

**Windom Area Schools
District #177
Safe Routes to School Plan
Winfair Elementary & the Middle School**



January 2014

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Summary

Safe Routes to School (SRTS) Plans are community plans to promote an active lifestyle for all residents. The focus of SRTS Plans are on teaching children pedestrian and bicycle safety, making the environment safer for children to walk and bicycle to school and around the community, and promote a healthy lifestyle. SRTS Plans encourage children and the community as a whole to walk, bike, and be more physically active. By promoting a more active lifestyle, there are a number of positive externalities that include: reduced traffic congestion near schools and in the community, better air quality around schools and in the community, and an overall healthier community.

Geographic Location

The City of Windom is situated in southwest Minnesota around the point of intersection of U.S. Highway 71, Minnesota Highway 60, and the Des Moines River. Windom is located in the southern section of Cottonwood County. Cottonwood County lies on the edge of the Buffalo Ridge in southern Minnesota. The county's boundaries are joined by Redwood and Brown County to the north, Watonwan County to the east, Jackson County to the south, and Murray County to the west. The topography of the area varies from the Des Moines River to scenic rural settings. The rural nature of the Cottonwood County contributes greatly to the overall appeal of the community.



Windom Area Schools

The Windom Area School District is a rural district encompassing parts of Cottonwood and Jackson County. The Windom Area School District includes the City of Windom, the county seat where U.S. Highway 60 and 71 meet, along with the communities of Wilder and Bingham Lake. The Windom Area School District encompasses 203 square miles and has a Pre-K – 12th Grade Enrollment of 985 students in the 2013-14 school year.

The district includes: Windom Area Middle and High School, Winfair Elementary, and Early Childhood Family Education. Windom Area Middle and High School is located at 1400 17th Street in Windom, Minnesota. Winfair Elementary is located at 1454 6th Ave. in Windom, Minnesota.

The Windom SRTS Plan is for Winfair Elementary and the Middle School. Winfair Elementary serves the entire district for grades Kindergarten through 3rd grade. The 2013-14 school year enrollment is 359 students at Winfair Elementary. The Middle School serves the entire district for grades 4th through 8th grade. The 2013-14 school year enrollment is 381 students at the Middle School.



City of Windom



Legend	
Winfair Elementary	
Middle / High School	



Created By SRDC
2013

Planning Process

The Windom Area Schools SRTS Program was initiated through the local Statewide Health Improvement Program (SHIP) in September of 2010. Community participation has played a critical role in developing the SRTS program. The Windom Area Schools SRTS Team (here after referred to as SRTS Team) has made substantial progress in promoting a more active lifestyle and making it safer for children to walk and bicycle to school.

Existing Conditions

The planning process for promoting a more active lifestyle and making it safer for children to walk and bicycle to and from school started with a walking audit that was held on September 17, 2010. The walking audit assessed the existing conditions within two to three blocks of Winfair Elementary and the Middle School. The walking audit was coordinated with help from SHIP Coordinator in Cottonwood County.

A kickoff meeting was then held by the Chairperson of the SRTS Team, Shannon LaCanne, on September 24, 2010. This kickoff meeting discussed the existing conditions outline in the walking audit and what strategies the Windom Area Schools SRTS Program should pursue. The SHIP Coordinator emphasized the importance of tracking the number of students walking and bicycling to school.

Along with analyzing existing conditions and conducting the walking audit, the SRTS Team helped administer a parent survey and a student travel tally survey in the Fall of 2010 and the Spring of 2011. These two surveys help create a benchmark regarding the number of students walking and bicycling to school.

Concerns outlined by the SRTS Team were discussed during a town hall meeting in November of 2010. The SRTS Team expressed the importance of SHIP encouraging and supporting programs to promote walking and bicycling to school and being more active. State Representative, Rod Hamilton was very receptive and encouraged the SRTS Team to keep

Planning Process

trying for funds to pursue projects to promote and make it safe for students to walk and bicycle to school.

Another community meeting was held in December of 2010, to further discuss the existing conditions. The SRTS Team presented on the concerns that have been outlined in previous meetings. The main agenda item of this meeting was to decide where to go from here. Jill Chamberlin, with Blue Cross Blue Shield, was in attendance to offer input regarding opportunities Blue Cross Blue Shield could assist with.

Goals Setting

A SRTS Team meeting was held on January 19th, 2011, to finalize the SRTS Team's Vision and to develop short and long term goals. Short term goals were defined as one to three years, and long term goals were defined as three to five years. The goal setting meeting helped to summarize all of the current issues impacting walking and bicycling to school. The result of the meeting was a list of potential goals and strategies and a formal vision statement.

A follow-up goals meeting was held between the SRTS Team and the Windom Street Department and Chief of Police to discuss and gain approval for potential strategies outlined in the previous meeting. The SRTS Team needed approval from the Windom Street Department and Chief of Police to move forward with multiple strategies.

A goal review meeting was held during a Windom City Council Meeting on March 15, 2011. SRTS Team members presented the action plan that outlined the short and long term goals and strategies. The presentation was to educate the City Council about SRTS and garner support for the projects moving forward. Formal action was not taken at the City Council meeting for or against any of the proposed goals and strategies.

Planning Process

Informal Planning Process

The informal planning process is the planning that takes place between meetings amongst parents, teachers, community members, and the SRST Team. The informal planning process was critical in the development of the vision statement and the short term and long term goals. SRTS Team members spent a great deal of time discussing existing conditions and ways to mitigate obstacles for students to safely be able to walk and

bicycle to school. The informal planning process contained elements regarding the informal discussion of existing conditions, alternative goals and strategies, the feasibility of proposed goals and strategies, and the timeline for implementation.

The Windom Area Schools SRTS Plan is more of a continuing or ongoing plan. The goals and strategies evolved during the formal planning process of gathering information, identifying existing conditions, assessing the issues and barriers, developing goals and strategies, implementing the plan, monitoring the performance, and evaluating the plan. Continuing plans retain their value over a period of time while undergoing periodic revisions and updates. The informal development of the Windom Area Schools SRTS Plan allowed for the plan to garner community input and continually evolve to January 2014.

Implementation

There has been multiple implementation meetings since the goals and strategies were agreed upon in March of 2011. Refer to the section titled Implementation for progress made since the original goals and strategies were developed.

Planning Process

Windom SRTS Team

Shannon LaCanne; SRTS Chairperson, Exercise Physiologist/ Wellness & Cardiac
Rehab Director, Parent

Bonnie Frederickson; Cottonwood County SHIP Coordinator

Steve Nasby; City Administrator

Wayne Wormstadt; Superintendent

Lisa Edwards; Winfair Elementary School Principal

Eric Hanson; Middle School and High School Principal

Bob Duncan; School Transportation Director

Joe LaCanne; School Board member, Grandparent

Teri Elder; Physical Therapist, Parent

Trevor Slette; Citizen, Parent

Deann Steele; Business Owner, Parent

Angela Schlager; SHIP Coordinator Intern

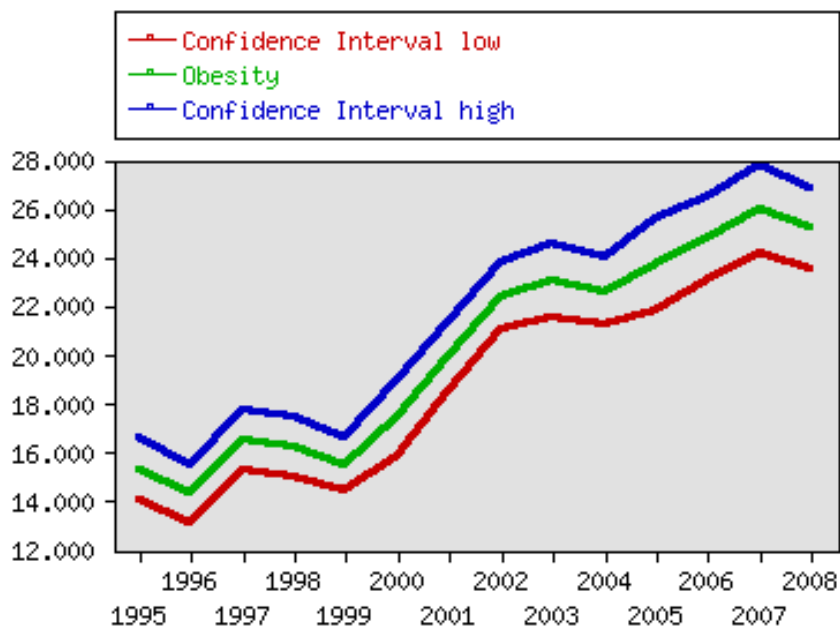


Existing Health Issues

Research conducted by the USDA shows that one in three American children are overweight or obese, putting them at risk of preventable disease like diabetes, high blood pressure, and heart disease.

Being overweight or obese not only increases the risk of premature death and many other diseases and health conditions, but there are substantial economic costs as well. There are both direct and indirect costs associated with being overweight or obese. Direct costs are the higher medical costs associated with diagnosing, treating, and trying to prevent conditions related to being overweight or obese.

Indirect costs of being overweight or obese include morbidity and mortality costs such as loss in productivity, absenteeism, and premature death. “Based on national estimates, the overall financial burden of obesity in Minnesota in 2006 was estimated at \$2.8 billion.”¹ The medical costs associated with obesity nationally, were estimated in 2008 at \$147 billion. This translates into a \$1,429 higher yearly medical cost for people who are obese were than those of normal weight.¹



Obesity in Minnesota⁷

Existing Health Issues

Since the late 1960s there has been a dramatic decline in the percentage of students who walked or bicycled to school. Nationally, only 13 percent of students grades Kindergarten through 8th grade reported usually walking or bicycling to school in 2009, while 48 percent of students kindergarten through 8th grade reported usually walking or bicycling to school in 1969. Distance is a strong indicator associated with how children get to school, but only 35 percent of Kindergarten through 8th grade students nationally, who lived within a mile of school, reported usually walking or bicycling to school once a week. In 1969, 89 percent of Kindergarten through 8th grade students, who lived within a mile of school, reported usually walking or bicycling to school once a week.²

Just a decade or two ago, a large number of children were free-range children. These children walked or bicycled around the neighborhood and community being more independent. Increasingly, children are dependent on their parents for transportation. Instead of walking or bicycling, children are getting rides. Five to seven percent of vehicle miles traveled and 10 to 14 percent of all personal vehicle trips made in high traffic times in the morning are personal vehicles taking Kindergarten through 8th grade students to school.²

Reducing a number of vehicle trips would create a more efficient, safe, and connected community. Getting children walking and bicycling again is one way to combat inactivity and the dramatic rise in obesity. Addressing obesity through SRTS and promoting an active lifestyle has a number of positive externalities.



Winfair Elementary



Middle School



Winfair Elementary

Traffic Volumes

Minnesota Highway 60 is a diagonal primary route connecting Mankato to Interstate 90 in southwest Minnesota, so the highway carries a high volume of truck traffic. U.S. 71 runs concurrent with Highway 60 in Windom. These two highways joining together in Windom contribute to high average annual daily traffic (AADT) volumes on Highway 71/60.

Over the past decade AADT volumes have remained high on Highway 71/60. In 2010, the AADT volume on Highway 71/ 60 in Windom around 10th street was 11,170. In 2008, the AADT was 11,700 and in 2004, it was 13,300.³ The high AADT volumes on Highway 71/60 in Windom make crossing the roadway without assistance dangerous.

The AADT volume on U.S. Highway 71/ Minnesota Highway 60 in Windom is one of the barriers to walking and bicycling in Windom from one side of town to the other. Crossing Highway 71/ 60 is a barrier not only due to high average daily traffic volumes, but also due to limited pedestrian safety measures and having to cross four lanes of traffic.

There are two traffic lights on Highway 71/60 at the intersections of 6th Street and 10th Street. These traffic lights make crossing safer at these two intersections, but these two traffic lights are the only pedestrian safety measures along Highway 71/60 in Windom. In other areas of town pedestrians have to cross four lanes of busy traffic. The speed limit in Windom along Highway 71/60 is 30 miles an hour, except for the southern part, which has a posted 45 miles an hour speed limit.

The AADT volumes on Highway 71/60 in Windom are projected to increase. Four-lane expansion is planned for Highway 60 in areas of the roadway in southern Minnesota that are currently still two-lane sections. When this project is completed Highway 60 from Windom to Mankato will be a continuous four-lane highway.

Current traffic volumes are already a barrier to walking and bicycling from one side of town to the other. The projected AADT volume increase will only decrease pedestrian

Traffic Volumes

traffic along Highway 71/60 in Windom. All of these issues contribute to Highway 71/60 being a barrier to walking and bicycling in Windom.



Highway 71/60 approaching 10th Street

River Road is a major traffic route to the Middle / High School in Windom. Fifteenth Avenue connects River Road to the Middle / High School. The AADT volumes on River Road in Windom by 15th Avenue were estimated at 2,800 in 2008, 2950 in 2004, and 2850 in 2000.³

There are wide paved shoulders along River Road, but there are no sidewalks. The posted speed limit on River Road by 15th Avenue is 35 miles an hour. River Road offers space for pedestrians, but not having a curb or other barrier between motor vehicle traffic and pedestrians make some people feel unsafe to walk or bicycle along the roadway. AADT volumes also contribute to some people feeling unsafe to walk or bicycle along the roadway.



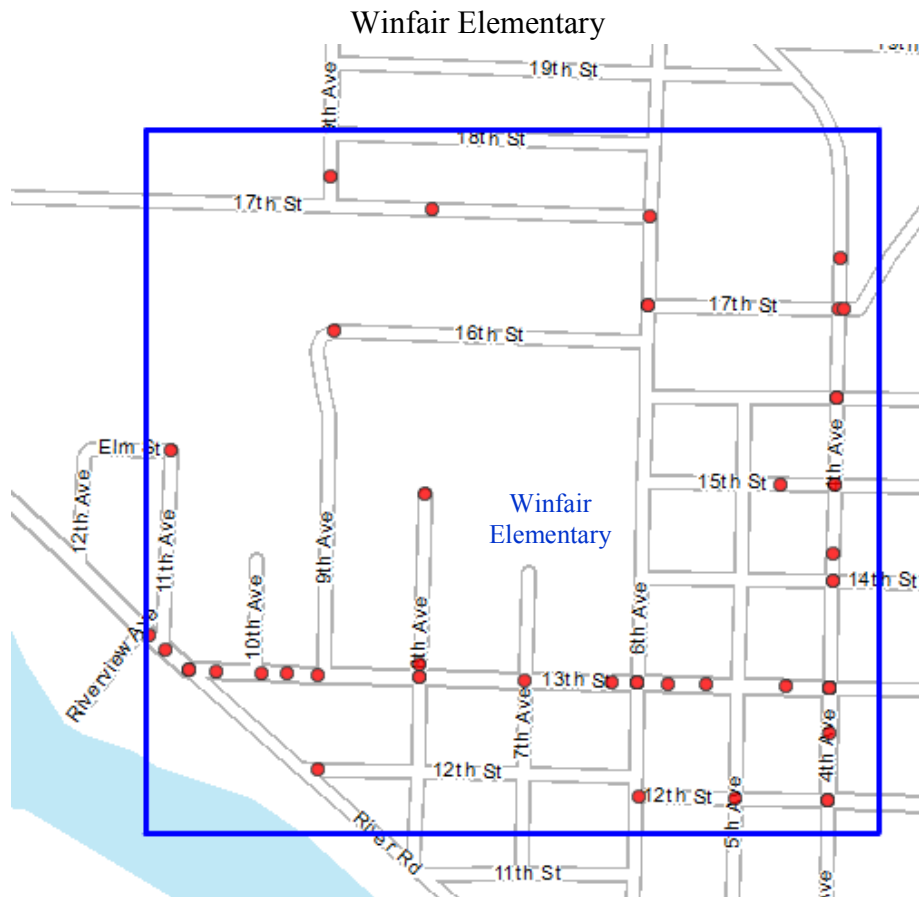
River Road approaching 15th Avenue

Crash Data

Within three to four blocks of Winfair Elementary there were 62 vehicle accident reports made from January 2002 through September 2012.⁴ Three of those 62 vehicle accidents involved a collision with a pedestrian. Two of the pedestrian collisions involved a bicyclist. In both of these collisions no improper driving was cited.

The third pedestrian collision involved a pedestrian who was walking. In this collision no improper driving was cited. In all three pedestrian collisions the driver of the motor vehicle was not at fault. Additional pedestrian and bicycle safety may be warranted to decrease crashes involving pedestrians.

In 2009, there was one accident that involved a school bus in Windom. There were no injuries involved.

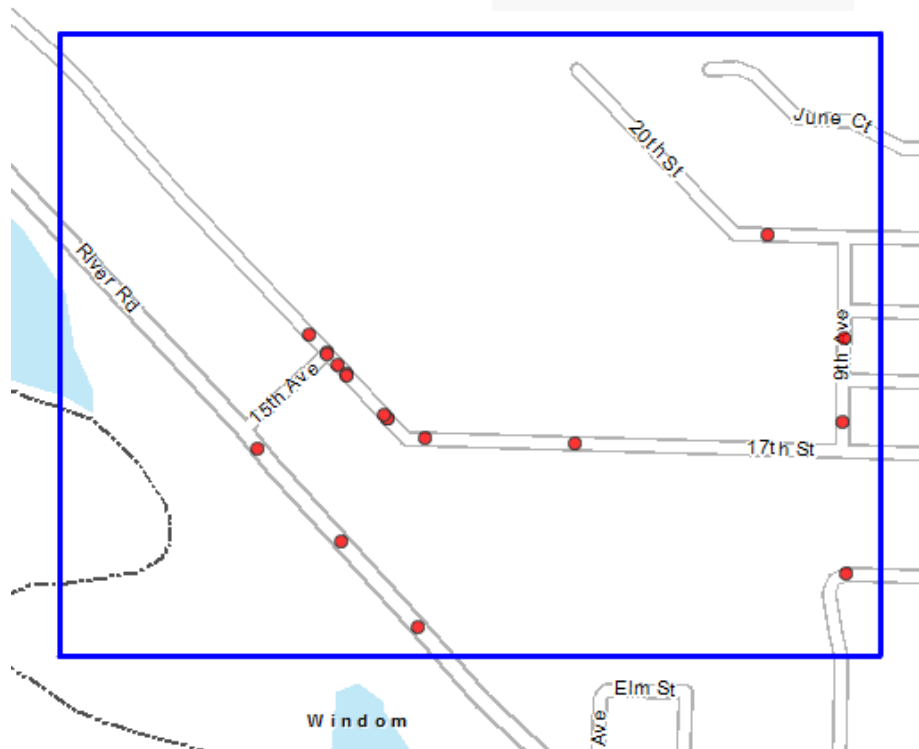


Crash Data, Minnesota DOT

Crash Data

Within three to four blocks of the Middle / High School there were 18 vehicle accident reports made from January 2002 through September 2012.⁴ None of these 18 accidents involved a collision with a pedestrian.

