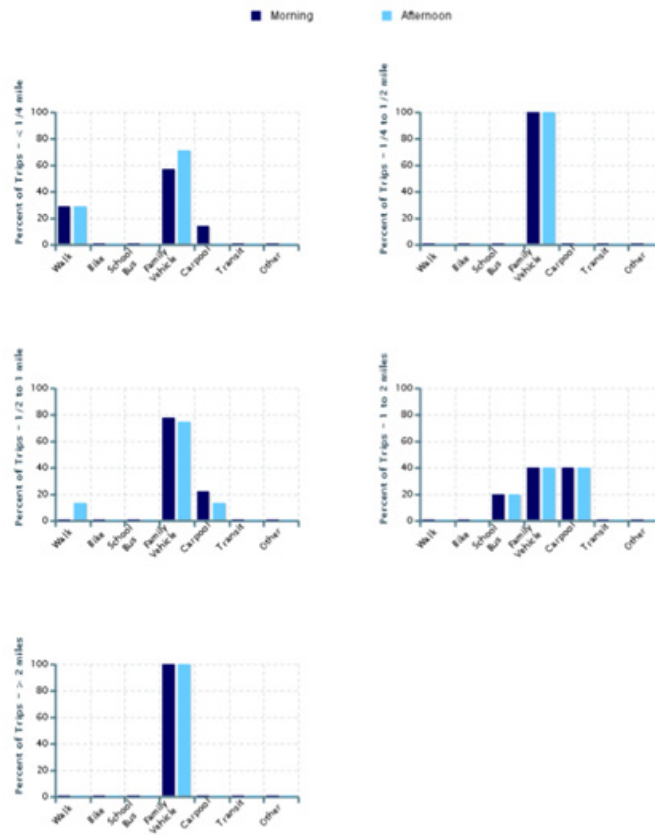
Possible Solutions Include:

- Review and determine pedestrian crossing safety enhancements at the intersection of Stoltzman and Stadium

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



Typical Mode of Travel for Students: Kennedy

Implemented Improvements from 2013 SRTS Plan:

- Installation of sidewalk on west side of Kennedy Street
- Installation of sidewalk north side of Main Street from Manitou to the school campus
- Installation of sidewalk on the south side of Hoffman Road from Victory Drive to Jaybee Lane and from Diamond Creek to Hosanna Drive

Biggest Concerns from 2019 Parents Survey:

- Strangers, older students (at nearby East High School) intimidating elementary school students.

Possible Solutions Include:

- Tiered busing system with different start and end times for elementary and high school students (approved by Mankato School Board in December 2019, effective Fall 2020)

Typical Mode of Travel for Students: Prairie Winds

Note: Prairie Winds constructed after 2013 SRTS Plan.

Biggest Concerns from 2019 Parent Survey:

- “Bus only” school
- Pedestrian safety crossing Highway 22

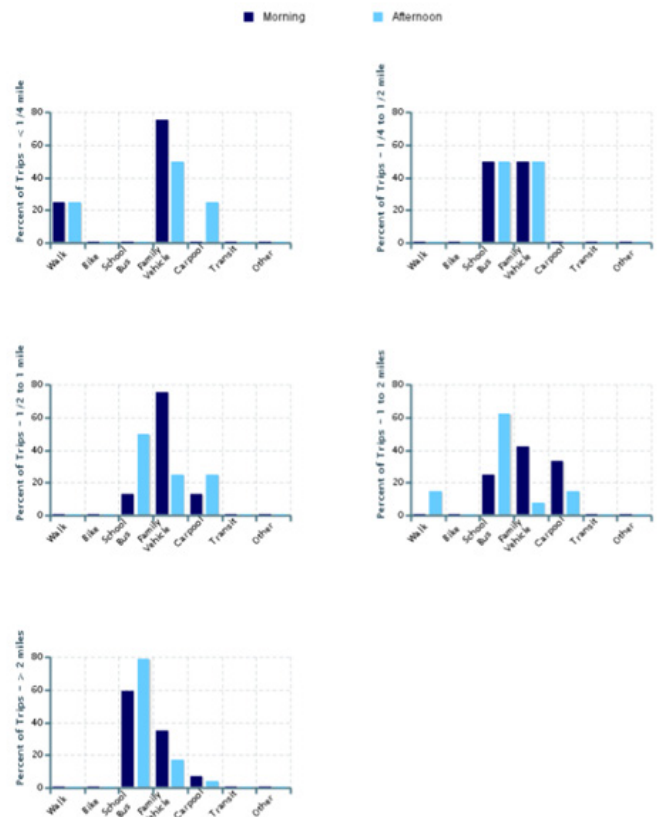
Possible Solutions Include:

- Encourage SRTS planning as residential/commercial development continues east of Highway 22
- Sidewalk on south side of Hoffman Road from Hosanna Drive to Highway 22

Long-Term Recommendation:

- Construction of Roundabouts with bicycle and pedestrian crossing accommodations where Highway 22 intersects Hoffman Road and Highway 83
- Identified as recommended projects in Mankato/ North Mankato Area Planning Organization (MAPO) Highway 22 Corridor Study (https://mnmapo.files.wordpress.com/2018/12/TH22_Report_Final.pdf, pg. 145)

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



Typical Mode of Travel for Students: Roosevelt

Implemented Improvements from 2013 SRTS Plan:

- The conversion of the two-way stop on Owatonna Street and 6th Street to a four-way stop.
- Pedestrian crossing improvement at the intersection of Sibley Street and S. Riverfront Drive
- Implementation of reverse angle parking on Owatonna Street

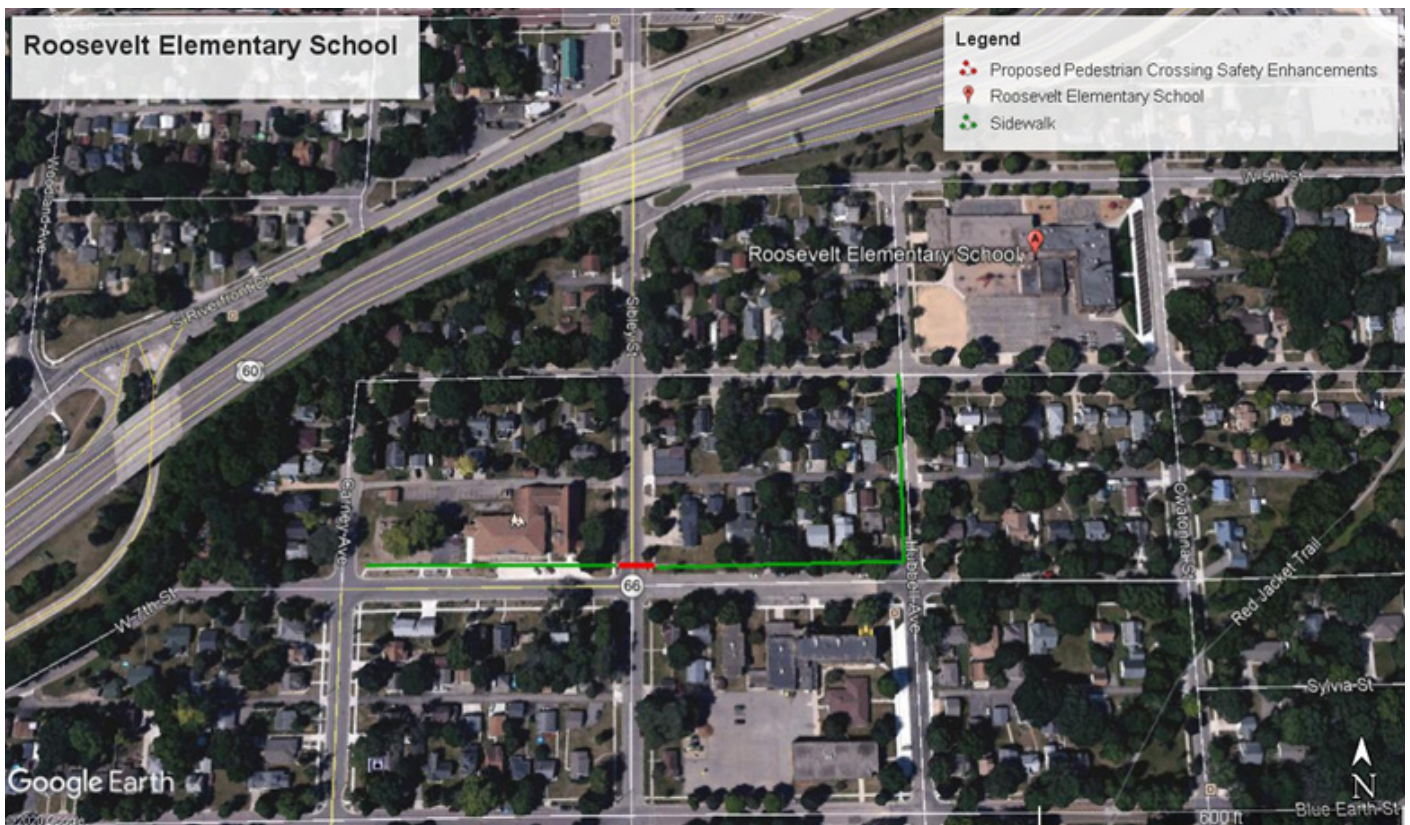
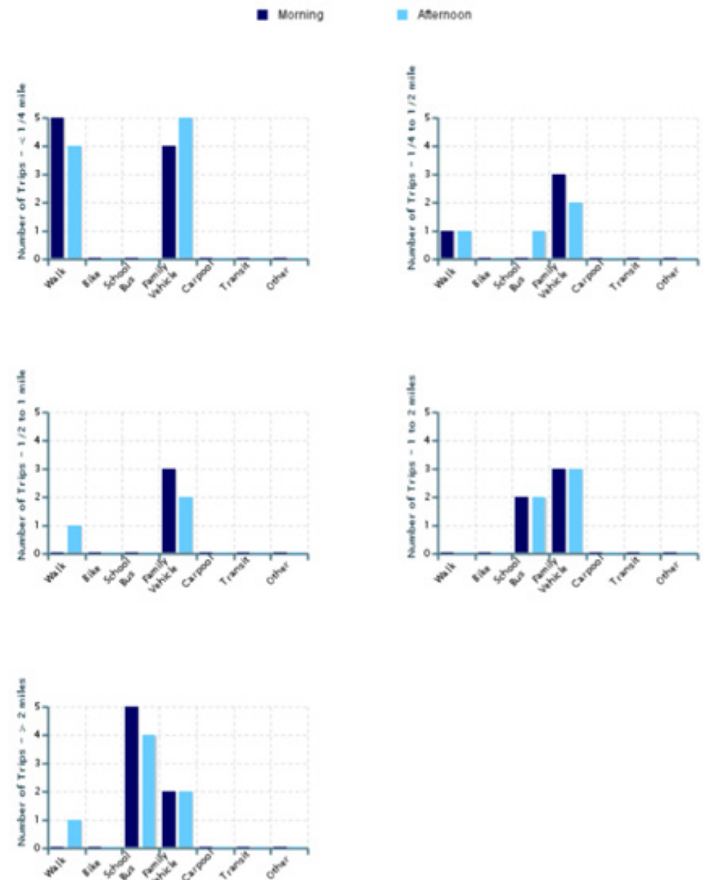
Biggest Concerns from 2019 Parent Survey:

- Pedestrian crossing safety at the intersection of Sibley and West 7th Street

Possible Solutions Include:

- Review and determine pedestrian crossing safety enhancements at intersection of Sibley and West 7th Street.

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



Typical Mode of Travel for Students: Washington

Implemented Improvements from 2013 SRTS Plan:

- Sidewalk installation along Electa Boulevard from E. Main Street, north to Emerson Lane, and west to McConnell Street

