

SAFE ROUTES TO SCHOOL PLAN



2026
Prepared By:



HUTCHINSON PUBLIC SCHOOLS



ISD 423



HUTCHINSON

A CITY ON PURPOSE.



MID-MINNESOTA DEVELOPMENT COMMISSION



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This plan reflects the contributions of individuals committed to the safety and success of Hutchinson’s students. We thank the members of the Hutchinson community for their thoughtful input, collaboration, and continued dedication to creating a safer environment for all students in the Hutchinson School District.



Background and Existing Conditions

The Purpose of Safe Routes to School Plans

The purpose of this Safe Routes to School (SRTS) Plan is to identify practical strategies that improve safety and accessibility for students who walk or bike to school. The document is intended to guide the City of Hutchinson and the Hutchinson School District as they consider improvements to students' access to the district's five school campuses. The plan also provides supporting documentation which can be used when pursuing future grants to support infrastructure improvements, and as a reference for future planning efforts. This plan updates the Safe Routes to School Plan adopted by Hutchinson in 2015, reflecting significant changes that have occurred at several school campuses since that time.



Brief History of SRTS Plans

Safe Routes to School planning in the United States began in 1975, when the Federal Highway Administration (FHWA) released a national study titled *School Trip Safety and Urban Play Areas*. This study was designed to provide guidelines for the protection of young pedestrians (ages 5-14) traveling to and from school; boarding school buses, and participating in after school activities.

Key findings from the study included:

1. Younger children (ages 5–9) were disproportionately involved in pedestrian crashes and had difficulty recognizing or distinguishing traffic control devices when compared to older children (ages 10–14).
2. Drivers traveling near schools rarely noticed school-related traffic signs unless they were flashing.
3. The use of school walking routes and associated maps helped schools and families focus on practical and achievable safety improvements.

The next two decades would see a proliferation of new school and community-based projects that would later form the foundation of what is now called SRTS. However, modern SRTS work began in earnest in the Bronx of New York City in 1997. Congress then funded two demonstration projects in Marin County, California (1998) and Arlington, Massachusetts (1998) and these projects served as a springboard for other states to undertake similar work in the early 2000's.

In 2005 Congress created the first National Safe Routes to School program, administered by the Federal Highway Administration, to improve road safety for children and encourage them to walk and bike to school. In July 2012, Congress demonstrated further commitment to SRTS by providing funding through the MAP-21 transportation bill, which allowed ongoing SRTS activities to proceed under the new Transportation Alternatives Program (TAP).

Minnesota's Safe Routes to School Program

In 2005, Minnesota received federal funding for Safe Routes to School, established as part of the SAFETEA-LU transportation bill. Under this law, every state in the nation is allocated money to improve school safety and encourage walking and cycling to school, with a focus on children in grades Kindergarten through Eight. The federal money provided under SAFETEA-LU had no requirement for states or local communities to provide a local financial match to support projects built with these funds.

In 2012, Minnesota's legislature made a major commitment to SRTS by passing legislation to create a state sponsored program. Through Minnesota Statute Section 174.40, the State now provides support for capital projects that improve pedestrian and bicycle safety before, during, and after school hours, so that walking and bicycling to school is a viable and attractive transportation option. Minnesota's SRTS program is grounded in the same principles as the federal SRTS program. It includes some administrative and evaluation requirements carried out by staff from the Minnesota Department of Transportation (MnDOT), the agency now charged with SRTS program administration. Their work is guided by the SRTS Steering Committee. Established by MnDOT in 2011, this committee is comprised of 27 members representing various urban, suburban, and



Hutchinson Safe Routes to School Plan

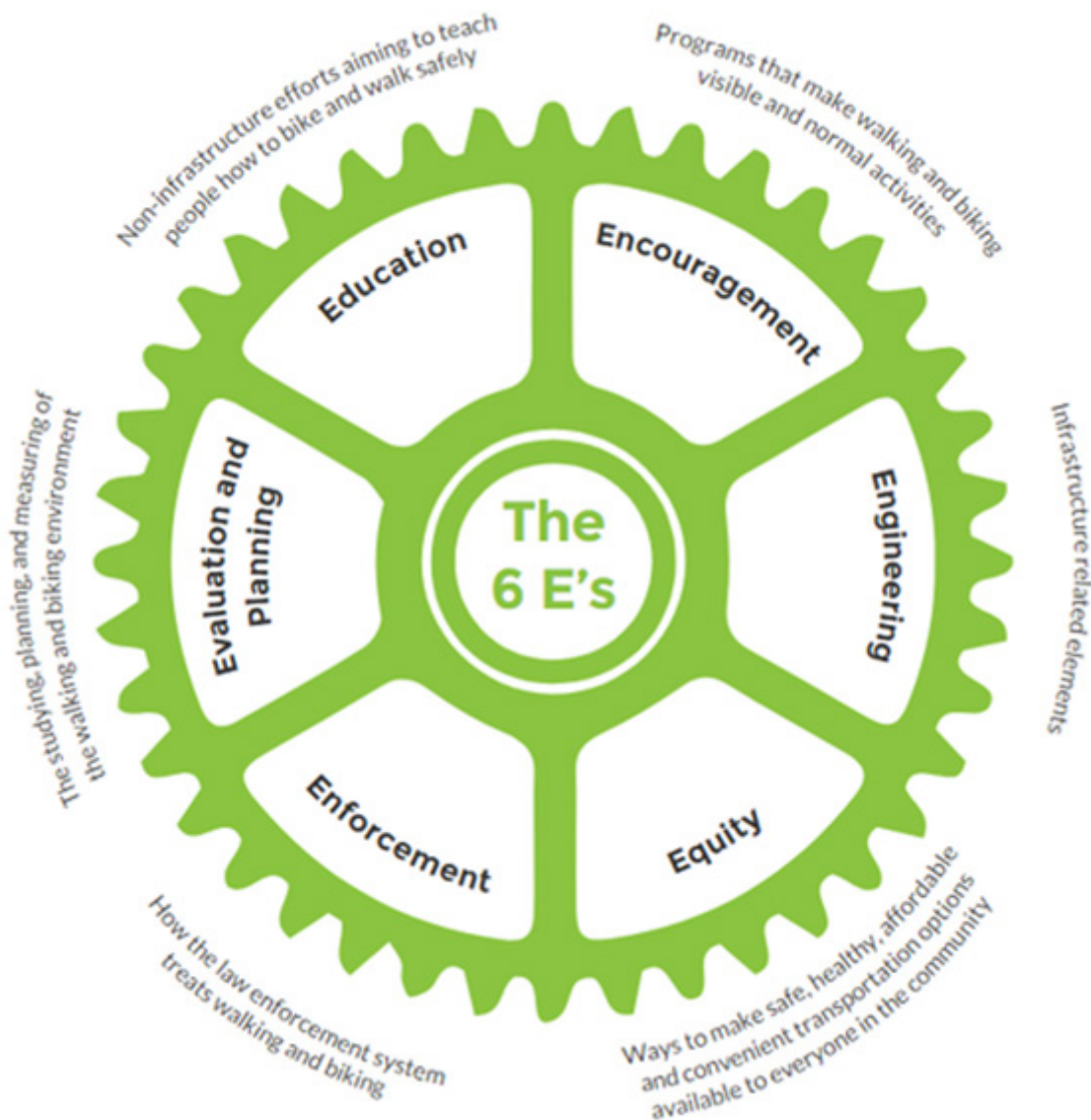


rural cities, counties, metropolitan planning organizations, schools, and public health agencies. Its members determine statewide SRTS priorities, select projects through competitive application processes, and guide the direction of program activities.

In 2013, MnDOT awarded more than \$15 million to Minnesota communities to support SRTS projects. Most of the awards went toward planning and infrastructure work, on or near school properties, to improve safety for those walking and bicycling to and from school. In Minnesota, Safe Routes to School supports roughly 200 schools each year, reaching tens of thousands of students annually through programming and infrastructure investments, while statewide K–8 pedestrian and bicycle safety education now extends that reach to nearly all students. In recent years, MnDOT has awarded millions of dollars annually through the Safe Routes to School program—including roughly \$8–11 million for infrastructure and about \$1–2 million for planning, education, and other non-infrastructure efforts—continuing a strong emphasis on physical improvements that enhance pedestrian and bicyclist safety.

The Six E's Framework

The "Six E's" is shorthand for a broad and multifaceted approach to the planning, design and implementation of transportation projects. This approach is often used in transportation planning and road safety interventions because there is no single countermeasure that works for all situations. The Six E's approach focuses on improving safety by implementing strategies in the categories of: Engineering, Education, Encouragement, Enforcement, Evaluation, and Equity.





Engineering focuses on the physical design of streets, sidewalks, crossings, and transportation systems. This includes traffic calming, creating safer intersections, improving lighting, and incorporating infrastructure that reduces the likelihood and severity of crashes.

Education involves informing students and the motoring public about safe behaviors and rules of the road. This work can include school-based programming, driver education, pedestrian and bicycle safety training, and public awareness campaigns.

Enforcement ensures that traffic laws and safety regulations are followed. Targeted, fair, and data-driven enforcement can deter dangerous behaviors such as speeding, distracted driving, or failure to yield.

Encouragement aims to promote safe and healthy travel choices through positive incentives rather than penalties. Examples include walking and biking programs, events like Walk to School Day, or employer-sponsored commuting benefits.

Evaluation is the process of collecting data and measuring outcomes to understand what is working and what is not. This includes analyzing crash data, traffic speeds, usage patterns, and program effectiveness to guide continuous improvement.

Equity ensures that safety investments and programs benefit all people, especially those historically underserved or at higher risk. An equity lens helps address disparities related to age, income, race, ability, and geography.

Together, the Six E's provide a holistic framework for creating safer, more inclusive communities through coordinated and sustained action.

Safe Routes to School in Hutchinson

In 2025, the City of Hutchinson and the Mid-Minnesota Development Commission (MMDC) began work on an updated Safe Routes to School Plan for the Hutchinson school system. Much has changed since the creation of the 2015 plan, with new projects and developments occurring throughout the district. These include new building projects, school relocation, and shifts in student enrollment. This updated plan will provide an analysis of the current conditions, and allow the SRTS partnership to focus on the most pressing safety issues.

This updated Plan extends the scope of the original Plan to include grades K-12, at all five Hutchinson School District campuses. A Safe Routes to School Committee was formed to document and analyze existing conditions, observe walking and bicycling to and from schools, and recommend countermeasures to improve walking and bicycling to and from schools while increasing safety.

Hutchinson Safe Routes to School Committee

- Brandon Braithwaite
City Engineer, City of Hutchinson
- Tom Gifferson
Chief of Police, City of Hutchinson
- Jennifer Mahan-Deitte
Principal, Tiger Elementary
- Michael McDowell
Vice Principal, Hutchinson Middle School
- Lynn Neumann
Director of Parks, Recreation & Community Education, City of Hutchinson
- Mike Stifter
Public Works Director, City of Hutchinson
- Justin Teneyck
Director of Buildings and Grounds, Hutchinson Public Schools
- Sara Witte
Parks Manager, City of Hutchinson
- Blake Barnard
Transportation & Community Planner, Mid-Minnesota Development Commission



Vision Statement

The Hutchinson Safe Routes to School Task Force developed a Vision Statement to guide the preparation of the Safe Routes to School Plans for Park Elementary, Tiger Elementary, West Elementary, Hutchinson Middle School, and Hutchinson High School.

The Hutchinson School District and the City of Hutchinson support safe, active transportation for students through infrastructure improvements, enforcement, education, and encouragement.



Hutchinson Community in Focus

The City of Hutchinson serves as a regional hub for McLeod County and the surrounding area. Located about 60 miles west of the Twin Cities, Hutchinson is situated at the intersection of three of the area's main highways: MN State Highways 7, 15, and 22. The city is located in the northwestern part of McLeod County. Hutchinson is a thriving community of approximately 14,600 people and is a major commercial, educational and service center for the surrounding rural areas.

For decades, Hutchinson has taken a proactive approach to transportation planning, with a strong emphasis on safety and connectivity. Rather than focusing solely on motor vehicle transportation, city staff have consistently implemented planning features to accommodate walkers and bicycle riders of all ages. There are many miles of trails and bikeways with separated or dedicated paths, providing a network that directly connects residential neighborhoods with parks, schools and businesses. Hutchinson is also served by The Luce Line State Trail which also provides a direct trail experience and connection to other trails. The Luce Line provides the base for the local network of low speed urban paths and bikeways.

In 2012, Hutchinson was designated a Bronze-level Bicycle Friendly Community by the League of American Bicyclists. Since then, the community has worked to build upon that recognition, through ongoing planning and infrastructure projects and through the adoption of the principles of "Complete Streets". Complete Streets is an approach to designing streets that enable safe and efficient travel by all users, including pedestrians, bicyclists, transit riders and drivers. Hutchinson also promotes Bike and Walk to School Day each year, especially during National Bike Month. Each May they promote bike safety and distribute related outreach materials.

Since adopting the Hutchinson Transportation Plan in 2012, Hutchinson has been working to make progress on the multi-modal goals of the document. Efforts have included Safe Routes to School planning projects, traffic safety initiatives and a Safe Streets and Roads for All (SS4A) planning project, for which Hutchinson received federal funding. Hutchinson City Council members have committed to safety, increased transportation choices, and a community that is pedestrian friendly for all ages and abilities.



Hutchinson Schools Settings and Travel Environments

School Road SW and surrounding Hutchinson roadways provide many opportunities for the incorporation of SRTS-focused engineering of the built environment. The street, spacing of campus buildings, and proximity of the surrounding neighborhoods all support pedestrian and bicycle travel. However, to address the concentration of “drop-off” vehicles along School Road SW and to ensure pedestrian safety, schools and community stakeholders may need to implement improved pedestrian crossings, clearer signage, and continuity along the sidewalks and bicycle paths in this area.



Pictured: A Hutchinson student who may rather walk to school.

Hutchinson Public School District #423

The Public Schools of Independent School District 423 serve the City of Hutchinson and rural areas surrounding the city. There are five schools located within the District: the High School (grades 9–12), the Middle School (grades 6–8), Park Elementary (grades 4–5), Tiger Elementary (grades 2-3) and West Elementary (K-1).

In 2019, Hutchinson High School and Park Elementary underwent a major renovation and addition. In December 2022, renovations and additions to West Elementary and Tiger Elementary addition/renovation projects were completed. For the 2025-2026 school year, total student enrollment is approximately 2,700.

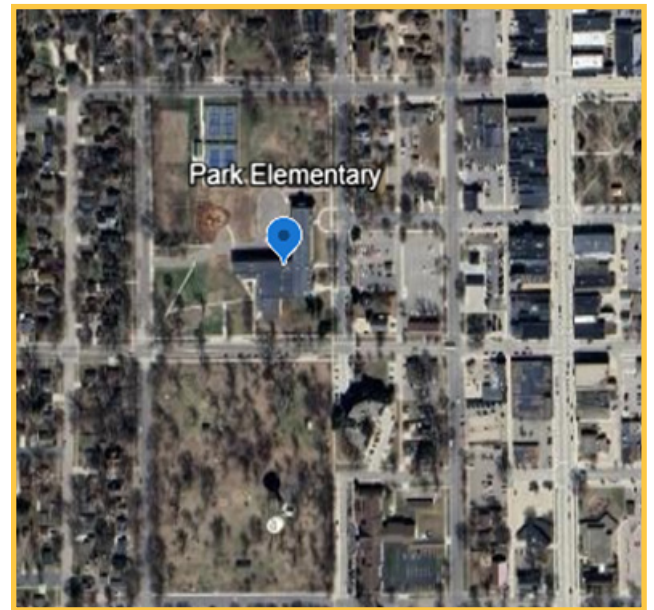
The “Minnesota Report Card” shows the 2025 demographic makeup of these schools as follows:

Student Ethnicity	West Elementary	Tiger Elementary	Park Elementary	Middle School	High School
White, not Hispanic Origin	81.9%	82.1%	78.7%	84.5%	80.3%
Asian/Pacific Islander	1.4%	1.1%	.8%	.9%	1.5%
Hispanic	10.0%	11.5%	15.1%	10.1%	11.4%
Black, not of Hispanic Origin	.9%	.8%	.8%	.6%	1.4%
American Indian	1.6%	1.6%	1.3%	.9%	1.5%

In the fall of 2025 there were 431 students enrolled in West Elementary, 375 enrolled at Tiger Elementary, 371 at Park, 535 at Middle School and 863 at High School.



Locations of Current District Buildings



Tiger & West Elementary

West Elementary serves students attending preschool through first grade.
Principal: Bailey Rettman
Total enrollment: 431

Tiger Elementary serves grades 2 and 3.
Principal: Jennifer Mahan-Deitte
Total enrollment: 375

Both West Elementary and Tiger Elementary are located on the southwest side of Hutchinson, along School Road SW. Together, the two connected buildings provide space for early-elementary learning for all students in grades K through 3.



School Road SW is a collector street that serves a residential neighborhood. The neighborhood consists of single-family residences situated on low-speed, low-volume local streets. The street pattern in this area, with short blocks and direct connections, minimizes the need for pedestrians to travel on higher-speed arterial streets. It therefore favors pedestrian and bicycle travel to school, especially given many students reside within easy walking distance.

The Tiger Elementary and West Elementary sites are directly connected by a length of School Road SW, as well as by short onsite walking paths. Because of their proximity, the sites serve as a single school location for families with young students.. Concentrated school use along this short stretch of road produces a consistent

stream of pedestrians during morning and afternoon school drop-off and pick-up hours. This has the potential to provide an excellent opportunity and venue for building driver awareness and for implementing any speed-reduction enforcement measures.



Park Elementary

Serves grades 4 and 5
Principal: Dan Olberg
Total enrollment: 371

Park Elementary School is located in a residential neighborhood in central Hutchinson, over a mile from the other four Hutchinson campuses. It is bordered by neighborhood streets and is located near several established residential areas.



The roadway network surrounding Park Elementary includes low-speed, low-volume residential streets, with short block lengths and numerous alternative routes. Such neighborhood configurations are generally pedestrian-friendly and favorable to active transportation, meaning modes of travel such as walking and bicycling that rely on human movement rather than motorized vehicles. They enable students to walk or bike on local streets rather than using high speed arterial routes. Because a significant number of homes are located within a short walking distance of the school, a pedestrian-friendly environment, one that can be regularly used before school, after school and during break times, is fostered.

The school site is recessed from the surrounding streets with onsite parking, bus loading courts, and a designated parent drop-off area. While this configuration effectively manages vehicle circulation patterns, it also results in concentrated vehicular activity in and around the main entrance areas during peak hours. To mitigate potential conflicts between pedestrians and motorists, effective pedestrian routes and crossing areas are necessary. While sidewalks are available on streets radiating from the Park Elementary site, their continuity and condition varies from block to block.

Park Elementary is also located close to several local parks, churches and shops. The proximity of these amenities can also support walking and biking to school, provided there is adequate pedestrian infrastructure. Unfortunately, some students must cross collector streets or navigate areas with poor sidewalk or lacking pedestrian crossing infrastructure. These challenges, particularly where pedestrian infrastructure intersects with vehicle approaches, make the routes less safe and less inviting for younger travelers and their families.

From a SRTS perspective, short distances to homes and a local street network suggest great potential for walking and biking to school for Park Elementary Students. However, conditions on the sidewalks, at a few key intersections, and at the school drives, will all need to be addressed to provide a consistent and safe pedestrian and bicyclist experience.



Hutchinson Middle School

Serves grades 6, 7 and 8
Principal: Dawn Holtz
Total enrollment: 535

Hutchinson Middle School, which serves students in grades 6-8, is located in a primary east-west corridor of the community. The school site is located on South Grade Road, a major travel street serving both local and through traffic. While the site provides good regional access, it also has the associated problem of higher motorist speeds and traffic volumes. These factors can create serious

challenges for walking and biking.

The Middle School site is in close proximity to homes and is also adjacent to three of the other Hutchinson School District campuses, which are connected via walking trails. Some blocks surrounding the middle school site are larger, with wider streets. Here are fewer pedestrian connections in some directions, requiring some children to be driven to school or to walk along a collector street and cross busy arterial roads to access the site.



The Middle School building is recessed from the major arterial road. The property includes onsite parking, bus loading areas, and a designated parent drop-off area. While the school site separates school traffic from the general public, the large paved areas that are required to accommodate onsite circulation serve to increase the distance between the sidewalk and the building entrances. Although there are segments of sidewalk along surrounding streets, sidewalk path and surface continuity, and crosswalk visibility can vary from one approach to another, limiting pedestrian comfort. While Hutchinson Middle School can be reached from several different directions, there are some locations along sidewalks and surrounding streets that will benefit from pedestrian safety enhancements.

Hutchinson High School

Serves grades 9, 10, 11 and 12

Principal: Jennifer Telecky

Total enrollment: 863

Hutchinson High School is located on the northern end of the four-campus system in Hutchinson, adjacent to residential neighborhoods. Like other district buildings the High School draws some students from nearby homes, however its overall catchment area is large, extending well beyond walking distance for many students.



Unlike the elementary campuses, the high school accommodates a substantial number of student drivers. Many students also arrive by bus, which drops off on the east side of the building. Others are dropped off by parents, in the building's front, circular parking lot. Students living in the surrounding neighborhoods—primarily to the east and southeast—often walk to school, though they represent a small minority of the student body.

Sidewalks and shared-use paths are present throughout nearby residential areas. However, the Safe Routes to School (SRTS) committee has identified several safety and access gaps around the campus. In particular, many walking students are required to cross busy corridors, such as Roberts Road and School Road.

Overall, the high school campus functions in a more auto-oriented environment than the elementary sites. Improving sidewalk continuity, enhancing crosswalk visibility, and strengthening bicycle connections to surrounding neighborhoods would better support students who choose to walk or bike. Given the multiple access points to the campus and the presence of nearby residential areas, targeted pedestrian and bicycle improvements have the potential to both enhance safety and increase the share of students who choose to walk or bike to the Hutchinson High School at least some of the time.

Hutchinson School District: SRTS-Related Health & Active Programs

1. Walk! Bike! Fun! bicycle and pedestrian curriculum

- Classroom and on-bike instruction on safe walking and bicycling skills.
- Focuses on traffic behavior, confidence, and daily physical activity.

This curriculum provides structured instruction to help students understand how to safely travel as pedestrians and bicyclists. By building skills and confidence, it supports long-term active transportation habits and directly aligns with SRTS education goals.

2. Bicycle and pedestrian safety lessons in school

- Safety lessons integrated into classroom and/or physical education settings.
- Includes street-crossing skills and bicycle traffic laws.

These lessons reinforce practical safety knowledge students need when traveling to and from school. Integrating this content into existing classes ensures that all students receive basic pedestrian and bicycle safety education as part of their regular school experience.



3. National Walk to School Day participation

- Annual fall event encouraging students to walk to school.
- Used to build enthusiasm and awareness for active transportation.

Walk to School Day provides a visible, community-wide opportunity to promote active transportation. The event helps normalize walking as a safe and healthy option while allowing families, staff, and community partners to participate together.

