



APPENDICES

CITY OF FARGO

SAFE ROUTES to SCHOOL PLAN

METROCOG



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Appendix A. Study Review Committee Meeting Summaries

Study Review Committee (SRC) Meeting #1

Meeting Summary Notes

December 12, 2018, 9am-11am

Attendees:

Colin Harris, Alta Planning + Design
Sierra Saunders, Alta Planning + Design (via phone)
Wade Kline, KLJ
Bethany Brandt-Sargent, KLJ
Cindy Gray, Metro COG
Anna Pierce, Metro COG
Dan Farnsworth, Metro COG
Tyler Kirchner, Fargo Park District
Brad Redmond, West Fargo Public Schools
Aaron Nelson, City of Fargo Planning
Cailin Shovkopyas, Fargo Public Schools
Mackenzie McCormick, Fargo Public Schools
Jeremy Gorden, City of Fargo Engineering
Jason Baker, City of Fargo Engineering

Agenda Topics

Introductions

C. Harris provided an overview of the meeting agenda. D. Farnsworth provided some background on the purpose of the update, noting the current plan for Fargo Safe Routes is nearly 10 years old. This plan update is a good opportunity to review existing conditions, evaluate current policies, and provide SRTS programs and projects for the many new schools. J. Gorden noted the opportunity to look at new technologies for pedestrian safety. A. Pierce discussed a need for developing more school specific plans and programs. D. Farnsworth noted that Fargo Planning is also concerned about school siting issues, which may emerge as part of this plan update.

Review Plan Objectives

C. Harris indicated there were a series of objectives for the plan update: identify existing routes; priorities and strategies, develop specific mapping; and prepare a final plan. A. Nelson wants to make sure we have clearly defined objectives early in the process, so that we can evaluate progress moving forward. A. Nelson also noted that supporting biking and walking to school is important, and was wondering if this would be integrated into the planning process. D. Farnsworth noted there are several benefits to biking and walking to school and those need to be integrated. C. Harris noted that message regarding the benefits of walking and biking and that it will be a key part of the planning process.

A. Pierce summarized her understanding of the project's objectives and shared with the SRC for review.

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Review Project Work Plan and Schedule

C. Harris walked through the schedule for the SRTS effort. M. McCormick asked whether there would be coordination with the schools during the site visits. C. Harris responded there will be a lot of coordination going into the site visits. A. Pierce added that by March, mobilization will start regarding the site visits and field inventory.

Public outreach efforts were summarized by C. Harris, which include the SRC, Public Input, and Stakeholder Coordination. The committee then discussed additions to the SRC, including private schools. The committee agreed to include representation from Catholic Schools (JP2), Oak Grove Lutheran, and Grace Lutheran. A. Pierce said she would reach out to the private schools to see what level of involvement they'd like to have in the SRC and project moving forward. W. Kline added that some of the smaller private schools are not drawing attendance from adjacent neighborhoods, so their students walking and biking to school would be different than those at the neighborhood schools.

T. Kirchner asked if student location relative to the school site would be analyzed. C. Harris said that was part of the process of looking at the dynamics of each school.

M. McCormick suggested advertising the study in the school newsletter, the Journey, which is distributed through the district every two weeks. She also suggested coordinating with the communication offices at both school districts. A. Pierce said she would create a write-up for the staff and the parents to be integrated into the school newsletter in January and again in March.

T. Kirchner asked whether future traffic conditions are considered. D. Farnsworth noted that model would be available and that NDDOT is completing traffic counts. T. Kirchner also suggested looking at conditions and use of adjacent park areas adjacent to the schools that students may be using as routes to school.

The SRC suggested integrating local and school goals into the prioritization process. A. Nelson suggested early definition of objectives, to support later stages of project prioritization. The SRC also recommended moving the next SRC meeting to March, keep the June and consolidate the third and fourth meeting accordingly. This would allow the SRC to review materials prior to stakeholder engagement and field reviews.

Identify Challenges and Opportunities

The SRC discussed the challenges in engaging people outside of the school. C. Gray suggested connecting to the neighborhood associations to help engage groups who are not directly connected to the schools currently, but may have many observations of biking and walking barriers in the community. A. Nelson said he had contact information for the core neighborhoods in Fargo. W. Kline suggested including the school board liaisons in communications for the outreach and coordination. B. Brandt suggested using NextDoor to push information, which would require police department coordination. Multiple members of the SRC agreed Fargo PD should be engaged in this study and recommended Jessica Schindeldecker would be their first contact for a potential committee member. A. Pierce said she would reach out to Jessica Schindeldecker for involvement in the SRC moving forward.

Confirm Data Needs and Sources

C. Harris shared the data request memo, which includes data specific to entities. A. Pierce told the SRC to submit data to her by December 31, 2018 and she will upload and share with Alta and KLJ.

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Project Management and Communication

C. Harris summarized the project team. He would be the primary point of contact for the Alta Team, but that other members may be reaching out as part of the analysis and outreach. A. Pierce said she'd be the primary contact for the SRC for Metro COG.

Study Review Committee (SRC) Meeting #2

Meeting Summary Notes

February 28, 2019, 1pm-3pm

Notes

- It was brought up by Tyler K (Fargo Parks) that it would be nice to see conditional criteria for future development associated with schools added to the plan.
- Multiple people requested that some inventory and analysis occur related to crime reports. This is in reference to reviewing and analyzing Real v. Perceived threats. To be discussed further.
- Check that the private schools data is included in the existing conditions maps. Refer to their folder on the FTP site.
- Comments made on the FTP site for the existing conditions maps
- Feedback on the maps from the SRC is due on Friday, March 8th by 5pm.
- Contact information from the SRC is due on Friday, March 8th by 5pm.
- West Fargo Public Schools additional information request (MetroCOG to follow up)
- Fargo Public Schools additional information request (MetroCOG to follow up)
- School newsletter publishing schedule – TBD, just pass on the information we want to be sent out to the representatives on the SRC for each of the schools/districts and they will pull together a write-up that is sent out with their e-newsletters.
 - Should always be short and concise and contain a WHY
- Meeting locations – discuss this further
 - Best approach will be PTA meetings for all the public schools (Fargo and West Fargo)
 - No need to do an Oak Grove Schools meeting – just provide them information as to when/where the Fargo/WF school meetings are and parents/students can attend those
 - JPII – come into Sullivan Middle School during a student council time during the school day to get student input; no need for a parent focused input meeting
- It's important to make sure to follow-up on this project...maybe consider setting up an informational table at the "BACK TO SCHOOL NIGHT" in the fall...– discuss this further
- Establish a login for Safe Routes to School surveys – discuss this further
 - Would a Fargo Public Schools login make sense and a West Fargo Public Schools login or just one for the entire City of Fargo?
- Administrator Survey needs to be drafted and reviewed by Metro COG staff prior to sending the information to Fargo Public Schools (see next bullet point).
- Fargo Public Schools needs to gain approval at the Elementary and Middle School All-Principal meetings prior to us contacting any of the principals. The dates are as follows:
 - Elementary School All-Principal Meeting = Thursday, 3/7
 - Middle School All-Principal Meeting = Thursday, 3/21

Study Review Committee (SRC) Meeting #3

Meeting Summary Notes

July 17, 2019, 1:00 pm – 3:00 pm

Attendees:

Anna Pierce, Metro COG
Dan Farnsworth, Metro COG
Tyler Kirchner, Fargo Park District
Brad Redmond, West Fargo Public Schools
Cailin Shovkoplyas, Fargo Public Schools
Mackenzie McCormick, Fargo Public Schools
Jeremy Gorden, City of Fargo Engineering
Brent Wolf, Oak Grove Lutheran School
Maegin Elshaug, City of Fargo Planning
Kevin Pallas, Fargo Police
Colin Harris, Alta Planning + Design
Wade Kline, KLJ
Dave Wiosna, KLJ

Agenda Topics

Review of Project Goals

Metro COG staff provided an overview and review of the Plan Objectives (as outcomes) and discussed how those Objectives will relate to Methods and Deliverables for the planning process. The SRC had no questions about the Objectives as presented. It was pointed out these will assist in framing more of the policy and potential programming components of the eventual plan.

Public Input Review / Updates

Wade provided an overview of the public outreach that took place in late April and early May. Open houses were held at all four of the middle schools in the study area. Each middle school session also included a small group forum with the students and student leadership groups. The timing of the open houses was done in conjunction with the field work and ongoing parent surveys and travel tallies. Wade noted that while turn out at the meetings themselves was low, the participation among other mediums was good. There was a tremendous footprint on social media and traditional media.

Colin provided a generalized overview of the travel tallies and parents surveys. A total 500 classroom tallies were returned. There were a total of 1400 surveys completed. Colin provided an overview of the modal responses from the tallies. Colin indicated that the initial data review did correlate between modal results for the hand tallies and the parent surveys. Colin noted this data is important to understanding existing travel patterns, as well as barriers identified for various mode choice.

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Summary of Field Investigations / School Observations

Colin provided an overview of the field observation process deployed by the project team. Colin noted that resources were used from Alta, KLJ, and Metro COG staff over a four-week period. From a city-wide perspective, issues that tended to stand out were inconsistencies in crosswalk markings, older and outdated bike parking facilities, as well as variability in the speed zone applications. Jeremy Gorden noted that the new standard for crosswalks is the zebra-style crosswalks, and they are being implemented throughout the City. He also noted that the variability in the presence of flashing crosswalk signs may be due to power availability.

Challenges and Circulation Maps

Wade provided an overview of the Challenges and Circulation maps that are currently in development. The starting point for these was based on both existing conditions mapping and field observations. Wade indicated that for each school a range of Challenges have been identified and mapped. This includes a summary of circulation patterns for buses, personal vehicles and students. Colin and Wade provided general discussion of challenges identified at the sites.

The group discussed in detail example challenges identified at Lincoln Elementary, Independence Elementary and Discovery Middle School. Wade noted that even though many challenges were identified, there are also many existing infrastructure assets in place to support biking and walking. The SRC has an opportunity to review all existing conditions mapping and challenges/circulation maps and tables by July 31. A follow-up email will be sent to SRC members with additional guidance on how to complete the comments, as well as how to access the maps and tables.

Project Prioritization Exercise

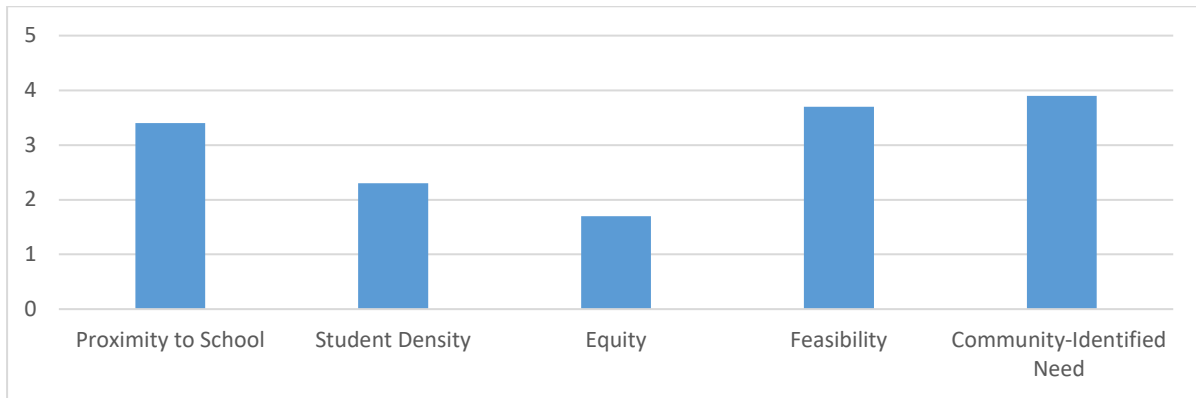
Colin stressed that a key component of this planning process will result in to the identification of projects and programs to improve safe walking and biking to schools in the study area. To assist, Colin led the group through an effort to assist with prioritizing projects. Step 1 involved scoring (distributing 15 sticker dots across) a series of five factors related to prioritizing projects: proximity to school; student density; equity; feasibility; and community-identified need. Step 2 involved ranking factors regarding safety, including: roadway geometry; documented vehicle speeds; existing traffic volumes; documented crashes; and gaps in infrastructure (1 = highest, 5 = lowest).

The SRC shared its preferences with the group. The initial results¹ indicated:

Step 1 (Prioritizing Projects): Community-Identified Needs, Feasibility, and Proximity to School received the greatest number of sticker dots. It was noted by multiple SRC members that community-identified needs should rank high because the immediate community is most familiar with the schools' surroundings and are very aware of the challenges that exist. Average sticker distribution is shown on the following page.

¹ Not including input from four SRC members who were not present at the meeting.

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Step 2 (Ranking Safety-Related Factors): Gaps in Infrastructure, Existing Traffic Volumes, and Existing Roadway Geometry ranked the highest. Average rankings are shown below (1 = highest, 5 = lowest).

Factor	Avg. Ranking
Gaps in Infrastructure	2
Existing Traffic Volumes	2.8
Existing Roadway Geometry	3.1
Documented Vehicle Speeds	3.5
Documented Crashes	3.6

Multiple SRC members noted that filling gaps in existing infrastructure would be an important step to take to improve safety for walking and biking. Several SRC members were split on ranking “Documented Crashes” high and low. Some people mentioned that documented crashes should rank the highest because it shows where there have been actual collisions. Others mentioned that many crashes or near-misses go undocumented; the “Documented Crashes” factor doesn’t consistently show where there are safety concerns across the city. Rather, using a combination of the other factors—such as vehicle speeds and roadway geometry—can show where there is a likelihood of a future crash.

Next Steps and Timeline

Colin, Wade, and Metro COG staff shared proposed next steps and anticipated planning timeline.

- **Late July:** Review Circulation & Challenges Maps / Tables and Existing Conditions Maps
- **August – September:** Draft Project Recommendations and Priorities (school-specific and city-wide); will be shared with the SRC for review prior to the next SRC meeting
- **September:** Draft SRTS Route Maps; Draft Criteria for School Site Assessment; Draft SRTS Funding Opportunities; Draft Document Template
- **Late September:** SRC Meeting #4
- **October – November:** SRTS Plan Development
- **December:** Final Plan

Study Review Committee (SRC) Meeting #4

Meeting Summary Notes

October 10, 2019, 1:00 pm – 4:00 pm

Attendees:

Anna Pierce, Metro COG
Dan Farnsworth, Metro COG
Tyler Kirchner, Fargo Park District
Cailin Shovkopyas, Fargo Public Schools
Mackenzie McCormick, Fargo Public Schools
Jeremy Gorden, City of Fargo Engineering
Maegin Elshaug, City of Fargo Planning
Aaron Nelson, City of Fargo Planning
Kevin Pallas, Fargo Police
Colin Harris, Alta Planning + Design
Sierra Saunders, Alta Planning + Design

Agenda Topics

Review of Project Goals

Metro COG staff provided an overview and review of the Plan Objectives (as outcomes) and discussed how those Objectives relate to Methods and Deliverables for the planning process.

School Project Recommendations and Prioritization

Alta provided an overview of examples of general SRTS infrastructure that can make walking and biking safer and more comfortable for students and families; several examples of best practice intersection improvements and bike/ped facilities were shared.

After, the group discussed an overview of the draft school recommendations and school area / citywide prioritization (see SRTS Prioritization Discussion one-page attachment). Notes from the discussion are below:

- City has installed RRFBs on multilane roadways, but have updated since then to be on smaller street cross-sections
- Some general confusion about how HAWK operates in Fargo; Jeremy suggested referencing a Utah retrofit that includes a green signal, or use a half-signal instead (city has some older half signals in place)
- City has been replacing signals/cabinets across the city - should have ability for Leading Pedestrian Interval (LPI); none currently are installed
- Decision making on raised crosswalk
 - Have done 3-5 installations in last few years
 - Not a big challenge to install or maintain on lower volume streets
 - City has come up with appropriate dimensions/grades for the city context

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- City prioritization and district prioritization
 - For city focus - highlight all high priority project locations within the city
 - Jeremy – likes the proposed priority structure of: “Do Now; Do When; Do If”; will be helpful to use the structure and then will be able to integrate that with city project planning going forward
 - In addition to school-based matrices, SRC supports having all recommendations in one spreadsheet for sorting and future tracking - MetroCOG will do post-processing to tag different treatments types; School Districts can use it too while applying for grants
 - Interest from the SRC in coloring school-based recommendation areas based on priority; colors will be labeled clearly on the maps (e.g., red = high, orange = medium, blue = low)
 - Other notes
 - Deer Creek is within City of Fargo - should be led by City of Fargo, not City of West Fargo
 - Discovery - check M in table vs. map
 - Consider adding Fargo Parks to potential leads on recommendations
 - SRC to provide comments by 10/18 - Anna to send email to full SRC

Alta also shared Rapid Implementation Opportunities/Ideas using Demonstration Projects. MnDOT is developing a demonstration project implementation guide for the development of short-term, low-cost, temporary roadway projects to promote and advance walking and biking / SRTS. The guide should be available later this fall; it was discussed that this should be included as a resource in the document. The SRC expressed interest in using demonstration projects for SRTS implementation and evaluation in Fargo.

Funding Opportunities Discussion

Alta provided initial ideas for competitive grant programs and other funding/implementation strategies for discussion (see funding matrix / one-page attachment). The group discussed other funding sources that exist locally, as well as funding strategies that could be prioritized/institutionalized. Notes from the discussion are below:

- City Funding
 - The city is interested in formalizing dedicated funding for bike/ped (not currently formally set aside)
 - Has applied for HSIP and TA funding before
 - Other funding opportunities may include policy at subdivisions and developer dedications for trails
- District Funding
 - Has applied for TA grant in the past for SRTS
 - Programs (non-infrastructure) have generally been easier to fund (e.g. Federal Title IV funds, Safe & Healthy Schools)
 - Has used Blue Cross and Blue Shield fiscal wellness funds
 - Districts can provide lists of additional funding sources they have worked with in the past; Alta to follow up with District SRC members regarding this
- Other partners

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- Interest in having this section of the plan show general categories of partners (e.g., health foundations); however, not to specifically mention companies (for example: don't state Sanford; instead, state health institutions)
- Blue Cross Blue Shield of North Dakota Caring Foundation has done work with schools
- FM Area Foundation is a potential resource

SRTS Philosophy and Local Policy Incorporation Discussion

Alta provided general considerations for school siting, campus design, and transportation (see SRTS Philosophy & Local Policy Incorporation one-page attachment). Notes from the discussion are below:

- Fargo Public Schools
 - When selecting school sites, currently the District looks far ahead at available land
 - Currently there are no acreage requirements; however, elementary schools are typically smaller than high schools
 - There is a facilities committee that reviews decisions on future school locations and the campus designs; communication with the City during the beginning phases of these discussions are minimal
 - Campus design is typically done by architects hired by the District
 - Design is typically focused on site circulation, with considerations first given to motor vehicle parking and circulation; pedestrian and bicycle circulation is a secondary priority
 - YHR Partners typically does all school design located in West Fargo Public School District
 - There is a District Wellness Policy that includes Safe Routes to School and making it safer and easier for students to walk and bike to school
- City of Fargo
 - 2007 Growth Plan shows the Neighborhood Concept for schools and parks; however, there is an opportunity for more communication between District implementation and City policy around this concept
 - Fargo Comprehensive Plan Go2030 - show/reference this plan as policy foundation with the 2007 Growth Plan
 - City currently doing a diagnostic study of the Fargo Land Development Code (LDC) - this is an opportunity to influence land development code.
 - Platting and Zoning permitting - opportunity to enhance checklist to emphasize sidewalk connectivity; however, the city can't influence what happens on private property (in this case, District property)
- School siting and campus design guidance development
 - When continuing to develop this section of the SRTS Plan, suggested that it includes examples of current schools in Fargo (e.g. Hawthorne vs. Centennial) to show siting and design characteristics
 - Suggested to include a guiding principle that there is access from all (or most) sides of the building (e.g., at least three sides touch roadways/sidewalks, which could include a park); this rule is meant to stray from school locations designed like Centennial or Kennedy
 - Suggested that there be two guidance documents/matrices:

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1. Siting Guidance for overall location - checklist for the school board
 2. Campus Design Guidance for overall site design - checklist for an architect / landscape architect / engineer
- Include potential solutions for improving the city process of connecting to the neighborhood (e.g., a list of school bike/ped infrastructure that should be installed before the school opens)
 - Suggested that this guidance development include members of the SRC (e.g., City of Fargo Traffic Engineer, Fargo Public Schools Safety Coordinator, etc.) as resources for future communication around the planning and implementation of schools
 - Snow removal/maintenance - interest in a coordinated maintenance policy between City, Parks, School District, etc. There are some bike trails/bridges that don't get touched. Interested in general recommendations for agencies to coordinate. Especially coordinating on crosswalks/intersections within 'X' distance of school. Fargo Public Schools takes care of some removal and contracts some out; however, there is some confusion about who is responsible for what and in what timeframe.
 - Potential for philosophy/policy recommendation for ongoing (quarterly?) City/MetroCOG/District SRTS Committee.

Draft Programs Discussion

Alta provided background on the 6 Es of SRTS planning, which include the non-engineering Es of Education, Enforcement, Encouragement, and Evaluation (all with an overarching Equity "E"). Alta provided several suggestions for programs to be implemented across the city and within the school districts and discussed with the SRC. Notes from the discussion are below:

- With the program recommendations, include reasons why; include descriptions of which programs are more focused on health/wellness vs. safety
- Remote drop/walk - consider starting with PTO-led/private vehicle, will likely need parent consent
- School safety patrol - used to have one, but stopped due to liability concerns. Currently have some adults supporting crossings on campus.
- Classroom activities/training - Cailin has looked into it at the District. Could use Title IV funds to implement because it supports student wellness. Could start something this year. Law enforcement has Safety Town as summer activity.
- Walk and Bike to School Day - Lincoln and Longfellow PTAs both participated in Walk to School Day in fall 2019
- Bike Rodeos - Safety Town has been implemented in summer
- Traffic Garden - Could there be bikes available to borrow? Lots of interest in this idea.
- Bike Fleet - Moorhead has bike fleet; Fargo doesn't. Consider pursuing funding via public health.

Draft Plan Organization / School Chapter Example Discussion

Alta shared the overall draft plan organization/outline (see attachment). Also, as an example, Alta shared a draft printed school section (Longfellow) for discussion. Notes from the discussion are below:

- SRC supported the overall draft plan organization

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- As currently formatted, the school section has a combination of 8½"x11" and 11"x17" pages. There is interest in whether the pages could all be letter size or all be 11"x17"
- Consider 11"x17" landscape orientation for the full document
- Next step: lay out example Longfellow section as 11"x17" and circulate for feedback/decision

Next Steps and Timeline

Alta and Metro COG staff shared proposed next steps and anticipated planning timeline.

- **October – November:** SRTS Plan Development
- **Mid-late November:** SRTS Draft Plan Review
- **December:** Final Plan and Presentations

Appendix B. School Administrator Surveys

The following pages are summaries of a survey given to school administrators in Fargo. The survey asks staff about policies and programs at their school related to walking and biking to school, as well as the built environment surrounding their school.

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, March 23, 2019 2:17:06 PM
Last Modified: Saturday, March 23, 2019 2:20:52 PM
Time Spent: 00:03:46
IP Address: 140.186.157.77

Page 1

Q1 What school do you work for?

Eagles Fargo Public Schools

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **No**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **Yes**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **Yes**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **No**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>Yes, policy addresses needs and safety of students walking and biking, and it is communicated to parents via school's communications channels (e.g., school website, email, flyers, etc.)</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes , in some areas</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Acceptable (some (25-50%) cracked, buckled or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Some obstacles, but enough room for two people walking side-by-side</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>Yes, and school promotes awareness of route to students and parents (such as via signage or the school website)</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at all crossings</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>No</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school?

We are very concerned with the dismissal and parents lack of safety when going in and out of the school zone.

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, March 28, 2019 3:49:51 PM
Last Modified: Thursday, March 28, 2019 3:54:57 PM
Time Spent: 00:05:06
IP Address: 165.234.101.4

Page 1

Q1 What school do you work for?

Independence Elementary

Q2 How does your school or district wellness policy address walking and biking? **Walking and biking are not addressed**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **No**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **No**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking? **Yes, policy addresses needs and safety of students walking and biking, but it is not communicated to parents**

Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present. **All speed limits 25 mph or less**

Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present? **Yes**

Q14 Do the streets in your school zone have sidewalks/paths? **Yes, present throughout with no gaps**

Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)? **Yes , in some areas**

Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay). **Good (few (<25%) cracked, buckled, or missing sections)**

Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone? **Few or no obstacles**

Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths? **No**

Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24. **No**

Q20 Are marked crosswalks present in your school zone? **Yes, at some crossings (or within designated route)**

Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists? **No**

Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone? **Yes, at some crossings (or within designated route)**

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone?

Yes, at some crossings (or within designated route)

Q24 Is student school patrol present within the school zone?

No

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school?

Respondent skipped this question

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 01, 2019 5:44:03 PM
Last Modified: Monday, April 01, 2019 5:48:23 PM
Time Spent: 00:04:19
IP Address: 165.234.101.24

Page 1

Q1 What school do you work for?

Ben Franklin Middle School

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **Yes**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **No**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes , in some areas</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at all crossings</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at all crossings</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>No</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 08, 2019 5:25:04 PM
Last Modified: Monday, April 08, 2019 5:28:49 PM
Time Spent: 00:03:44
IP Address: 165.234.101.26

Page 1

Q1 What school do you work for?

Lewis and Clark Elementary

Q2 How does your school or district wellness policy address walking and biking? **Walking and biking are not addressed**

Q3 How does your school or district transportation policy address walking and biking? **Walking and biking are not addressed**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **No**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **No**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking? **No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety**

Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present. **All speed limits 25 mph or less**

Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present? **Yes**

Q14 Do the streets in your school zone have sidewalks/paths? **Yes, present throughout with no gaps**

Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)? **Yes , in some areas**

Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay). **Acceptable (some (25-50%) cracked, buckled or missing sections)**

Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone? **Few or no obstacles**

Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths? **No**

Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24. **No**

Q20 Are marked crosswalks present in your school zone? **No**

Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists? **Yes, at some crossings (or within designated route)**

Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone? **No**

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school?

The pick up area is a city street. This poses parking issues. (double parking)

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 10, 2019 8:53:01 AM
Last Modified: Wednesday, April 10, 2019 8:56:36 AM
Time Spent: 00:03:35
IP Address: 76.10.117.2

Page 1

Q1 What school do you work for?

Holy Spirit Elementary

Q2 How does your school or district wellness policy address walking and biking? **Walking and biking are not addressed**

Q3 How does your school or district transportation policy address walking and biking? **Walking and biking are not addressed**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **No**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **No**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **No**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes, all trails and sidewalks</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at all crossings</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at all crossings</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>Not applicable</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 10, 2019 9:13:13 AM
Last Modified: Wednesday, April 10, 2019 9:17:52 AM
Time Spent: 00:04:38
IP Address: 76.10.117.2

Page 1

Q1 What school do you work for?

Nativity Elementary

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **No**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **No**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **1-2**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤ 30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, but gaps are present (including missing sidewalk on one side of street)</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes, all trails and sidewalks</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Acceptable (some (25-50%) cracked, buckled or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at all crossings</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>No</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 10, 2019 9:28:55 AM
Last Modified: Wednesday, April 10, 2019 9:51:28 AM
Time Spent: 00:22:33
IP Address: 76.10.117.2

Page 1

Q1 What school do you work for?

Trinity Elementary School

Q2 How does your school or district wellness policy address walking and biking? **Walking and biking are not addressed**

Q3 How does your school or district transportation policy address walking and biking? **Walking and biking are not addressed**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **Not applicable**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **Not applicable**

Q7 Does your school participate in walking and biking skills and safety training? **Not applicable**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **1-2**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **No bicycle parking on site**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>Yes, policy addresses needs and safety of students walking and biking, and it is communicated to parents via school's communications channels (e.g., school website, email, flyers, etc.)</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>Not applicable</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>No</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, but gaps are present (including missing sidewalk on one side of street)</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>No</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>No</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>No</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>No</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone?

Yes, at some crossings (or within designated route)

Q24 Is student school patrol present within the school zone?

No

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school?

Our school is a private school that does not have boundaries. We have open enrollment so we serve students from all over, not neighborhood schools.

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 11, 2019 10:13:51 AM
Last Modified: Thursday, April 11, 2019 10:19:58 AM
Time Spent: 00:06:06
IP Address: 165.234.101.25

Page 1

Q1 What school do you work for?

Kennedy Elementary

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **No**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **Yes**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **1-2**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, but gaps are present (including missing sidewalk on one side of street)</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes, all trails and sidewalks</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>Yes, but gaps are present</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone?

Yes, at some crossings (or within designated route)

Q24 Is student school patrol present within the school zone?

No

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school?

Concerned about school crossings at 52nd and the speed limit to allow students to cross.

Better signal system on 42nd and 44th. Traffic does not yield to pedestrians. Parents and students report this to school frequently. Have asked Fargo Police to be more visible during start and end times when available, which they do.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 22, 2019 9:28:06 AM
Last Modified: Monday, April 22, 2019 9:57:32 AM
Time Spent: 00:29:25
IP Address: 165.234.101.26

Page 1

Q1 What school do you work for?

McKinley

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **Yes**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **No**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, greater than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Not applicable</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes , in some areas</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at all crossings</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>No</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 24, 2019 8:15:28 AM
Last Modified: Wednesday, April 24, 2019 8:19:20 AM
Time Spent: 00:03:51
IP Address: 165.234.101.27

Page 1

Q1 What school do you work for?

Clara Barton Hawthorne

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **No**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **Yes**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes, all trails and sidewalks</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at all crossings</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>No</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, May 20, 2019 11:15:46 PM
Last Modified: Monday, May 20, 2019 11:22:11 PM
Time Spent: 00:06:25
IP Address: 66.87.142.35

Page 1

Q1 What school do you work for?

Washington

Q2 How does your school or district wellness policy address walking and biking? **Not applicable**

Q3 How does your school or district transportation policy address walking and biking? **Walking and biking are not addressed**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **Not applicable**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **No**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **1-2**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, but gaps are present (including missing sidewalk on one side of street)</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes , in some areas</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school?

No

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 21, 2019 5:41:22 AM
Last Modified: Tuesday, May 21, 2019 5:44:11 AM
Time Spent: 00:02:48
IP Address: 165.234.101.23

Page 1

Q1 What school do you work for?

Longfellow

Q2 How does your school or district wellness policy address walking and biking? **Walking and biking are not addressed**

Q3 How does your school or district transportation policy address walking and biking? **Walking and biking are not addressed**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **No**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **Yes**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **1-2**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **No**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes, all trails and sidewalks</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>Yes, present throughout with nogaps</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at all crossings</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>No</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 21, 2019 6:42:31 AM
Last Modified: Tuesday, May 21, 2019 6:45:22 AM
Time Spent: 00:02:50
IP Address: 165.234.101.30

Page 1

Q1 What school do you work for?

Discovery Middle School

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **No**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **Not applicable**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?

Not applicable

Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.

All speed limits 25 mph or less

Q13 Are there signs in your school zone that lower the speed limit to ≤ 30 mph when students are present?

Yes

Q14 Do the streets in your school zone have sidewalks/paths?

Yes, present throughout with no gaps

Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?

Yes , in some areas

Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).

Respondent skipped this question

Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?

Few or no obstacles

Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?

Yes, present throughout with nogaps

Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.

Not applicable

Q20 Are marked crosswalks present in your school zone?

Yes, at some crossings (or within designated route)

Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?

Yes, at some crossings (or within designated route)

Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?

Yes, at some crossings (or within designated route)

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 21, 2019 6:54:10 AM
Last Modified: Tuesday, May 21, 2019 6:58:03 AM
Time Spent: 00:03:52
IP Address: 165.234.101.30

Page 1

Q1 What school do you work for?

Centennial Elementary

Q2 How does your school or district wellness policy address walking and biking? **Walking and biking are not addressed**

Q3 How does your school or district transportation policy address walking and biking? **Walking and biking are not addressed**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **No**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **No**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes, all trails and sidewalks</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Acceptable (some (25-50%) cracked, buckled or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>Yes, but it is not promoted</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at all crossings</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at all crossings</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone?

Yes, at some crossings (or within designated route)

Q24 Is student school patrol present within the school zone?

No

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school?

None

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 21, 2019 7:58:36 AM
Last Modified: Tuesday, May 21, 2019 8:04:43 AM
Time Spent: 00:06:06
IP Address: 165.234.101.28

Page 1

Q1 What school do you work for?

Carl Ben Eielson Middle School

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **Yes**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **Yes**

Q7 Does your school participate in walking and biking skills and safety training? **Not applicable**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>Yes, policy addresses needs and safety of students walking and biking, and it is communicated to parents via school's communications channels (e.g., school website, email, flyers, etc.)</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes, all trails and sidewalks</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>Yes, but gaps are present</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>Not applicable</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at all crossings</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 21, 2019 9:04:43 AM
Last Modified: Tuesday, May 21, 2019 9:09:18 AM
Time Spent: 00:04:34
IP Address: 174.217.18.177

Page 1

Q1 What school do you work for?

Ed Clapp

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **Yes**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **Yes**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>All speed limits 25 mph or less</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes, all trails and sidewalks</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Good (few (<25%) cracked, buckled, or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>No</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 22, 2019 11:51:35 AM
Last Modified: Wednesday, May 22, 2019 11:58:28 AM
Time Spent: 00:06:53
IP Address: 165.234.101.11

Page 1

Q1 What school do you work for?

Willow Park Elementary

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **Not applicable**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **No**

Q7 Does your school participate in walking and biking skills and safety training? **No**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building? **Yes, less than 100 feet from an arrival and dismissal door**

<p>Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?</p>	<p>Yes, policy addresses needs and safety of students walking and biking, and it is communicated to parents via school's communications channels (e.g., school website, email, flyers, etc.)</p>
<p>Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.</p>	<p>Combination of 30 mph and 35 mph</p>
<p>Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?</p>	<p>Yes</p>
<p>Q14 Do the streets in your school zone have sidewalks/paths?</p>	<p>Yes, present throughout with no gaps</p>
<p>Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?</p>	<p>Yes , in some areas</p>
<p>Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).</p>	<p>Acceptable (some (25-50%) cracked, buckled or missing sections)</p>
<p>Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?</p>	<p>Few or no obstacles</p>
<p>Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?</p>	<p>Yes, but gaps are present</p>
<p>Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.</p>	<p>No</p>
<p>Q20 Are marked crosswalks present in your school zone?</p>	<p>Yes, at some crossings (or within designated route)</p>
<p>Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?</p>	<p>No</p>
<p>Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone?</p>	<p>No</p>

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school?

There is a clear lack of sidewalks and bike paths to our school. We are new school, but infrastructure hasn't changed much since we opened our doors in August. Parents also complain about lighting at crosswalks.

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 29, 2019 7:49:50 AM
Last Modified: Wednesday, May 29, 2019 7:52:43 AM
Time Spent: 00:02:52
IP Address: 165.234.101.26

Page 1

Q1 What school do you work for?

Jefferson

Q2 How does your school or district wellness policy address walking and biking? **Promotes walking and biking**

Q3 How does your school or district transportation policy address walking and biking? **Promotes walking and biking**

Q4 Does your school or district collaborate with local law enforcement to enforce speed limits or other traffic laws in the school zone? **Yes**

Q5 Does your school or district have a plan for evaluating Safe Routes to School efforts? **Not applicable**

Q6 Does your school have or participate in walking and biking events or programs such as Walk to School Day or Walking School Buses? **Yes**

Q7 Does your school participate in walking and biking skills and safety training? **Not applicable**

Q8 How many designated and separated points of entry (e.g., sidewalk, trail, or intersection connection) onto the school property are accessible to walkers or bikers? **3 or more**

Q9 Is the bus loading/unloading area separated from parent pick-up and drop-off? **Yes**

Q10 Is there bicycle parking near an entry to the school building?	Yes, less than 100 feet from an arrival and dismissal door
Q11 Does your school have a written arrival and dismissal policy that addresses the needs and safety of students walking and biking, such as providing staggered dismissal times or separated physical arrival/dismissal spaces for students walking and biking?	No policy or limited policy that acknowledges students walking and biking but does not address their unique needs and safety
Q12 What speed limits are posted within your school zone? Do not include signs that lower speed limits only when students are present.	All speed limits 25 mph or less
Q13 Are there signs in your school zone that lower the speed limit to ≤30 mph when students are present?	No
Q14 Do the streets in your school zone have sidewalks/paths?	Yes, present throughout with no gaps
Q15 Are sidewalks and trails in your school zone maintained in safe condition in winter (e.g., cleared of snow and ice to allow students walking and biking to safely navigate them)?	Yes, all trails and sidewalks
Q16 What is the condition of the sidewalks in your school zone? (Best guesses are okay).	Good (few (<25%) cracked, buckled, or missing sections)
Q17 How clear of obstacles (garbage bins, signs, utility poles, overgrown plants, trees, etc.) are the sidewalks in your school zone?	Few or no obstacles
Q18 Do the streets in your school zone have dedicated bicycle lanes, trails, and/or off street paths?	No
Q19 Does your school have a designated walking route in the school zone? *If yes, consider that route while answering questions 20-24.	Yes, but it is not promoted
Q20 Are marked crosswalks present in your school zone?	Yes, at all crossings
Q21 Do intersections have adequate lighting to allow pedestrians to be seen by motorists?	Yes, at all crossings

Q22 Are pedestrian crossing signals or “countdown” pedestrian crossing signals present at traffic signals in your school zone? **No**

Q23 Are adult crossing guards with safety vests and STOP paddles or flags present within the school zone? **No**

Q24 Is student school patrol present within the school zone? **No**

Q25 Is there any additional information related to the bicycle and pedestrian safety or movement surrounding your school that we should know prior to visiting your school? **Respondent skipped this question**

Appendix C. Student Travel Tally Results

The following pages are summaries of a hand tally of student transportation behavior. In the spring of 2019, students at schools in Fargo were asked how they traveled to and from school on a number of midweek school days. These reports are a direct export from the National Safe Routes to School Data Collection System, which processed the tallies and generated this report.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Agassiz School

Set ID: 28820

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

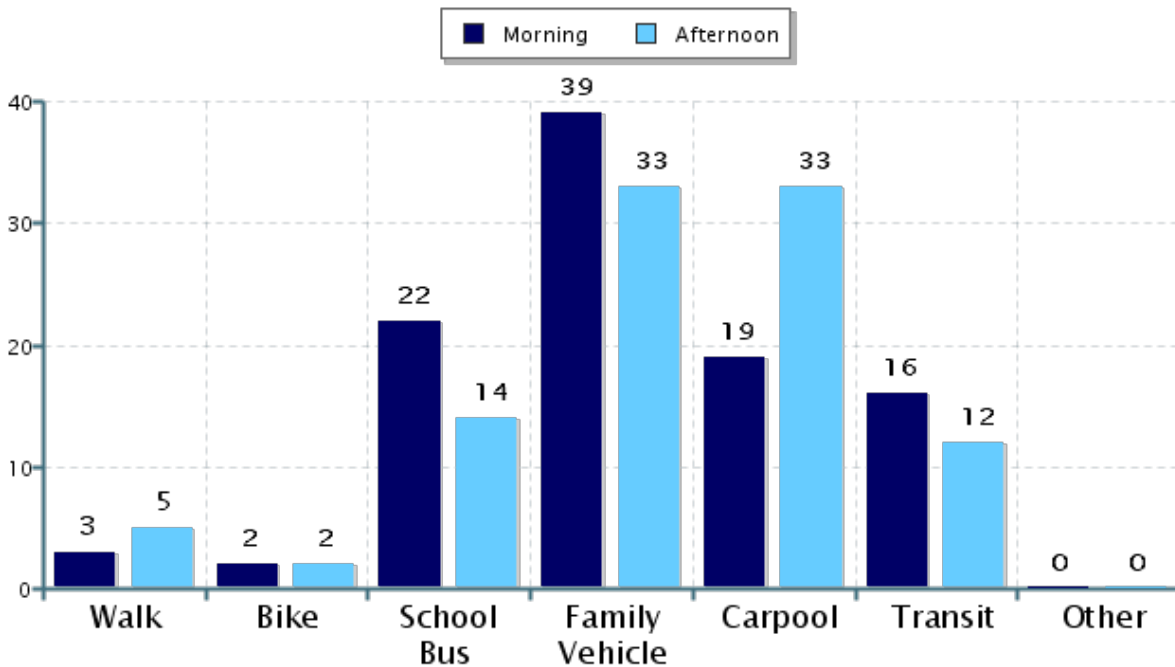
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 5

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



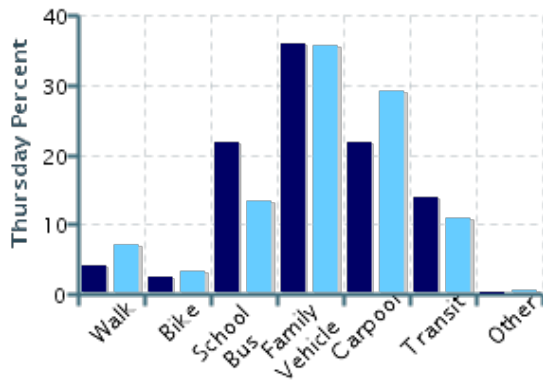
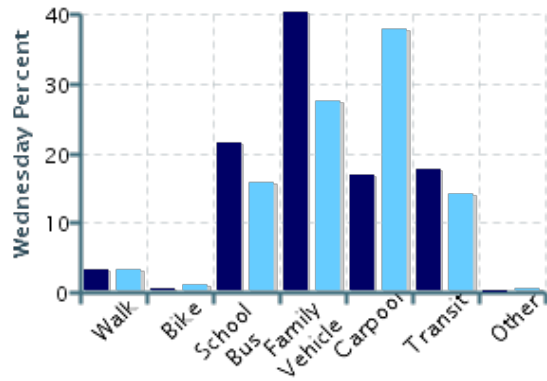
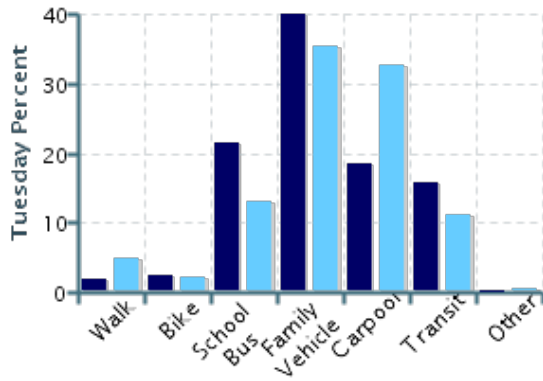
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	620	3%	2%	22%	39%	19%	16%	0%
Afternoon	618	5%	2%	14%	33%	33%	12%	0.5%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

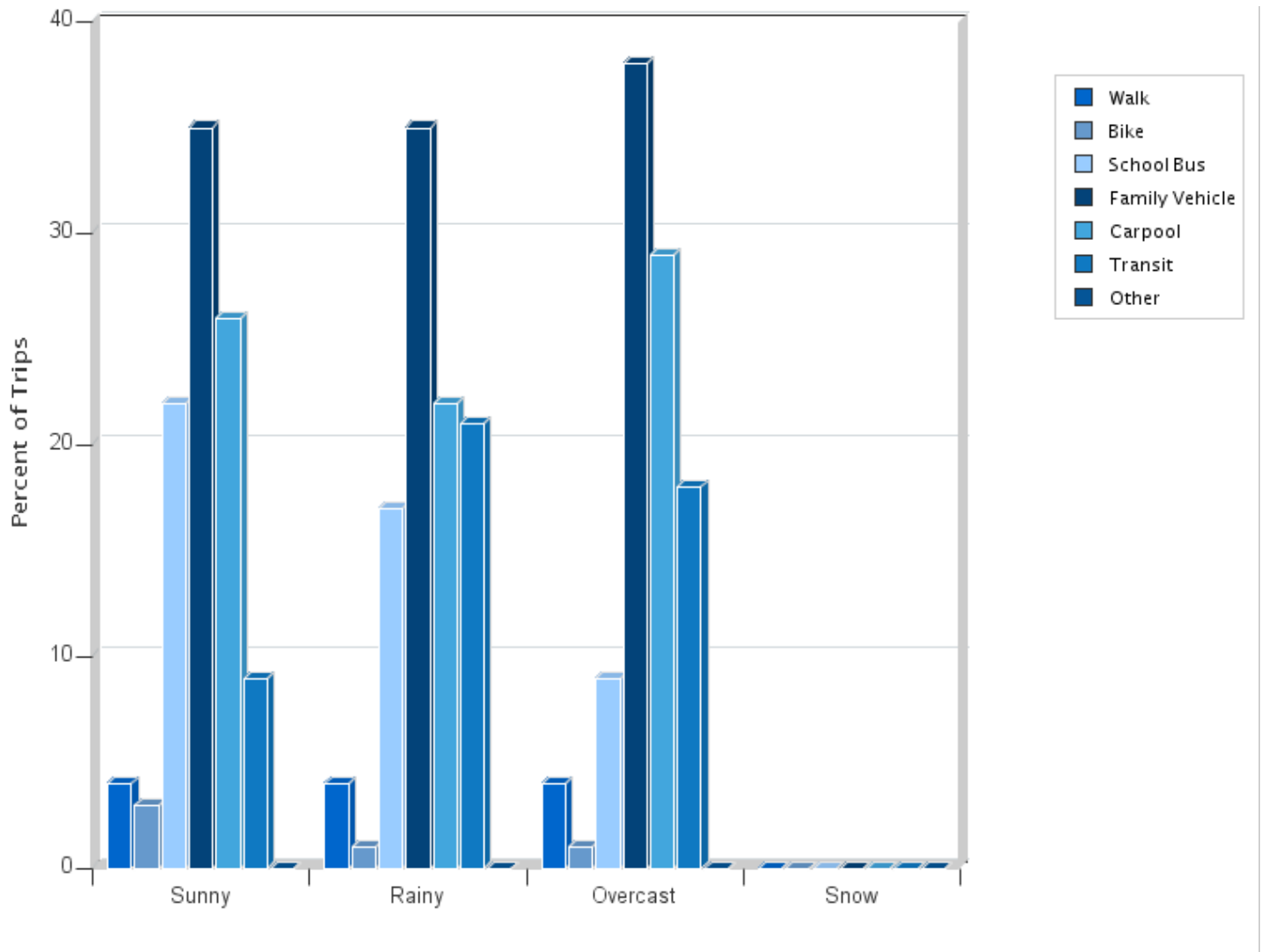


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	210	2%	2%	21%	40%	19%	16%	0%
Tuesday PM	223	5%	2%	13%	35%	33%	11%	0.4%
Wednesday AM	209	3%	0.5%	22%	40%	17%	18%	0%
Wednesday PM	185	3%	1%	16%	28%	38%	14%	0.5%
Thursday AM	201	4%	2%	22%	36%	22%	14%	0%
Thursday PM	210	7%	3%	13%	36%	29%	11%	0.5%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	658	4%	3%	22%	35%	26%	9%	0.3%
Rainy	266	4%	0.8%	17%	35%	22%	21%	0%
Overcast	314	4%	1.0%	9%	38%	29%	18%	0.3%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Ben Franklin Middle School