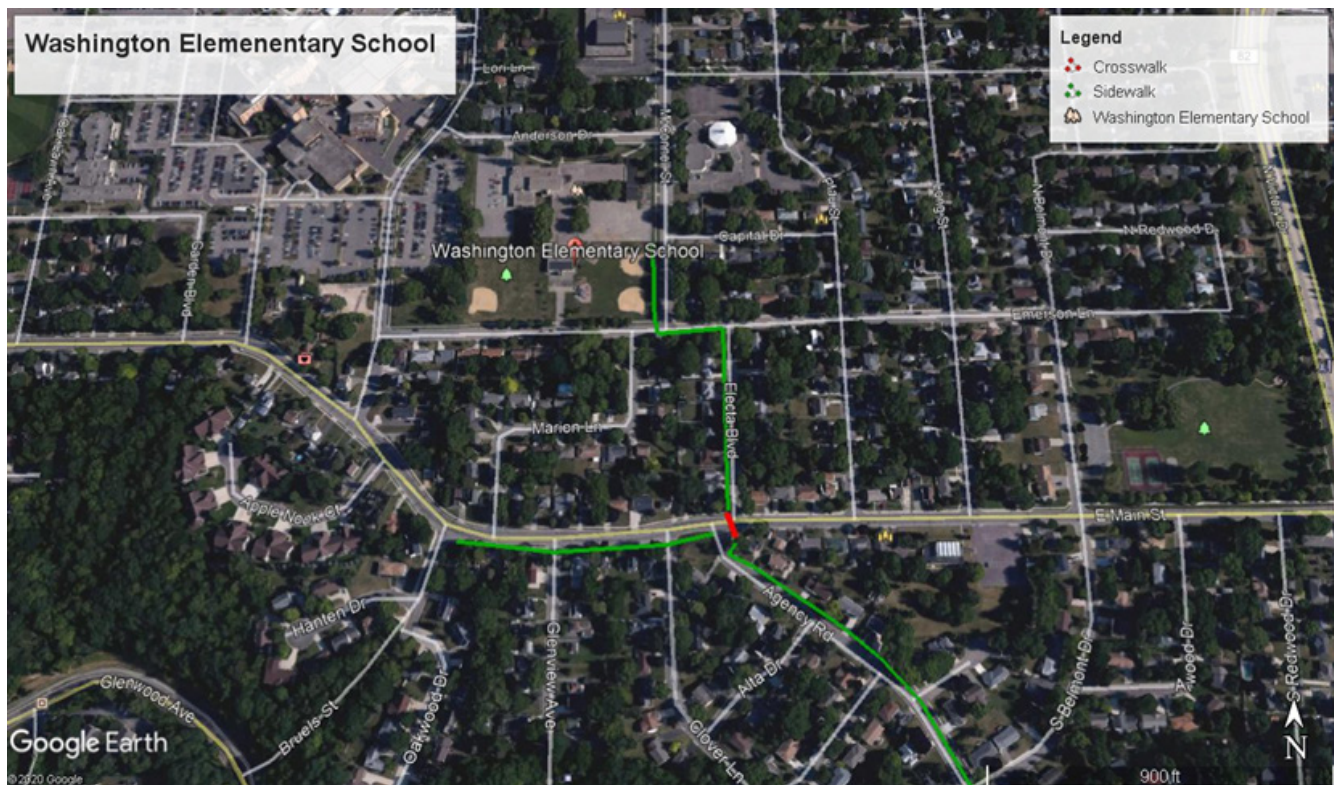
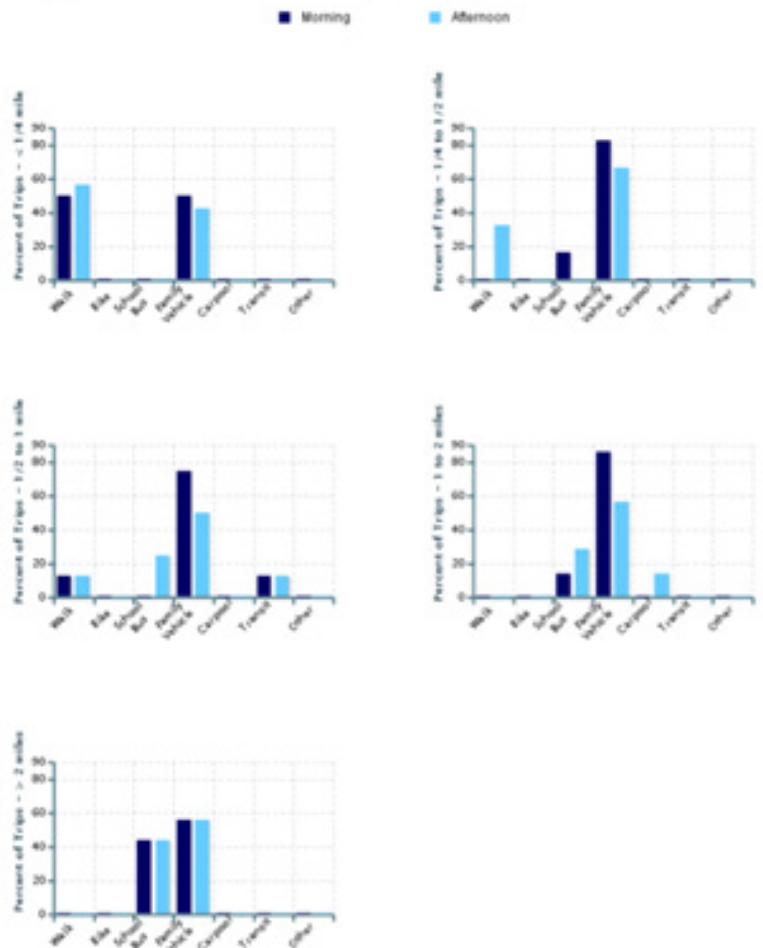
Biggest Concerns from 2019 Parent Survey:

- Pedestrian crossing safety at the intersection of Main and Electa

Possible Solutions Include:

- Review and determine pedestrian crossing safety enhancements at the intersection of Main and Electa. Improvements could result in pedestrian signal, bump-outs, refuge median, etc.

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





A large group of children in a classroom, many with their hands raised, participating in an activity. The background shows classroom furniture and a mural of a house and a car.

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

Mankato'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. Teaching the Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum
 - b. *Integrating SRTS education into classrooms, such as having students map walking and biking routes and teachers using bicycles to teach physics
 - c. Inform students, parents, staff, and community members about SRTS activities at the school
 - d. Share information on the benefits of walking and biking
 - e. Share information on safe route maps or safety improvement
 - f. Provide safety skills workshops such as Bike Rodeos or Mock Cities
 - g. *Bike Mechanic Training
2. The school district is implementing the following **Encouragement** activities.
 - a. Participate in Walk/Bike 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. Crosswalks and crosswalk enhancements, including lighting
 - d. Medians and crossing islands
 - e. *Sidewalks, including curb ramps, and buffer zones
 - f. Curb extensions
 - g. Mid-block pedestrian beacon
 - h. Traffic signals
 - i. Roundabouts
 - j. Bicycle-friendly edgeline rumbles
 - k. Speed reduction measures
 - l. Bicycle lanes
 - m. 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. 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. Participates in the Achievement and Integration for Minnesota program, which comprehensively promotes cultural understanding and reduction of the achievement gap.



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 | Promote SRTS Activities | 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 | Family Biking Guide | Education | CE&R, | Staff, SHIP, City, PTO/P, Vol | Short Term |
| 6 | *Bike Mechanic Training | Education | District, CE&R | Staff, SHIP, CE&R, PTO/P, BikeMN | Short Term |
| 7 | Walk and Bicycle to School Maps | Education | City | SHIP, PTO/P, Students, Vol | SMART Goal |
| 8 | Participate in Bike to School Day | Encouragement | District | Staff, SHIP, CE&R, PTO/P | Short Term |
| 9 | Walking School Bus | Encouragement | District | Staff, PTO/P, Vol | Short Term |
| 10 | Bike Train | Encouragement | District | Staff, PTO/P, Vol | Short Term |
| 11 | Hosting Family Bike Rides | Encouragement | District, CE&R | PTO/P, Vol, SHIP, City | Short Term |
| 12 | Stop and Walk | Encouragement | District | PTO/P, City | Short Term |
| 13 | Walk or Bike Field Trip | Encouragement | District, CE&R | Staff, PTO/P, Vol | Short Term |
| 14 | Bicycle and Pedestrian Master Plan | Engineering | City | City, District | Short Term |
| 15 | Improve pedestrian safety crossing Hwy 22 | Engineering | MnDOT | MnDOT, City | Long Term |

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

| | PROGRAM | WHICH “E” | LEADER | PROGRAM SUPPORT | Priority |
|----|--|--------------------|----------|----------------------------|-------------|
| 16 | Improve crossing safety at N. Riverfront and Adams | Engineering | City | MnDOT, City | Medium Term |
| 17 | Improve crossing safety at Main and Agency | Engineering | City | MnDOT, City | Medium Term |
| 18 | Improve pedestrian safety crossing Timberwolf | Engineering | City | MnDOT | Medium Term |
| 19 | Improve pedestrian safety at Stoltzman and Stadium | Engineering | City | MnDOT | Medium Term |
| 20 | Improve pedestrian safety at Sibley and W. 7th | Engineering | City | MnDOT | Medium Term |
| 21 | Parent Survey | Evaluation | District | PTO/P | Short Term |
| 22 | Walk and Bicycle to School Maps | Evaluation, Equity | City | SHIP, PTO/P, Students, Vol | 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 2020-21 school year, staff will be taught the Walk! Bike! Fun! curriculum and it will be implemented for 2021-22 school year.
- By the end of 2021, the city will provide updated Walk and Bicycle to School maps that make use of existing infrastructure and offers pedestrian/bicycle friendly routes.

Notes

1. Teach the Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum to students ages 5-13.
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 activities and improvements at each school.
4. Provide bicycle safety skills workshops “Bike Rodeos”
5. 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.
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.
7. 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.
8. 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.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.
14. A citywide sidewalk plan and bicycle plan would support multiple efforts in ensuring SRTS.
15. Construction of Roundabouts with bicycle and pedestrian crossing accommodations where Highway 22 intersects Hoffman Road and Highway 83.
16. Installation of Rectangular Rapid Flash Beacons (RRFB) to existing crosswalk at the intersection of N. Riverfront and Adams.
17. Review and determine pedestrian crossing safety enhancements at the intersection of Main and Electa. Improvements could result in pedestrian signal (ex. RRFB), bump-outs, refuge median, etc.
18. 2018/2019 Transportation Alternative Grant, funded by MnDOT and other sources, awarded to City of Mankato for Installation of a High-Intensity Activated Crosswalk (HAWK) Beacon across Timberwolf Drive north of Rosa Parks to be constructed in 2022.
19. Review and determine pedestrian crossing safety enhancements at the intersection of Stoltzman and Stadium. Improvements could result in pedestrian signal (ex. RRFB), bump-outs, refuge median, etc.

20. Review and determine pedestrian crossing safety enhancements at intersection of Sibley and West 7th Street. Improvements could result in pedestrian signal (ex. RRFB), bump-outs, refuge median, etc.
21. Conduct a Parent Survey in two years to evaluate the School Transportation Plan. Use results to inform new SRTS activities or changes in current activities.
22. Evaluate the routes chosen for the Walk and Bicycle to School maps. Improve the effectiveness of the routes.







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.



Parent Survey Results

School Name: Franklin Elementary School Set ID: 19075

School Group: Mankato School Month and Year Collected: November 2019

School Enrollment: 0 Date Report Generated: 01/17/2020

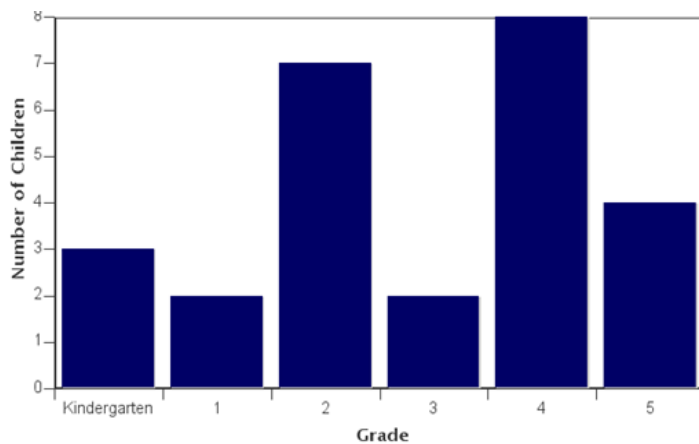
% Range of Students Involved in SRTS: Don't Know Tags:

Number of Questionnaires Distributed: 0 Number of Questionnaires Analyzed for Report: 26

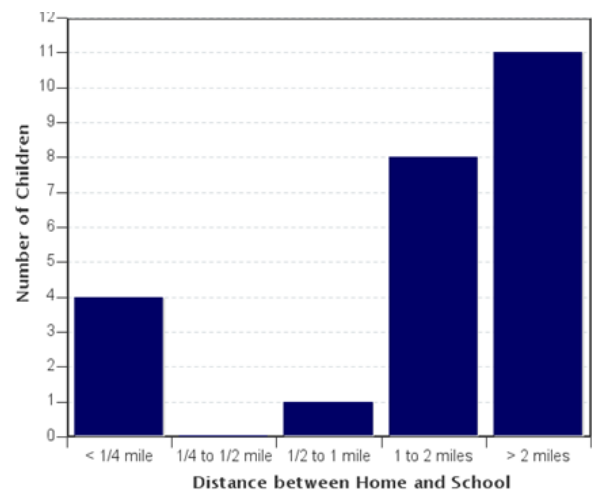
This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and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

**Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

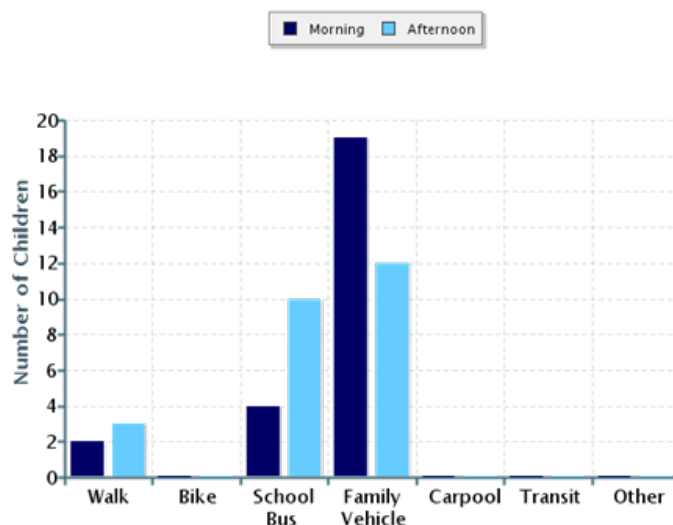
Grade levels of children represented in survey



Parent estimate of distance from child's home to school



Parent estimate of distance from child's home to school



School Arrival

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| 1/4 mile up to 1/2 mile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1/2 mile up to 1 mile | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1 mile up to 2 miles | 8 | 0 | 0 | 1 | 7 | 0 | 0 | 0 |
| More than 2 miles | 11 | 0 | 0 | 2 | 9 | 0 | 0 | 0 |

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1/4 mile up to 1/2 mile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1/2 mile up to 1 mile | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1 mile up to 2 miles | 8 | 0 | 0 | 2 | 6 | 0 | 0 | 0 |
| More than 2 miles | 11 | 0 | 0 | 6 | 5 | 0 | 0 | 0 |

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

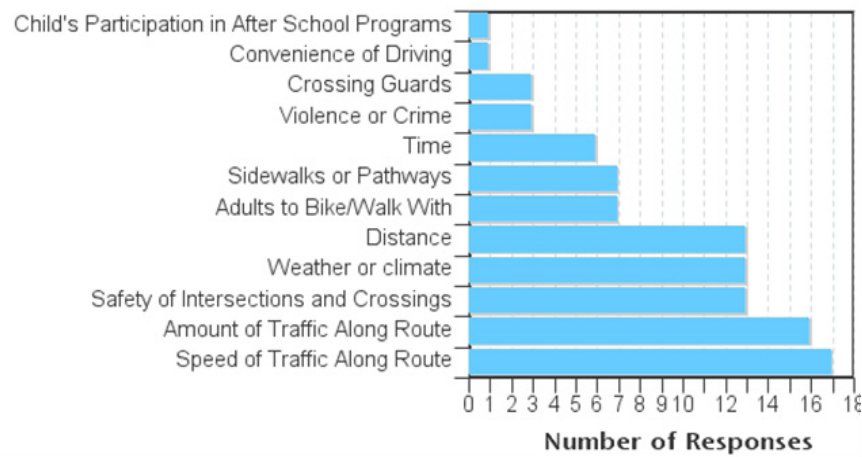
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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 | 5 | 3 | 0 | 0 | 2 | 0 |
| No | 19 | 1 | 0 | 1 | 6 | 11 |

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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



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

| Level of support | Number of children |
|----------------------|--------------------|
| Strongly Encourages | 2 |
| Encourages | 9 |
| Neither | 14 |
| Discourages | 0 |
| Strongly Discourages | 0 |