4. National Bike to School Day participation

- Spring event promoting bicycling to school.
- Often paired with safety activities or community events.

Bike to School Day encourages students to use bicycles for daily transportation and builds awareness of safe bicycling practices. The event often includes group rides, safety checks, or educational activities that reinforce SRTS messages.

5. Family bicycle safety classes

- Community or school-sponsored classes teaching bike safety to students and parents together.
- Helps families feel more comfortable allowing children to bike.

These classes address both student skills and parent concerns by providing shared instruction. When families understand safe riding practices and local traffic conditions, they are more likely to support walking and bicycling to school.

6. Bike helmet giveaway or reduced-cost helmet programs

- Distribution of helmets through schools or community partners.
- Often paired with safety education and fitting assistance.

Helmet programs remove cost barriers and improve student safety. By pairing distribution with proper fitting and safety education, the program increases helmet use and reduces the risk of head injuries during active travel.

7. Earn-a-Bike or bicycle access programs

- Programs where students can earn or receive refurbished bikes.
- Often targeted to lower-income families to increase access to active transportation.

Access to a bicycle is a key factor in whether students can bike to school. Earn-a-Bike programs improve equity by providing reliable bicycles and basic maintenance knowledge, making active transportation more feasible for all students.

8. School bus safety education

- Age-appropriate safety training for students in grades K–10.
- Covers boarding, exiting, danger zones, and safe conduct.

Bus safety education ensures that students who rely on school transportation travel safely each day. It also reinforces general traffic awareness and safe behavior near roadways and vehicles.



Key Wellness-Related Policy Excerpts (Hutchinson Public Schools – ISD 423)

1. Physical Activity (District Wellness Policy)

- Students need opportunities for regular physical activity and to adopt it as a personal behavior.
- Health education reinforces skills needed to maintain a healthy lifestyle and reduce sedentary activities.
- Physical activity opportunities should be incorporated into other subject lessons where appropriate.
- Teachers should provide short physical activity breaks between lessons or classes.

Parent communication:

- The district provides information about physical education and school-based physical activity opportunities.
- The district supports parents' efforts to provide opportunities for children to be physically active outside of school.

2. Student Transportation Safety Training

School bus safety education:

- The district may designate a School Bus Safety Week (nationally observed in October).
- Students in grades K–10 receive age-appropriate bus safety training.
- Training topics include:
 - Bus safety rules and conduct.
 - Danger zones around buses.
 - Safe boarding and exiting practices.

Additional safety education:

- The district may provide bicycle and pedestrian safety education to protect students' health, welfare, and safety.

3. District Mission, Core Values, and Goals

Mission:

- The district may provide bicycle and pedestrian safety education to protect students' health, welfare, and safety.

Core values include:

- Relationships are essential for student success.
- All students learn.
- A culture of high expectations is critical.
- A meaningful and challenging curriculum is vital.

District goals include:

- Building positive relationships within schools and the community.
- Providing a safe and functional environment.

4. Nutrition and Health Promotion Practices

District health initiatives include:

- Offering only foods that meet USDA guidelines.
- Reducing the use of food as rewards.
- Encouraging physical activity.
- Providing health education on nutrition and activity.



5. District Wellness Committee Structure

District health initiatives include:

- The superintendent appoints a district-wide wellness committee.
- Membership includes parents, students, staff, health professionals, administrators, and community members.
- Responsibilities include:
 - Assessing the school environment.
 - Reviewing the wellness policy.
 - Measuring implementation.
 - Recommending revisions.
- The district conducts a wellness policy assessment at least every three years.

School Road Corridor Study

In early 2026, the City of Hutchinson initiated a planning study for the School Road SW corridor, including the segments of School Road used as access routes to the local schools and surrounding neighborhoods. The purpose of the study is to develop an understanding of current and future transportation needs along the School Road SW corridor, specifically between Roberts Road and South Grade Road.

Staff members will gather existing information related to the corridor, conduct site observations and meet with various agencies, organizations, and individuals, including the school district, McLeod County, Hutchinson Police Department and neighborhood residents, to determine the needs and concerns related to this route. Based on the needs and concerns gathered, the city will then conduct the planning activities necessary to determine project objectives and develop plan alternatives for School Road's safe and effective accommodation of automobiles, pedestrians, and bicyclists. The plans will be reviewed with the agencies, organizations and individuals. These plans will then be taken to the Hutchinson City Council for final recommendation and for the authorization to move forward with project implementation.



It is anticipated the study will be completed in mid-2026. The information gained will be available for use in the design and construction of any improvements deemed necessary for a safe and functional School Road SW corridor as well as for other future planning.



Infrastructure Improvements

Improvements to the built environment play a central role in supporting safe, comfortable, and accessible travel to school for students, families, and staff. Thoughtfully designed streets, crossings, and school access points can reduce conflicts, encourage active transportation, and improve overall safety for all users.

This plan's infrastructure recommendations are informed by onsite walking and bicycling audits, along with ongoing coordination with the Safe Routes to School Task Force. Additional insight was gathered through conversations with school and district staff, caregivers, students, community members, and local agency partners. Together, these perspectives helped identify barriers to walking and bicycling and shaped potential solutions.

Proposed improvements were evaluated and prioritized based on a combination of factors, including observed traffic conditions, roadway design, proximity to school sites, connectivity to surrounding neighborhoods, and the presence of populations that may face greater transportation challenges. This approach ensures that recommended investments are responsive to local conditions and community needs.

The infrastructure strategies presented by this plan are not intended to be an exhaustive list of all possible improvements. Instead, they focus on locations where safety concerns, operational challenges, or access issues are most evident. Recommendations range from lower-cost measures, such as signage, pavement markings, and minor curb adjustments, to more substantial changes involving intersections, roadways, and school site access.

All recommendations are conceptual and represent planning-level guidance. Additional engineering analysis, coordination, and funding will be required to confirm feasibility, refine designs, and implement projects.

Infrastructure Resources

Curb extensions

Curb extensions are traffic-calming measures that extend the sidewalk into the parking lane at intersections or midblock crossings. This shortens the crossing distance for students, improves visibility between pedestrians and drivers, and slows turning vehicles.



Curb Extension in Cosmos, MN



High-visibility crosswalks

These crosswalks use bold, ladder-style, or continental striping that is more noticeable to drivers. They increase driver awareness at pedestrian crossings and are often paired with advance yield markings and school-zone signage.



Sidewalk gap closures

Many school routes have missing or incomplete sidewalk segments. Filling these gaps will create a more continuous, accessible walking network and prevent students from having to walk in the street or on uneven shoulders.

Raised crosswalks or raised intersections

Raised crossings elevate the roadway to sidewalk level at key pedestrian locations. This design slows vehicles, increases pedestrian visibility, and provides a more comfortable, accessible crossing for students.



Raised crosswalk in St. Paul, MN



Pedestrian refuge islands

Refuge islands are raised medians placed in the center of the road at crossing locations. They allow students to cross one direction of traffic at a time, reducing exposure to vehicles and improving safety on wider or busier streets.



Pedestrian Refuge Island in St. Paul, MN

Mini-Roundabouts

Mini-roundabouts are compact circular intersections with a small, often mountable central island. They slow vehicle speeds and reduce conflict points, improving safety for all users while maintaining traffic flow at intersections.



Mini-roundabouts in St. James, MN



Recommendations

1: South Grade Road at Middle School Bus Exit

PRIORITY: Medium
EXPENSE: Low

RECOMMENDATION

Explore placing a trained staff member or volunteer on S Grade Road during morning arrival and afternoon dismissal to help direct vehicle and bus traffic at the Middle School.

WHY IS THIS RELEVANT?

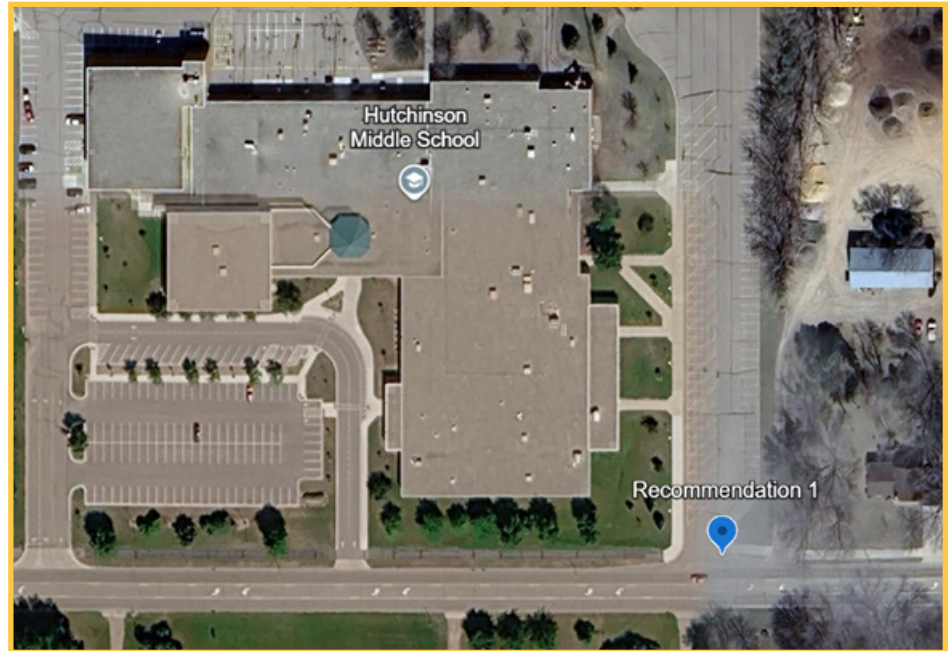
The bus exit area experiences congestion and unpredictable driver behavior during peak times. A designated person trained to guide traffic could improve circulation and reduce conflicts.

WHO WILL MAKE THIS HAPPEN?

School leadership, with support from district administration and coordination with the Hutchinson Police Department.

HOW WILL THIS ADDRESS EQUITY?

Clearer direction benefits all users—especially younger students and families with limited mobility—by reducing chaotic traffic conditions.



2: Middle School Parking Lot Flow Signage

PRIORITY: Medium
EXPENSE: Low

RECOMMENDATION

Install or update fixed signage in the Middle School parking lot that instructs drivers to pull all the way forward during drop-off and pick-up.

WHY IS THIS RELEVANT?

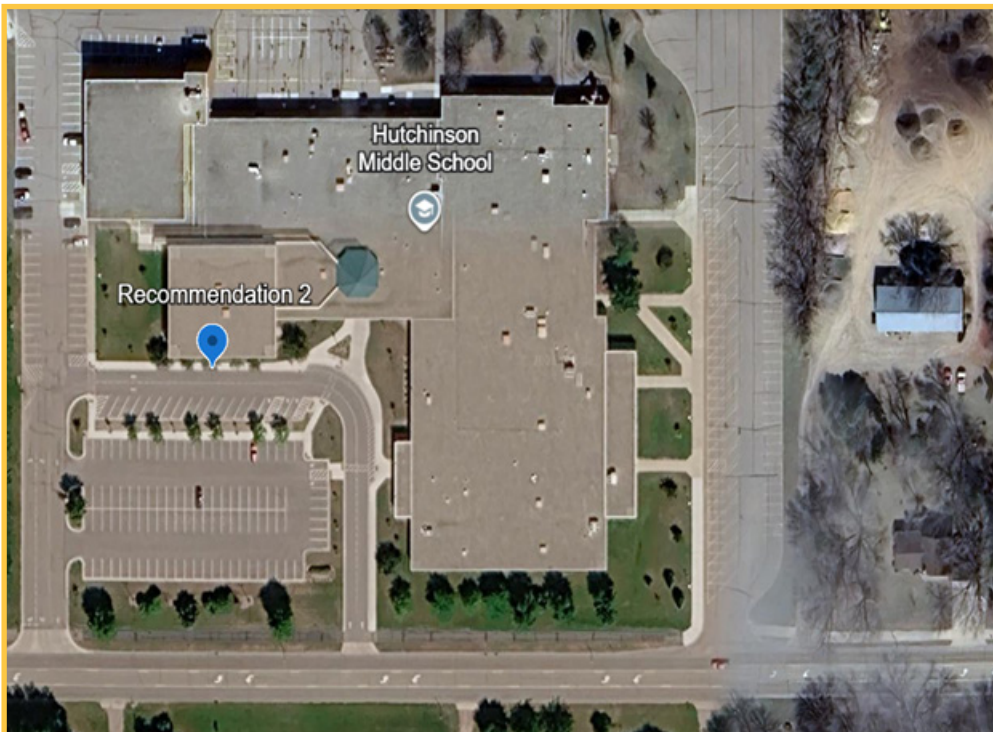
When drivers do not pull fully-forward, traffic backups spill into South Grade Road, reducing safety and slowing circulation. Improved signage would support a safer, more predictable traffic flow.

WHO WILL MAKE THIS HAPPEN?

School leadership, with facility staff support.

HOW WILL THIS ADDRESS EQUITY?

Clearer signage helps reduce confusion for new families and visitors unfamiliar with the school's procedures.





3: Roberts Road Crosswalk Beacon (High School)

PRIORITY: Medium
EXPENSE: High

RECOMMENDATION

Evaluate the feasibility of adding a pedestrian-activated push-button beacon at one crosswalk along Roberts Road on the north side of the High School.

WHY IS THIS RELEVANT?

This corridor experiences heavy student pedestrian traffic and significant vehicle speeds. A beacon would provide greater driver awareness and improve pedestrian visibility.

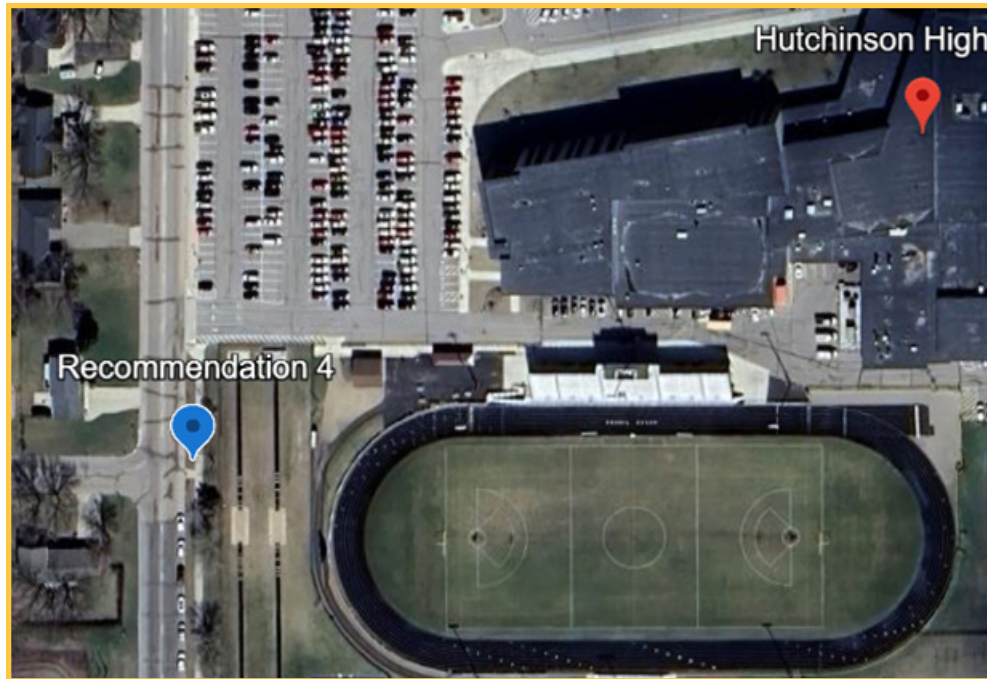


WHO WILL MAKE THIS HAPPEN?

City and school district leadership, using SRTS, local, state, or federal funding.

HOW WILL THIS ADDRESS EQUITY?

Improved visibility supports students of all ages and abilities, especially during winter months when crossing visibility is reduced.



4: School Road & McDonald Drive ADA Ramp and Sidewalk Gap

PRIORITY: Medium
EXPENSE: Medium

RECOMMENDATION

Resolve the misaligned ADA ramp at School Road and McDonald Drive. Options include removing the ramp or adding a marked crosswalk and pursuing a sidewalk connection west along McDonald Street.

WHY IS THIS RELEVANT?

The existing ramp leads to no crosswalk, creating confusion and unsafe crossings. McDonald Street is a key pedestrian route from the Roberts Road neighborhood and currently lacks adequate pedestrian infrastructure, especially around curves and slopes.

WHO WILL MAKE THIS HAPPEN?

City and school leadership, in coordination with future School Road Corridor planning efforts.

HOW WILL THIS ADDRESS EQUITY?

Correcting this gap supports safe travel for students with disabilities and for families living west of the schools, including those residing in the McDonald's Park manufactured home community, who currently face unsafe walking conditions.



5: Lynn Road Curve Safety Improvements (Park Elementary)

PRIORITY: High
EXPENSE: High

RECOMMENDATION

Improve pedestrian safety along Lynn Road and at the curved section near Washington Avenue, where sidewalk gaps and a narrow walkway create unsafe conditions.

WHY IS THIS RELEVANT?

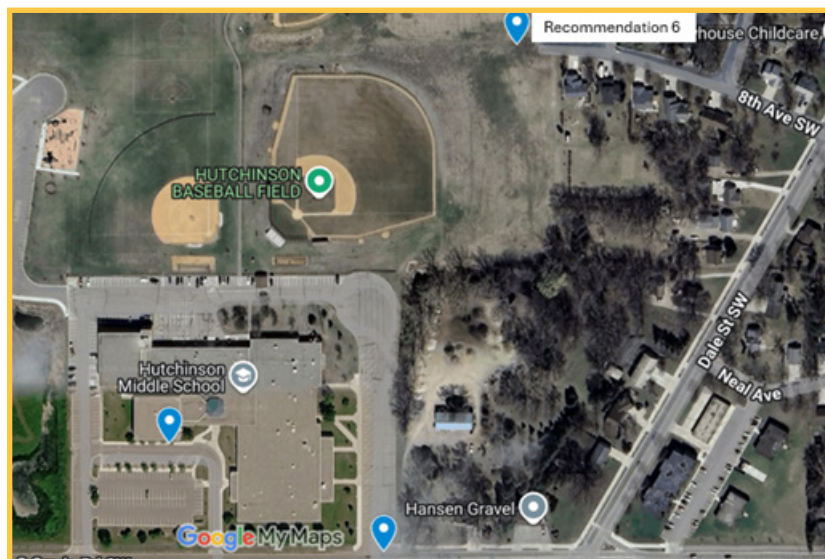
Students from a large neighborhood west of Park Elementary must either navigate this high-speed curve without a sidewalk or take a longer, indirect route. Observations show many students choose the shorter, more unsafe route.

WHO WILL MAKE THIS HAPPEN?

City leadership in coordination with the school district.

HOW WILL THIS ADDRESS EQUITY?

Provides a safe, direct route for students from western neighborhoods, many of whom currently lack practical pedestrian access to the school.



6: Eighth Avenue Trail Extension (District-Wide)

PRIORITY: Medium
EXPENSE: High

RECOMMENDATION

Support extending the 8th Avenue Trail to improve bicycle and pedestrian access to Tiger Elementary, West Elementary, the Middle School, and the High School. Consider bike racks near the north edge of Tiger Elementary as part of this connection.

WHY IS THIS RELEVANT?

This trail would link multiple neighborhoods east of the district's campuses and create a continuous non-motorized route to several schools.

WHO WILL MAKE THIS HAPPEN?

City and school district leadership, using SRTS,

Active Transportation, or federal/state grant funding.

HOW WILL THIS ADDRESS EQUITY?

Expands safe access for students who rely on walking or biking and provides a low-stress route for younger riders.



7: Traffic Control at Tiger Elementary Entrance

PRIORITY: High
EXPENSE: Medium

RECOMMENDATION

Explore installing a four-way stop or a mini-roundabout at the Tiger Elementary entrance on School Road to calm traffic and support safer crossings. This evaluation should be coordinated with the findings and recommendations of the upcoming School Road Corridor Study.

WHY IS THIS RELEVANT?

This intersection experiences high traffic volumes during arrival and dismissal. Additional traffic control may reduce vehicle speeds and increase driver awareness of children.

WHO WILL MAKE THIS HAPPEN?

City engineering staff in coordination with the school district.

HOW WILL THIS ADDRESS EQUITY?

Improving traffic calming benefits all students, particularly younger walkers and those with mobility challenges.



8: Signage Improvements at Tiger Elementary Entrance

PRIORITY: High
EXPENSE: Medium

RECOMMENDATION

Evaluate opportunities to improve signage around the entrance to Tiger Elementary to better alert drivers to student activity.

WHY IS THIS RELEVANT?

Current signage may not provide sufficient visibility to drivers during peak travel times.

WHO WILL MAKE THIS HAPPEN?

School leadership and city staff.

HOW WILL THIS ADDRESS EQUITY?

Clearer signage supports safer navigation for all families, including those unfamiliar with the school layout. Signage that incorporates symbols and fewer words will be better understood by English language learners.



9: Tiger Elementary Drop-Off Zone Safety Enhancements

PRIORITY: Medium

EXPENSE: Low

RECOMMENDATION

Consider painting a yellow safety line along the main drop-off sidewalk at Tiger Elementary and further evaluate the practice of Special Education buses pulling onto the curb.

WHY IS THIS RELEVANT?

The current layout may contribute to congestion and unclear pedestrian space during busy periods. Markings could improve organization and safety.

WHO WILL MAKE THIS HAPPEN?

School leadership and facilities staff.

HOW WILL THIS ADDRESS EQUITY?

Enhanced markings and clearer pedestrian zones benefit students with disabilities and improve safety for all families accessing the front entrance.

Parent Survey

The Hutchinson School District conducted a parent survey to help inform this SRTS plan. The goals of the survey were to obtain a snapshot of current transportation patterns to and from school and to gauge parent attitudes toward active modes of transportation (walking and biking) to and from school. The results of the survey will serve as a baseline from which the district can build for any SRTS or related evaluations. The parent survey was a tool provided by the National Center for Safe Routes to School. Full analysis of survey results can be found in the appendix of this plan.

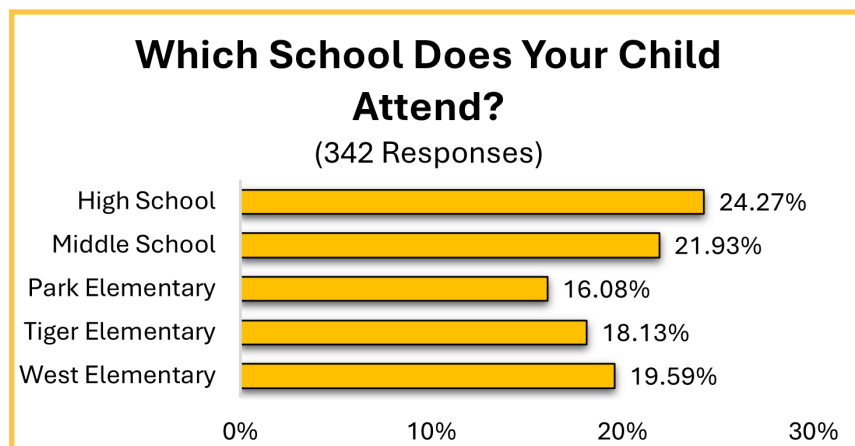
Parent Survey Results

The district received 342 parent survey responses. The survey responses showed how students were travelling to and from school, gathered information on parent attitudes towards school travel safety, identified conveniences and barriers associated with walking and bicycling, and more. The survey responses have informed this SRTS work.