Set ID: 28821

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 817

Date Report Generated: 09/17/2019

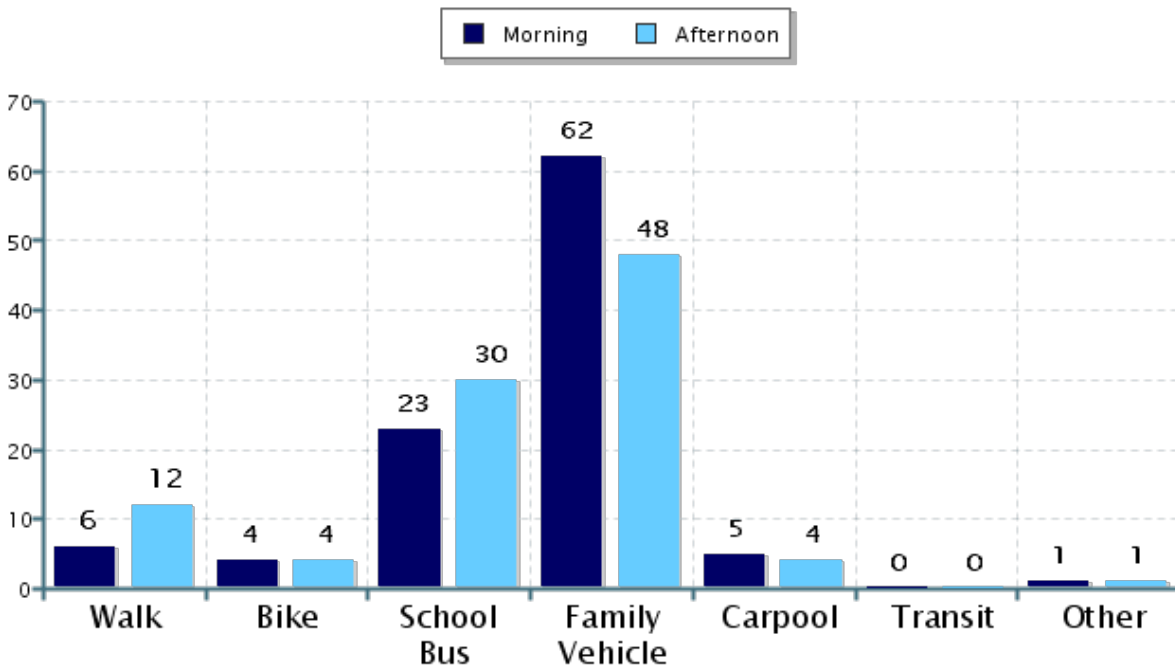
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 21

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



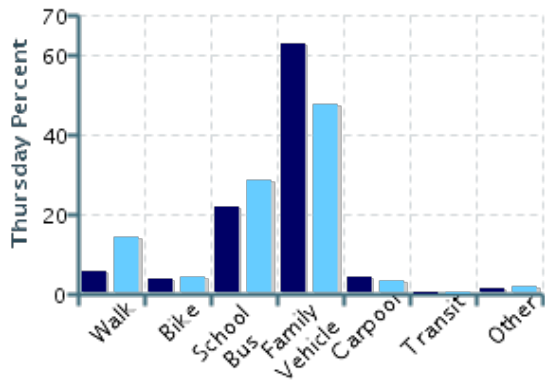
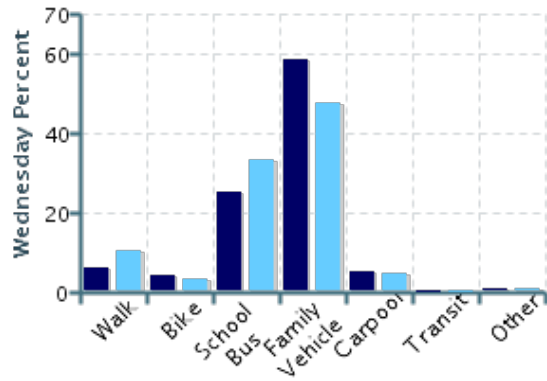
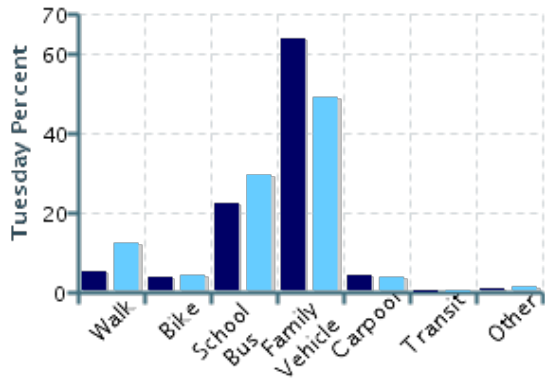
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1285	6%	4%	23%	62%	5%	0%	0.9%
Afternoon	1235	12%	4%	30%	48%	4%	0%	1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

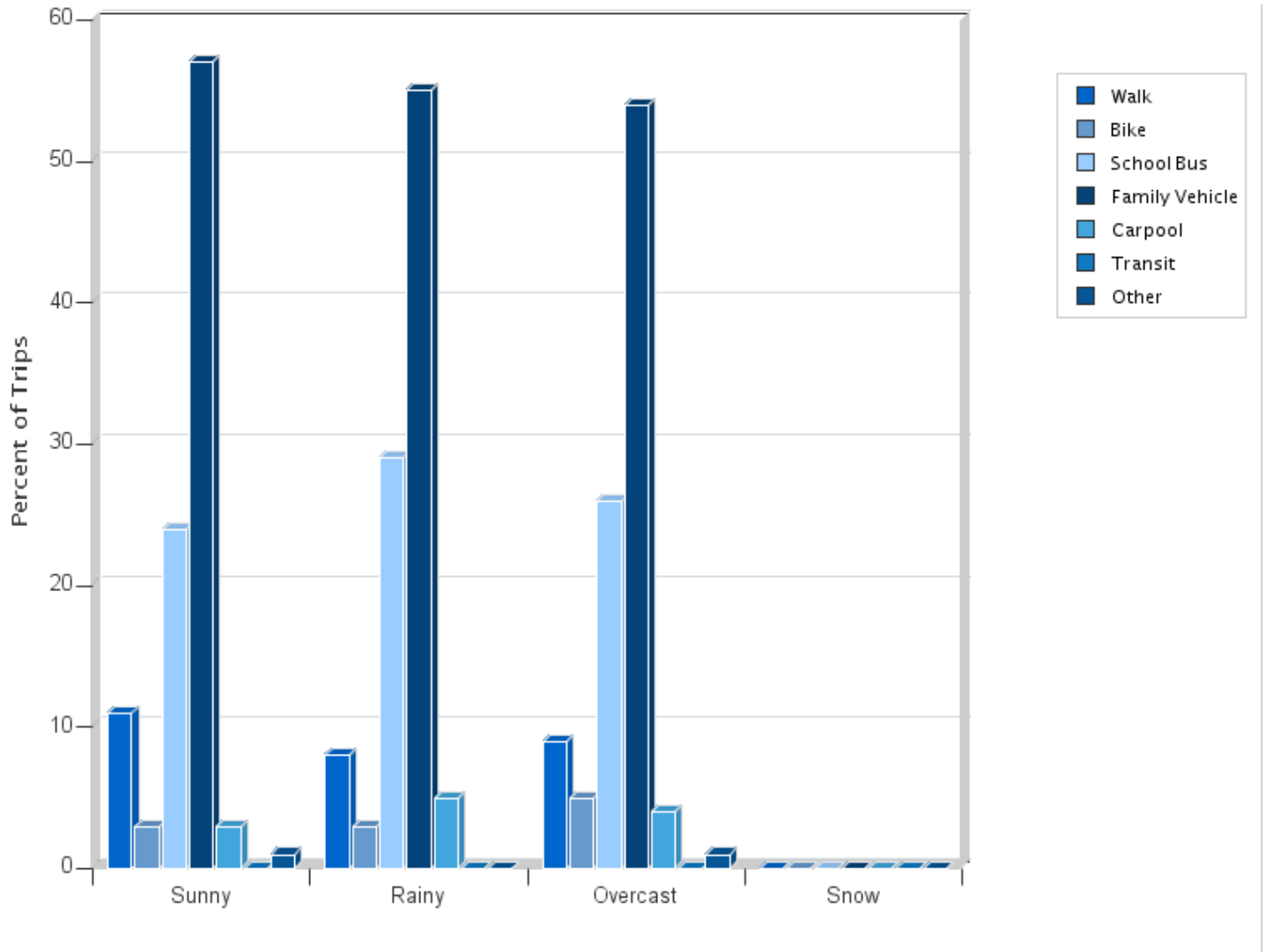


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	414	5%	4%	22%	64%	4%	0%	1.0%
Tuesday PM	402	12%	4%	29%	49%	4%	0%	1%
Wednesday AM	433	6%	4%	25%	59%	5%	0%	0.5%
Wednesday PM	417	11%	3%	33%	48%	5%	0%	0.5%
Thursday AM	438	6%	4%	22%	63%	4%	0%	1%
Thursday PM	416	14%	4%	29%	48%	3%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	524	11%	3%	24%	57%	3%	0%	1%
Rainy	491	8%	3%	29%	55%	5%	0%	0%
Overcast	1381	9%	5%	26%	54%	4%	0%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Centennial Elementary School

Set ID: 28824

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 550

Date Report Generated: 09/17/2019

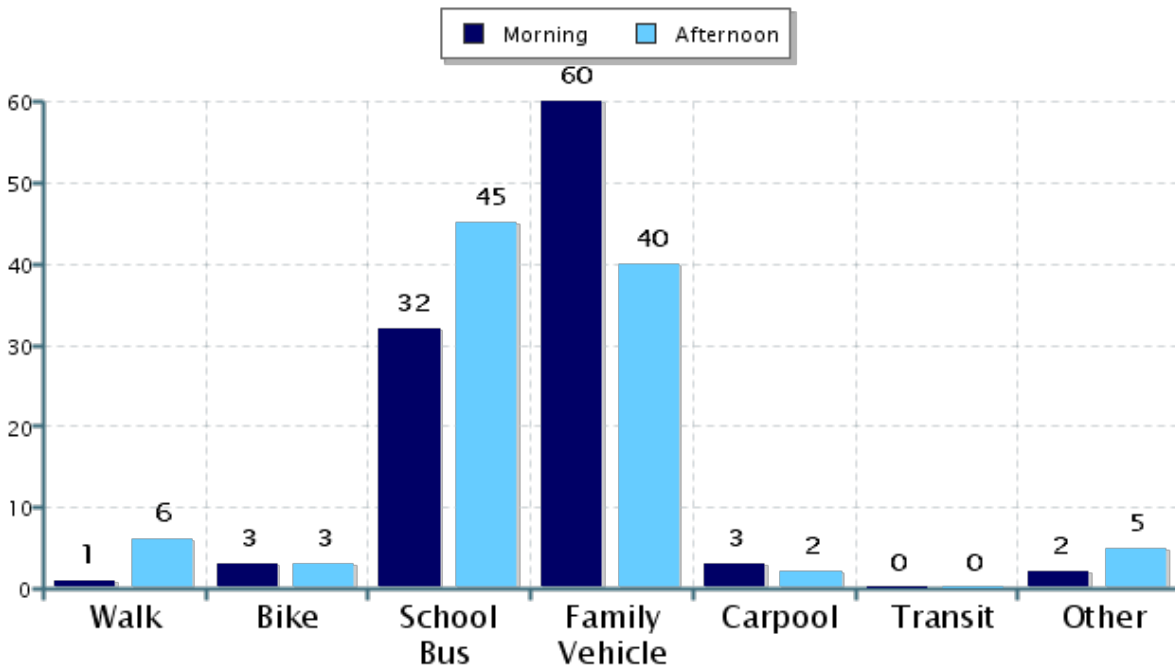
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 27

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



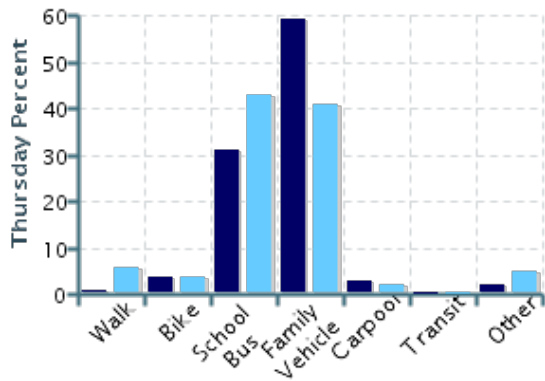
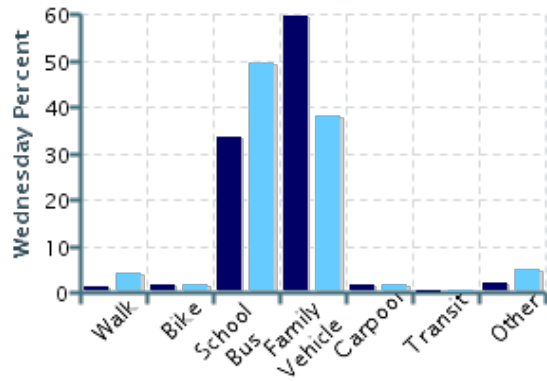
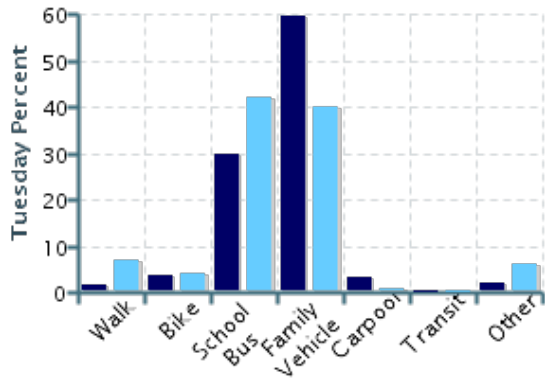
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1622	1%	3%	32%	60%	3%	0%	2%
Afternoon	1622	6%	3%	45%	40%	2%	0%	5%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

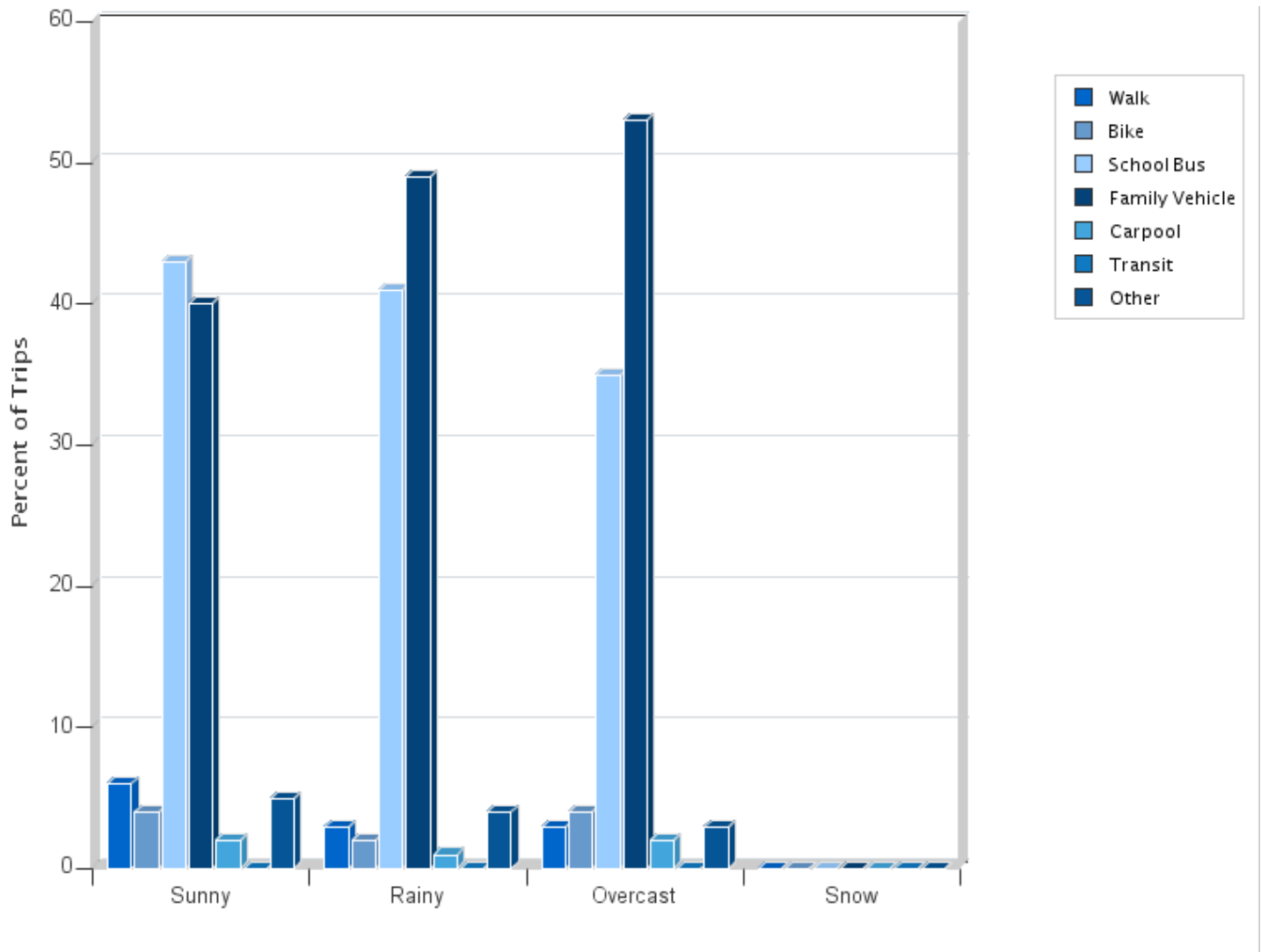


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	544	1%	4%	30%	60%	3%	0%	2%
Tuesday PM	540	7%	4%	42%	40%	0.9%	0%	6%
Wednesday AM	539	1%	2%	34%	60%	1%	0%	2%
Wednesday PM	538	4%	2%	49%	38%	2%	0%	5%
Thursday AM	539	0.9%	4%	31%	59%	3%	0%	2%
Thursday PM	544	6%	4%	43%	41%	2%	0%	5%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	510	6%	4%	43%	40%	2%	0%	5%
Rainy	1002	3%	2%	41%	49%	1%	0%	4%
Overcast	1732	3%	4%	35%	53%	2%	0%	3%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Clara Barton Elementary School

Set ID: 28819

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 187

Date Report Generated: 09/17/2019

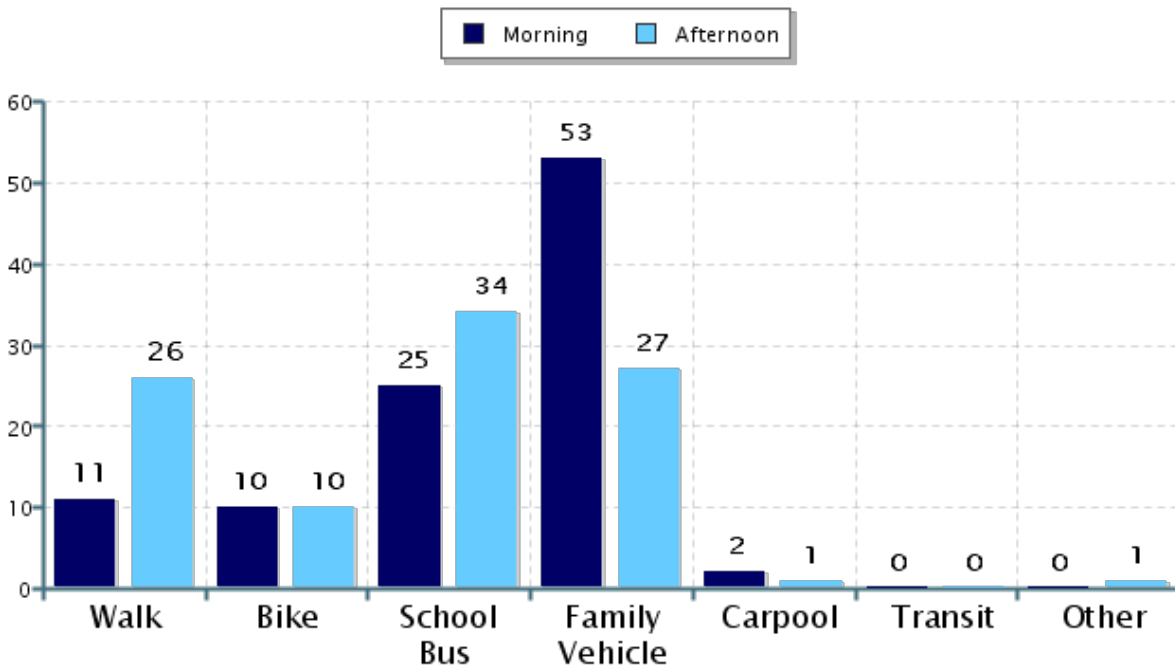
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 10

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



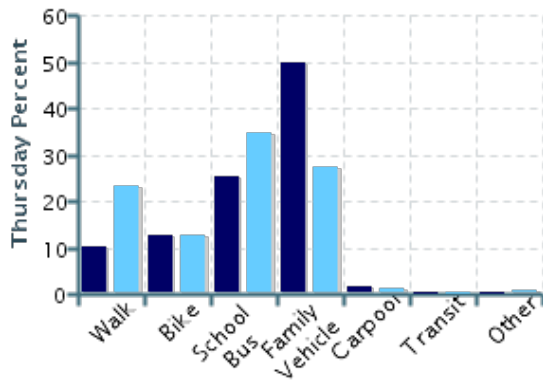
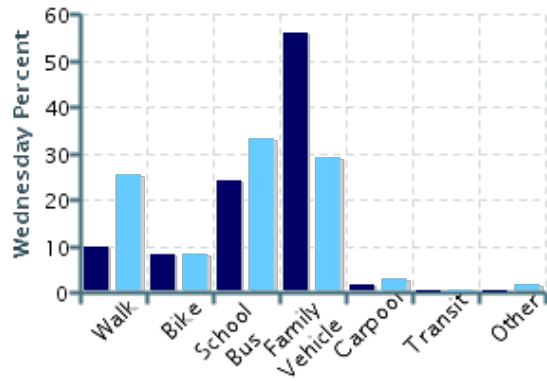
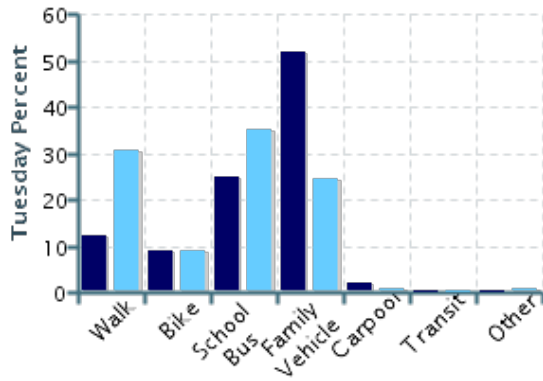
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	535	11%	10%	25%	53%	2%	0%	0%
Afternoon	534	26%	10%	34%	27%	1%	0%	0.9%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

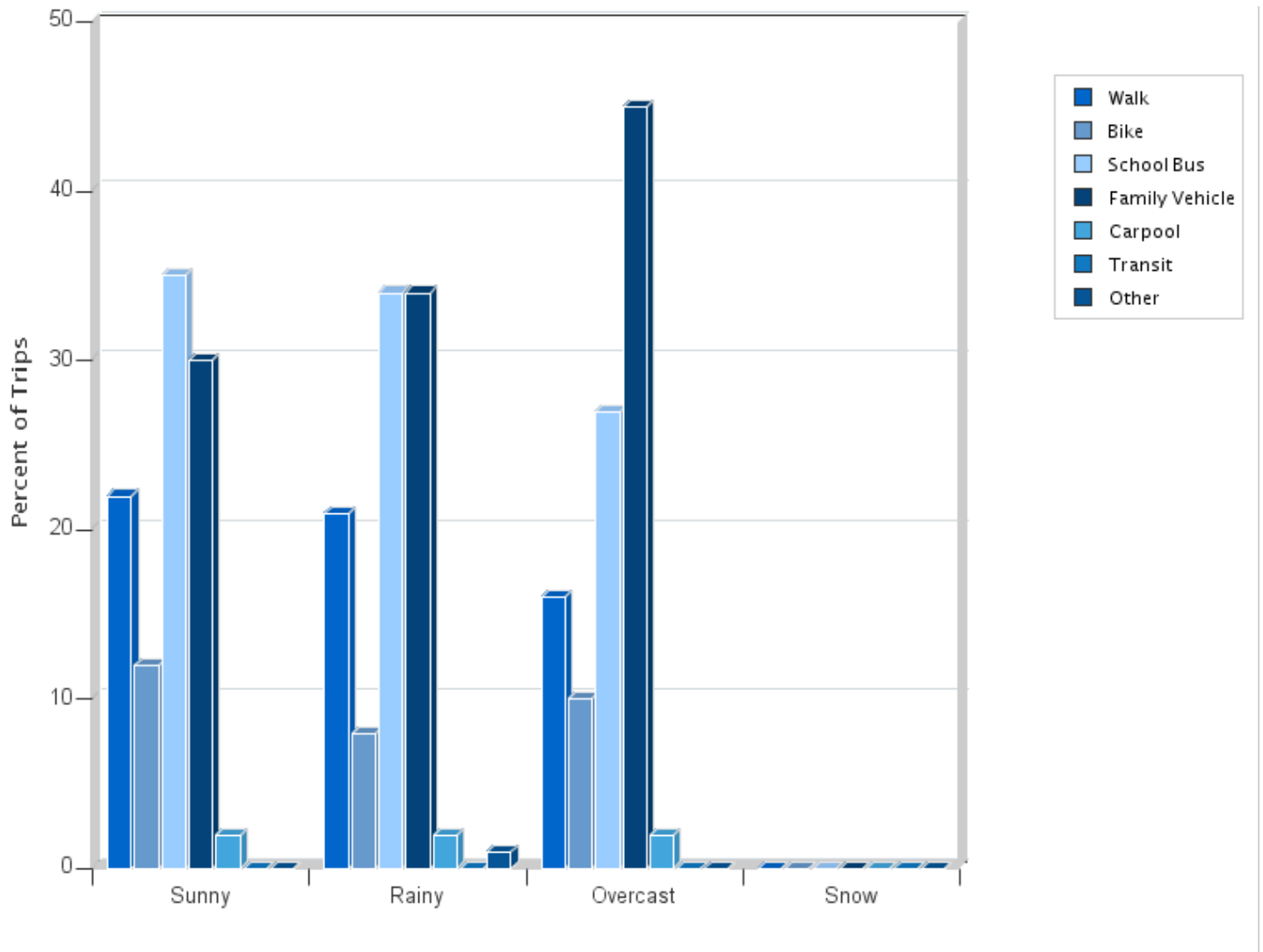


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	180	12%	9%	25%	52%	2%	0%	0%
Tuesday PM	180	31%	9%	35%	24%	0.6%	0%	0.6%
Wednesday AM	182	10%	8%	24%	56%	2%	0%	0%
Wednesday PM	182	25%	8%	33%	29%	3%	0%	2%
Thursday AM	173	10%	13%	25%	50%	2%	0%	0%
Thursday PM	172	23%	13%	35%	27%	1%	0%	0.6%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	124	22%	12%	35%	30%	2%	0%	0%
Rainy	273	21%	8%	34%	34%	2%	0%	1%
Overcast	623	16%	10%	27%	45%	2%	0%	0.3%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Eagles Elementary School

Set ID: 28826

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 304

Date Report Generated: 09/17/2019

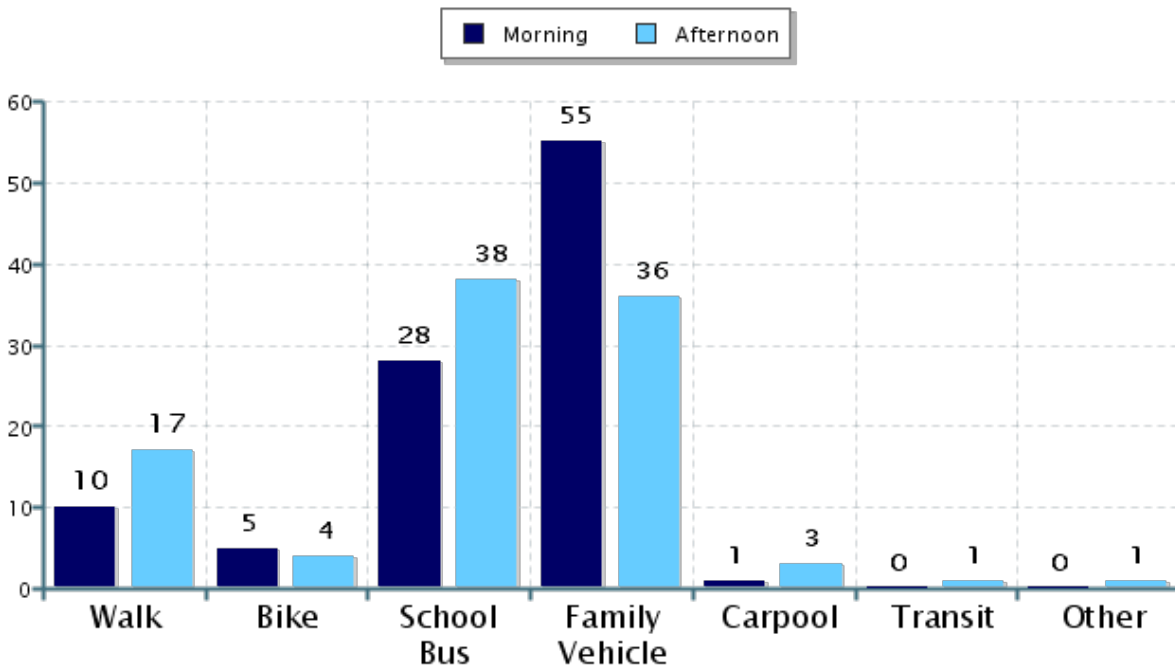
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 17

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



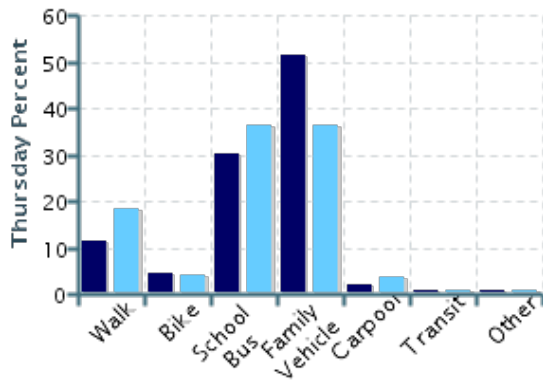
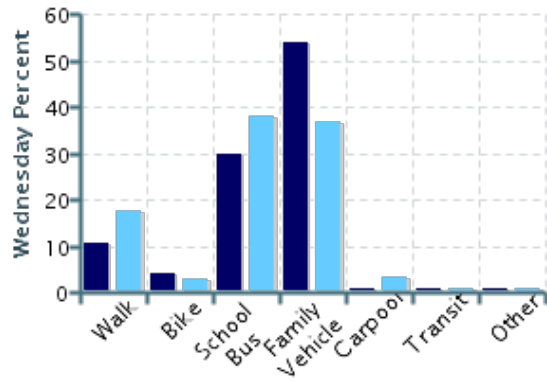
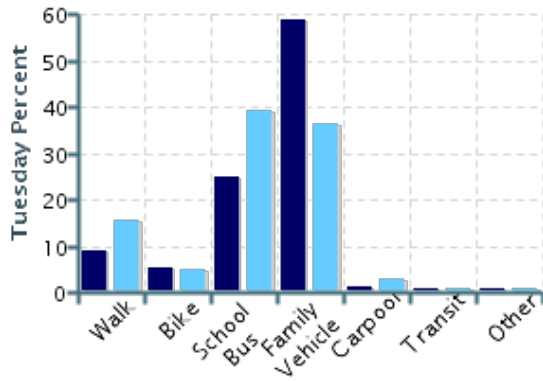
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	917	10%	5%	28%	55%	1%	0.3%	0.4%
Afternoon	910	17%	4%	38%	36%	3%	0.8%	0.7%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

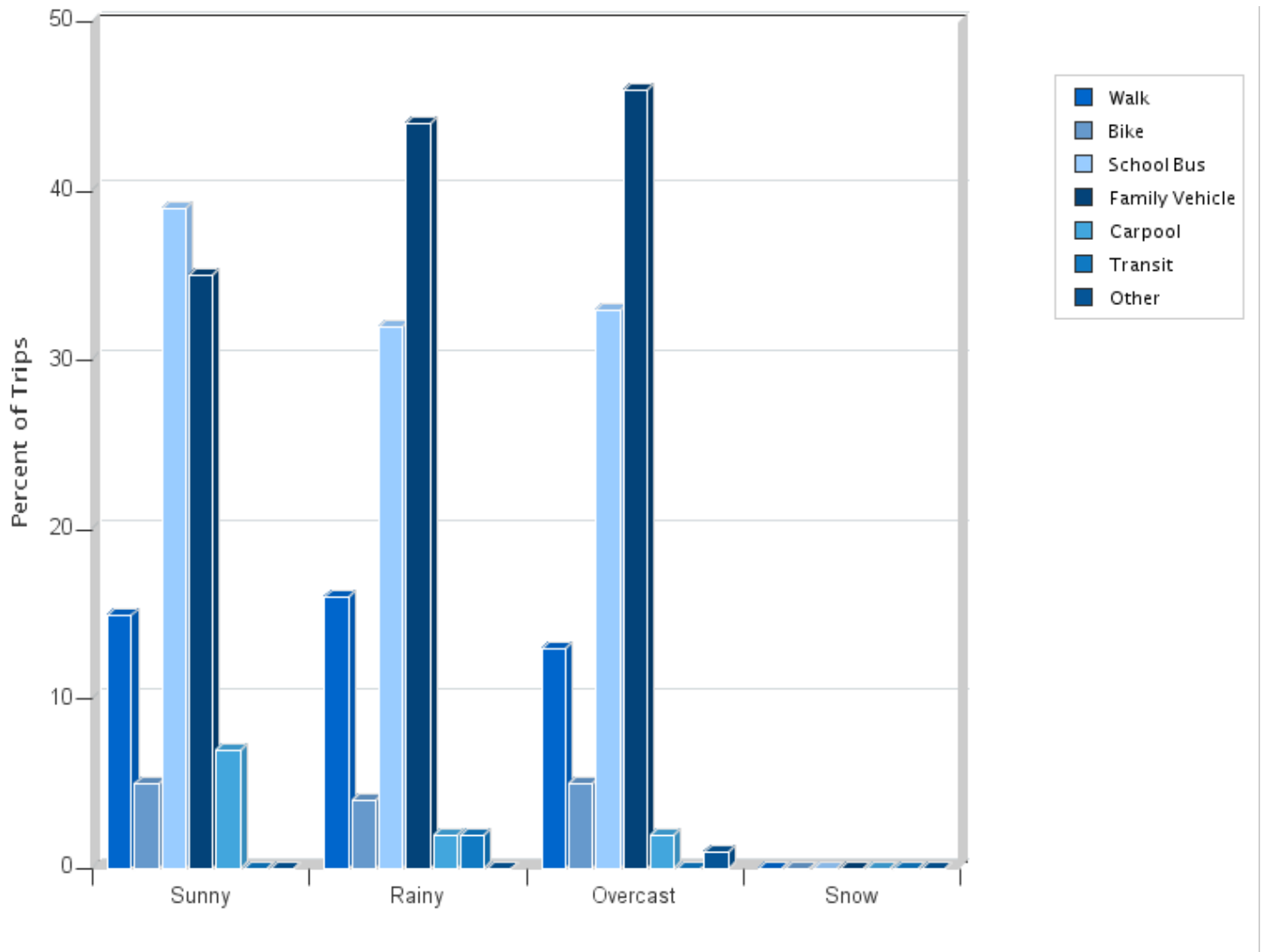


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	309	9%	5%	25%	59%	1%	0.3%	0.6%
Tuesday PM	305	15%	5%	39%	36%	3%	0.3%	0.7%
Wednesday AM	306	10%	4%	30%	54%	1.0%	0.3%	0.3%
Wednesday PM	304	17%	3%	38%	37%	3%	1.0%	0.7%
Thursday AM	302	12%	4%	30%	51%	2%	0.3%	0.3%
Thursday PM	301	18%	4%	36%	36%	4%	1.0%	0.7%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	177	15%	5%	39%	35%	7%	0%	0%
Rainy	308	16%	4%	32%	44%	2%	2%	0.3%
Overcast	1197	13%	5%	33%	46%	2%	0.4%	0.7%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Ed Clapp Elementary School

Set ID: 28827

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 500

Date Report Generated: 09/17/2019

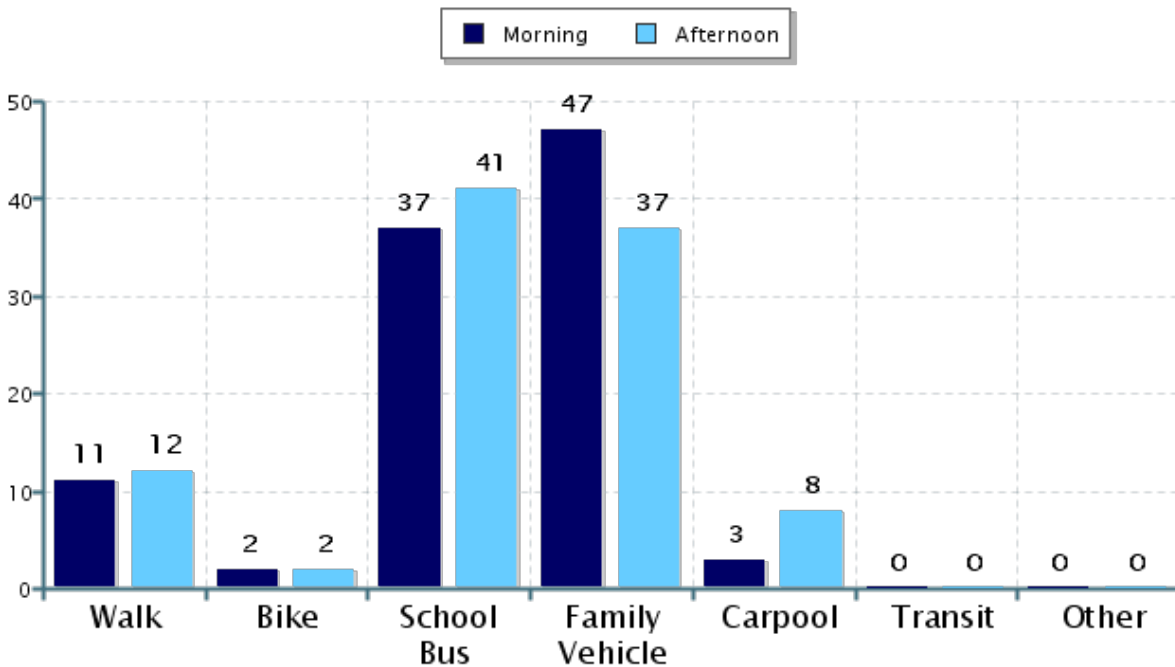
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 25

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



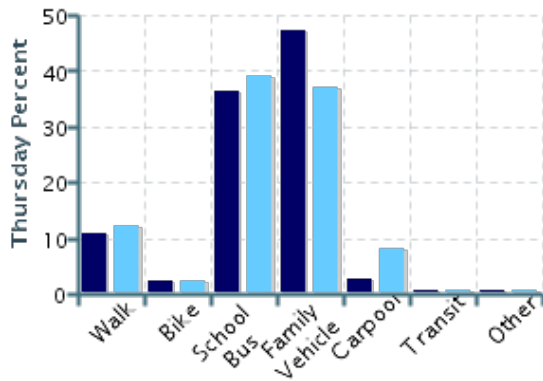
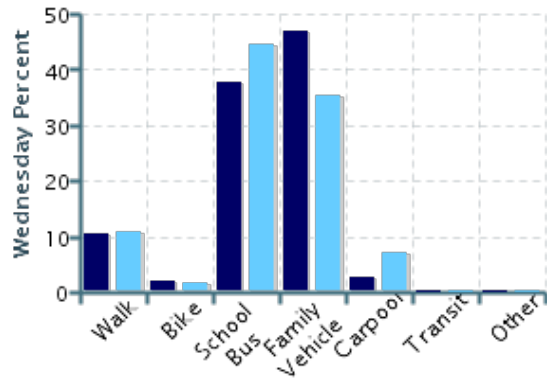
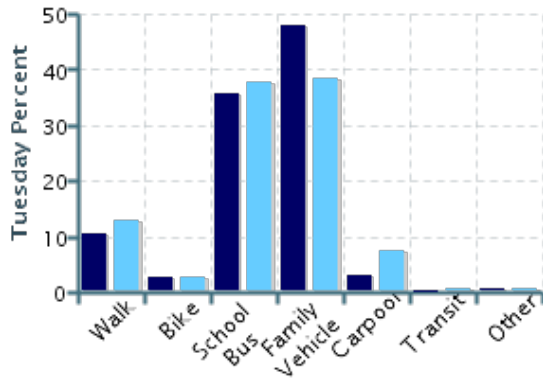
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1243	11%	2%	37%	47%	3%	0.1%	0.2%
Afternoon	1211	12%	2%	41%	37%	8%	0.2%	0.3%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

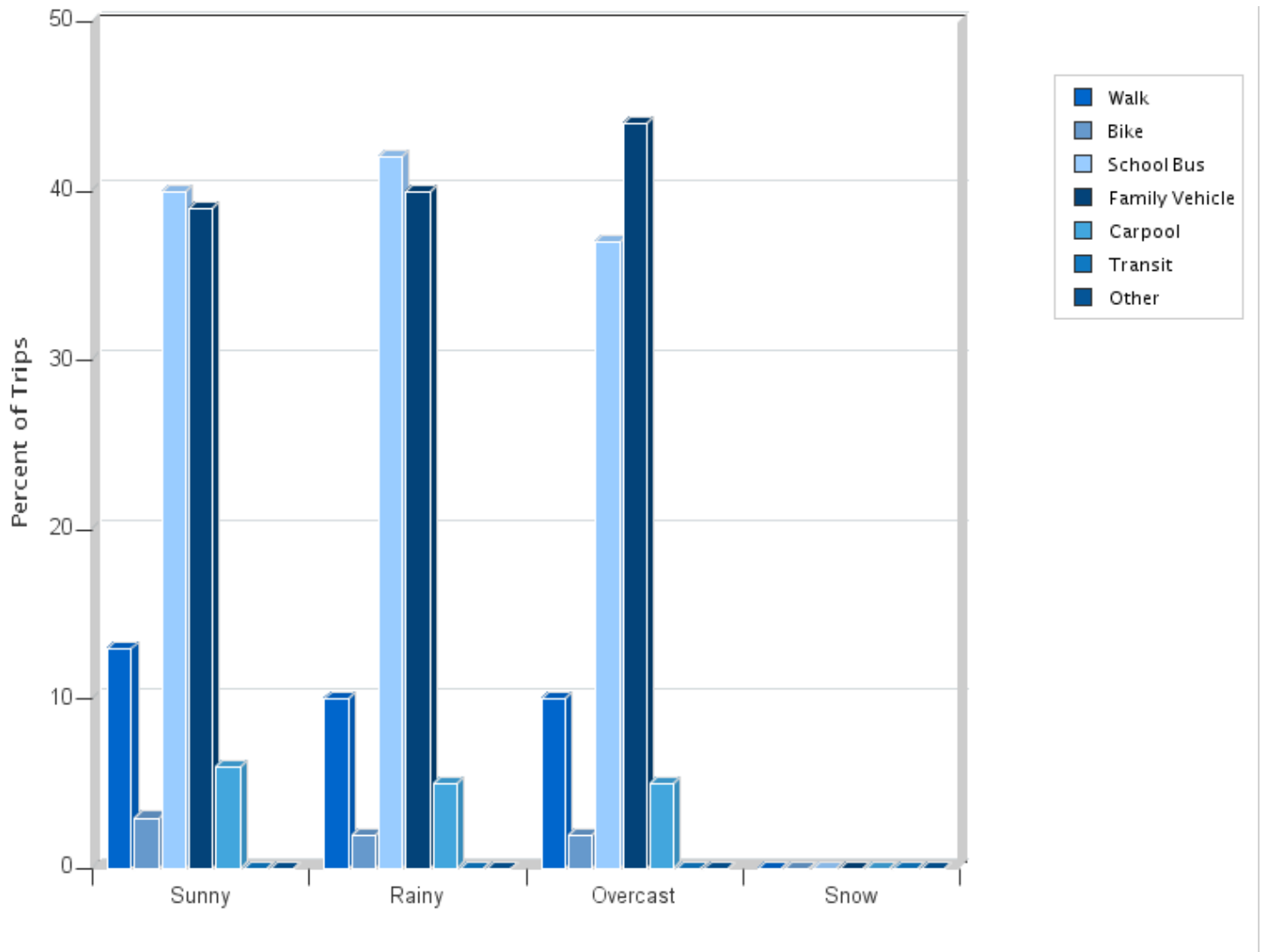


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	430	11%	3%	36%	48%	3%	0%	0.2%
Tuesday PM	421	13%	3%	38%	38%	8%	0.2%	0.5%
Wednesday AM	417	11%	2%	38%	47%	3%	0%	0%
Wednesday PM	414	11%	2%	45%	36%	7%	0%	0%
Thursday AM	396	11%	2%	36%	47%	3%	0.3%	0.3%
Thursday PM	376	12%	2%	39%	37%	8%	0.5%	0.5%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	368	13%	3%	40%	39%	6%	0.3%	0%
Rainy	522	10%	2%	42%	40%	5%	0%	0%
Overcast	1222	10%	2%	37%	44%	5%	0.1%	0.5%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Hawthorne Elementary School

Set ID: 28828

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 176

Date Report Generated: 09/17/2019

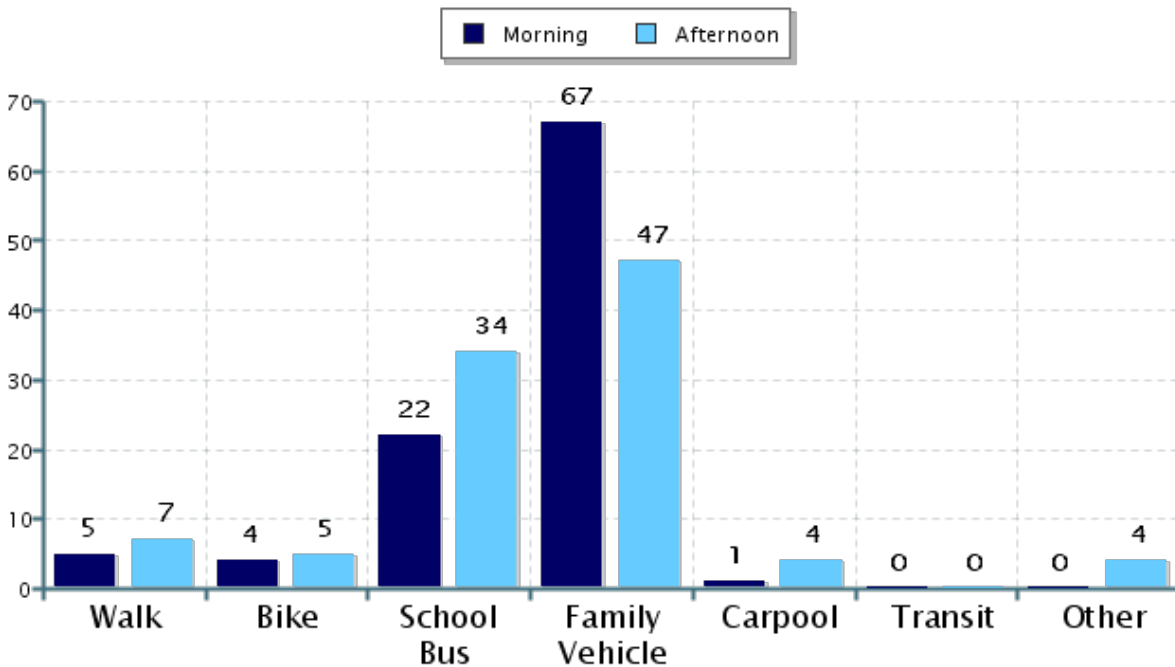
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 10