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

| Level of fun | Number of children |
|--------------|--------------------|
| Very Fun | 4 |
| Fun | 4 |
| Neutral | 16 |
| Boring | 1 |
| Very Boring | 0 |

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

| How healthy | Number of children |
|----------------|--------------------|
| Very Healthy | 12 |
| Healthy | 6 |
| Neutral | 7 |
| Unhealthy | 0 |
| Very Unhealthy | 0 |

Comments

| SurveyID | Comment |
|----------|--|
| 1681801 | I dislike that my child would need to cross Madison Ave, however the crossing guard stationed at Madison and 4th street seems wonderful and would definitely make me feel more comfortable with it if my child were a little older. |
| 1681808 | No good walking or biking route from our home to school. Distance is an issue, as well. |
| 1681911 | We live on the other side of Riverfront Drive. A lot would have to happen for me to let him cross both 3rd Ave and Riverfront since traffic is so fast and the amount of it would be very difficult to stop for a crossing guard. You would almost have to do the crossing stop light like up at East HS. |
| 1681799 | We live to far from school, she's too young, no adults to go with, and there's too many weirdos out there that I don't trust. |
| 1681789 | The main hindrance to my child biking to/from school is: 1) the heavy traffic during both the morning and afternoon commutes on North Riverfront Drive, 2) my child would have to bike across entrance and exit ramps to HWY 14 (again, during very busy times of day for traffic), and 3) in order for my child to be on a bike path after crossing under HWY 14, he would have to cross the busy road and then cross back in order to come into our neighborhood. It simply isn't feasible or reasonable without an older child or adult to accompany him. |
| 1681812 | One concern is no cross guards and first bus pulls up so far that a car stopping next to it at the stop sign cannot see children starting to cross the street while leaving the school. This has bothered me for the entirety of my child's time at Franklin. |
| 1682868 | We live off of Riverfront which is a busy street i would not feel comfortable letting my daughter walk to school from home since she is only in Kindergarten |
| 1681846 | The distance, amount and speed of traffic, and the amount of time it would take make it an inconvenient and unsafe choice for us. |
| 1681865 | Might not apply to us due to the distance and traffic from our home. My husband did take our oldest on a bike ride to school once, on the weekend. It was too far and busy. |
| 1681916 | I love the idea of biking and walking to school and did it myself as a child. The location we live in requires using Victory Drive or Riverfront Drive and crossing intersections with on and off ramps to Highway 14. Because of this I don't feel it is ever a good idea for my child to bike or walk. I truly appreciate any and all efforts made to increase the travel safety of others who are walking/biking and in the area around the school. |

School Name: Jefferson Elementary School Set ID: 19076

School Group: Mankato School Month and Year Collected: November 2019

School Enrollment: 0 Date Report Generated: 01/17/2020

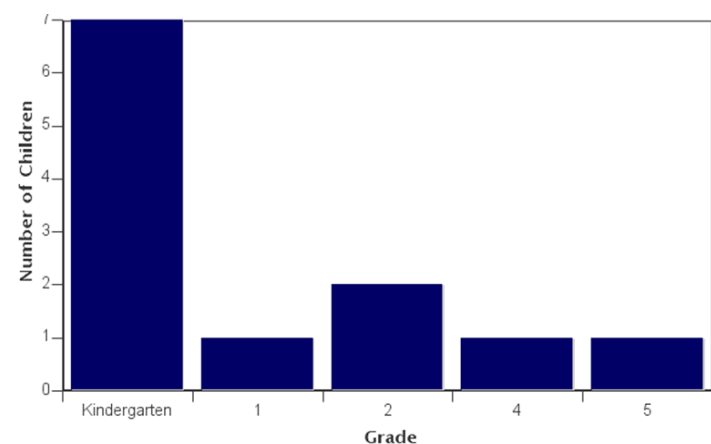
% Range of Students Involved in SRTS: Don't Know Tags:

Number of Questionnaires Distributed: 0 Number of Questionnaires Analyzed for Report: 12

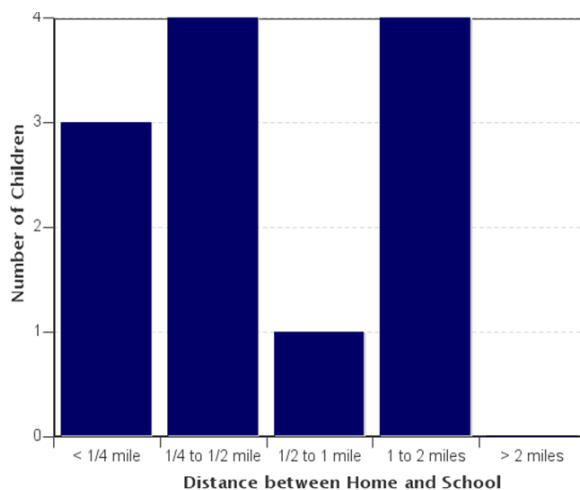
This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and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

**Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

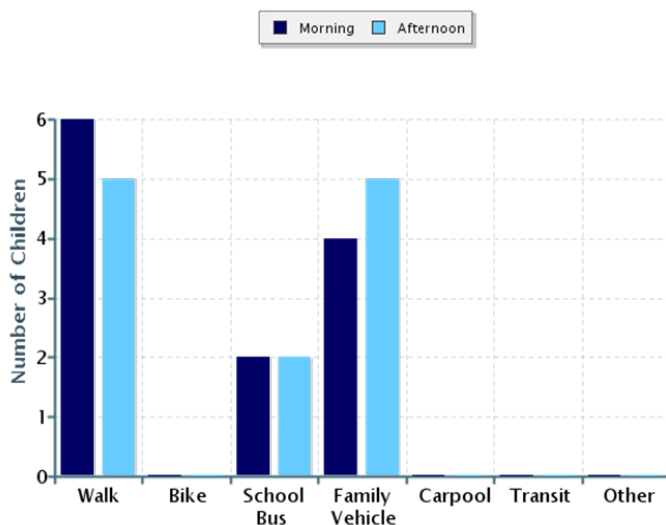
Grade levels of children represented in survey



Parent estimate of distance from child's home to school



Parent estimate of distance from child's home to school



School Arrival

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1/4 mile up to 1/2 mile | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1/2 mile up to 1 mile | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 mile up to 2 miles | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 0 |
| More than 2 miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1/4 mile up to 1/2 mile | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| 1/2 mile up to 1 mile | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 mile up to 2 miles | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 0 |
| More than 2 miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

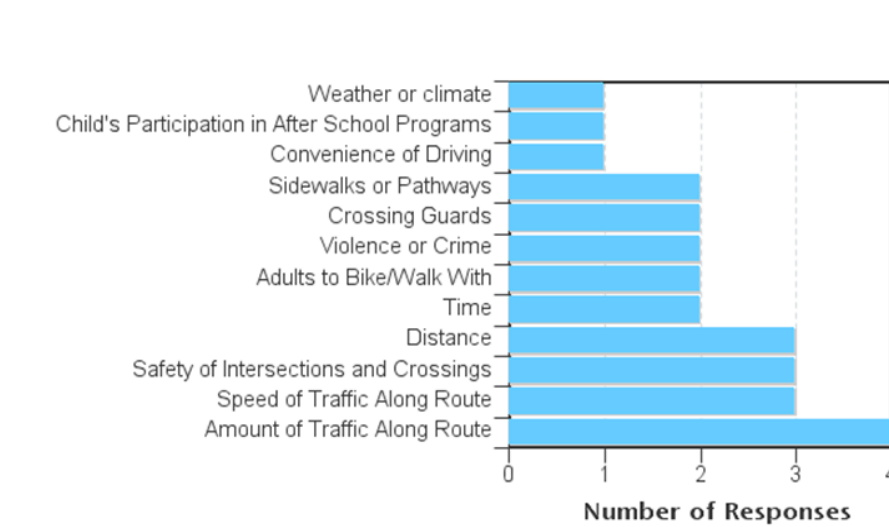
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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 | 9 | 2 | 4 | 1 | 2 | 0 |
| No | 3 | 1 | 0 | 0 | 2 | 0 |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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



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

| Level of support | Number of children |
|----------------------|--------------------|
| Strongly Encourages | 1 |
| Encourages | 8 |
| Neither | 2 |
| Discourages | 1 |
| Strongly Discourages | 0 |

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

| Level of fun | Number of children |
|--------------|--------------------|
| Very Fun | 5 |
| Fun | 3 |
| Neutral | 2 |
| Boring | 0 |
| Very Boring | 0 |

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

| How healthy | Number of children |
|----------------|--------------------|
| Very Healthy | 8 |
| Healthy | 3 |
| Neutral | 1 |
| Unhealthy | 0 |
| Very Unhealthy | 0 |

Comments

| SurveyID | Comment |
|----------|--|
| 1682797 | I think it's critical kids do this on their own. It shows their responsibility. We're lucky to live close to school. |
| 1682802 | Topography is an additional issue. My children would not be able to bike home and it is too far to walk. |
| 1682572 | The intersection of Stadium and Stoltzman is terrible. All the families on Trail have no way to cross Stoltzman |
| 1682628 | We live in an area that has a lot of college housing and the young adults drive very fast down our roads. I have always been surprised there is not a crossing guard at the intersection closest to the school especially since a neighbor on our street had a child hit and killed by a car on this very road many years ago. I think a lot of people in the area would appreciate a crossing guard |
| 1682708 | If there were older kids that walked with my kindergarteners I would be more ok with them walking to school. |
| 1686345 | Biking is the discouraged activity, not walking. There is no way to safely access the playground from the upper parking lot without HAVING to use the stairs. There should be a sidewalk or ramp that leads down. |

School Name: Kennedy Elementary School Set ID: 19077

School Group: Mankato School Month and Year Collected: November 2019

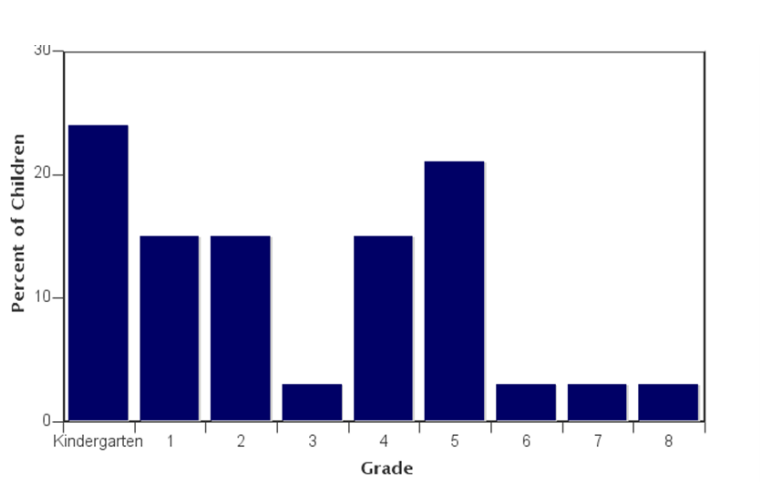
School Enrollment: 0 Date Report Generated: 01/17/2020

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

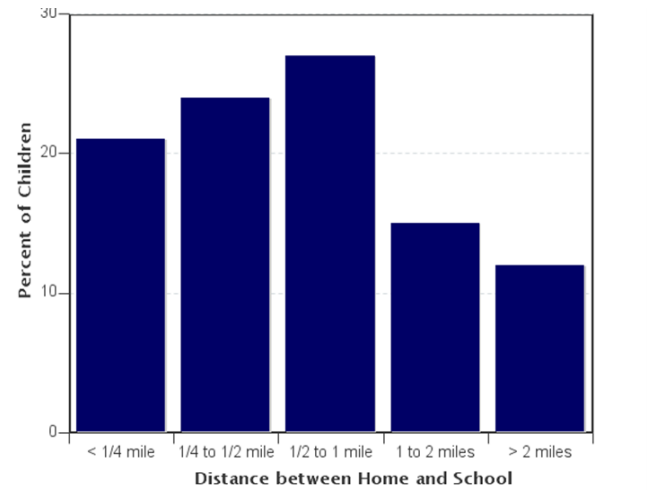
Number of Questionnaires Distributed: 0 Number of Questionnaires Analyzed for Report: 34

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

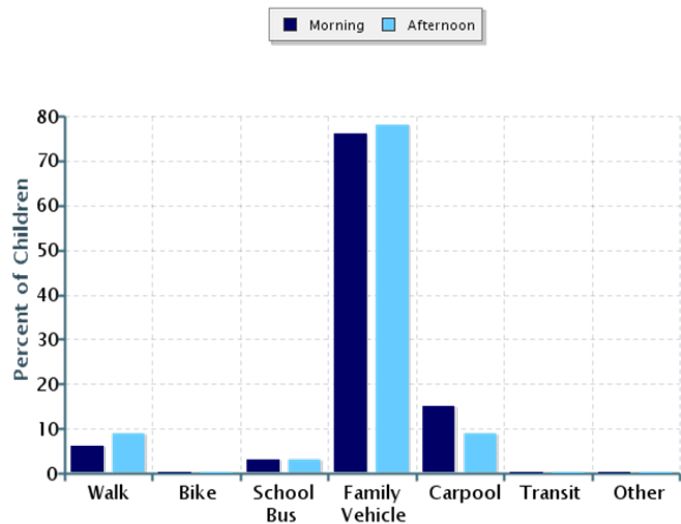
Grade levels of children represented in survey



Parent estimate of distance from child’s home to school



Parent estimate of distance from child’s home to school



School Arrival

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 7 | 29% | 0% | 0% | 57% | 14% | 0% | 0% |
| 1/4 mile up to 1/2 mile | 8 | 0% | 0% | 0% | 100% | 0% | 0% | 0% |
| 1/2 mile up to 1 mile | 9 | 0% | 0% | 0% | 78% | 22% | 0% | 0% |
| 1 mile up to 2 miles | 5 | 0% | 0% | 20% | 40% | 40% | 0% | 0% |
| More than 2 miles | 4 | 0% | 0% | 0% | 100% | 0% | 0% | 0% |

Don't know or No response: 1

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 | 7 | 29% | 0% | 0% | 71% | 0% | 0% | 0% |
| 1/4 mile up to 1/2 mile | 8 | 0% | 0% | 0% | 100% | 0% | 0% | 0% |
| 1/2 mile up to 1 mile | 8 | 13% | 0% | 0% | 75% | 13% | 0% | 0% |
| 1 mile up to 2 miles | 5 | 0% | 0% | 20% | 40% | 40% | 0% | 0% |
| More than 2 miles | 3 | 0% | 0% | 0% | 100% | 0% | 0% | 0% |

Don't know or No response: 1

Percentages may not total 100% due to rounding.