Summary of Parent Survey Results

Q1. What school does your child attend?

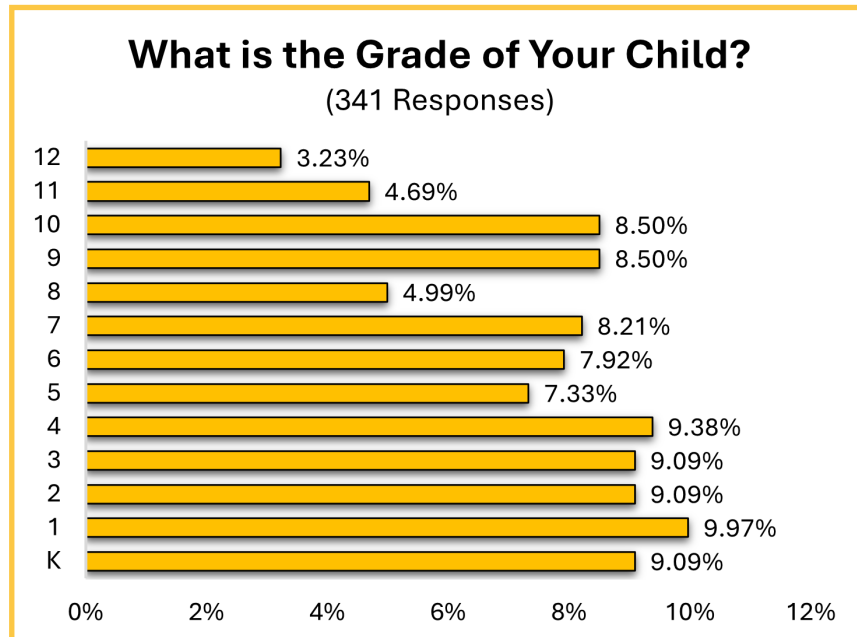
Responses were fairly evenly distributed across the district's five schools, with the largest share from the high school and middle school. Each elementary school represented a similar portion of responses, indicating balanced participation across grade levels and campuses. The total response count for the survey was 342, providing a broad snapshot of travel behaviors and parent perspectives across the district.





Q2. What is the grade of your child?

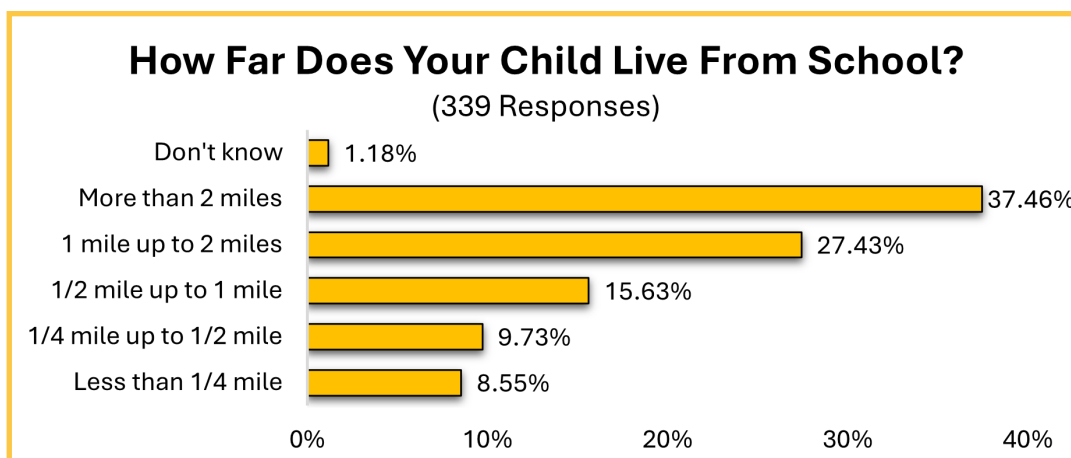
Responses were spread across all grade levels, with slightly higher participation in the early elementary and middle school grades. No single grade dominated the results, suggesting the survey reflects a wide range of student ages. This balanced distribution helps ensure that travel patterns and concerns represent the full K–12 experience rather than a single age group.



*Q3 did not yield usable results

Q4. How far does your child live from school?

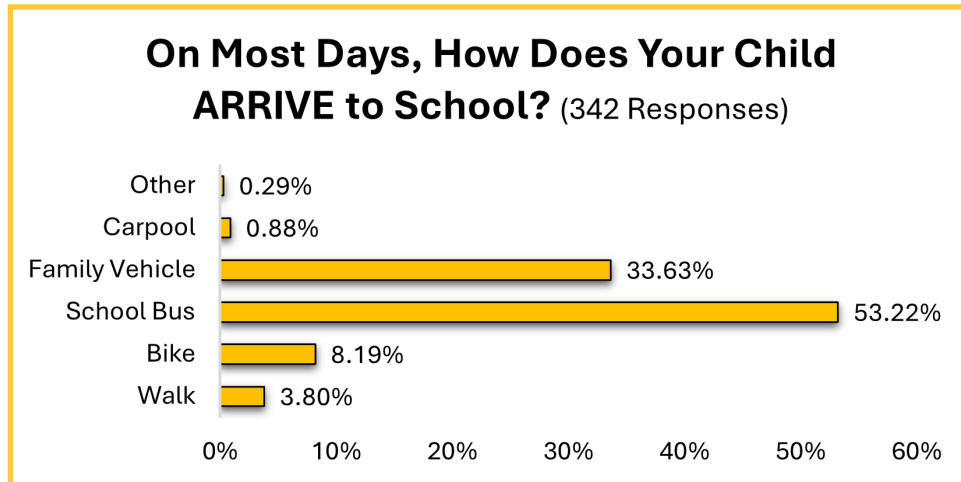
Most students live more than one mile from school, with the largest share reporting distances greater than two miles. A smaller portion lives within one mile, and only a small percentage lives within a quarter mile. These results suggest that distance is a significant factor influencing travel mode, with many students living too far to reasonably walk or bike.





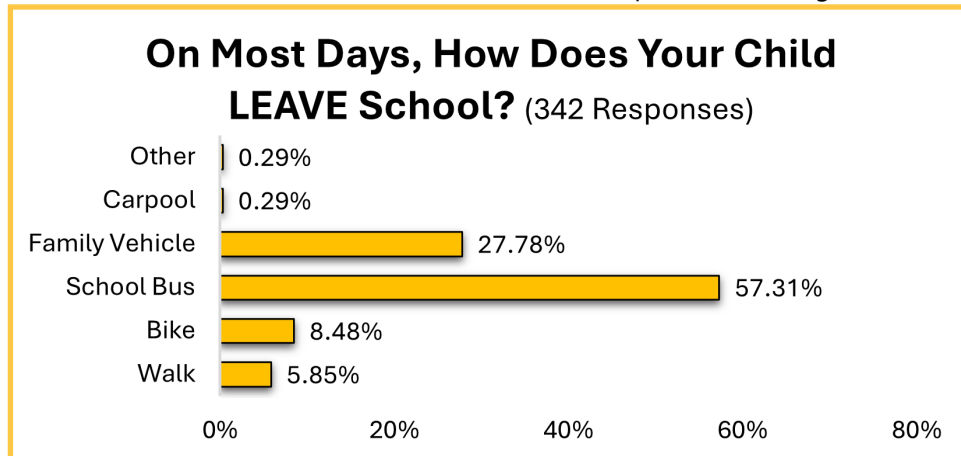
Q5. On most days, how does your child arrive at school?

The majority of students arrive by school bus, followed by family vehicle. Walking and biking make up a small share of trips, with very few students carpooling or using other methods. This indicates a strong reliance on motorized transportation for morning trips and suggests limited active transportation participation under current conditions.



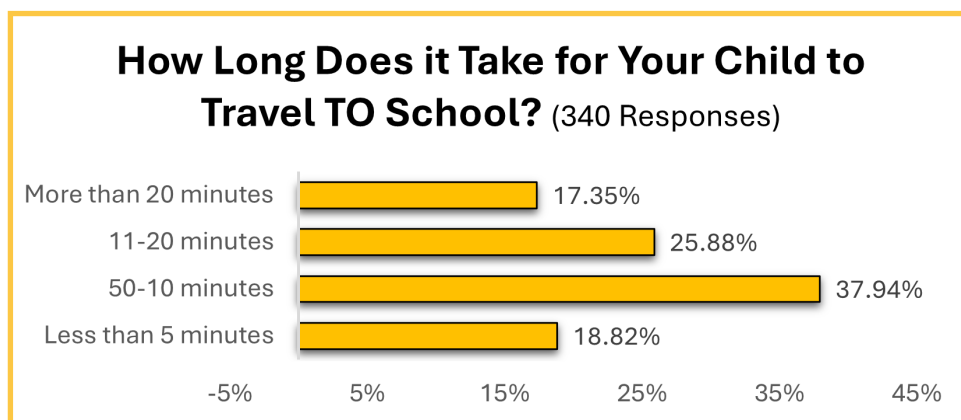
Q6. On most days, how does your child leave school?

Departure patterns are similar to arrival, with most students leaving by school bus or family vehicle. Walking and biking account for only a small percentage of trips, and carpooling is rare. The consistency between arrival and dismissal modes suggests stable travel routines and continued reliance on motorized transportation throughout the school day.



Q7. How long does it take your child to travel to school?

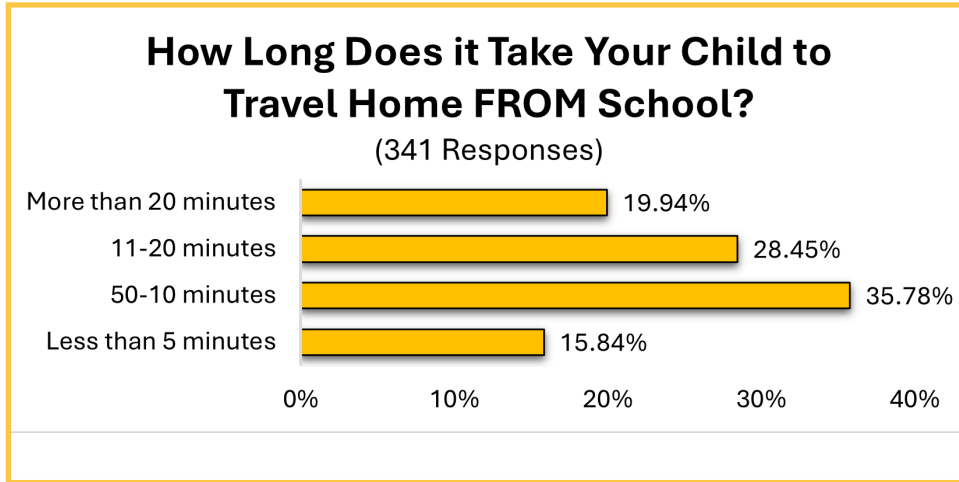
Most students have relatively short commute times. The largest group reported travel times of five to ten minutes, followed by those traveling eleven to twenty minutes. Smaller portions reported trips under five minutes or over twenty minutes. These results suggest that, although many students live more than a mile away, overall travel times are still fairly short.





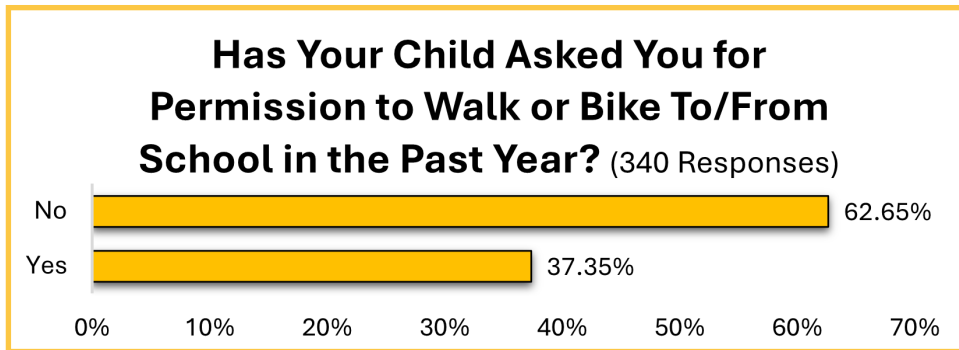
Q8. How long does it take your child to travel home from school?

Travel times home are similar to morning commutes. The largest group again reported five to ten minutes, followed by eleven to twenty minutes. Smaller shares reported very short or longer trips. This indicates that most students have relatively consistent travel durations in both directions.



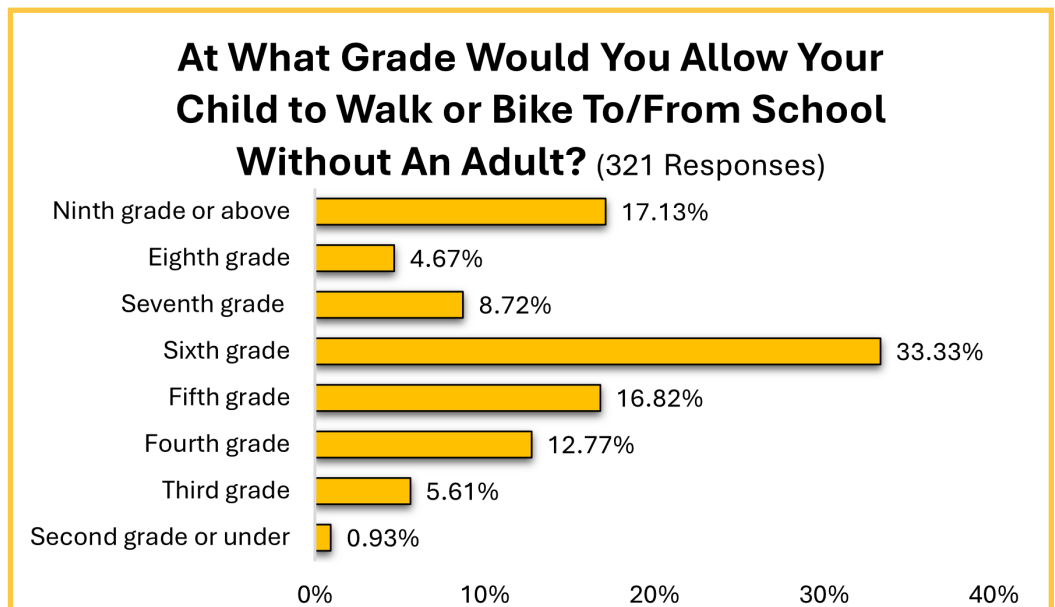
Q9. Has your child asked for permission to walk or bike to or from school in the last year?

About one-third of parents reported that their child had asked for permission to walk or bike, while roughly two-thirds said they had not. This suggests moderate interest in active transportation among students, but also indicates that many students may not currently see walking or biking as a realistic or desirable option



Q10. At what grade would you allow your child to walk or bike to or from school without an adult?

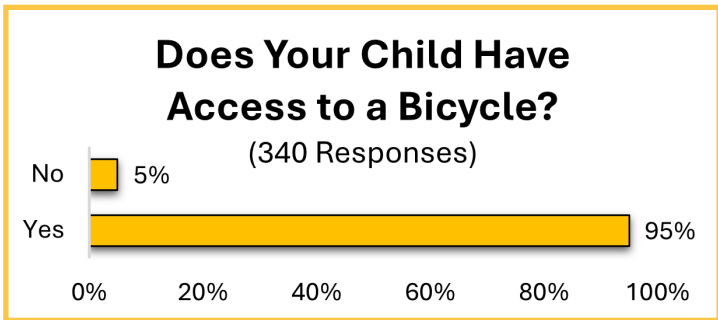
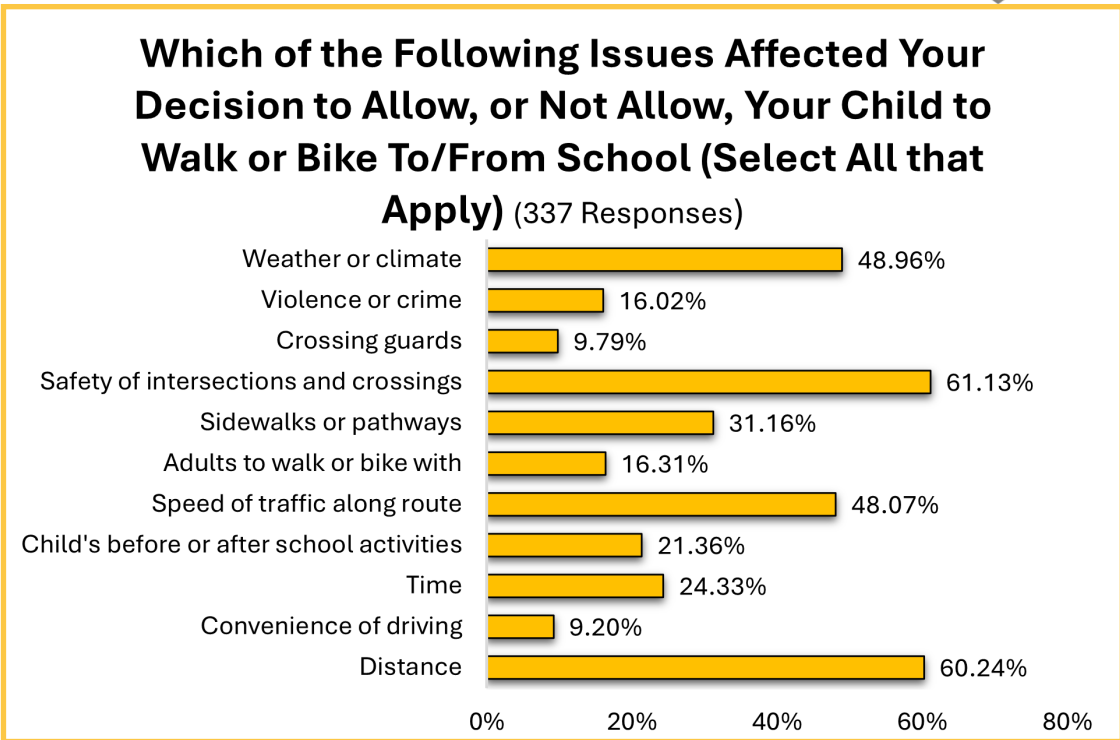
Most parents indicated they would allow independent walking or biking beginning around fifth or sixth grade, with sixth grade receiving the largest share of responses. Fewer parents were comfortable with independent travel at younger grades, while some indicated ninth grade or older. This reflects a general preference for increased independence during the later elementary or early middle school years.





Q11. Which issues affected your decision to allow or not allow walking or biking?

The most frequently cited concerns were safety at intersections and crossings, distance from school, speed of traffic, and weather or climate. Sidewalk and pathway conditions were also commonly mentioned. Issues such as crime, crossing guards, and convenience were less frequently selected. Overall, traffic safety and distance appear to be the primary barriers to active transportation.

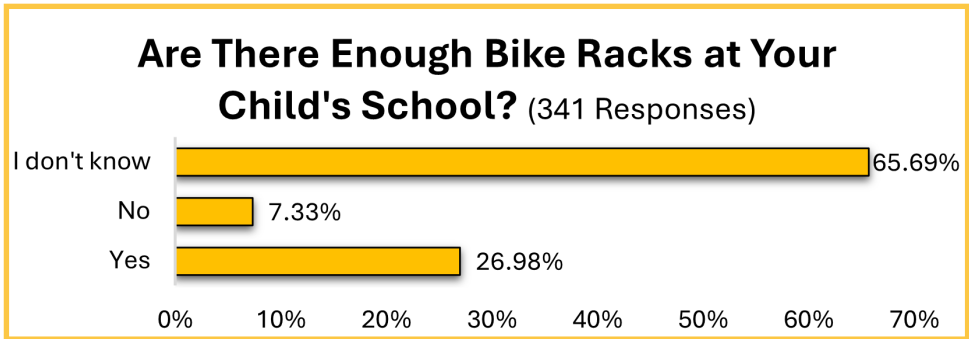


Q12. Does your child have access to a bicycle?

An overwhelming majority of parents reported that their child has access to a bicycle, with only a small percentage indicating they do not. This suggests that bicycle ownership is not a major barrier to biking to school, and that other factors—such as safety or distance—are more significant influences on travel behavior. Still, from an equity standpoint, it is important to consider whether it might be beneficial to assist households who have financial barriers with bicycle access.

Q13. Are there enough bike racks at your child's school?

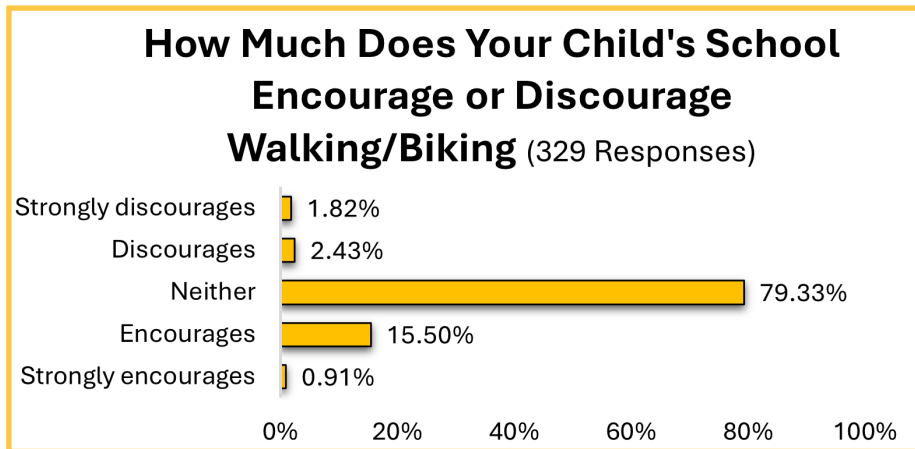
Most parents indicated they did not know whether enough bike racks were available, while a smaller portion believed there were enough. Only a small percentage felt there were not enough racks. The high number of "don't know" responses suggests limited awareness or use of bicycle parking at school.