Middle / High School

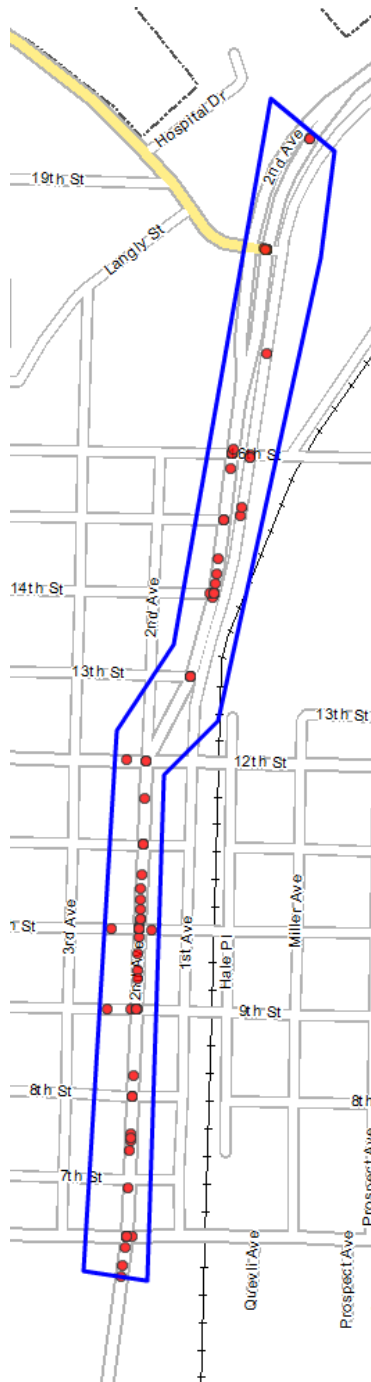


Crash Data, Minnesota DOT

- In 2007, there were 147 accident reports taken within the City of Windom. Of those reported accidents three were near the schools but only one happened during school hours.
- In 2008, there were 144 accident reports taken within the City of Windom. Only one of those accidents were near the schools, and the accident did not occur during school hours.
- In 2009, there were 152 accident reports taken within the City of Windom. Of those reported accidents four were near the schools and two happened during school hours.
- In 2010, there were 144 accident reports taken within the City of Windom. Of those reported accidents three were near the schools and one happened during school hours.

Crash Data

Along U.S. Highway 71 in Windom there were 165 vehicle accident reports made from January 2002 through September 2012. None of these 165 accidents involved a collision with a pedestrian.⁴



Crash Data, Minnesota DOT

Existing Conditions

Winfair Elementary

Arrival:

Parent drop-off at Winfair Elementary starts as early as 7:30am and continues until shortly before 8:10am when the bell rings. Parents are only allowed to drop off at the front door which faces 6th Avenue. The school's south door faces the parking lot, which is for bus drop off only.

The school buses begin dropping students off at 7:40am. All students who enter the school at this time must report to the cafeteria where they can choose to eat breakfast or wait for school to start. There is open gym two days a week, so students can be physically active before school begins. Students have three bells, one at 7:55am, 8:05am and lastly at 8:10am.

Departure:

The dismissal bell rings at 3:05pm. All students are released at the same time. Students that dismiss by bus exit the south doors. Students who walk, bike, or are being picked up exit out the east door of the school.

There is congestion on 6th Avenue with cars parked on each side of the street, and up and down the streets that feed into 6th Avenue. A number of parents will walk up to the school to get their child, so they have assistance in crossing the street. There are no crossing guards at Winfair Elementary.

The buses have hard time pulling onto 6th Avenue and getting through 6th Avenue, since both sides of the street are often lined with cars. There is also residential traffic and traffic from the Middle / High School that feeds through the streets around 6th Avenue. Congestion is a major issue during arrival and departure.

Refer to Appendix A and C regarding how students from Winfair Elementary arrived and departed from school and issues reported to affect the decision why parents allow or do not allow their child to walk or bicycle to and from school.

Existing Conditions

Winfair Elementary

There are a number of features that increase safety, walk-ability, and bike-ability around the school zone that were evaluated during the Walk and Bicycle Audit on September 9th, 2010 which include: traffic separation on streets, traffic conditions, crossing guards, crosswalks, bike lanes, sidewalks, bike racks, and community infrastructure.

Strengths

- Traffic separation: buses have their own location for drop-off and pick-up (south parking lot)
- Traffic gets backed up: congestion acts as a traffic calming device, so cars and not speeding past the school
- Environmental Center Path: a pedestrian path that leads through the Environmental Center. Students can use this path to avoid traffic. The path leads to residential neighborhoods, ice arena, and the Environmental Center. It is just a dirt path.
- Police patrol the area well
- Drivers around the school seemed very cautious, but congestion often does cause issues
- School is located in a residential neighborhood

Existing Conditions

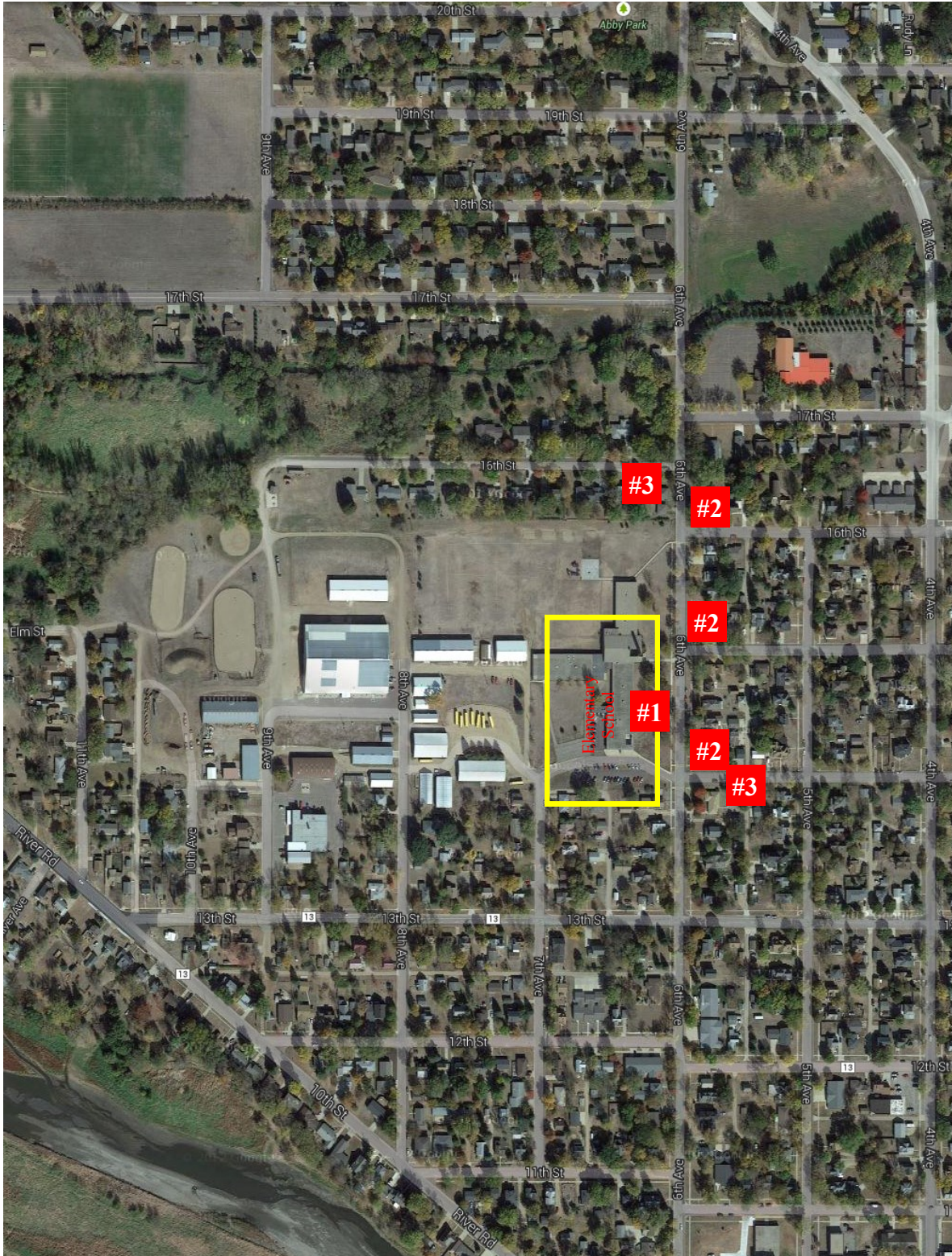
Winfair Elementary

Weaknesses

- Sixth Street is narrow: during arrival and dismissal parents line both sides of the street and traffic gets backed up
- Vehicle traffic on 6th Avenue during arrival and departure
- Vehicles parked on both sides of 6th Avenue which causes congestion and safety issues regarding crossing
- No car loop: there is no coordination on 6th Avenue regarding traffic control, so traffic gets backed up
- No crossing guards
- Old bike racks
- Limited bike parking: bike racks only hold roughly 15 bikes
- Sidewalks: only on the school property so students going by foot do not have sidewalks except on some streets heading south (limited number of sidewalks)
- Intersections: there are three intersections to address (14th, 15th, and 16th) / faded crosswalks
- No crossing guards
- The crosswalks are faded around Winfair Elementary

Existing Conditions Map

Winfair Elementary



Existing Conditions Map

Winfair Elementary

1. The bike rack at the school is old, rusty, and uninviting.
 2. Faded crosswalks at the intersections of 14th Street, 15th Street, and 16th street:
crosswalks are very difficult to see
 3. No sidewalks leading north or east of school
- 6th Avenue is a major connecting street in Windom with higher traffic volumes than most streets
 - Traffic congestion around Winfair Elementary on 6th Avenue makes crossing the street and walking and bicycling more dangerous



Existing Conditions

Middle / High School

Arrival:

Parent drop-off at Middle / High School starts as early as 7:30am and continues until shortly before 8:10am when the bell rings. There are three different entrances to the Middle / High School. The door to the west is where students primarily park. The door to the south is the main drop-off door and the door to the east (office doors) is where buses drop-off at. Some students will be dropped off on the south side and enter through the east doors. The east doors are also the door where walkers and bicyclists generally enter from.

The Middle / High School houses 4th grade through 12th grade. It is hard to judge how many students enter each door, but the SRTS Team estimates that approximately 30 percent enter through the west door, 20 percent through the south door, and 50 percent through the east door. There are three bells that ring starting at 7:55am, 8:05am, and finally 8:10am.

Departure:

Dismissal time is very congested at the Middle / High School. The bell rings at 3:21pm. There are a high number of parents picking up students, and they generally park wherever there is room to park. There is also the student vehicle traffic and bus traffic. There is a traffic separation policy that works well if drivers abide by the policy (refer to page 25). Enforcement is difficult, so compliance is not always 100 percent. Congestion does occur when drivers do not abide by the traffic separation policy.

Vehicle traffic makes it hard for the busses to pull out from the buses only section. The congestions leads to long traffic jams where pedestrians end up waiting until it is safe to cross. The only crosswalk is faded and cars do not yield to pedestrians. Pedestrians often have to run across the street to feel like they can get across the street safely. Congestion is a major issue during departure.

Existing Conditions**Middle / High School**

Refer to Appendix B and D regarding how students from the Middle School arrived and departed from school and issues reported to affect the decision why parents allow or do not allow their child to walk or bicycle to and from school.

Strengths

- Police Patrol the area well
- Buses have separate loading/unloading zone
- Separate Student Drop-off and Pick-up area, which is strongly enforced.
- Sidewalks on the school property added in the Fall of 2013.
- Environmental Center Path: a pedestrian path that leads through the Environmental Center. Students can use this path to avoid traffic. The path leads to residential neighborhoods, ice arena, and the Environmental Center. It is just a dirt path.
- School is in a residential area.

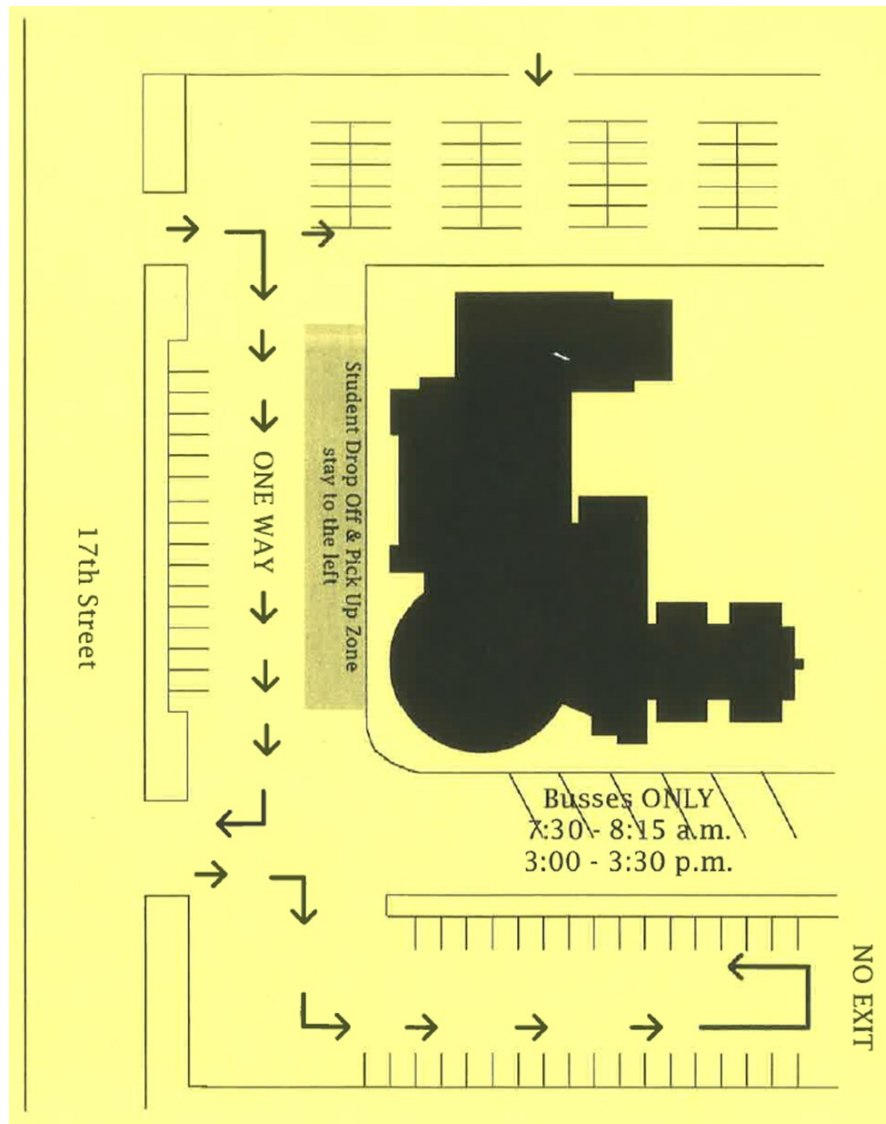
Existing Conditions

Middle / High School

Weaknesses

- Prior to Fall of 2013, no sidewalks leading to the school Drivers do not yield to pedestrians in crosswalks
- The condition of the path through the Environmental Center is often less than ideal (dirt path)
- Vehicle traffic and inexperienced student drivers
- Parents entering the buses only loading zone
- Old bike racks
- Apartment across the road from the Middle / High School has no sidewalk or crosswalk leading to it
- Seventeenth Street is a wide street with limited traffic separation on it
- Only the school zone on 17th Street has a posted speed limit of 20 mph. The majority of 17th Street has a posted speed limit of 30 mph. This is fast due to the large volume of pedestrian traffic.
- Seventeenth Street has a posted speed limit of 30 mph.

Middle / High School



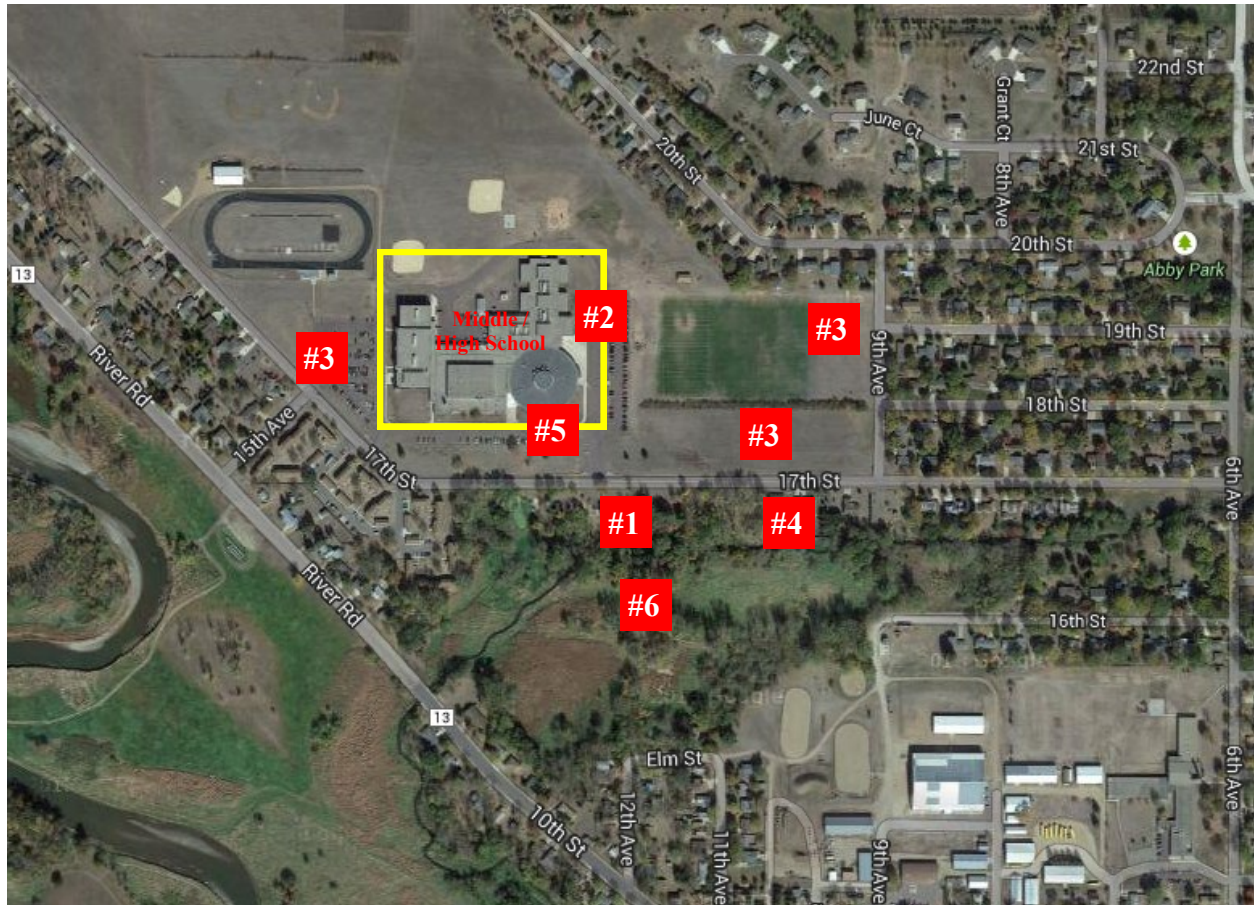
Parents-

Please take note of where students drop-off is located. This is a ONE WAY street. Also, care should not enter the “Busses Only” area during the designated times. Please make sure to use the appropriate areas marked with arrows. Thank you for your assistance in keeping our students safe.