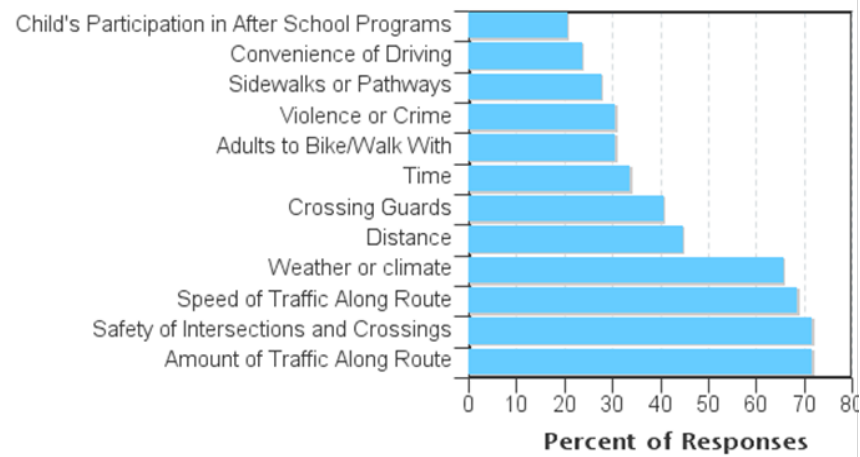
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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 | 18 | 86% | 50% | 44% | 60% | 25% |
| No | 15 | 14% | 50% | 56% | 40% | 75% |

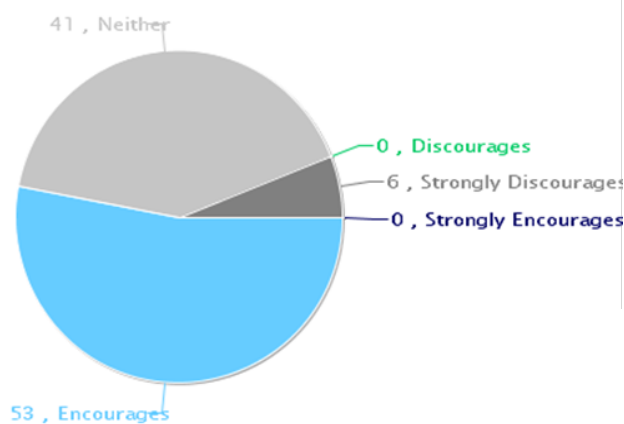
Don't know or No response: 1

Percentages may not total 100% due to rounding.

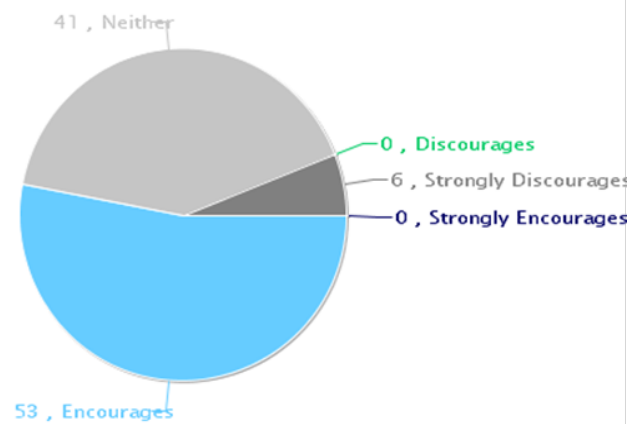
Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



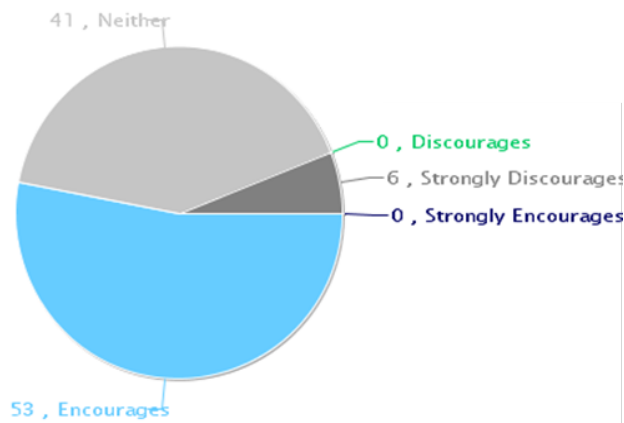
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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

| SurveyID | Comment |
|----------|--|
| 1684012 | I would feel more comfortable letting my child walk to school if something could be done about the vehicle drop off/pick up process. Many of the parents that drive their kids do not drive the 20 mph limit and zip in and out of the parking lot. This is the area that would concerns me most about allowing my daughter to walk. |
| 1684163 | I get nervous about my elementary students crossing paths with intimidating high school students and high school aged drivers. I would encourage my elem. students to bike/walk to school on good weather days if the starting schedule is changed, so they are in school before high school starts arriving. I would also prefer if there was an adult stationed at the Hoffman Road crossing areas. |
| 1684193 | I'd love to see my children walk to school, but the distance is of one concern, and the lack of sidewalks and crossing guards are the main ones. The traffic where we live is busy, and I am not sure if I would feel safe letting them walk if there was a sidewalk they could use. |
| 1684043 | Also would worry about bikes being stolen from school. |
| 1684077 | The roadways around Kennedy are very high traffic especially victory and main. Distracted drivers is the biggest issue |
| 1684007 | My son takes the Y bus at the end of the school day to the YMCA |
| 1684009 | I worry about the amount of traffic and cars that drive too fast, especially on the intersection of Hoffman and Hosanna. |
| 1684014 | The intersection of Hoffman Road and Hwy 22 needs to be addressed before walking or biking to Prairie Winds is considered. I was very comfortable with him walking to school at Kennedy Elementary. |
| 1684162 | I get nervous about my elementary students crossing paths with intimidating high school students and high school aged drivers. I would encourage my elem. students to bike/walk to school on good weather days if the starting schedule is changed, so they are in school before high school starts arriving. I would also prefer if there was an adult stationed at the Hoffman Road crossing areas. |
| 1687512 | Kenedy is off of Main Street, which is extremely busy and there are only crossing guards at the school after school, not near Victory or other roads where the kids have to cross to get to the sidewalk. |
| 1684025 | The sidewalk between Kennedy and East between the football and baseball fields is somewhat secluded and makes my son nervous. He also does like having to walk through an area where there are high school kids outside. |
| 1684261 | my child walks but needs to cross a busy road in order to get to the sidewalk. I do worry about her doing that alone. There have been times when a car will stop for her and another car will go around and she has almost been hit. She has walked in yards but is unable to do so in the winter with snow. East main street by Kennedy should have speed bumps or something that slows drivers down. |

| | |
|---------|---|
| 1684022 | <p>Not only does kindergarten not comprehend what it would take to walk and bike to and from school. His sister was struck crossing Hosanna by an elderly driver the first day of school while she was on a bike and had the right away and she was in fifth grade at the time. I have no faith in the high volume of traffic on Hosanna for my child to be able to walk or bike and not to mention the cold weather. But hey your contract bus are even worse, not even supervisor or defined rules, I have had two complaints against the companies. Sorry Mankato you need to separate young children from older kids when it comes to children after all the things that have happened over the years will never ride the bus do to your lack of rules and enforcement and supervision, I am sorry we will be one more family that refuses to have our kids abused or bullied in your bus system, and wait in long lines at Kennedy and prairie winds and east high school.</p> |
| 1684087 | <p>We just live a little too far for me to ever consider letting her walk to elementary at any age. I would have to live within a block or two to consider it. I'm not even sure at what age I'll let her ride the bus.</p> |

School Name: Prairie Winds Middle School Set ID: 19078

School Group: Mankato School Month and Year Collected: November 2019

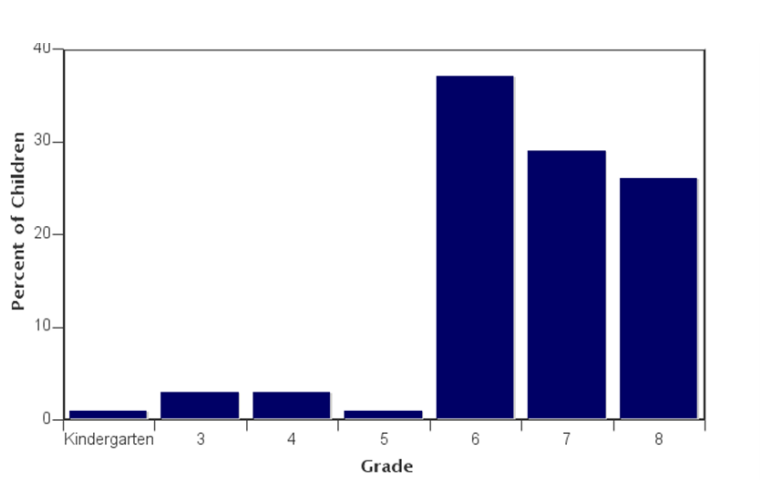
School Enrollment: 0 Date Report Generated: 01/17/2020

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

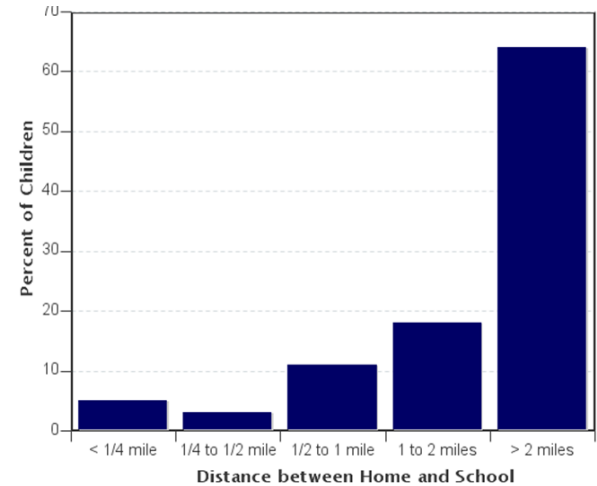
Number of Questionnaires Distributed: 0 Number of Questionnaires Analyzed for Report: 76

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

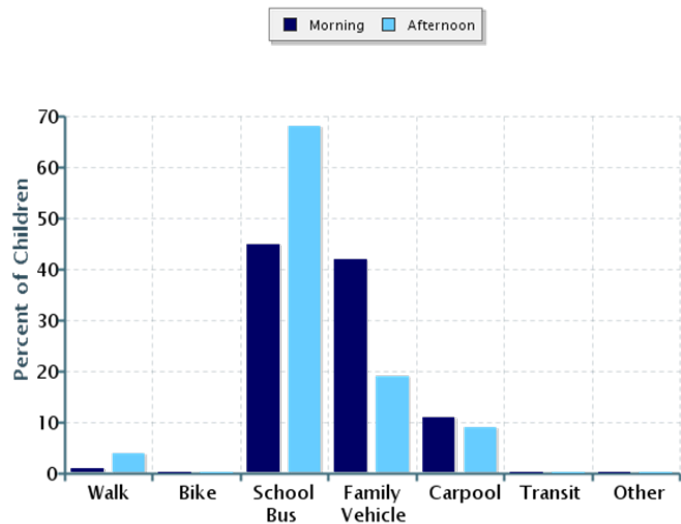
Grade levels of children represented in survey



Parent estimate of distance from child’s home to school



Parent estimate of distance from child’s home to school



School Arrival

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 4 | 25% | 0% | 0% | 75% | 0% | 0% | 0% |
| 1/4 mile up to 1/2 mile | 2 | 0% | 0% | 50% | 50% | 0% | 0% | 0% |
| 1/2 mile up to 1 mile | 8 | 0% | 0% | 13% | 75% | 13% | 0% | 0% |
| 1 mile up to 2 miles | 12 | 0% | 0% | 25% | 42% | 33% | 0% | 0% |
| More than 2 miles | 46 | 0% | 0% | 59% | 35% | 7% | 0% | 0% |

Don't know or No response: 4

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 | 4 | 25% | 0% | 0% | 50% | 25% | 0% | 0% |
| 1/4 mile up to 1/2 mile | 2 | 0% | 0% | 50% | 50% | 0% | 0% | 0% |
| 1/2 mile up to 1 mile | 8 | 0% | 0% | 50% | 25% | 25% | 0% | 0% |
| 1 mile up to 2 miles | 13 | 15% | 0% | 62% | 8% | 15% | 0% | 0% |
| More than 2 miles | 47 | 0% | 0% | 79% | 17% | 4% | 0% | 0% |

Don't know or No response: 4

Percentages may not total 100% due to rounding.

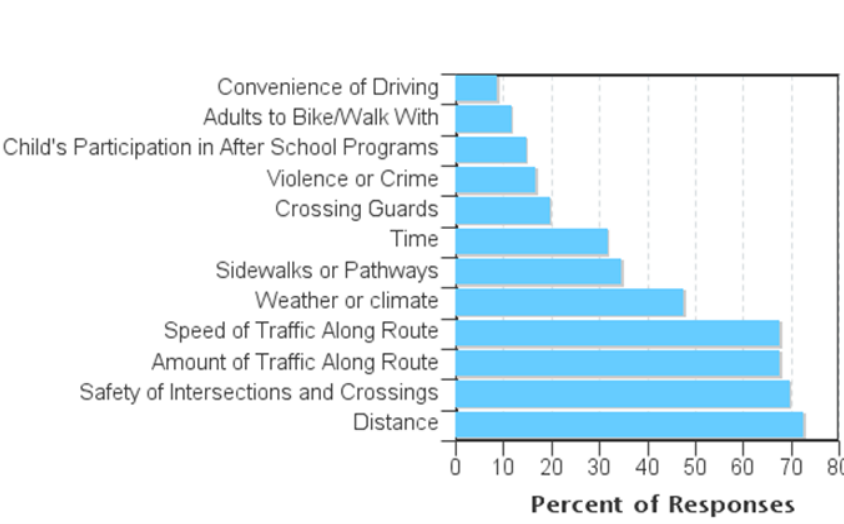
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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 | 21 | 50% | 50% | 50% | 38% | 20% |
| No | 52 | 50% | 50% | 50% | 62% | 80% |

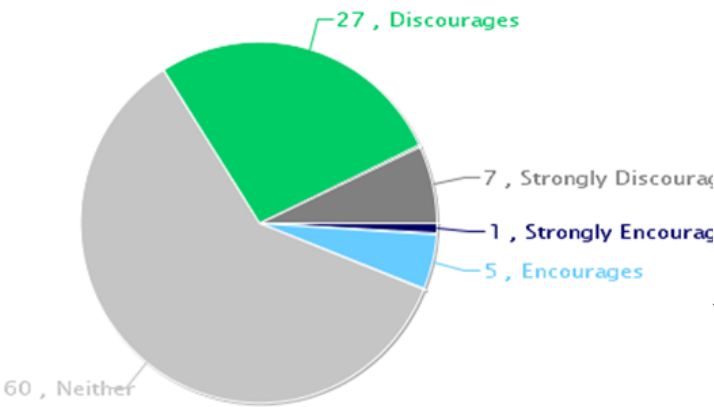
Don't know or No response: 4

Percentages may not total 100% due to rounding.