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



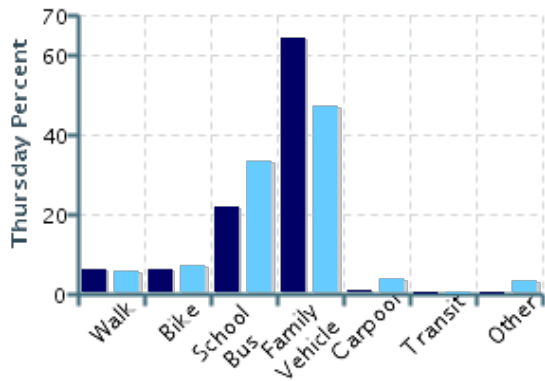
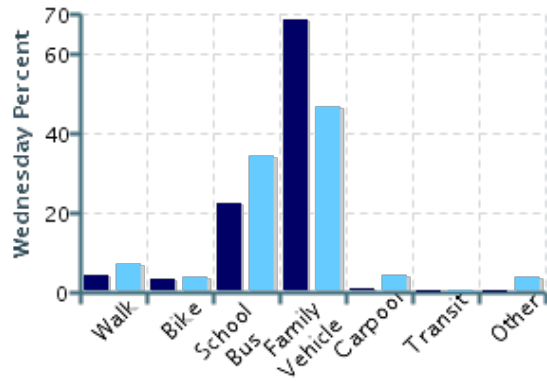
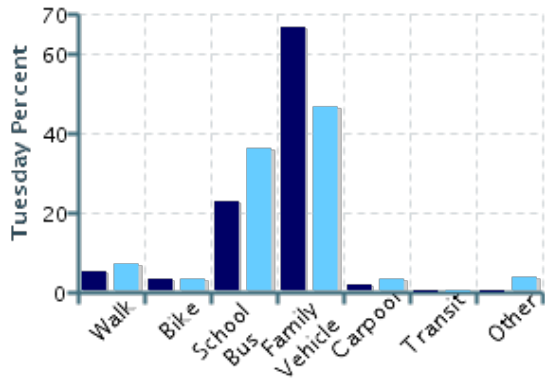
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	530	5%	4%	22%	67%	1%	0%	0%
Afternoon	473	7%	5%	34%	47%	4%	0%	4%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

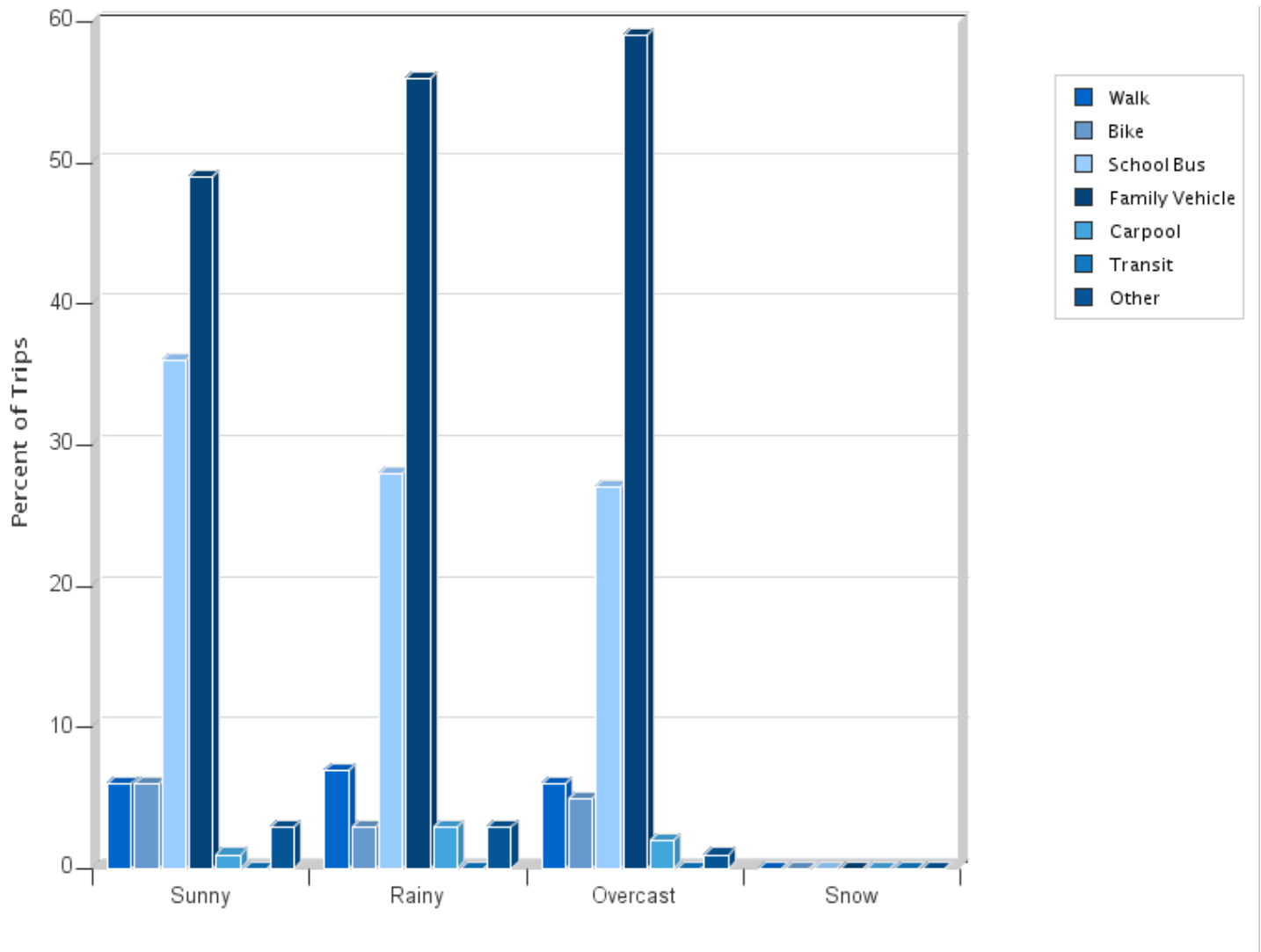


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	178	5%	3%	23%	67%	2%	0%	0%
Tuesday PM	158	7%	3%	36%	47%	3%	0%	4%
Wednesday AM	178	4%	3%	22%	69%	1%	0%	0%
Wednesday PM	158	7%	4%	34%	47%	4%	0%	4%
Thursday AM	174	6%	6%	22%	64%	1%	0%	0%
Thursday PM	157	6%	7%	33%	47%	4%	0%	3%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	90	6%	6%	36%	49%	1%	0%	3%
Rainy	232	7%	3%	28%	56%	3%	0%	3%
Overcast	681	6%	5%	27%	59%	2%	0%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Horace Mann Elementary School

Set ID: 28829

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 166

Date Report Generated: 09/17/2019

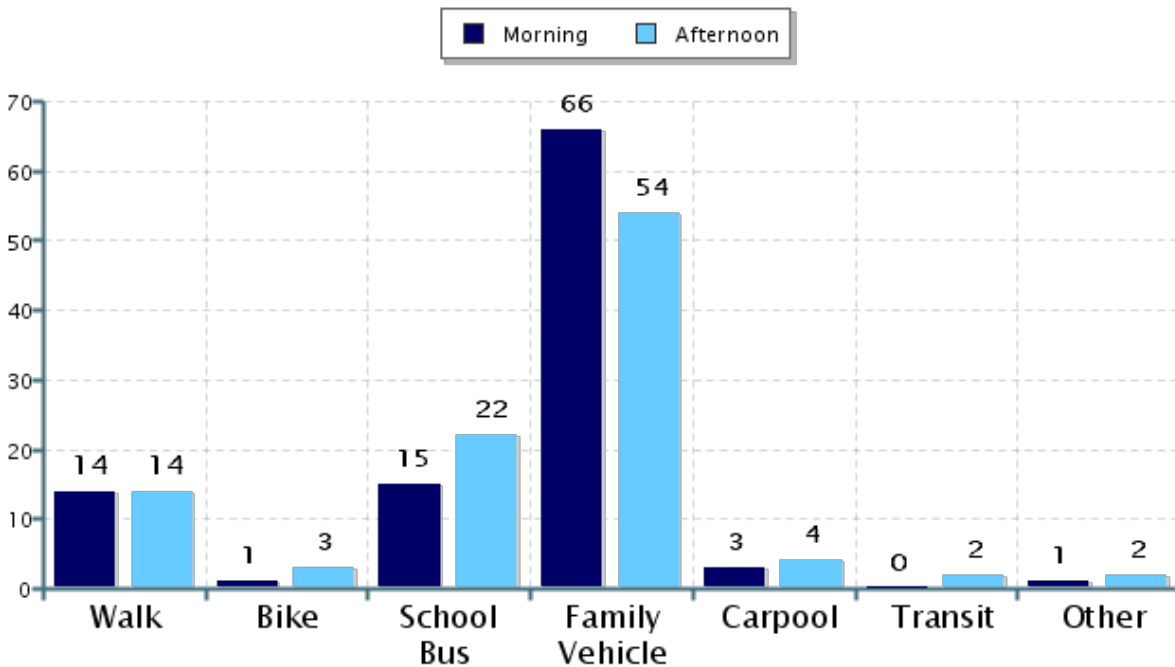
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 10

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



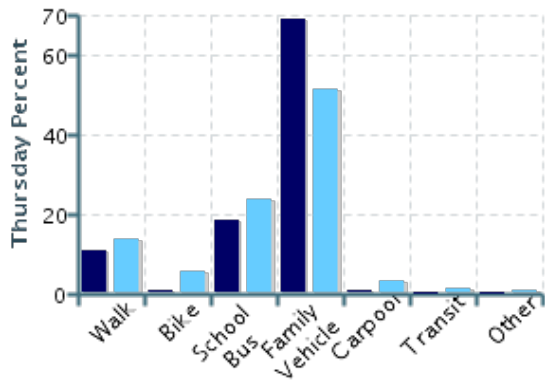
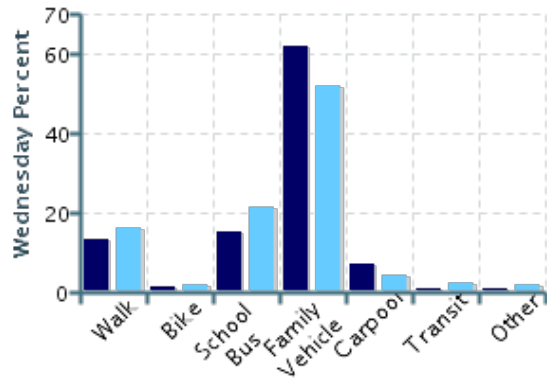
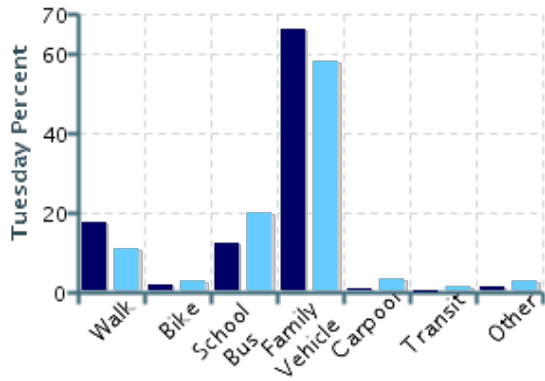
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	451	14%	1%	15%	66%	3%	0.2%	0.7%
Afternoon	385	14%	3%	22%	54%	4%	2%	2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

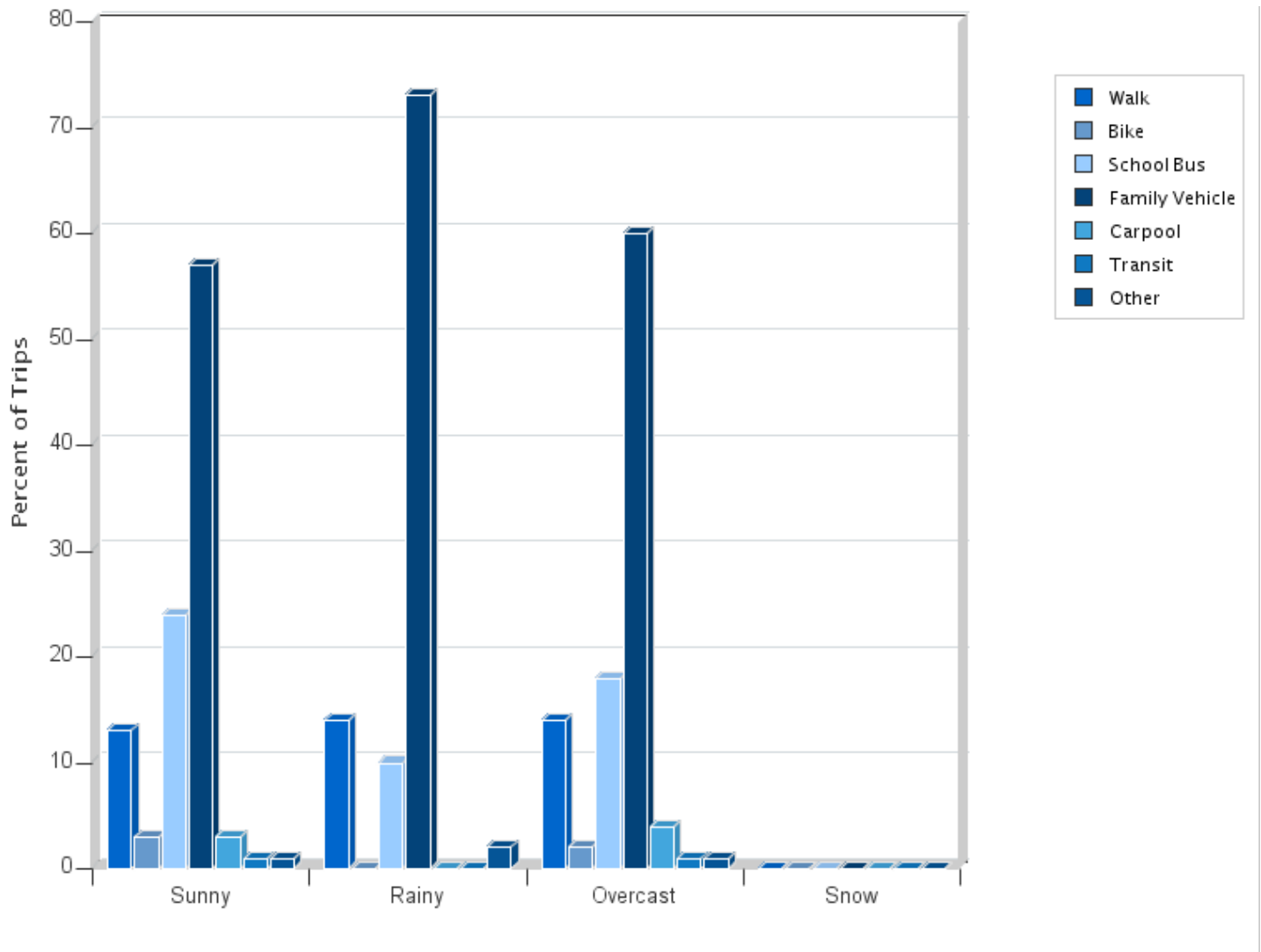


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	159	18%	2%	13%	66%	0.6%	0%	1%
Tuesday PM	144	11%	3%	20%	58%	3%	1%	3%
Wednesday AM	152	13%	1%	15%	62%	7%	0.7%	0.7%
Wednesday PM	116	16%	2%	22%	52%	4%	3%	2%
Thursday AM	140	11%	0.7%	19%	69%	0.7%	0%	0%
Thursday PM	125	14%	6%	24%	51%	3%	2%	0.8%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	159	13%	3%	24%	57%	3%	1%	0.6%
Rainy	49	14%	0%	10%	73%	0%	0%	2%
Overcast	628	14%	2%	18%	60%	4%	1.0%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Kennedy Elementary School

Set ID: 28831

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 564

Date Report Generated: 09/17/2019

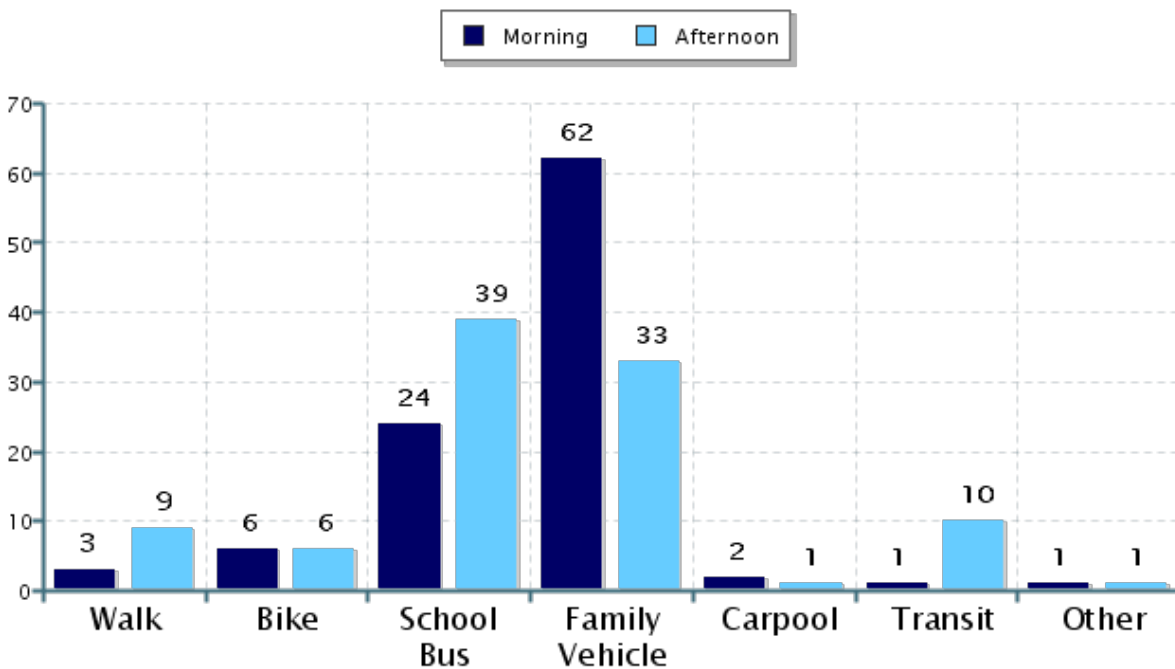
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 24

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



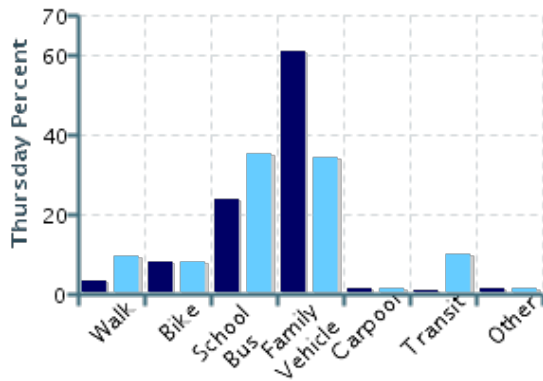
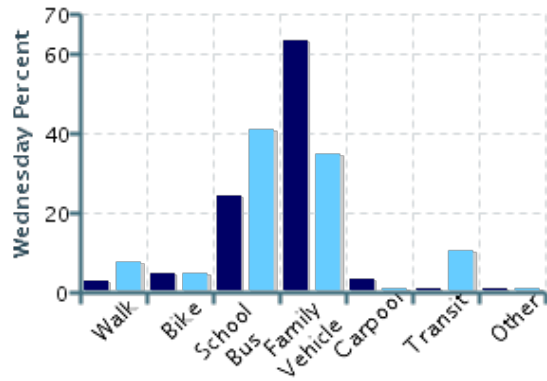
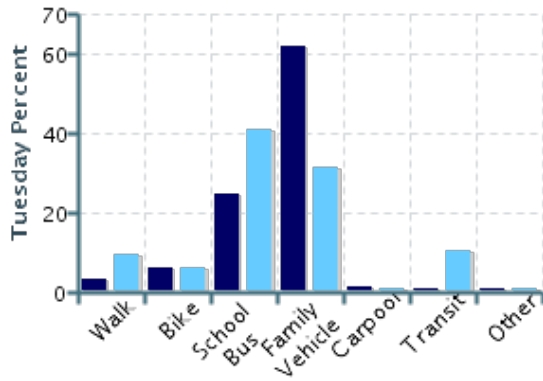
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1456	3%	6%	24%	62%	2%	0.7%	1%
Afternoon	1472	9%	6%	39%	33%	1%	10%	1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

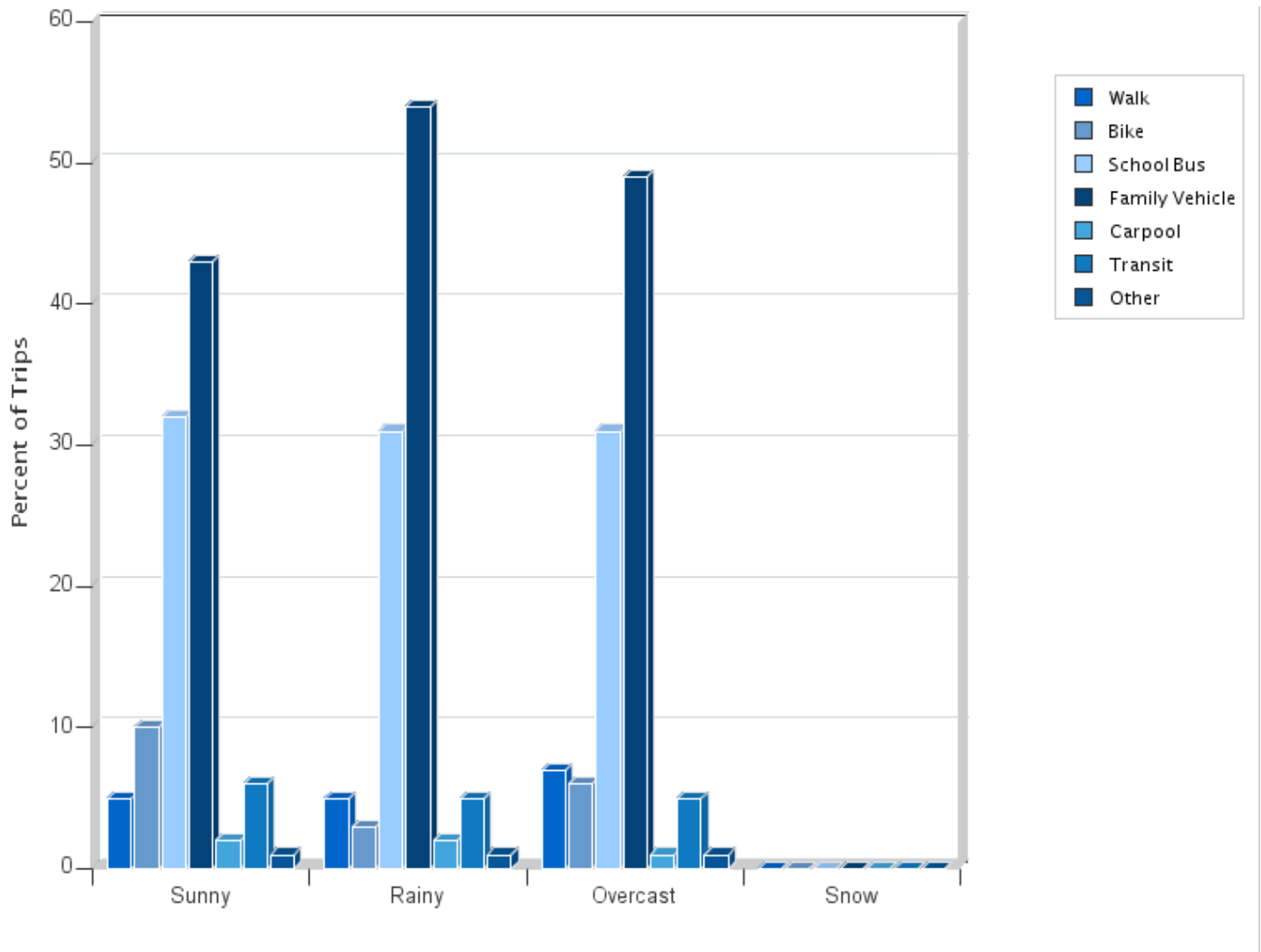


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	492	3%	6%	25%	62%	2%	0.8%	0.8%
Tuesday PM	491	10%	6%	41%	31%	0.8%	10%	1%
Wednesday AM	477	3%	5%	24%	64%	3%	0.6%	1%
Wednesday PM	490	8%	5%	41%	35%	0.8%	10%	0.8%
Thursday AM	487	3%	8%	24%	61%	2%	0.6%	1%
Thursday PM	491	10%	8%	35%	34%	1%	10%	1%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	578	5%	10%	32%	43%	2%	6%	1%
Rainy	422	5%	3%	31%	54%	2%	5%	0.9%
Overcast	1830	7%	6%	31%	49%	1%	5%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Lewis And Clark Elementary School

Set ID: 28832

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 500

Date Report Generated: 09/17/2019

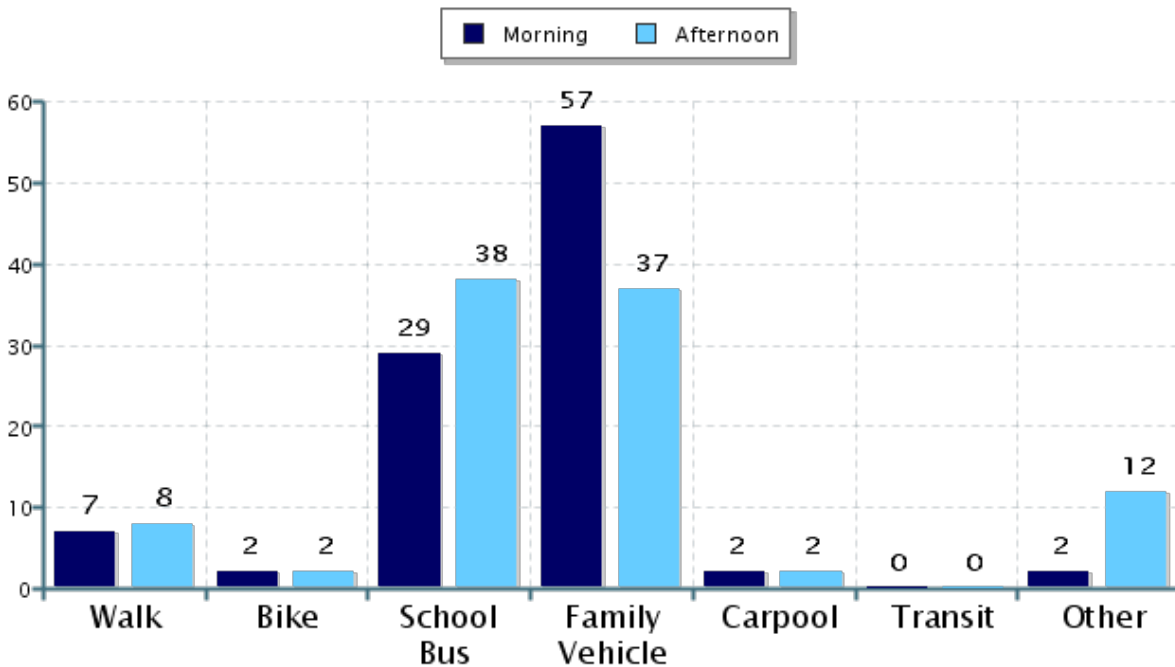
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 24

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



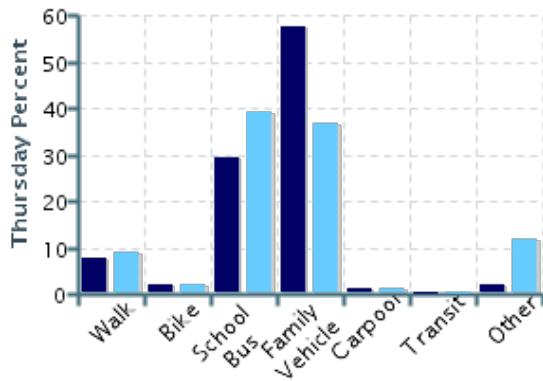
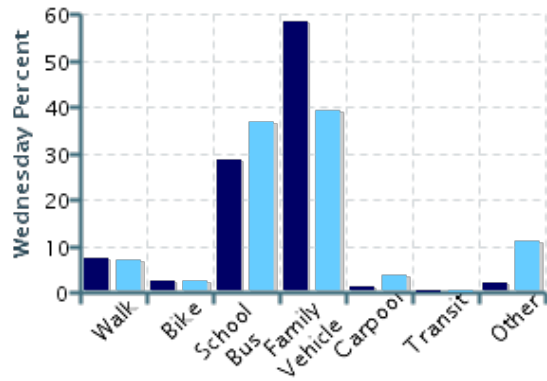
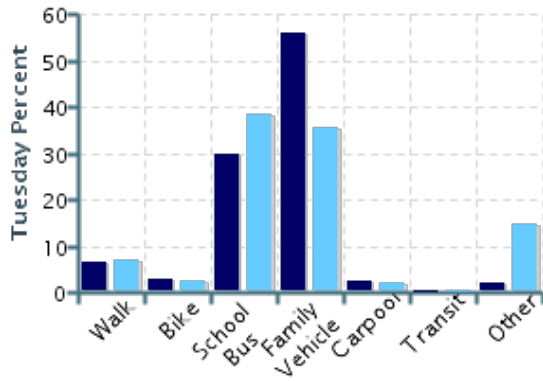
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1298	7%	2%	29%	57%	2%	0%	2%
Afternoon	1281	8%	2%	38%	37%	2%	0%	12%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

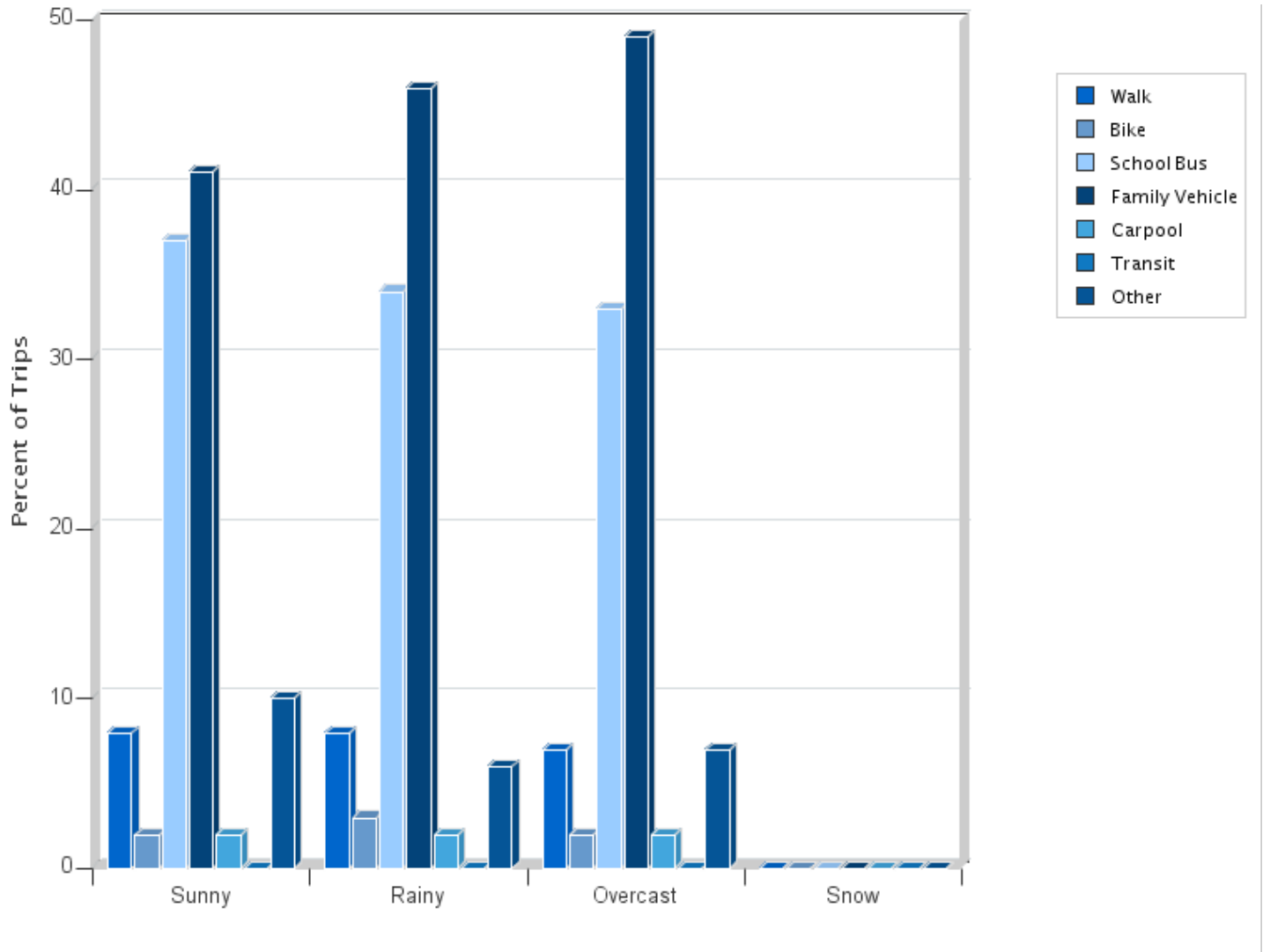


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	422	7%	3%	30%	56%	3%	0%	2%
Tuesday PM	416	7%	3%	38%	35%	2%	0%	15%
Wednesday AM	438	8%	2%	29%	58%	1%	0%	2%
Wednesday PM	428	7%	3%	37%	39%	4%	0%	11%
Thursday AM	438	8%	2%	29%	58%	1%	0%	2%
Thursday PM	437	9%	2%	39%	37%	1%	0%	12%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	403	8%	2%	37%	41%	2%	0%	10%
Rainy	586	8%	3%	34%	46%	2%	0%	6%
Overcast	1554	7%	2%	33%	49%	2%	0%	7%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Lincoln Elementary School

Set ID: 28833

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 427

Date Report Generated: 09/17/2019

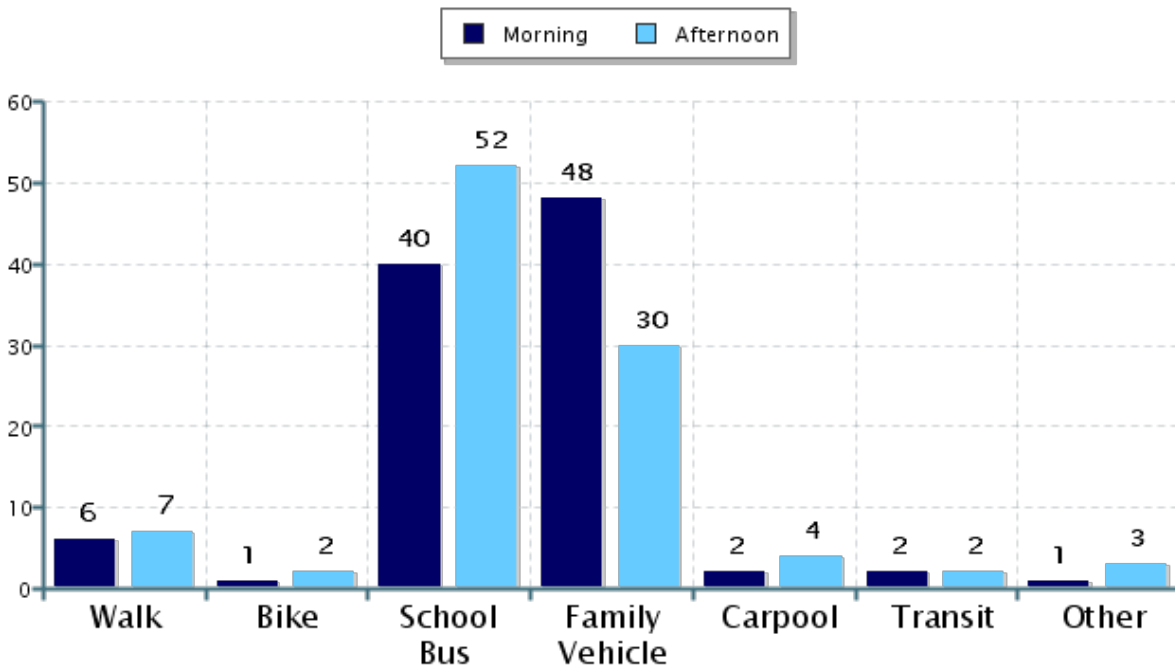
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 20

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



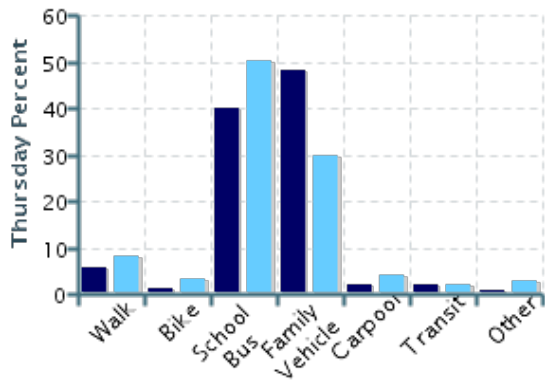
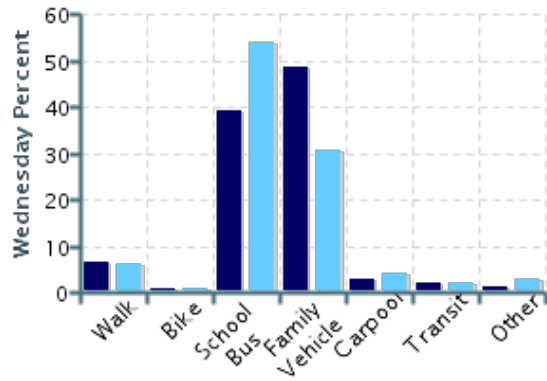
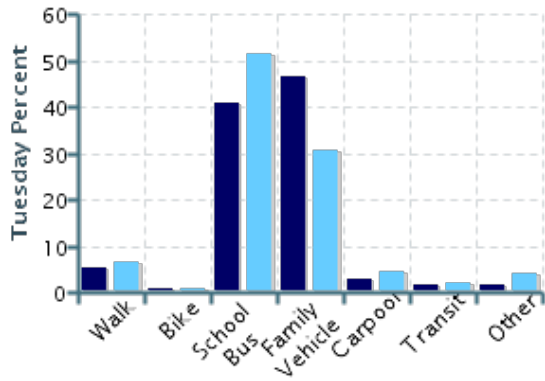
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1132	6%	0.8%	40%	48%	2%	2%	1%
Afternoon	1127	7%	2%	52%	30%	4%	2%	3%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

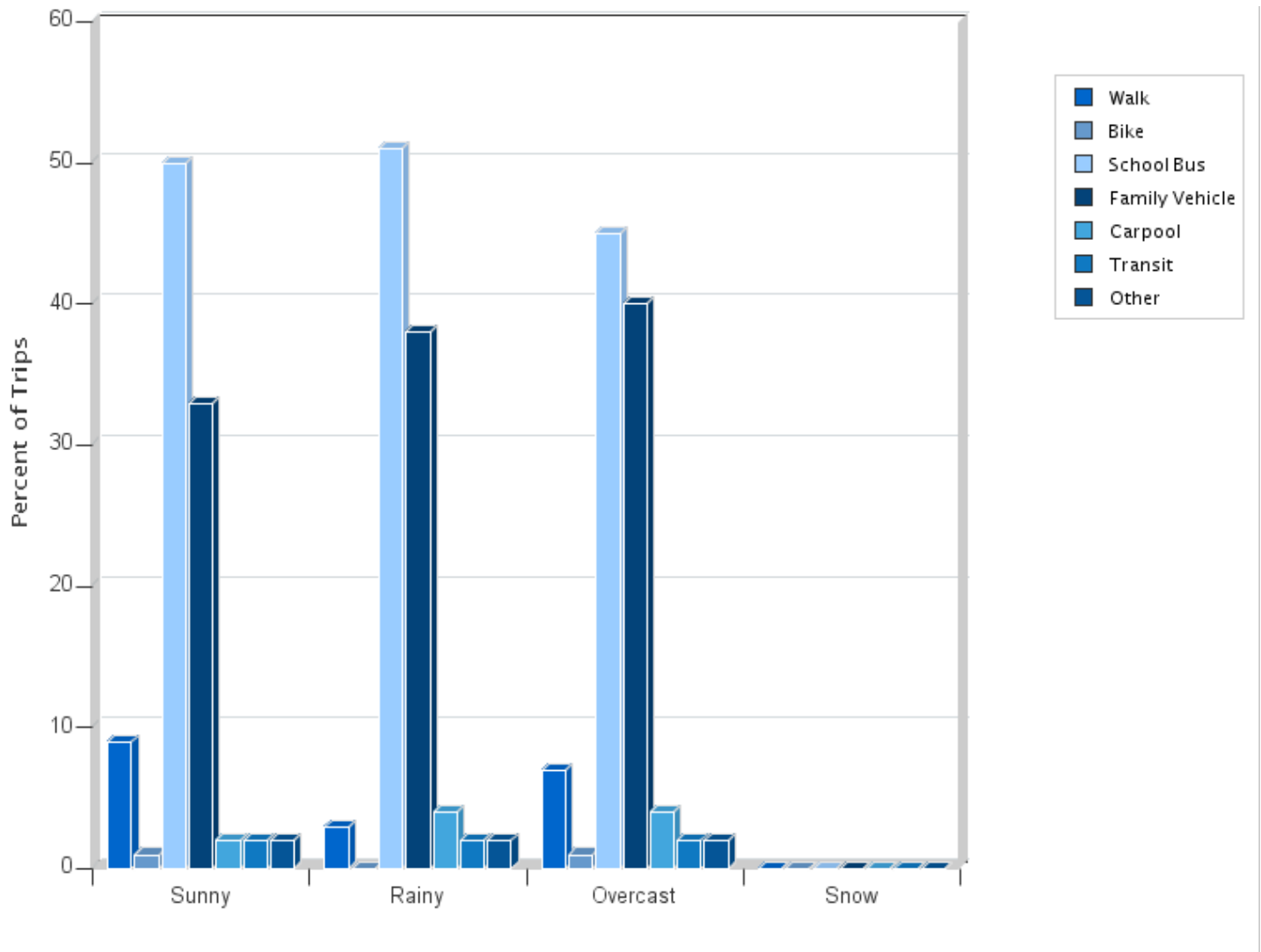


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	382	5%	0.8%	41%	46%	3%	2%	2%
Tuesday PM	378	6%	0.8%	52%	31%	4%	2%	4%
Wednesday AM	376	7%	0.3%	39%	48%	3%	2%	1%
Wednesday PM	374	6%	0.5%	54%	30%	4%	2%	3%
Thursday AM	374	6%	1%	40%	48%	2%	2%	0.8%
Thursday PM	375	8%	3%	50%	30%	4%	2%	3%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	366	9%	1%	50%	33%	2%	2%	2%
Rainy	242	3%	0%	51%	38%	4%	2%	2%
Overcast	1555	7%	1%	45%	40%	4%	2%	2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Longfellow Elementary School

Set ID: 28834

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 360

Date Report Generated: 09/17/2019

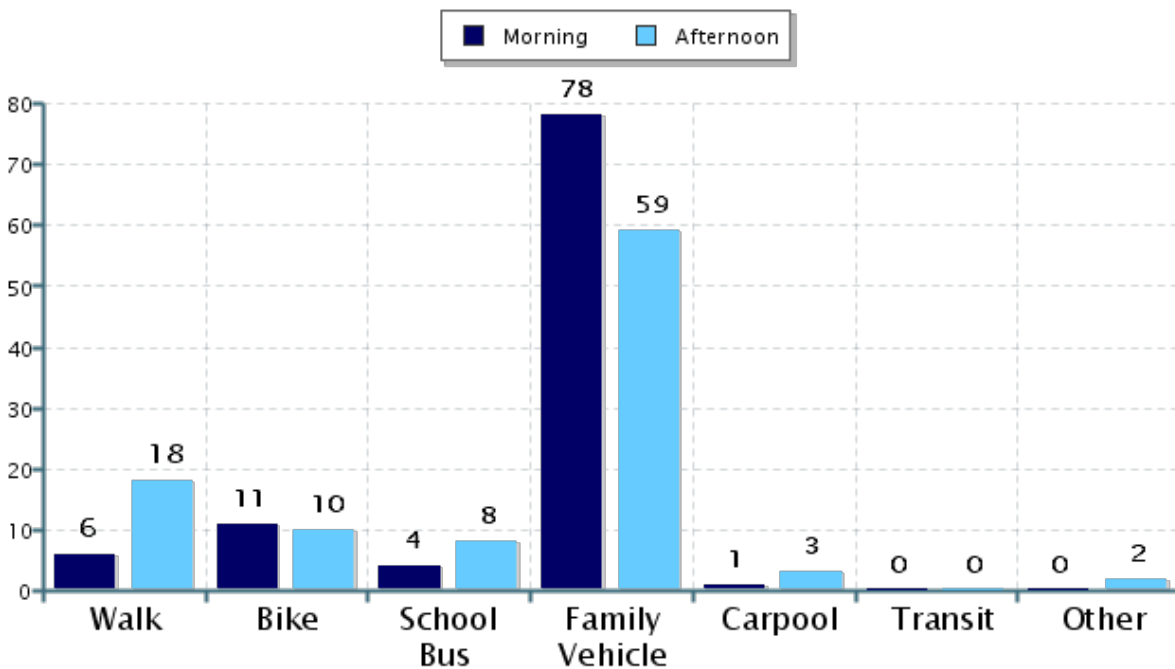
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 12

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



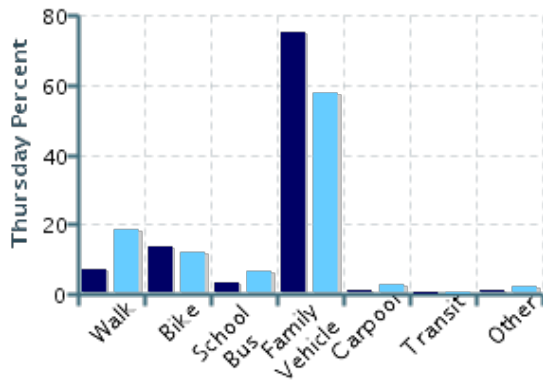
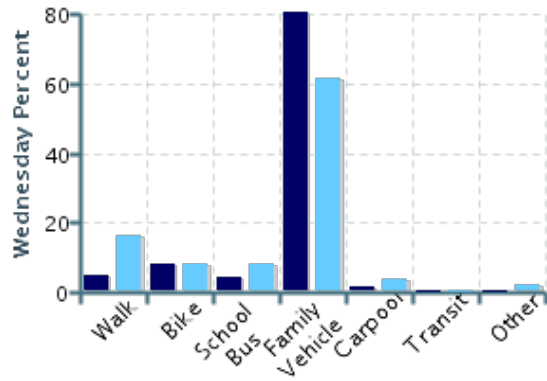
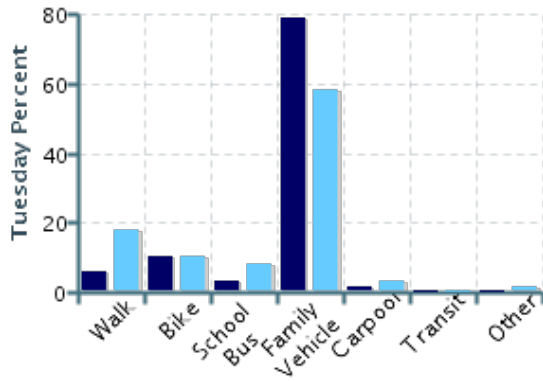
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	650	6%	11%	4%	78%	1%	0%	0.2%
Afternoon	645	18%	10%	8%	59%	3%	0%	2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