Windom Administration

Existing Conditions Map

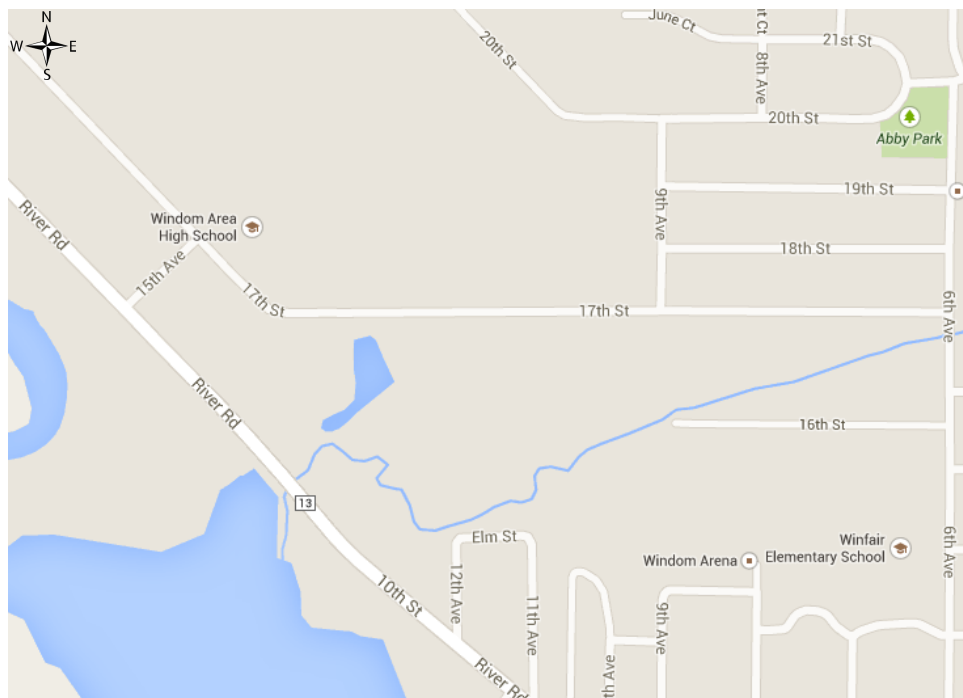
Middle / High School



Existing Conditions Map

Middle / High School

1. The crosswalks around the school are faded and there are no sidewalk leading to the school. The only visible crosswalk is on 17th Street, and it leads to the Environmental Center Area.
2. The bike rack at the school is old, rusty, and uninviting.
3. There are no sidewalk leading to the school from any direction. Students walk in the streets leading on the school. This is dangerous due to the higher traffic volumes and faster traffic speeds just outside of the school zone on 17th Street. (prior to 2013)
4. Seventeenth Street is a wide street with no bike lane or separate area for pedestrians.
5. Vehicles enter the “buses only” loading area during drop-off and pick-up. Parents are unclear where to drop-off and pick-up students
6. The Environmental Center Path is just a dirt path. A number of students use this path, which connects the Middle / High School, community sports arena, Winfair



Recommendations Introduction

The purpose of the Windom Area Schools SRTS Plan is to identify existing conditions in the community that influence whether students walk or bicycle to school or not. The Windom Area Schools SRTS Program strives to get kids active and works to make the built environment safer to pedestrians. The SRTS team worked with parents, teachers, school administrators, and community members to identify and address issues that affect safety and walkability around Winfair Elementary and the Middle / High School.

Vision Statement: **Where it is safe, get kids walking.**
 Where it is not safe, make it safe!

Through the implementation of the identified strategies to achieve the goals outlined in the Windom Area Schools SRTS Plan, the SRTS Team believes the health of children in the community will improve, the community will be a safer place to walk and bicycle, and the community as a whole will be a more enjoyable place to live. The Windom Area Schools SRTS Plan will hopefully influence land use decisions and make the City of Windom a more pedestrian friendly community.



Active
Healthy
Safe
Community



Recommendations

Community input played a critical role in the development of the goals and strategies to achieve the identified goals. Through the formal and informal planning process the SRTS Team identified and assessed a number of different issues and barriers to walking and bicycling. Through this process there were a number of proposed goals and strategies. The SRTS Team evaluated the proposals and outlined short and long term goals and strategies that would help the SRTS Team accomplish their vision.

The SRTS Team did not rank the goals and strategies, so short term goals could be pursued independently without having to complete one strategy before moving onto the next. Not having a prioritized list allows the SRTS Team to be flexible in the implementation of the identified strategies. This is not an exhaustive list of goals and strategies, but a start to a process to accomplish the vision of getting kids achieve where it is safe, and where it is not safe make it safe.

The SRTS Team goal of this plan is to evolve and to keep adding to the goals and strategies. When a strategy is implemented and a goal achieved, a new goal and strategy should be developed. This continuous process will help make the City of Windom a more active, healthy, and safe community.



Short Term Goals

- Increase pedestrian safety at intersections around the schools

Action Step: Purchase three portable crosswalk signs
- Educate parents and students about traffic flow and traffic separation policies around the schools

Action Step: Work with parents, teachers, and school administrator at the Middle / High School to reinforce the importance of the traffic separation policy
- Increase safety on 6th Avenue by Winfair Elementary

Action Step: Work with parents, teachers, and school administrator at the Winfair Elementary to develop a traffic separation policy

Action Step: Make the school side of 6th Avenue a “No Parking” zone during school hours
- Increase safety on 17th Street by the Middle / High School

Action Step: Decrease the posted speed limit on 17th Street from 30 mph to 20 mph from the school zone around the Middle / High School to 6th Avenue
- Increase driver awareness of entering a school zone

Action Step: Install flashing lights on school zone reduced speed signs around the schools
- Increase pedestrian safety at the intersection of 6th Avenue and 17th Street

Action Step: Replace the “Yield” sign with a “Stop” sign at the intersection of 6th Avenue and 17th Street
- Increase excitement around walking and bicycling to school

Action Step: Annually, promote and host a Walk and Bike to School Day event

Long Term Goals

- Increase safety on 17th Street leading to the Middle / High School

Action Step: Paint bike lanes on 17th Street leading to the Middle / High School

Action Step: Install a sidewalk down 17th for pedestrians
- Make walking more convenient on the path through the Environmental Center Area

Action Step: Improve the condition of the Environmental Center Area Path
- Increase pedestrian safety and connectivity of the neighborhood around Winfair Elementary

Action Step: Extended the sidewalk from Winfair Elementary north on 6th Avenue up Abby Hill
- Continue to improve the safety in the school zones around Windom Area Schools

Action Step: Annually, evaluate drop-off and pick-up policies at Windom Area Schools to ensure safe and efficient arrival and departure at school
- Make walking and bicycling safer and more convenient throughout the City of Windom

Action Step: Encourage the City of Windom to pass a Complete Streets Policy

Short Term Goal:

Increase pedestrian safety at intersections around the schools

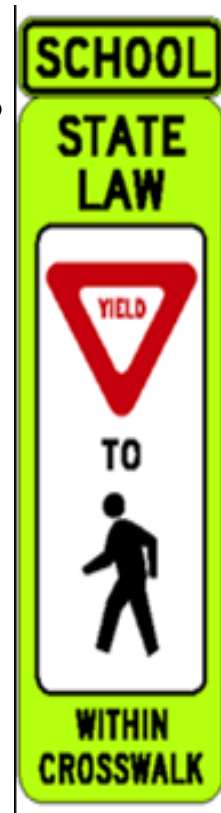
5(s): Education, Encouragement, Enforcement

Action Step: Purchase three portable crosswalk signs

Rollout yield to pedestrian signs will make crossings more visible to motorists and safer for pedestrians and bicycles. The rollout yield sign not only makes the crossing more visible, but it reinforces the state law requiring drivers to yield to pedestrians in a crosswalk. The yield sign may also act as a traffic calming device and slow the speed of traffic by informing drivers of the crossing. Slower traffic speeds and making the crossings more visible will help to increase safety when crossing the street.

The educational campaign of informing drivers of their responsibility to yield to pedestrians is starting around the schools and will hopefully lead to drivers yielding to pedestrians on a more regular basis throughout the community. The Windom Police Department can help reinforce the responsibility of drivers to yield to pedestrians by issuing tickets if drivers fail to yield to pedestrians. The campaign will also help to inform students about the importance of using crosswalks and not crossing at midblock. The cost of the portable cross walk signs are \$269, so the total project cost will be \$807.

During arrival and departure there are adult supervisors. The adult supervisors are aware of the existing conditions. A qualitative analysis can be used for the evaluation of the rollout yield to pedestrian signs. The adult supervisors can be asked questions regarding congestion, traffic, and visibility before and after the sign has been in use. Comparing the opinions of the adult supervisors will allow for an effective evaluation to take place.



Short Term Goal:

Educate parents and students about traffic flow and traffic separation policies around the schools

5(s): Education, Encouragement, and Engineering

Action Step: Work with parents, teachers, and school administrator at the Middle / High School to reinforce the importance of the traffic separation policy

Traffic separation is often used to address the safety of pedestrians in school zones. Traffic separation in school zones refers to having designated areas for buses, parents dropping off or picking up children, bicyclists, pedestrians, and parking. Separating traffic flows more effectively will help to create a safer environment during arrival and departure, which are times of higher traffic volume.

The current traffic separation policy at the Middle / High School works well if drivers abide by the policy. Enforcement is difficult, so compliance is not always 100 percent. Congestion does occur when drivers do not abide by the traffic separation policy.

When congestion occurs traffic gets backed up and it becomes more dangerous for pedestrians. Pedestrians peek out between buses and vehicles to see if the street is clear to cross. Students are also more likely to jaywalk when congestion occurs. A safer school zone will encourage students and parents to walk and bicycle to school.

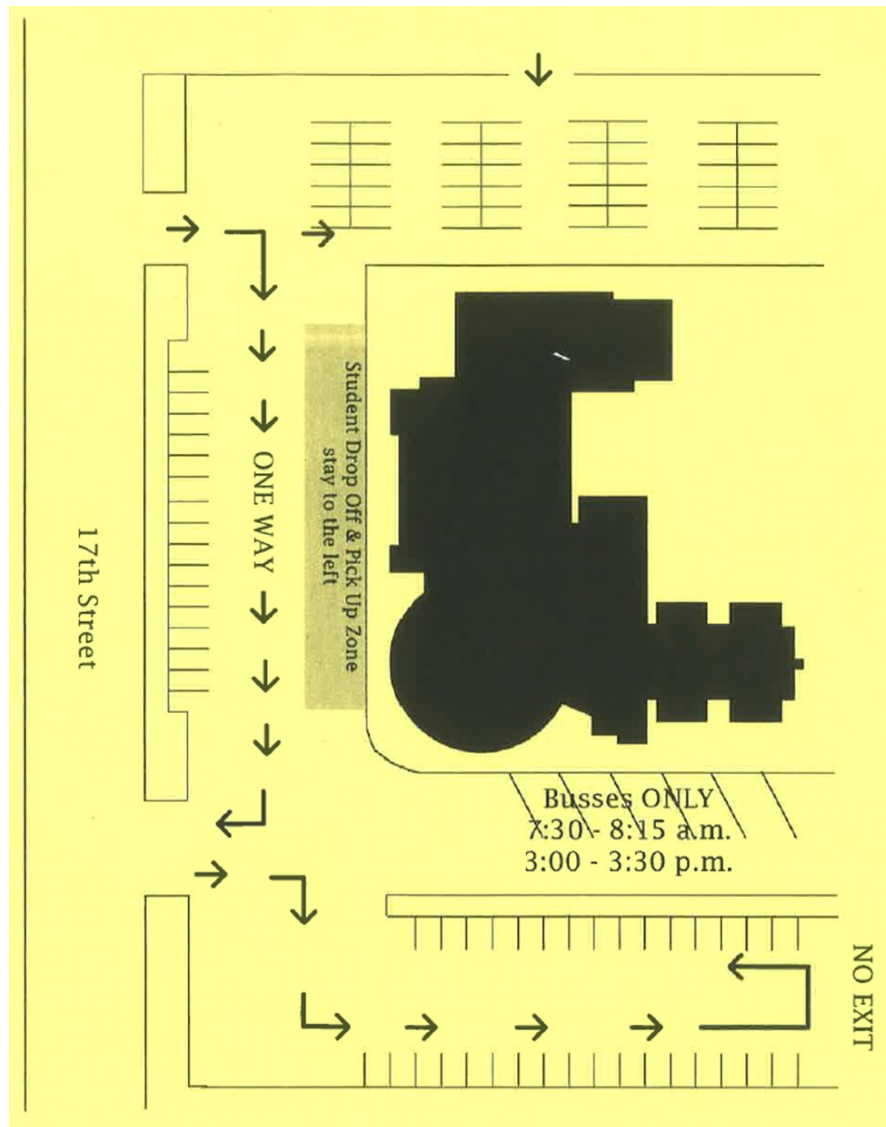
There are three main components of the traffic separation policy at the Middle / High School. First, there is a one way drop-off and pick-up street at the Middle / High School. Second, there is a buses only area during designated times. Third, a drop-off and pick-up loop exists for parents. Refer to page 35 for the Traffic Flow Diagram for the Middle / High School.

Short Term Goal Continued:

During arrival and departure there are adult supervisors. The adult supervisors are aware of the existing conditions. A qualitative analysis can be used to evaluate the effectiveness of the educational campaign to inform parents and other parties of the traffic separation policy and the importance of following the policy. The adult supervisors can be asked questions regarding congestion, traffic, and visibility before and after the sign has been in use. Comparing the opinions of the adult supervisors will allow for an effective evaluation to take place.

Arrival and Departure Traffic Flow Diagram

Middle / High School



Parents-

Please take note of where students drop-off is located. This is a ONE WAY street. Also, care should not enter the "Busses Only" area during the designated times. Please make sure to use the appropriate areas marked with arrows. Thank you for your assistance in keeping our students safe.

Windom Administration

Short Term Goal Continued:

Increase safety on 6th Avenue by Winfair Elementary

5(s): Education, Encouragement, and Engineering

Action Step: Make the school side of 6th avenue a “No Parking” zone during school hours

Action Step: Work with parents, teachers, and school administrator at the Winfair Elementary to develop a traffic separation policy

Traffic separation is often used to address the safety of pedestrians in school zones. Traffic separation in school zones refers to having designated areas for buses, parents dropping off or picking up children, bicyclists, pedestrians, and parking. Separating traffic flows more effectively will help to create a safer environment during arrival and departure, which are times of higher traffic volume.

There is no formal traffic separation policy at Winfair Elementary. The only restriction is that the parking lot on that south side on Winfair Elementary is for bus drop-off and pick-up only. It is important to develop a traffic separation policy not only for buses but for pedestrians, parents dropping off or picking up children, and parking at Winfair Elementary. An all inclusive traffic separation policy will increase safety during arrival and departure. The SRTS Team needs to work with parents, teachers, and school administrators to develop an effective traffic separation policy.

Implementing an effective traffic separation policy at Winfair Elementary is not as simple as restricting traffic types to specific areas around the school. Multiple issues have to be addressed to creating an effective traffic separation policy.

The first action step to limit parking along 6th Avenue is intended to decrease congestion around Winfair Elementary during arrival and departure. Currently, both sides of 6th Avenue are lined with parked cars during arrival and departure. Students often have to peak out around parked cars to see if a car is coming down the street.

Short Term Goal:

Limiting parking to only the east side of 6th Avenue will make it safer for Students to cross since they can more effectively see vehicles coming down the road.

Due to limited space, the infrastructure around Winfair Elementary is going to have to be enhanced as well. A drop-off/ pick-up lane is needed at Winfair to decrease the number of conflict areas between pedestrians and vehicles. Having a drop-off/ pick-up lane would not only separate pedestrian and vehicle traffic, but it would separate residential traffic, parent traffic, and buses.

Evaluation of the newly developed traffic separation policy at Winfair Elementary should occur multiple times during the first few months of implementation. It is likely that all contingencies were not fully considered, and it is difficult to change old habits. A qualitative study can be conducted with adult supervisors and parents.

During arrival and departure there are adult supervisors. The adult supervisors and parents are aware of the existing conditions. The adult supervisors and parents can be asked questions regarding congestion, traffic, and visibility before and after the traffic separation policy has been implemented. Comparing the opinions will allow for an effective evaluation to take place.

Additional outreach to parents may be necessary to educate parents of the traffic separation policy and the importance of traffic separation to make arrival and departure safe and efficient. Multiple updates to the policy may have to take place before the policy is finalized.

Short Term Goal:

Increase safety on 17th Street by the Middle / High School

5(s): Enforcement

Action Step: Decrease the posted speed limit on 17th Street from 30 mph to 20 mph from the school zone around the Middle / High School east to 6th Avenue

“The school zone is legally defined as that section of road which abuts the school grounds, or where there is an established school crossing with advance school signs that defines the area.”⁵ “A pedestrian struck by a vehicle traveling at 40 mph has an 85 percent likelihood of being killed. The fatality drops to 45 percent at 30 mph and to 5 percent at 20 mph.”⁵

The posted speed limit in school zone around the Middle / High School is 20 mph. This is an adequate school zone speed limit according to the SRTS Team, but safety on 17th Street beyond the school zone is a concern. People often drive faster than the posted 30 mph speed limit in this area.

Children are sometimes unpredictable, difficult to see, and may not always use proper street crossing technique. Drivers need to be aware of the heightened risk of driving in a school zone and on streets leading to the school where there are higher volumes of pedestrian traffic. Seventeenth Street does have high volumes of pedestrian traffic and is the main transportation route between Winfair Elementary and the Middle / High School.

For a speed limit reduction to take place the SRTS Team needs to work closely with the Windom Police Department. The Windom Police Department can conduct a speed study to evaluate the pedestrian and vehicle traffic in this area. The Windom Police department has the authority to implement the speed limit reduction if the Department deems the speed limit reduction is warranted.

Goal Continued:

Evaluation will take place by working with the Windom Police Department to conduct a comparison study. The study will compare vehicle accident reports and reported safety concerns along the street before and after the speed limit change. The comparison study will analyze yearly figures and compare multiple years before and after the speed limit change.

Short Term Goal:

Increase driver awareness when entering the school zone around Winfair Elementary and the Middle / High School

5(s): Education, Enforcement, Encouragement

Action Step: Install flashing lights on school zone reduced speed signs around the schools

“The school zone is legally defined as that section of road which abuts the school grounds, or where there is an established school crossing with advance school signs that defines the area.”⁵ Speed limits in school zones in Minnesota cannot exceed 30 MPH. During the walking audit on September 17, 2010, comments were made regarding how most drivers behaved well in the school zone.

It is critical to educate drivers that they are entering a school zone. Slower vehicle speeds will give drivers more time to react and stop for pedestrians. Children can be unpredictable and may dash out from behind parked cars and may cross at midblock. Flashing lights on speed zone signs will help to make the speed zone more visible and will hopefully keep traffic speeds at or below the posted speed limit.