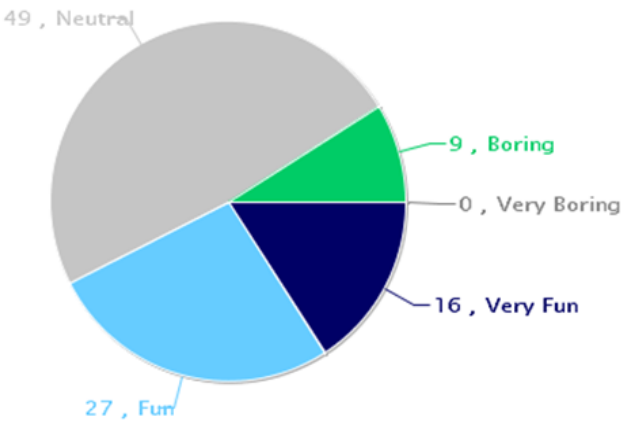
Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



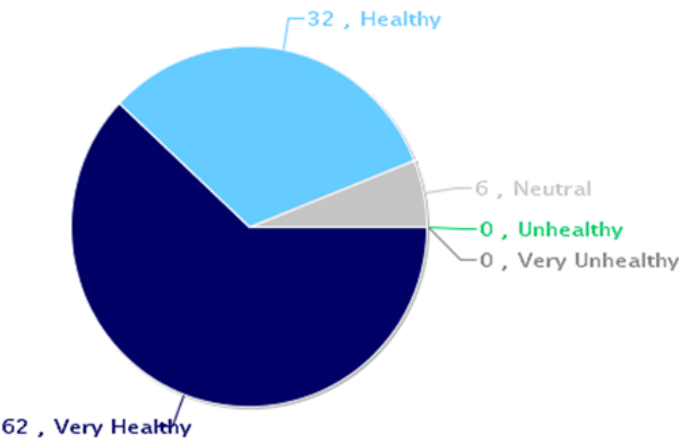
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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

| SurveyID | Comment |
|----------|---|
| 1683008 | Don't like the fact that she would have to cross HWY 22 at any point. Then she would have to cross Hoffman as well to get to the roundabout on Victory and cross that too. We would never encourage her to walk or ride bike. |
| 1683038 | It might help if there were a footbridge over Highway 22 so kids could safely cross. |
| 1683631 | Please go over procedures with bus system. Having a child let off the bus to a complete stranger and not know where he/she is, is the the worst feeling ever!! |
| 1682335 | We used to walk to school when the kids went to Rosa Parks because it's in our neighborhood just a few blocks away, but Prairie Windows is 4.5 miles away through heavy traffic. I don't see how that would ever make sense for us. |
| 1682337 | PWMS is too far and there are too many busy roads to allow for walking, the busing is ridiculous - it would take her over an hour in the morning to ride the bus. I really dislike driving to that school, the drop off is poorly organized and there is only one way in and out of the school. Parents cut through the parking lot going very fast, the whole situation is not good. |
| 1682340 | My children always walked/biked when at Rosa Parks, and would continue to at PWMS if distance permitted. We live too far for that to be a reality. |
| 1682343 | The area around Risa Parks NEEDS to be classified as a school zone! This should perpetuate speed enforcements, flashing lights at crossing intersections and/or crossing guards, etc. |
| 1682468 | Crossing a state highway to get to school and a busy road where the lighted crosswalk gets run by cars often limits this option for my child |
| 1682477 | We live in Eagle Lake and my 6th grader attends Prarie Winds in Mankato so she is not able to walk/ride bike to school because of the distance. My 1st and 4th graders often walk or bike to school at Eagle Lake elementary since it is only about a mile away. |
| 1682575 | It would be nice to have something across hwy 83 so we could send our daughter safely but I will not let her cross the highway. |
| 1683103 | The intersection of Hwy 22 would be an issue with safety of crossings. Cars and buses run red light regularly to get through the intersection. Also, there is not a sidewalk on both sides of Hoffman Road. |
| 1682758 | the traffic around PWMS is terrible due to poor engineering of traffic into and out of the school and it's only getting worse with more apartments on that same road. The parking lot is too small as well. Poor insight. It's horrible, not safe at all for biking or walking, or driving for that matter. |
| 1682338 | I would not feel comfortable having my child go across HWY 22 to get to Prairie Winds. He loves to bike and did bike to Rosa Parks some days because we were only .9 miles from there. |
| 1682357 | For prairie wind middle school, Hyw 22 is the issue. We need a pedestrian bridge as the kids are waking to EAST for sports per their Coaches direction amid an activities bus that runs late daily. |
| 1682446 | We live 5 miles from Middle School, along some very dangerous roads. Unless a new Middle School is built close to us, we wouldn't be able to walk or bike. |

| | |
|---------|--|
| 1682474 | Very disappointed that the concept of shuffling the times around is on the table. Does the school board forget that parents work? If someone is in the situation of our household. We will have kids in East, Prairie Winds, and Washington at one time in the future. That's 3 start times and 3 end times to deal with. How does one work with school being 8:30-2:20 at that point. If your bus company can't accommodate what's needed find a new one! |
| 1682484 | Intersections that highly dangerous: Victory/Main Hoffman/Hwy22 |
| 1682506 | Crossing Hwy 22 is the reason my child does not walk or bike to Prairie Winds. If there was a safer way to cross (even with current crosswalk it might not be safe) we would let him walk or bike but it is too busy at the time day. |
| 1682581 | It's highway 22 intersection with Hoffman Rd I am worried about. |
| 1683169 | my son loves to bike from Eagle Lake to PWMS. There is a trail the whole way. 3 roundabouts for him to cross. He will bike again in the spring. |
| 1683534 | We live in Eagle Lake, so it is not very realistic for my student to walk or bike to school based on the distance. |
| 1684169 | For my kids to cross Hoffman on Hosanna is very dangerous. There is not a crosswalk unless you walk all the way to the high school. With buses and traffic to high school and to Prairie Winds it is very busy and not safe to cross because people drive fast and it is constant. I never let my kids walk to Kennedy because of this reason. |
| 1684170 | For my kids to cross Hoffman on Hosanna is very dangerous. There is not a crosswalk unless you walk all the way to the high school. With buses and traffic to high school and to Prairie Winds it is very busy and not safe to cross because people drive fast and it is constant. I never let my kids walk to Kennedy because of this reason. |
| 1682486 | I wish we had volunteers to walk with students in large groups. I get very nervous having students walking home without an adult. There are too many untrustworthy people out there. |
| 1682493 | It is simply not safe to have my child bike to school with the amount of traffic and major intersections between our neighborhood and Prairie Winds. |
| 1682522 | Prairie Winds is NOT accessible by bike for my child due to distance and traffic patterns. The poor design of one road with traffic in one direction hinders biking. Crossing Highway 22 via bike or foot even at the light is too dangerous for students (or adults!). There are very few neighborhoods near this school that are convenient for biking. Do not waste money in putting in a pedestrian bridge over 22. Let's face the fact that Prairie Winds is NOT pedestrian accessible for most of the population and fix the vehicle access. |
| 1682710 | The primary deterrent, in our case, is distance and crossing the highway. As my child gets older, the crossing risk is slightly reduced, but the distance is still an issue. A daily 30-minute walk before school or in inclement weather is a lot to expect from student or adult. I work at Prairie Winds, so I carpool for three students in the neighborhood. If this was not our unique situation, my child would definitely use the bus system, as she did throughout elementary school. |
| 1682482 | Hwy route with high speeds and 2 roundabouts Not safe at any age |

| | |
|---------|--|
| 1682492 | My child lives in a different town than her school. She can't walk or ride bike to school. She leaves the house at 6:20 in the morning to get to school at 8:00. I would like that time changed so she doesn't have to walk in the dark. If she rides the bus home she doesn't get home until almost 5:00. Again I would like her to get home at a better time. |
| 1682443 | Location and infrastructure around PWMS don't seem conducive to encouraging walk/bike for youth |
| 1683629 | We live out in the country, so walking or biking is not an option, but if we lived closer we would definitely encourage this. |
| 1682342 | We live 13 miles away from school. Our child will never ride or bike to school no matter what happens. |
| 1682347 | It is very unsafe to bike to Prairie Winds, as cars have been asked to pull to the right in the bike lane to allow buses to pass (by the school). When they do that the cars not only break the law and now don't allow the use of the bike lane. Besides allowing not only buses to pass but any car that doesn't want to wait in line for proper drop off. Instead those cars will pass and make an illegal turn into the outgoing lane to enter the parking lot, then drop their kid or kids off in the parking lot. Which now the people that have patiently waited in line and dropped their kids off the right way. They will have to wait while kids are crossing the cross walk. Very bad design and even worse execution and monitoring so kids are STRONGLY DISCOURAGED from riding bikes to school. |
| 1682699 | Based on distance and traffic of route, my child will not be walking or biking to school at this time. |

School Name: Roosevelt Elementary School Set ID: 19079

School Group: Mankato School Month and Year Collected: November 2019

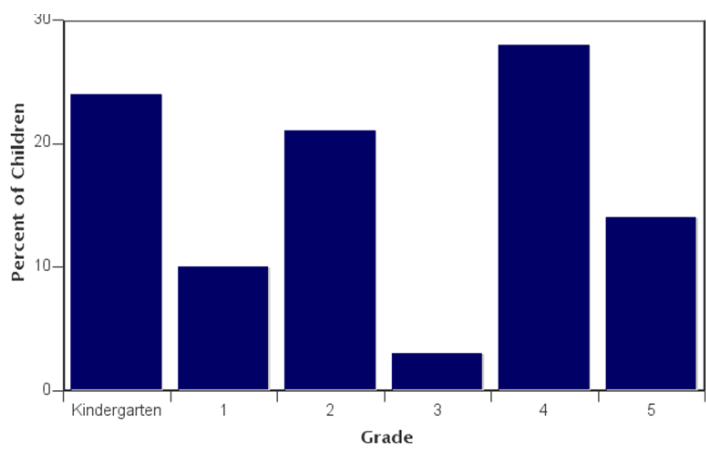
School Enrollment: 0 Date Report Generated: 01/17/2020

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

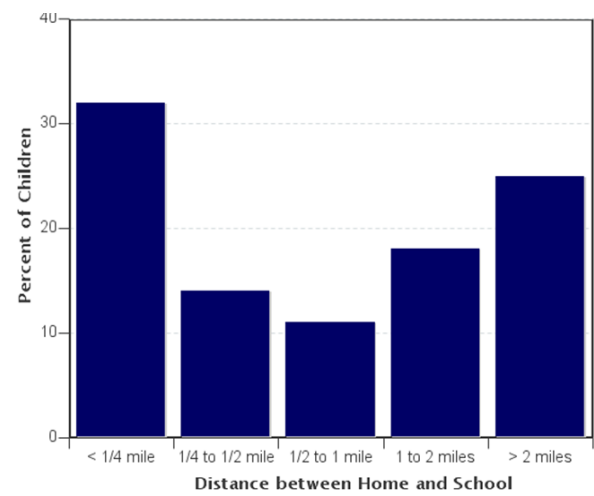
Number of Questionnaires Distributed: 0 Number of Questionnaires Analyzed for Report: 30

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

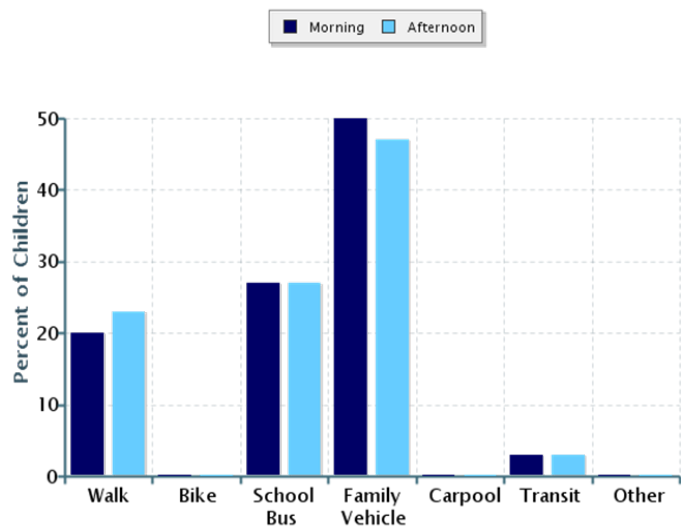
Grade levels of children represented in survey



Parent estimate of distance from child’s home to school



Parent estimate of distance from child’s home to school



School Arrival

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 9 | 5 | 0 | 0 | 4 | 0 | 0 | 0 |
| 1/4 mile up to 1/2 mile | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| 1/2 mile up to 1 mile | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 1 mile up to 2 miles | 5 | 0 | 0 | 2 | 3 | 0 | 0 | 0 |
| More than 2 miles | 7 | 0 | 0 | 5 | 2 | 0 | 0 | 0 |

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 9 | 4 | 0 | 0 | 5 | 0 | 0 | 0 |
| 1/4 mile up to 1/2 mile | 4 | 1 | 0 | 1 | 2 | 0 | 0 | 0 |
| 1/2 mile up to 1 mile | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 1 mile up to 2 miles | 5 | 0 | 0 | 2 | 3 | 0 | 0 | 0 |
| More than 2 miles | 7 | 1 | 0 | 4 | 2 | 0 | 0 | 0 |