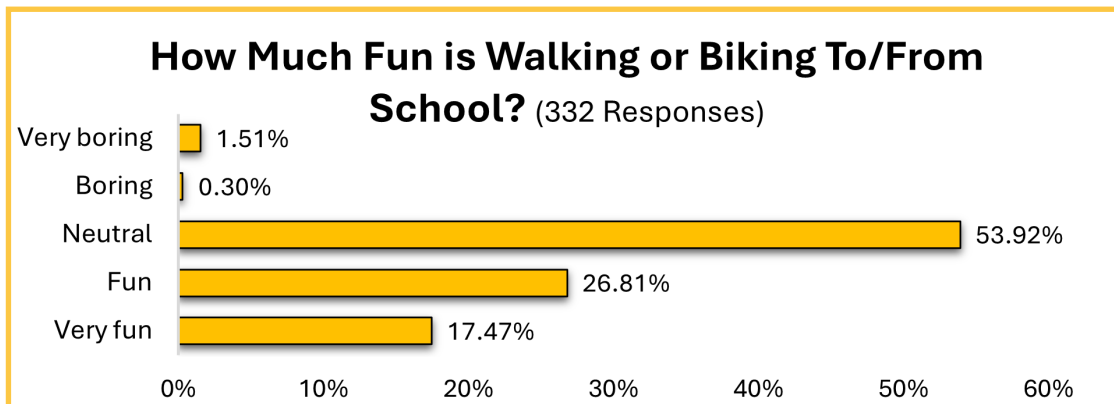
Q14. How much does your child's school encourage or discourage walking/biking?

Most parents felt the school neither encourages nor discourages walking or biking. A smaller share felt the school encourages it, and very few believed it discourages active transportation. These results suggest the district is generally neutral on the topic, presenting an opportunity for targeted encouragement or programming.



Q15. How much fun is walking or biking to or from school?

Most parents selected "neutral" when asked how fun walking or biking is for their child, while a smaller share said it was fun or very fun. Only a very small percentage described it as boring. This suggests generally neutral attitudes toward active travel, with potential to increase enthusiasm through improvements and encouragement programs.



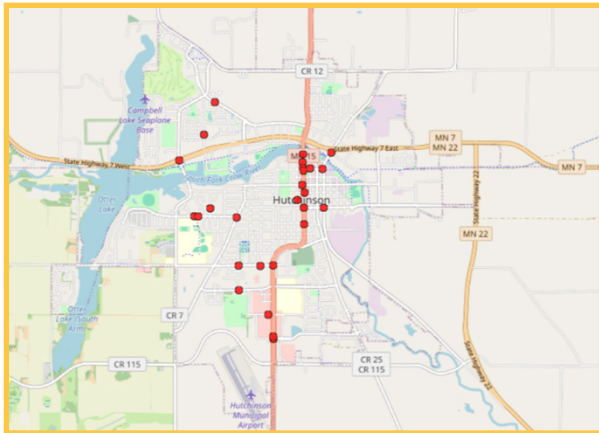


Hutchinson Accident Information

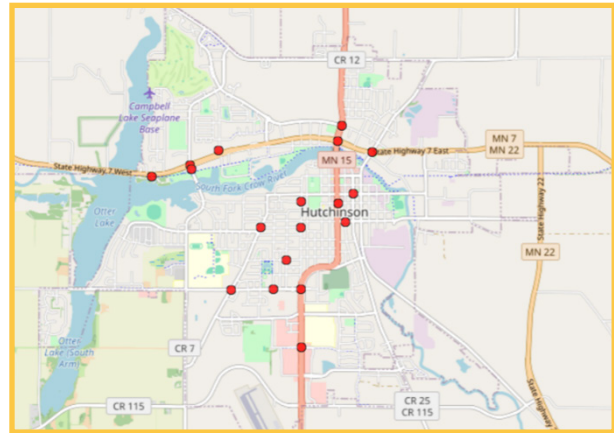
Bicycle and Pedestrian Accidents

According to the crash data tabulated by MnDOT’s MNCMAT Crash Mapping Program there have been 31 pedestrian–motor vehicle accidents and 25 bicycle–motor vehicle accidents from 2016 through 2025 within the City of Hutchinson. This works out to 3.1 accidents involving pedestrians per year and 2.5 accidents involving bicyclists per year. Bicycle accidents appear to be evenly distributed throughout Hutchinson, but pedestrian accidents seem to be clustered on and around Highway 15 (Main Street), with about half of the accidents.

The analysis shows that of the 31 pedestrian accidents involving motor vehicles, 23 (74%) happened at intersections.



Pedestrian accidents 2016-2025



Bicycle accidents 2016-2025

Current Funding Sources

Safe Routes to School activities are supported by funding from federal, state, local and private sources. These funds can be used for infrastructure projects, safety programs, promotional activities, and engineering/planning activities. Combining funding from grants, local sources and collaborations can help achieve SRTS goals.

Safe Streets for All (SS4A) Planning Grant

In December 2025, Hutchinson won a Safe Streets for All (SS4A) \$160,000 grant for planning and engineering services needed to create a Safety Action Plan. The project will include:

- The collection and analysis of crash data.
- An inventory of infrastructure near locations with recorded collisions and locations noted by law enforcement as having high-crash potential.
- Engagement with community members to pinpoint locations of safety concern.

Based on the findings, the city will identify a series of countermeasures that would, when implemented, reduce and prevent fatalities and serious injuries to users of all types, including motorists, pedestrians, and bicyclists. The Safety Action Plan will also put Hutchinson in a better, more competitive, position for future funding from the U.S. Department of Transportation (USDOT) which could help fund and implement the safety projects identified.

Transportation Alternatives Grant – 8th Avenue Trail Extension

In February 2026, Hutchinson was awarded a Transportation Alternatives (TA) grant to implement Recommendation #6: the Eighth Avenue Trail Extension on the east side of the campus complex. This project will fill a critical gap in the trail system, making the school campuses safer and more accessible for students riding and walking to school. Students, staff, and families who walk or bike to school will benefit from a safer route separated from heavier traffic. The project will also improve connectivity to surrounding neighborhoods and create a more continuous non-motorized connection to Tiger Elementary, West Elementary, the Middle School, and the High School. Expanding pedestrian and bicycling infrastructure through projects such as the Eighth Avenue Trail Extension will help Hutchinson advance Safe Routes to School (SRTS) goals while improving safety and accessibility for all users.



Future Funding Sources

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a federal funding program that supports both infrastructure and non-infrastructure projects designed to improve conditions for nonmotorized transportation, such as walking and bicycling. In Minnesota, the program is administered by MnDOT through the Area Transportation Partnership (ATP) process.

Typical school-related projects funded through TAP include sidewalks, shared-use paths, crosswalks, traffic calming measures, and other pedestrian and bicycle improvements. TAP is a competitive federal program that requires a 20 percent local match. School districts and municipalities should coordinate early with MnDOT District staff and their regional planning organization (in Hutchinson's case, Mid-Minnesota Development Commission) to position projects for a potential TAP application and award.

Other Transportation Funding

Safe Routes to School improvements can often be built into existing projects. Where a street near a school is due for rehabilitation - either major rebuild, minor overlay or safety improvements - pedestrian and bicyclist improvements can often be included as part of the project. Schools, parents, teachers and students should make sure to advise the city, county, or state engineer carrying out the work of SRTS needs and requests, as including these can be possible with the availability of other state and federal funding sources.

School District, City, and Other Local Government Funding

Local funding from the school district, city, or county may be required for smaller projects, ongoing programs, or to meet local matching requirements for implementation grant eligibility. In-kind contributions of staff time and materials or equipment may also be required from local funding sources or, at a minimum, increase competitiveness. County public health departments with Statewide Health Improvement Partnerships (SHIP) can also be a funding source for promoting physical activity through programs and projects that encourage active transportation, if this is one of their priority areas.

Private and Community Funding

Local organizations, businesses, and other private donors can be important partners in supporting SRTS activities. Civic groups such as Lions, Kiwanis, Rotary, or similar organizations may contribute funding or volunteer support for specific projects. Foundations, healthcare organizations, and local businesses may also be interested in supporting initiatives that improve safety, health, and community livability.

Community-based fundraising can play a role in supporting small projects or elements of larger projects and programs. Schools or parent groups may organize events such as walk-a-thons, bike rides, or other activities that promote the Safe Routes to School message while generating funds. These efforts help build local ownership of the program and reinforce its health and safety benefits.



Appendix A: Safe Routes To School Program Matrix

Education Programs Safe Routes to School Matrix

Program Name	Description	Topics	Format	Target Audience	Primary Outcomes	Secondary Outcomes	Resource Notes
Assemblies/ Game Shows	Assemblies grab students' attention through fun, interactive activities, such as games, skits, or demonstrations. Safe Routes to School assemblies often cover pedestrian and/or bicycle safety but can also address bicycling skills, the environment, health, and other topics. A game show covering safety questions makes a good format for a smaller group such as a single classroom.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety; Skills; Incentives; Environment; Health	Assembly; Event; Contest/Competition; Curriculum/Classroom Activity	Elementary; Middle School; High School; Teachers/Faculty/Staff; Parents; District; Neighbors	Increased Walking, Bicycling, Transit Use, and Carpooling; Improved Walking/Bicycling and Driving Safety Behavior; Health and Environmental Connections; Youth Empowerment	Increased Walking, Bicycling, Transit Use, and Carpooling; Improved Walking/Bicycling and Driving Safety Behavior; Health and Environmental Connections; Youth Empowerment	Potential Lead/Champion: Parent, teacher, or administrator Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; League of American Bicyclists instructors; older students Resources Needed: Time for preparation/rehearsal; script/ presentation; props; A/V equipment; class time; assembly venue
Bicycle Rodeo	Bicycle Rodeos are events that offer bicycle skills and safety stations for children - and sometimes parents - to visit (e.g., obstacle course, bicycle safety check, helmet fitting, instruction about the rules of the road, etc.). Bicycles rodeos can be held as part of a larger event or on their own, either during the school day or outside of school. Adult volunteers can administer rodeos, or they may be offered through the local police or fire department.	Bicycling; Safety; Skills; Incentives; Family	Assembly; Event; Skills Training/Hands On Training; Information for Parents	Elementary; Middle School; Parents	Improved Walking/Bicycling Safety Behavior; Youth Empowerment	Increased Bicycling; Health and Environmental Connections	Potential Lead/Champion: PTA/parents, local law enforcement, or bicycling group/enthusiast Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; League of American Bicyclists instructors; local bike shop/business; older students Resources Needed: Station content and materials; bicycles and safety gear; cones, street signs, and chalk; basic supplies; adult volunteers; planning/coordination time
Bike Mechanic Training	Learning bike repair skills encourages students and families to bicycle to school and empowers students to take charge of their own transportation. A bicycle mechanic training can be made available to students as a one-time basics lesson or as a multisection course. This training can be offered after school or on weekends, and can be combined with an earn-a-bike program, bike rodeo, or bicycle safety/skills trainings.	Bicycling; Safety; Skills	Skills Training/Hands On Training	Middle School; High School	Increased Bicycling; Youth Empowerment	Improved Walking/Bicycling Safety Behavior; Health and Environmental Connections; Vocational Skills	Potential Lead/Champion: PTA or local group/volunteer/business Potential Partners: Teachers/administrators/staff; PTA/parents; school district; local groups/advocates/volunteers; League of American Bicyclists instructors; local bike shop/business Resources Needed: Curriculum; instructor(s); bicycle repair tools and equipment; venue for classes; time for planning/coordination
Classroom Lessons	Safe Routes to School classroom lessons address walking and/or bicycling and other related topics while also meeting state or district curriculum standards. Lessons can be taught as part of many subjects, including math, science, social studies, health, and physical education.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety; Skills; Environment; Health	Curriculum/Classroom Activity	Elementary; Middle School; High School; Teachers/Faculty/Staff	Increased Walking, Bicycling, Transit Use, and Carpooling; Improved Walking/Bicycling Safety Behavior; Health and Environmental Connections; Youth Empowerment	Increased Walking, Bicycling, Transit Use, and Carpooling; Improved Walking/Bicycling Safety Behavior; Health and Environmental Connections; Youth Empowerment	Potential Lead/Champion: Teacher/administrator Potential Partners: School district; PTA/parents; public health/ local gov't.; local groups/advocates/volunteers Resources Needed: Curriculum; preparation time; class time; any visuals, worksheets, or instruction materials
Earn-A-Bike Program	Over a number of sessions, students learn the basics of bike repair and maintenance, bicycle safety, and related topics while refurbishing an abandoned or donated bike. At the end of the program, students earn the bikes they learned to repair.	Bicycling; Safety; Skills; Incentives; Environment; Health	Incentive Program; Skills Training/Hands On Training	Middle School; High School	Increased Bicycling; Improved Walking/Bicycling Safety Behavior; Youth Empowerment	Health and Environmental Connections; Vocational Skills	Potential Lead/Champion: PTA or local group/volunteer Potential Partners: Teachers/administrators/staff; PTA/parents; school district; local groups/advocates/volunteers; League of American Bicyclists instructors; local bike shop/business Resources Needed: Curriculum; instructor(s); bicycles, helmets, and safety gear; bike repair tools; time for planning/coordination; storage space

Family Biking Class	Family Biking Classes are great tools for educating and encouraging families to ride bicycles. Education trainings can cover safety checks, skills instruction, basic bike maintenance, how to carry kids by bicycle, cargo bike demonstrations, bike rodeos, and/or guided bike rides.	Bicycling; Safety; Skills; Environment; Health; Family	Event; Skills Training/ Hands On Training; Information for Parents	Elementary; Parents	Increased Bicycling; Improved Walking/Bicycling Safety Behavior	Health and Environmental Connections	<p>Potential Lead/Champion: Parents/PTA or bicycling group/ enthusiast</p> <p>Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local groups/advocates/ volunteers; League of American Bicyclists instructors; local bike shop/business</p> <p>Resources Needed: Curriculum; instructor; materials/handouts; bicycles/gear for demonstration and training; preparation time; venue for classes</p>
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Education Programs Safe Routes to School Matrix

Program Name	Description	Topics	Format	Target Audience	Primary Outcomes	Secondary Outcomes	Resource Notes
Family Biking Guide	This guide is a how-to manual on family biking, including cargo bikes and gear, safety considerations, tips for picking a route, ideas for rides, etc. The guide can be distributed as part of an event or training or to interested parents at school.	Bicycling; Safety; Skills; Environment; Health; Family	Information for Parents	Elementary; Parents	Increased Bicycling; Improved Walking/Bicycling Safety Behavior	Health and Environmental Connections	<p>Potential Lead/Champion: Parents/PTA or local groups/gov't.</p> <p>Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; League of American Bicyclists instructors; local business</p> <p>Resources Needed: Time to prepare guide and distribution strategy; platform for posting online or funds for printing copies</p>
Idling Reduction Campaign	Car exhaust not only pollutes; it also disproportionately affects the health of exposed children. An anti-idling campaign debunks myths about idling your car and encourages drivers to spare the air by turning off their engines when waiting for student dismissal. The campaign can include street signs, a marketing campaign led by students, and informational materials for parents. Materials may be produced in school, but the campaign will likely take place during pick-up/drop-off or outside of school.	Bus/Transit; Driving/ Carpool; Safety; Environment; Health; Family	Campaign; Information for Parents	Elementary; Middle School; High School; Parents; District	Improved Driving Safety Behavior; Health Connections; Environmental Connections	Youth Empowerment	<p>Potential Lead/Champion: Parents/PTA, local groups/ government, or student group</p> <p>Potential Partners: School district; teachers/administrators/staff; PTA/parents; public health/local gov't.; students</p> <p>Resources Needed: Preparation time; informational materials/ signs</p>
In-School Bicycle Safety Education	Bicycle safety training is most appropriate beginning in or after the third grade. It helps children understand that they have the same responsibility as motorists to obey traffic laws. In-school curriculum often includes three parts: in-class lessons, mock street scenarios or skills practice, and on-street riding. Various existing curricula are available online from a number of sources at no cost, or schools may choose to develop one on their own.	Bicycling; Safety; Skills	Assembly; Skills Training/ Hands On Training; Curriculum/ Classroom Activity	Elementary; Middle School	Improved Walking/Bicycling Safety Behavior; Youth Empowerment	Increased Bicycling; Health and Environmental Connections	<p>Potential Lead/Champion: Teacher/administrator</p> <p>Potential Partners: PTA/parents; school district; public health/ local gov't.; local law enforcement; local groups/advocates/ volunteers; League of American Bicyclists instructors</p> <p>Resources Needed: Curriculum; class time; time for instructor training/preparation, if needed; bicycles, helmets, and safety gear; cones, street signs, and chalk; basic supplies; chaperones</p>
In-School Pedestrian Safety Education	Pedestrian safety education aims to ensure that every child understands basic traffic laws and safety rules. It teaches students basic traffic safety, sign identification, and decision-making tools. Training is typically recommended for first- and second-graders and teaches lessons such as "look left, right, and left again". Curriculum often includes three parts: in-class lessons, mock street scenarios, and on-street practice. Various existing curricula are available online at no cost, or schools may choose to develop one on their own.	Walking; Safety; Skills	Assembly; Skills Training/ Hands On Training; Curriculum/ Classroom Activity	Elementary	Improved Walking/Bicycling Safety Behavior; Youth Empowerment	Increased Walking; Health and Environmental Connections	<p>Potential Lead/Champion: Teacher/administrator</p> <p>Potential Partners: PTA/parents; school district; public health/ local gov't.; local law enforcement; local groups/advocates/ volunteers; older students</p> <p>Resources Needed: Curriculum; class time; time for instructor training/preparation, if needed; mock street and street signs; basic supplies; one or more adult chaperones</p>

Mock City	A mock city provides a safe environment in which students can learn pedestrian, bicycle, or general traffic safety. A course is built or set up, and then students walk, bike, or "drive" through to learn appropriate behaviors in various street situations. A mock city requires a lot of work or a partnership with an organization that already has the equipment. This program can take place in or out of school, and is a memorable experience for students.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety; Skills	Assembly; Event; Skills Training/Hands On Training	Elementary	Improved Walking/Bicycling Safety Behavior; Youth Empowerment	Increased Walking, Bicycling, Transit Use, and Carpooling; Improved Driving Safety Behavior	Potential Lead/Champion: Local law enforcement Potential Partners: School district; teachers/administrators/staff; PTA/parents; public health/local gov't.; local groups/advocates/volunteers; older students; Toward Zero Deaths (TZD) Coordinators Resources Needed: Mock city and curriculum
Parent Workshop	Since parents are usually the ones deciding whether their children walk or bike to school, a workshop designed for them can provide the tools, resources, and support needed to begin walking or biking for transportation. Topics could include starting a walking school bus, carpool matching, launching a safety campaign, how to be a responsible driver, or organizing an event, such as Walk and Bike to School Day.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety; Skills; Incentives; Environment; Health; Family	Event; Skills Training/Hands On Training; Information for Parents	Elementary; Middle School; High School; Parents	Increased Walking, Bicycling, Transit Use, and Carpooling; Improved Walking/Bicycling and Driving Safety Behavior; Health and Environmental Connections	Increased Walking, Bicycling, Transit Use, and Carpooling	Potential Lead/Champion: Parents/PTA or local groups/gov't. Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; League of American Bicyclists instructors Resources Needed: Presentation/agenda; instructor; materials/handouts; time for preparation and scheduling
Walk and Bike to School Route Map	Route 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. Liability concerns are sometimes cited as reasons not to publish maps; while no route will be completely free of safety concerns, a well-defined route should provide the greatest physical separation between students and traffic, expose students to the lowest traffic speeds, and use the fewest and safest crossings.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety; Family	Information for Parents	Elementary; Middle School; High School; Parents	Improved Walking/Bicycling Safety Behavior	Increased Walking, Bicycling, Transit Use, and Carpooling	Potential Lead/Champion: Public health/local government Potential Partners: School district; teachers/administrators/staff; PTA/parents; local groups/advocates/volunteers; local law enforcement Resources Needed: Time and technology to prepare map; funds for printing; platform for posting online; approval to distribute

Encouragement Programs Safe Routes to School Matrix

Program Name	Description	Topics	Format	Target Audience	Primary Outcomes	Secondary Outcomes	Resource Notes
After-School Club	An after-school club can take many forms and address many different themes, including bike repair, sport cycling, environmental issues (green teams), community/civic engagement, etc.	Bicycling; Walking; Safety; Skills; Environment; Health	Skills Training/Hands On Training; Campaign	Elementary; Middle School; High School	Increased Walking, Bicycling, Transit Use and Carpooling; Improved Walking/Bicycling and Driving Safety Behavior; Health and Environmental Connections; Youth Empowerment	Increased Walking, Bicycling, Transit Use and Carpooling; Improved Walking/Bicycling and Driving Safety Behavior; Health and Environmental Connections; Youth Empowerment	Potential Lead/Champion: Teacher/parent, local groups/advocates/volunteers Potential Partners: Teachers/administrators/staff; PTA/parents; school district; local groups/advocates/volunteers Resources Needed: Materials/supplies/equipment as needed; planning/instruction time
Bike Train	A Bike Train is very similar to a Walking School Bus: groups of students accompanied by one or more adults bicycle together on a pre-planned route to school. Routes can originate from a particular neighborhood or, in order to include children who live too far to bicycle the whole way, begin from a park, parking lot, or other meeting place. Bike trains help address parents' safety concerns while providing a chance for students and their families to socialize and be active.	Bicycling; Safety; Skills; Incentives; Environment; Health; Family	Event; School Journey/Pick-up and Drop-off	Elementary; Middle School; Parents	Increased Bicycling	Improved Walking/Bicycling Safety Behavior; Health and Environmental Connections	Potential Lead/Champion: PTA/parents Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; local businesses/celebrities Resources Needed: Coordination/recruitment time; promotional materials, such as flyers/posters; supplies/materials, if needed
Competition/Challenge	Competitions and contests reward students by tracking the number of times they walk, bike, carpool or take transit to school. Contests can be individual, classroom competitions, school wide, or between schools. Students and classrooms can compete for prizes and bragging rights. Inexpensive incentives - such as shoelaces, stickers, bike helmets, or class parties - can be used as rewards for participation. Examples include a Golden Sneaker Award classroom competition or a Walk and Bike to School Day challenge. See also: Trip/Mileage Tracking Program	Bicycling; Walking; Bus/Transit; Driving/Carpool; Incentives; Environment; Health; Family	Event; Contest/Competition	Elementary; Middle School; High School	Increased Walking, Bicycling, Transit Use and Carpooling; Youth Empowerment	Health and Environmental Connections	Potential Lead/Champion: Faculty/staff or PTA Potential Partners: Teachers/administrators/staff; PTA/parents; school district; local groups/advocates/volunteers; older students; local business Resources Needed: Coordination time; promotional materials, such as flyers/posters; program materials, such as posters for tracking; rewards or prizes