Raising awareness of the reduced speed limit will hopefully help, but monitoring and the threat of a ticket are also critical. Police monitoring will help to keep traffic speeds at or below the posted speed limit. During the walking audit comments were made regarding how the school zones were monitored well during arrival and departure on most days.

Evaluation will take place by working with the Windom Police Department to conduct a comparison study. The Windom Police Department can compare the number of speeding tickets issued before and after the flashing lights are added to speed zone signs. Multiple years should be compared, so outliers do not affect the study.



Short Term Goal:

Increase pedestrian safety at the intersection of 6th Avenue and 17th Street

5(s): Education, Enforcement

Action Step: Replace the “Yield” sign with a “Stop” sign at the intersection of 6th Avenue and 17th Street

Seventeenth Street is the main transportation route between Winfair Elementary and the Middle / High School. Buses along with parents and High School contribute to the high traffic volumes on 17th street. Seventeenth Street is also a busy street for pedestrians.

Pedestrians heading north on 6th Avenue have to cross 17th Street. Currently, there is only a yield sign at this intersection. Drivers often roll through this intersection, since drivers only have to yield. Pedestrians often wait at this intersection for multiple car before they feel it is safe to cross.

A stop sign at the intersection of 17th Street and 6th Avenue will help ensure drivers stop instead of roll through the intersection. Stopping will help to ensure drivers adequate look both ways for pedestrians and other vehicles. Replacing the yield sign with a stop sign will make the intersection safer for all users.

Evaluation will take place by working with the Windom Police Department to conduct a comparison study. The Windom Police Department can compare the number of vehicle accident reports made before and after the yield sign is replaced with a stop sign. Multiple years should be compared, so outliers do not affect the study.

A qualitative study can also be conducted. Safety at the intersection of 17th Street and 6th Avenue was a concern brought up in multiple SRTS meetings. After the yield sign is replaced with a stop sign, an annual follow-up meeting can be held to discuss SRTS strategies that were implemented. This annual meeting will allow for feedback to be gathered and what additional improvements can be made regarding past and future SRTS strategies.

Short Term Goal:

Increase excitement around walking and bicycling to school

5(s): Encouragement, Education

Action Step: Annually, promote and host a Walk and Bike to School Day event

Walk or Bike to School Day event can be the first step in getting a community moving towards supporting a more active lifestyle, a yearly event to keep excitement high regarding active living, or an event to re-excite the movement around being active. Community change happens slowly, so a yearly event can be significant in motivating a community to be more active.

“Active living is a way of life that integrates physical activity into daily routines.”⁶

Active living is about fostering an environment that makes it safe and convenient for children and adults to walk, bike and be physically active on a daily basis. Creating a healthy community can start with SRTS and be expanded throughout the community.

Walk or bike to school events are about making it fun to be active, promoting safety, reinforcing healthy habits, and promoting a cleaner environment. Through walk or bike to school events traffic congestion can be reduced, neighborhoods and communities can be connected, and issues in the community can be highlighted and discussed.

To evaluate the effectiveness of promoting and hosting a Walk and Bicycle to School Day event a comparison study can be conducted. Yearly participation figures can be recorded during the Walk and Bike to School Day event. These figures can be compared and hopefully through this comparison best practices will emerge.



Long Term Goal:

Increase safety on 17th Street leading to the Middle / High School

5(s): Encouragement, Education, Enforcement engineering

Action Step: Painting bike lanes on 17th Street leading to the Middle / High School

Seventeenth Street, from 6th Avenue to the Middle / High School and 15th Avenue, is a wide street. Establishing a bike lane would help to manage vehicle traffic in a safer manor. Drivers would be more aware of their responsibility to share the road with bicyclists, if bicycle lanes were established. Also through the establishment of bicycle lanes, the traffic lane for vehicles can be narrowed. A narrower vehicle traffic lane will act as a traffic calming device and will slow traffic speeds along the roadway.

Establishing a bicycle lane and narrowing the vehicle traffic lane will make the roadway safer for all users.

To evaluate establishing bicycle lanes on 17th Street leading to the Middle / High School a qualitative study can be conducted. A walking audit was conducted on September 17, 2010. During this walking audit there were comments made regarding traffic speeds on 17th Street. After bicycle lanes are established another walking audit can be conducted to evaluate pedestrian safety on 17th Street by the Middle / High School.

Long Term Goal:

Increase safety on 17th Street leading to the Middle / High School

5(s): Encouragement, Education, Engineering

Action Step: Install a sidewalk down 17th for pedestrians

There are no sidewalks along 17th Street, from 6th Avenue to the Middle / High School and 15th Avenue. The speed limit beyond the school zone on 17th Street is 30 mph. Drivers are often traveling faster than the posted 30 mph speed limit in this area making it a high risk area for pedestrians to walk on the street. Establishing a sidewalk would create a barrier between pedestrians and vehicles and create a safe place for pedestrians.

“A pedestrian struck by a vehicle traveling at 40 mph has an 85 percent likelihood of being killed. The fatality drops to 45 percent at 30 mph and to 5 percent at 20 mph.”⁵ If traffic volumes remain high and speeds remain around 30 mph, then 17th Street will remain a higher risk area for pedestrians, according to the SRTS Team.

To evaluate installing a sidewalk down 17th Street leading to the Middle / High School a qualitative study can be conducted. A walking audit was conducted on September 17, 2010. During this walking audit there were comments made regarding traffic speeds on 17th Street and not feeling safe walking on the road. After the sidewalk is installed another walking audit can be conducted to evaluate pedestrian safety on 17th Street by the Middle / High School.

A comparison study can also be conducted. A Parent Survey and Travel Tally Survey were administered at Winfair Elementary during the fall of 2010 and again in the spring of 2011. This existing data will provide an effective baseline data set for a comparison study. After the sidewalk is installed, the same Parent Survey and Student Arrival and Departure Tally Survey can be administered to analyze the effectiveness of encouraging children from the northern neighborhoods in Windom to walk and bicycle to school.

Long Term Goal:

Make walking more convenient on the path through the Environmental Center Area

5(s): Engineering, Encouragement

Action Step: Improve the condition of the Environmental Center Area Path

The Environmental Center Area Path is outlined on page 46. The trail is nothing more than a dirt path traversing through the Environmental Center Area. A number of students use the path to walk or bicycle to school. Students also use the path to walk or bicycle from Winfair Elementary to the Middle / High School and vice versa. Due to the high pedestrian traffic on this path, the path does not get overgrown and the snow gets packed down in the winter.

In the spring and fall the path often becomes muddy. Students still use the path, but path becomes less than ideal during these times. Paving the path or adding gravel to the path would greatly improve the condition of the path, and make it more convenient to walk or bicycle to school.

To evaluate the effectiveness of improving the condition of the Environmental Center Path a comparison study can be conducted. A Parent Survey and Travel Tally Survey were administrated at Winfair Elementary and the Middle School during the fall of 2010 and again in the spring of 2011. This existing data will provide an effective baseline data set for a comparison study. After the condition of the path is improved, the same Parent Survey and Student Arrival and Departure Tally Survey can be administered to analyze the effectiveness of encouraging children to walk and bicycle to school.

Environmental Center Area Path



Environmental Center Area Path



Legend

Environmental
Center Trail



Created By SRDC
2013

Long Term Goal:

Increase pedestrian safety and connectivity of the neighborhood around Winfair Elementary

5(s): Engineering, Encouragement

Action Step: Extended the sidewalk from Winfair Elementary north on 6th Avenue up Abby Hill

Sixth Avenue is a major connecting street between neighborhoods. There are high volumes of both pedestrian and vehicle traffic on this roadway. South of Winfair Elementary on 6th Avenue there are sidewalks. A sidewalk on 6th Avenue vastly improves pedestrian safety.

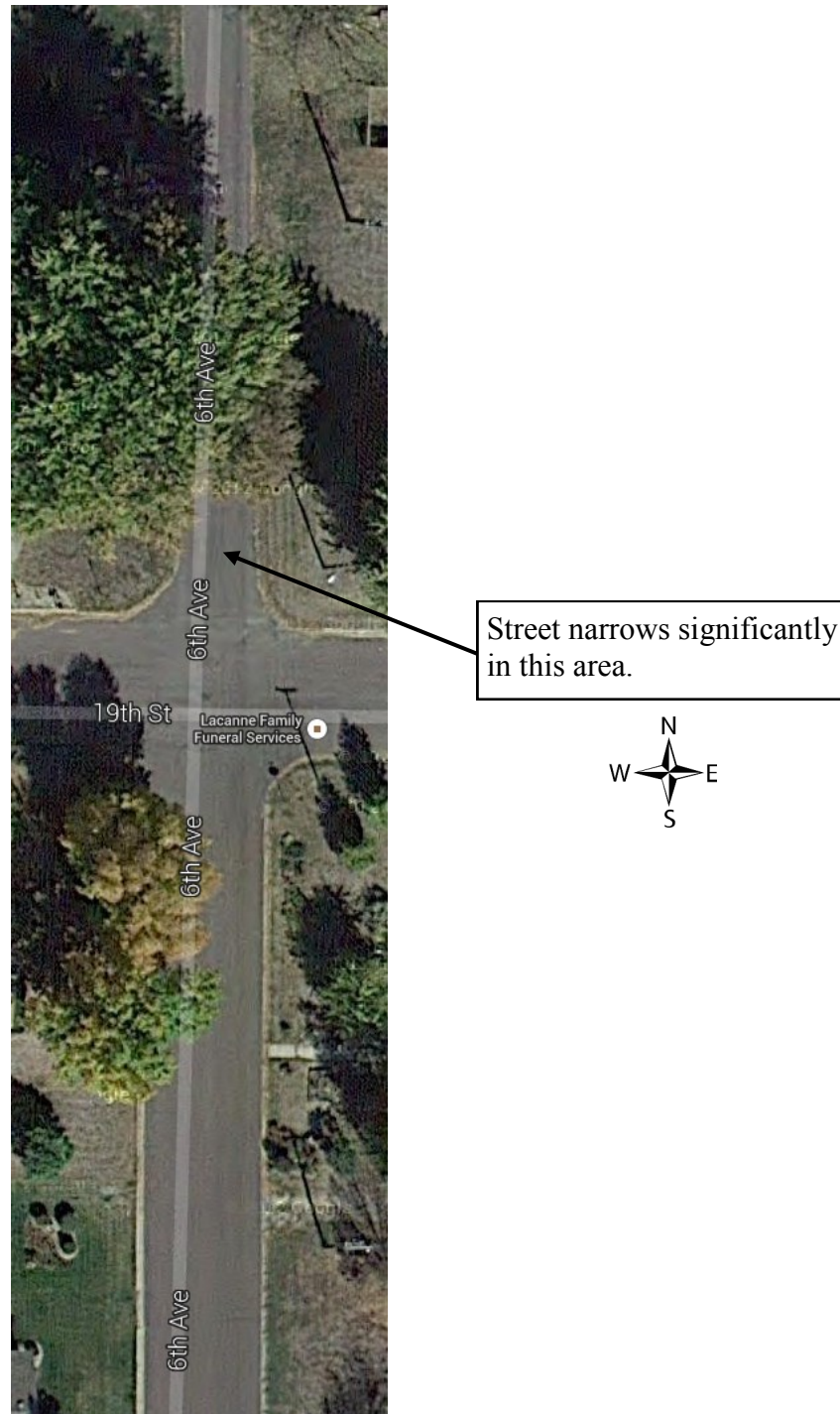
North of Winfair Elementary on 6th Avenue there are no sidewalks. This makes walking and bicycling to school from neighborhoods north of Winfair Elementary less safe and convenient. This is especially true on 6th Avenue heading up Abby Hill between 19th Street and 4th Avenue. Sixth Avenue in this area narrows, thus reducing the place for pedestrians along the shoulder of the roadway.

Extending the sidewalk from Winfair Elementary to Abby Park at the intersection of 6th Avenue, 4th Avenue, and Pflughaupt Road will increase the connectivity of neighborhoods north of Winfair Elementary. It will make it safer and more convenient for students to walk and bicycle to school from the neighborhoods north of Winfair Elementary.

To evaluate the effectiveness of extending the sidewalk from Winfair Elementary north on 6th Avenue up Abby Hill a comparison study can be conducted. A Parent Survey and Travel Tally Survey were administered at Winfair Elementary during the fall of 2010 and again in the spring of 2011. This existing data will provide an effective baseline data set for a comparison study. After the sidewalk is extended, the same Parent Survey and Student Arrival and Departure Tally Survey can be administered to analyze the

Long Term Goal Continued:

effectiveness of encouraging children from the northern neighborhoods in Windom to walk and bicycle to school.



Long Term Goal:

Continue to improve the safety in the school zones around Windom Area Schools

5(s): Education, Enforcement

Action Step: Annually, evaluate drop-off and pick-up policies at Windom Area Schools to ensure safe and efficient arrival and departure at schools

Traffic separation is critical component of making the school zone safe for all users and for arrival and departure to run efficiently. Traffic separation in school zones refers to having designated areas for buses, parents dropping off or picking up children, bicyclists, pedestrians, and parking. Separating traffic flows more effectively will help to create a safer environment during arrival and departure, which are times of higher traffic volume.

Conditions change annually due to new students, parents, and staff. Evaluating the drop-off and pick-up policy annually will allow for the policy and traffic flows to be modified and improved to increase safety and efficiency. After the annual evaluation an educational campaign can also be implemented.

School administration can educate new students, parents, and staff about the traffic separation policy. School administration can also reinforce the importance of traffic separation to students, parents, and staff who are returning. Keeping the traffic separation policy up to date and the parties informed will help to make arrival and departure safe and efficient.

During arrival and departure there are adult supervisors. The adult supervisors are aware of the existing conditions. A qualitative analysis can be used to evaluate the effectiveness of the traffic separation policy. The adult supervisors can be asked if changes to the traffic separation policy have improved traffic flows or if additional changes are still need to be made. Comparing the opinions of the adult supervisors will allow for an effective evaluation to take place.

Long Term Goal:

Make walking and bicycling safer and more convenient throughout the City of Windom

5(s): Education, Enforcement

Action Step: Encourage the City of Windom to pass a Complete Streets Policy

A Complete Street has no singular design prescription. A Complete Street in a rural community is any street that pedestrians feel safe to walk and bicycle on due to lower traffic speeds, the width of the road, and other features that make the street safe.

Features that make a street safer for pedestrians to walk and bicycle on include: sidewalks, bike lanes, a wide road or shoulder, traffic calming devices, narrow travel lanes for vehicles, and other engineering and safety plans designed to make the street safe for all users.

The availability of sidewalks in Windom is a positive infrastructure feature. This network of sidewalks makes walking and bicycling in the community safer, but newer development areas in Windom have less pedestrian infrastructure than older parts of town. A well-developed network of sidewalks and paths throughout the entire city will make it more convenient and safer to walk and bicycle throughout the entire community.

Sidewalks do make it safer for pedestrians by separating pedestrian traffic from vehicle traffic, but a Complete Street does not need to have a sidewalk. Complete Streets are streets that are designed for everyone. The design and operation of a Complete Street is a street that enables safe access for pedestrian, bicyclists, motorists, and transit riders of all ages and abilities. A Complete Streets Policy will encourage the City of Windom to consider all users when resurfacing an existing road or building a new road. Rebuilding or building a road for all users will make it safer and more convenient to walk and bicycle in the community.

Implementation

Planning Process

Since the Windom Area Schools SRTS short term and long term goals were finalized in the spring of 2011, there has been much progress. There have been a number SRTS Team meetings and meetings with school administration, city representatives, and county representatives. There were also presentations given to local groups, like Kiwanis Club, to educate them on the progress being made and garner support for future projects.

The SRTS team has also partnered with the Statewide Health Improvement Program on a number of projects. On the following pages is a list of projects and progress that has been made towards the outlined goals that were finalized in the spring of 2010.

March 2011

Yield sign at the intersection of 6th Avenue and 17th Street is replaced with a stop sign. The city also painted faded cross walks by Windom Area Schools a new bright yellow instead of white.

Spring 2011

A new loop style bike rack was installed at Winfair Elementary and the Middle / High School.

May 2011

Windom City Council voted in favor of making the school side of the street at Winfair Elementary “No Parking” during school hours to improve safety and relieve congestion in this area. The Statewide Health Improvement Program paid for the signs and also bought portable “Yield to Pedestrian” signs for key intersections around Windom Area Schools.

Held a very successful Walk to School Day. There were roughly 287 students that participated in the Walk to School Day event.

Implementation

August 2011

The Middle / High School updated their traffic separation policy. The new policy included a new “One Way” only drop-off and pick-up loop and changed parking lot arrangements. Signage for informing drivers of the “One Way” loop and parking protocol were paid for by the Statewide Health Improvement Program.

Received Minnesota Department of Transportation grant the construction of sidewalks on school property by the Middle / High School.

October 2011

Two hundred and thirty students participated in a Walk to School Day event.

Spring and Fall 2012

The SRTS Team continued to work on improving the traffic flow at both schools. A newsletter was sent home with students reminding parents of the proper drop-off and pick-up procedure. Winfair Elementary and the Middle / High School both have bus only zones and other traffic separation policies.

October 2012

Windom Area Schools hired an engineering firm to design a one-way student drop-off and pick-up lane for Winfair Elementary. The City of Windom and School District were very involved in meetings discussing possible options to improve congestion and safety on 6th Avenue by Winfair Elementary.

August 2013

City of Windom installed two stop signs along 6th Avenue by Winfair Elementary. The Two stop signs were installed at the intersection of 15th Street and 6th Avenue, which now requires all traffic to stop. This is the intersection where the majority of students are dropped off by family vehicle, adding significantly to the safety of this drop off.

Implementation

October 2013

The Windom City Council voted in favor of installing sidewalks on private property leading from Winfair Elementary towards 17th Street. Windom Area Schools is responsible for snow removal and future maintenance of the sidewalks. During the City Council meeting traffic separation was also discussed. Promoted Walk to School Day Events with the local paper and radio station.

October 2013

Shannon LaCanne, SRTS Chairperson, was interviewed by KEYC TV, Mankato regarding the SRTS program and the sidewalk being installed by the Middle / High School.

November 2013

Received support from the Cottonwood County Board of Commissions regarding the drop-off and pick-up lane project at Winfair Elementary for the Transportations Alternatives Program Letter of Intent. For more information regarding the drop-off and pick-up lane refer to pages 54 to 56.

The following are goals and projects that have been outlined through the SRTS Team collaboration with the Statewide Health Improvement Program from 2010 to today.

- Boost activity before, during, and after school at Winfair Elementary and the Middle / High School.
- Implemented SPARK Curriculum at Windom Area Schools
- Active recess was promoted at schools. The parent teacher Organization bought new sport equipment for recess and new activity stations were painted on the playgrounds.
- Open gym was implemented before school 2 to 3 days every weeks at Winfair Elementary
- Bike rodeo and bike education was updated and reinforced as a critical component of education at Winfair Elementary
- Kid's Choice Program was started by the Windom Area Hospital in 2007 and is led by Shannon LaCanne, SRTS chairperson. The program is teaching 4th graders why it is important to eat healthy and exercise.
- Windom Area Schools implemented a walking program for students to walk in groups to school.