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

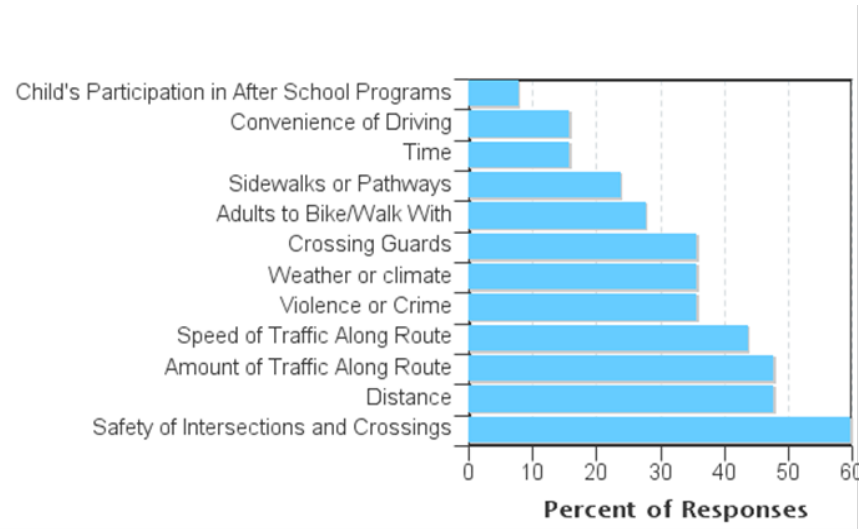
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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 | 14 | 50% | 75% | 100% | 40% | 29% |
| No | 13 | 50% | 25% | 0% | 60% | 71% |

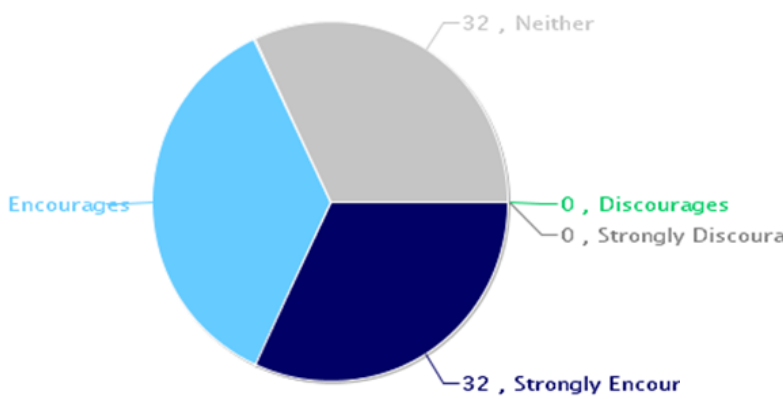
Don't know or No response: 3

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

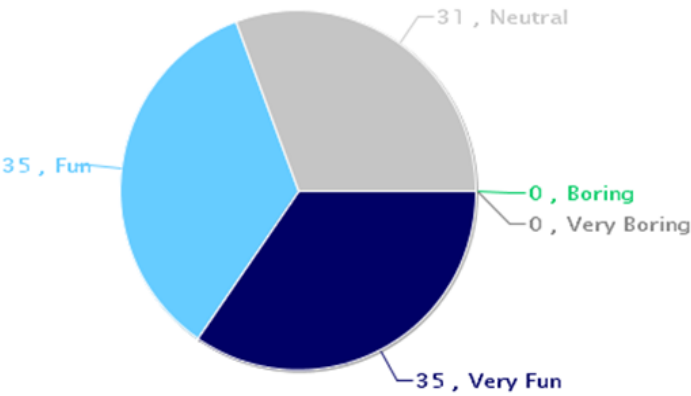
Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



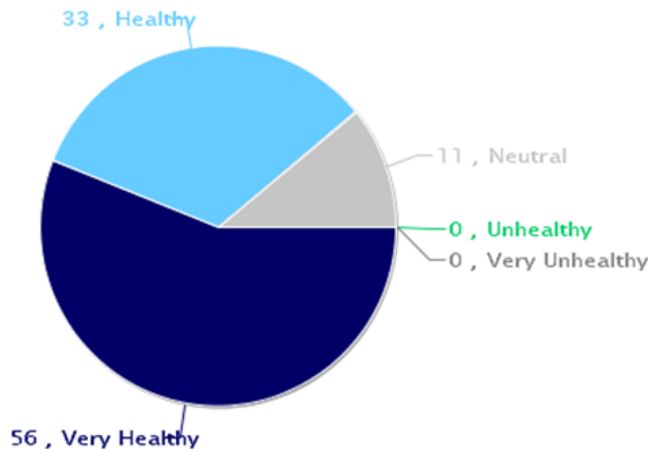
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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

| SurveyID | Comment |
|----------|--|
| 1685205 | If my children didn't have to go across a busy and unsafe highway to get to school or have to go such a long distance, I would be more than happy to have them ride bike or walk to school. I think its a great way to start and end the day. |
| 1685262 | I love the idea of a walking school bus like I have heard of in other communities. |
| 1682188 | I would love if there were some crossing guards some where along Sibley to help kids get across safely |
| 1685240 | It would be great to have street lights at ALL bus stops for kids that live in the township. |
| 1682034 | We moved here from Wisconsin last year, where both my children would walk or bike to and from school daily. We live almost exactly one mile from school, and I would love for the kids to continue to walk or bike, but the lack of sidewalks is the main issue preventing me from allowing it. It would also be nice to have crossing guards to monitor the crosswalks near the school. |
| 1684191 | I would allow my children to walk/ride to school alone in 3rd grade if i felt confident in their ability to gauge dangers, be precautious, and understanding of biking/walking to school safety. If my husband could wake up earlier to make that a priority that would be great. But he often works past midnight and that is difficult for him. If I were home in the mornings we would probably start doing that more often but I am at work long before they are awake and I miss the morning commute. |
| 1685581 | We live in Skyline, thus too far for 6 year-old to walk. We would allow our daughter to walk to her daycare that is only 5 blocks away, but would want her to cross Carney Ave. with someone. Perhaps we will allow in first grade, but likely by 2nd. It is worth noting that she very much wants to walk and or bike to school. She has rode the bus twice, we are the last stop to be picked up in the morning and she has enjoyed the ride. |
| 1683397 | Live several miles out of town |
| 1685263 | There is no traffic control at the intersection of W. 5th St. and Owatonna Avenue. It is very confusing for drivers and pedestrians. There really needs to be a Stop Sign or Yeild Signs. |
| 1682530 | Distance prevents our children from walking or biking to school. Maybe not the right spot for this but I don't understand how changing the start times will have the kids ride the bus for a shorter time. Unless the bus is going to make two trips past our home. If my Middle school kid gets out of school 50 minutes after the elementary school. Are the little kids going home first then the older kids ride next. In our area outside of Mankato near Minneopa I feel the kids will have a longer bus time. |

School Name: Rosa Parks Elementary School Set ID: 19080

School Group: Mankato School Month and Year Collected: November 2019

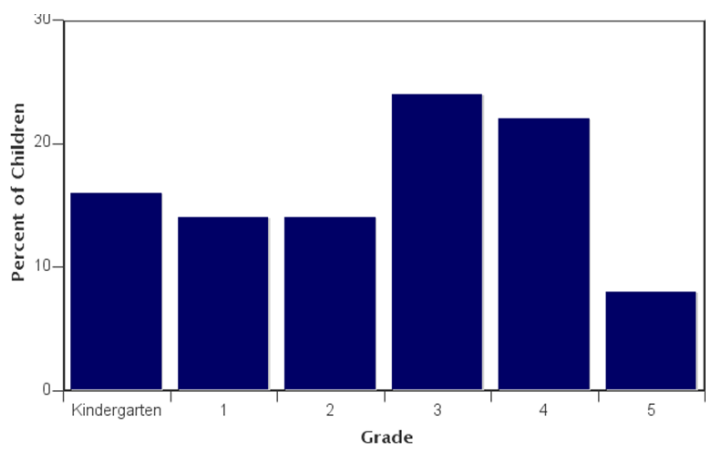
School Enrollment: 0 Date Report Generated: 01/17/2020

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

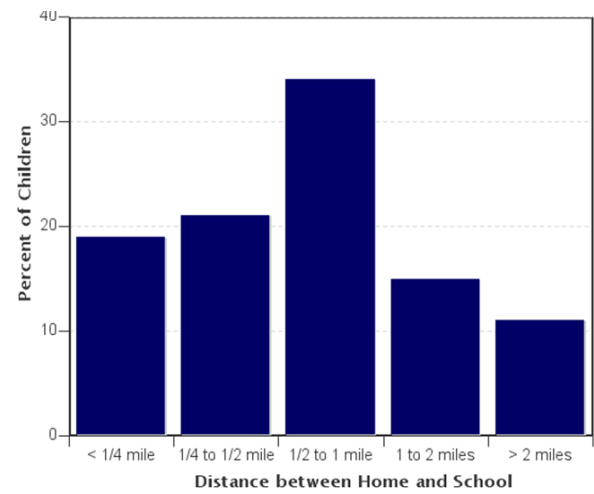
Number of Questionnaires Distributed: 0 Number of Questionnaires Analyzed for Report: 49

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

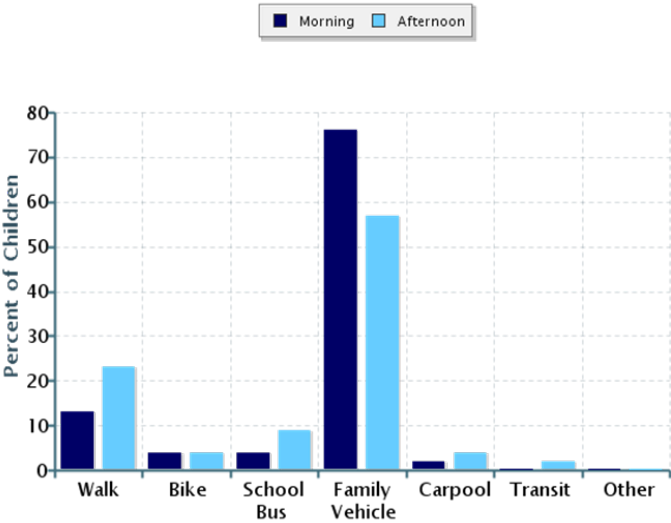
Grade levels of children represented in survey



Parent estimate of distance from child’s home to school



Parent estimate of distance from child’s home to school



School Arrival

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 9 | 22% | 0% | 0% | 78% | 0% | 0% | 0% |
| 1/4 mile up to 1/2 mile | 9 | 0% | 0% | 11% | 89% | 0% | 0% | 0% |
| 1/2 mile up to 1 mile | 16 | 25% | 13% | 0% | 63% | 0% | 0% | 0% |
| 1 mile up to 2 miles | 7 | 0% | 0% | 14% | 71% | 14% | 0% | 0% |
| More than 2 miles | 4 | 0% | 0% | 0% | 100% | 0% | 0% | 0% |

Don't know or No response: 4

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 | 9 | 33% | 0% | 11% | 56% | 0% | 0% | 0% |
| 1/4 mile up to 1/2 mile | 10 | 30% | 0% | 10% | 60% | 0% | 0% | 0% |
| 1/2 mile up to 1 mile | 16 | 25% | 13% | 0% | 56% | 6% | 0% | 0% |
| 1 mile up to 2 miles | 7 | 14% | 0% | 29% | 43% | 0% | 14% | 0% |
| More than 2 miles | 4 | 0% | 0% | 0% | 75% | 25% | 0% | 0% |

Don't know or No response: 3

Percentages may not total 100% due to rounding.

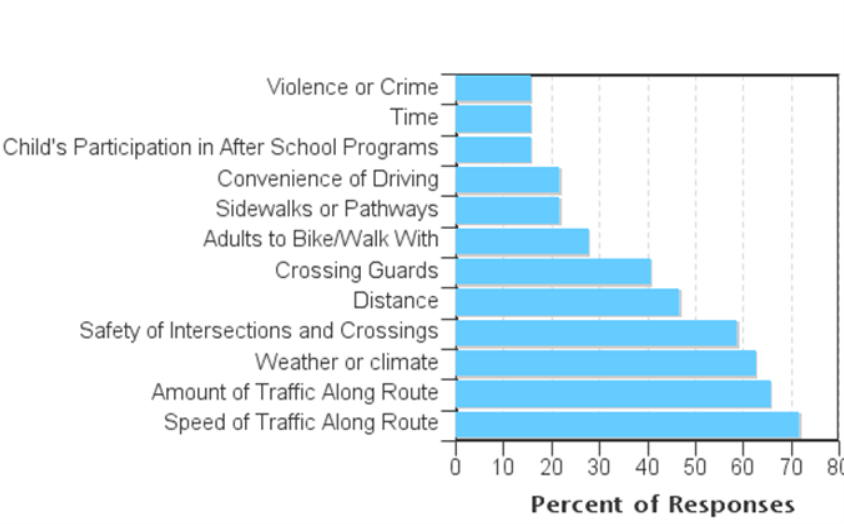
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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 | 31 | 56% | 100% | 75% | 57% | 0% |
| No | 15 | 44% | 0% | 25% | 43% | 100% |

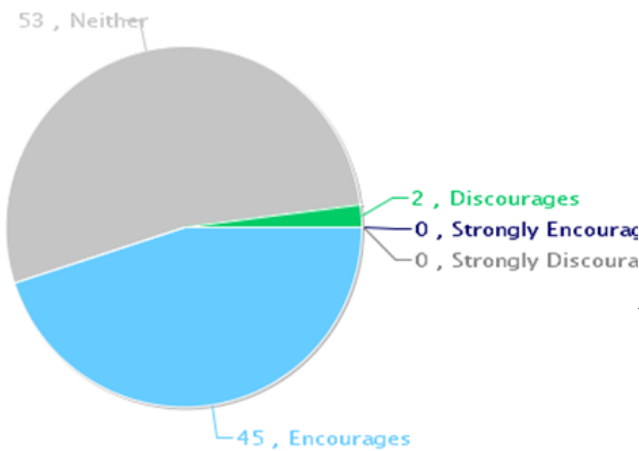
Don't know or No response: 3

Percentages may not total 100% due to rounding.