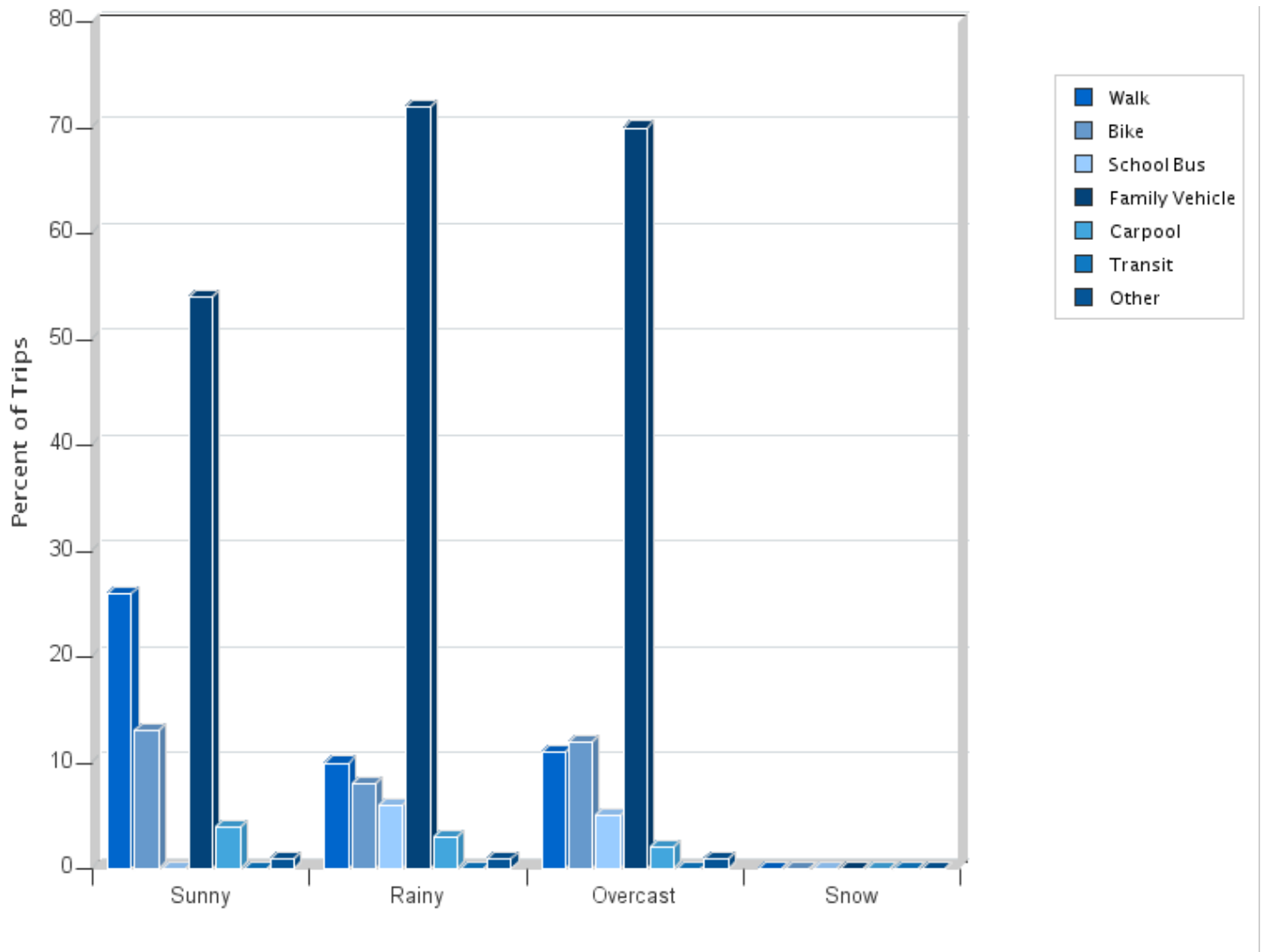


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	218	6%	11%	3%	79%	1%	0%	0%
Tuesday PM	214	18%	10%	8%	58%	3%	0%	2%
Wednesday AM	217	5%	8%	4%	81%	2%	0%	0%
Wednesday PM	217	16%	8%	8%	61%	4%	0%	2%
Thursday AM	215	7%	13%	3%	75%	0.9%	0%	0.5%
Thursday PM	214	19%	12%	7%	57%	3%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	68	26%	13%	0%	54%	4%	0%	1%
Rainy	350	10%	8%	6%	72%	3%	0%	1%
Overcast	792	11%	12%	5%	70%	2%	0%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Mckinley Elementary School

Set ID: 28836

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 241

Date Report Generated: 09/17/2019

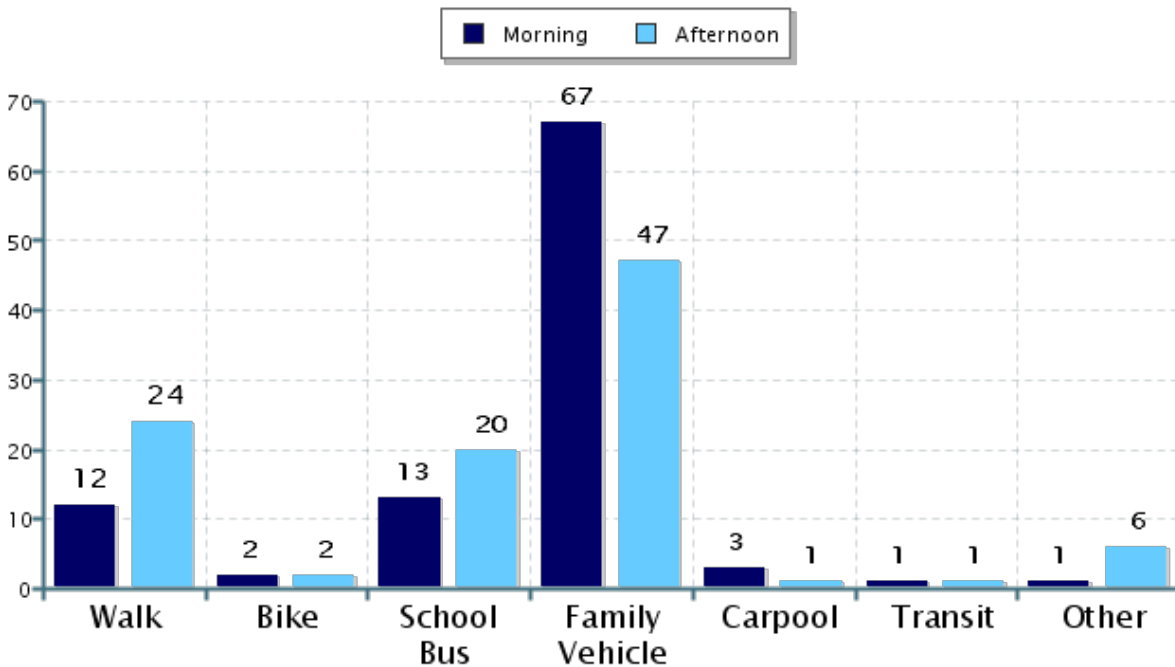
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 11

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



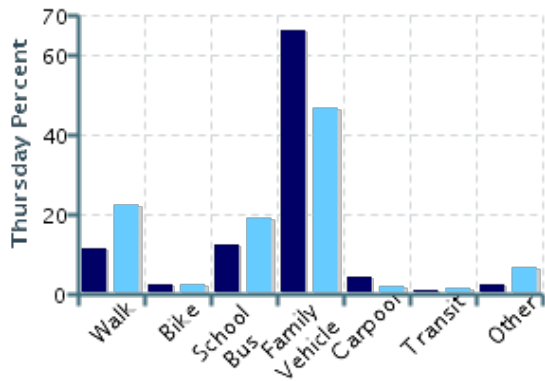
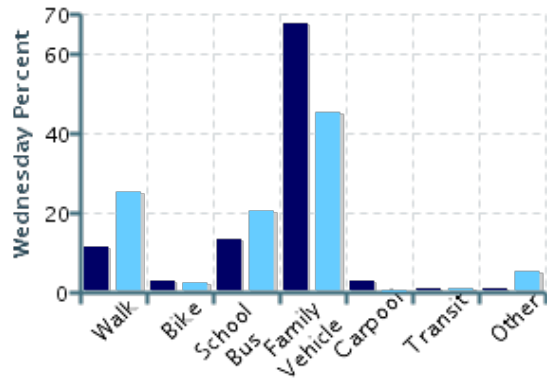
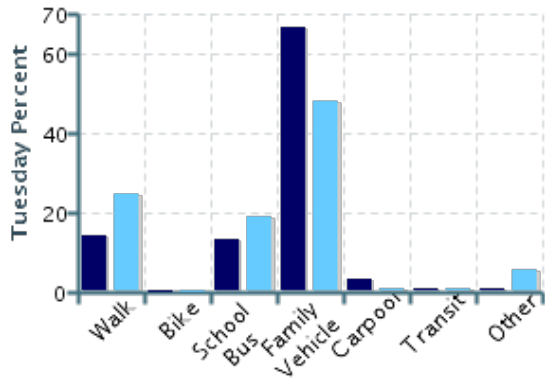
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	516	12%	2%	13%	67%	3%	1%	1%
Afternoon	516	24%	2%	20%	47%	1.0%	1%	6%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

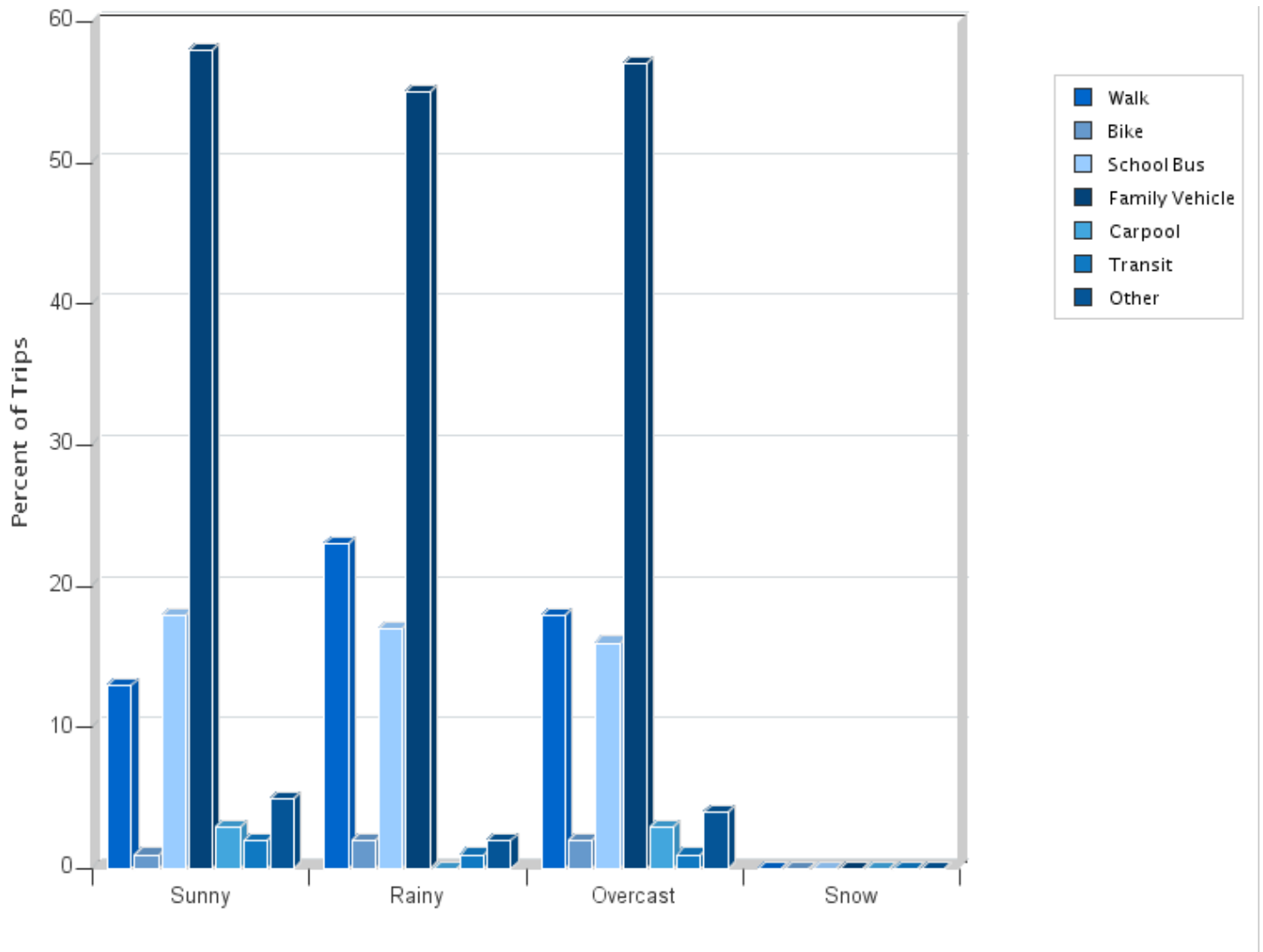


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	173	14%	0%	13%	66%	3%	1%	1%
Tuesday PM	174	25%	0%	19%	48%	1%	1%	6%
Wednesday AM	174	11%	3%	13%	68%	3%	1%	0.6%
Wednesday PM	174	25%	2%	21%	45%	0%	1%	5%
Thursday AM	169	11%	2%	12%	66%	4%	1%	2%
Thursday PM	168	23%	2%	19%	46%	2%	1%	7%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	179	13%	1%	18%	58%	3%	2%	5%
Rainy	224	23%	2%	17%	55%	0.4%	0.9%	2%
Overcast	600	18%	2%	16%	57%	3%	1%	4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Roosevelt Elementary School

Set ID: 28837

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 167

Date Report Generated: 09/17/2019

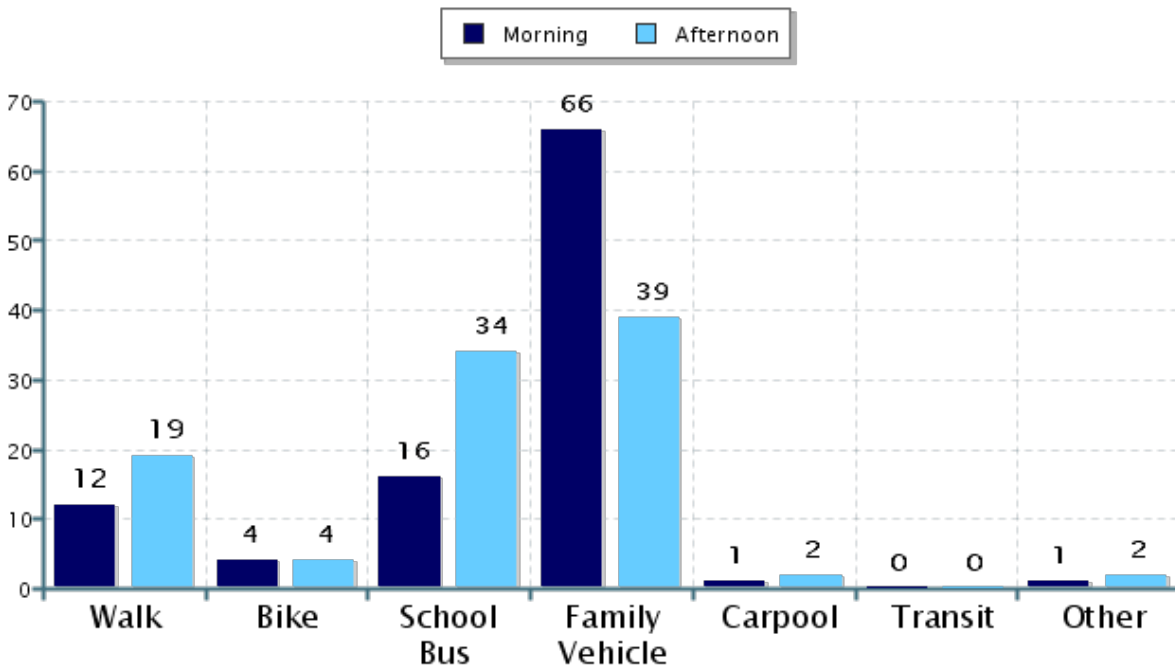
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 8

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



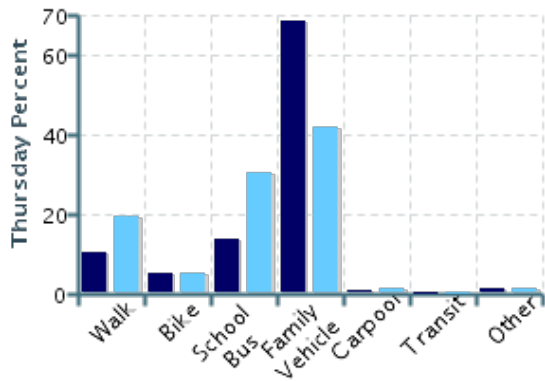
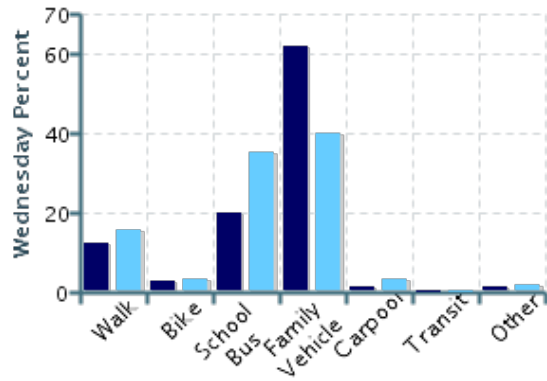
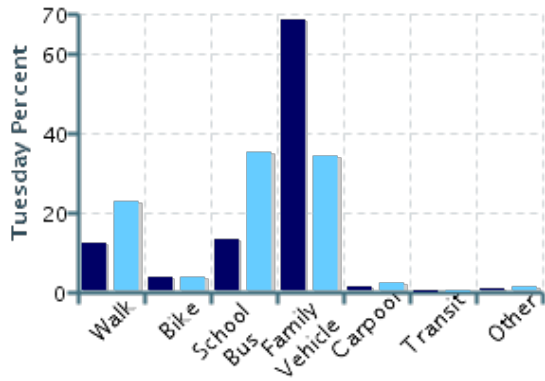
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	408	12%	4%	16%	66%	1%	0%	1%
Afternoon	408	19%	4%	34%	39%	2%	0%	2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

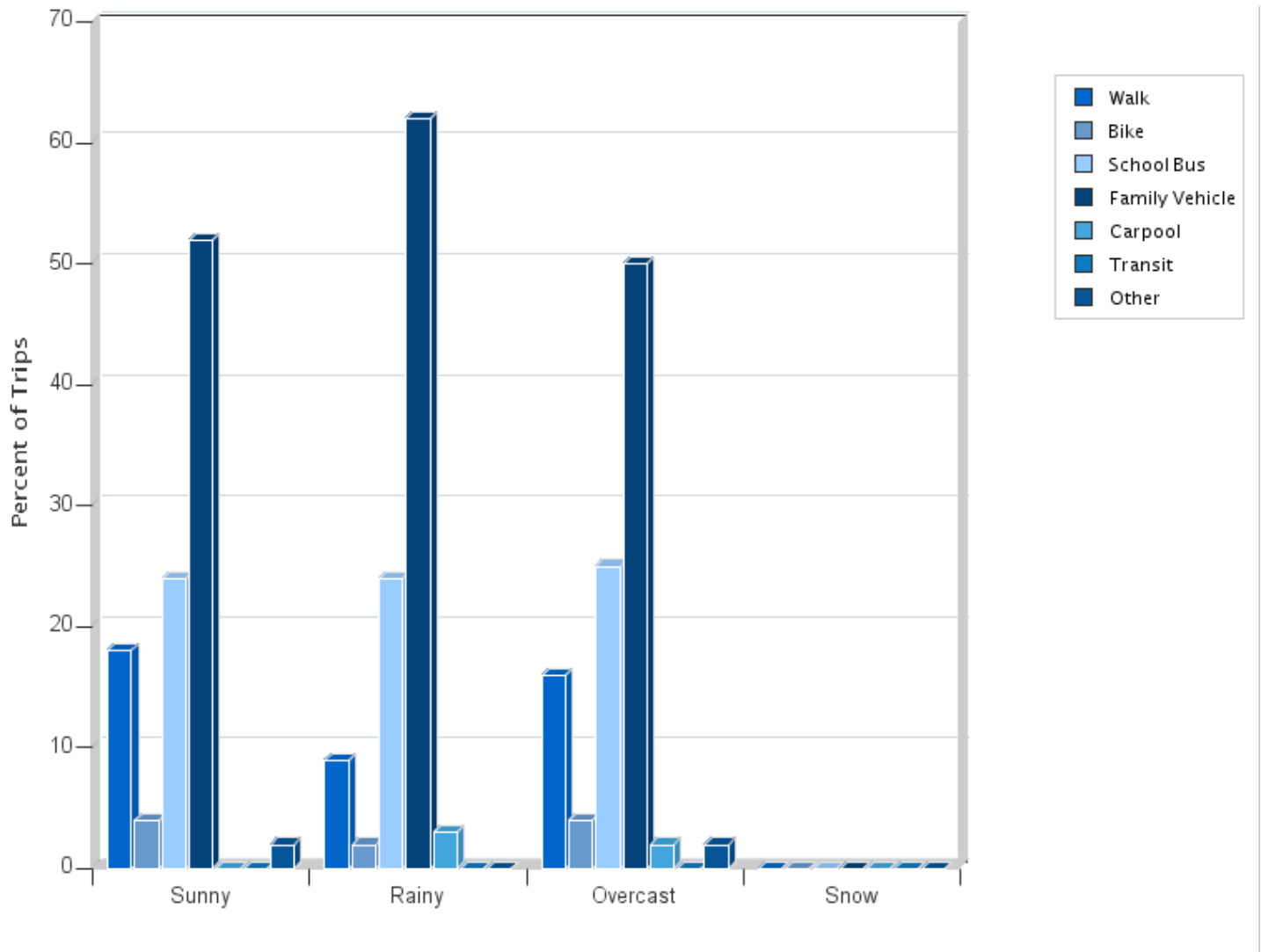


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	136	13%	4%	13%	68%	1%	0%	0.7%
Tuesday PM	128	23%	4%	35%	34%	2%	0%	2%
Wednesday AM	136	13%	3%	20%	62%	1%	0%	1%
Wednesday PM	142	15%	4%	35%	40%	4%	0%	2%
Thursday AM	136	10%	5%	14%	68%	0.7%	0%	1%
Thursday PM	138	20%	5%	30%	42%	1%	0%	1%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	206	18%	4%	24%	52%	0%	0%	2%
Rainy	92	9%	2%	24%	62%	3%	0%	0%
Overcast	500	16%	4%	25%	50%	2%	0%	2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Washington Elementary School

Set ID: 28838

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 342

Date Report Generated: 09/17/2019

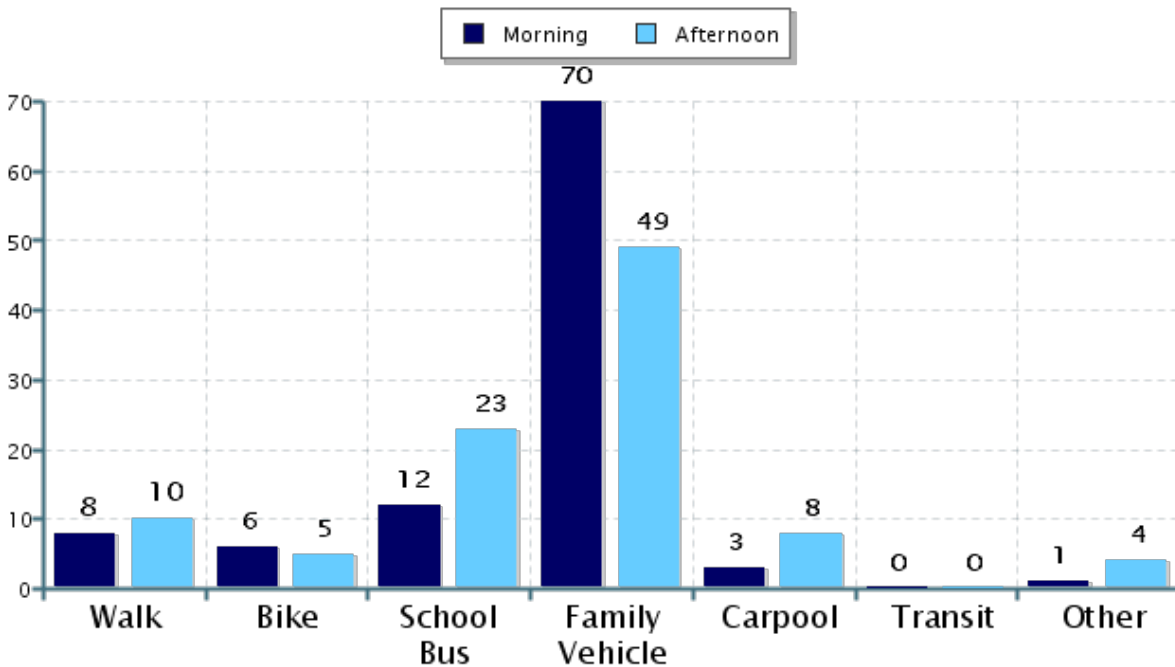
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 18

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



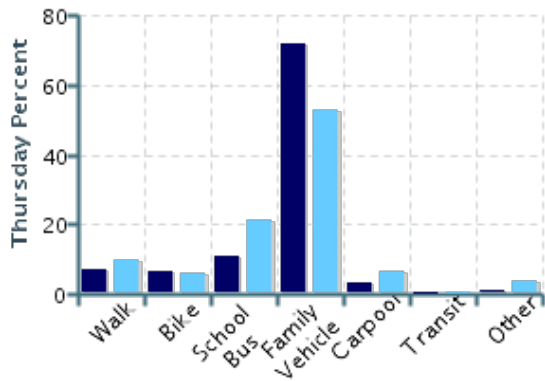
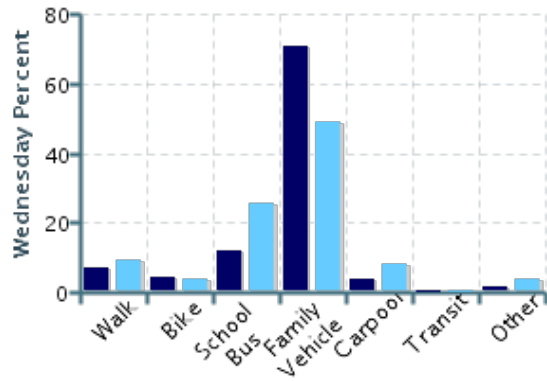
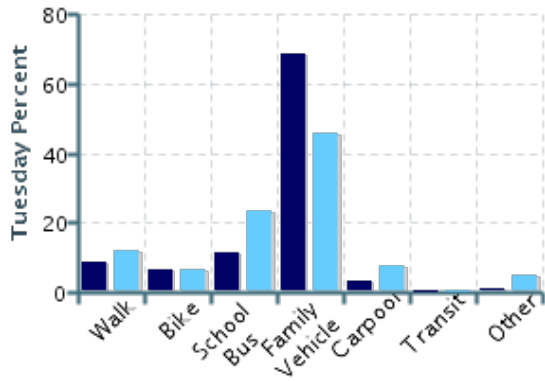
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	997	8%	6%	12%	70%	3%	0%	1%
Afternoon	997	10%	5%	23%	49%	8%	0%	4%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

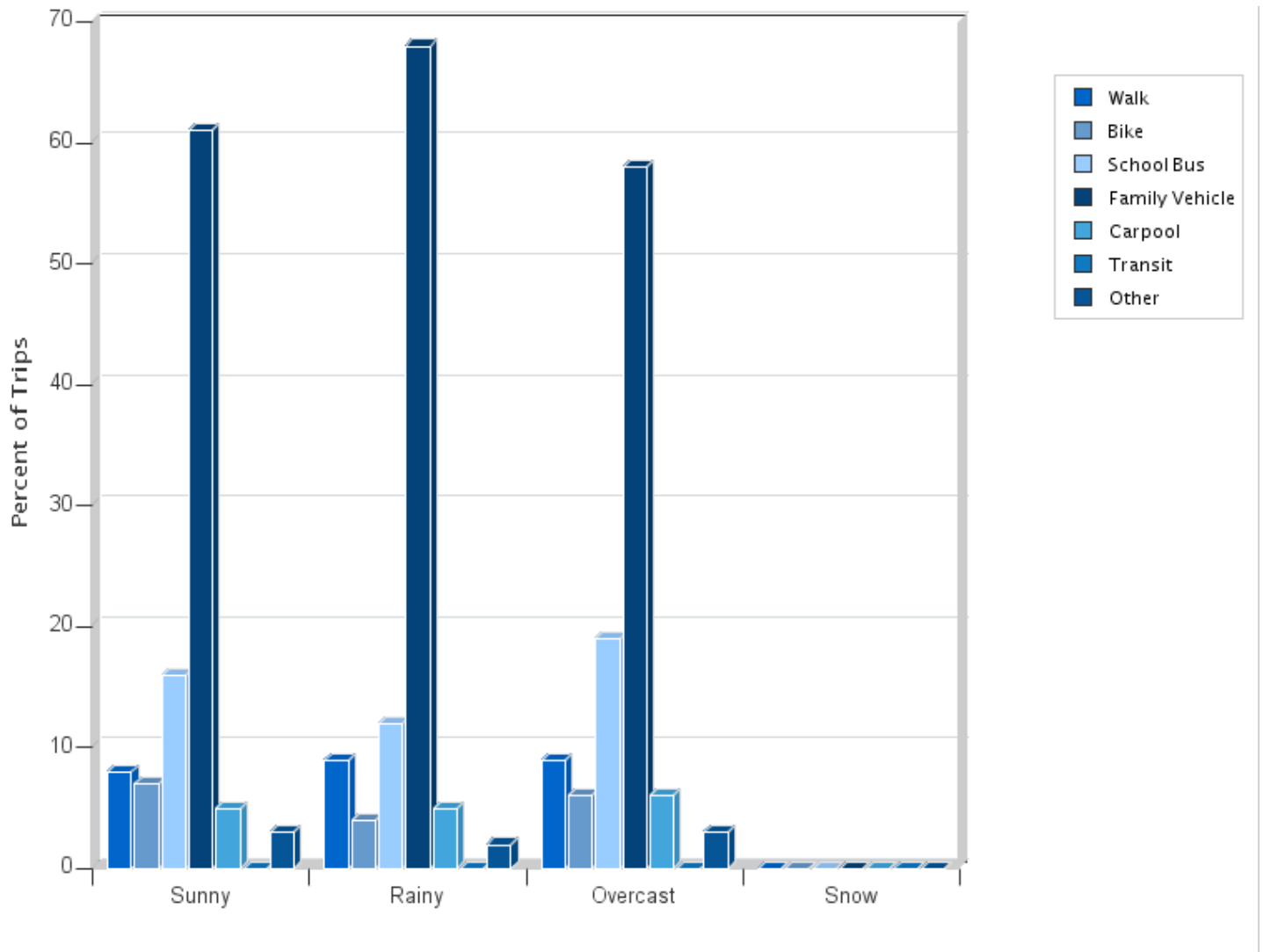


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	334	9%	7%	12%	69%	3%	0%	1%
Tuesday PM	335	12%	6%	24%	46%	8%	0%	5%
Wednesday AM	330	7%	5%	12%	71%	4%	0%	2%
Wednesday PM	330	9%	4%	26%	49%	8%	0%	4%
Thursday AM	333	7%	6%	11%	72%	3%	0%	0.9%
Thursday PM	332	10%	6%	21%	53%	7%	0%	4%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	348	8%	7%	16%	61%	5%	0%	3%
Rainy	268	9%	4%	12%	68%	5%	0%	2%
Overcast	1363	9%	6%	19%	58%	6%	0%	3%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Ben Franklin Middle School

Set ID: 28821

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 817

Date Report Generated: 09/17/2019

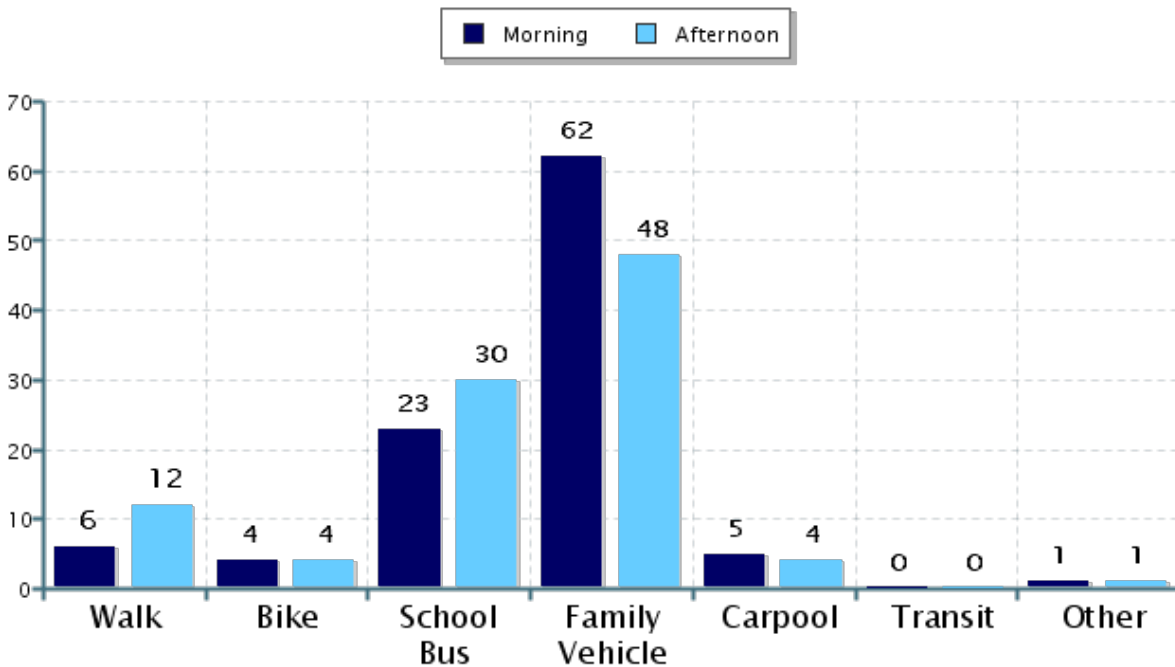
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 21

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



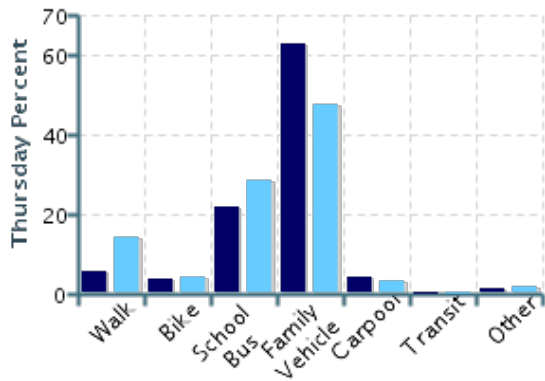
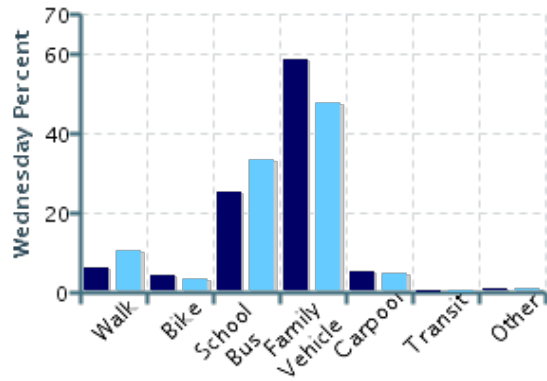
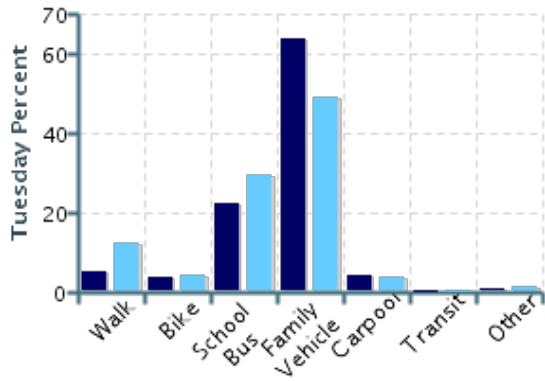
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1285	6%	4%	23%	62%	5%	0%	0.9%
Afternoon	1235	12%	4%	30%	48%	4%	0%	1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

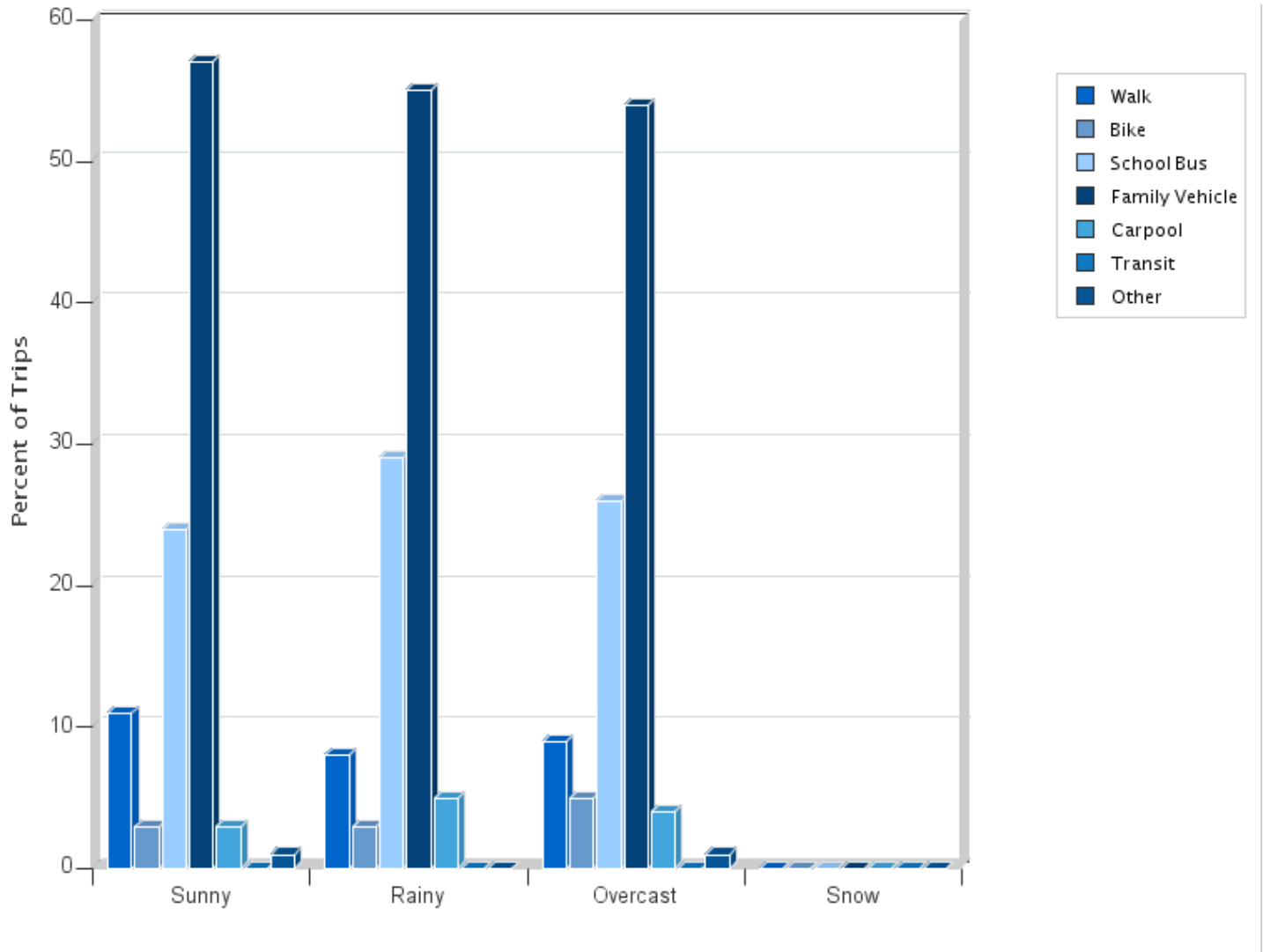


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	414	5%	4%	22%	64%	4%	0%	1.0%
Tuesday PM	402	12%	4%	29%	49%	4%	0%	1%
Wednesday AM	433	6%	4%	25%	59%	5%	0%	0.5%
Wednesday PM	417	11%	3%	33%	48%	5%	0%	0.5%
Thursday AM	438	6%	4%	22%	63%	4%	0%	1%
Thursday PM	416	14%	4%	29%	48%	3%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	524	11%	3%	24%	57%	3%	0%	1%
Rainy	491	8%	3%	29%	55%	5%	0%	0%
Overcast	1381	9%	5%	26%	54%	4%	0%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Carl Ben Eielson Middle School

Set ID: 28823

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 780

Date Report Generated: 09/17/2019

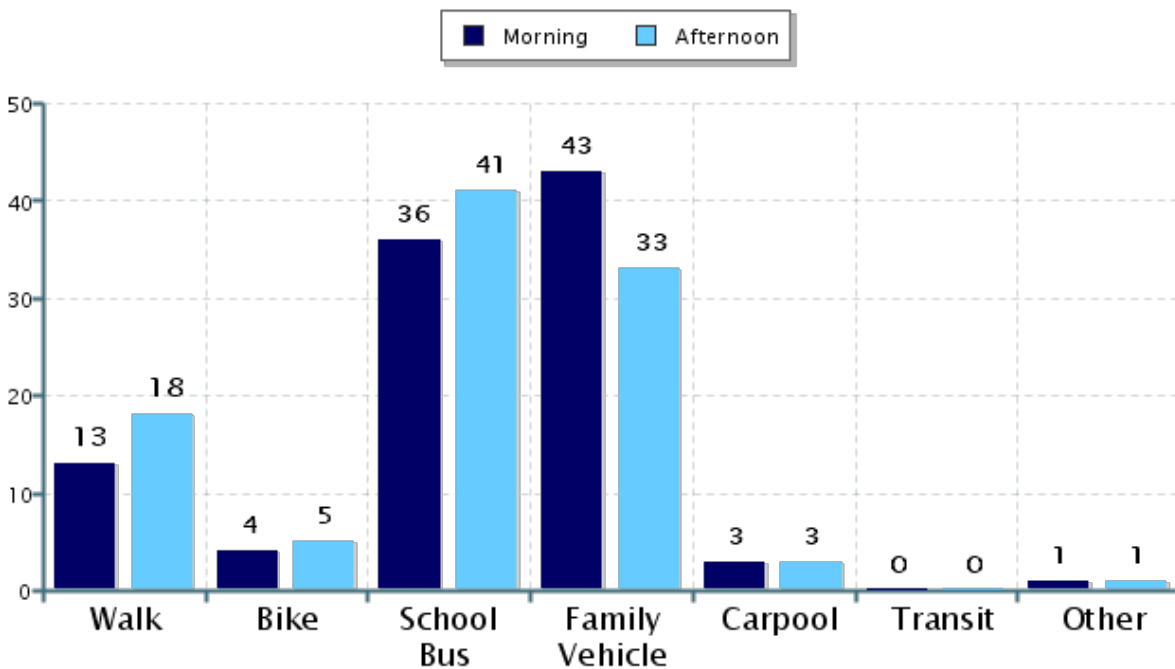
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 41

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



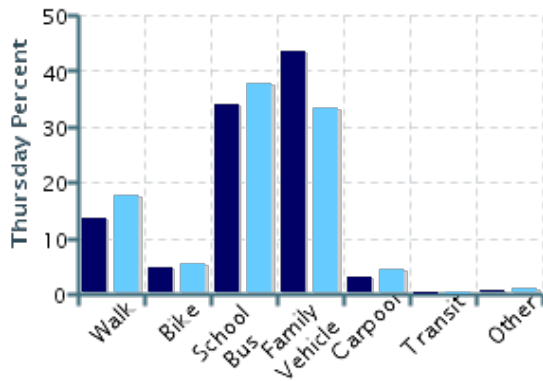
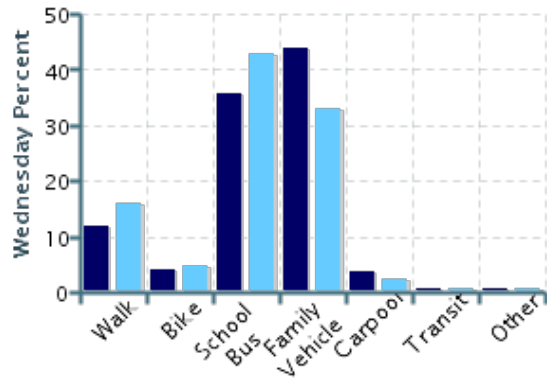
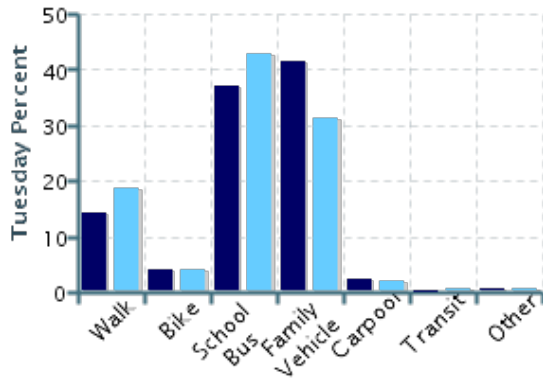
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1573	13%	4%	36%	43%	3%	0.1%	0.6%
Afternoon	1644	18%	5%	41%	33%	3%	0.2%	0.7%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

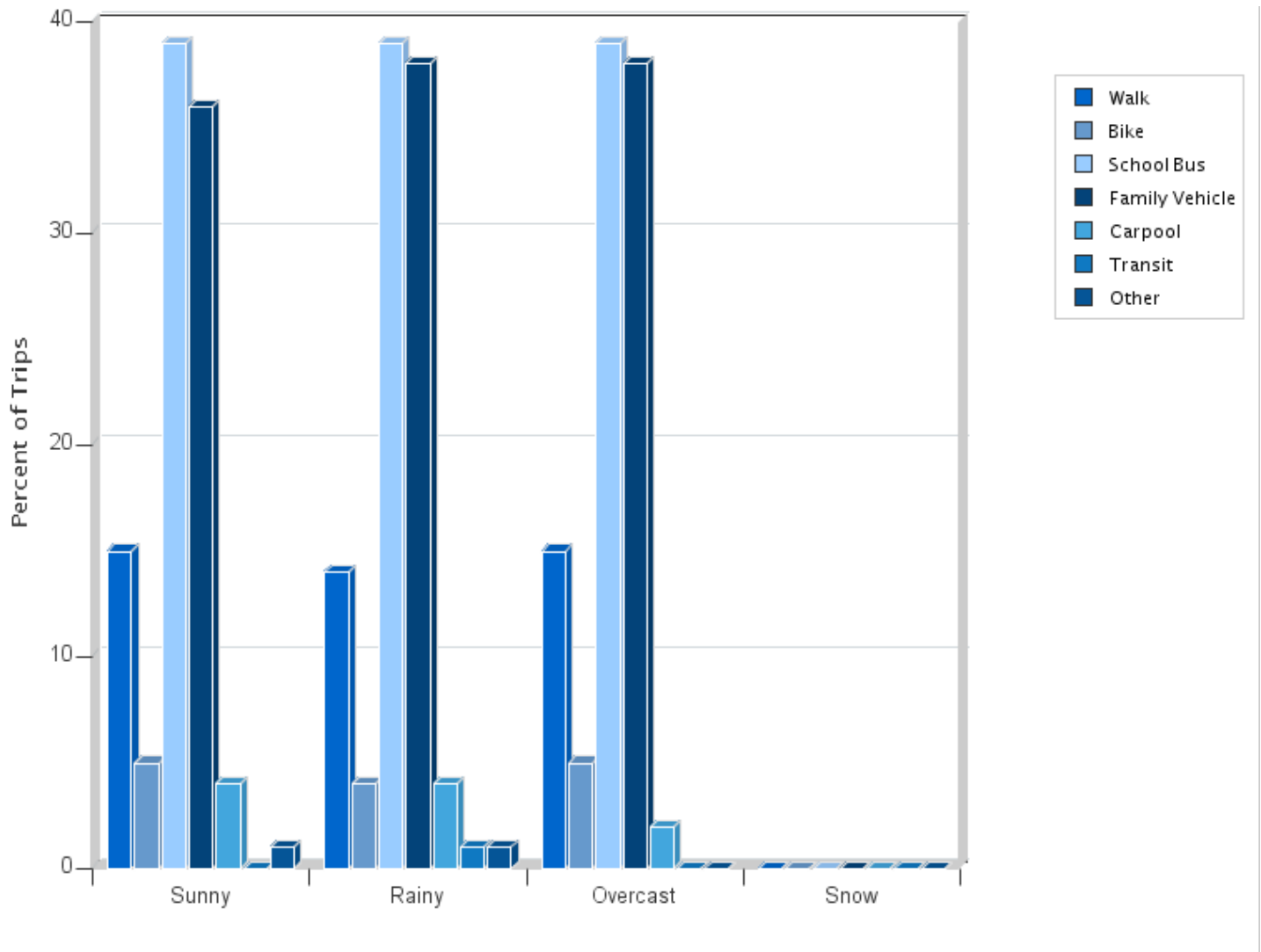


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	543	14%	4%	37%	42%	2%	0%	0.4%
Tuesday PM	557	19%	4%	43%	31%	2%	0.2%	0.5%
Wednesday AM	519	12%	4%	36%	44%	4%	0.2%	0.6%
Wednesday PM	564	16%	5%	43%	33%	2%	0.4%	0.7%
Thursday AM	511	14%	5%	34%	44%	3%	0%	0.8%
Thursday PM	523	18%	6%	38%	33%	4%	0%	1.0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	462	15%	5%	39%	36%	4%	0%	0.6%
Rainy	544	14%	4%	39%	38%	4%	0.6%	0.7%
Overcast	1799	15%	5%	39%	38%	2%	0.1%	0.4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Discovery Middle School