Implementation Drop-off and Pick-up Lane at Winfair Elementary

Planning Process

There has been progress made to address the short term goal outline in the original planning process to increase safety on 6th Avenue by Winfair Elementary. The action step to make the school side of 6th Avenue a “No Parking” zone during school hours has been accomplished. In October 2013, the Windom City Council voted in favor of installing sidewalks on private property leading from Winfair Elementary towards 17th Street.

In October of 2012, Windom Area Schools hired an engineering firm to design a one-way student drop-off and pick-up lane for Winfair Elementary. Prior to the decision to hire the engineering firm there were a number of meetings to discuss possible options and gain support for improving traffic separation at Winfair Elementary. In the spring of 2011, the SRTS Team presented to the Kiwanis Club regarding the need for improving traffic separation at Winfair Elementary. Multiple proposals were presented, including adding sidewalks along 6th Avenue by Winfair. A newsletter was also sent home with students asking parents for feedback in regards to the proposed drop-off and pick-up lane at Winfair Elementary. The SRTS Team and school administrators gathered parent and community input and discussed this possible options, which helped school administrators make the decision to hire the engineering firm.

The City of Windom was also very involved with the process. In the October 2013, the City Council voted in favor of installing sidewalks on private property leading from Winfair Elementary towards 17th Street. Traffic separation plans along with the sidewalk project were discussed by the City Council. The City Council was concerned about congestion and pedestrian safety on 6th Avenue by Winfair, so adding a sidewalk was the first step to make the area safer for pedestrians. The sidewalk was first step, but adding a sidewalk will not help with congestion. Congestion is a major issue that was outline by parents, community residents, and city representatives.

Implementation Drop-off and Pick-up Lane at Winfair Elementary

Planning Process

Through input from parents, community residents, and city representatives the drop-off and pick-up lane proposal emerged for Winfair Elementary. In November of 2013, the Cottonwood County Board of Commissions issued a Letter of Support for the drop-off and pick-up lane project at Winfair Elementary. This project has emerged through multiple meetings at the community level, with the Windom City Council, and with the Cottonwood County Board of Commissions. Through this planning process the drop-off and pick-up lane was agreed to be the best option.

The engineering firm's design for a drop-off and pick-up loop at Winfair Elementary can be found on page 56. This design has not be finalized, but agreement has occurred that a drop-off and pick-up lane is the best option for addressing pedestrian safety and congestion on 6th Avenue by Winfair Elementary.

Winfair Elementary Drop-off and Pick-up Lane

R:\Drafting\2272 Winfair School\03 Winfair Parking Lot\CAD\CIV\Dropoff Site.dwg

Plot Date & Time: 16 January 2014 8:38 AM



Conclusion

The SRTS Team continues to encourage children to walk and bicycle where it is safe and works to improve conditions where it is not safe. There has been effective collaboration between the SRTS Team and the school administration, the City of Windom, Cottonwood County, Kiwanis and other local organizations, Statewide Health Improvement Program, and parents and community residents. This collaboration has helped the SRTS Team complete they have undertaken since the spring of 2010.

The SRTS Team recognizes the importance of walking and bicycling to school to help contribute to children reaching their recommended daily active levels. The Centers for Disease Control and Prevention recommends that children have one hour of physical activity every day.⁶ The SRTS also recognizes the importance of having a safe environment to be active in. SRTS is not only about promoting walking and bicycling to school, but SRTS tries to create a safe environment so parents feel comfortable letting their children walk and bicycle to school.

Being active by walking and bicycling have a variety of health benefits as well as social benefits. These societal health benefits include a higher degree of community coherence, increased social support, reduced local crime and violence, reduced traffic congestion, and improved environmental health.¹⁵ Designing neighborhoods and cities to match the needs of pedestrians, not just motor vehicles, is critical in promoting an active lifestyle and a sustainable community. This starts with access to safe infrastructure for walking and bicycling to school.

For this SRTS Plan to continue to be effective, the SRTS Team and collaborators have to continue to encourage children to be active, work together, and advocate for a safer built environment.

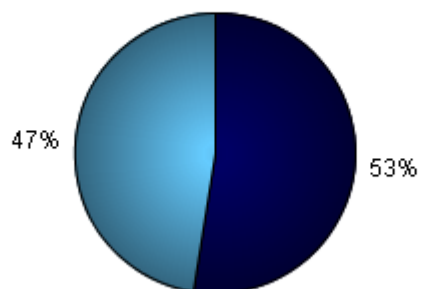
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Program Name:	Windom Area School	Month and Year Collected:	August 2010
School Name:	Winfair Elementary	School Enrollment:	325
Number of Questionnaires Distributed:	325	Number of Questionnaires Analyzed for Report:	191

Sex of children for parents that provide information

■ Male ■ Female



Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	1%
Kindergarten	55	29%
1	58	31%
2	50	26%
3	24	13%
4	1	1%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	35	20%
1/4 mile up to 1/2 mile	17	9%
1/2 mile up to 1 mile	33	18%
1 mile up to 2 miles	39	22%
More than 2 miles	55	31%

Don't know or No response: 12

Percentages may not total 100% due to rounding.

Typical mode of arrival and departure to and from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	183	6%	0%	66%	26%	2%	0%	0%
Afternoon	182	7%	0%	81%	11%	1%	0%	0.5%

No Response Morning: 8

No Response Afternoon: 9

Percentages may not total 100% due to rounding.

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	34	29%	0%	44%	26%	0%	0%	0%
1/4 mile up to 1/2 mile	17	0%	0%	76%	24%	0%	0%	0%
1/2 mile up to 1 mile	31	0%	0%	65%	32%	3%	0%	0%
1 mile up to 2 miles	37	3%	0%	73%	19%	5%	0%	0%
More than 2 miles	53	0%	0%	66%	34%	0%	0%	0%

Don't know or No response: 19

Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	32	31%	0%	63%	6%	0%	0%	0%
1/4 mile up to 1/2 mile	17	0%	0%	94%	6%	0%	0%	0%
1/2 mile up to 1 mile	31	0%	0%	81%	16%	3%	0%	0%
1 mile up to 2 miles	37	5%	0%	84%	11%	0%	0%	0%
More than 2 miles	53	0%	0%	83%	15%	2%	0%	0%

Don't know or No response: 21

Percentages may not total 100% due to rounding.

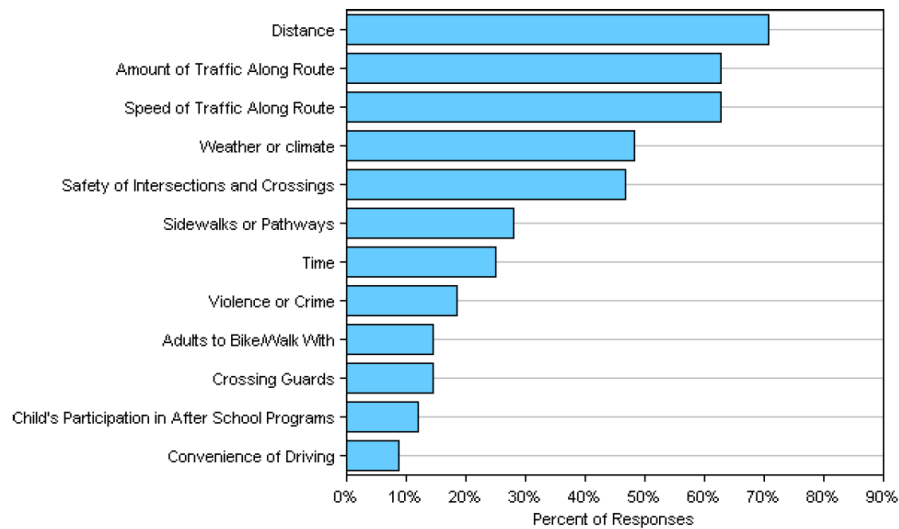
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	36	42%	14%	14%	17%	14%
No	140	14%	9%	19%	23%	35%

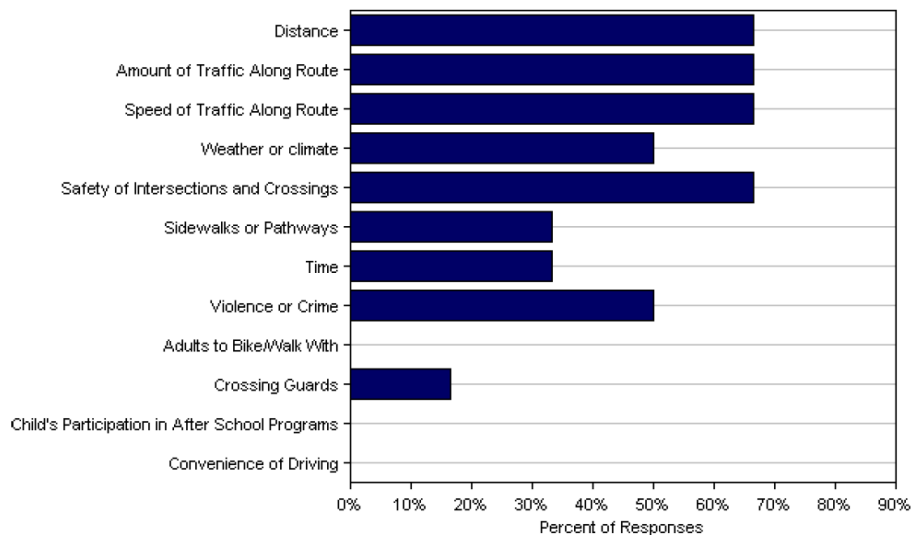
Don't know or No response: 15

Percentages may not total 100% due to rounding.

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



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Program Name:	Windom Area School	Month and Year Collected:	May 2011
School Name:	Winfair Elementary	School Enrollment:	280
Number of Questionnaires Distributed:	280	Number of Questionnaires Analyzed for Report:	59

Sex of children for parents that provide information

■ Male ■ Female



Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	16	27%
1	10	17%
2	18	31%
3	15	25%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	13	23%
1/4 mile up to 1/2 mile	5	9%
1/2 mile up to 1 mile	10	18%
1 mile up to 2 miles	11	19%
More than 2 miles	18	32%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

Typical mode of arrival and departure to and from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	54	4%	0%	61%	33%	2%	0%	0%
Afternoon	52	6%	0%	77%	15%	2%	0%	0%

No Response Morning: 5

No Response Afternoon: 7

Percentages may not total 100% due to rounding.

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	20%	0%	40%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	0%	60%	40%	0%	0%	0%
1/2 mile up to 1 mile	10	0%	0%	70%	30%	0%	0%	0%
1 mile up to 2 miles	11	0%	0%	55%	36%	9%	0%	0%
More than 2 miles	16	0%	0%	75%	25%	0%	0%	0%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	20%	0%	60%	20%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	0%	80%	20%	0%	0%	0%
1/2 mile up to 1 mile	9	0%	0%	100%	0%	0%	0%	0%
1 mile up to 2 miles	9	11%	0%	67%	22%	0%	0%	0%
More than 2 miles	17	0%	0%	82%	12%	6%	0%	0%

Don't know or No response: 9

Percentages may not total 100% due to rounding.

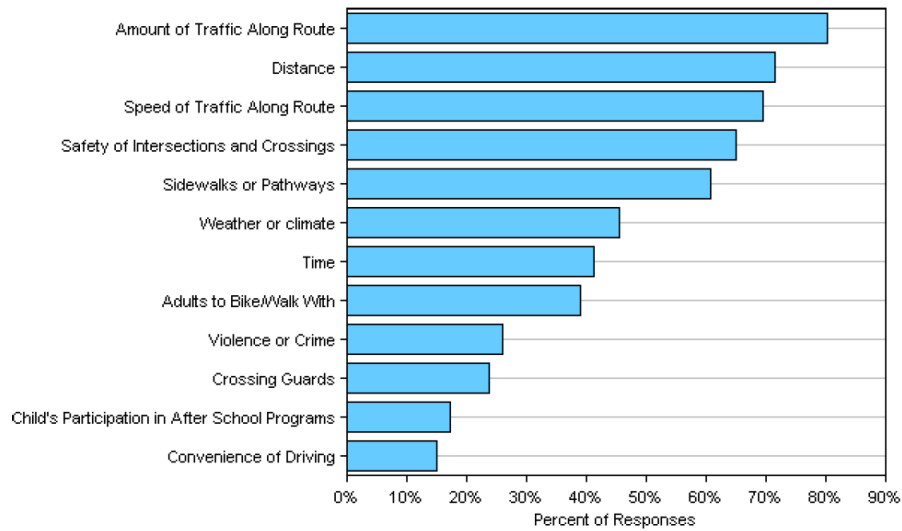
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	24	92%	100%	20%	0%	28%
No	32	8%	0%	80%	100%	72%

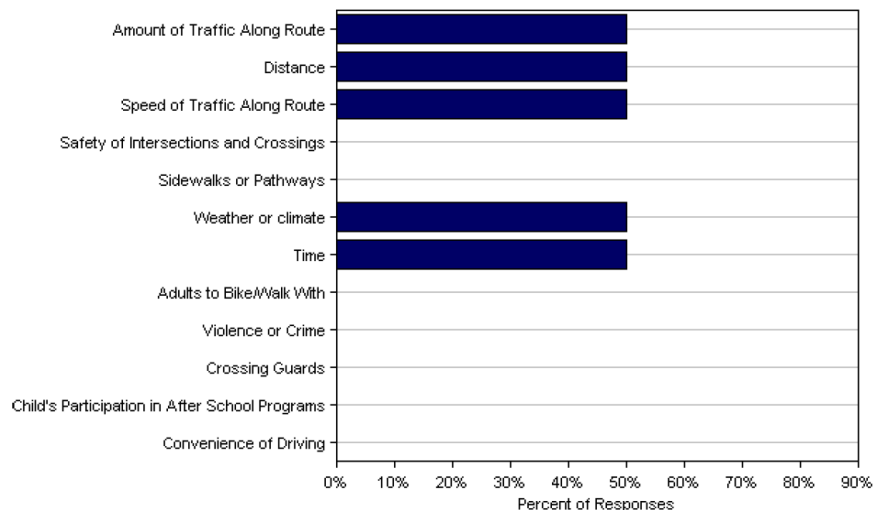
Don't know or No response: 3

Percentages may not total 100% due to rounding.

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



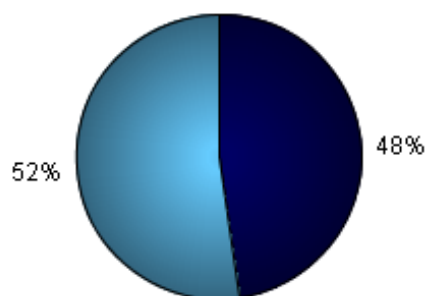
Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Program Name:	Windom Area School	Month and Year Collected:	August 2010
School Name:	Windom Middle School	School Enrollment:	875
Number of Questionnaires Distributed:	356	Number of Questionnaires Analyzed for Report:	204

Sex of children for parents that provide information

■ Male ■ Female



Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	1	1%
3	1	1%
4	59	30%
5	53	27%
6	48	24%
7	18	9%
8	20	10%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	17	9%
1/4 mile up to 1/2 mile	20	10%
1/2 mile up to 1 mile	35	18%
1 mile up to 2 miles	35	18%
More than 2 miles	84	44%

Don't know or No response: 13

Percentages may not total 100% due to rounding.

Typical mode of arrival and departure to and from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	194	6%	4%	55%	34%	2%	0%	0%
Afternoon	187	8%	4%	73%	13%	1%	0%	0.5%

No Response Morning: 10

No Response Afternoon: 17

Percentages may not total 100% due to rounding.

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	17	47%	12%	18%	24%	0%	0%	0%
1/4 mile up to 1/2 mile	19	11%	5%	47%	37%	0%	0%	0%
1/2 mile up to 1 mile	32	3%	6%	50%	41%	0%	0%	0%
1 mile up to 2 miles	35	0%	3%	63%	29%	6%	0%	0%
More than 2 miles	81	1%	0%	59%	38%	1%	0%	0%

Don't know or No response: 20

Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	17	59%	12%	24%	6%	0%	0%	0%
1/4 mile up to 1/2 mile	18	11%	6%	72%	6%	0%	0%	6%
1/2 mile up to 1 mile	31	3%	6%	71%	19%	0%	0%	0%
1 mile up to 2 miles	34	0%	3%	76%	18%	3%	0%	0%
More than 2 miles	76	3%	0%	82%	14%	1%	0%	0%

Don't know or No response: 28

Percentages may not total 100% due to rounding.

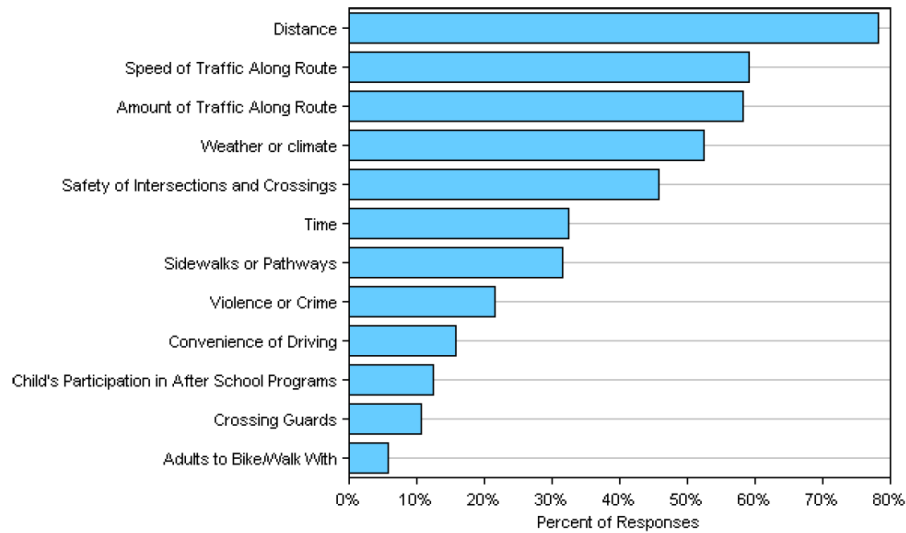
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	75	13%	20%	29%	11%	27%
No	111	6%	5%	11%	23%	56%

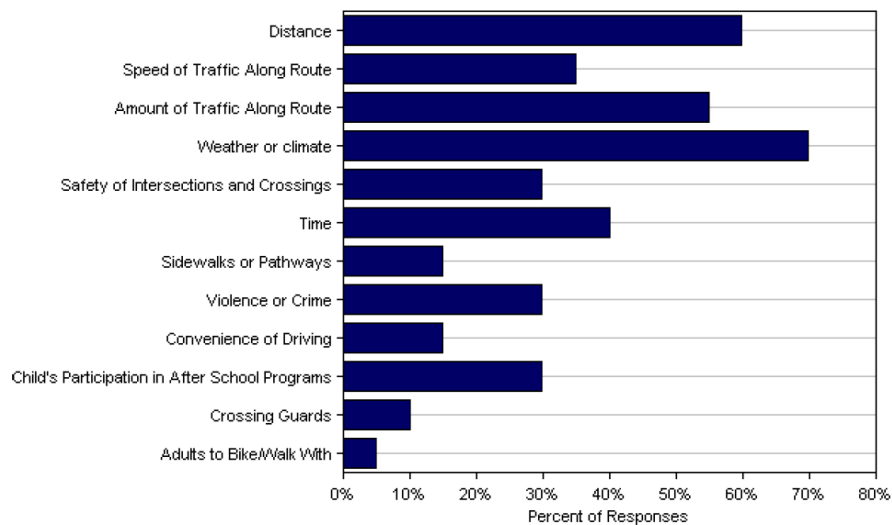
Don't know or No response: 18

Percentages may not total 100% due to rounding.