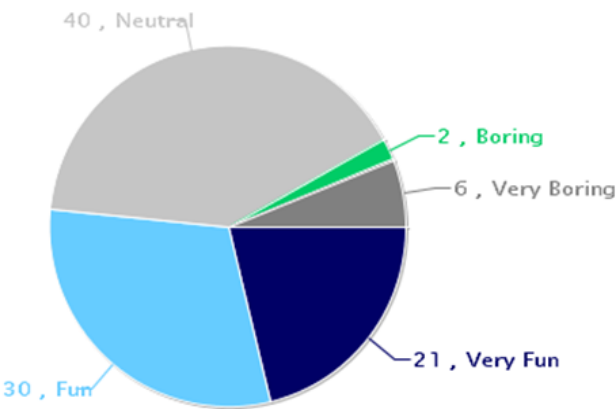
Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



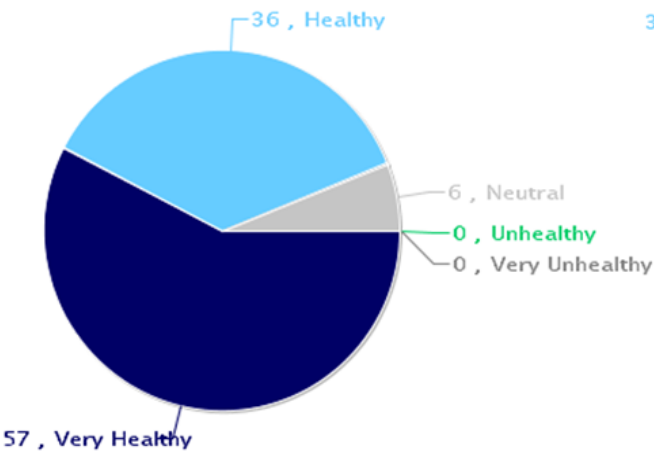
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



| SurveyID | Comment |
|----------|--|
| 1683751 | We would walk or bike if parents didn't have to be at work before 8 |
| 1683734 | It's absolutely ridiculous that there is no completed path for residents that are south of Rosa Parks. The path that was built on Heron dead ends to a cornfield, and there's no alternate route through our residential area for walkers/bikers. I would very much love to see this path better developed ASAP. If that were the case, my kids would be walking/biking to school every day. That would be their safest route. Secondly, there is no crossing guard at the intersection of Heron and Timberwolf. If there was ever a more obvious spot for a crossing guard, that would be it. I'm afraid that the City of Mankato is waiting for a fatality before someone will be smart enough to get someone stationed at this corner. Finally, the traffic along Timberwolf is very active, and many are driving well above the speed limit for school drop-offs and pickups. Although the school is so close to us, it still feels so far away. This school needs more walker/biker safely before I will ever let my child walk to and from school by herself (she currently walks with her brother who is a 5th grader. When he's done with school, I'm still not going to have her walk home by herself). |
| 1683637 | Rosa Parks could benefit greatly from a crossing guard at the intersection of Timberwolf and Heron. Cars don't let kids cross safely very often and I worry about some of the kids being hit. I would also be more on board with my child walking if they finished the sidewalk cut thru that was from Uriah ct to heron at the edge of the field. When my son was in school with my youngest they were allowed to walk home but I wasn't a huge fan of them cutting through people's yards. There's a current sidewalk that goes to the field and just ends. Property owners wouldn't mind it being finished because currently children walk through their yards. If there was an actual sidewalk they'd stay on it and leave yards alone. |
| 1683673 | My child likes to walk and walks home with other neighbor children. However, Monks is very busy and high speed. There is a crosswalk but I'd be much more comfortable if there was an adult(s) walking with students or, at least, someone at the Monks crossing to help assure safe crossings. This is especially true when it is dark during the walk. |
| 1684586 | My daughter has ADHD and right now I don't feel comfortable letting her walk. She is in 1st grade. She would have to walk past all the college apartments. |
| 1683799 | I fully support my daughter walking to school with me, it's just that she's only in Kindergarten and most days it's easier for me to drive her in |
| 1683725 | Our concern is crossing Woodhaven Circle at Monks, which is at higher speeds and challenging intersection to navigate. Then crossing again at Monks. Also, most days our son would be walking alone. |
| 1683634 | Our school needs to have posted school zones to reduce the speed. Currently the school doesn't have school zones. My 1st grader walks to and from school with his 5th grade brother. Next year when it is just my 2nd and Kindergartner they will not be able to walk to and from school alone. |
| 1683635 | My kids live near campus. College kids aren't very considerate with the streets. |
| 1683638 | Worried about attempted child abductions I have heard of less than a mile from school. Traffic light on Monks needs more visual warnings when red as there are many drivers that run this light. |
| 1683788 | My #1 concern it to have crossing guards to help ensure over all safety in crossing the street and be watching for crime. Sidewalks are good around the Rosa Park's area... I just worry primarily about safety. |
| 1683789 | My child does walk to school when the weather is nice a couple times a week until winter comes. |
| 1683669 | All of these concerns have been brought to the attention of the city. Nothing has been done. |

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| 1683687 | We live at the edge of the township, am not sure biking to school is a workable plan despite the above variables. Maybe we would consider it if mom or dad went along, but this would not be something that could happen often due to work schedules & the existence of his younger brother. |
| 1683793 | Too much traffic on Timberwolf with college kids. Need a school zone for speed. Way too fast the traffic is going by. Need crossing guards to help children cross safely. |
| 1683797 | Intersections around school are not monitored closely enough and for long enough for me to feel comfortable with my child walking to/from school without an adult. |
| 1683803 | We live on Heron Dr so the school is across the street. Quick walk but when they expect children to walk all the way around the school is unrealistic. The traffic is horrible trying to cross at any time and trying to get in and out of the driveway is worse. I wish they would put in a crosswalk between Heron and the school entrance that way the kids didn't have to try to cross in the middle of the road or walk all the way down the street and around. That being said they would have to pave the sidewalk all the way around to the school entrance so children were crossing the parking lot during pick up and drop off. The south side will continue to expand and there needs to be safe access for all kids in that direction. |
| 1683761 | This is a comment regarding students who attend school at Rosa Parks. I would feel much more comfortable letting my children walk home from school if there was a crossing guard assisting students across Monks Ave in addition to the traffic light. The traffic light is a start, but not enough for those busy times before and after school. |
| 1683780 | Biking to school is difficult for some children as there is only one path they can take to get to the bike racks. If they take the other path, they have to go through the morning traffic/drop off lines. Walking is not an issue, except for the speed of the traffic on the road near the school, it has not been adjusted for a school zone. Weather is weather, we live in Minnesota, if it is too cold my child will be getting a ride. The drop off line is ridiculous, people can not wait in a line and are constantly thinking their time is more important than others and cutting in line. People also continue to park in the drop off line even though countless emails have been sent regarding this issue. |
| 1683796 | It would be nice to have adults that walked with groups of students over to the other side of monks toward Buscher Park. If students can't get bussed to their neighborhood it would be nice to have a walking school bus. |
| 1684010 | This is the first year we live within walking distance of the school. We used to be on a bus route. Our new home is .98 miles from the school. We can see the bus stop from our home, but our kids still need to walk. I completely understand that a line needs to be drawn and our house that line. Currently, with a 3rd and 5th grader we are comfortable with them biking/walking to school. Next year when we have a kindergartner join the mix, I am more apprehensive. Mainly because it is basically a mile walk, and they have to cross Monks, which is very busy. |
| 1687593 | The most direct route from my house to school is over 1 mile and yet we do not qualify for busing. I find it ridiculous to think a kindergarten student would walk or ride his bike to school from this distance. Crossing Monks Ave. alone is a safety risk. The "walking school bus" is a joke. I received zero information on this as far as how it works, when to be at a stop, etc. I see the district's "walking zone" map as a cost saving cop out on providing transportation for these young children. I feel I have no other choice than to drive my child to and from school daily. I sit in a long line each afternoon, wasting time and gas and polluting the air with emissions. |
| 1683735 | Would be beneficial for Rosa Parks to have at least one crossing guard at the corner of Timberwolf and Heron or right near the back side of the school where bikers are encouraged to go so children coming from the trailer park or the new apartment complex don't have to walk all the way to the corner just to have to backtrack to get to the route the school recommends. |
| 1683648 | I do not mind dropping my child off in the morning, but the afterschool situation becomes difficult. The Excel Program only goes till 4 and sometimes it is impossible to get off work and get to my child by 4. So, I'm forced to make bad parenting decisions and hope he can make it home on his own. It's not that I don't trust him, but it is everything else that terrifies me like traffic, strangers, or the weather. I know I am the exception to the rule, but I would gladly pay extra afterschool bus options. |

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| 1683787 | It would be nice to have a cross walk to the new apartment complex (Rosa place apt) so kids in the new part of university park neighborhood can more safely cross timberwolf |
| 1683682 | My children attend MAPS under open enrollment status. |
| 1683980 | Need crossing guards at the intersection of Timberwolf Dr & Heron Dr before & after school. |

School Name: Washington Elementary SchoolSet ID: 19081

School Group: Mankato SchoolMonth and Year Collected: November 2019

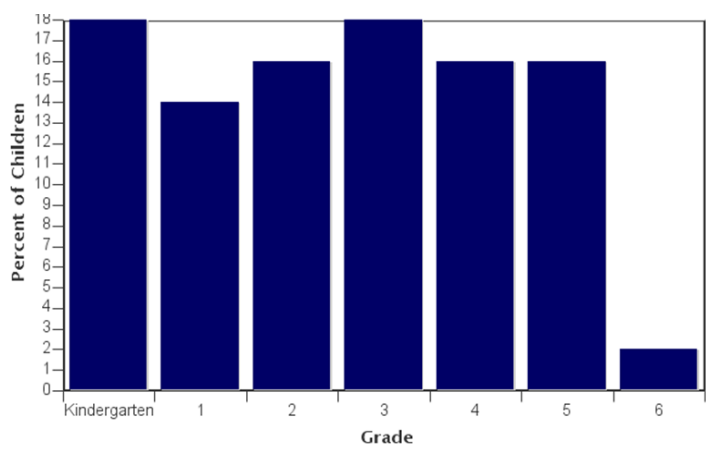
School Enrollment: 0Date Report Generated: 01/17/2020

% Range of Students Involved in SRTS: Don't KnowTags:

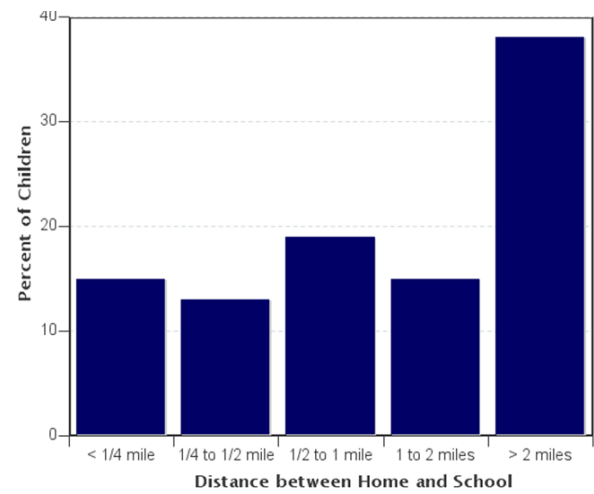
Number of Questionnaires Distributed: 0Number of Questionnaires Analyzed for Report: 50

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

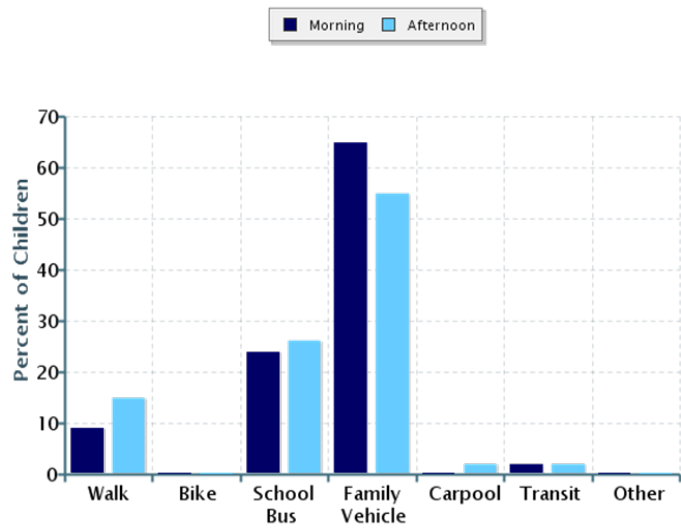
Grade levels of children represented in survey



Parent estimate of distance from child’s home to school



Parent estimate of distance from child’s home to school



School Arrival

| Distance | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile | 6 | 50% | 0% | 0% | 50% | 0% | 0% | 0% |
| 1/4 mile up to 1/2 mile | 6 | 0% | 0% | 17% | 83% | 0% | 0% | 0% |
| 1/2 mile up to 1 mile | 8 | 13% | 0% | 0% | 75% | 0% | 13% | 0% |
| 1 mile up to 2 miles | 7 | 0% | 0% | 14% | 86% | 0% | 0% | 0% |
| More than 2 miles | 18 | 0% | 0% | 44% | 56% | 0% | 0% | 0% |

Don't know or No response: 5

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 | 7 | 57% | 0% | 0% | 43% | 0% | 0% | 0% |
| 1/4 mile up to 1/2 mile | 6 | 33% | 0% | 0% | 67% | 0% | 0% | 0% |
| 1/2 mile up to 1 mile | 8 | 13% | 0% | 25% | 50% | 0% | 13% | 0% |
| 1 mile up to 2 miles | 7 | 0% | 0% | 29% | 57% | 14% | 0% | 0% |
| More than 2 miles | 18 | 0% | 0% | 44% | 56% | 0% | 0% | 0% |

Don't know or No response: 4

Percentages may not total 100% due to rounding.

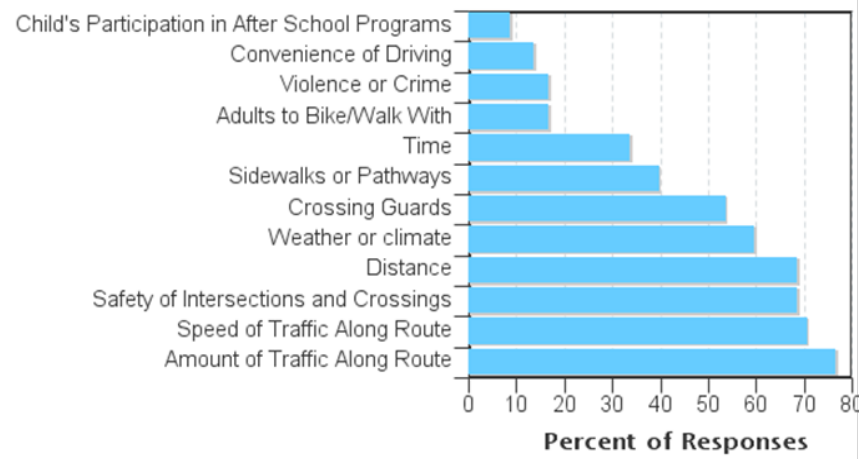
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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 | 25 | 100% | 67% | 44% | 57% | 33% |
| No | 22 | 0% | 33% | 56% | 43% | 67% |

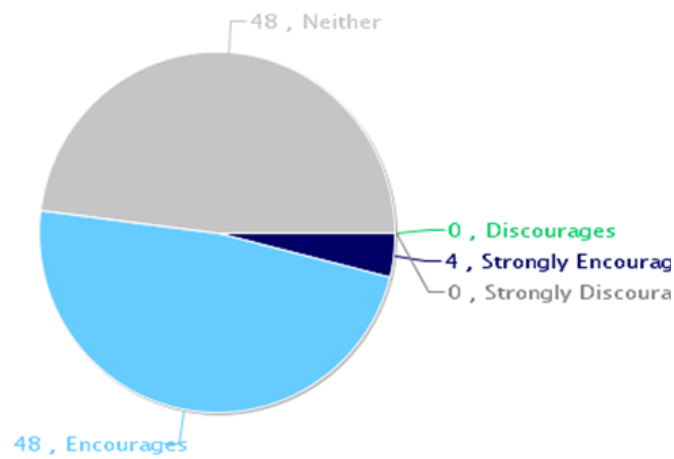
Don't know or No response: 3

Percentages may not total 100% due to rounding.