Set ID: 28825

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 1030

Date Report Generated: 09/17/2019

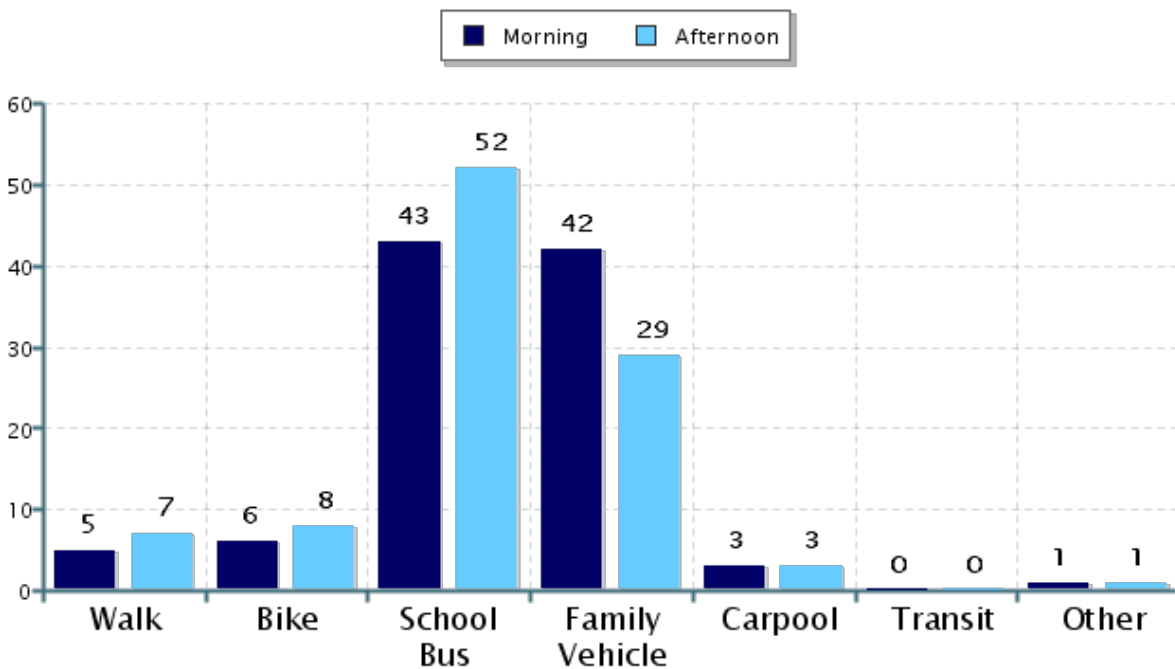
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 33

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



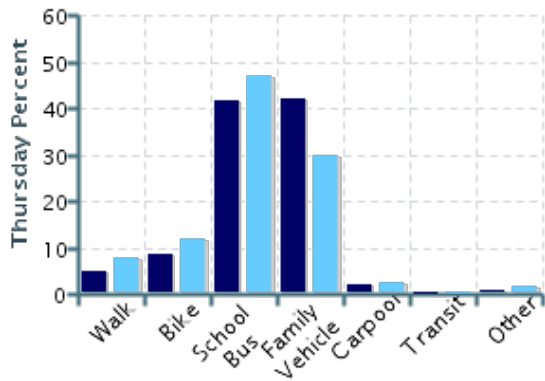
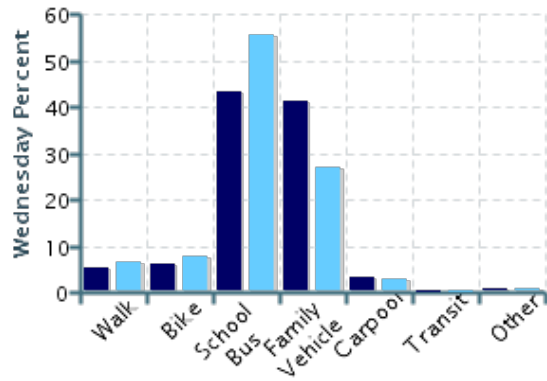
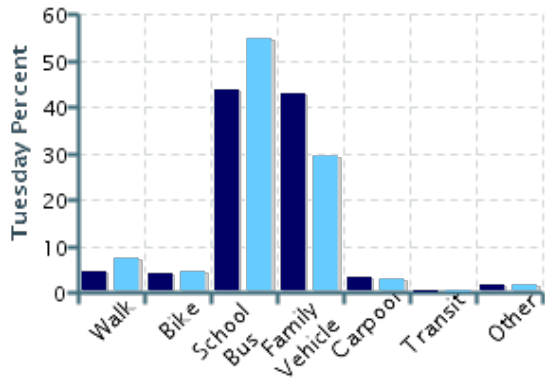
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1724	5%	6%	43%	42%	3%	0%	1%
Afternoon	1679	7%	8%	52%	29%	3%	0%	1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

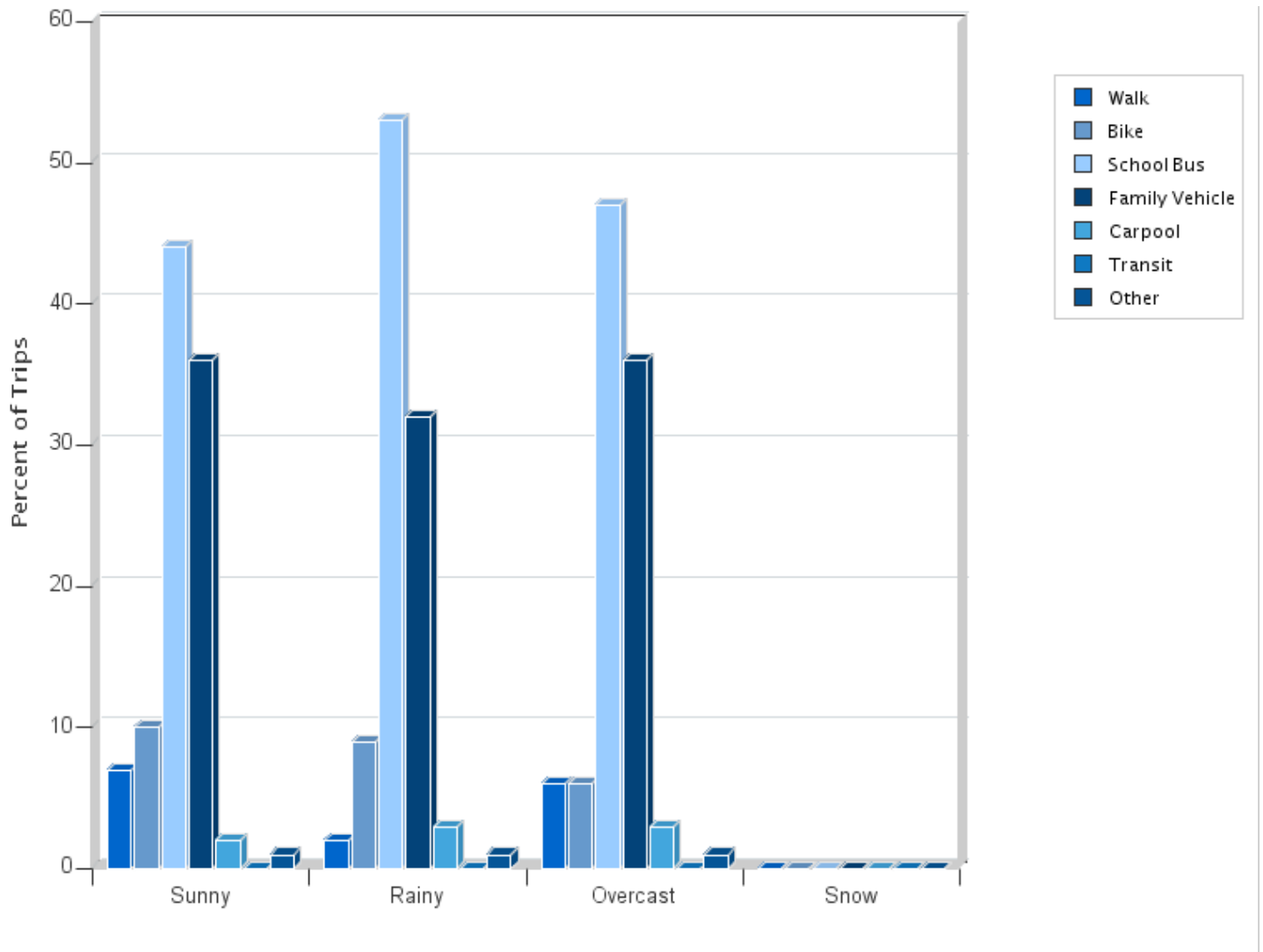


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	549	5%	4%	44%	43%	3%	0%	1%
Tuesday PM	549	7%	4%	55%	29%	3%	0%	1%
Wednesday AM	582	5%	6%	43%	41%	3%	0%	0.7%
Wednesday PM	584	6%	8%	55%	27%	3%	0%	0.5%
Thursday AM	593	5%	9%	41%	42%	2%	0%	1%
Thursday PM	546	8%	12%	47%	30%	2%	0%	1%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	585	7%	10%	44%	36%	2%	0%	1%
Rainy	492	2%	9%	53%	32%	3%	0%	0.6%
Overcast	2235	6%	6%	47%	36%	3%	0%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Independence Elementary School

Set ID: 28881

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

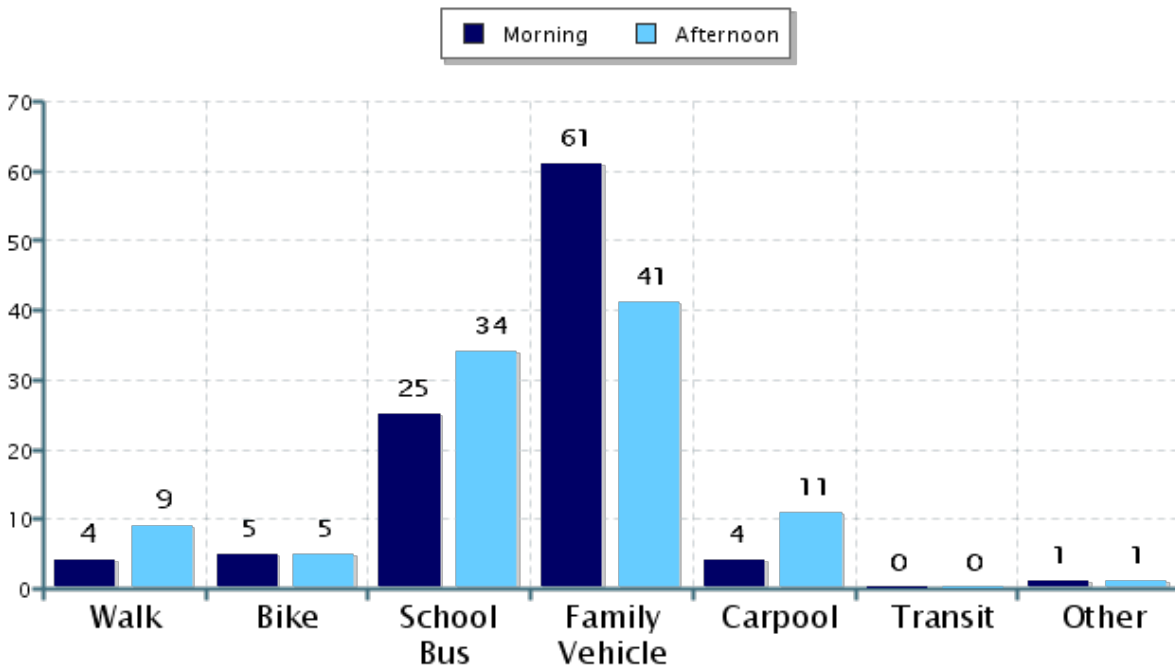
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 24

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



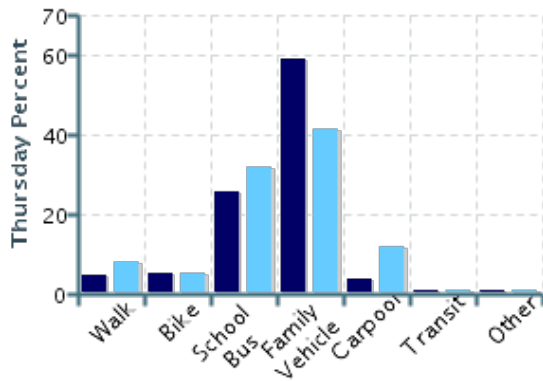
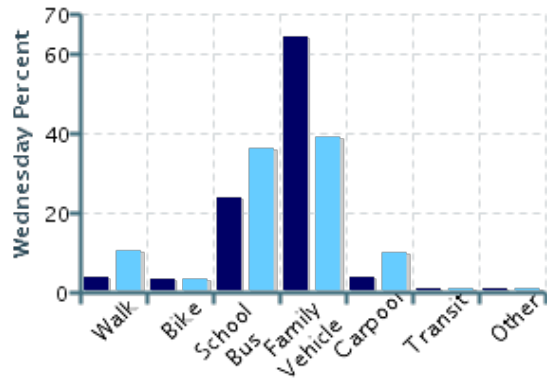
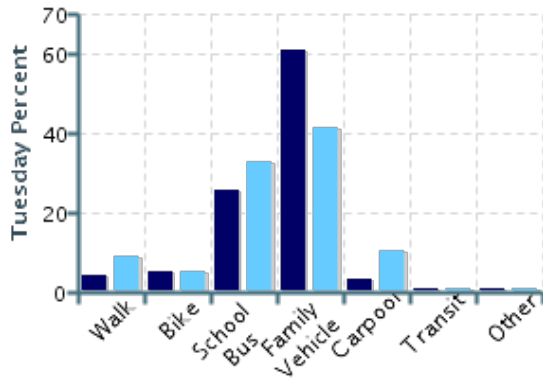
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1525	4%	5%	25%	61%	4%	0.2%	0.9%
Afternoon	1512	9%	5%	34%	41%	11%	0.2%	1.0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

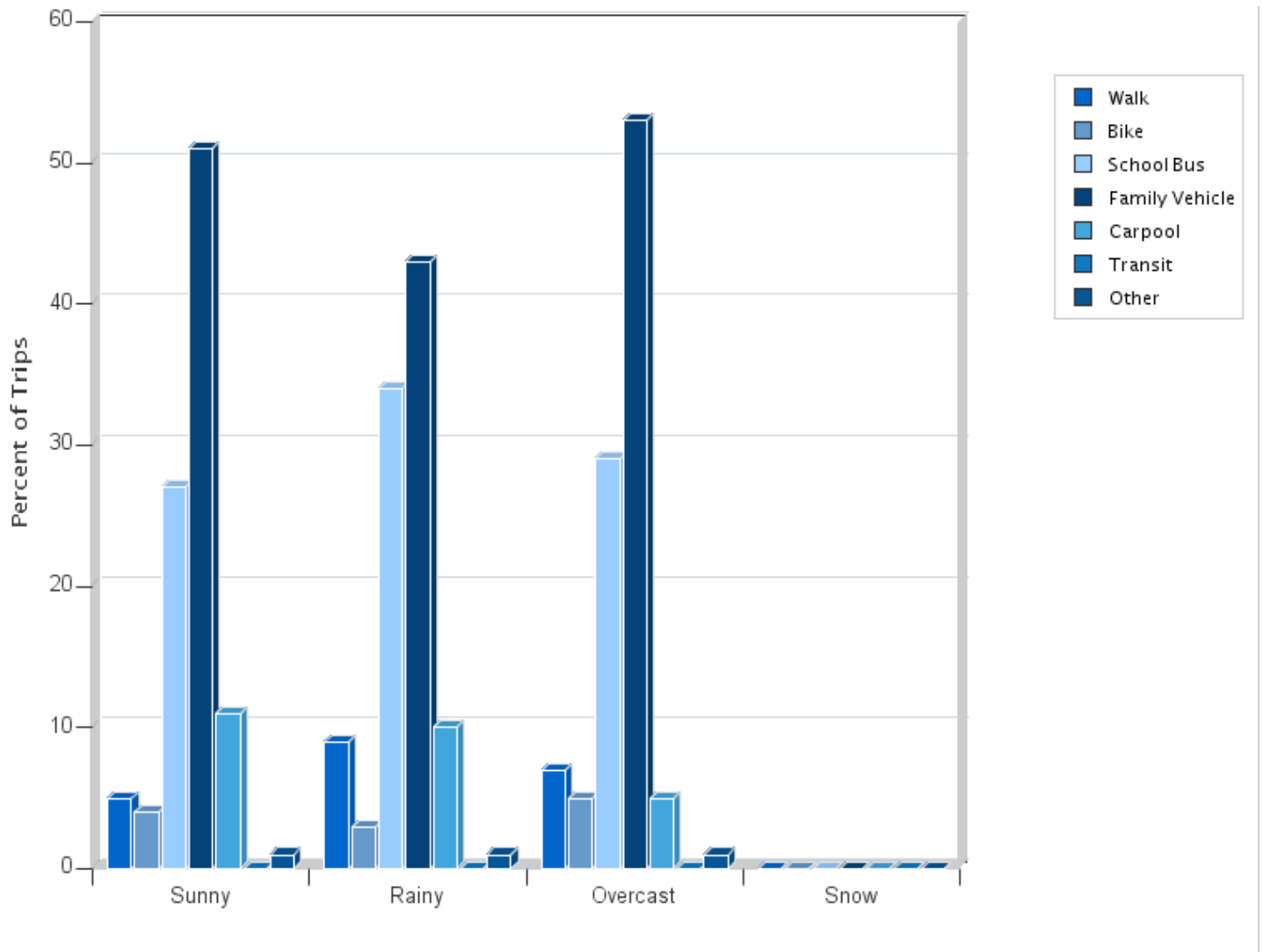


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	521	4%	5%	26%	61%	3%	0.2%	0.4%
Tuesday PM	518	9%	5%	33%	41%	10%	0.2%	1.0%
Wednesday AM	494	4%	3%	24%	64%	4%	0.2%	1%
Wednesday PM	489	10%	3%	36%	39%	10%	0.2%	0.8%
Thursday AM	510	5%	5%	25%	59%	4%	0.2%	1%
Thursday PM	505	8%	5%	32%	41%	12%	0.2%	1%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	602	5%	4%	27%	51%	11%	0.2%	1.0%
Rainy	489	9%	3%	34%	43%	10%	0.2%	0.8%
Overcast	1946	7%	5%	29%	53%	5%	0.2%	0.9%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Osgood Elementary School

Set ID: 28916

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

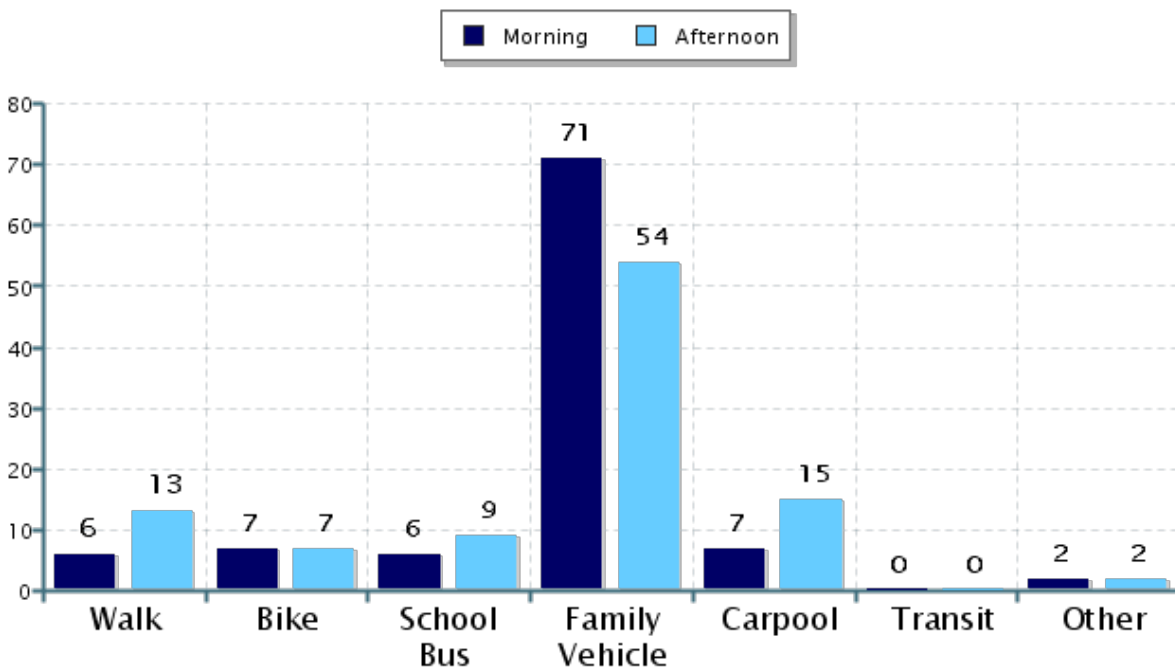
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 24

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



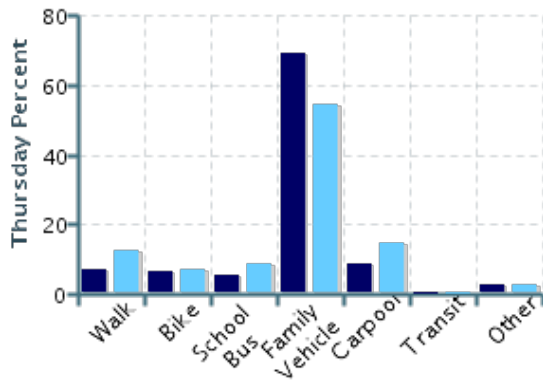
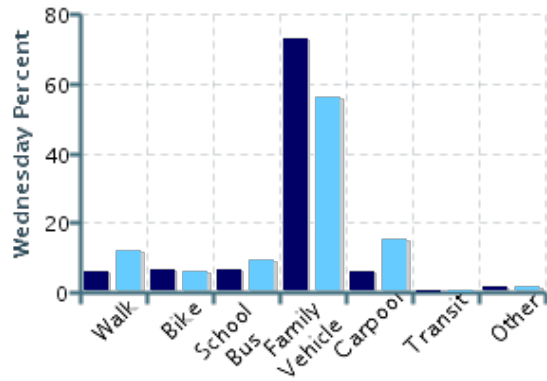
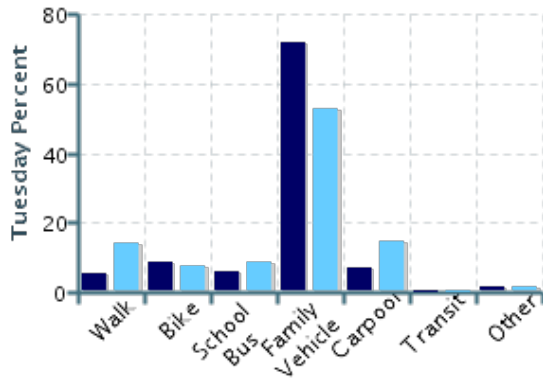
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1451	6%	7%	6%	71%	7%	0%	2%
Afternoon	1440	13%	7%	9%	54%	15%	0%	2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

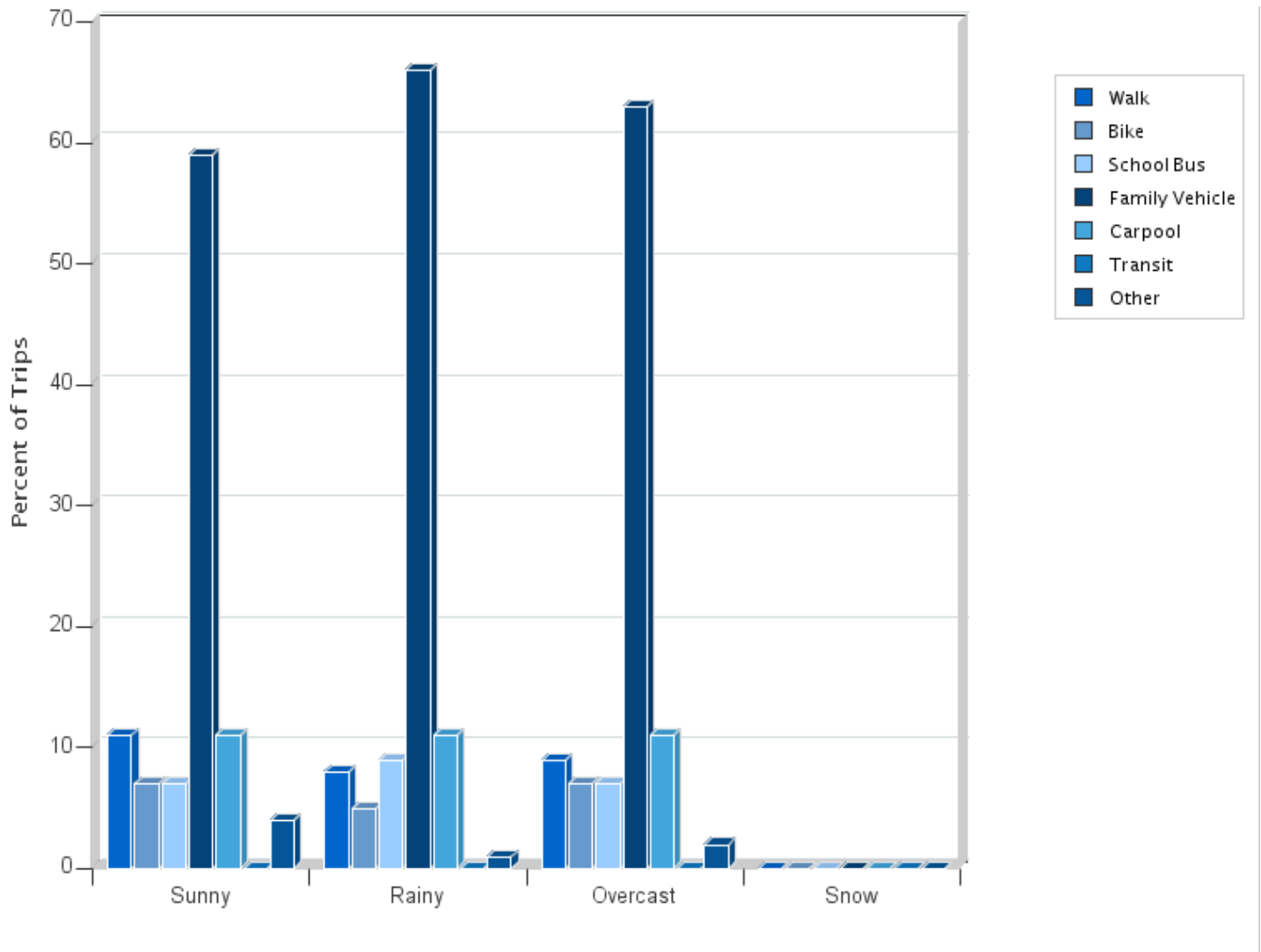


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	484	5%	8%	6%	72%	7%	0%	1%
Tuesday PM	490	14%	8%	9%	53%	15%	0%	1%
Wednesday AM	476	6%	7%	6%	73%	6%	0%	2%
Wednesday PM	465	12%	6%	9%	56%	15%	0%	2%
Thursday AM	491	7%	7%	6%	69%	9%	0%	3%
Thursday PM	485	13%	7%	9%	54%	15%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	505	11%	7%	7%	59%	11%	0%	4%
Rainy	397	8%	5%	9%	66%	11%	0%	1%
Overcast	1989	9%	7%	7%	63%	11%	0%	2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Willow Park Elementary School

Set ID: 28913

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

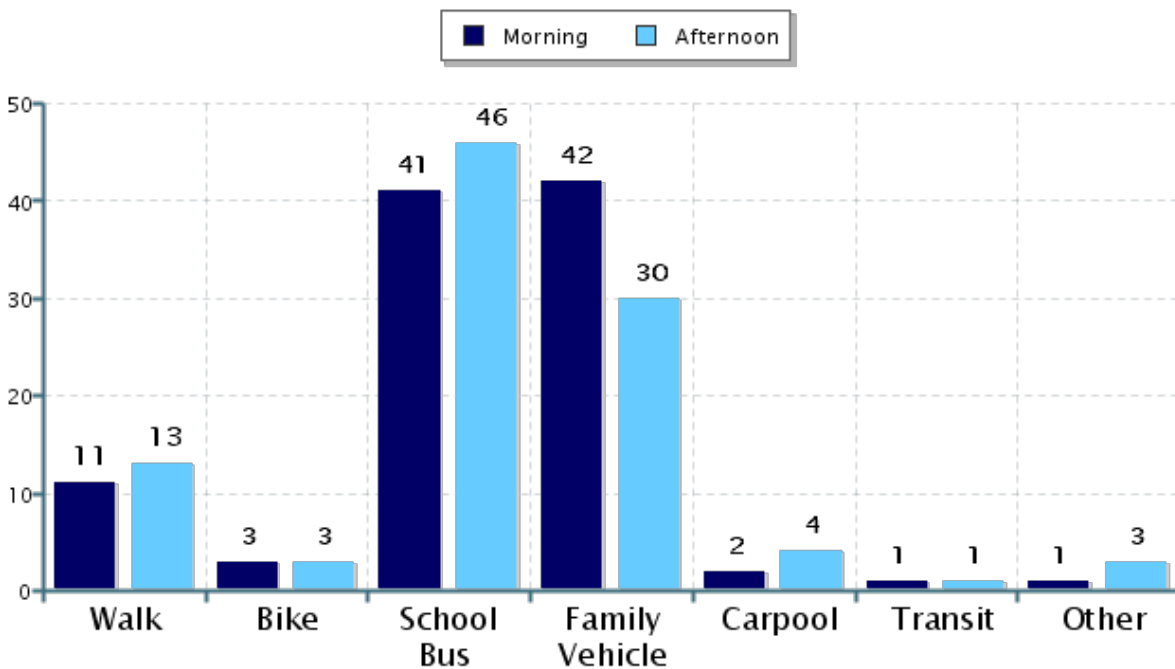
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 27

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



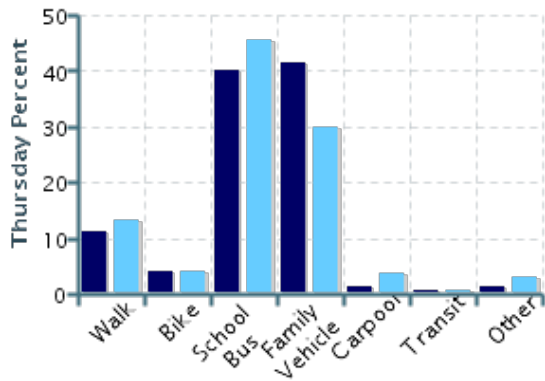
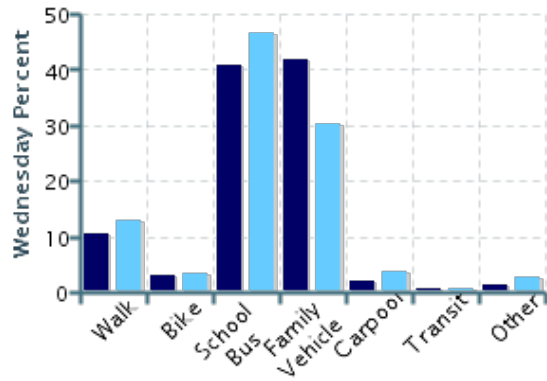
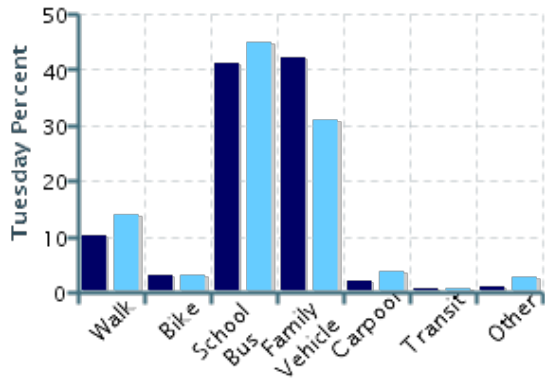
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1329	11%	3%	41%	42%	2%	0.5%	1%
Afternoon	1333	13%	3%	46%	30%	4%	0.7%	3%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

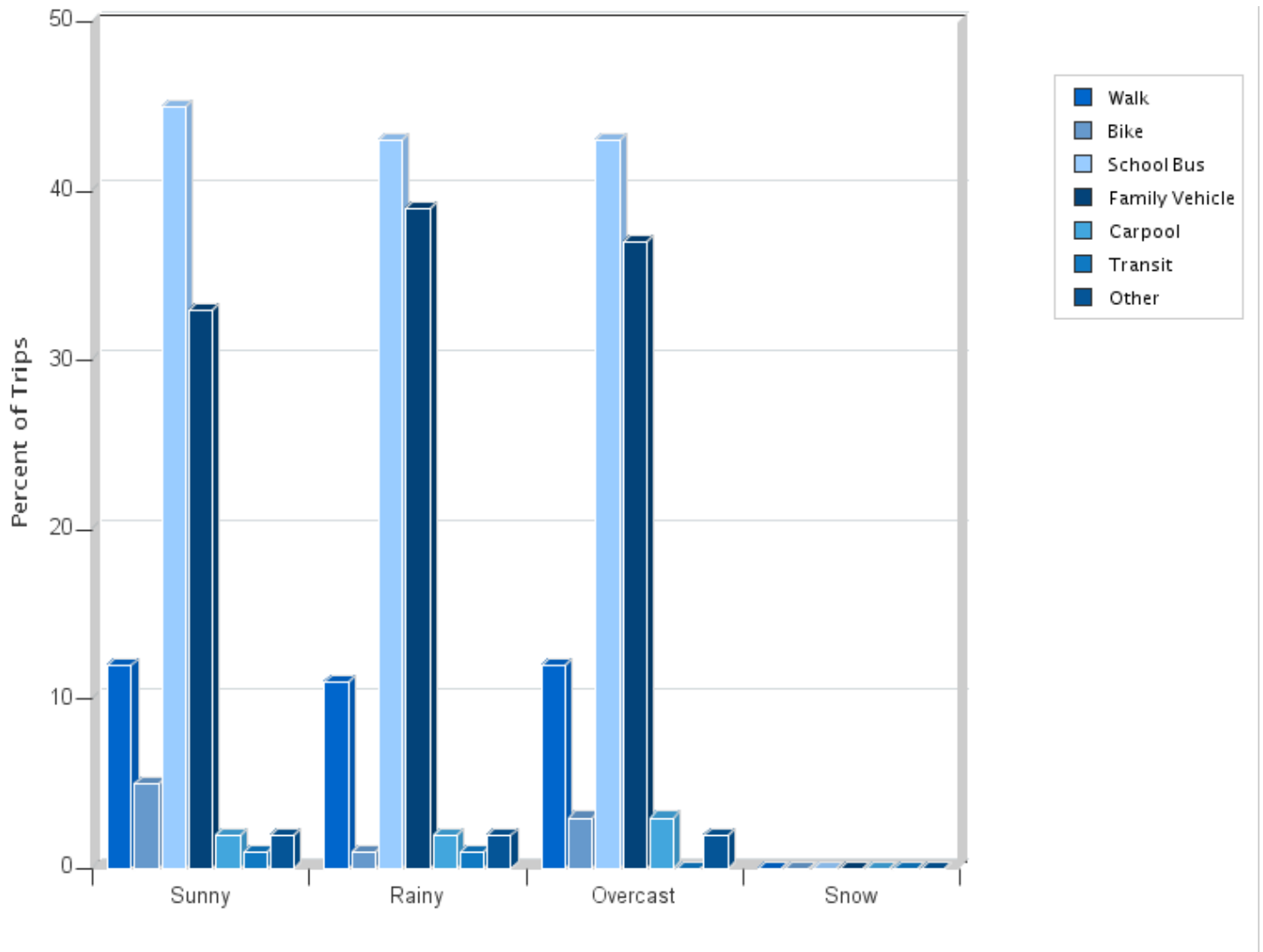


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	446	10%	3%	41%	42%	2%	0.4%	0.9%
Tuesday PM	448	14%	3%	45%	31%	4%	0.7%	3%
Wednesday AM	453	10%	3%	41%	42%	2%	0.7%	1%
Wednesday PM	454	13%	3%	46%	30%	4%	0.7%	3%
Thursday AM	430	11%	4%	40%	42%	1%	0.5%	1%
Thursday PM	431	13%	4%	45%	30%	4%	0.7%	3%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	634	12%	5%	45%	33%	2%	1%	2%
Rainy	333	11%	1%	43%	39%	2%	0.9%	2%
Overcast	1695	12%	3%	43%	37%	3%	0.3%	2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Liberty Middle School

Set ID: 28918

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

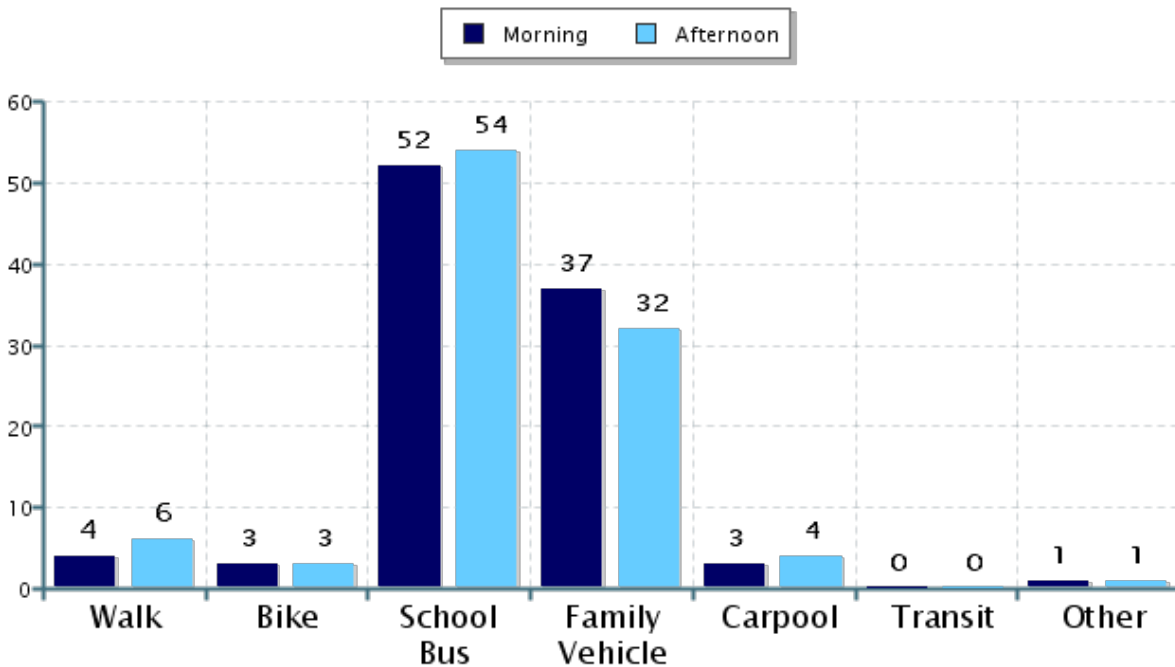
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 79

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



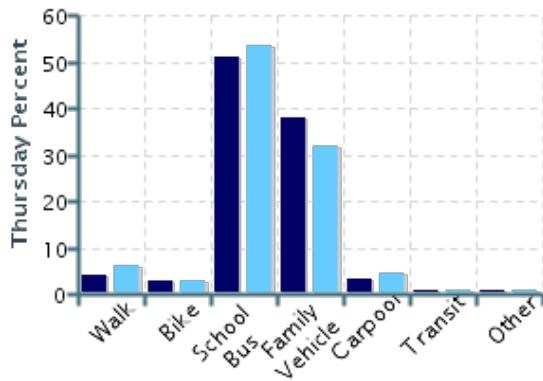
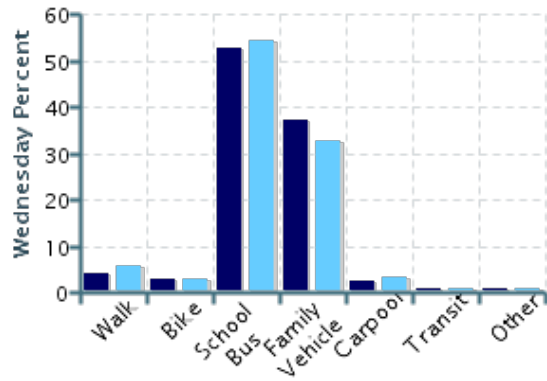
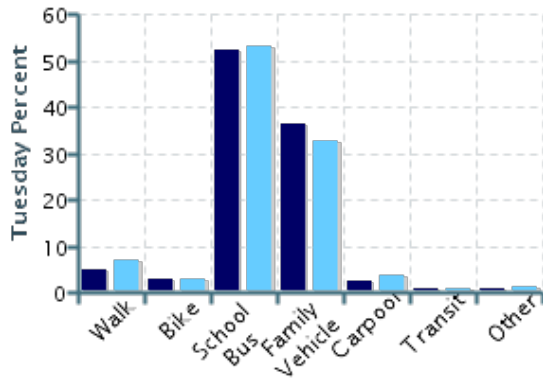
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	2823	4%	3%	52%	37%	3%	0.1%	0.8%
Afternoon	2579	6%	3%	54%	32%	4%	0.2%	1.0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

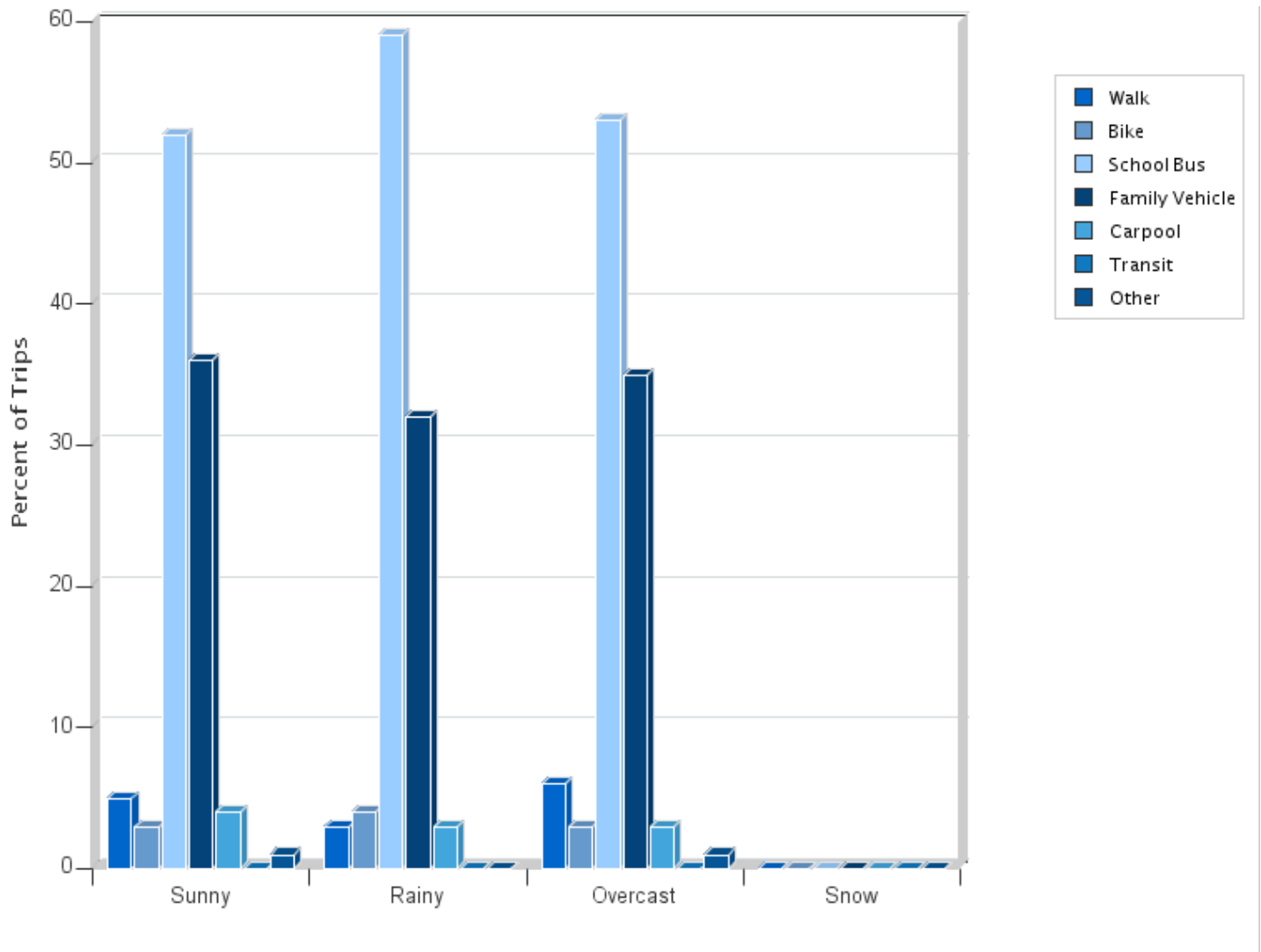


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	954	5%	3%	52%	36%	3%	0.1%	0.9%
Tuesday PM	893	7%	3%	53%	33%	4%	0.1%	1%
Wednesday AM	960	4%	3%	53%	37%	3%	0.2%	0.7%
Wednesday PM	893	6%	3%	54%	32%	3%	0.2%	0.8%
Thursday AM	909	4%	3%	51%	38%	3%	0.1%	0.8%
Thursday PM	793	6%	3%	53%	32%	4%	0.1%	1%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1373	5%	3%	52%	36%	4%	0.1%	0.9%
Rainy	215	3%	4%	59%	32%	3%	0%	0%
Overcast	3814	6%	3%	53%	35%	3%	0.2%	0.9%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Nativity Elementary (John Paul II)