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



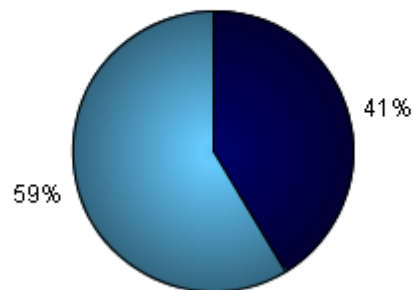
Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Program Name:	Windom Area School	Month and Year Collected:	August 2010
School Name:	Windom Middle School	School Enrollment:	660
Number of Questionnaires Distributed:	350	Number of Questionnaires Analyzed for Report:	95

Sex of children for parents that provide information

■ Male ■ Female



Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
4	18	19%
5	12	13%
6	25	27%
7	36	39%
8	2	2%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	8	9%
1/4 mile up to 1/2 mile	10	11%
1/2 mile up to 1 mile	23	25%
1 mile up to 2 miles	20	22%
More than 2 miles	30	33%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

Typical mode of arrival and departure to and from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	89	3%	0%	51%	45%	1%	0%	0%
Afternoon	86	6%	0%	72%	20%	2%	0%	0%

No Response Morning: 6

No Response Afternoon: 9

Percentages may not total 100% due to rounding.

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	29%	0%	14%	57%	0%	0%	0%
1/4 mile up to 1/2 mile	10	0%	0%	60%	40%	0%	0%	0%
1/2 mile up to 1 mile	22	5%	0%	36%	55%	5%	0%	0%
1 mile up to 2 miles	18	0%	0%	50%	50%	0%	0%	0%
More than 2 miles	29	0%	0%	66%	34%	0%	0%	0%

Don't know or No response: 9

Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	33%	0%	50%	17%	0%	0%	0%
1/4 mile up to 1/2 mile	10	10%	0%	70%	20%	0%	0%	0%
1/2 mile up to 1 mile	21	10%	0%	57%	29%	5%	0%	0%
1 mile up to 2 miles	18	0%	0%	89%	11%	0%	0%	0%
More than 2 miles	29	0%	0%	76%	21%	3%	0%	0%

Don't know or No response: 11

Percentages may not total 100% due to rounding.

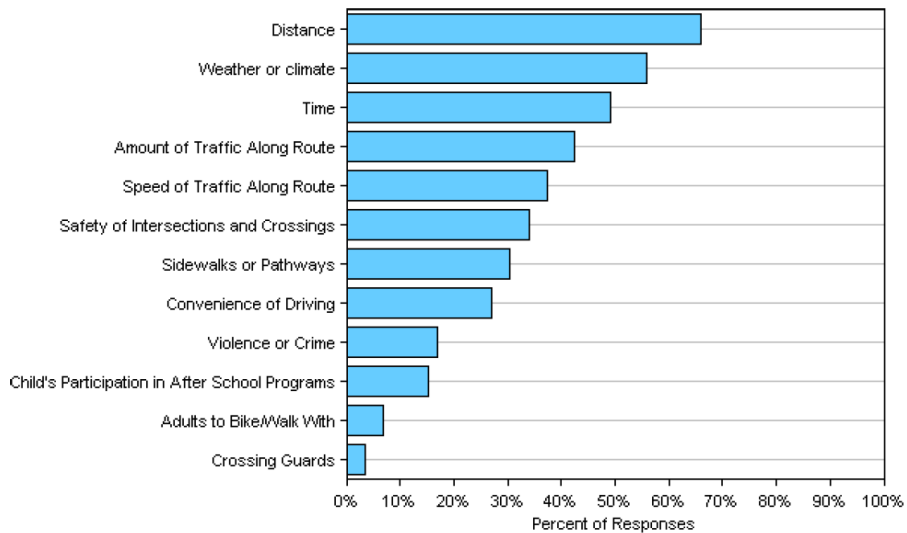
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	44	43%	80%	52%	50%	37%
No	46	57%	20%	48%	50%	63%

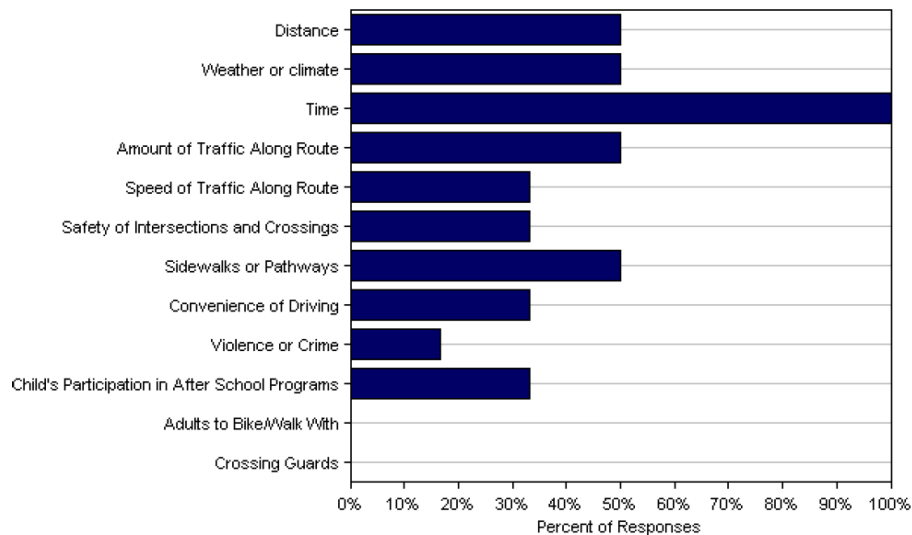
Don't know or No response: 5

Percentages may not total 100% due to rounding.

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



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	9	8%
1/4 mile up to 1/2 mile	15	13%
1/2 mile up to 1 mile	25	21%
1 mile up to 2 miles	27	23%
More than 2 miles	41	35%

Don't know or No response: 6

Percentages may not total 100% due to rounding.

Typical mode of arrival and departure to and from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	115	4%	3%	48%	43%	0.9%	0%	0%
Afternoon	113	11%	4%	58%	24%	4%	0%	0.9%

No Response Morning: 8

No Response Afternoon: 10

Percentages may not total 100% due to rounding.

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	25%	0%	25%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	15	13%	0%	40%	40%	7%	0%	0%
1/2 mile up to 1 mile	22	5%	14%	36%	45%	0%	0%	0%
1 mile up to 2 miles	26	0%	4%	58%	38%	0%	0%	0%
More than 2 miles	38	0%	0%	55%	45%	0%	0%	0%

Don't know or No response: 14

Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	9	44%	0%	22%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	14	36%	0%	36%	21%	7%	0%	0%
1/2 mile up to 1 mile	21	14%	14%	57%	14%	0%	0%	0%
1 mile up to 2 miles	27	0%	4%	63%	26%	4%	0%	4%
More than 2 miles	36	0%	0%	64%	31%	6%	0%	0%

Don't know or No response: 16

Percentages may not total 100% due to rounding.

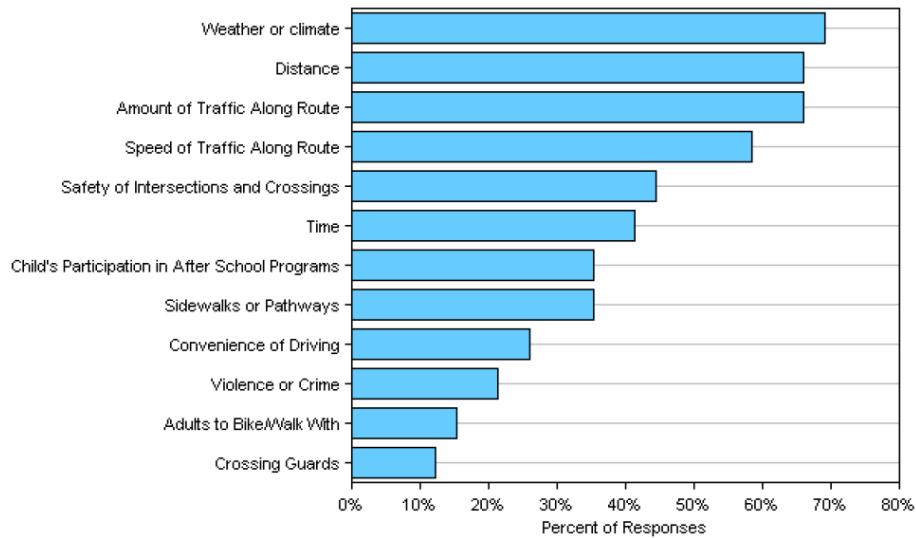
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	53	78%	60%	72%	32%	28%
No	61	22%	40%	28%	68%	73%

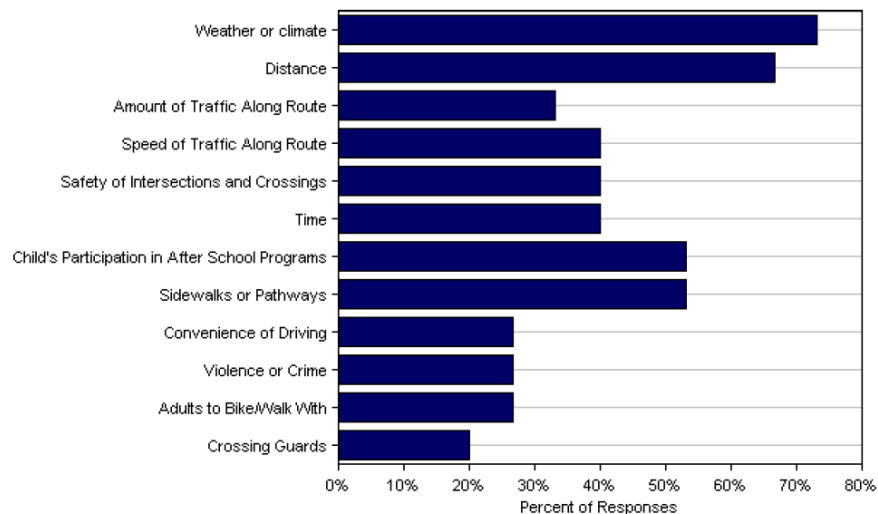
Don't know or No response: 9

Percentages may not total 100% due to rounding.

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



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Appendix C**Travel Tallies Winfair Elementary****August 2010**

Program Name:	Windom Area School	Month and Year Collected:	August 2010
School Name:	Winfair Elementary	School Enrollment:	875
Number of Classrooms Included:	11	Number of Classrooms in School:	16

Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	755	8%	3%	56%	31%	2%	0%	0.5%
Afternoon	728	14%	3%	58%	20%	5%	0%	0.8%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	284	7%	3%	56%	32%	1%	0%	0.4%
Tuesday PM	266	14%	3%	59%	20%	4%	0%	0%
Wednesday AM	245	7%	2%	56%	30%	3%	0%	0.4%
Wednesday PM	249	14%	2%	56%	21%	6%	0%	0.8%
Thursday AM	226	9%	4%	55%	30%	1%	0%	0.9%
Thursday PM	213	13%	4%	58%	18%	5%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	990	11%	3%	57%	25%	3%	0%	0.9%
Rainy	120	6%	3%	59%	31%	0.8%	0%	0.8%
Overcast	301	13%	3%	56%	25%	4%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix C**Travel Tallies Winfair Elementary****May 2011**

Program Name:	Windom Area School	Month and Year Collected:	May 2011
School Name:	Winfair Elementary	School Enrollment:	280
Number of Classrooms Included:	12	Number of Classrooms in School:	16

Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	587	12%	6%	53%	28%	1%	0%	0.5%
Afternoon	560	8%	6%	73%	13%	1%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	160	27%	9%	46%	15%	0.6%	0%	2%
Tuesday PM	129	9%	9%	70%	12%	0%	0%	0%
Wednesday AM	211	6%	5%	54%	34%	1%	0%	0%
Wednesday PM	217	6%	5%	72%	15%	1%	0%	0%
Thursday AM	216	6%	4%	57%	33%	0.9%	0%	0%
Thursday PM	214	8%	4%	75%	11%	1%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	856	11%	7%	62%	20%	0.9%	0%	0.4%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	206	6%	3%	60%	30%	1.0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

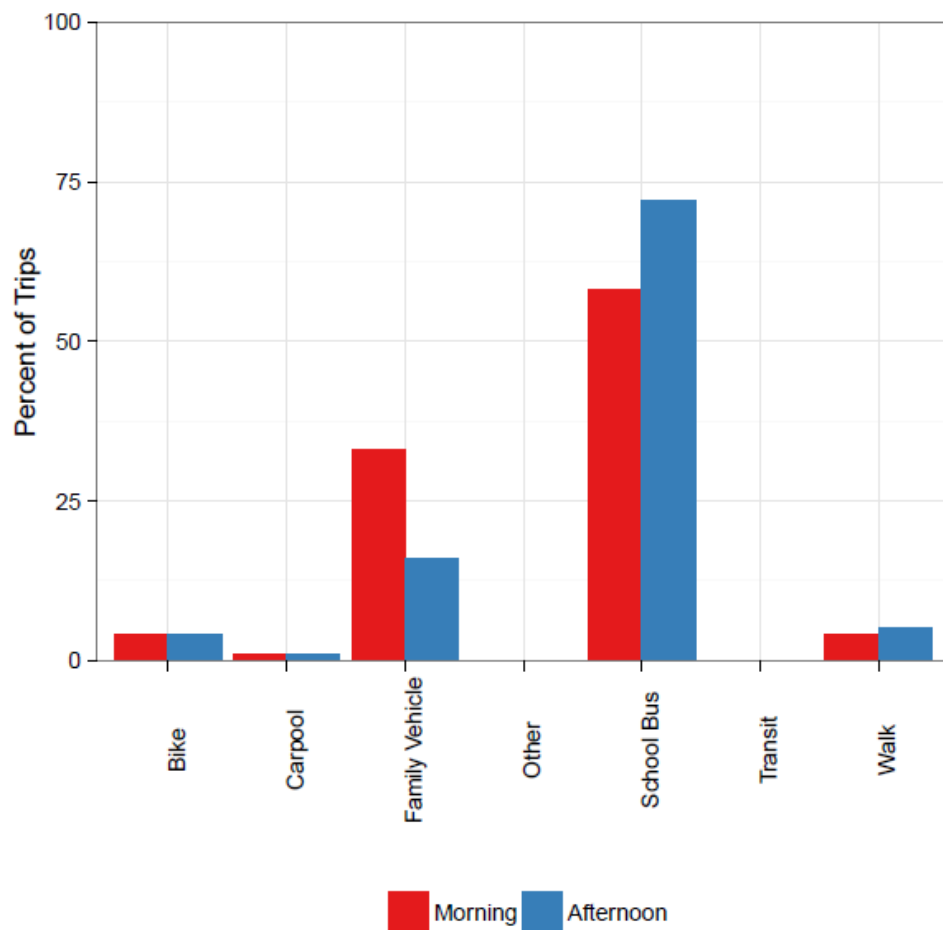
Percentages may not total 100% due to rounding.

Safe Routes to Schools

Winfair Elementary

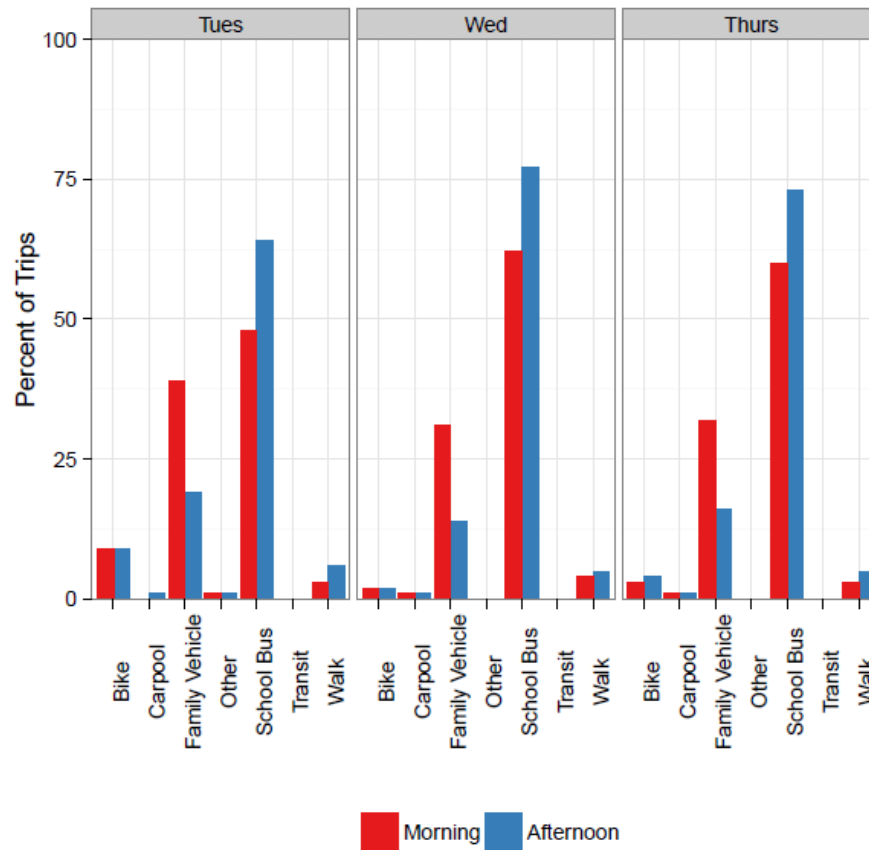
2012 (T1)