Family Bike Ride	A family bike ride will generally take place in the evening or on a weekend. These can give students and their family members an opportunity for safely giving bicycling a try and socializing with other families. Rides often have themes, always have a pre-planned route and designated route leader, and offer safety checks and basic skills reinforcement.	Bicycling; Safety; Skills; Environment; Health; Family	Event	Elementary; Middle School; Parents	Increased Bicycling; Improved Walking/Bicycling Safety Behavior	Health and Environmental Connections	Potential Lead/Champion: Parent or local group/volunteer Potential Partners: Teachers/administrators/staff; PTA/parents; public health/local gov't.; local groups/advocates/volunteers Resources Needed: Planning/coordination time; ride leader and volunteers; promotional materials; bicycles, safety gear, and basic repair tools
International Walk and Bike to School Day	Walk and Bike to School Day is an international event that attracts millions of participants in over 30 countries in October. The event encourages students and their families to try walking or bicycling to school. Parents and other adults accompany students, and staging areas can be designated along the route to school where groups can gather and walk or bike together. These events are often promoted through press releases, backpack/folder/electronic mail, newsletter articles, and posters. Students can earn incentives for participating or there is a celebration at school following the morning event. These events can be held for more than a day; see Ongoing Walk and Bike to School Days.	Bicycling; Walking; Incentives; Environment; Health; Family	Event; School Journey/ Pick-up and Drop-off	Elementary; Middle School	Increased Walking and Bicycling; Youth Empowerment	Improved Walking/Bicycling Safety Behavior; Health and Environmental Connections	Potential Lead/Champion: PTA/parents or local groups/ volunteers Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; older students; local business; local celebrities Resources Needed: Coordination time; promotional materials, such as flyers/posters; program materials; rewards or prizes
Ongoing Walk and Bike to School Days	Ongoing walk and bike to school days are organized events encouraging students to walk or bicycle to school. These events can be held monthly, weekly, or even on an ongoing basis, depending on organization capacity, the level of support, and school interest. Like Walk and Bike to School Day, incentives or celebrations recognize students' efforts. See International Walk and Bike to School Day for more information.	Bicycling; Walking; Incentives; Environment; Health; Family	Event; School Journey/ Pick-up and Drop-off	Elementary; Middle School	Increased Walking and Bicycling; Youth Empowerment	Improved Walking/Bicycling Safety Behavior; Health and Environmental Connections	Potential Lead/Champion: PTA/parents or local groups/ volunteers Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; older students; local business; local celebrities Resources Needed: Coordination time; promotional materials, such as flyers/posters; program materials; rewards or prizes

Encouragement Programs Safe Routes to School Matrix

Program Name	Description	Topics	Format	Target Audience	Primary Outcomes	Secondary Outcomes	Resource Notes
Park and Walk	This program is designed to encourage families to park several blocks from school and walk the rest of the way to school. Not all students are able to walk or bike the whole distance to school; they may live too far away, or their route may include hazardous traffic situations. This program allows students who are unable to walk or bike to school a chance to participate in Safe Routes to School programs. It also helps reduce traffic congestion at the school.	Walking; Bus/ Transit; Driving/ Carpool; Safety; Skills; Incentives; Environment; Health; Family	Event; School Journey/ Pick-up and Drop-off	Elementary; Middle School; Parents	Increased Walking	Improved Walking/Bicycling Safety Behavior; Health and Environmental Connections	Potential Lead/Champion: PTA/parents Potential Partners: Teachers/administrators/staff; PTA/parents; school district; local law enforcement; local groups/advocates/volunteers; local businesses/celebrities Resources Needed: Coordination/recruitment time; promotional materials, such as flyers/posters; supplies/materials, if needed
Poster, T-Shirt, or Video Contest	These types of activities are great for engaging middle and high school students in Safe Routes to School efforts. Students can get creative for a cause by designing and producing posters, t-shirts, videos, or other materials that communicate about active transportation. A contest like this can be combined with any type of campaign, like a school safety campaign or anti-idling campaign.	Bicycling; Walking; Bus/ Transit; Driving/ Carpool; Safety; Skills; Incentives; Environment; Health	Contest/ Competition; Campaign; Information for Parents	Elementary; Middle School; High School	Increased Walking, Bicycling, Transit Use and Carpooling; Improved Walking/Bicycling and Driving Safety Behavior; Health and Environmental Connections; Youth Empowerment	Increased Walking, Bicycling, Transit Use and Carpooling; Improved Walking/Bicycling and Driving Safety Behavior; Health and Environmental Connections; Youth Empowerment	Potential Lead/Champion: Teacher/parent Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local law enforcement; local business; students Resources Needed: Materials/equipment as needed; promotional materials; oversight time; class time (if desired); funds for production/printing

Trip/ Mileage Tracking Program	A trip or mileage tracking program can be implemented as an opt-in club, a classroom activity, or a collaborative schoolwide event. Students track trips or mileage made by walking, bicycling, transit, and/or carpools with some type of goal or culminating celebration or reward. Students can work towards a certain milestone to earn a prize or raffle entry, or they can track their individual or group progress as miles across their town, the state of Minnesota, or the United States. Example programs include Pollution Punch cards or Walk Across America. See also: Competition/Challenge.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Incentives; Environment; Health; Family	Event; Incentive Program	Elementary; Middle School; High School	Increased Walking, Bicycling, Transit Use and Carpooling; Youth Empowerment	Health and Environmental Connections	Potential Lead/Champion: Faculty/staff or PTA Potential Partners: Teachers/administrators/staff; PTA/parents; school district; local groups/advocates/volunteers; older students; local business Resources Needed: Coordination time; promotional materials, such as flyers/posters; program materials, such as punchcards or classroom posters for tracking; rewards or prizes
Walk/Bike Field Trip	A field trip made by foot or by bicycle gives students a supportive environment in which to practice their pedestrian safety or bicycling skills and showcases the many benefits of walking and bicycling for transportation, including health and physical activity, pollution reduction, and cost savings. The destination of the field trip may vary, or the field trip could be the ride itself.	Bicycling; Safety; Skills; Environment; Health	Event	Elementary; Middle School; High School; Teachers/Faculty/Staff; Parents	Increased Bicycling; Improved Walking/Bicycling Safety Behavior; Youth Empowerment	Health and Environmental Connections	Potential Lead/Champion: Teacher/parent Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local groups/advocates/volunteers Resources Needed: Coordination time; bicycles, helmets, and safety gear; permission slips; basic repair tools; adult chaperones
Walking School Bus	A Walking School Bus is a group of children walking to school with one or more adults. Parents can take turns leading the bus, which follows the same route every time and picks up children from their homes or designated bus stops at designated times. Ideally, buses run every day or on a regular schedule so families can count on it, but they often begin as a one-time pilot event. A Walking School Bus can be as informal as a few parents alternating to walk their children to school, but often it is a well-organized, PTA-led effort to encourage walking to school.	Walking; Driving/Carpool; Safety; Skills; Incentives; Environment; Health; Family	Event; School Journey/ Pick-up and Drop-off	Elementary; Middle School; Parents	Increased Walking	Improved Walking/Bicycling Safety Behavior; Health and Environmental Connections	Potential Lead/Champion: PTA/parents Potential Partners: Teachers/administrators/staff; PTA/parents; school district; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; local businesses/celebrities Resources Needed: Coordination/recruitment time; promotional materials, such as flyers/posters; supplies/materials, if needed

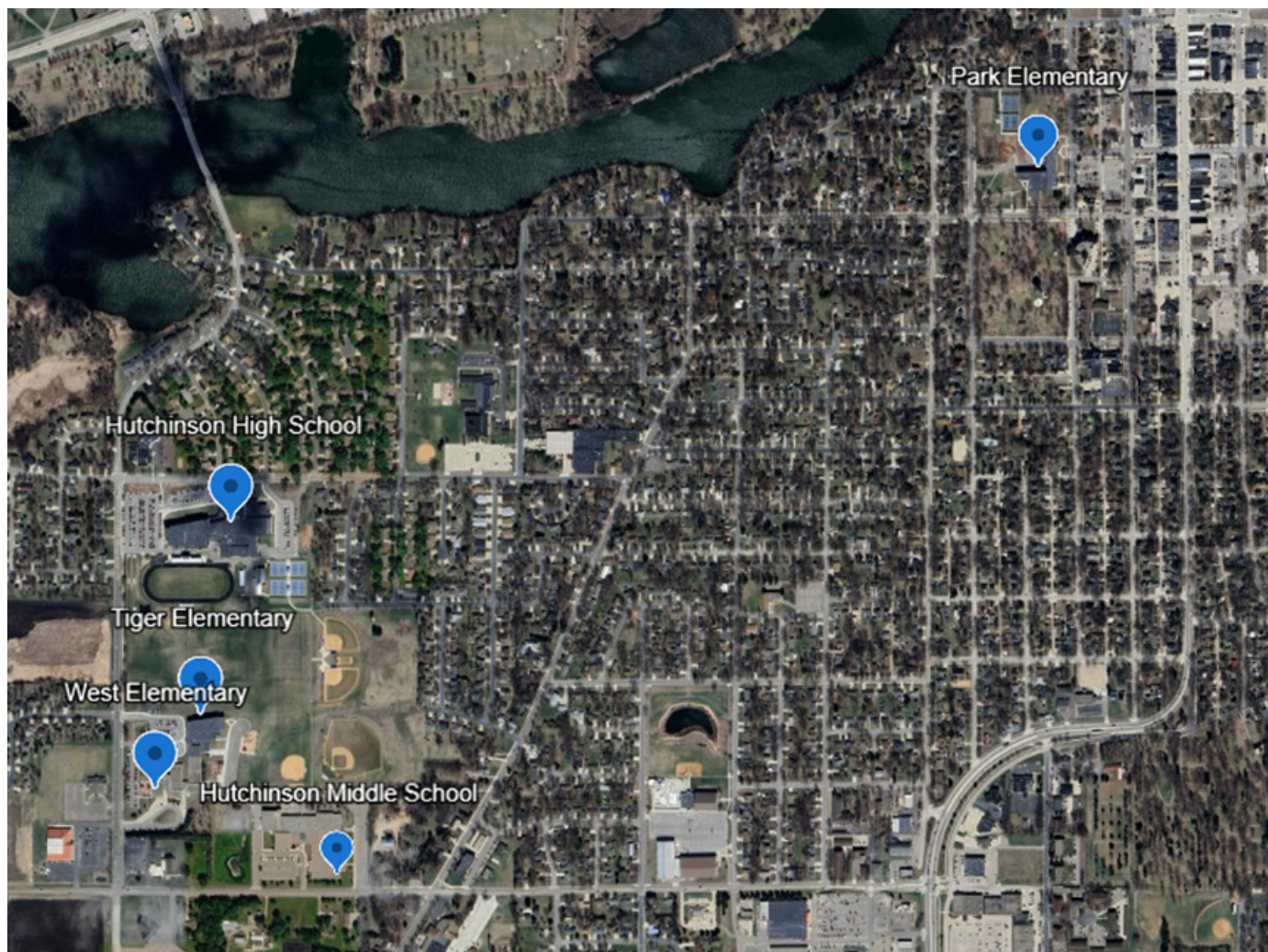
Enforcement Programs Safe Routes to School Matrix

Program Name	Description	Topics	Format	Target Audience	Primary Outcomes	Secondary Outcomes	Resource Notes
Automated Enforcement	Some types of enforcement do not require the presence of a law enforcement officer and are automated. Photo detection, radar trailers, or speed feedback signs are examples of automated enforcement.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety; Family	Campaign; Information for Parents	Elementary; Middle School; High School; Parents; Neighbors	Improved Driving Safety Behavior	Increased Walking and Bicycling	Potential Lead/Champion: Local law enforcement Potential Partners: School district; teachers/administrators/staff; public health/local gov't.; PTA/parents; local groups/advocates/volunteers Resources Needed: Funding for police overtime (not always required, but can be helpful); equipment; promotional/educational materials (if desired)
Crossing Guards	Crossing guards are trained adults, paid or volunteer, who are legally empowered to stop traffic to assist students with crossing the street.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety	Skills Training/ Hands On Training; School Journey/ Pick-up and Drop-off	Elementary; Middle School; Parents; Neighbors	Improved Walking/Bicycling Safety Behavior; Improved Driving Safety Behavior	Increased Walking and Bicycling	Potential Lead/Champion: School district, school administration, local law enforcement, or PTA Potential Partners: School district; teachers/administrators/staff; PTA/parents; public health/local gov't.; local law enforcement; local groups/advocates/volunteers Resources Needed: Training materials; funding to pay crossing guards; safety vests and stop signs
Drop-off Student Valet Program	In a valet program, students, teachers, or volunteers are trained to assist with drop-off and pick-up procedures to expedite and standardize the process. This allows students to get in and out of cars safely and quickly, discouraging parents from unsafe behaviors and reducing hazards for students arriving or leaving school.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety; Family	Skills Training/ Hands On Training; School Journey/ Pick-up and Drop-off	Elementary; Middle School; Parents	Improved Driving Safety Behavior; Youth Empowerment	Improved Walking/Bicycling Safety Behavior; Environmental Connections	Potential Lead/Champion: School district, school administration, or PTA Potential Partners: School district; teachers/administrators/staff; PTA/parents; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; older students Resources Needed: Training materials; supervision/oversight; safety vests

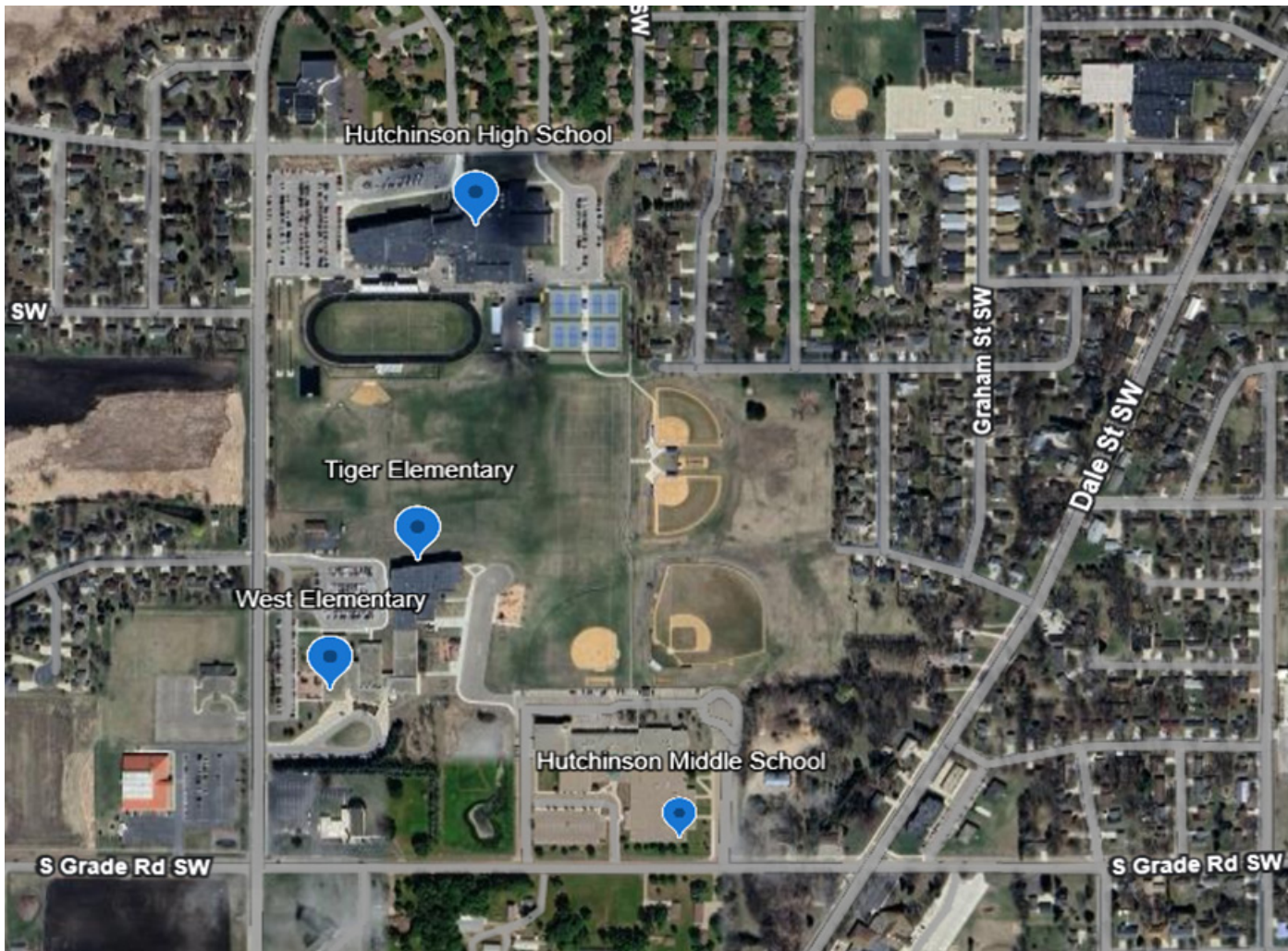
Law Enforcement	Enforcement tools are aimed at ensuring compliance with traffic and parking laws in school zones. Enforcement activities help to reduce common poor driving behavior, such as speeding, failing to yield to pedestrians, turning illegally, parking illegally, and other violations. Law enforcement actions include School Zone Speeding Enforcement and Crosswalk Stings. Other enforcement actions can be led by the school administration, such as parking lot citations.	Bicycling: Walking; Bus/Transit; Driving/Carpool; Safety; Family	Campaign; Information for Parents	Elementary; Middle School; High School; Parents; Neighbors	Improved Driving Safety Behavior	Increased Walking and Bicycling	Potential Lead/Champion: Local law enforcement, school district, or administration Potential Partners: School district; teachers/administrators/staff; public health/local gov't.; local law enforcement; PTA/parents; local groups/advocates/volunteers; local businesses Resources Needed: Funding for police overtime (not always required, but can be helpful); equipment; promotional/educational materials (if desired)
School Safety Campaign	A safety campaign is an effective way to build awareness around students walking and biking to school and to encourage safe driving behavior among parents and passersby. A School Traffic Safety Campaign can use media at or near schools - such as posters, business window stickers, yard signs, and/or street banners - to remind drivers to slow down and use caution in school zones. This type of campaign can also address other specific hazards or behaviors, such as walking or bicycling to school, school bus safety, and/or parent drop-off and pick-up behavior.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety; Skills; Environment; Health; Family	Campaign; Information for Parents	Elementary; Middle School; High School; Parents; Neighbors	Improved Walking/Bicycling and Driving Safety Behavior; Youth Empowerment	Increased Walking, Bicycling, Transit Use and Carpooling; Health and Environmental Connections	Potential Lead/Champion: School administration or PTA Potential Partners: School district; teachers/administrators/staff; PTA/parents; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; students; local businesses Resources Needed: Promotional materials and collateral; advertising (if desired); time to supervise/oversee student efforts
School Safety Patrols	School safety patrols are trained student volunteers responsible for enforcing drop-off and pick-up procedures and assisting with street crossing. They do not stop vehicular traffic but rather look for openings and then direct students to cross. Student safety patrols increase safety for students and traffic flow efficiency for parents.	Bicycling; Walking; Bus/Transit; Driving/Carpool; Safety	Skills Training/ Hands On Training; School Journey/ Pick-up and Drop-off	Elementary; Middle School	Improved Walking/Bicycling Safety Behavior; Improved Driving Safety Behavior; Youth Empowerment	Increased Walking and Bicycling; Environmental Connections	Potential Lead/Champion: School district, school administration, or PTA Potential Partners: School district; teachers/administrators/staff; PTA/parents; public health/local gov't.; local law enforcement; local groups/advocates/volunteers; older students Resources Needed: Training materials; supervision/oversight; safety vests