Set ID: 28925

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

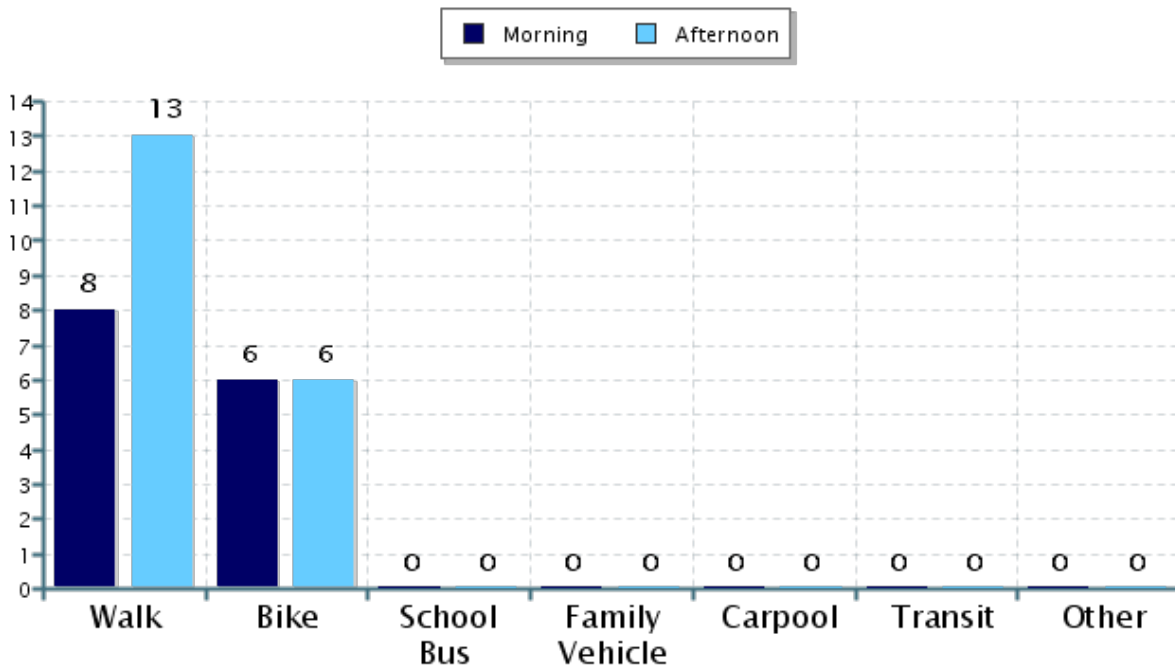
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 1

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



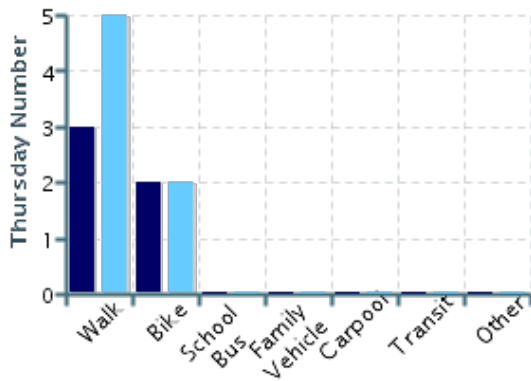
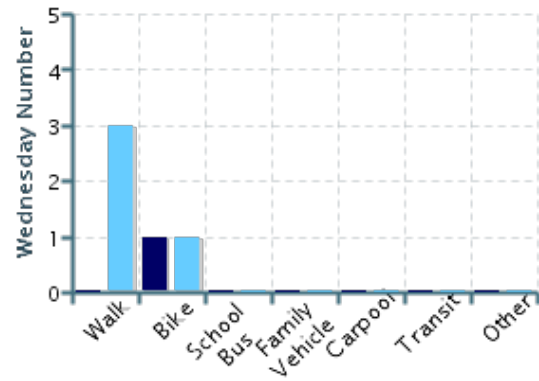
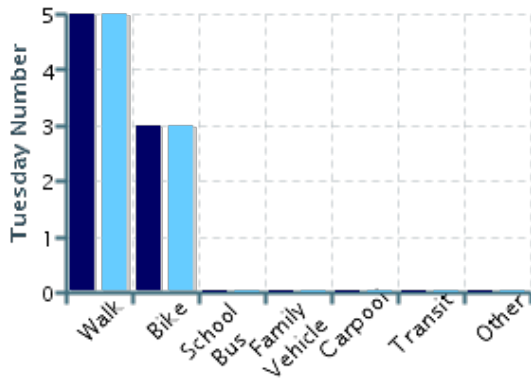
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	14	8	6	0	0	0	0	0
Afternoon	19	13	6	0	0	0	0	0

Numbers rather than percentages are displayed because the number of trips was less than 30 for either the Morning or Afternoon.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

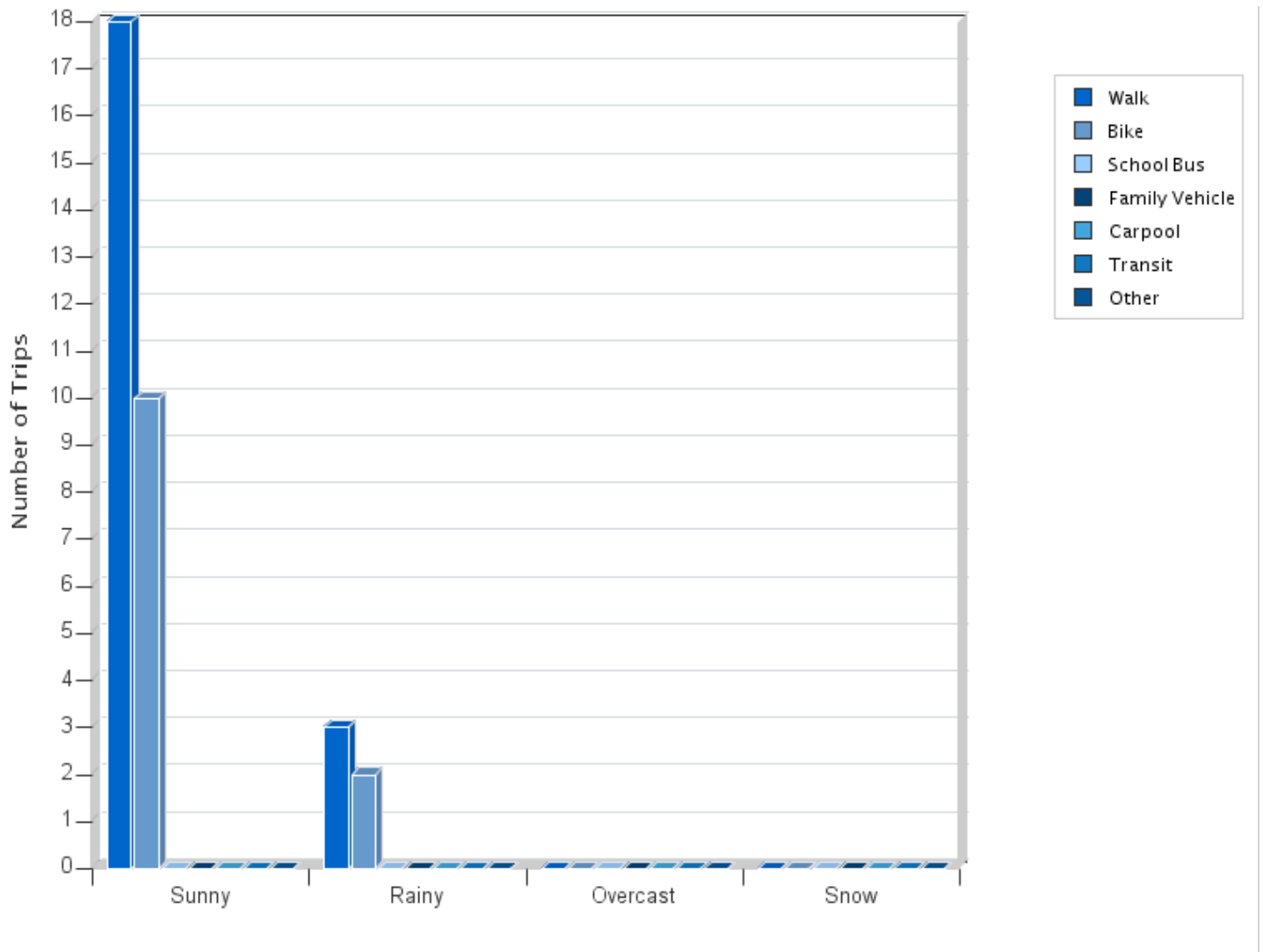


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	8	5	3	0	0	0	0	0
Tuesday PM	8	5	3	0	0	0	0	0
Wednesday AM	1	0	1	0	0	0	0	0
Wednesday PM	4	3	1	0	0	0	0	0
Thursday AM	5	3	2	0	0	0	0	0
Thursday PM	7	5	2	0	0	0	0	0

Numbers rather than percentages are displayed because the number of trips was less than 30 for one or more of the time periods reported.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	28	18	10	0	0	0	0	0
Rainy	5	3	2	0	0	0	0	0
Overcast	0	0	0	0	0	0	0	0
Snow	0	0	0	0	0	0	0	0

Numbers rather than percentage are displayed because the number of trips was less than 30 for one or more of the weather conditions.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Holy Spirit Elementary (John Paul II)

Set ID: 28924

School Group: Fargo SRTS

Month and Year Collected: May 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

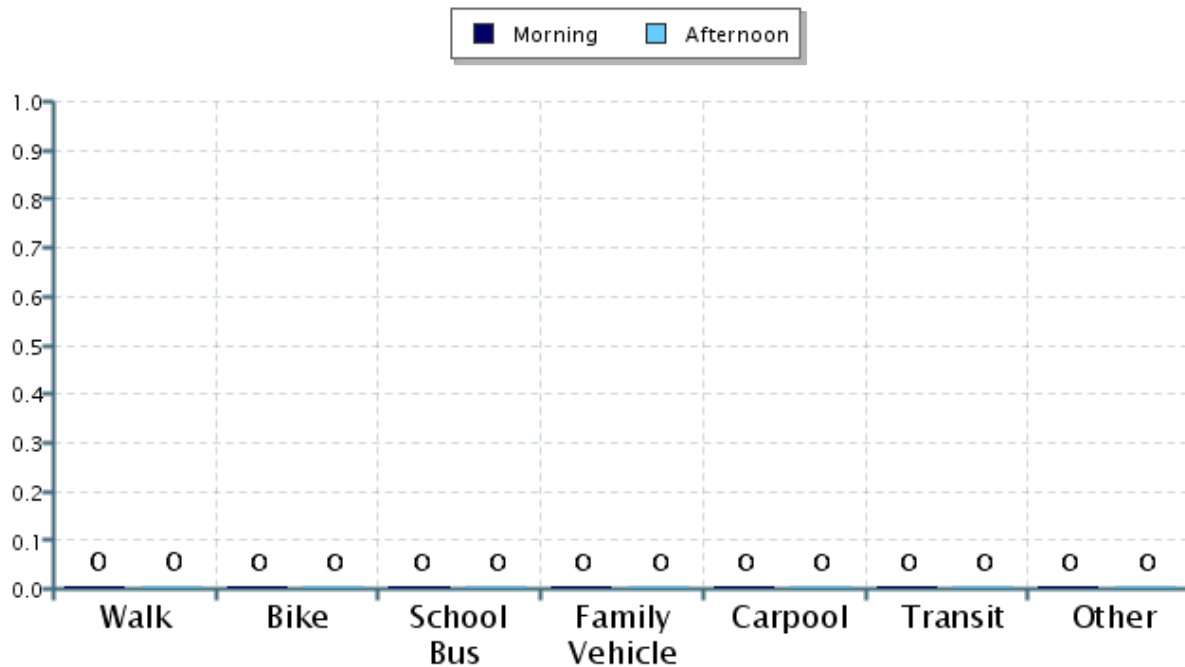
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 1

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



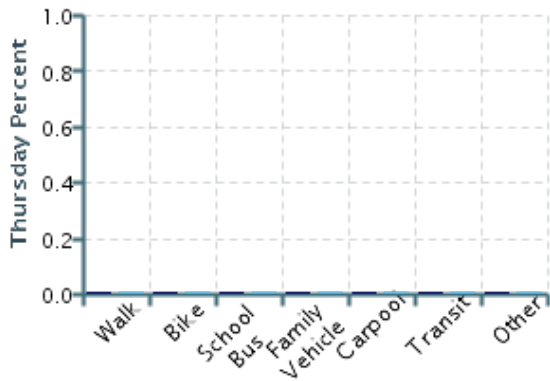
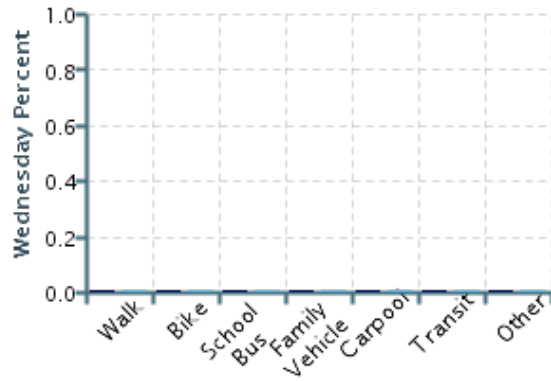
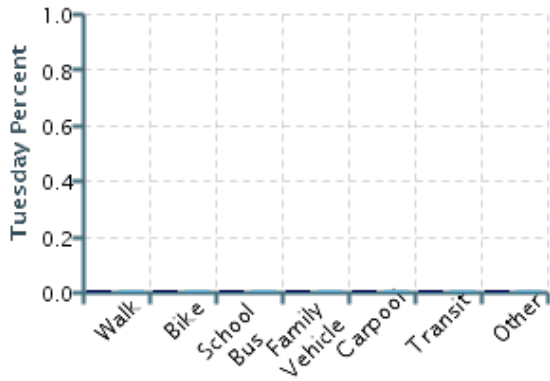
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	0	0%	0%	0%	0%	0%	0%	0%
Afternoon	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

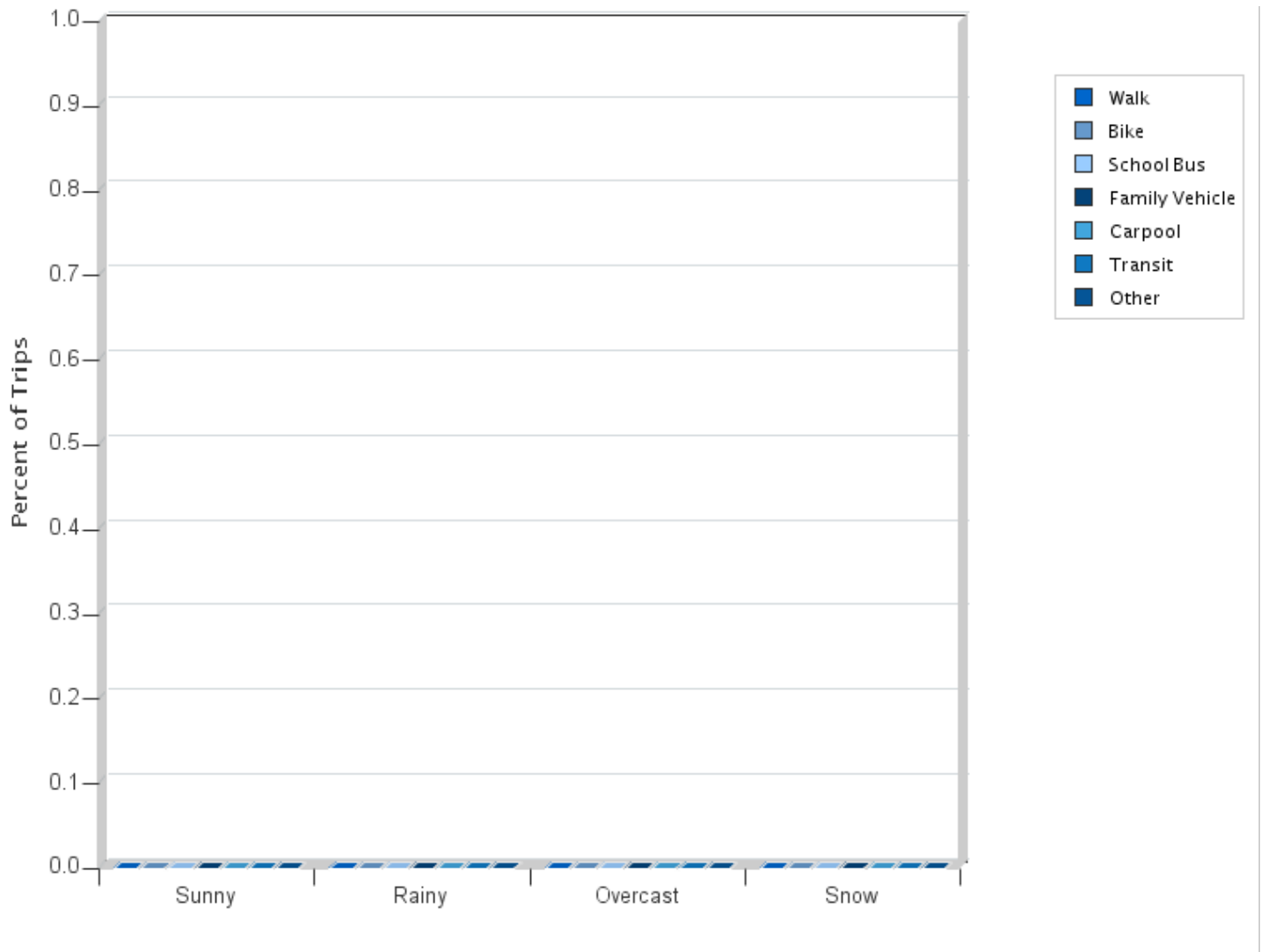


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM		0%	0%	0%	0%	0%	0%	0%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM		0%	0%	0%	0%	0%	0%	0%
Wednesday PM		0%	0%	0%	0%	0%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	0	0%	0%	0%	0%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix D. Parent & Caregiver Survey Results

The following pages show summaries of surveys sent home to parents and caregivers of children attending schools in Fargo. Questions ask about caregivers' perceptions of walking and biking to school. The results are a direct export from the National Safe Routes to School Data Collection System, which processed the survey responses and generated this report.

Parent Survey Report: One School in One Data Collection Period

School Name: Bennett Elementary School

Set ID: 18508

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

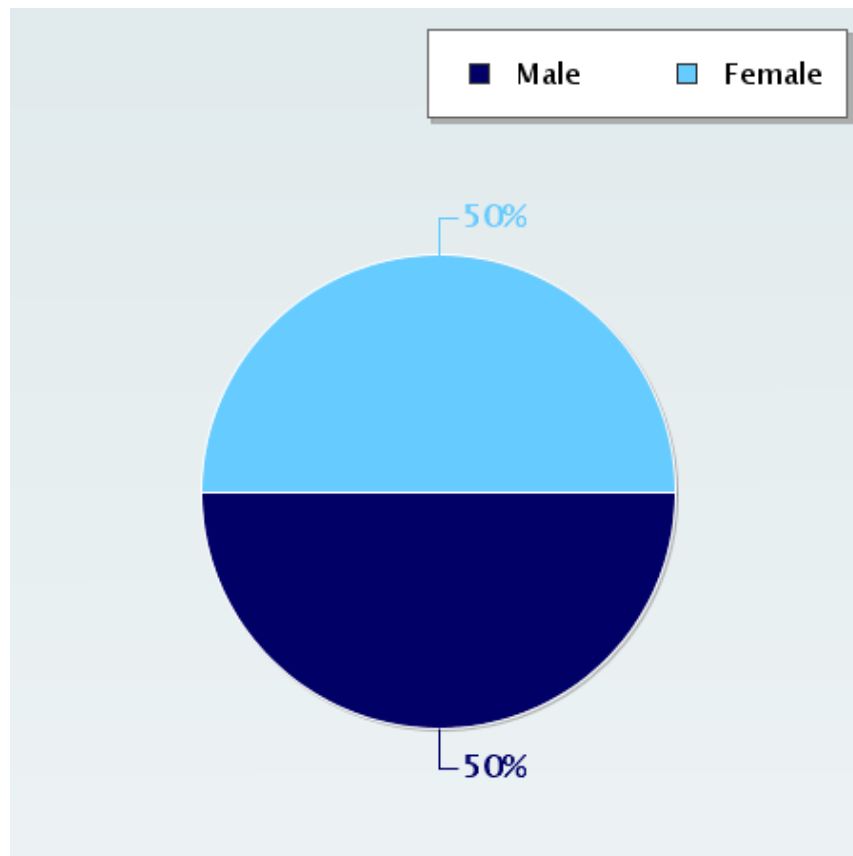
Tags:

Number of Questionnaires Distributed: 0

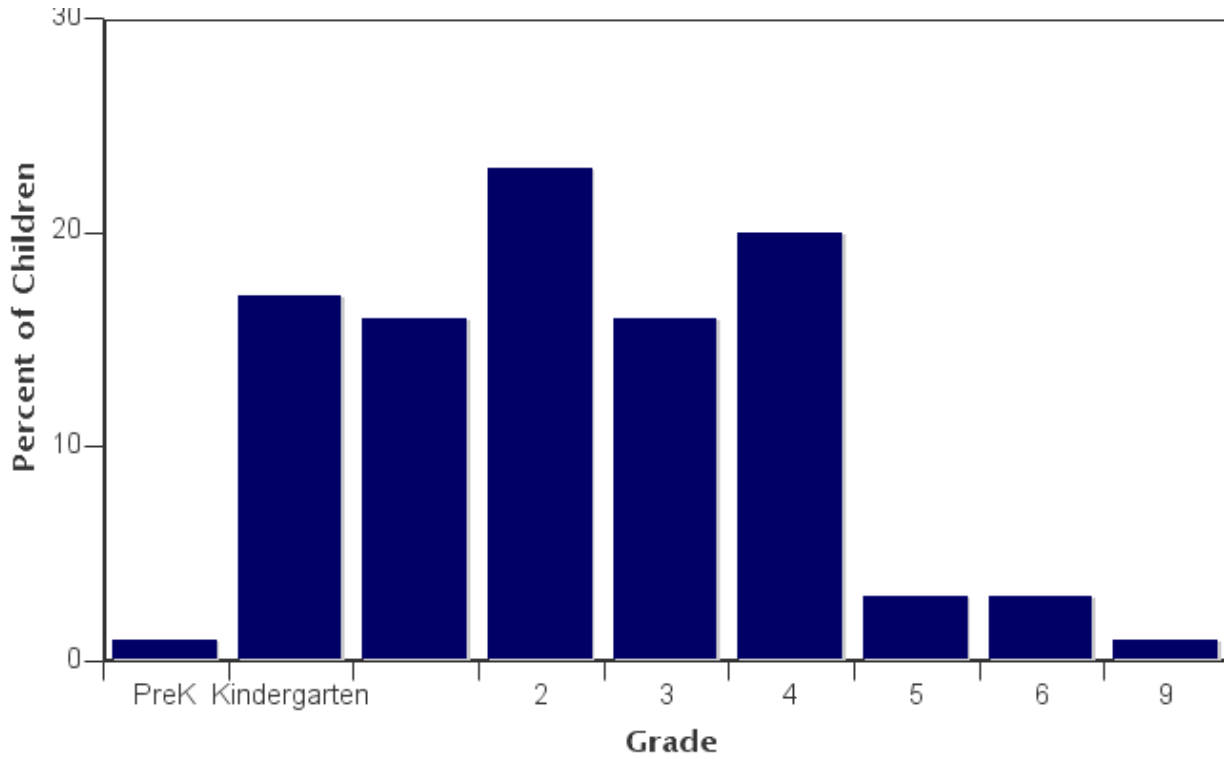
Number of Questionnaires Analyzed for Report: 70

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

Sex of children for parents that provided information



Grade levels of children represented in survey

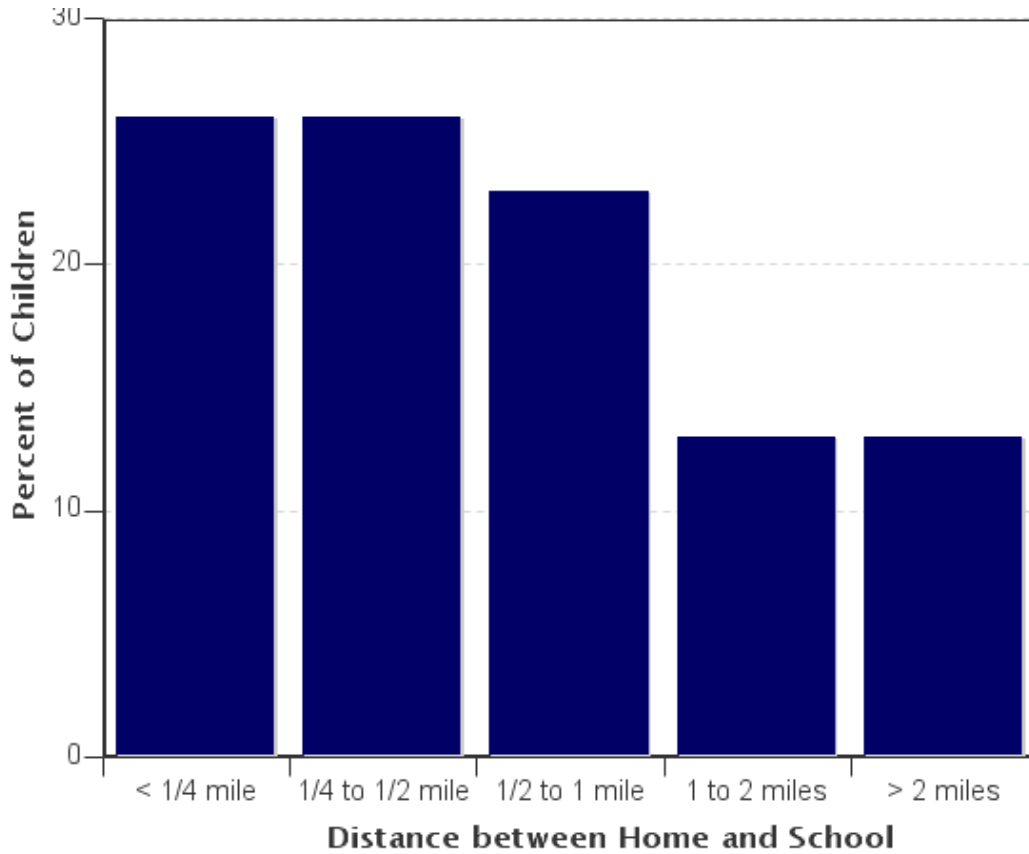


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	1%
Kindergarten	12	17%
1	11	16%
2	16	23%
3	11	16%
4	14	20%
5	2	3%
6	2	3%
9	1	1%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

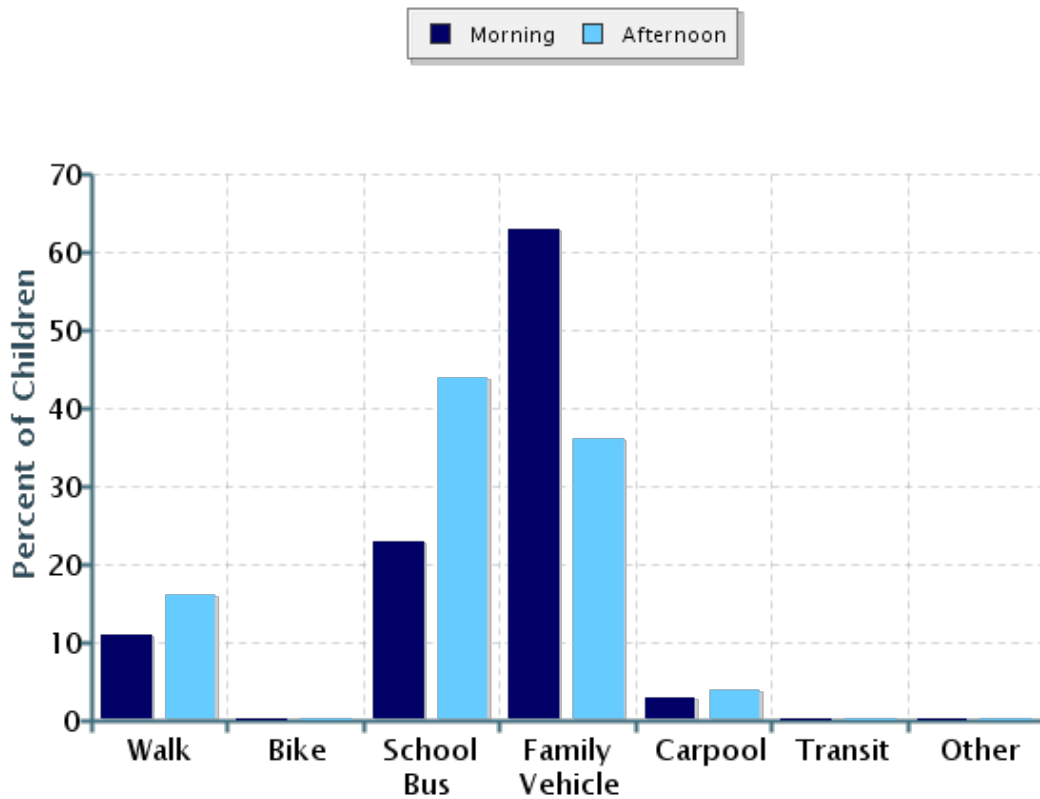


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	18	26%
1/4 mile up to 1/2 mile	18	26%
1/2 mile up to 1 mile	16	23%
1 mile up to 2 miles	9	13%
More than 2 miles	9	13%

Don't know or No response: 0
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	70	11%	0%	23%	63%	3%	0%	0%
Afternoon	70	16%	0%	44%	36%	4%	0%	0%

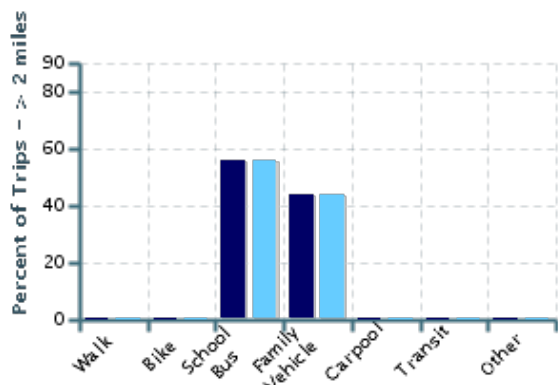
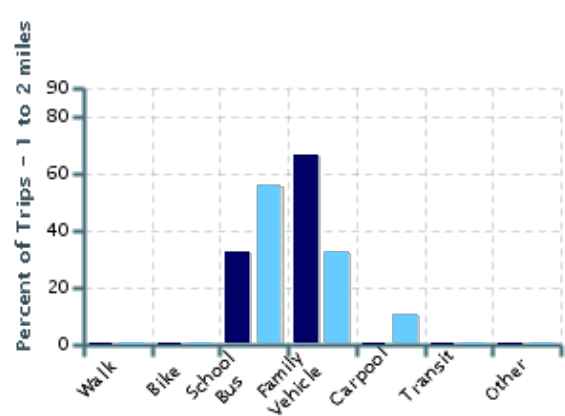
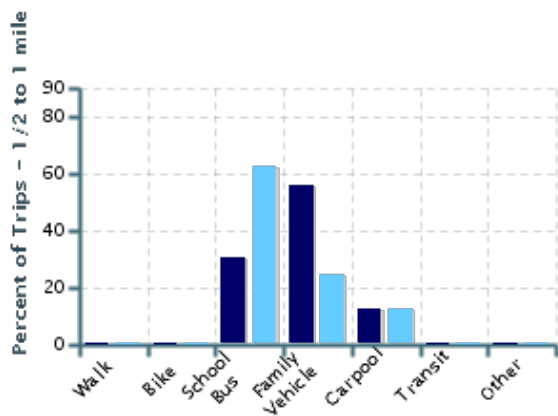
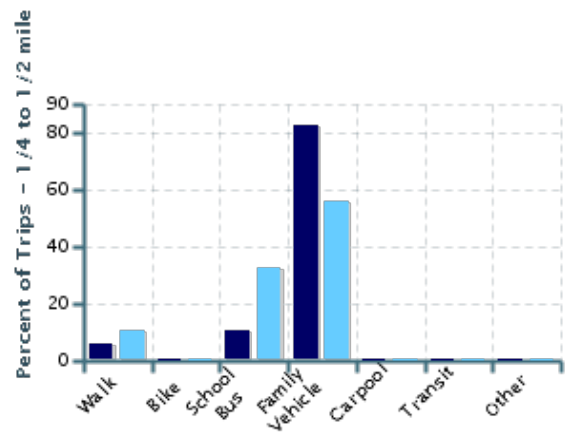
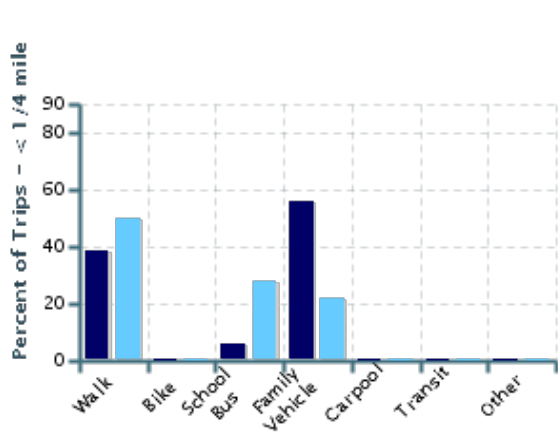
No Response Morning: 0

No Response Afternoon: 0

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	18	39%	0%	6%	56%	0%	0%	0%
1/4 mile up to 1/2 mile	18	6%	0%	11%	83%	0%	0%	0%
1/2 mile up to 1 mile	16	0%	0%	31%	56%	13%	0%	0%
1 mile up to 2 miles	9	0%	0%	33%	67%	0%	0%	0%
More than 2 miles	9	0%	0%	56%	44%	0%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

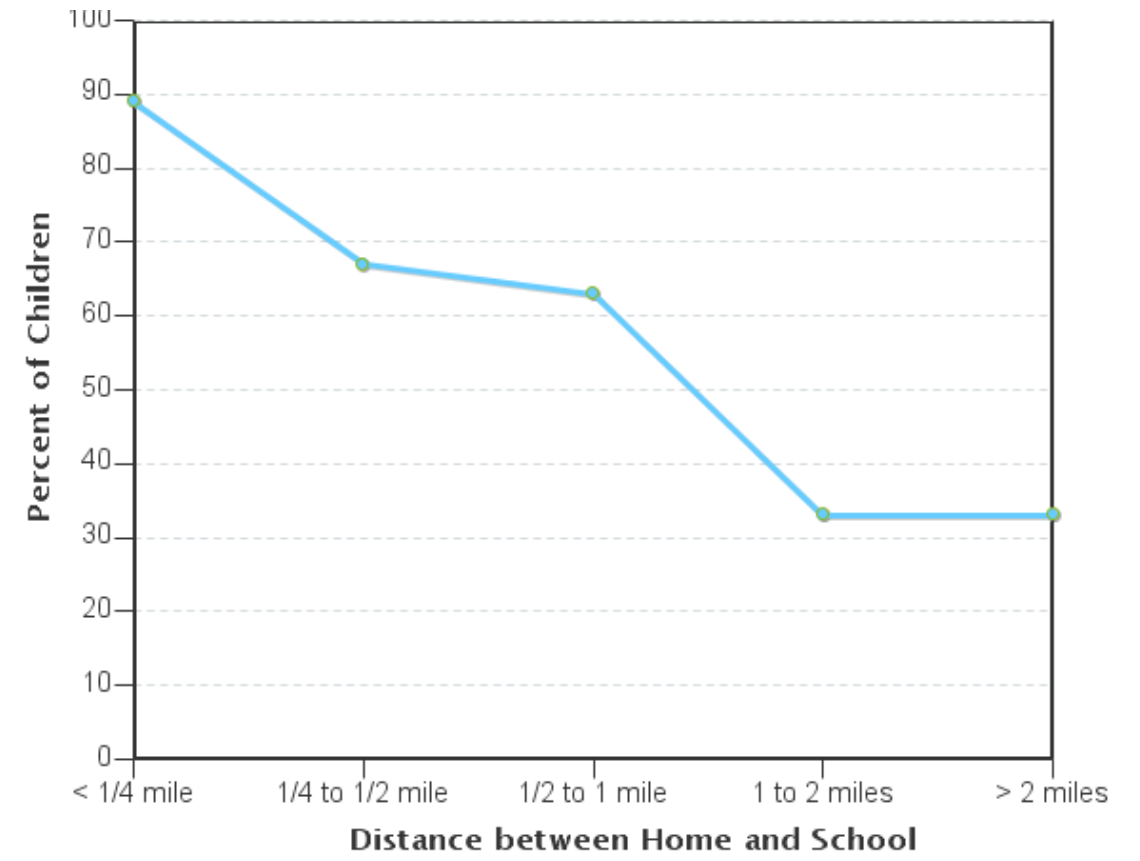
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	18	50%	0%	28%	22%	0%	0%	0%
1/4 mile up to 1/2 mile	18	11%	0%	33%	56%	0%	0%	0%
1/2 mile up to 1 mile	16	0%	0%	63%	25%	13%	0%	0%
1 mile up to 2 miles	9	0%	0%	56%	33%	11%	0%	0%
More than 2 miles	9	0%	0%	56%	44%	0%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

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

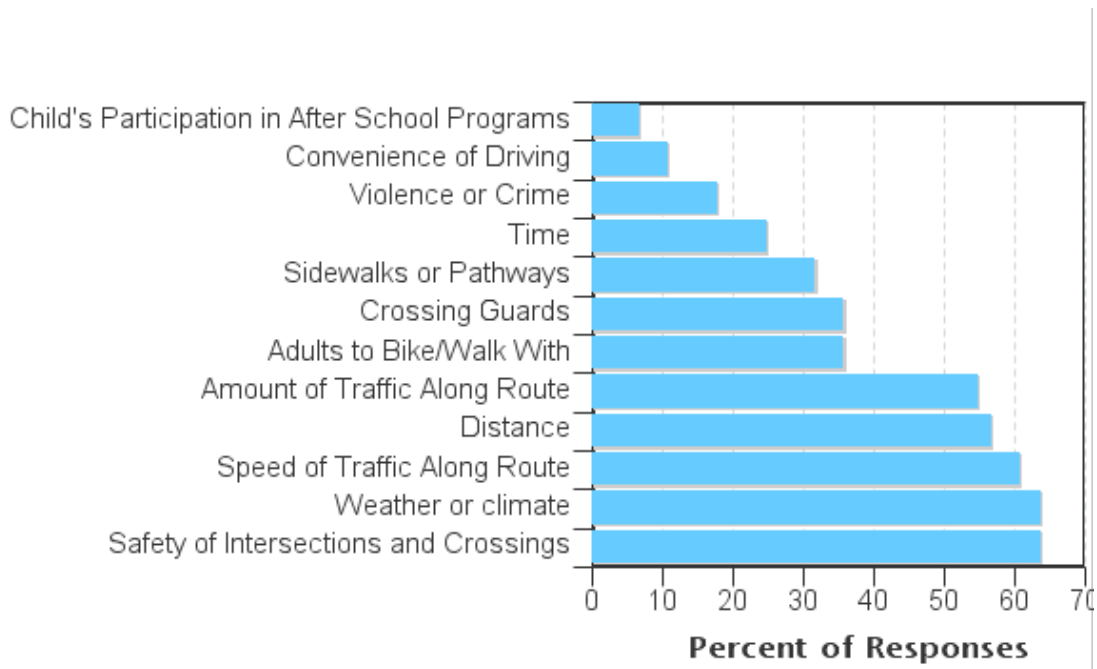


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

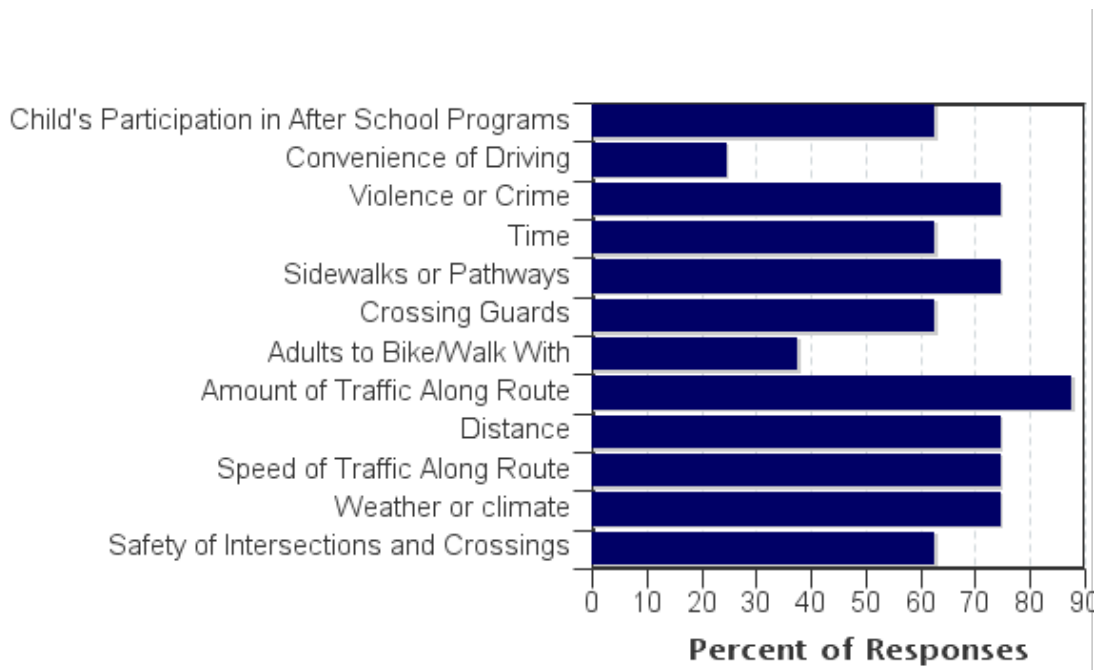
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	44	89%	67%	63%	33%	33%
No	26	11%	33%	38%	67%	67%

Don't know or No response: 0
 Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	64%	63%
Weather or climate	64%	75%
Speed of Traffic Along Route	61%	75%
Distance	57%	75%
Amount of Traffic Along Route	55%	88%
Adults to Bike/Walk With	36%	38%
Crossing Guards	36%	63%
Sidewalks or Pathways	32%	75%
Time	25%	63%
Violence or Crime	18%	75%
Convenience of Driving	11%	25%
Child's Participation in After School Programs	7%	63%
Number of Respondents per Category	44	8

No response: 18

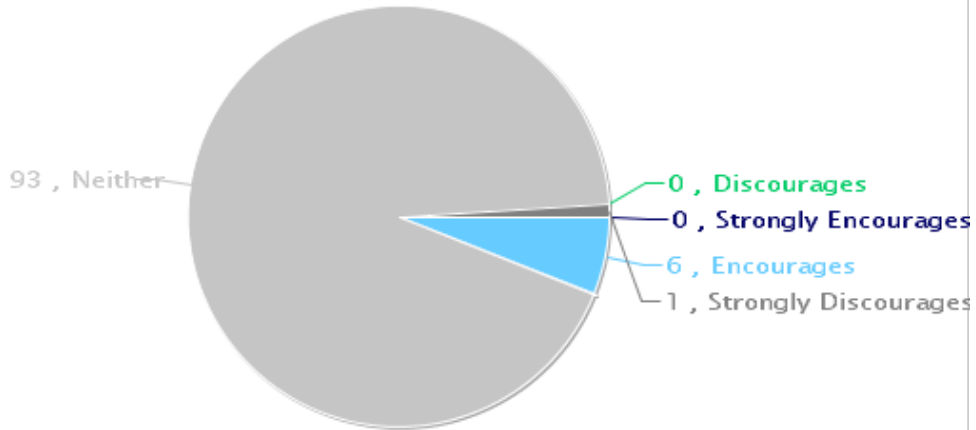
Note:

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

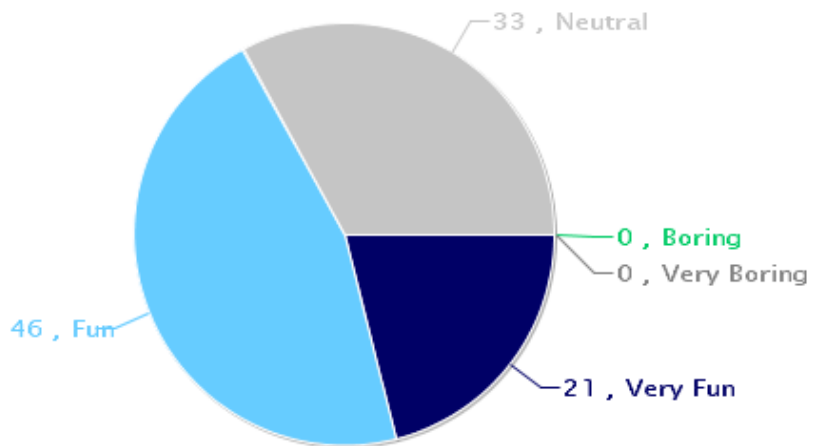
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

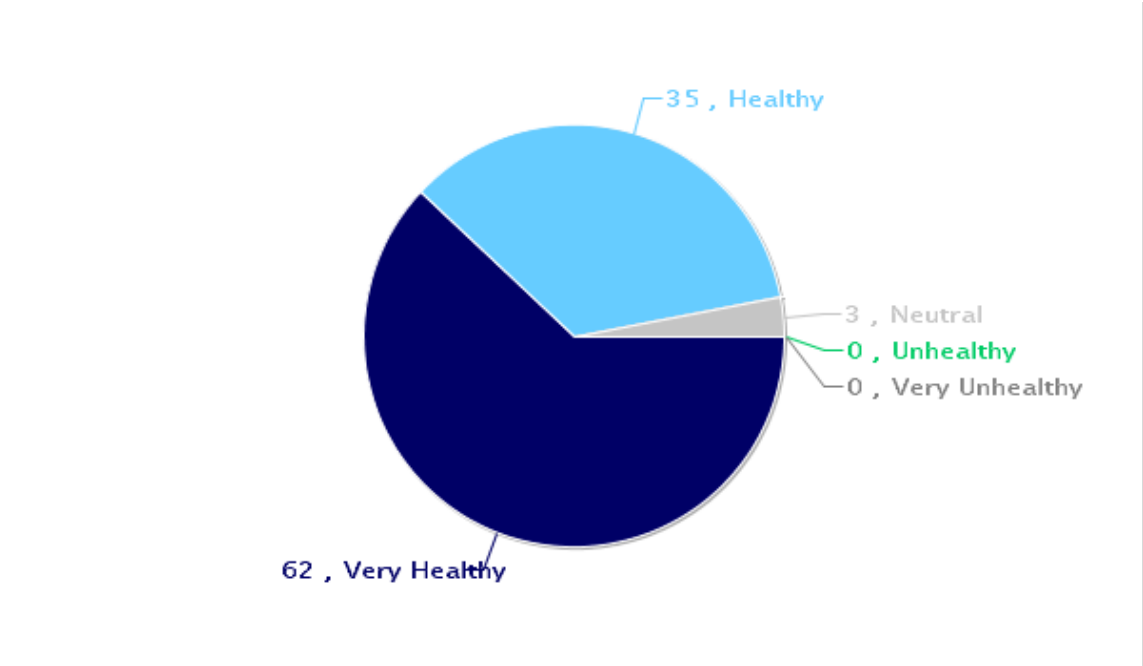
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1661776	1 of my 2 walk home, he checks in with me as soon as he arrives, and there are stay at home moms next door for emergencies
1661805	Parking and flow at discovery is horrible. People park in the middle of the parking lot to pick up their child instead of picking a parking spot. They create a huge long line for pick up and drop off. No one is out directing traffic or asking these people to park in a parking spot until their child comes out of the building. This process could be better.
1661826	Weather is a big factor in ability to walk to school, clearly that can not be controlled. Many children from our neighborhood walk to school together, making it safer for the younger children to walk as well. Encouragement of neighborhood children ALL walking together would be great!
1661831	I don't feel comfortable with my kindergarten walking/biking to or from school. There is a registered sex offender in the proximity of the school. The bus driver is is not kind from the kids perspective. My choices are limited with transportation to and from school.
1661850	The avenue that runs right past the school is so dangerous! People drive too fast and they NEVER stop for pedestrians or bicyclists at intersections or designated crossings.
1663241	I mainly give my kids rides, they sometimes ride bus. I just wish the signage and traffic lights/signals were more noticeable. Like maybe a actual button kids push and then there are flashing red lights for cars to stop on the crosswalk in front of the school and to crosswalk to the north of the school. Its was super hard to see kids this year with the high snow as well. Especially across the st on the residential sides.
1663242	I mainly give my kids rides, they sometimes ride bus. I just wish the signage and traffic lights/signals were more noticeable. Like maybe a actual button kids push and then there are flashing red lights for cars to stop on the crosswalk in front of the school and to crosswalk to the north of the school. Its was super hard to see kids this year with the high snow as well. Especially across the st on the residential sides.
1661709	If there was a sidewalk on 21st street that continued south of 59th Ave all the way to 70th Ave, we would have a straight route to school and I would be much more comfortable letting our children ride bike to school.
1661711	Crossing 62nd Ave is my biggest concern. The traffic can come fast from the west and there is a bend in the road. I have seen lots of distracted drivers on this stretch as they are leaving home. I feel confident about after they cross 62nd Ave as there is a great bike path all the way to Bennett with only needing to cross one street that has a stop sign so traffic is required to stop.
1661715	The biggest problem that I see is people on their phones while driving. There is no law enforcement presence to discourage people from using their phones and not to pay attention to the roadways.
1661717	The biggest problem with riding the bus is the bus driver. He is rude, mean, and completely unsafe. Our concerns have not been met by the school or the bus company, nor have the concerns of any other parents in our neighborhood.