Figure 1: Morning and Afternoon Travel Mode Comparison



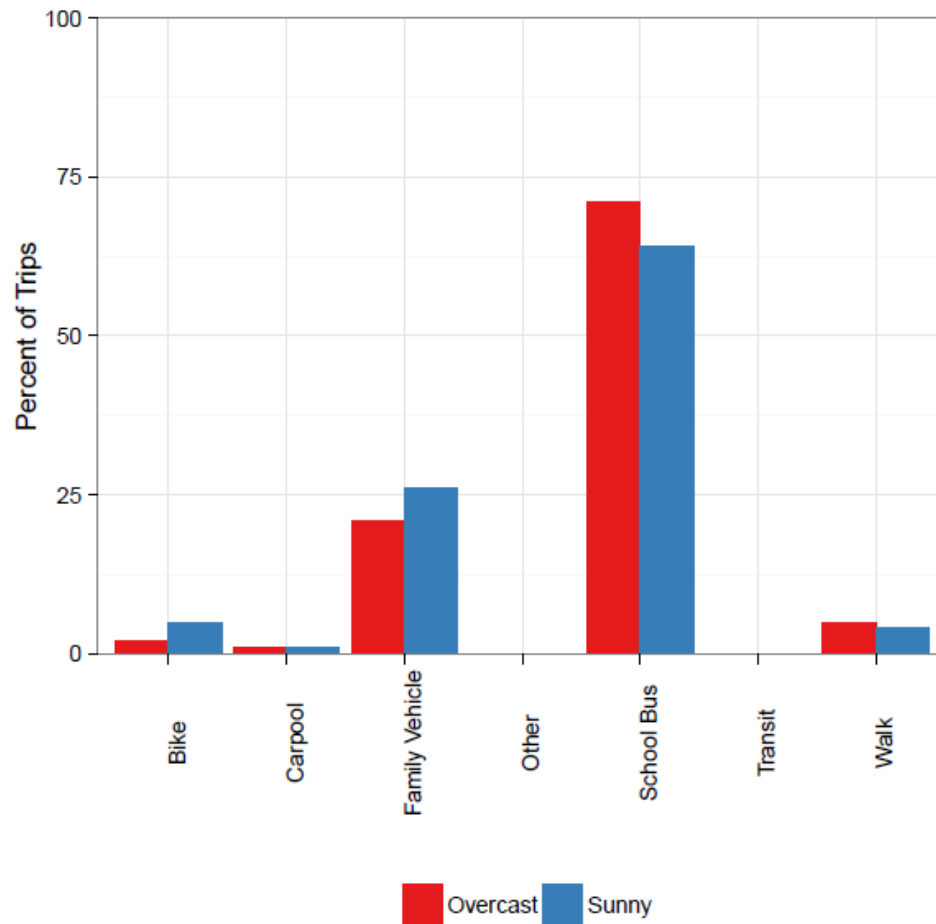
Time	Number of Trips	Bike	Carpool	Family Vehicle	Other	School Bus	Transit	Walk
Morning	927	4	1	33	0	58	0	4
Afternoon	855	4	1	16	0	72	0	5

Figure 2: Morning and Afternoon Travel Mode Comparison By Day



Day	Time	Number of Trips	Bike	Carpool	Family Vehicle	Other	School Bus	Transit	Walk
Tues	Morning	252	9	0	39	1	48	0	3
Tues	Afternoon	236	9	1	19	1	64	0	6
Wed	Morning	357	2	1	31	0	62	0	4
Wed	Afternoon	338	2	1	14	0	77	0	5
Thurs	Morning	318	3	1	32	0	60	0	3
Thurs	Afternoon	281	4	1	16	0	73	0	5

Figure 3: Travel Mode Comparison By Weather Conditions



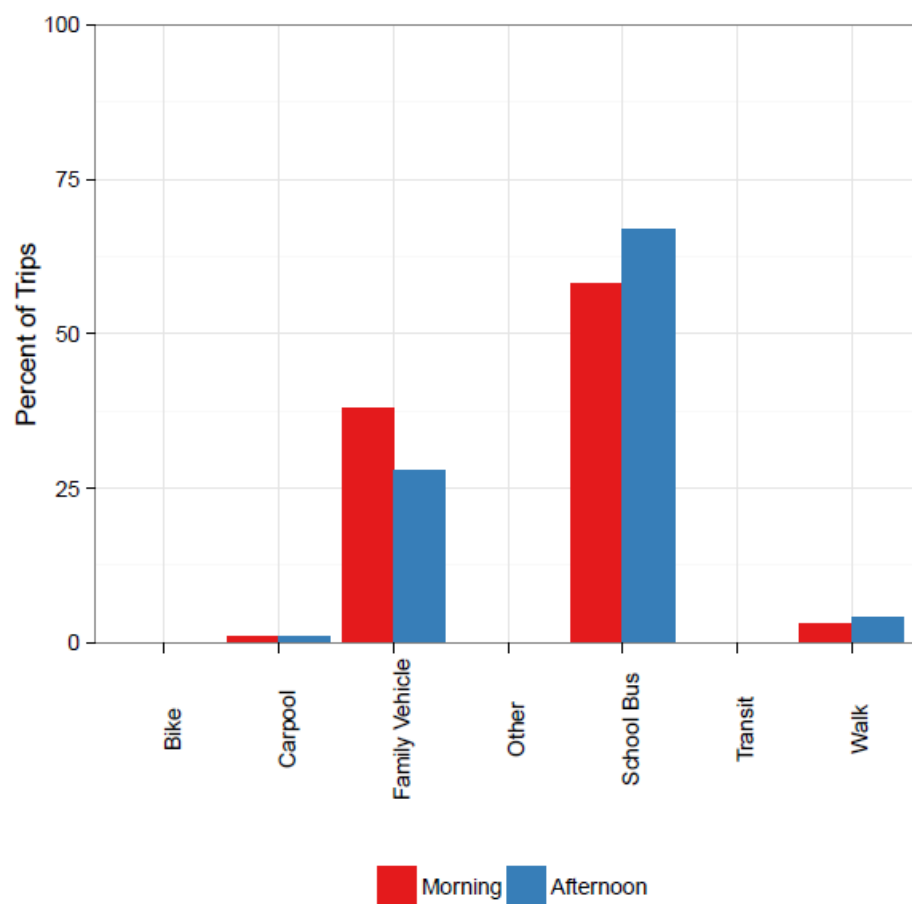
Weather	Number of Trips	Bike	Carpool	Family Vehicle	Other	School Bus	Transit	Walk
Overcast	165	2	1	21	0	71	0	5
Sunny	1617	5	1	26	0	64	0	4

Safe Routes to Schools

May, 2013

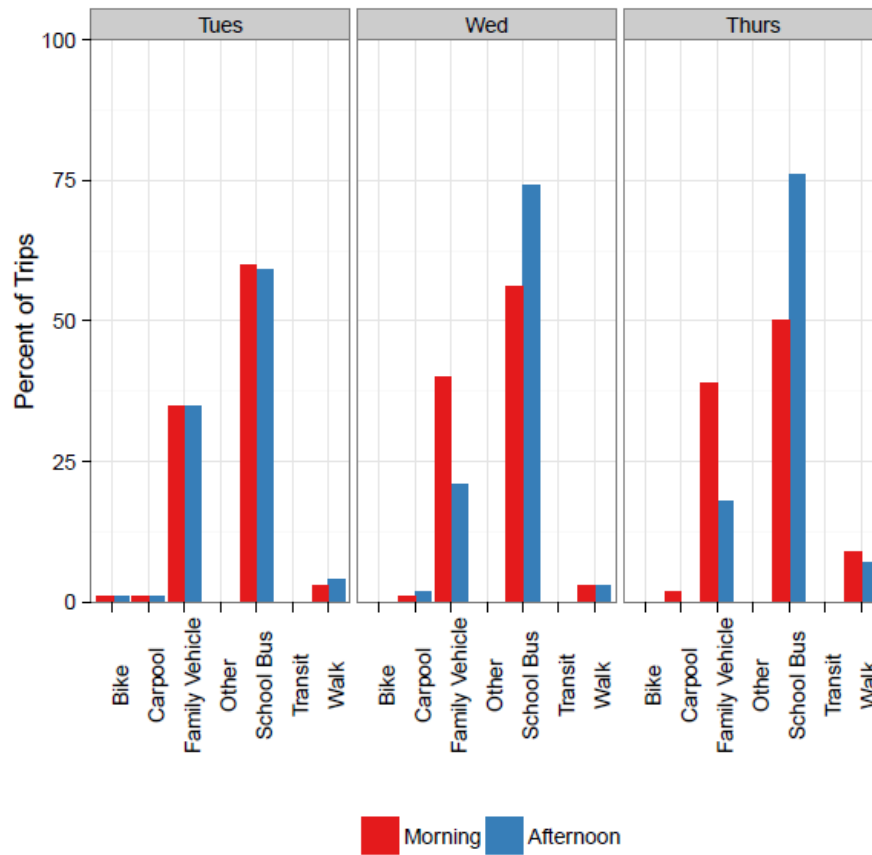
2013 (T2)

Figure 1: Morning and Afternoon Travel Mode Comparison



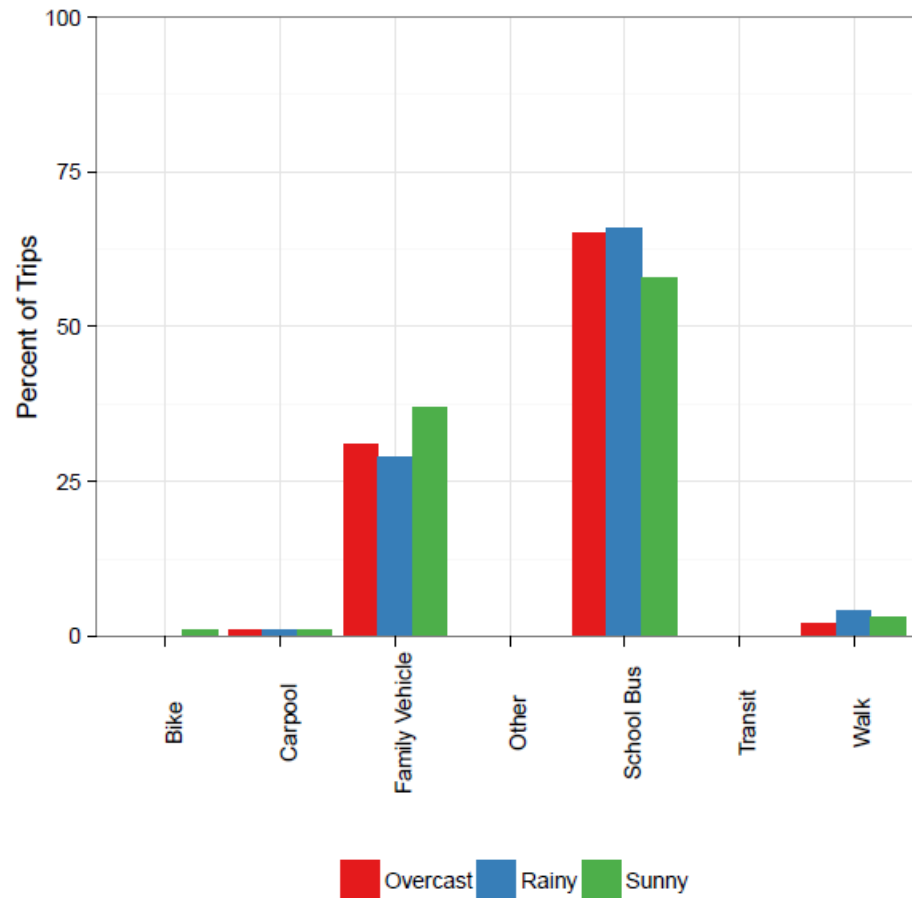
Time	Number of Trips	Bike	Carpool	Family Vehicle	Other	School Bus	Transit	Walk
Morning	1288	0	1	38	0	58	0	3
Afternoon	1333	0	1	28	0	67	0	4

Figure 2: Morning and Afternoon Travel Mode Comparison By Day



Day	Time	Number of Trips	Bike	Carpool	Family Vehicle	Other	School Bus	Transit	Walk
Tues	Morning	609	1	1	35	0	60	0	3
Tues	Afternoon	622	1	1	35	0	59	0	4
Wed	Morning	591	0	1	40	0	56	0	3
Wed	Afternoon	621	0	2	21	0	74	0	3
Thurs	Morning	88	0	2	39	0	50	0	9
Thurs	Afternoon	90	0	0	18	0	76	0	7

Figure 3: Travel Mode Comparison By Weather Conditions



Weather	Number of Trips	Bike	Carpool	Family Vehicle	Other	School Bus	Transit	Walk
Overcast	402	0	1	31	0	65	0	2
Rainy	1086	0	1	29	0	66	0	4
Sunny	1133	1	1	37	0	58	0	3

Appendix D**Travel Tallies Middle School****August 2010**

Program Name:	Windom Area School	Month and Year Collected:	August 2010
School Name:	Windom Middle School	School Enrollment:	875
Number of Class-rooms Included:	11	Number of Classrooms in School:	20

Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	755	8%	3%	56%	31%	2%	0%	0.5%
Afternoon	728	14%	3%	58%	20%	5%	0%	0.8%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	284	7%	3%	56%	32%	1%	0%	0.4%
Tuesday PM	266	14%	3%	59%	20%	4%	0%	0%
Wednesday AM	245	7%	2%	56%	30%	3%	0%	0.4%
Wednesday PM	249	14%	2%	56%	21%	6%	0%	0.8%
Thursday AM	226	9%	4%	55%	30%	1%	0%	0.9%
Thursday PM	213	13%	4%	58%	18%	5%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	990	11%	3%	57%	25%	3%	0%	0.9%
Rainy	120	6%	3%	59%	31%	0.8%	0%	0.8%
Overcast	301	13%	3%	56%	25%	4%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix D**Travel Tallies Middle School****May 2011**

Program Name:	Windom Area School	Month and Year Collected:	May 2011
School Name:	Windom Middle School	School Enrollment:	660
Number of Class-rooms Included:	8	Number of Classrooms in School:	20

Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	365	11%	7%	51%	30%	0.8%	0%	0%
Afternoon	384	10%	7%	57%	19%	4%	2%	0.8%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	74	23%	8%	46%	23%	0%	0%	0%
Tuesday PM	80	9%	8%	59%	13%	9%	0%	4%
Wednesday AM	139	9%	6%	53%	31%	0%	0%	0%
Wednesday PM	145	12%	6%	57%	19%	1%	6%	0%
Thursday AM	152	7%	7%	51%	33%	2%	0%	0%
Thursday PM	159	10%	7%	57%	23%	3%	0%	0%

Percentages may not total 100% due to rounding.

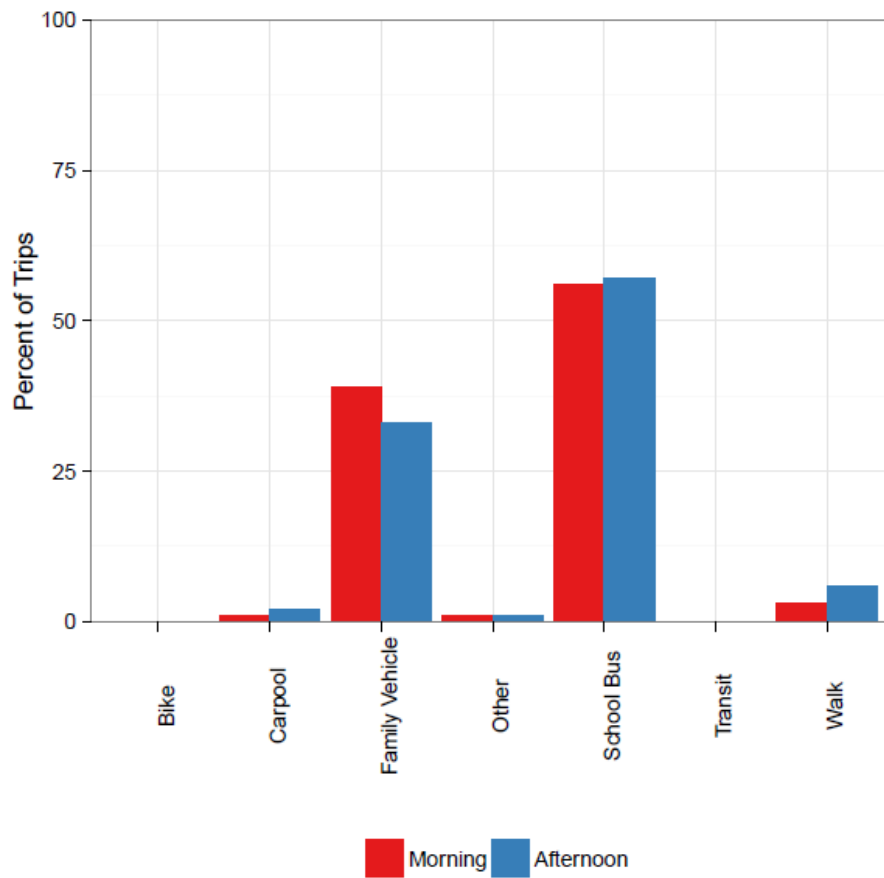
Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	515	13%	7%	54%	23%	2%	2%	0.6%
Rainy	19	5%	0%	47%	47%	0%	0%	0%
Overcast	180	7%	9%	54%	26%	4%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

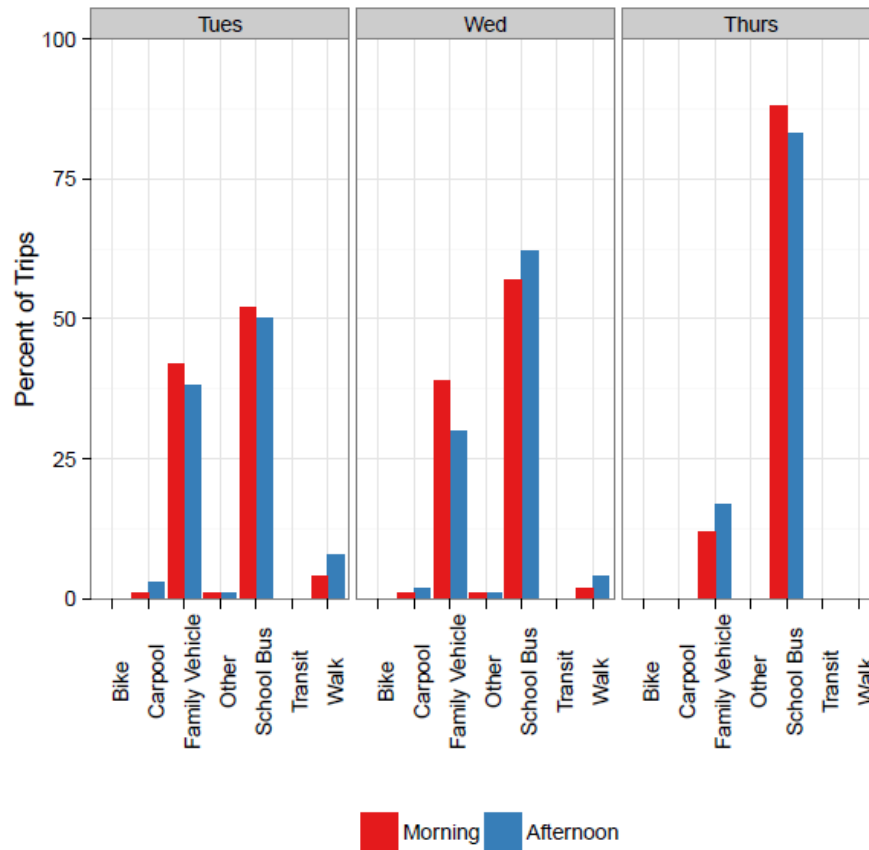
Safe Routes to Schools Middle School 2013 (T2)