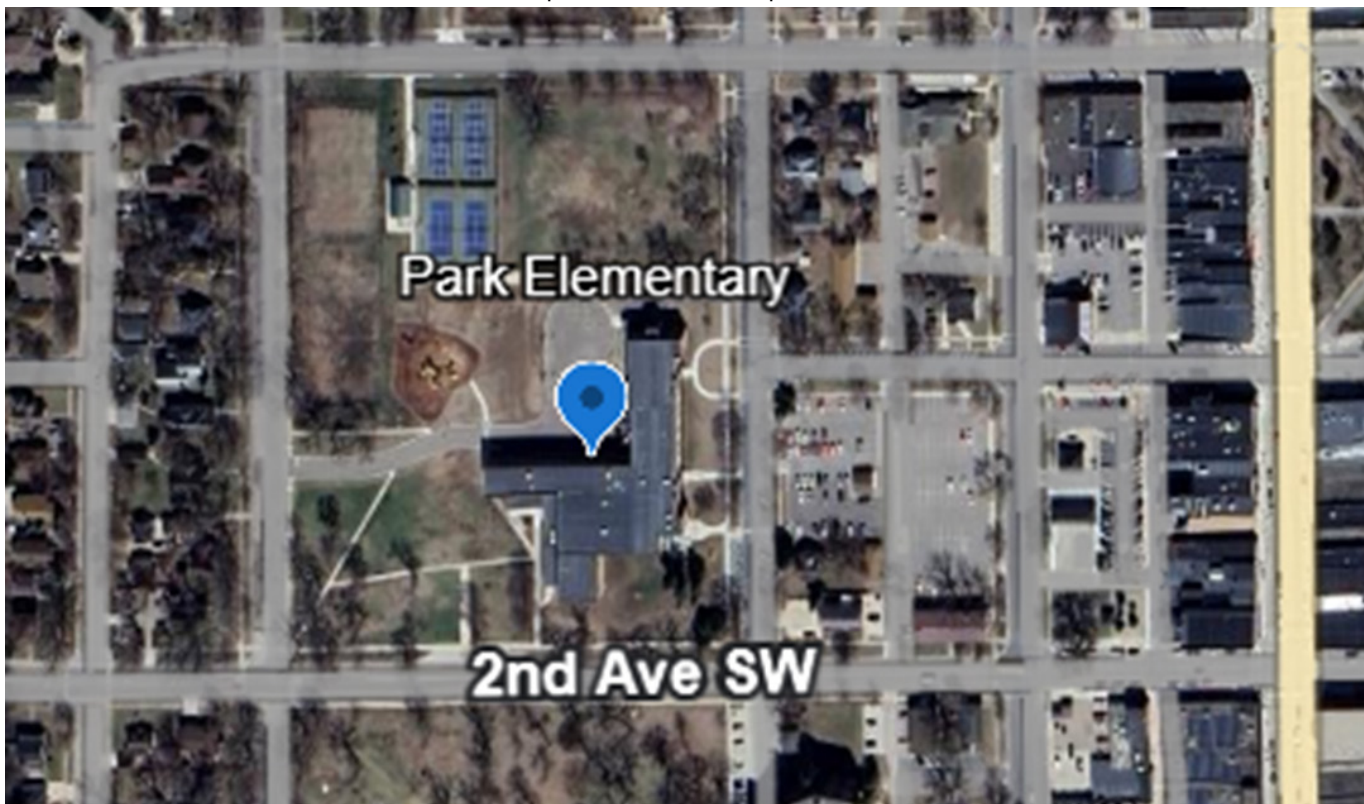
Appendix B: Additional Maps



Map of all five campuses



Map of the south campus cluster



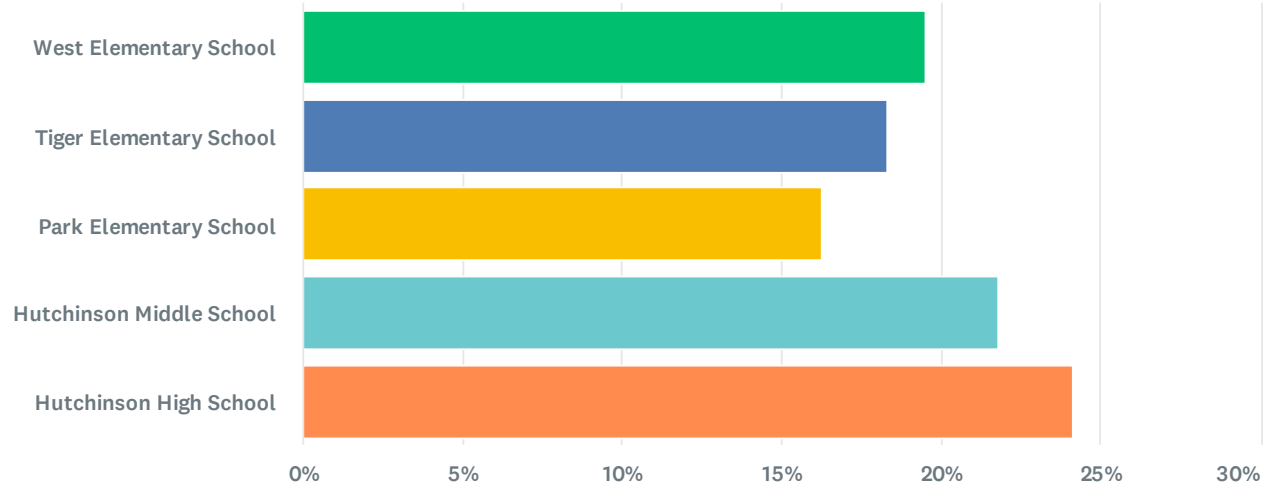
Map of Park Elementary



+	+
<p>8. Has your child asked you for permission to walk or bike to/from school in the last year? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
<p>9. At what grade would you allow your child to walk or bike to/from school without an adult? (Select a grade between PK,K,1,2,3...) <input type="text"/> <input type="text"/> grade (or) <input type="checkbox"/> I would not feel comfortable at any grade</p>	
<p>Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box</p>	
<p>10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)</p> <p><input type="checkbox"/> Distance.....</p> <p><input type="checkbox"/> Convenience of driving.....</p> <p><input type="checkbox"/> Time.....</p> <p><input type="checkbox"/> Child's before or after-school activities.....</p> <p><input type="checkbox"/> Speed of traffic along route.....</p> <p><input type="checkbox"/> Amount of traffic along route.....</p> <p><input type="checkbox"/> Adults to walk or bike with.....</p> <p><input type="checkbox"/> Sidewalks or pathways.....</p> <p><input type="checkbox"/> Safety of intersections and crossings.....</p> <p><input type="checkbox"/> Crossing guards.....</p> <p><input type="checkbox"/> Violence or crime.....</p> <p><input type="checkbox"/> Weather or climate.....</p>	<p>11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)</p> <p><input type="checkbox"/> My child already walks or bikes to/from school</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box +</p>	
<p>12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?</p> <p><input type="checkbox"/> Strongly Encourages <input type="checkbox"/> Encourages <input type="checkbox"/> Neither <input type="checkbox"/> Discourages <input type="checkbox"/> Strongly Discourages</p>	
<p>13. How much fun is walking or biking to/from school for your child?</p> <p><input type="checkbox"/> Very Fun <input type="checkbox"/> Fun <input type="checkbox"/> Neutral <input type="checkbox"/> Boring <input type="checkbox"/> Very Boring</p>	
<p>14. How healthy is walking or biking to/from school for your child?</p> <p><input type="checkbox"/> Very Healthy <input type="checkbox"/> Healthy <input type="checkbox"/> Neutral <input type="checkbox"/> Unhealthy <input type="checkbox"/> Very Unhealthy</p>	
<p>+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box +</p>	
<p>15. What is the highest grade or year of school you completed?</p> <p><input type="checkbox"/> Grades 1 through 8 (Elementary) <input type="checkbox"/> College 1 to 3 years (Some college or technical school)</p> <p><input type="checkbox"/> Grades 9 through 11 (Some high school) <input type="checkbox"/> College 4 years or more (College graduate)</p> <p><input type="checkbox"/> Grade 12 or GED (High school graduate) <input type="checkbox"/> Prefer not to answer</p>	
<p>16. Please provide any additional comments below.</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	

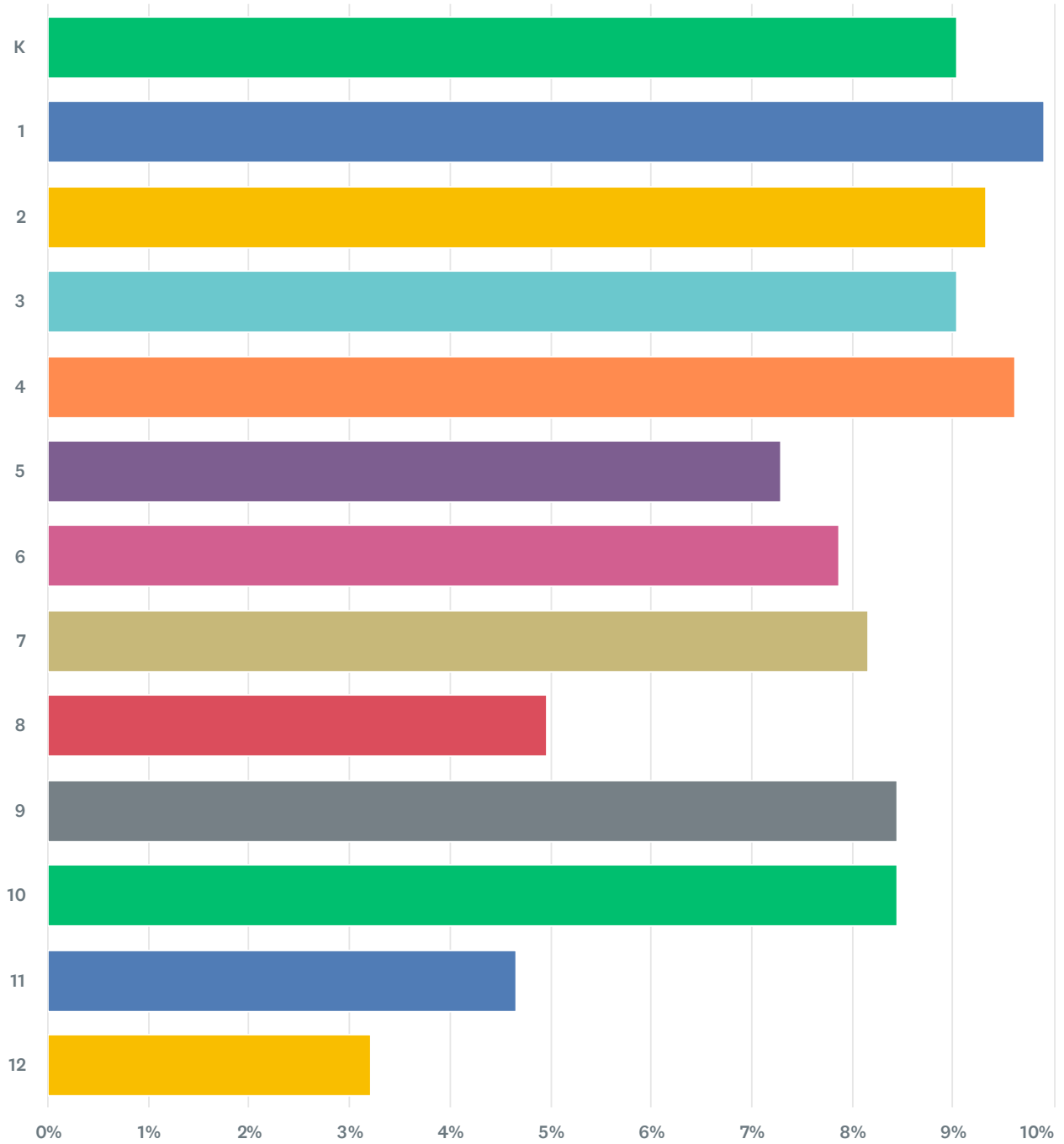
Q1 What school does your child attend?

Answered: 344 Skipped: 0



Q2 What is the grade of your child?

Answered: 343 Skipped: 1



Q3 What is the intersection nearest to your home?

For question #3, the Street 1, #1 answer correlates with the Street 2, #1 answer; the Street 1, #2 answer correlates with the Street 2, #2 answer, and so on.

Answered: 306 Skipped: 38

ANSWER CHOICES	RESPONSES	
Street one:	100.00%	306
Street two:	93.79%	287

#	STREET ONE:	DATE
1	Hidden Cir SW	11/13/2025 10:33 AM
2	Hidden Cir SW	11/13/2025 10:32 AM
3	210th street	11/8/2025 10:41 PM
4	8TH Ave. SW	10/28/2025 9:36 AM
5	Dale	10/28/2025 7:27 AM
6	Lynn rd	10/28/2025 7:25 AM
7	Lynn rd	10/28/2025 7:25 AM
8	Goebel St SW	10/27/2025 9:17 PM
9	Goebel St SW	10/27/2025 9:16 PM
10	Major Ave	10/23/2025 8:33 PM
11	Merrill & Clinton	10/23/2025 9:59 AM
12	Summerset Lane	10/22/2025 1:40 PM
13	Lake	10/21/2025 11:11 AM
14	Highway 7	10/21/2025 7:48 AM
15	7th Ave	10/20/2025 4:57 PM
16	Miller ave	10/20/2025 4:56 PM
17	Roberts St	10/20/2025 11:53 AM
18	Skyview Circle	10/20/2025 9:40 AM
19	Miller	10/20/2025 9:07 AM
20	Miller	10/20/2025 9:05 AM
21	Golf Course Road	10/20/2025 8:59 AM
22	Merrill	10/20/2025 7:11 AM
23	Dale	10/19/2025 6:38 PM
24	Franklin	10/19/2025 6:11 PM
25	South Grade Rd	10/19/2025 3:57 PM
26	Jefferson ST SE	10/19/2025 1:34 AM
27	5th Ave sw	10/18/2025 10:43 PM
28	Washington Ave	10/18/2025 2:45 PM
29	Sioux hills Rd	10/17/2025 5:41 PM

Parent Survey for Safe Routes to School

30	Denver Ave SE	10/17/2025 4:50 PM
31	1st AVE NW	10/17/2025 2:01 PM
32	1st AVE NW	10/17/2025 1:58 PM
33	Roberts Rd	10/17/2025 8:33 AM
34	Roberts Rd	10/17/2025 8:32 AM
35	School Rd	10/16/2025 8:11 PM
36	Out of district	10/16/2025 7:26 PM
37	Out of district	10/16/2025 7:25 PM
38	Out of district	10/16/2025 7:22 PM
39	Walnut St	10/16/2025 4:26 PM
40	Walnut St	10/16/2025 4:24 PM
41	Walnut St	10/16/2025 4:21 PM
42	Texas Avenue	10/16/2025 4:09 PM
43	Texas Avenue	10/16/2025 4:08 PM
44	20784 MN-15	10/16/2025 2:18 PM
45	7th Ave NW	10/16/2025 1:40 PM
46	Walnut	10/16/2025 1:13 PM
47	out of district	10/16/2025 10:13 AM
48	Hwy 15 N	10/16/2025 7:39 AM
49	Alan st	10/16/2025 4:30 AM
50	Mcdonald drive and school road sw	10/15/2025 9:05 PM
51	Oliver st	10/15/2025 8:56 PM
52	Cleveland Ave	10/15/2025 8:23 PM
53	Blackhawk Dr SW	10/15/2025 8:01 PM
54	South Grade Road	10/15/2025 6:17 PM
55	Blackbird Dr. SW	10/15/2025 4:50 PM
56	Wagner St SW	10/15/2025 3:56 PM
57	Roberts Rd. SW	10/15/2025 3:33 PM
58	Roberts Rd. SW	10/15/2025 3:30 PM
59	MAIN ST S	10/15/2025 3:23 PM
60	Ash St NE	10/15/2025 3:13 PM
61	Linden	10/15/2025 3:06 PM
62	Airport Road	10/15/2025 2:50 PM
63	Dale	10/15/2025 2:27 PM
64	Dale	10/15/2025 2:26 PM
65	Dale	10/15/2025 2:25 PM
66	School road	10/15/2025 2:05 PM
67	Adams Street SE	10/15/2025 1:44 PM

Parent Survey for Safe Routes to School

68	Arch st	10/15/2025 12:53 PM
69	Shady Ridge Road NW	10/15/2025 11:54 AM
70	Charles St sw	10/15/2025 11:39 AM
71	Charles St sw	10/15/2025 11:37 AM
72	California St NW	10/15/2025 11:21 AM
73	Texas Ave NW	10/15/2025 11:20 AM
74	210th street	10/15/2025 11:09 AM
75	Grove Street	10/15/2025 10:45 AM
76	Grove Street	10/15/2025 10:44 AM
77	Ulm Ave	10/15/2025 10:35 AM
78	Ulm Ave	10/15/2025 10:34 AM
79	McDonald Dr SW	10/15/2025 10:29 AM
80	7th Ave NW	10/15/2025 10:29 AM
81	7th ave NW	10/15/2025 10:24 AM
82	Graham Street	10/15/2025 10:07 AM
83	Prospect	10/15/2025 10:05 AM
84	Century Ave SW	10/15/2025 9:39 AM
85	Hwy 7	10/15/2025 9:10 AM
86	Roberts Road SW	10/15/2025 9:04 AM
87	Southview Dr SW	10/15/2025 9:00 AM
88	Milwaukee	10/15/2025 8:45 AM
89	Oak Lane SE	10/15/2025 8:44 AM
90	Edmonton	10/15/2025 8:31 AM
91	520 th street	10/15/2025 8:24 AM
92	Major Ave	10/15/2025 8:20 AM
93	Major Ave	10/15/2025 8:19 AM
94	South grade road	10/15/2025 8:16 AM
95	Keith St	10/15/2025 8:09 AM
96	Wagner	10/15/2025 8:00 AM
97	Wagner	10/15/2025 8:00 AM
98	Wagner	10/15/2025 7:59 AM
99	Grove st	10/15/2025 7:51 AM
100	Roberts	10/15/2025 7:50 AM
101	Southview Ct SW	10/15/2025 7:49 AM
102	Southview Ct SW	10/15/2025 7:47 AM
103	Glen St SW	10/15/2025 7:41 AM
104	Glen St SW	10/15/2025 7:39 AM
105	Dale	10/15/2025 7:17 AM

Parent Survey for Safe Routes to School

106	golf course road	10/15/2025 7:16 AM
107	California St	10/15/2025 7:14 AM
108	California St	10/15/2025 7:06 AM
109	Dale St SW	10/15/2025 6:27 AM
110	Roberts Rd	10/15/2025 6:25 AM
111	Dale St SW	10/15/2025 6:24 AM
112	180th St	10/15/2025 5:27 AM
113	Roberts RD SW	10/15/2025 5:21 AM
114	Church St Sw	10/15/2025 1:53 AM
115	Merrill	10/15/2025 1:50 AM
116	Merrill	10/15/2025 1:48 AM
117	Cleveland ave sw	10/14/2025 11:35 PM
118	Tagus Ave	10/14/2025 11:12 PM
119	Southfork Dr SE	10/14/2025 11:10 PM
120	Roberts St SW	10/14/2025 11:07 PM
121	Cleveland ave sw	10/14/2025 10:46 PM
122	Roberts Street SW	10/14/2025 10:14 PM
123	California st	10/14/2025 10:03 PM
124	Dale Street	10/14/2025 10:00 PM
125	Division	10/14/2025 9:59 PM
126	southfork	10/14/2025 9:59 PM
127	Lynn	10/14/2025 9:46 PM
128	Stoney Point Rd	10/14/2025 9:22 PM
129	Dale street	10/14/2025 9:16 PM
130	5th ave	10/14/2025 9:10 PM
131	Sherwood	10/14/2025 9:03 PM
132	Ulm Ave	10/14/2025 8:50 PM
133	Denver Ave SE	10/14/2025 8:50 PM
134	Denver Ave SE	10/14/2025 8:49 PM
135	209th St	10/14/2025 8:37 PM
136	Otter St	10/14/2025 8:37 PM
137	Otter St	10/14/2025 8:36 PM
138	Hwy 15 S	10/14/2025 8:20 PM
139	Bouldet st	10/14/2025 7:59 PM
140	School rd.	10/14/2025 7:46 PM
141	Jefferson	10/14/2025 7:45 PM
142	County road 7	10/14/2025 7:42 PM
143	Hidden Circle	10/14/2025 7:41 PM

Parent Survey for Safe Routes to School

144	Pick up at park elementary	10/14/2025 7:41 PM
145	Sherwood Cir SE	10/14/2025 7:30 PM
146	School Road	10/14/2025 7:28 PM
147	Sherwood Cir se	10/14/2025 7:28 PM
148	Orchard	10/14/2025 7:25 PM
149	School Rd SW	10/14/2025 7:21 PM
150	walden ave	10/14/2025 7:19 PM
151	Prairie View DR SW	10/14/2025 7:18 PM
152	Prairie View DR SW	10/14/2025 7:17 PM
153	Bluejay Dr	10/14/2025 7:17 PM
154	Carolina parkway	10/14/2025 7:06 PM
155	Major Ave.	10/14/2025 6:58 PM
156	Tiller Dr	10/14/2025 6:57 PM
157	Southview court	10/14/2025 6:50 PM
158	225th street	10/14/2025 6:47 PM
159	Roberts rd sw	10/14/2025 6:47 PM
160	Roberts rd sw	10/14/2025 6:46 PM
161	Roberts	10/14/2025 6:42 PM
162	Lake Street	10/14/2025 6:37 PM
163	Lake Street	10/14/2025 6:35 PM
164	DALE ST	10/14/2025 6:34 PM
165	Northwoods ave	10/14/2025 6:25 PM
166	Tagus ave	10/14/2025 6:22 PM
167	York	10/14/2025 6:17 PM
168	Blackhawk	10/14/2025 6:10 PM
169	Century	10/14/2025 6:08 PM
170	Connecticut St NW	10/14/2025 6:08 PM
171	Century	10/14/2025 6:06 PM
172	4th Ave SE	10/14/2025 6:05 PM
173	4th Ave SE	10/14/2025 6:04 PM
174	Adams st	10/14/2025 5:58 PM
175	Jefferson st	10/14/2025 5:57 PM
176	Minnesota Street	10/14/2025 5:56 PM
177	Jefferson	10/14/2025 5:55 PM
178	673rd Ave	10/14/2025 5:54 PM
179	Jefferson	10/14/2025 5:53 PM
180	Milwaukee	10/14/2025 5:51 PM
181	Milwaukee	10/14/2025 5:50 PM

Parent Survey for Safe Routes to School

182	Lynn Road SW	10/14/2025 5:44 PM
183	McDonald Dr	10/14/2025 5:44 PM
184	Maple Street NE	10/14/2025 5:41 PM
185	South grade court sw	10/14/2025 5:34 PM
186	Pishney	10/14/2025 5:26 PM
187	Denver ave	10/14/2025 5:26 PM
188	Lindy ln ne	10/14/2025 5:24 PM
189	Kay st	10/14/2025 5:22 PM
190	S Jefferson rd	10/14/2025 5:21 PM
191	S Jefferson rd	10/14/2025 5:20 PM
192	HWY 7	10/14/2025 5:20 PM
193	Washington Ave	10/14/2025 5:18 PM
194	2nd Ave.	10/14/2025 5:16 PM
195	Highways 7	10/14/2025 5:14 PM
196	Highway 7	10/14/2025 5:11 PM
197	Harmony	10/14/2025 5:10 PM
198	School Rd	10/14/2025 5:08 PM
199	Hassan st	10/14/2025 5:05 PM
200	Brown	10/14/2025 5:03 PM
201	Roberts Road SW	10/14/2025 5:02 PM
202	Brown	10/14/2025 5:02 PM
203	Mahogany Ct SW	10/14/2025 5:01 PM
204	West shore drive	10/14/2025 5:00 PM
205	Oak St NE	10/14/2025 5:00 PM
206	Mahogany Ct SW	10/14/2025 5:00 PM
207	West shore drive	10/14/2025 4:59 PM
208	West shore drive	10/14/2025 4:58 PM
209	McDonald Drive	10/14/2025 4:54 PM
210	Bradford	10/14/2025 4:49 PM
211	Lake hook road	10/14/2025 4:49 PM
212	Grant Ave SE	10/14/2025 4:49 PM
213	Lake hook road	10/14/2025 4:48 PM
214	Lake hook road	10/14/2025 4:48 PM
215	3rd St N	10/14/2025 4:48 PM
216	Hunters St	10/14/2025 4:44 PM
217	Hwy 7	10/14/2025 4:44 PM
218	8th Ave SW	10/14/2025 4:42 PM
219	Monroe	10/14/2025 4:42 PM

Parent Survey for Safe Routes to School

220	Hunters st	10/14/2025 4:42 PM
221	Lynn Rd	10/14/2025 4:41 PM
222	Cr115	10/14/2025 4:38 PM
223	8th Ave sw	10/14/2025 4:37 PM
224	Cr115	10/14/2025 4:36 PM
225	400 Fischer St SW	10/14/2025 4:36 PM
226	Denver Ave	10/14/2025 4:35 PM
227	Clinton ave	10/14/2025 4:34 PM
228	Skyview Avenue	10/14/2025 4:34 PM
229	Judson Rd	10/14/2025 4:34 PM
230	Denver Ave	10/14/2025 4:34 PM
231	Vista and Tagus	10/14/2025 4:34 PM
232	Alan Street SW	10/14/2025 4:34 PM
233	8th Ave SW	10/14/2025 4:33 PM
234	Roberts	10/14/2025 4:32 PM
235	School rd	10/14/2025 4:32 PM
236	Judson Rd	10/14/2025 4:31 PM
237	Roberts	10/14/2025 4:31 PM
238	Northwoods	10/14/2025 4:31 PM
239	7th Ave NW	10/14/2025 4:29 PM
240	South Grade rd.	10/14/2025 4:29 PM
241	School rd	10/14/2025 4:28 PM
242	Eau Claire	10/14/2025 4:27 PM
243	Roberts Road	10/14/2025 4:27 PM
244	Sherwood St. SE	10/14/2025 4:26 PM
245	Texas Ave NW	10/14/2025 4:26 PM
246	Eau Claire	10/14/2025 4:26 PM
247	South Grade Road	10/14/2025 4:25 PM
248	Oakwood ct	10/14/2025 4:25 PM
249	Harrington	10/14/2025 4:25 PM
250	Dale Street	10/14/2025 4:25 PM
251	School Road	10/14/2025 4:24 PM
252	Hwy 7 West	10/14/2025 4:24 PM
253	Texas Ave NW	10/14/2025 4:24 PM
254	Na	10/14/2025 4:23 PM
255	York	10/14/2025 4:22 PM
256	Start: Go west on Bradford Street SE. Turn South: Turn south onto County Road 105. Turn West: Turn west onto School Road SW. Arrive: West Elementary School is located at 875 School Road SW.	10/14/2025 4:22 PM