1661736	Kids walk to and from school. About 7 minute walk (little people = little steps). Have bunch of kids after school as a group. Love the crossing guard on the street off of school! Would be awesome to have before school, but definitely a must after school +Any further and cold weather in winter would make this impossible. We bought house location because of distance to school and middle school bus stop.
1661763	I don't understand how weather and fun play into this. Are you going to keep temps above freezing and add clowns along the school routes? Safety from traffic and creepy people are the only real issues.
1661770	My daughters walk and bike to Bennett Elementary when the weather allows. My son attends Discovery Middle School and would bike if there was a safer route than the trail along University Drive. The crossing at 52nd Avenue is too wide for safe pedestrian crossing for middle school age kids. I would also be concerned about him crossing University drive twice to get to school, especially at 40th Avenue.
1662332	For the most part, traffic is pretty good about stopping for kids crossing the street but there area always people driving too fast, not paying close attention, or not stopping for kids to cross. I would love to see a crossing guard in the intersection on 21st Street outside of Bennett to raise awareness of the kids crossing to get to school. While I feel it is relatively safe, there is more that could be done to increase the safety of our precious resources.
1662377	Although this is important, I feel the first item that should be addressed is pick up and drop off. This is our first year at Bennett. With our first two boys attending Centennial I can say the process to pick up and drop off at Centennial is far quicker and safer than the process at Bennett.
1662385	Weather and Safety are the most significant factors for our decision on walking or biking to/from school. When the weather is nice, she loves riding her bike or walking. We are grateful for having a bike/walking path near our home that runs North/South to the East of the school.
1662409	with the growing population of Fargo Moorhead, I just don't know if I would allow my child to ever walk/bike to school. We live in a different world today.
1661879	As a full time working parent, my children attend before and after school childcare at the school. There is no way I would send them walking or biking at 6:40 am or want them walking or biking home after 4:00 pm. Not all of our sidewalks are finished yet in our development and I do not allow them to walk or ride on the street. I also find that some, not ALL, drivers are distracted, drive too fast, or are in general not looking out for children or pedestrians. Also, winter poses a major barrier to walking to school due to dangerously cold temperatures and paths that are not cleared by both home owners and the city (i.e. bike trails). If I were a stay at home mom, I would walk or most likely bike to and from school with both my children (2nd grader and kindergartener). However, I work from 7:30 am to 4:00 pm, so unfortunately, we do not have the luxury of time or convenience to walk or bike. Thank you for doing this survey. I think it is environmentally friendly and positive to our physical, mental, and emotional health to find ways to walk and or bike in our neighborhoods.
1661923	My son has walked home from school without my knowledge several times due to the bus being late to pick him up from school. Some of these days were very cold and undesirable weather.
1661953	if my children walked home they would have to walk through 3 roundabouts that cars don't yield for pedestrians and it's hard to see cars coming. Traffic is heaving on 25th. I wouldn't trust high school drivers to be watching for elementary aged children or give them the respect to walk.

Parent Survey Report: One School in One Data Collection Period

School Name: Centennial Elementary School

Set ID: 18511

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

Tags:

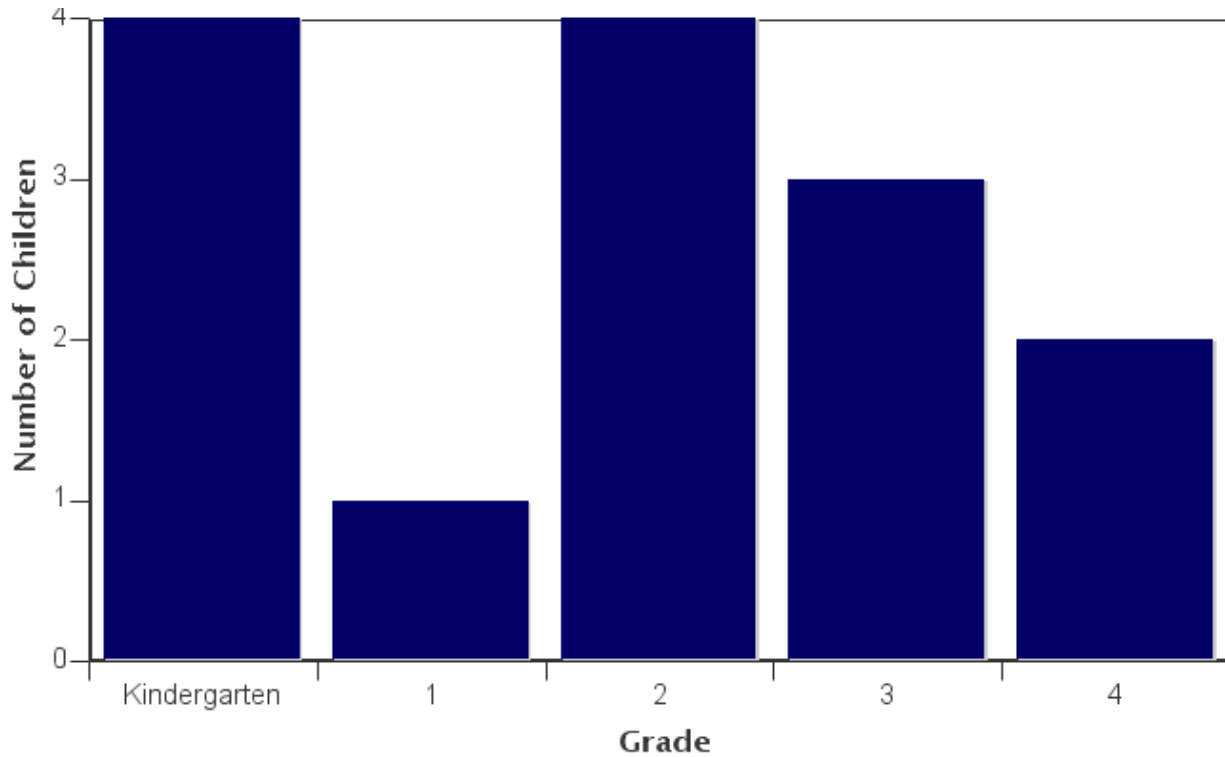
Number of Questionnaires Distributed: 0

**Number of Questionnaires
Analyzed for Report:** 14

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

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

Grade levels of children represented in survey



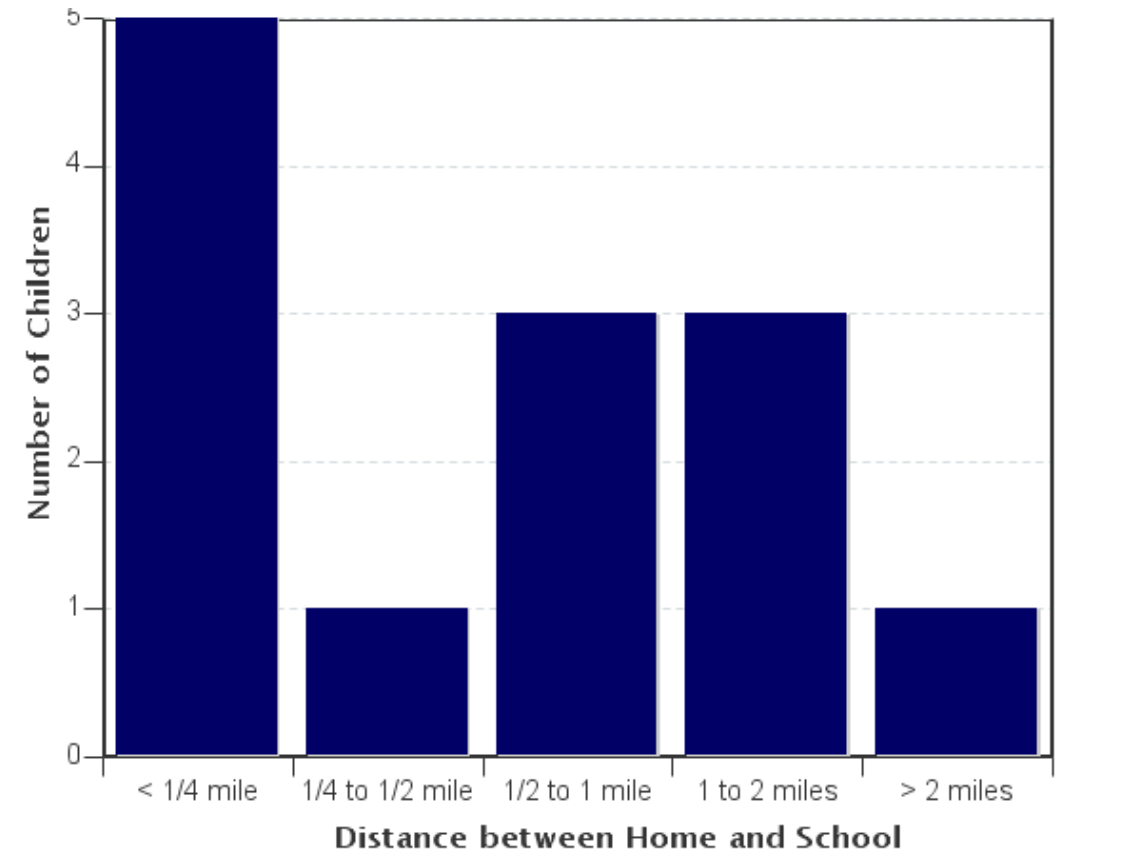
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
Kindergarten	4
1	1
2	4
3	3
4	2

No response: 0

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

Parent estimate of distance from child's home to school



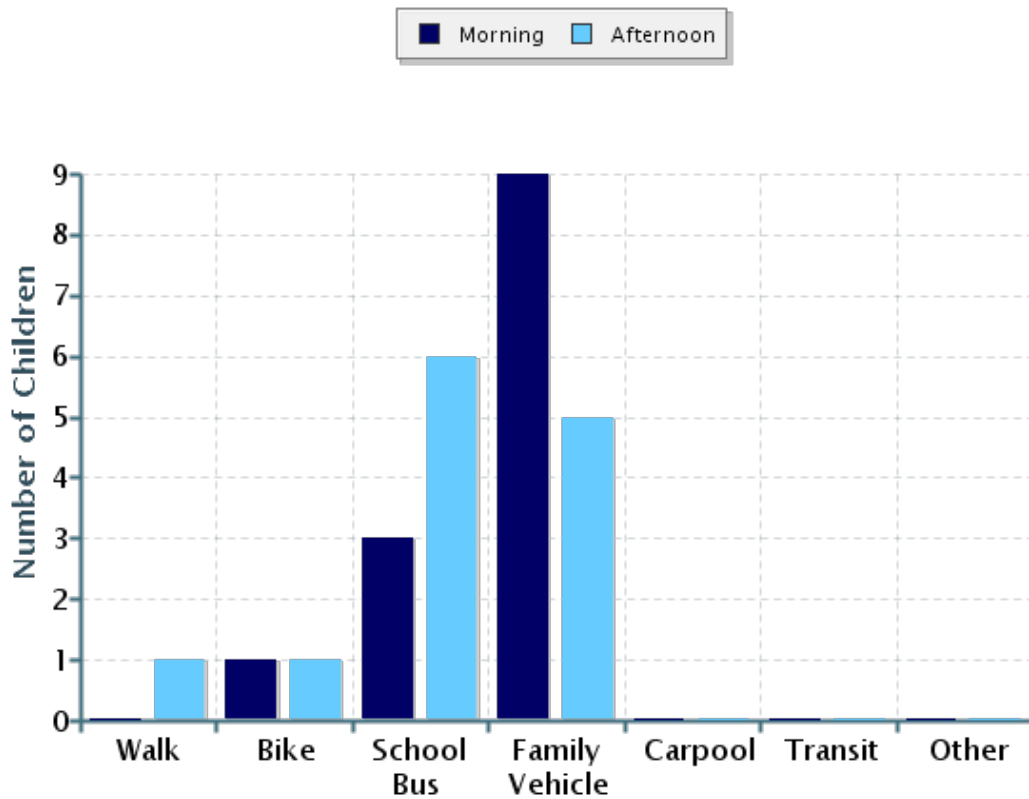
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	5
1/4 mile up to 1/2 mile	1
1/2 mile up to 1 mile	3
1 mile up to 2 miles	3
More than 2 miles	1

Don't know or No response: 1

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	13	0	1	3	9	0	0	0
Afternoon	13	1	1	6	5	0	0	0

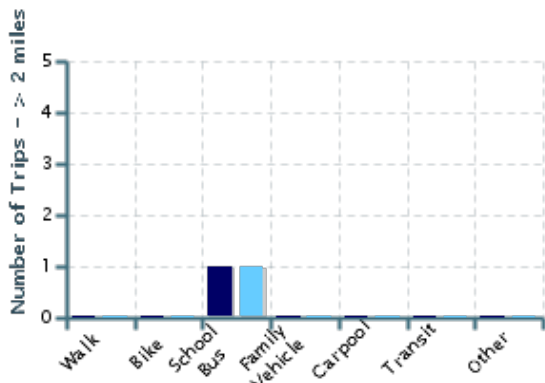
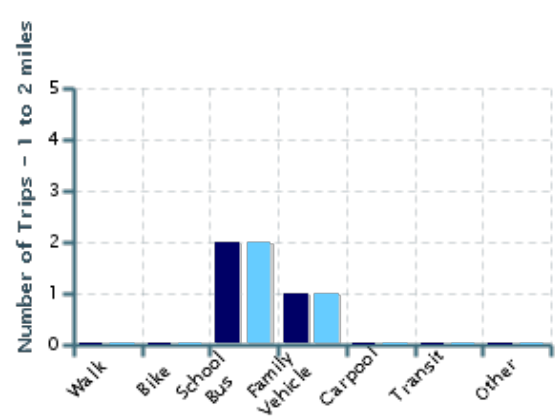
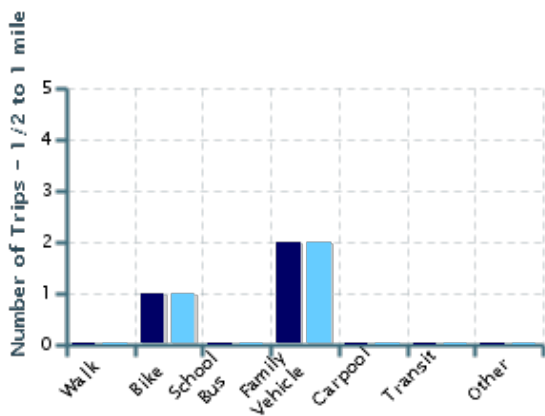
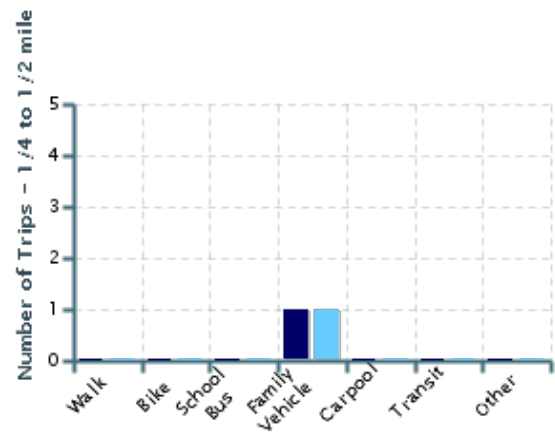
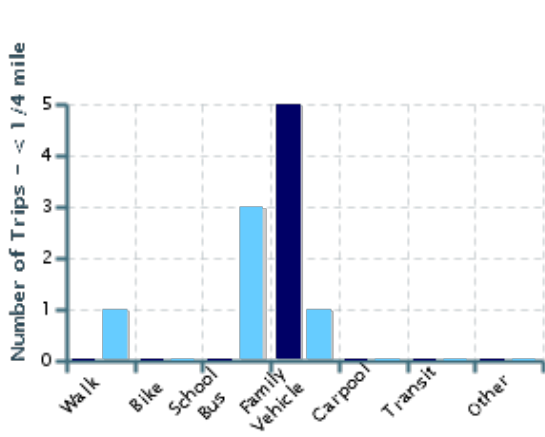
No Response Morning: 1

No Response Afternoon: 1

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

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

■ Morning ■ Afternoon



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

School Arrival

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

Don't know or No response: 1

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

School Departure

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

Don't know or No response: 1

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

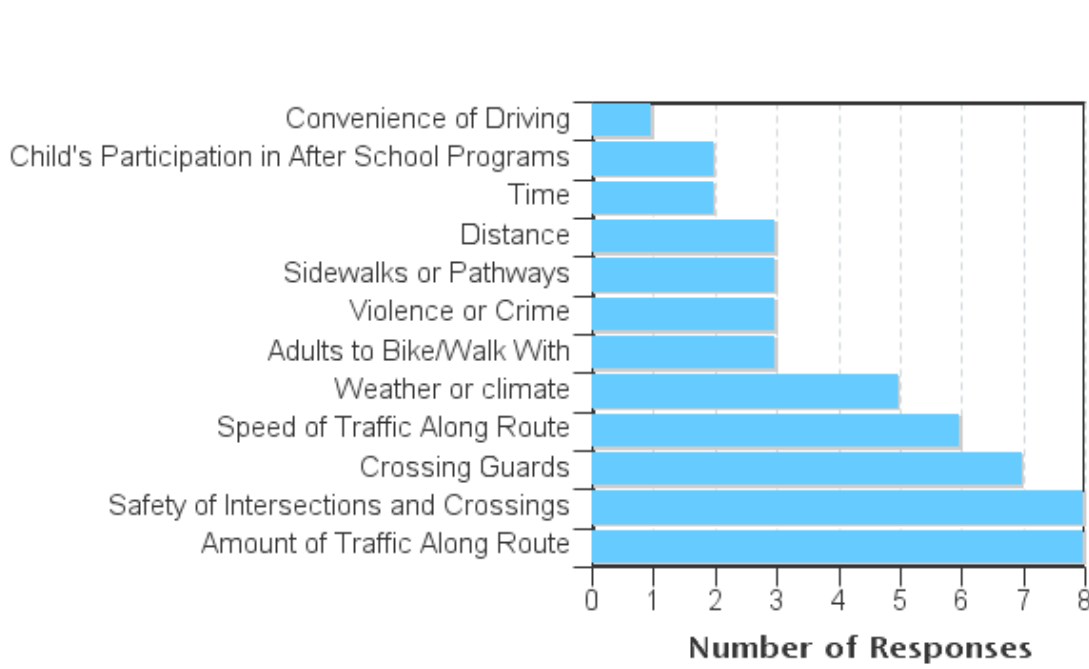
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	10	5	1	3	1	0
No	3	0	0	0	2	1

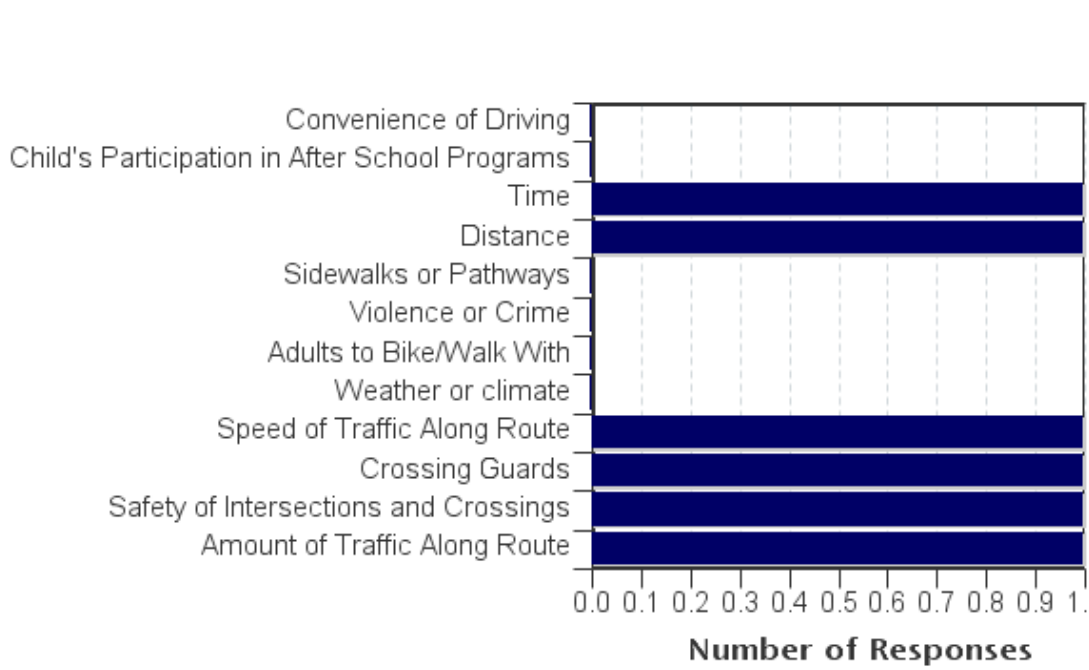
Don't know or No response: 1

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

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	8	1
Safety of Intersections and Crossings	8	1
Crossing Guards	7	1
Speed of Traffic Along Route	6	1
Weather or climate	5	0
Adults to Bike/Walk With	3	0
Violence or Crime	3	0
Sidewalks or Pathways	3	0
Distance	3	1
Time	2	1
Child's Participation in After School Programs	2	0
Convenience of Driving	1	0
Number of Respondents per Category	9	1

No response: 4

Note:

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

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

Level of support	Number of children
Strongly Encourages	0
Encourages	3
Neither	8
Discourages	2
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	5
Fun	7
Neutral	1
Boring	0
Very Boring	0

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

How healthy	Number of children
Very Healthy	6
Healthy	5
Neutral	2
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1661245	Would think a bike group - group of kids in neighborhood going together - would be nice to see organized
1661248	I wish the intersections on 25th st and 40th ave and 28th st and 40th ave had crossing guards. I would have let my children walk at an earlier age. Traffics on 40th and 25th is crazy and some people don't stop for the flashing lights. Also more police presence to keep people's speed down.
1661252	I hope we can find ways for the kids to be safe walking.
1661355	I do not fear drivers or others in regards to my son biking to school, he is simply an unsafe bike rider and his poor decisions (lack of looking across the street etc) are my bigger fears.
1661240	I'm confused by how this survey is set up. I want to see traffic items improved but my boys do already bike to school. I guess in my opinion I'd like to see traffic controlled better on 25th ST. and 40th Ave. near the school. That crosswalk scares me more than any of the crossings on their way to school.
1661242	Because you can't control driver reaction and attitude would not feel comfortable having my child cross 52nd ave on their own. Especially since there are two slight schools with inexperienced drivers driving to school at the same time my kids would be walking or biking. When taking them to school seeing all the kids texting and driving and seeing how distracted they are makes it extremely unsafe for pedestrians.
1661243	There are too many inexperienced and distracted drivers (texting while driving) on their way to Davies and Shanley High Schools. Crossing 52nd ave and the roundabout at 25th St is extremely dangerous every morning because of driver attitude.
1661246	I would be comfortable letting my kid ride with an older kid from our neighborhood to school.

Parent Survey Report: One School in One Data Collection Period

School Name: Clara Barton Elementary School

Set ID: 18512

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

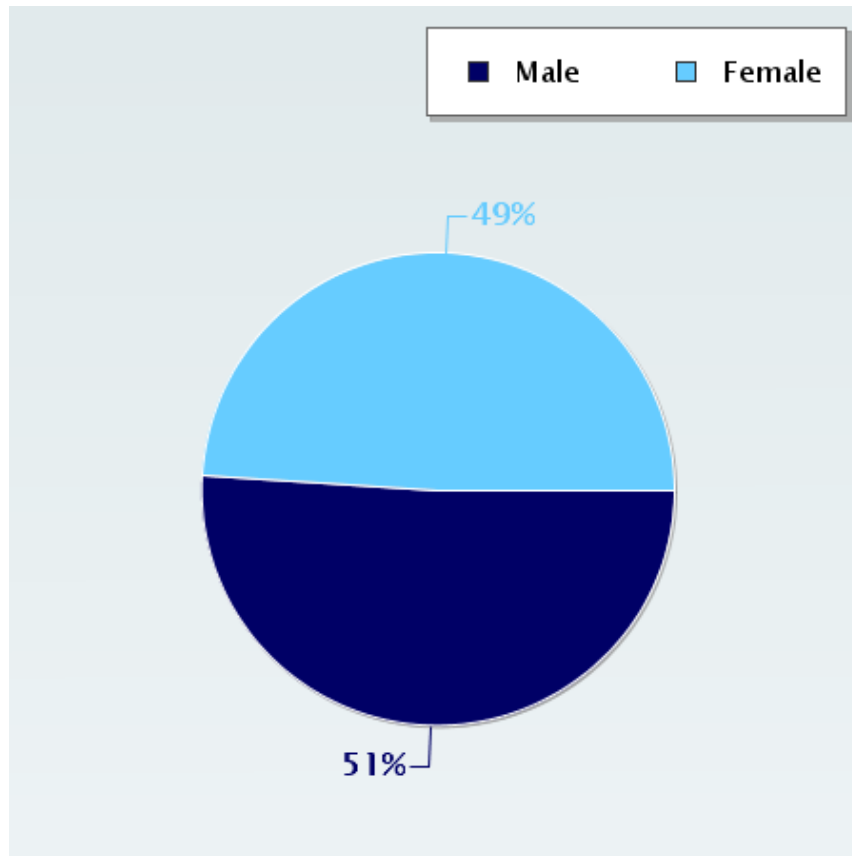
Tags:

Number of Questionnaires Distributed: 0

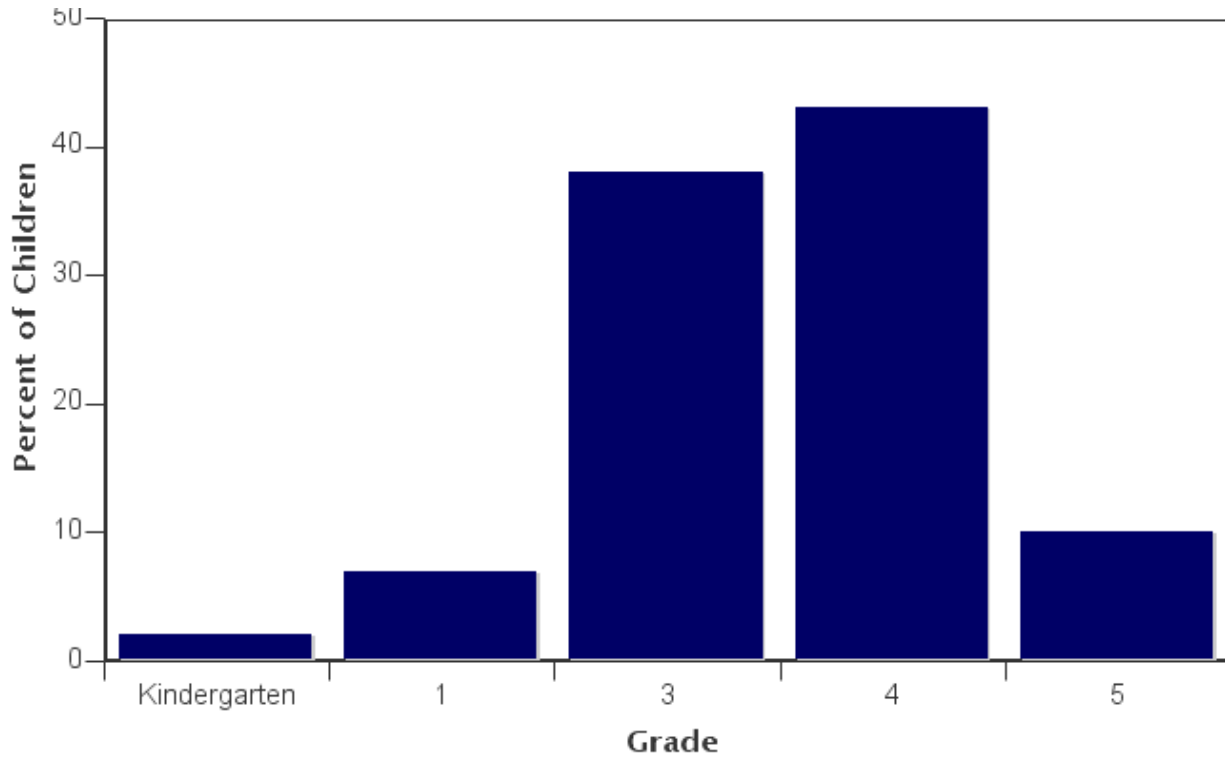
Number of Questionnaires Analyzed for Report: 42

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

Sex of children for parents that provided information



Grade levels of children represented in survey



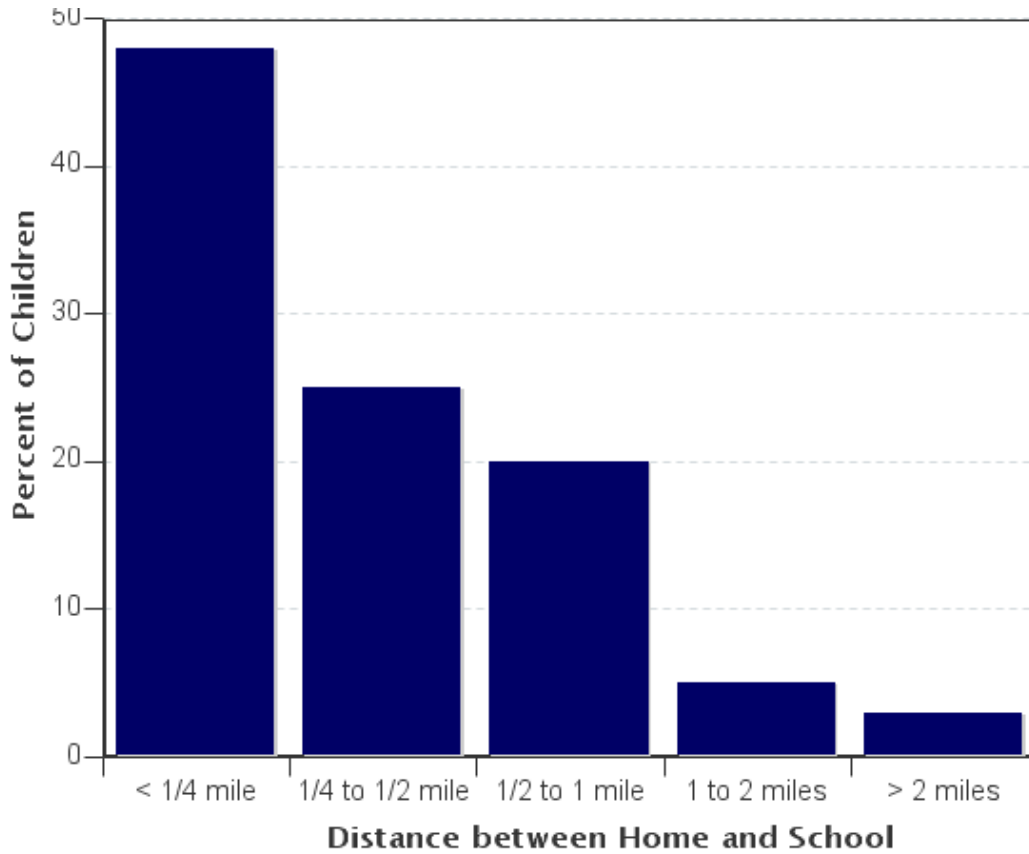
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	1	2%
1	3	7%
3	16	38%
4	18	43%
5	4	10%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



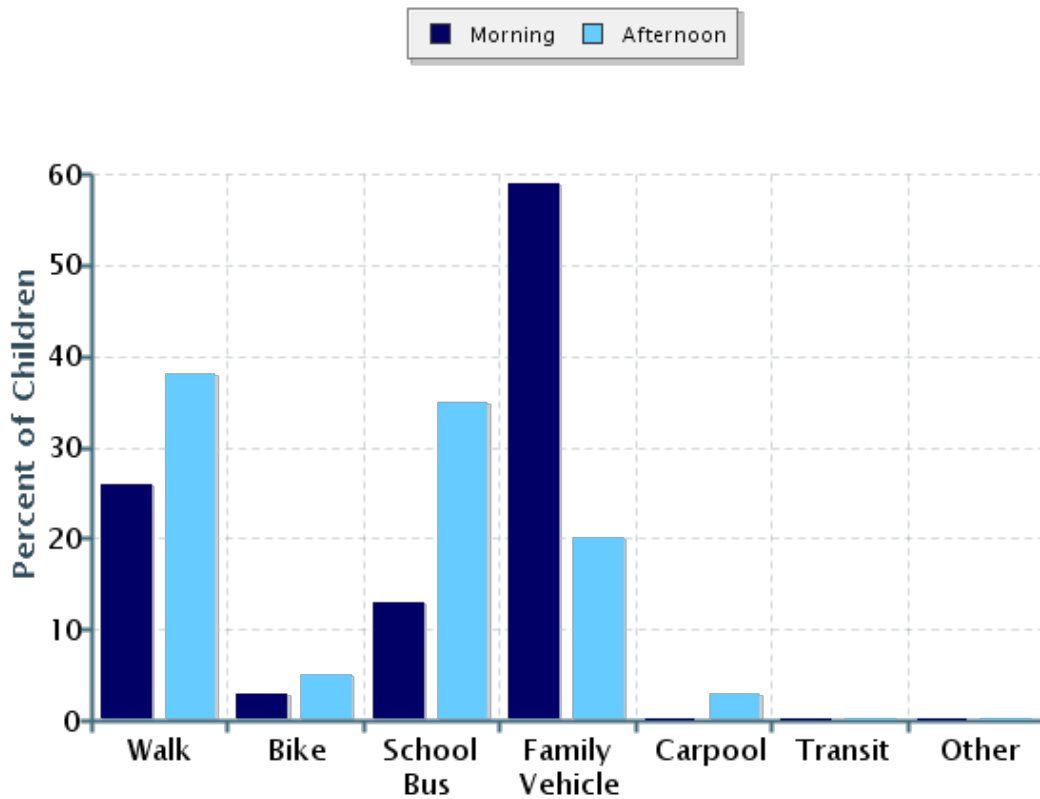
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	19	48%
1/4 mile up to 1/2 mile	10	25%
1/2 mile up to 1 mile	8	20%
1 mile up to 2 miles	2	5%
More than 2 miles	1	3%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	39	26%	3%	13%	59%	0%	0%	0%
Afternoon	40	38%	5%	35%	20%	3%	0%	0%

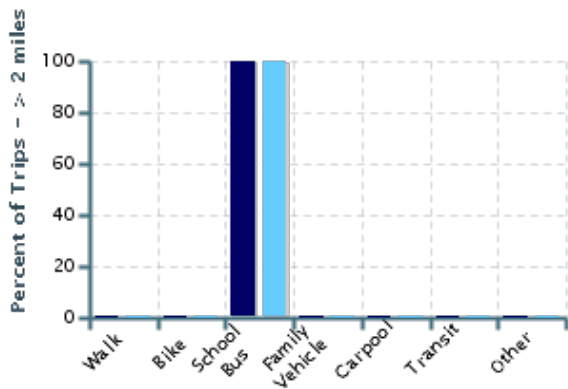
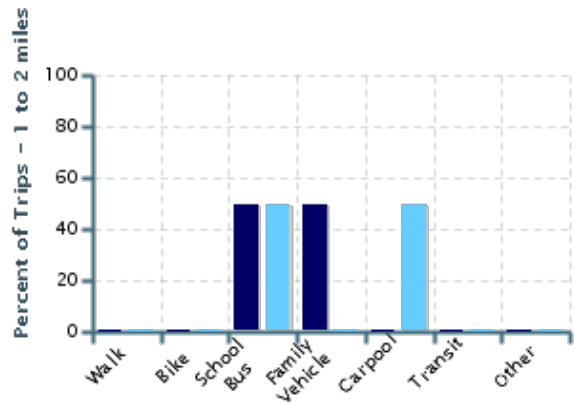
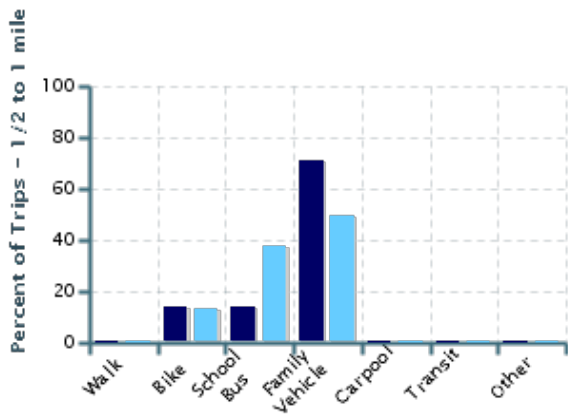
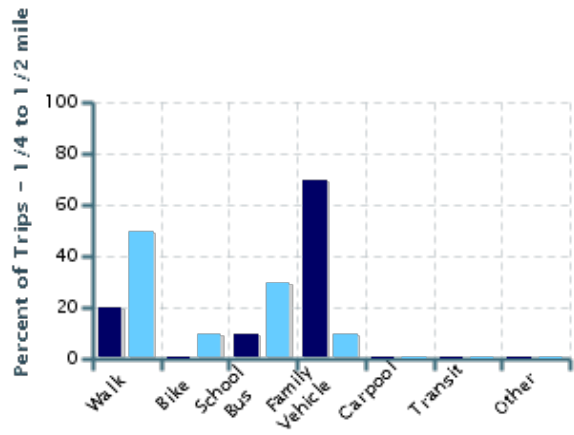
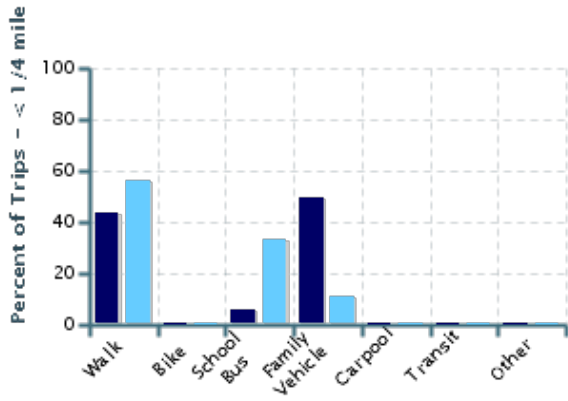
No Response Morning: 3

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	18	44%	0%	6%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	10	20%	0%	10%	70%	0%	0%	0%
1/2 mile up to 1 mile	7	0%	14%	14%	71%	0%	0%	0%
1 mile up to 2 miles	2	0%	0%	50%	50%	0%	0%	0%
More than 2 miles	1	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

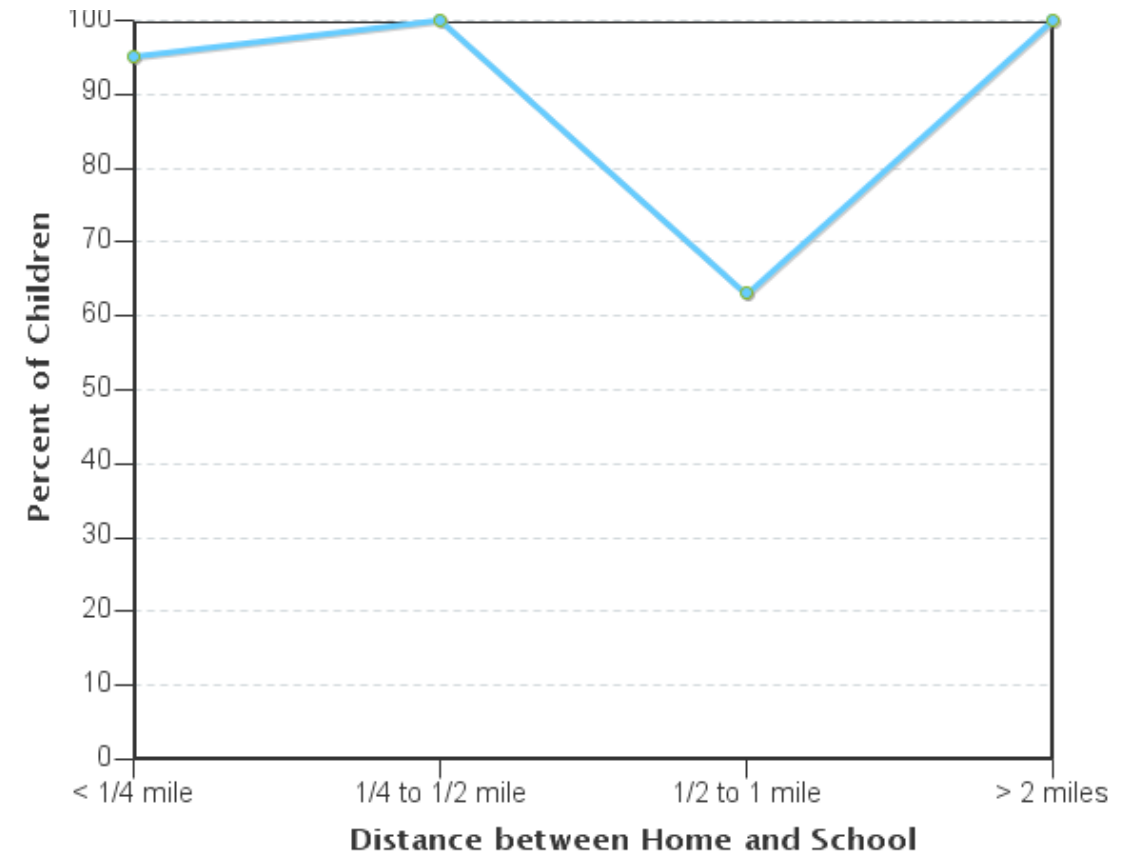
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	18	56%	0%	33%	11%	0%	0%	0%
1/4 mile up to 1/2 mile	10	50%	10%	30%	10%	0%	0%	0%
1/2 mile up to 1 mile	8	0%	13%	38%	50%	0%	0%	0%
1 mile up to 2 miles	2	0%	0%	50%	0%	50%	0%	0%
More than 2 miles	1	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

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



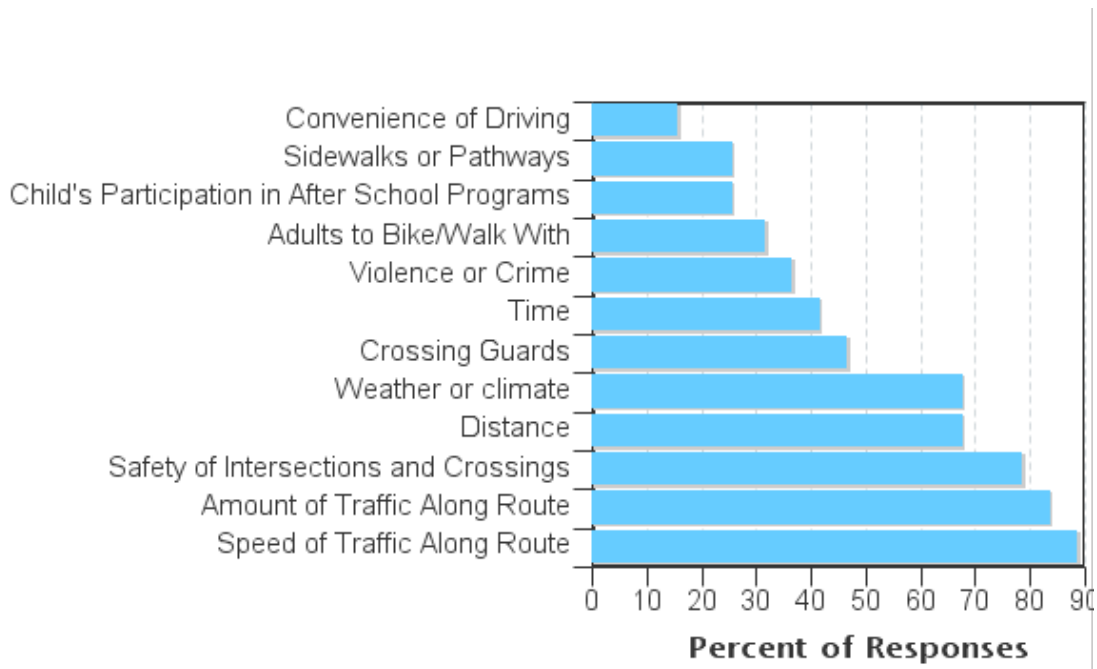
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	34	95%	100%	63%	0%	100%
No	5	5%	0%	38%	100%	0%

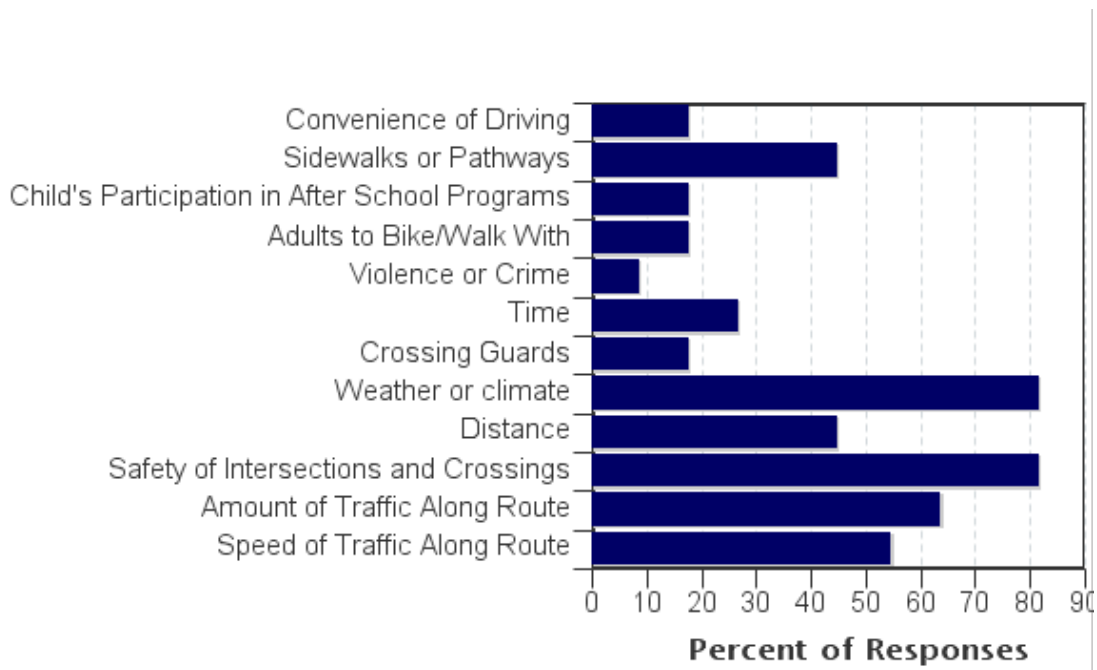
Don't know or No response: 3

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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	89%	55%
Amount of Traffic Along Route	84%	64%
Safety of Intersections and Crossings	79%	82%
Distance	68%	45%
Weather or climate	68%	82%
Crossing Guards	47%	18%
Time	42%	27%
Violence or Crime	37%	9%
Adults to Bike/Walk With	32%	18%
Child's Participation in After School Programs	26%	18%
Sidewalks or Pathways	26%	45%
Convenience of Driving	16%	18%
Number of Respondents per Category	19	11