Figure 1: Morning and Afternoon Travel Mode Comparison



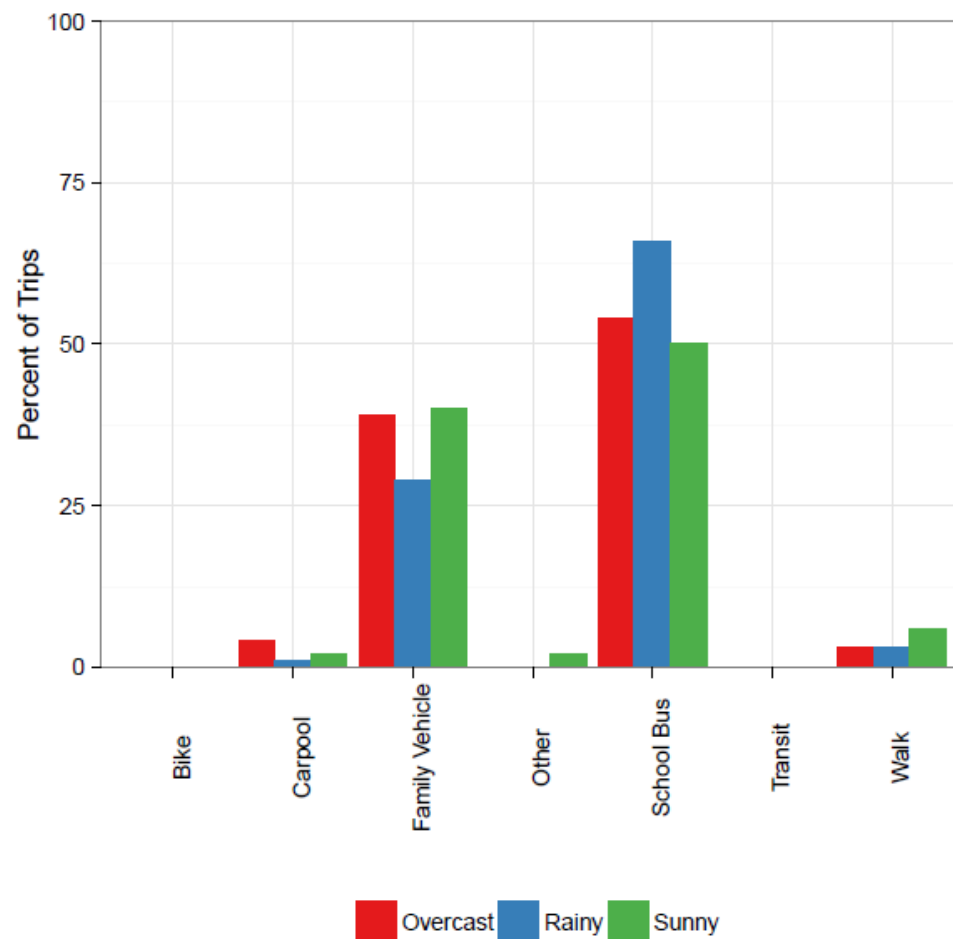
Time	Number of Trips	Bike	Carpool	Family Vehicle	Other	School Bus	Transit	Walk
Morning	1114	0	1	39	1	56	0	3
Afternoon	1148	0	2	33	1	57	0	6

Figure 2: Morning and Afternoon Travel Mode Comparison By Day



Day	Time	Number of Trips	Bike	Carpool	Family Vehicle	Other	School Bus	Transit	Walk
Tues	Morning	539	0	1	42	1	52	0	4
Tues	Afternoon	550	0	3	38	1	50	0	8
Wed	Morning	527	0	1	39	1	57	0	2
Wed	Afternoon	550	0	2	30	1	62	0	4
Thurs	Morning	48	0	0	12	0	88	0	0
Thurs	Afternoon	48	0	0	17	0	83	0	0

Figure 3: Travel Mode Comparison By Weather Conditions



Weather	Number of Trips	Bike	Carpool	Family Vehicle	Other	School Bus	Transit	Walk
Overcast	214	0	4	39	0	54	0	3
Rainy	861	0	1	29	0	66	0	3
Sunny	1091	0	2	40	2	50	0	6

Appendix D**Travel Tallies Middle School****May 2014**

Program Name:	Windom Area School	Month and Year Collected:	May 2014
School Name:	Windom Middle School	School Enrollment:	381
Number of Classrooms Included:	15	Number of Classrooms in School:	NA

Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	672	6%	3%	48%	41%	1%	0%	0.3%
Afternoon	680	8%	3%	53%	31%	3%	0%	0.4%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	314	6%	4%	46%	41%	3%	0%	0.6%
Tuesday PM	314	9%	4%	55%	28%	4%	0%	0.6%
Wednesday AM	318	7%	3%	49%	42%	0.3%	0%	0%
Wednesday PM	325	8%	3%	50%	35%	3%	0%	0.3%
Thursday AM	40	5%	3%	57%	33%	3%	0%	0%
Thursday PM	41	5%	2%	66%	24%	2%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	423	7%	4%	52%	34%	3%	0%	0.9%
Rainy	17	6%	6%	71%	12%	6%	0%	0%
Overcast	806	8%	3%	48%	38%	3%	0%	0.1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix E

Bus Stops

Windom Area Schools Bus Service

Please check below to see where your bus stop is for the 2013-2014 school year. Remember to be at your bus stop at least 10 minutes early for the first 2 weeks of school.

Bus #1

6:50/3:45 45228 CR-13
6:54/3:50 41971 CR-13
3:58 34716 410th Ave
6:57/3:08 38392 CR-13, H.L.
7:00/4:06 36662 390th Ave, Storden
7:02/4:01 35299 400th Ave
7:10/4:11 41870 CR-14
7:17/4:17 40784 400th Ave
7:26/4:25 40019 420th Ave
7:27/4:26 42214 420th Ave
7:33/4:33 40497 440th Ave
7:36/4:35 45482 CR-15
7:37/4:36 2884 CR-15
7:41/3:41 Kalash Rd & Willnor Dr
7:42/3:40 3155 Matthew Dr
7:45/3:37 2520 River Rd
7:46/3:35 River Rd & Valley Ln
7:47/3:33 Great Bend Blvd & Douglas St
7:49/3:31 1980 River Rd
7:52/3:28 Red Leaf Ct (S) & 470th Ave
7:57/3:12 Parkside Creek Apts (Leasing Office)

Bus #2

6:47/4:20 93275 CR-29/580th Ave, M.L.
6:58/4:15 90673 570th Ave, M.L.
7:00/4:03 54415 920th St, B.L.
7:03/4:21 52388 920th St.
7:04/4:22 92105 940th Ave
7:10/3:56 89601 530th Ave
/4:07 55326 930th St
7:20/4:30 93531 Hwy 71
7:24/3:53 43160 /43108 CR-26
7:26/3:49 6th St & Redding Ave
7:30/3:45 9th St & Redding Ave
7:31/3:43 668 Collins Ave
7:33/3:41 63-6th St
7:35/3:39 93-5th St (Daycare)
7:37/3:40 695 Drake Ave
7:39/3:36 637 Drake Ave (Daycare)
7:41/3:34 704 Prospect
7:42/3:32 6th St & Prospect
7:43/3:32 6th St & Quevli

Bus #3

6:50/4:15 CR-3 & Bartsch St, Delft
6:52/4:14 34328 494th Ave (Deft)
6:56/4:12 33750 490th Ave
7:00/4:10 30877 CR-2, B.L.
7:02/4:08 34153 520th Ave, B.L.
7:04/4:05 52225 350th St, B.L.
7:11/4:00 50601 365th St, B.L.
7:19/3:57 46075 490th St
7:21/3:56 40492 490th Ave
7:26/4:55 39071 490th Ave
7:29/3:50 48255 CR-28
7:29/3:49 48047 CR-28
7:30/3:49 40222 Hwy-71
7:30/3:48 40539 Hwy-71
7:32/3:46 41930 Hwy 71
7:35/3:43 41982 Hospital Dr/Hwy-71
7:38/3:40 340 19th St
7:40/3:38 2027 6th Ave
7:41/3:37 2051 6th Ave
7:45/3:33 7th Ave & 21st St
7:46/3:33 8th Ave & 20th St
7:48/3:32 1050 20th St (Daycare)
7:49/3:31 1265 20th St (Daycare)
7:51/3:29 9th Ave & 19th St
7:52/3:28 9th Ave & 18th St

Bus #4

6:45/4:20 93648 480th Ave
/4:17 93487 480th Ave
6:52/4:16 In-between 92733 & 92749
480th Ave
6:55/4:13 48671 920th St
7:02/4:09 49557 900th St
7:15/4:04 50575 895th St
7:18/4:31 92423 CR-79
7:20/3:56 93529 500th Ave
7:29/3:52 43568 507th Ave/N Shore Dr
3:54 PM 262 N Shore Dr
7:32/3:48 51246 CR-17
7:35/3:45 49882 CR-17
7:37/3:42 11-6th St/Lakeview Ave
7:39/3:44 Lakeview Ave & 10th St
7:41/3:42 1108 Lakeview Ave
7:43/3:41 Redding Ave & 11th St
7:44/3:38 11th St & Drake Ave

Bus #5

3:52 92833 470th Ave
3:54 46528 930th St
6:58/4:01 46456 900th St
7:04/4:07 46450 870th St
7:12/4:15 91686 Hwy-86, Wilder
7:18/4:21 Main St & 6th Ave, Wilder
7:20/4:23 6th Ave & Pine St, Wilder
7:25/3:57 92086 460th St, Wilder
7:32/3:41 River Bluff Dr & 6th Ave S
(South end)
7:34/3:40 6th Ave S & Cindy St
7:35/3:39 6th Ave S & River Bluff Dr
(North end)
7:36/3:38 Windom Apts, 135 6th Ave S
7:43/3:31 3rd Ave & 14th St
7:46/3:33 Langly St & 4th Ave

Bus #6

7:00/3:57 407 7th St, M.L.
7:02/3:52 3rd Ave & 8th St M.L.
7:03/3:53 3rd Ave & 10th St M.L.
7:07/4:02 703 Klien St M.L.
7:15 /4:09 41762 590th Ave, M.L.
7:22 /4:16 53469 CR-13
7:25 /4:20 52681 410th St, B.L.
7:27 /4:22 40853 CR-2, B.L.
7:30 /4:24 9th St S & 2nd St, B.L.
7:31 /4:25 9th St & 2nd Ave , B.L.
7:32 /4:26 725 2nd Ave, B.L.
7:33 /4:27 655 2nd Ave, B.L.
7:33 /4:28 615 2nd Ave, B.L.
7:40/3:39 2415 Cottonwood Lake Dr
7:41/3:40 Cottonwood Lake Dr & 24th St
7:43/3:42 2150 Cottonwood Lk Dr

Every Friday take home times will be 1 Hour Earlier Due to Early Release

NOTE: ALC students will transfer to Bus #6 in the morning at Windom High School. They will be picked up on Bus #2 in the afternoon and will transfer to their correct bus at the high school.

Appendix E

Bus Stops

Windom Area Schools Bus Service

Please check below to see where your bus stop is for the 2013-2014 school year. Remember to be at your bus stop at least 10 minutes early for the first 2 weeks of school.

Bus #6

7:00/3:57 407 7th St, M.L.
7:02/3:52 3rd Ave & 8th St M.L.
7:03/3:53 3rd Ave & 10th St M.L.
7:07/4:02 703 Klien St M.L.
7:15 /4:09 41762 590th Ave, M.L.
7:22 /4:16 53469 CR-13
7:25 /4:20 52681 410th St, B.L.
7:27 /4:22 40853 CR-2, B.L.
7:30 /4:24 9th St S & 2nd St, B.L.
7:31 /4:25 9th St & 2nd Ave, B.L.
7:32 /4:26 725 2nd Ave, B.L.
7:33 /4:27 655 2nd Ave, B.L.
7:33 /4:28 615 2nd Ave, B.L.
7:40/3:39 2415 Cottonwood Lake Dr
7:41/3:40 Cottonwood Lake Dr & 24th St
7:43/3:42 2150 Cottonwood Lk Dr

Bus #8

6:58/4:18 10th St & CR-24, H.L.
6:59/4:19 CR-24 & 13th St, H.L.
7:01/4:20 3rd Ave & 14th St, H.L.
7:02/4:21 3rd Ave & 10th St, H.L.
7:10/4:09 42457 360th Ave
7:18/3:51 42373 430th Ave
7:22/3:51 47336 Hwy 62
7:28/3:49 Hwy-62 & Olson Ave
7:30/3:48 6th St & 6th Ave
7:31/3:41 Des Moines Dr & Highland Rd
7:32/3:42 774 Des Moines Dr.
7:35/3:44 Highland Rd & Fairview Ave
7:36/3:45 Highland Rd & Verona Ave
7:37/3:46 Highland Rd & Winnie Ave
7:41/3:39 247Hwy-62/6th St
7:42/3:37 3rd Ave & 7th St
7:43/3:36 8th St & 4th Ave
3:35 9th St & 4th Ave (Library PM Only)

Bus #21

7:38/3:47 Miller & 8th St
7:39/3:46 Miller & 9th St
7:41/3:45 Miler & 10th St
7:42/3:44 Miller & 11th St
7:43/3:43 Miller & 12th ST
7:47/3:38 11th St & River Road/1053/1125 River Rd
7:48/3:37 933/957 River Rd
7:50/3:35 11th Ave & River Road
7:53/3:32 1474 River Rd
Every Friday take home times will be 1 Hour Earlier Due to Early Release

Bus #7

6:55/4:24 30614 490th Ave, Jeffers
7:00/4:20 47930 Hwy-30, Jeffers
7:08/4:14 Scott St & Deaver Ave, Jeffers
4:18 42853 Hwy-30
7:15/4:06 44970/44438 CR-3
7:16/4:00 35480 470th Ave
7:21/3:56 46381 CR-22
7:24/3:53 37143 CR-4
7:32/3:46 45908 395th St
7:45/3:37 12th St & 7th Ave
7:38/3:39 12th St & 5th Ave
7:40/3:41 12th St & 4th Ave
7:42/3:43 11th St & 4th Ave
7:43/3:44 1425 4th Ave(Day Care)
7:48/3:34 Winfair Elementary: Students Grades (4-12)

Bus #21

7:38/3:47 Miller & 8th St
7:39/3:46 Miller & 9th St
7:41/3:45 Miler & 10th St
7:42/3:44 Miller & 11th St
7:43/3:43 Miller & 12th ST
7:47/3:38 11th St & River Road/1053/1125 River Rd
7:48/3:37 933/957 River Rd
7:50/3:35 11th Ave & River Road
7:53/3:32 1474 River Rd

Every Friday take home times will be 1 Hour Earlier Due to Early Release

Note: There will be a stop at Winfair Elementary for students grades 4-12 in need of a ride to the high school at 7:48 Bus #7.

Tips for Walking Safely to School

Walking is fun, but you need to be safe while doing it. Follow these tips to make sure you get to and from school without any problems.

Walk together

Younger children should always walk with an adult. Tell your parents that walking is great exercise and a nice way to spend time together.

If your parents say that you can walk to school on your own, remember these tips:

- Walk with a friend when possible.
- Ask your parents to help you pick a safe route to school; one that avoids dangers.
- Stick to the route you picked with your parents. Don't let friends talk you into shortcuts that are more dangerous.
- When you are near the street, don't push, shove, or chase each other.
- Never hitchhike or take rides from people not arranged by your parents.
- Talk to your parents and teacher about any bullying that may happen during your walk.

Be seen

Remember, drivers may not be able to see you well. Always wear bright-colored clothes and if it is dark or hard to see, carry flashlights or wear reflective gear.

Look for traffic

Watch out for cars and trucks at every driveway and intersection on your walk to school. Look for drivers in parked cars. They may be getting ready to move.

Cross the street safely

1. Stop at the curb or edge of the street.
2. Look left, right, left and behind you and in front of you for traffic.
3. Wait until no traffic is coming and begin crossing.
4. Keep looking for traffic until you have finished crossing.
5. Walk, don't run across the street.

Obey traffic signs, signals and adult school crossing guards

For more resources and information on Safe Routes to School, please visit the National Center for Safe Routes to School Web site at www.saferoutesinfo.org.

Tips for Parents and Other Adults For Teaching Pedestrian Safety to Children

SafeRoutes

National Center for Safe Routes to School



TIP SHEET

Walking is a fun and healthy way to spend time with your children while teaching them skills that can serve them well throughout life. The walk to school is a great time to use these safety tips.

Be a walking role model

Children learn through experience. Walking with parents or another caregiver is an important way for children to practice crossing real streets and picking safe places to walk. There is no magic age when children are old enough to walk without an adult. But, as a parent, you should decide when your child has the skills and experience to deal with traffic safely without you.

As you walk with your child, remember these safety tips:

- Wear bright-colored clothes, and carry flashlights or wear reflective gear if it is dark or hard to see.
- Look for traffic at every driveway and intersection. Be aware of drivers in parked cars that may be getting ready to move.
- Obey all traffic signs and signals.
- Cross the street safely:
 1. Stop at the curb or edge of the street.
 2. Look left, right, left and behind you and in front of you for traffic.
 3. Wait until no traffic is coming and begin crossing.
 4. Keep looking for traffic until you have finished crossing.
 5. Walk, don't run across the street.



Choose the safest route to school

Select a walking route with less traffic and intersections.

- Pick places where there are sidewalks or paths separated from traffic. If there are no sidewalks or paths, walk as far from the motor vehicles as possible and, if possible, on the side of the street facing traffic.
- Limit the number of street crossings. When available, cross at a location with an adult school crossing guard.
- Avoid crossing busy or high-speed streets.

Understand your child's limitations

Children are not small adults. It will take time and practice for a child to develop the ability to deal with lots of traffic. Over time, children develop the ability to accurately judge the speed and distance of oncoming traffic. Young children may think that a car is able to stop, when in fact, it is not. Also, children may think that if they can see a driver, the driver can see them. But, children are smaller and harder for drivers to see. Get down to a child's height to experience their perspective and see what they see.

For more resources and information on Safe Routes to School, please visit the National Center for Safe Routes to School Web site at www.saferoutesinfo.org.

Safe Routes to School (SRTS)



What is SRTS?

Safe Routes to School (SRTS) helps kids walk and bicycle to school more often through infrastructure improvements, education, and promotional activities. SRTS is more than just a program; it is a comprehensive strategy to instill life-long habits that support physical activity and health.

SRTS planning grant are available from the Minnesota Department of Transportation (MN/DOT) to identify and address the unique safety concerns on and around the school and community for students (and residents) walking and biking.

The planning process starts with a thorough evaluation...

Evaluation: study the current conditions so we understand what opportunities and barriers there are.

Education: educate about the benefits of walking and bicycling, impart safety skills, create community awareness, and foster life-long habits of active living.

Encouragement: build programs and policy around encouraging an active lifestyle.

Enforcement: partner with law enforcement to target problem areas, increases awareness for pedestrians and bicyclists, and improve driver behavior through community education programs.

Engineering: create safer conditions for walking and bicycling, implement physical improvements that make it more attractive to walk and bicycle, and influence the way people behave in the street network.

Evaluation: Determines if the program is making a difference.

SRTS programs help kids get more physical activity. Children are recommended to get 60 minutes of physical activity a day. A 15-minute trip one-way helps children to meet that goal. Students Arrive ready to learn.

For more information on SRTS contact:

Drew Hage; Development Planner; SWRDC
2401 Broadway Ave; Slayton, MN 56172
drewh@swrdc.org; phone 507.836.1633
www.swrdc.org

Program Goals

- Make bicycling and walking safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the community.

Promoting an Active Lifestyle for all Residents