Parent Survey for Safe Routes to School

257	Lynn Rd	10/14/2025 4:21 PM
258	Roberts Road	10/14/2025 4:21 PM
259	Mcdonald drive and school road sw	10/14/2025 4:19 PM
260	Hwy 7E	10/14/2025 4:18 PM
261	School road	10/14/2025 4:18 PM
262	Main St S	10/14/2025 4:17 PM
263	Jefferson St	10/14/2025 4:15 PM
264	Milwaukee	10/14/2025 4:15 PM
265	Linden	10/14/2025 4:15 PM
266	Elm	10/14/2025 4:14 PM
267	230th Street	10/14/2025 4:14 PM
268	Elm	10/14/2025 4:13 PM
269	School Road Sw	10/14/2025 4:13 PM
270	Juul Rd SW	10/14/2025 4:13 PM
271	Goebel Circle	10/14/2025 4:13 PM
272	Vista	10/14/2025 4:12 PM
273	Mcdonald	10/14/2025 4:12 PM
274	Hwy 7	10/14/2025 4:10 PM
275	Graham st	10/14/2025 4:10 PM
276	Washington Ave. west	10/14/2025 4:10 PM
277	Glen	10/14/2025 4:10 PM
278	Westwood Road	10/14/2025 4:09 PM
279	Main Street	10/14/2025 4:09 PM
280	673rd Ave	10/14/2025 4:09 PM
281	Glen	10/14/2025 4:09 PM
282	210th st	10/14/2025 4:08 PM
283	Glen	10/14/2025 4:08 PM
284	Prairie View Dr	10/14/2025 4:07 PM
285	County Road 7	10/14/2025 4:07 PM
286	Adams Street Southeast	10/14/2025 4:07 PM
287	Highway 7	10/14/2025 4:07 PM
288	Roberts	10/14/2025 4:07 PM
289	Washington Ave. West	10/14/2025 4:07 PM
290	Ulm Court	10/14/2025 4:06 PM
291	Airport rd	10/14/2025 4:05 PM
292	5th street	10/14/2025 4:05 PM
293	4th street	10/14/2025 4:05 PM
294	California Street	10/14/2025 4:04 PM

Parent Survey for Safe Routes to School

295	Boulder	10/14/2025 4:04 PM
296	Shady Ridge	10/14/2025 4:04 PM
297	Jefferson	10/14/2025 4:04 PM
298	8th Ave SW	10/14/2025 4:04 PM
299	5th street	10/14/2025 4:04 PM
300	Vale Ave	10/14/2025 4:03 PM
301	Jefferson	10/14/2025 4:03 PM
302	Mahogany Ct	10/14/2025 4:03 PM
303	Brown	10/14/2025 3:51 PM
304	Church st sw	10/14/2025 12:30 PM
305	Yacht Ave	10/13/2025 9:03 PM
306	Mahogany Ct	10/13/2025 1:48 PM
#	STREET TWO:	DATE
1	Roberts Rd	11/13/2025 10:33 AM
2	Roberts	11/13/2025 10:32 AM
3	Major ave	11/8/2025 10:41 PM
4	Lakewood Dr. SW	10/28/2025 9:36 AM
5	4th ave sw	10/28/2025 7:27 AM
6	4th ave sw	10/28/2025 7:25 AM
7	4th ave sw	10/28/2025 7:25 AM
8	Graham St SW	10/27/2025 9:17 PM
9	Graham St SW	10/27/2025 9:16 PM
10	200th Street	10/23/2025 8:33 PM
11	his 2nd home is on Airport Rd so Rum Ave I believe - but he doesn't use this one much because he says the driver forgets to stop AND the location is extremely dangerous to walk to in the dark mornings.	10/23/2025 9:59 AM
12	Sherwood	10/22/2025 1:40 PM
13	Lewis	10/21/2025 11:11 AM
14	Major Ave	10/21/2025 7:48 AM
15	High school road	10/20/2025 4:57 PM
16	merril street	10/20/2025 4:56 PM
17	McDonalds St	10/20/2025 11:53 AM
18	Franklin	10/20/2025 9:07 AM
19	Franklin	10/20/2025 9:05 AM
20	Leudke	10/20/2025 8:59 AM
21	Clinton	10/20/2025 7:11 AM
22	Louis	10/19/2025 6:38 PM
23	5th ave	10/19/2025 6:11 PM
24	Dale Street	10/19/2025 3:57 PM

Parent Survey for Safe Routes to School

25	4th ST SE	10/19/2025 1:34 AM
26	Merrill st	10/18/2025 10:43 PM
27	Grove St	10/18/2025 2:45 PM
28	Hey 7	10/17/2025 5:41 PM
29	HWY 15 S	10/17/2025 4:50 PM
30	Glen Street NW	10/17/2025 2:01 PM
31	Glen Street NW	10/17/2025 1:58 PM
32	Goebel Circle	10/17/2025 8:33 AM
33	Goebel Circle	10/17/2025 8:32 AM
34	8th Ave SW	10/16/2025 8:11 PM
35	Out of district	10/16/2025 7:26 PM
36	Out of district	10/16/2025 7:25 PM
37	Out of district	10/16/2025 7:22 PM
38	Northwoods Ave	10/16/2025 4:26 PM
39	Northwoods Ave	10/16/2025 4:24 PM
40	Northwoods Ave	10/16/2025 4:21 PM
41	Texas Court	10/16/2025 4:09 PM
42	Texas Court	10/16/2025 4:08 PM
43	Shady Ridge Road	10/16/2025 1:40 PM
44	Hillcrest	10/16/2025 1:13 PM
45	234th Cir	10/16/2025 7:39 AM
46	Roberts	10/16/2025 4:30 AM
47	Mcdonald drive and roberts road	10/15/2025 9:05 PM
48	Frank st	10/15/2025 8:56 PM
49	Keith St	10/15/2025 8:23 PM
50	Century Ave SW	10/15/2025 8:01 PM
51	Clinton Ave	10/15/2025 6:17 PM
52	Blackhawk Dr.	10/15/2025 4:50 PM
53	8th Ave SW	10/15/2025 3:56 PM
54	School Road	10/15/2025 3:33 PM
55	School Road	10/15/2025 3:30 PM
56	7TH AVE SE	10/15/2025 3:23 PM
57	Northwoods Avenue	10/15/2025 3:13 PM
58	Sunset	10/15/2025 3:06 PM
59	County Road 7	10/15/2025 2:50 PM
60	Roberts	10/15/2025 2:27 PM
61	Roberts	10/15/2025 2:26 PM
62	Roberts	10/15/2025 2:25 PM

Parent Survey for Safe Routes to School

63	Airport Road	10/15/2025 1:44 PM
64	2nd ave	10/15/2025 12:53 PM
65	7th Avenue NW	10/15/2025 11:54 AM
66	Lewis St	10/15/2025 11:39 AM
67	Lewis St	10/15/2025 11:37 AM
68	Texas Ave NW	10/15/2025 11:21 AM
69	California Street	10/15/2025 11:20 AM
70	Major avenue	10/15/2025 11:09 AM
71	Washington Ave	10/15/2025 10:45 AM
72	Washington	10/15/2025 10:44 AM
73	120th St	10/15/2025 10:35 AM
74	120th St	10/15/2025 10:34 AM
75	Roberts St Sw	10/15/2025 10:29 AM
76	School Road NW	10/15/2025 10:29 AM
77	School rd	10/15/2025 10:24 AM
78	5th	10/15/2025 10:05 AM
79	Blackhawk drive SW	10/15/2025 9:39 AM
80	Hidden Circle SW	10/15/2025 9:04 AM
81	Linden Ave SW	10/15/2025 9:00 AM
82	Brown St	10/15/2025 8:45 AM
83	Jorgenson ST SE	10/15/2025 8:44 AM
84	Hassan	10/15/2025 8:31 AM
85	Buffalo Lake	10/15/2025 8:24 AM
86	245th St	10/15/2025 8:20 AM
87	245th St	10/15/2025 8:19 AM
88	Sunset street	10/15/2025 8:16 AM
89	Neal St	10/15/2025 8:09 AM
90	Graham	10/15/2025 8:00 AM
91	Graham	10/15/2025 8:00 AM
92	Graham	10/15/2025 7:59 AM
93	5th ave	10/15/2025 7:51 AM
94	Kay	10/15/2025 7:50 AM
95	Linden Ave	10/15/2025 7:49 AM
96	Linden Ave SW	10/15/2025 7:47 AM
97	Miller Ave SW	10/15/2025 7:41 AM
98	Miller Ave SW	10/15/2025 7:39 AM
99	Roberts rd sw	10/15/2025 7:17 AM
100	Oakwood Lane	10/15/2025 7:16 AM

Parent Survey for Safe Routes to School

101	Highway 7	10/15/2025 7:14 AM
102	School Road	10/15/2025 7:06 AM
103	4th Ave	10/15/2025 6:27 AM
104	School Rd	10/15/2025 6:25 AM
105	4th Ave	10/15/2025 6:24 AM
106	Vale Ave	10/15/2025 5:27 AM
107	Goebel Cir	10/15/2025 5:21 AM
108	S. Grade Rd SW	10/15/2025 1:53 AM
109	4th ave	10/15/2025 1:50 AM
110	4th ave	10/15/2025 1:48 AM
111	Sunset st sw.	10/14/2025 11:35 PM
112	210th st	10/14/2025 11:12 PM
113	Jefferson St SE	10/14/2025 11:10 PM
114	McDonald SW	10/14/2025 11:07 PM
115	Sunset street sw	10/14/2025 10:46 PM
116	South Grade Rd	10/14/2025 10:14 PM
117	Highway 7	10/14/2025 10:03 PM
118	Brown	10/14/2025 9:59 PM
119	Grant	10/14/2025 9:59 PM
120	5th ave	10/14/2025 9:46 PM
121	Roberts Rd	10/14/2025 9:22 PM
122	Roberts road	10/14/2025 9:16 PM
123	Monroe Street SE	10/14/2025 9:10 PM
124	Orchard	10/14/2025 9:03 PM
125	Hwy 7	10/14/2025 8:50 PM
126	Sherwood St SE	10/14/2025 8:50 PM
127	Sherwood St SE	10/14/2025 8:49 PM
128	Skyview Ave	10/14/2025 8:37 PM
129	South grade	10/14/2025 8:37 PM
130	South grade	10/14/2025 8:36 PM
131	Roberts	10/14/2025 7:59 PM
132	Roberts	10/14/2025 7:46 PM
133	Century	10/14/2025 7:45 PM
134	County road 18	10/14/2025 7:42 PM
135	Roberts Rd	10/14/2025 7:41 PM
136	Drop off at park elementary	10/14/2025 7:41 PM
137	Jorgenson st	10/14/2025 7:30 PM
138	Stoney Point Rd Sw	10/14/2025 7:28 PM

Parent Survey for Safe Routes to School

139	Jorgenson St.	10/14/2025 7:28 PM
140	Sherwood	10/14/2025 7:25 PM
141	Roberts Rd SW	10/14/2025 7:21 PM
142	190th st	10/14/2025 7:19 PM
143	West Shore Drive	10/14/2025 7:18 PM
144	West Shore Drive	10/14/2025 7:17 PM
145	Shiloh st	10/14/2025 7:06 PM
146	Vista rd	10/14/2025 6:57 PM
147	Lynn	10/14/2025 6:50 PM
148	County road 7 north	10/14/2025 6:47 PM
149	9th Ave sw	10/14/2025 6:47 PM
150	9th Ave sw	10/14/2025 6:46 PM
151	Kay St SW	10/14/2025 6:42 PM
152	Hayden Avenue	10/14/2025 6:37 PM
153	Hayden Avenue	10/14/2025 6:35 PM
154	LEWIS AVE	10/14/2025 6:34 PM
155	Elm st	10/14/2025 6:25 PM
156	Sunset circle	10/14/2025 6:22 PM
157	Yacht Ave	10/14/2025 6:17 PM
158	Century	10/14/2025 6:10 PM
159	Blackhawk	10/14/2025 6:08 PM
160	Shady Ridge Rd NW	10/14/2025 6:08 PM
161	Blackhawk	10/14/2025 6:06 PM
162	Erie St SE	10/14/2025 6:05 PM
163	Erie St SE	10/14/2025 6:04 PM
164	Airport rd	10/14/2025 5:58 PM
165	Airport road	10/14/2025 5:57 PM
166	golf course road	10/14/2025 5:56 PM
167	Century	10/14/2025 5:55 PM
168	163rd St	10/14/2025 5:54 PM
169	Century	10/14/2025 5:53 PM
170	Dale	10/14/2025 5:51 PM
171	Dale	10/14/2025 5:50 PM
172	Linden Ave SW	10/14/2025 5:44 PM
173	School Rd	10/14/2025 5:44 PM
174	College Ave NE	10/14/2025 5:41 PM
175	Prairie view Dr/west shore dr	10/14/2025 5:34 PM
176	2nd	10/14/2025 5:26 PM

Parent Survey for Safe Routes to School

177	Summerset	10/14/2025 5:26 PM
178	Gene dr	10/14/2025 5:24 PM
179	Lea	10/14/2025 5:22 PM
180	Airport road	10/14/2025 5:21 PM
181	Airport road	10/14/2025 5:20 PM
182	Adams St NE	10/14/2025 5:20 PM
183	Main St	10/14/2025 5:18 PM
184	Dale St.	10/14/2025 5:16 PM
185	Lynn	10/14/2025 5:10 PM
186	Oakland	10/14/2025 5:05 PM
187	Linden	10/14/2025 5:03 PM
188	Mahogoney	10/14/2025 5:02 PM
189	Linden	10/14/2025 5:02 PM
190	Roberts Rd SW	10/14/2025 5:01 PM
191	South grade court	10/14/2025 5:00 PM
192	9th Avenue	10/14/2025 5:00 PM
193	Roberts Rd SW	10/14/2025 5:00 PM
194	South grade court	10/14/2025 4:59 PM
195	South grade court	10/14/2025 4:58 PM
196	Barley Street	10/14/2025 4:54 PM
197	Century	10/14/2025 4:49 PM
198	220th street	10/14/2025 4:49 PM
199	Edmonton Ave SE	10/14/2025 4:49 PM
200	220th street	10/14/2025 4:48 PM
201	220th street	10/14/2025 4:48 PM
202	7th Ave.	10/14/2025 4:48 PM
203	8th ave	10/14/2025 4:44 PM
204	Wagner St SW	10/14/2025 4:42 PM
205	5th Ave	10/14/2025 4:42 PM
206	8th ave	10/14/2025 4:42 PM
207	Juul Rd	10/14/2025 4:41 PM
208	County Road 7	10/14/2025 4:38 PM
209	Wagner st sw	10/14/2025 4:37 PM
210	County Road 7	10/14/2025 4:36 PM
211	Osgood	10/14/2025 4:36 PM
212	Sunburst Way SE	10/14/2025 4:35 PM
213	Merrill st sw	10/14/2025 4:34 PM
214	Skyview Circle	10/14/2025 4:34 PM

Parent Survey for Safe Routes to School

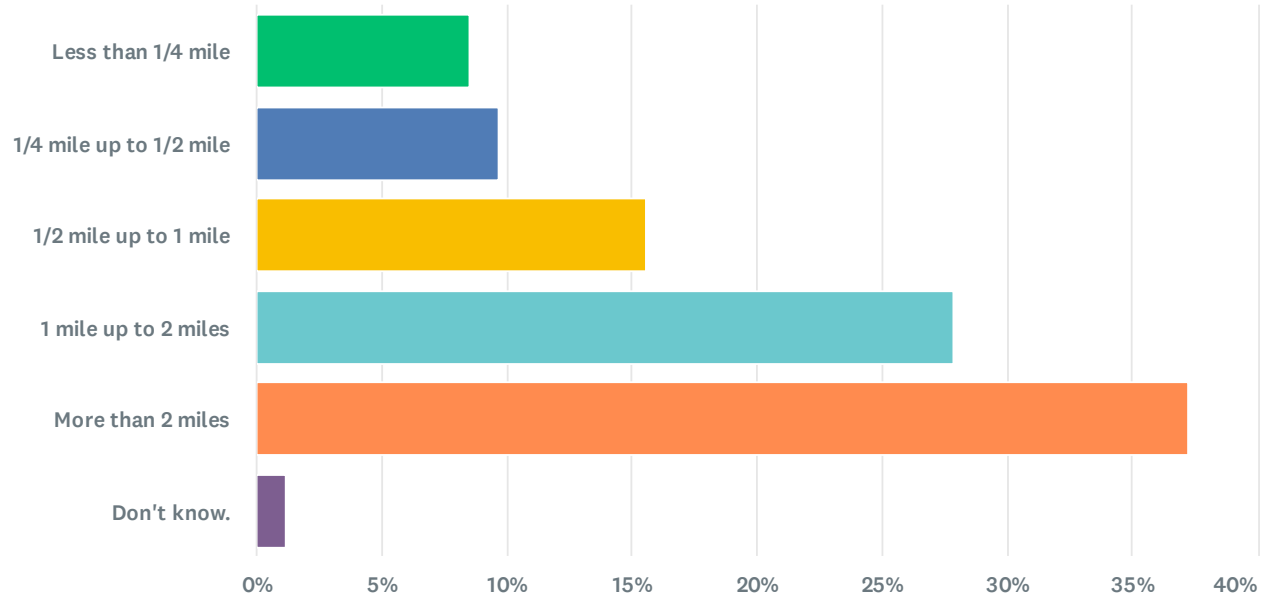
215	N High Drive NW	10/14/2025 4:34 PM
216	Sunburst Way SE	10/14/2025 4:34 PM
217	Vista and Tiller	10/14/2025 4:34 PM
218	Roberts Rd SW	10/14/2025 4:34 PM
219	Wagner St sw	10/14/2025 4:33 PM
220	MAHOGANY	10/14/2025 4:32 PM
221	Hwy 7	10/14/2025 4:32 PM
222	N High Drive NW	10/14/2025 4:31 PM
223	MAHOGANY	10/14/2025 4:31 PM
224	Elm	10/14/2025 4:31 PM
225	Carolina Pkwy NW	10/14/2025 4:29 PM
226	School rd.	10/14/2025 4:29 PM
227	Hwy 7	10/14/2025 4:28 PM
228	Detroit	10/14/2025 4:27 PM
229	South Grade Road	10/14/2025 4:27 PM
230	Denver Ave. SE	10/14/2025 4:26 PM
231	Montana Ave	10/14/2025 4:26 PM
232	Detroit	10/14/2025 4:26 PM
233	Echo Drive SE	10/14/2025 4:25 PM
234	Golf course rd	10/14/2025 4:25 PM
235	4th Ave sw	10/14/2025 4:25 PM
236	Lewis Ave/2nd Ave	10/14/2025 4:25 PM
237	Fairway Ave NW	10/14/2025 4:24 PM
238	Sioux Hills Road	10/14/2025 4:24 PM
239	Montana Ave	10/14/2025 4:24 PM
240	Na	10/14/2025 4:23 PM
241	Wells	10/14/2025 4:22 PM
242	Juul Rd	10/14/2025 4:21 PM
243	School Road	10/14/2025 4:21 PM
244	Roberts road and school road sw	10/14/2025 4:19 PM
245	Michigan Ave	10/14/2025 4:18 PM
246	Linden Ave SW	10/14/2025 4:17 PM
247	Ottawa Avenue	10/14/2025 4:15 PM
248	Dale	10/14/2025 4:15 PM
249	Merrill	10/14/2025 4:15 PM
250	Northwoods	10/14/2025 4:14 PM
251	Major Ave.	10/14/2025 4:14 PM
252	Northwoods	10/14/2025 4:13 PM

Parent Survey for Safe Routes to School

253	Merrill St. SW	10/14/2025 4:13 PM
254	Roberts Road	10/14/2025 4:13 PM
255	Underwood	10/14/2025 4:12 PM
256	School rd	10/14/2025 4:12 PM
257	School Rd NW	10/14/2025 4:10 PM
258	8th ave	10/14/2025 4:10 PM
259	Grove Street NW	10/14/2025 4:10 PM
260	Washington	10/14/2025 4:10 PM
261	Connecticut St	10/14/2025 4:09 PM
262	Fifth avenue	10/14/2025 4:09 PM
263	163rd Ave	10/14/2025 4:09 PM
264	Washington	10/14/2025 4:09 PM
265	skyview ave	10/14/2025 4:08 PM
266	Washington	10/14/2025 4:08 PM
267	West Shore Dr	10/14/2025 4:07 PM
268	206th Circle	10/14/2025 4:07 PM
269	Airport Road	10/14/2025 4:07 PM
270	Allan	10/14/2025 4:07 PM
271	Grove street NW	10/14/2025 4:07 PM
272	230th St	10/14/2025 4:06 PM
273	Jefferson Rd	10/14/2025 4:05 PM
274	4th street	10/14/2025 4:05 PM
275	Hassan st se	10/14/2025 4:05 PM
276	Texas Ave.	10/14/2025 4:04 PM
277	Roberts	10/14/2025 4:04 PM
278	Campbell Lane	10/14/2025 4:04 PM
279	Century	10/14/2025 4:04 PM
280	School Rd	10/14/2025 4:04 PM
281	4th street	10/14/2025 4:04 PM
282	Toronto	10/14/2025 4:03 PM
283	Roberts Road	10/14/2025 4:03 PM
284	Linden	10/14/2025 3:51 PM
285	Linden	10/14/2025 12:30 PM
286	York Ave	10/13/2025 9:03 PM
287	Roberts	10/13/2025 1:48 PM

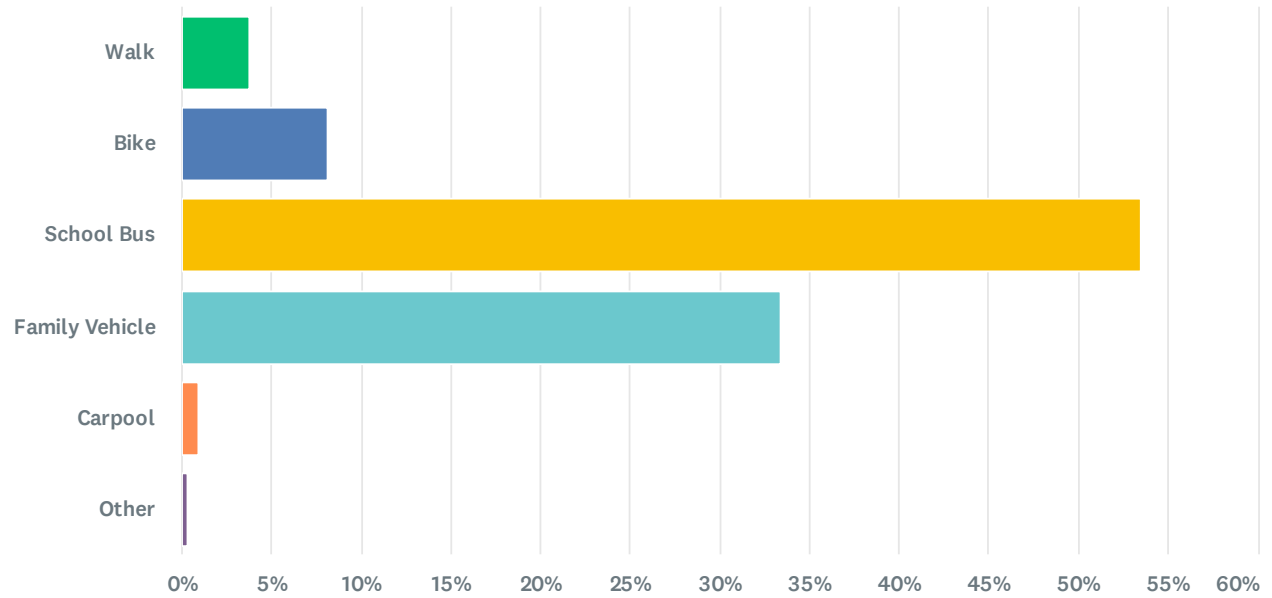
Q4 How far does your child live from school?