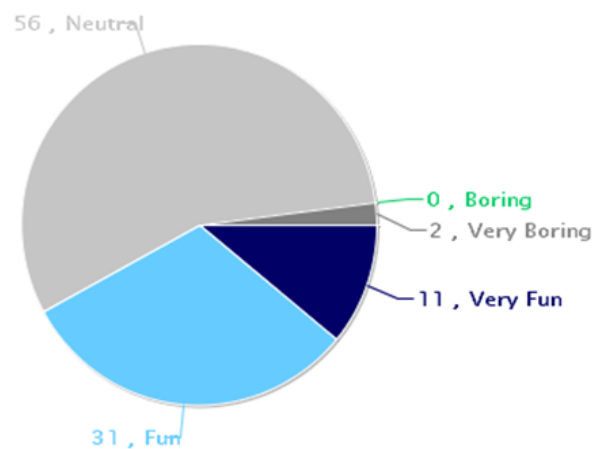
Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



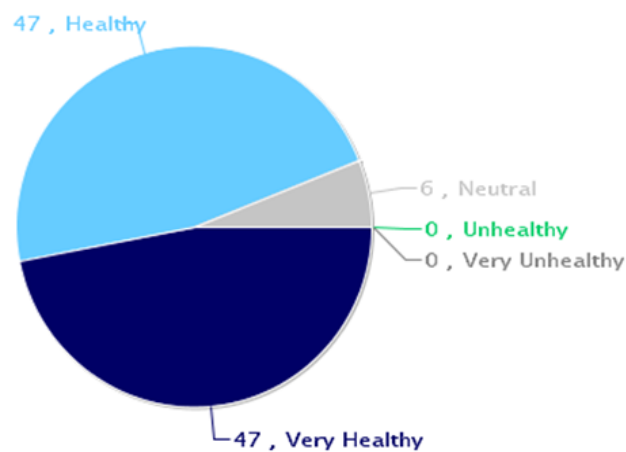
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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

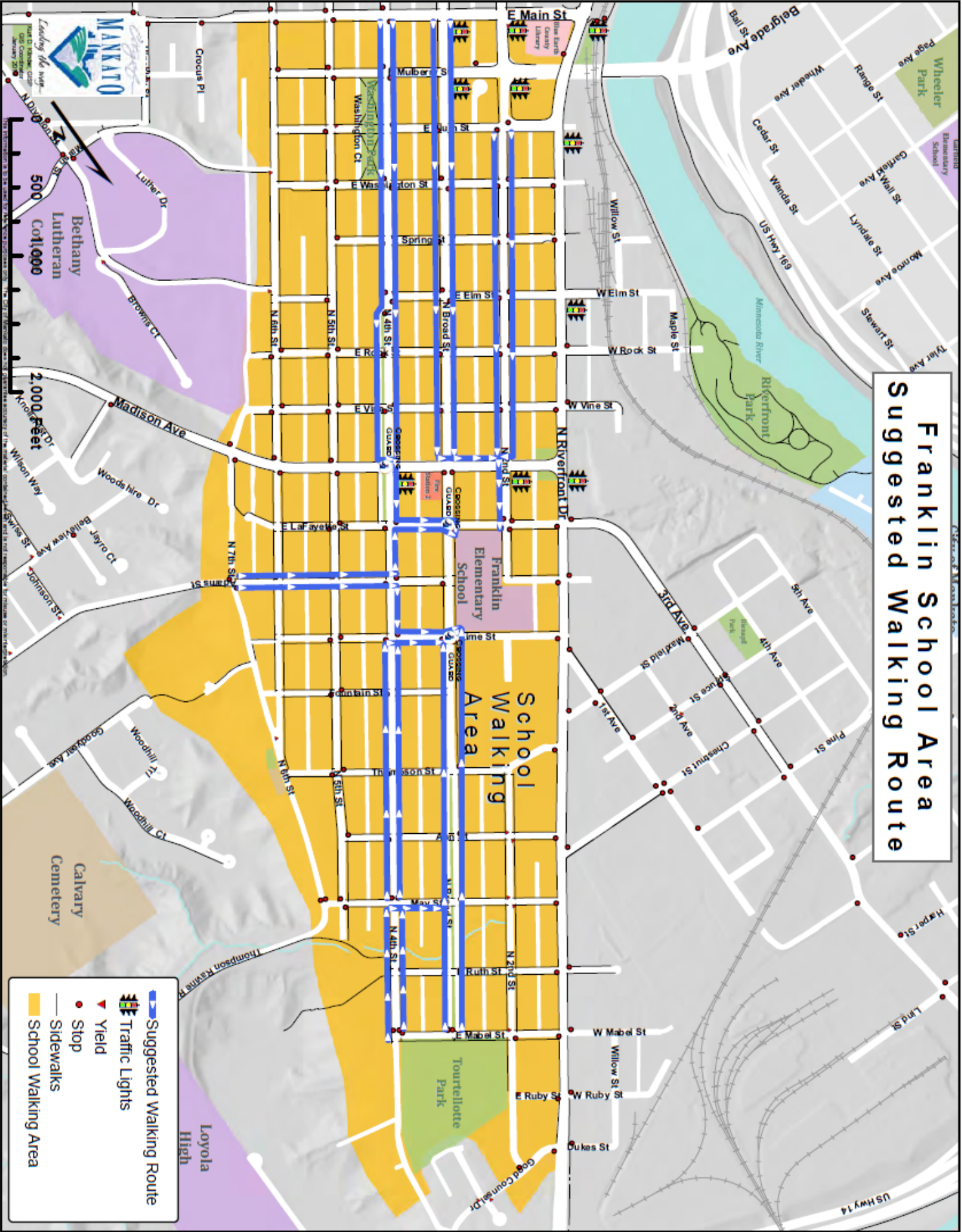


Parents' opinions about how healthy walking and biking to/from school is for their child



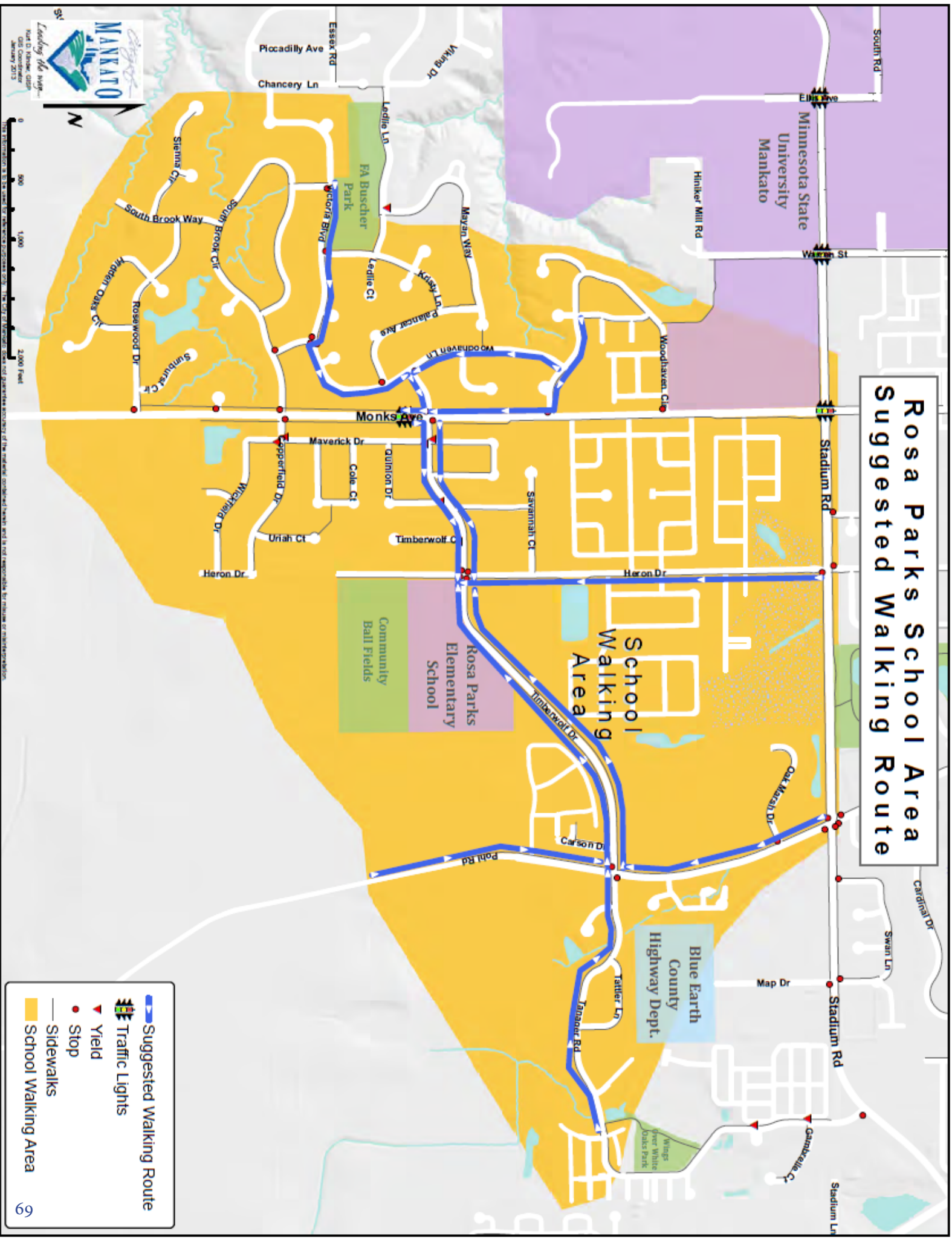
| SurveyID | Comment |
|----------|--|
| 1681755 | There are a lot of factors. The kids crossing the roads by themselves and the other drivers not paying attention and driving to fast. Have lights like MSU at street crossings would help. You can't help the weather either. I prefer to walk with them we I can or we drive. Would love to let them walk but can be along walk in bad weather and don't trust other drivers when crossing roads. |
| 1681773 | Far and away, our biggest concern is crossing Madison Ave at Long St. There is a lot of morning traffic on both of those roads, especially Madison Ave. I'm just not comfortable letting my daughter cross that intersection on her own (without a crossing guard or other adult) until she's much older. |
| 1681788 | Our distance is too great to walk or bike to school. On the walk/bike to school day. I dropped my child off a safe distance from school so that they could participate in the walk to school activity. |
| 1681761 | Main street does have a crossing guard, but without him present I hesitate to allow my child to walk due to high traffic. |
| 1681762 | There should be crossing guards at Dickinson & Main and/or stoplights. |
| 1681805 | While we live in town, there are not any elementary schools closer than 3.5 miles. That's too far for an elementary school kid to go in my opinion. Has to cross too many thoroughfares. |
| 1682534 | There is just too much traffic and speeding along main street for me to even consider letting my son walk to school, they dont stop for the pedestrian crossings that ARE there. |
| 1681770 | A crossing guard might be nice nearer the school (at Anderson where the bulk of cars drive). |
| 1681750 | We pay for private contract busing for my child to get home because we are three houses from the bus stop in the wrong direction. We can only pay for the trip home, so she leaves the house at 7 am to ride the city bus with her father until the snow gets too deep, at which point I will drop her off as early as possible at school on my way to work. |
| 1681759 | Although we are districted to attend Washington, our neighborhood is quite far away. I love Washington and would be sad to send my child elsewhere, but I also think a new elementary school closer to our home and where new homes are booming is essential for the future. |
| 1681760 | Our child is at Washington as a result of an Attendance Exception due to busing route issues and change in traffic patterns for the school he would have otherwise attended. |
| 1681774 | Our assigned school is way too far away for the kids in our neighborhood to ride bike or walk to school! There is also a highway they would have to cross to get to school. |
| 1681814 | Not sure how my level of education is relevant to this survey. The fact is Madison Ave is very busy along with March and Swiss in front of hospital. While there are crosswalk lines, cars drive too fast and are too distracted these days for me to feel comfortable with my children walking. Its not that I dont think they are able, its the drivers I dont trust. |
| 1681816 | There is no safe way for children who live on the South side of Glenwood Ave to walk or bike to school. There are too many hills and traffic is way too busy. They could go all the way around to Balcerzak and then turn onto East Main, but the traffic is way too busy and people don't pay attention. I personally don't feel safe letting my kids walk or bike at any age at this point due to where we live. |
| 1681884 | One mote crossing guard is need on Dane street next to hospital. We walked all the time last year and almost got hit at least twice on our 15 minute walk. |
| 1681890 | I would have no issues IF there was a crossing guard at Emerson and Pfau or Emerson and McConnell intersections. |
| 1681898 | There needs to be a crossing guard where Emerson meets McConnell. It is a busy, confusing intersection and I've seen more than one child almost get hit there. I would have let my son walk to school earlier if it weren't for that intersection. |

Walking Routes



City of Mankato
Public Works

Rosa Parks School Area Suggested Walking Route



Washington School Area Suggested Walking Route

City of
Mankato Public
Works Campus

Hilltop

Agency Trl

S Victory Dr

S Redwood Dr

S Belmont Dr

Atwood Dr

Extension

N Plainview Ave

Madison Ave

N Victory Dr

Hope St

Caladonia St

Mayvis Blvd

Reed St

Pfau St

Mayray Blvd

Johnson St

Bellevue Ave

Wilson Way

Knollcrest Dr

Woodchire Dr

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