Answered: 341 Skipped: 3



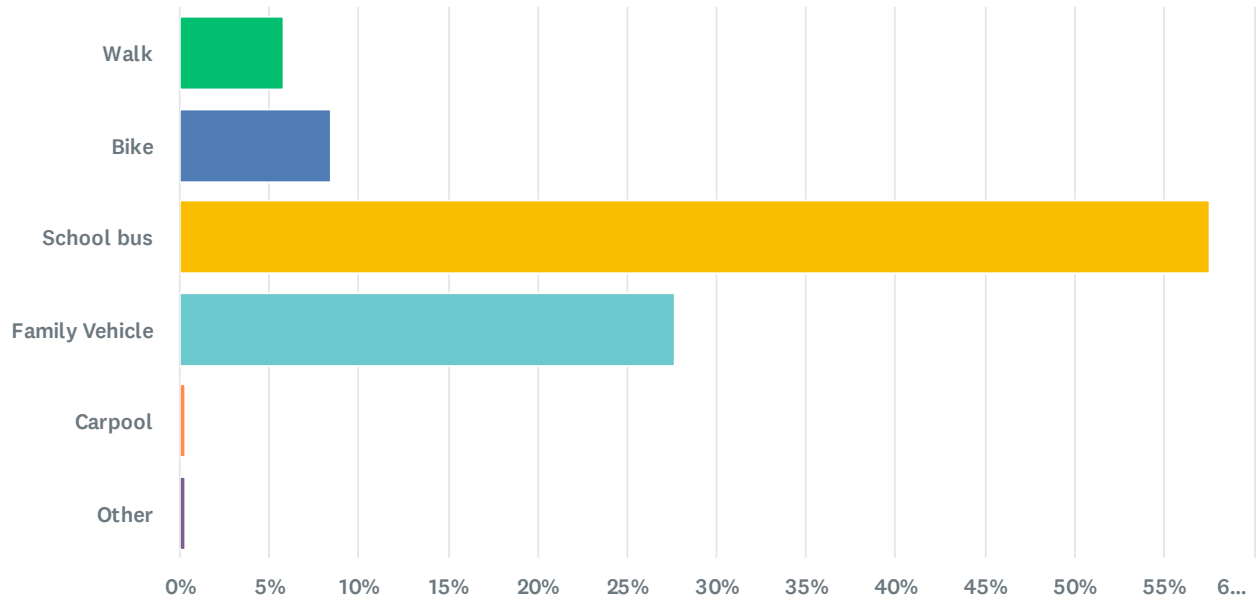
Q5 On most days, how does your child ARRIVE at school?

Answered: 344 Skipped: 0



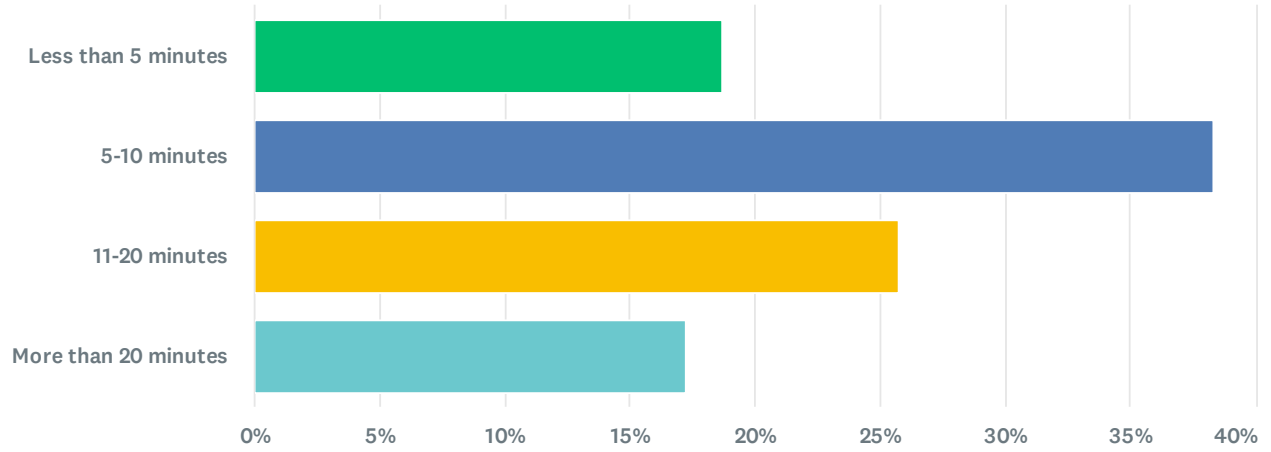
Q6 On most days, how does your child LEAVE school?

Answered: 344 Skipped: 0



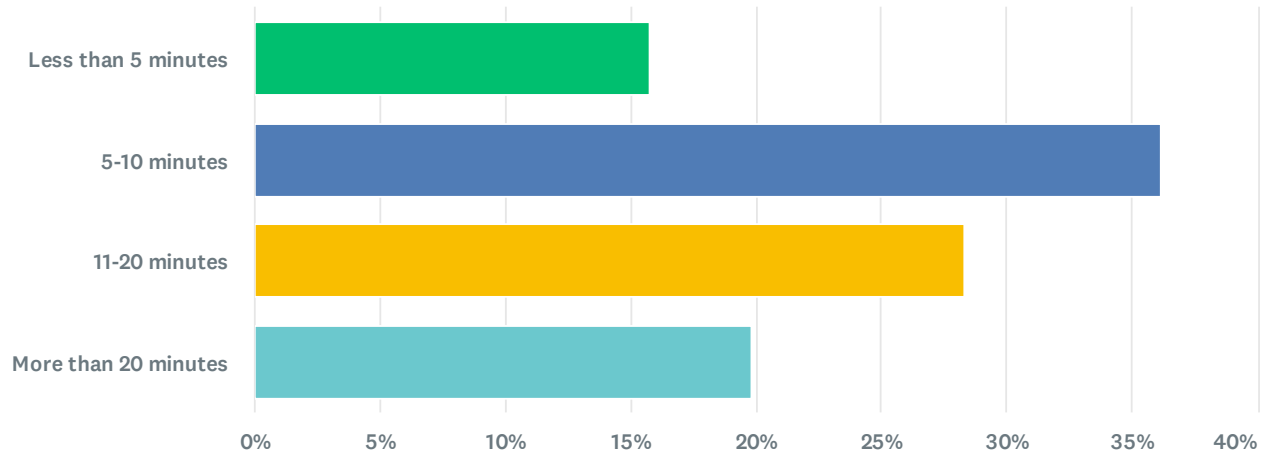
Q7 How long does it take your child to travel TO school?

Answered: 342 Skipped: 2



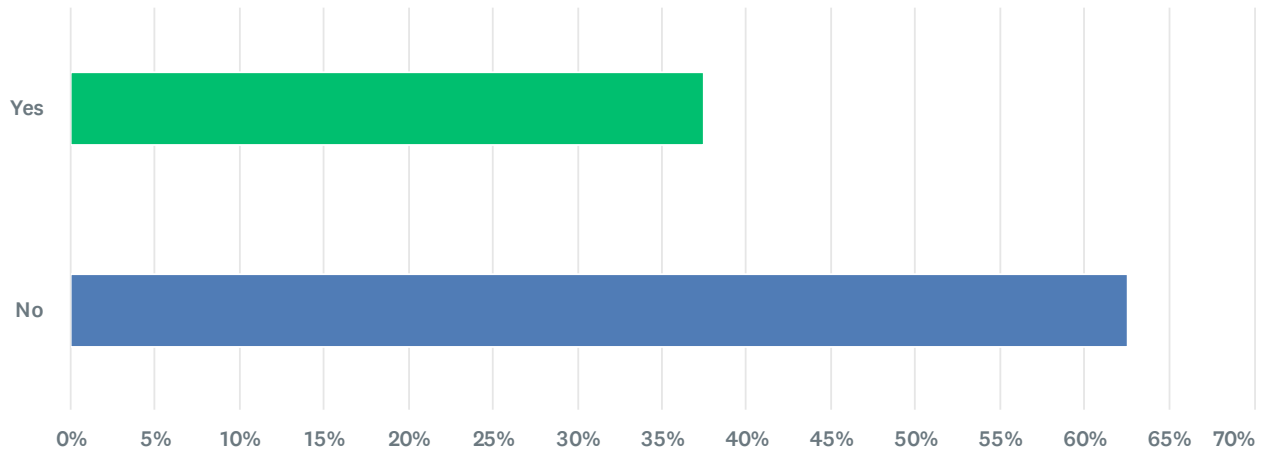
Q8 How long does it take your child to travel home FROM school?

Answered: 343 Skipped: 1



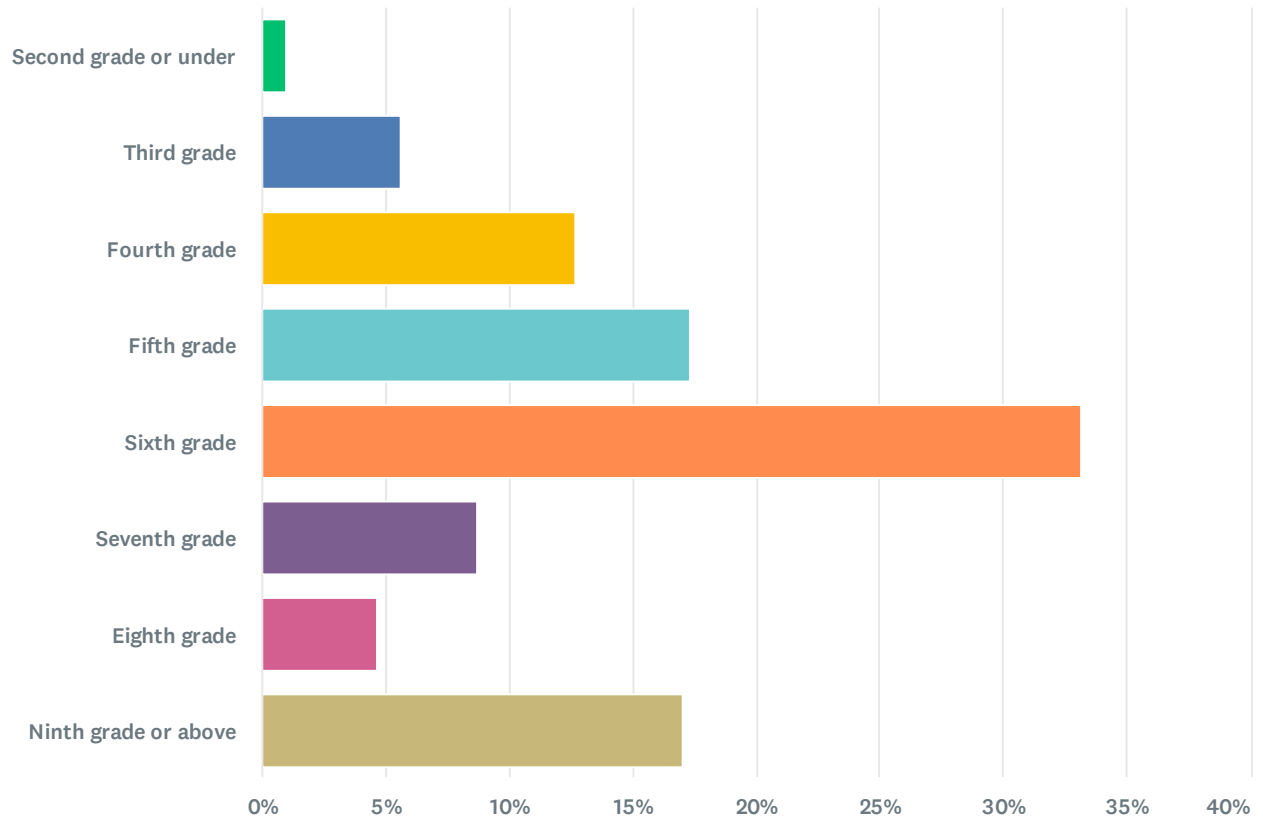
Q9 Has your child asked you for permission to walk or bike to/from school in the last year?

Answered: 342 Skipped: 2



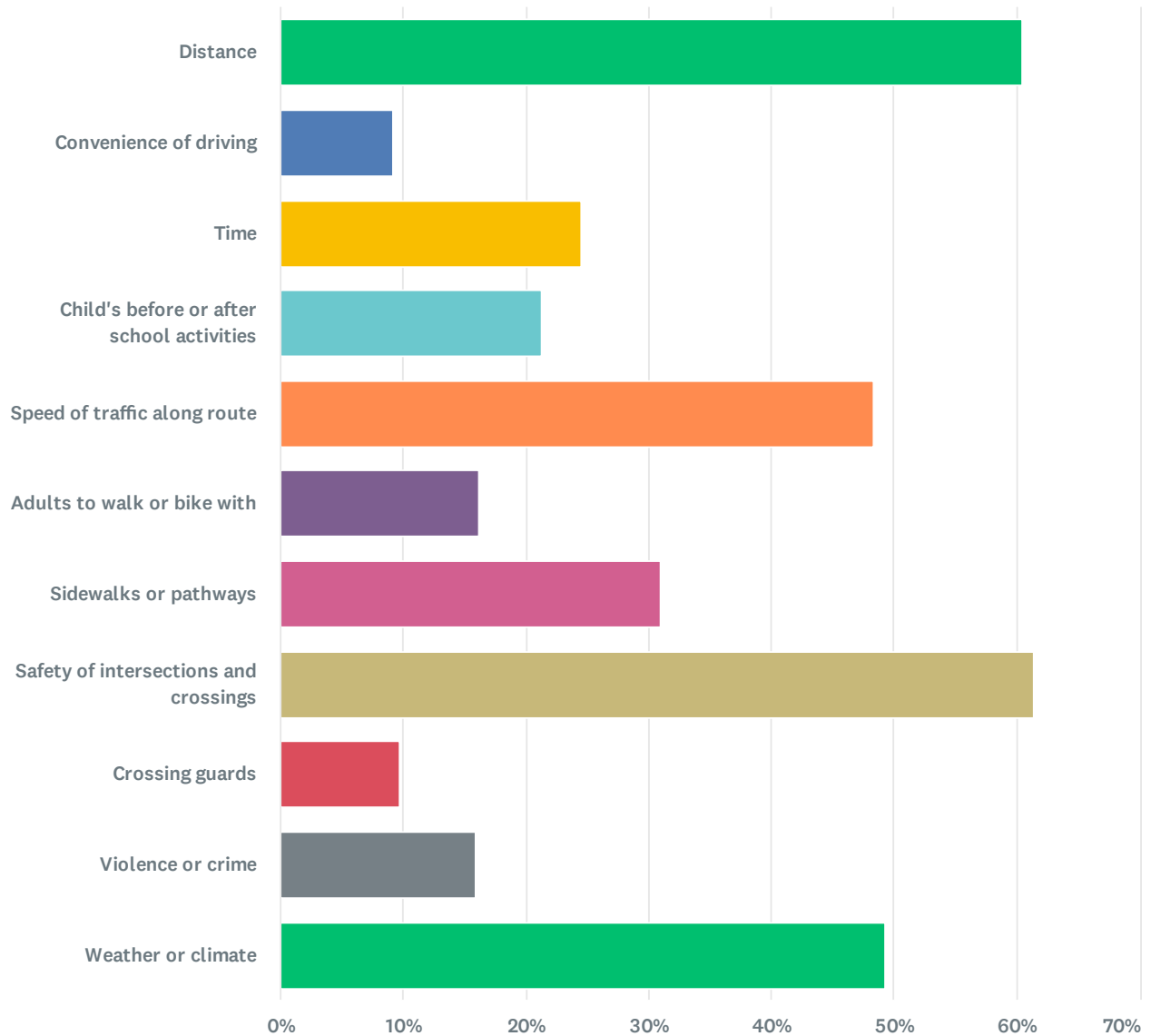
Q10 At what grade would you allow your child to walk or bike to/from school without an adult?

Answered: 323 Skipped: 21



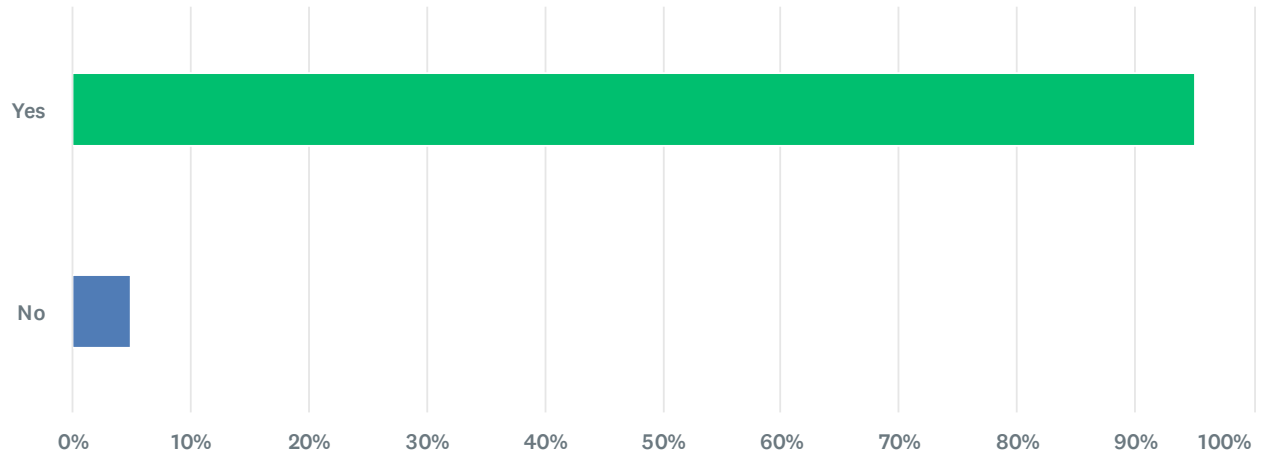
Q11 Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select all that apply)

Answered: 339 Skipped: 5



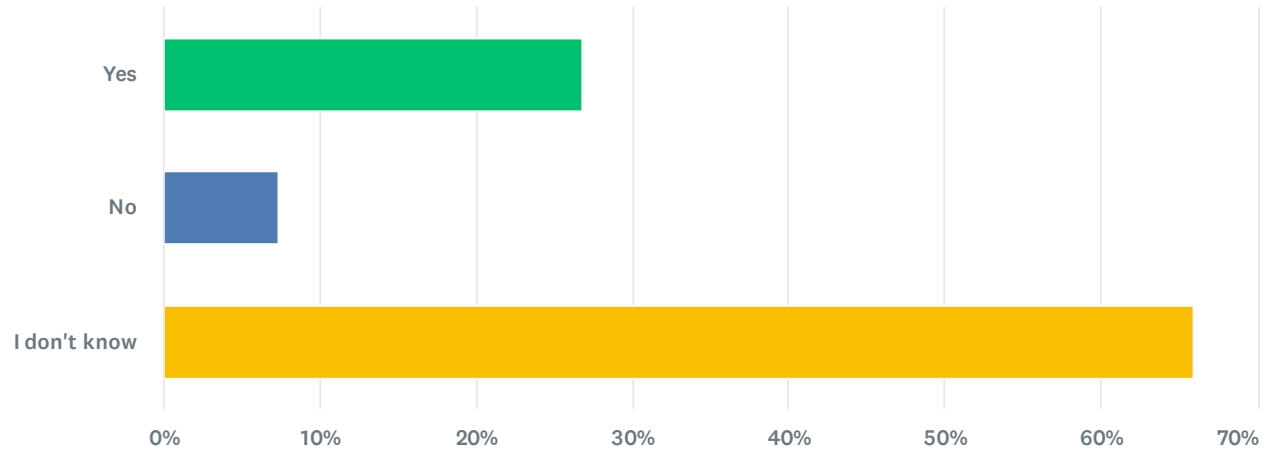
Q12 Does your child have access to a bicycle?

Answered: 342 Skipped: 2



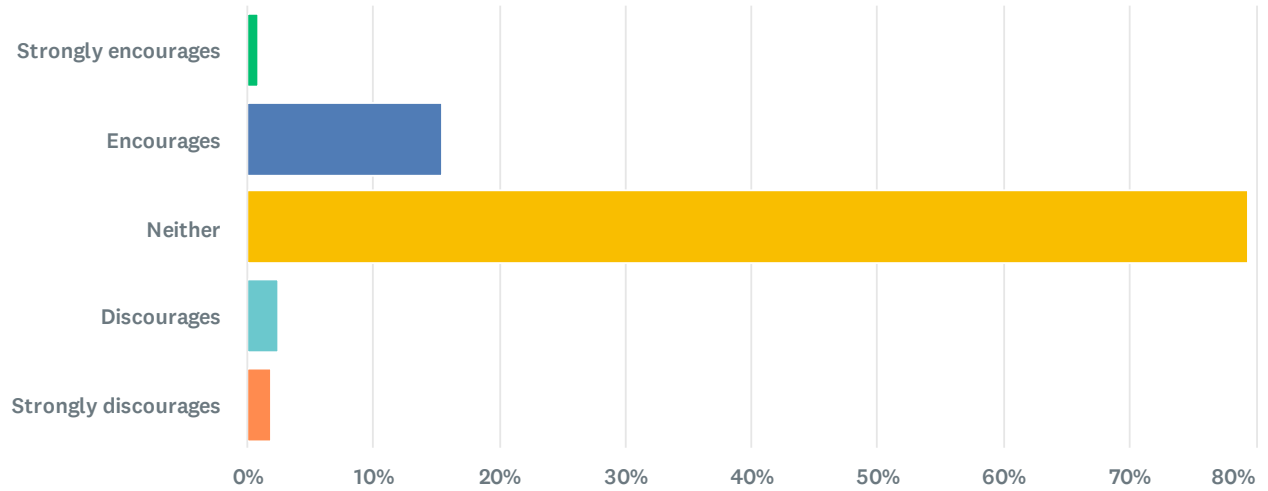
Q13 Are there enough bike racks at your child's school?

Answered: 343 Skipped: 1



Q14 How much does your child's school encourage or discourage walking/biking to/from school?

Answered: 331 Skipped: 13



Q15 How much fun is walking or biking to/from school?

Answered: 334 Skipped: 10