No response: 12

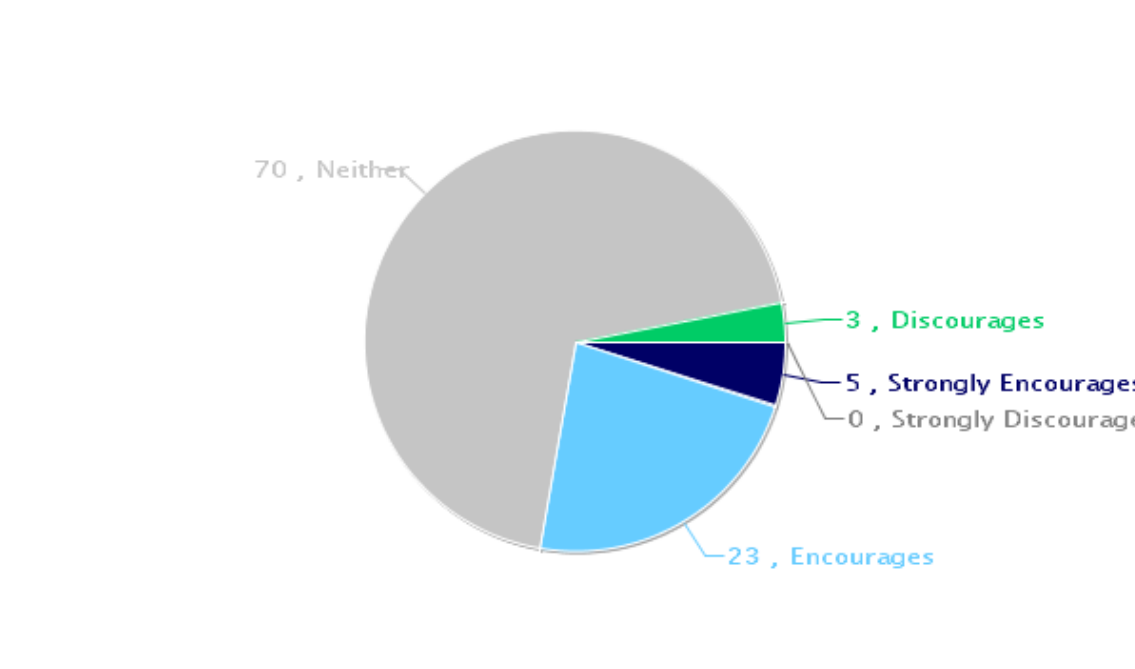
Note:

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

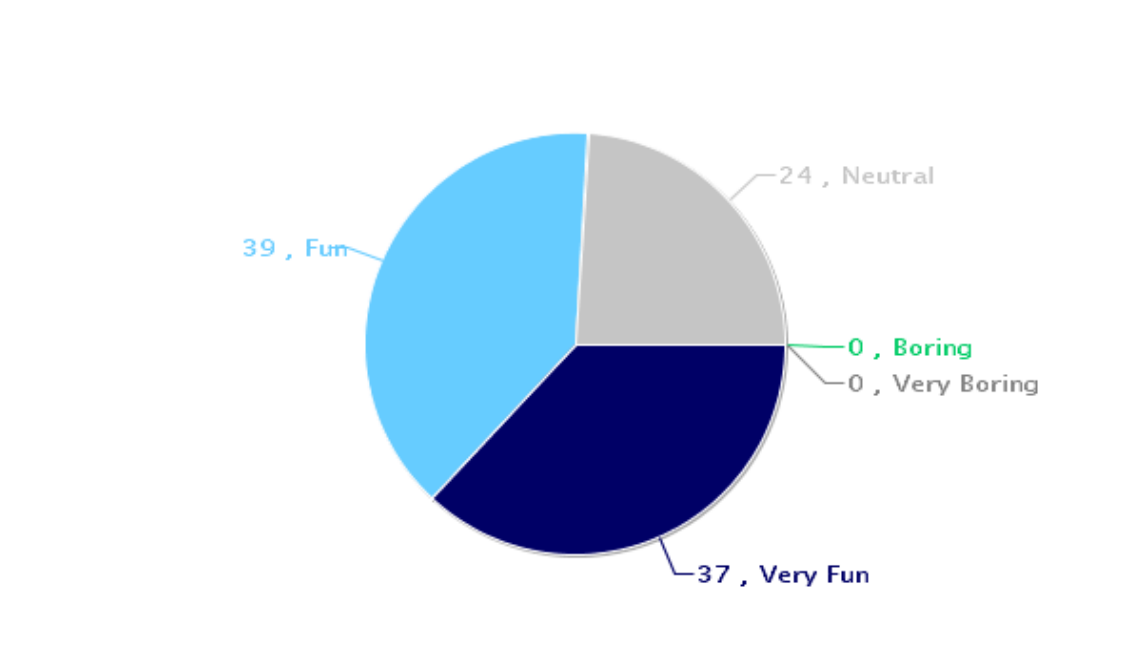
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

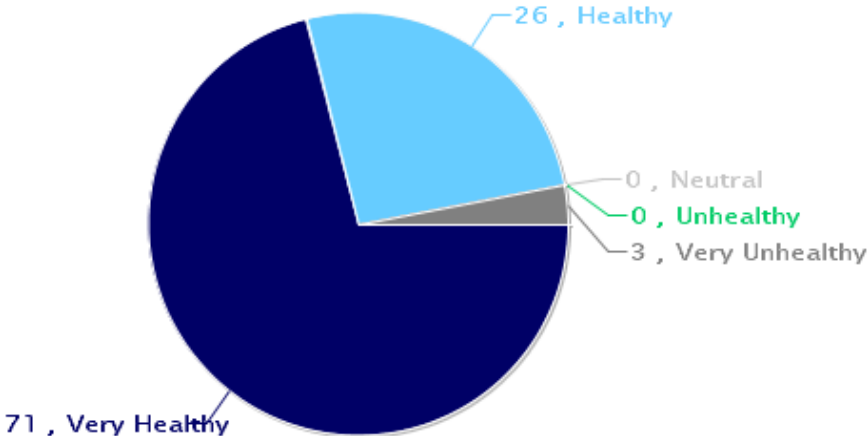
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1661587	I would love for my daughter to walk or ride bike to school but need to have a group for her to go with. I am not comfortable sending her alone.
1661652	7th St is a very busy street with work commuters going north in the morning and south in the evening. Drivers often drive fast and roll through stop signs. The four way stops have helped but not enough. I don't feel comfortable allowing my 7 year old to cross the street alone to Clara Barton. We live directly across the street from the school. This is a problem that needs to be resolved for future children attending Clara Barton. Speed detectors would be helpful even the speed limit flashing signs on 7th st to help alert drivers to the school zone. The only one is currently on 13th Ave. I would never feel comfortable allowing my son to cross 13th to walk or bike to Hawthorne.
1661865	My son has autism so I will not ever want him walking/biking to school by himself ever.
1663120	My older kids rode their bikes to school most days during the fall and the spring. I'm a little more concerned with this one being focused enough to get home on his own!
1663127	We choose this neighborhood because of the neighborhood schools and the ease to bike/walk to school with our kids. Speeding cars is the biggest issue in our neighborhood. I have no issues that traffic cuts through the neighborhood, but wish the streets were designed to naturally slow traffic to safe speeds
1663188	Last year was a breath of fresh air to see stop signs put in around the school. My only wish would be for 1 or even 2 more blocks to the west of the school to have stop signs put in. 8th street for sure. To the north and south. I have witnessed so many close calls with children almost being hit by automobiles. Please!
1661423	He walks home from bussing to Hawthorne. 4th street is crazy dangerous and can't cross on 9th Ave (need a crosswalk) now that the 8th ave light is gone traffic is even faster as 13th to main is nonstop traffic. The new cross light on 8th is confusing as its yellow then red and traffic doesn't stop until the child is walking across.
1661432	Child has to cross 2 very busy streets to get home and to school.
1661436	In addition to 13th Ave concerns, a safe route on the school block itself for bikes and walkers should be added. Cars speed and routinely double park and do not signal - making crossing there a real danger.
1661444	Weather / daylight savings in the winter are the biggest reason I drive my kids in the winter or when it starts to be too dark in mornings for safety. Once the sidewalks are clear and the sun is up I let them ride bike.
1661457	No comm
1661491	My child walks most of the year, but takes the bus in the colder part of winter.
1661726	I have my children take the bus home if the weather is too cold or if there is snow on the sidewalks. But they prefer to ride their bikes or walk because it is faster.
1661512	some questions are confusing and poorly formatted
1661516	13th Ave is the intersection that I am most concerned with. It would be great to have crossing guards.

1661539	<p>We live near Hawthorne Elementary. It's odd to me that there are no flashing crosswalk signs surrounding the school, and that only some of the crosswalks are painted. It would be nice to have all of them painted for safety. The other issue has to do with the intersection at 8th Ave and 4th St S. I see no good reason why the stoplight was removed during construction. The stop sign that was placed there was routinely blown through, and now even that has been removed. This creates a veritable thoroughfare for cars speeding to downtown. That would be fine in a different area, but it's a threat to the safety of kids east of 4th who have to cross to get to school. I predict that a kid is going to get hit by a car there if this is not resolved. Please replace this stoplight over the summer.</p>
1662138	<p>Issue with walking home is after school care. I would probably allow sooner if had care at home. I dont so has to go to afterschool programs.</p>
1662300	<p>My child bikes to and from school when the weather is nice. He enjoys doing so.</p>

Parent Survey Report: One School in One Data Collection Period

School Name: Eagles Elementary School

Set ID: 18509

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

Tags:

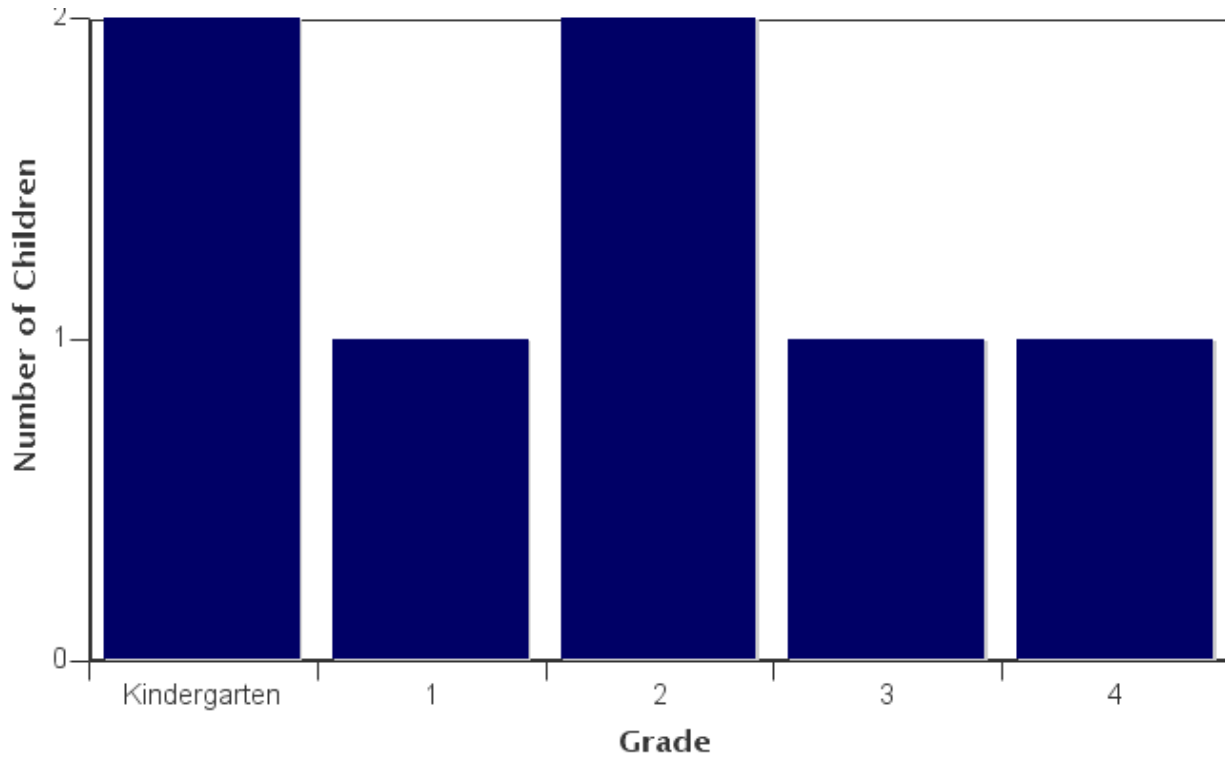
Number of Questionnaires Distributed: 0

**Number of Questionnaires
Analyzed for Report:** 7

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

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

Grade levels of children represented in survey



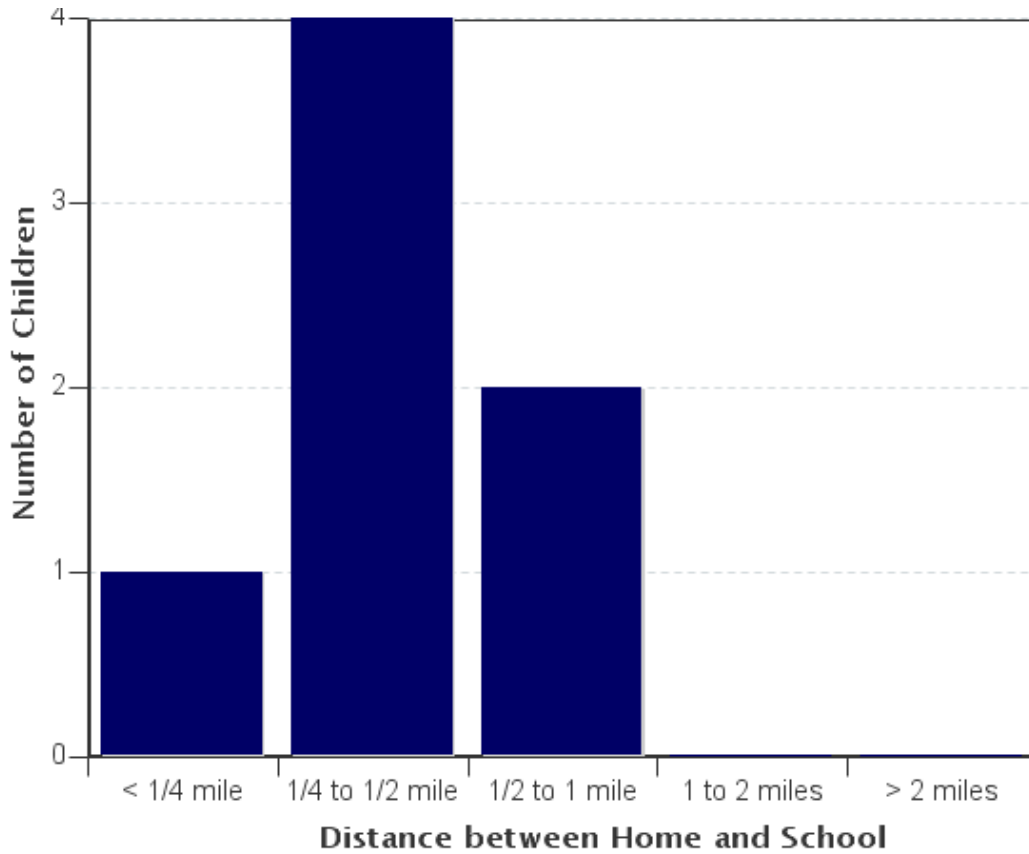
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
Kindergarten	2
1	1
2	2
3	1
4	1

No response: 0

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

Parent estimate of distance from child's home to school



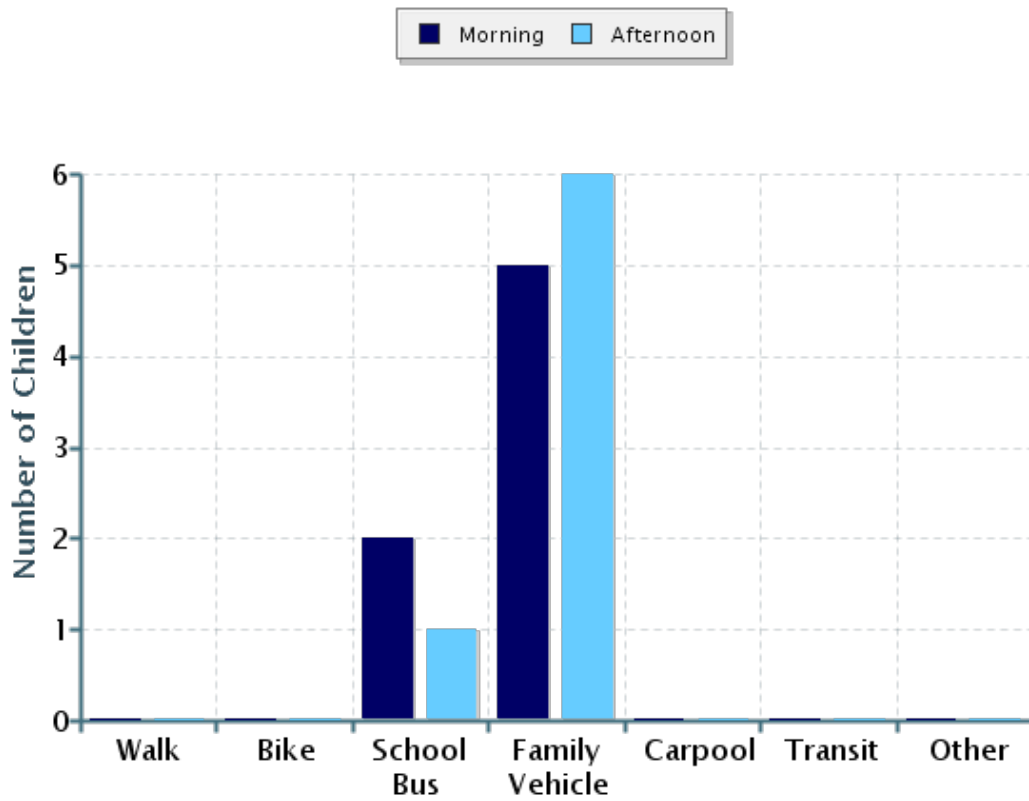
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	1
1/4 mile up to 1/2 mile	4
1/2 mile up to 1 mile	2
1 mile up to 2 miles	0
More than 2 miles	0

Don't know or No response: 0

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	7	0	0	2	5	0	0	0
Afternoon	7	0	0	1	6	0	0	0

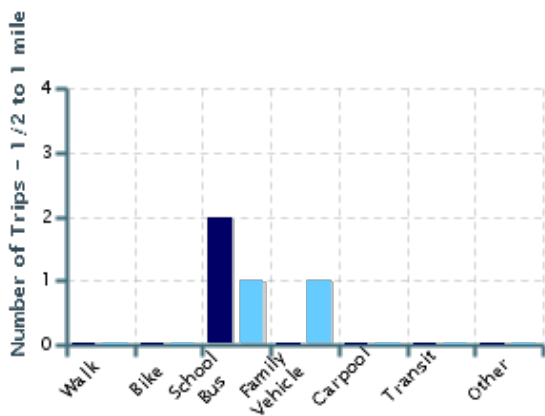
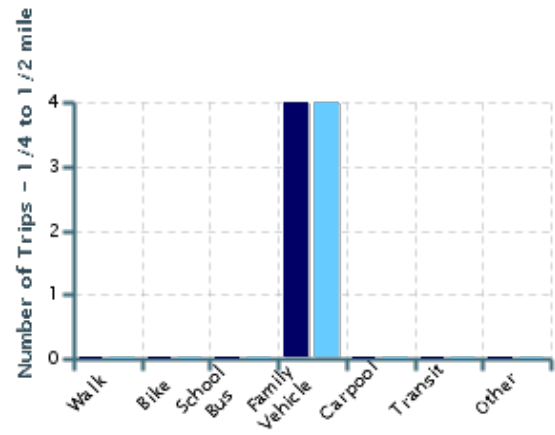
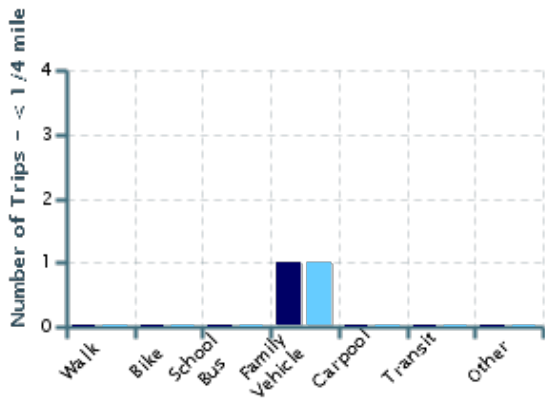
No Response Morning: 0

No Response Afternoon: 0

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

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

■ Morning ■ Afternoon



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

School Arrival

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

Don't know or No response: 0

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

School Departure

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

Don't know or No response: 0

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

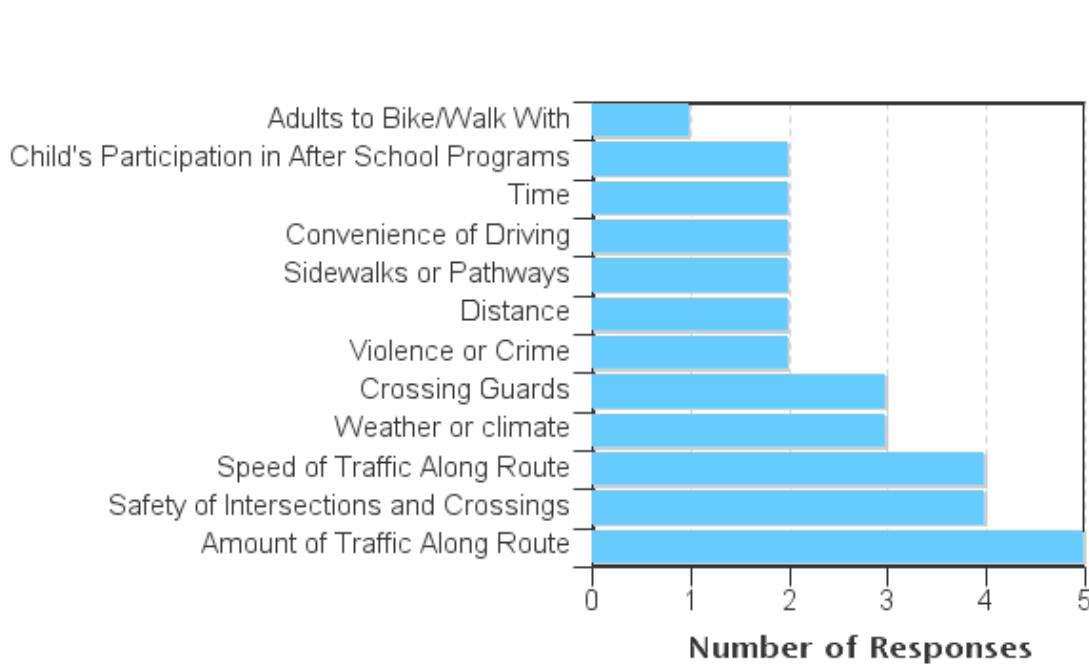
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	7	1	4	2	0	0
No	0	0	0	0	0	0

Don't know or No response: 0

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

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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	5	0
Safety of Intersections and Crossings	4	0
Speed of Traffic Along Route	4	0
Weather or climate	3	0
Crossing Guards	3	0
Violence or Crime	2	0
Distance	2	0
Sidewalks or Pathways	2	0
Convenience of Driving	2	0
Time	2	0
Child's Participation in After School Programs	2	0

Adults to Bike/Walk With	1	0
Number of Respondents per Category	5	0

No response: 2

Note:

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

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

Level of support	Number of children
Strongly Encourages	1
Encourages	2
Neither	4
Discourages	0
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	4
Fun	2
Neutral	1
Boring	0
Very Boring	0

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

How healthy	Number of children
Very Healthy	4
Healthy	3
Neutral	0
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1661366	We are very concerned about the lack of barrier on the side walk in front of Elim nursing home along S. University. There should be some sort of physical barrier between street and sidewalk. Additionally there is no cross walk from that sidewalk to the sidewalk that starts at Eagles.
1662581	The signage along University is grossly inadequate. The flashing yellow lights are not highly visible like they should be and they are not placed well. Currently both sides of the school zone lights/signs do not have two yellow lights (one side only has one light) which makes them less noticeable. Because of the placement of the southern most sign, it isn't visible at all times because of the curve in the road and nearby trees (especially when trees have full foliage). Please remove the nearby trees. Also, please add a third flashing yellow sign in front of the school or a digital speed indicator. Cars race through the school zone with little to no regard for the speed limit. I pick up and drop off everyday and am passed by other vehicles going 35 everyday. Police presence may help but it's rare that I see a marked vehicle on that stretch and even more rare that I see a speeder getting a ticket (I'd be curious to know how many tickets have been given out before and after school this year on that stretch - how does the number compare to other local schools located along arterial roadways?). I believe the school and city should set up a task force to work on this issue. I would be happy to help with this. Thank you for conducting this survey. It's a great first step. Karena Carlson
1662583	I have only occasionally seen crossing guards at university dr s. and it has only been afterschool
1662051	I will never EVER! allow my children to walk or bike to school without an adult due to the high traffic along University and the fact that people will not slow down even though the speed limit is reduced during school hours. No one pays attention; the school does not provide any help; the police presence has basically vanished during peak times of traffic. It's simply not safe and no one seems to care.

Parent Survey Report: One School in One Data Collection Period

School Name: Ed Clapp Elementary School

Set ID: 18572

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

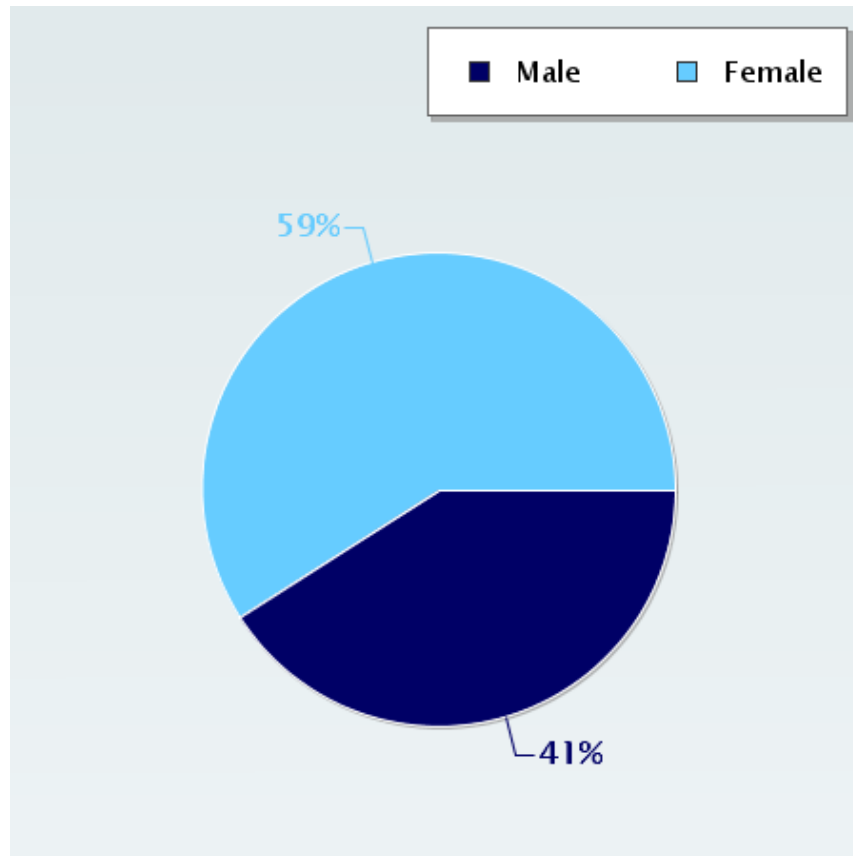
Tags:

Number of Questionnaires Distributed: 0

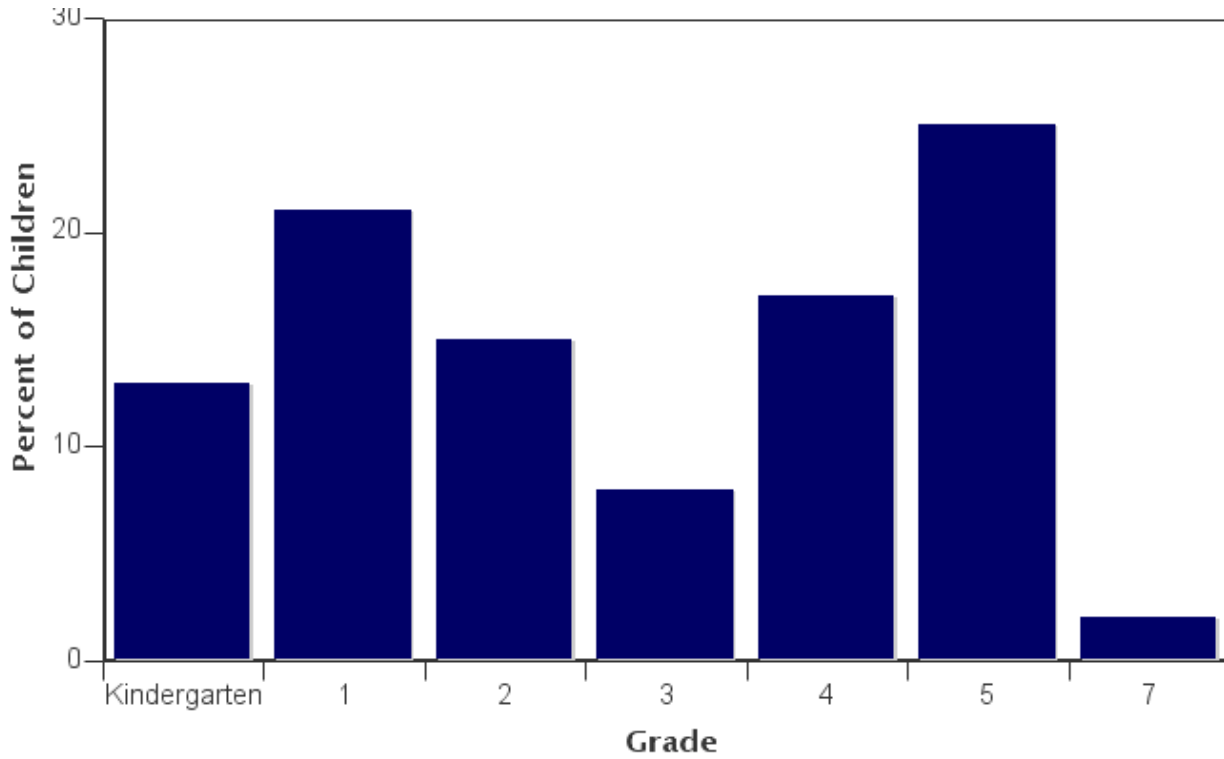
Number of Questionnaires Analyzed for Report: 48

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

Sex of children for parents that provided information



Grade levels of children represented in survey



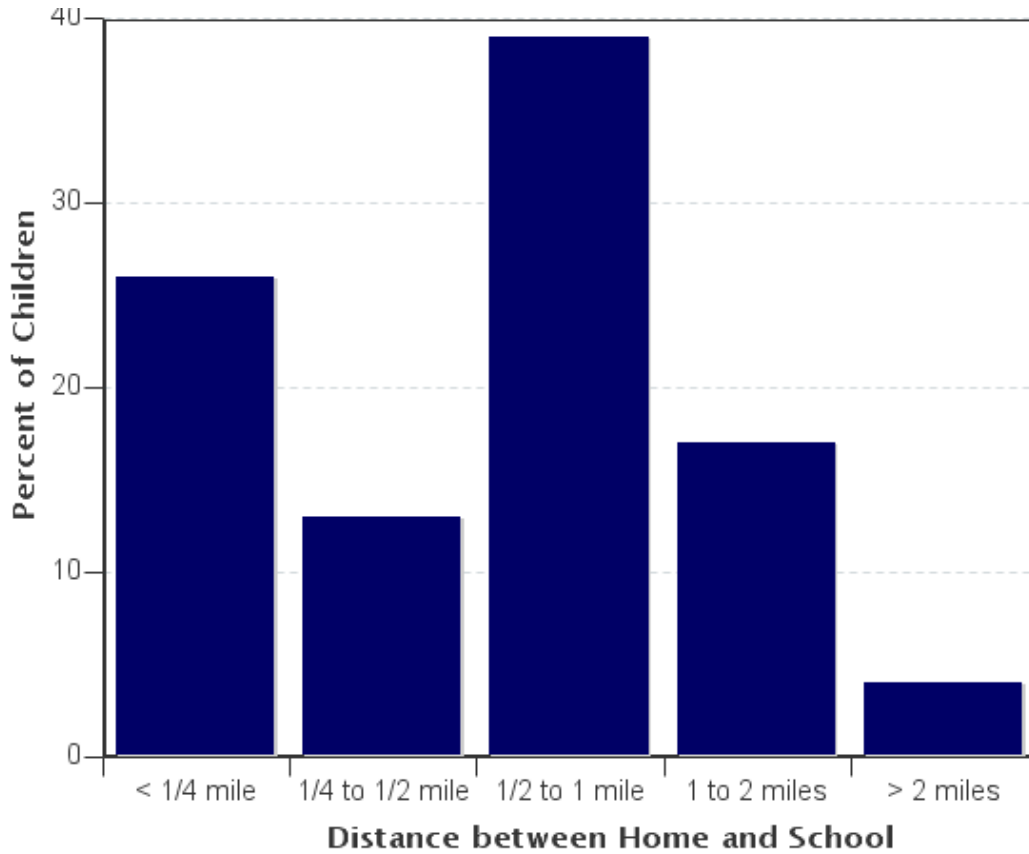
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	6	13%
1	10	21%
2	7	15%
3	4	8%
4	8	17%
5	12	25%
7	1	2%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

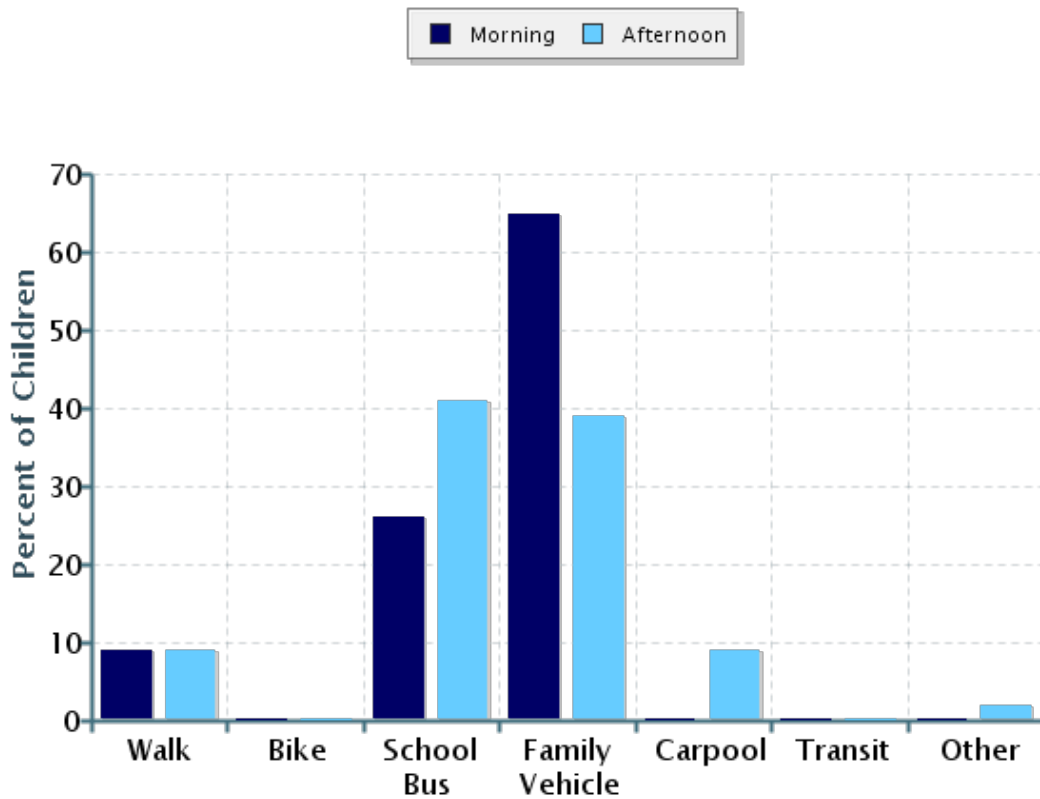


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	12	26%
1/4 mile up to 1/2 mile	6	13%
1/2 mile up to 1 mile	18	39%
1 mile up to 2 miles	8	17%
More than 2 miles	2	4%

Don't know or No response: 2
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	43	9%	0%	26%	65%	0%	0%	0%
Afternoon	46	9%	0%	41%	39%	9%	0%	2%

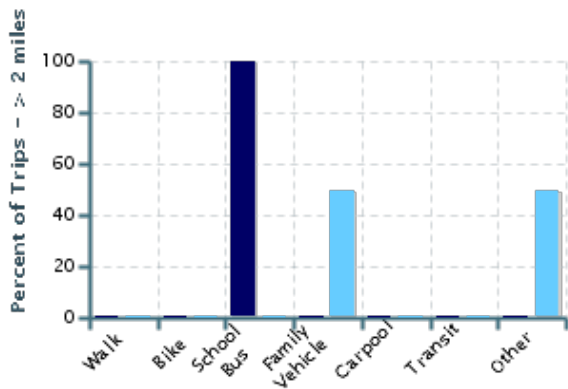
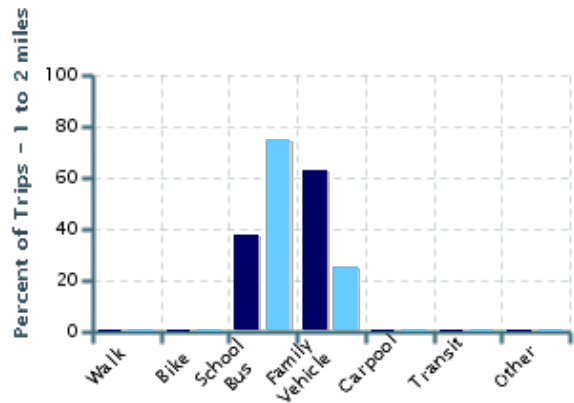
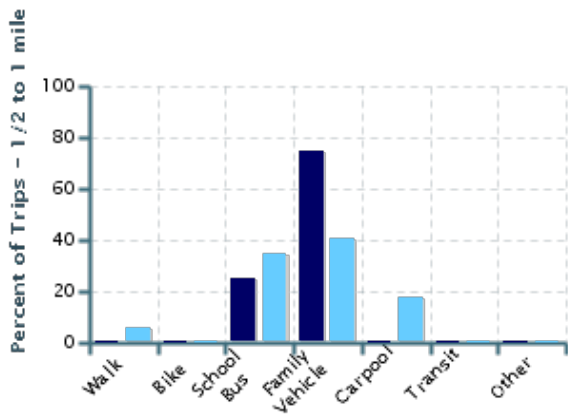
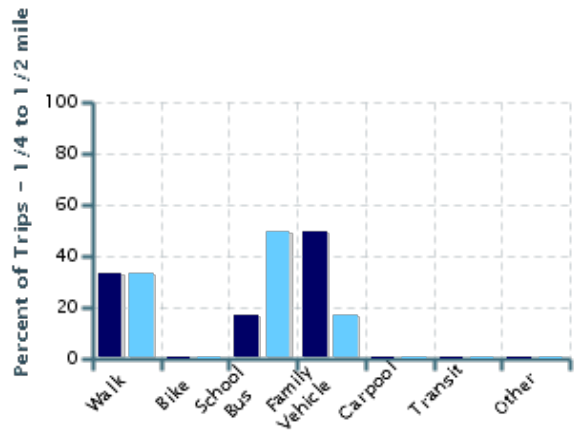
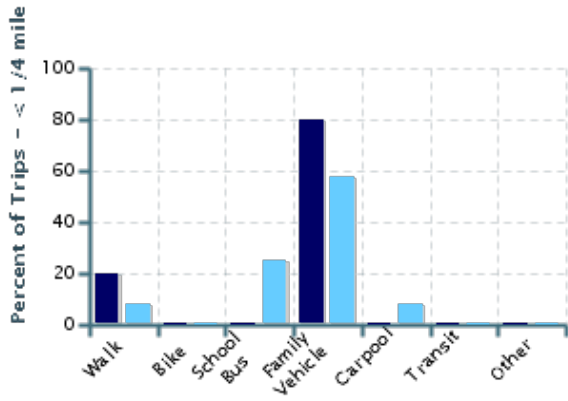
No Response Morning: 5

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	20%	0%	0%	80%	0%	0%	0%
1/4 mile up to 1/2 mile	6	33%	0%	17%	50%	0%	0%	0%
1/2 mile up to 1 mile	16	0%	0%	25%	75%	0%	0%	0%
1 mile up to 2 miles	8	0%	0%	38%	63%	0%	0%	0%
More than 2 miles	2	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 6

Percentages may not total 100% due to rounding.

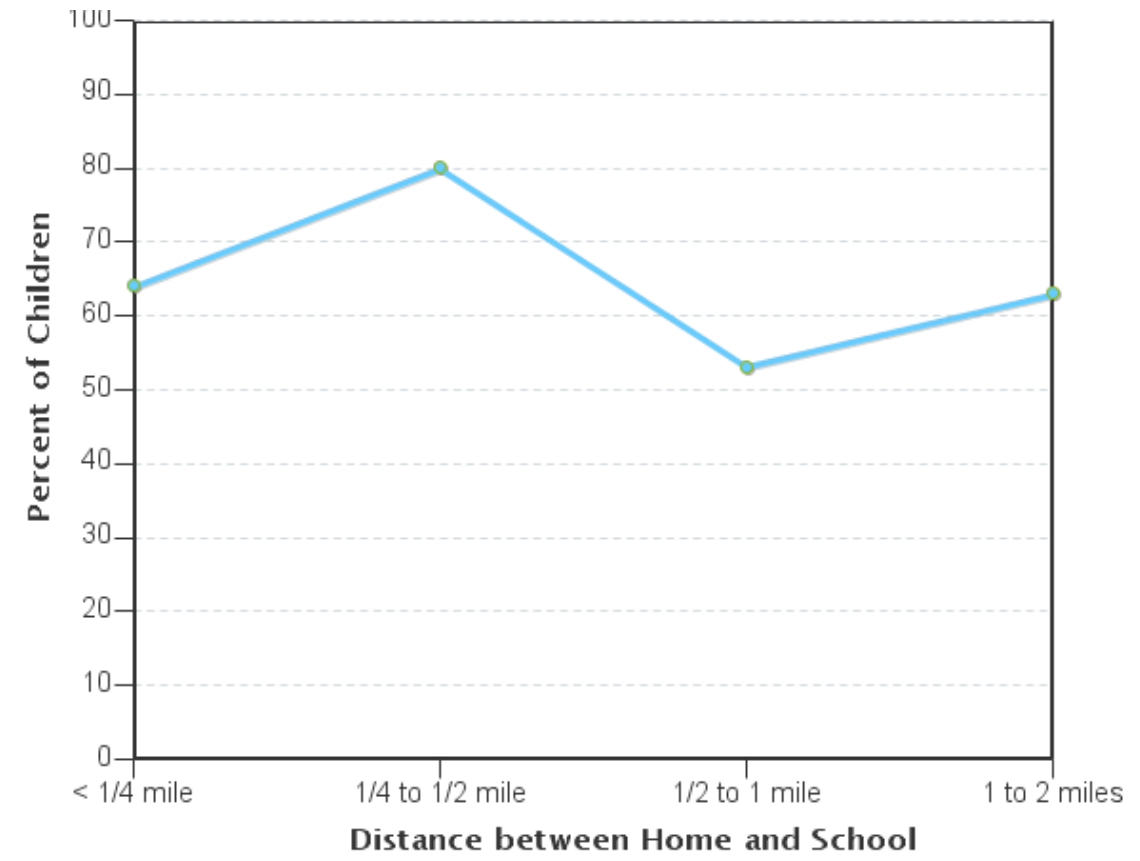
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	8%	0%	25%	58%	8%	0%	0%
1/4 mile up to 1/2 mile	6	33%	0%	50%	17%	0%	0%	0%
1/2 mile up to 1 mile	17	6%	0%	35%	41%	18%	0%	0%
1 mile up to 2 miles	8	0%	0%	75%	25%	0%	0%	0%
More than 2 miles	2	0%	0%	0%	50%	0%	0%	50%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

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

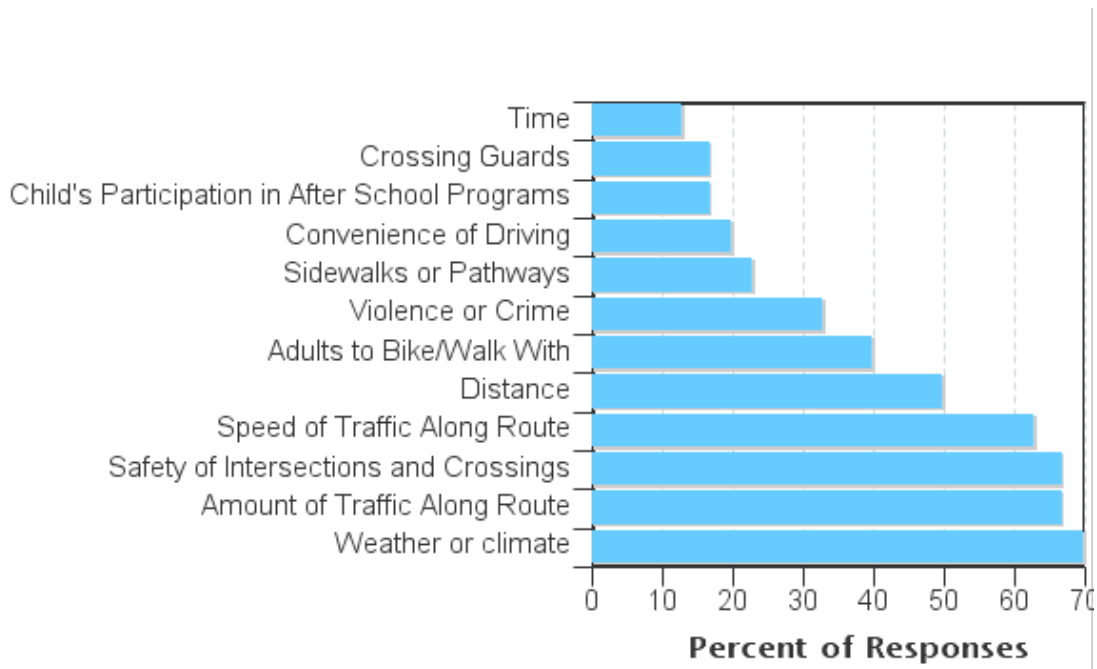


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

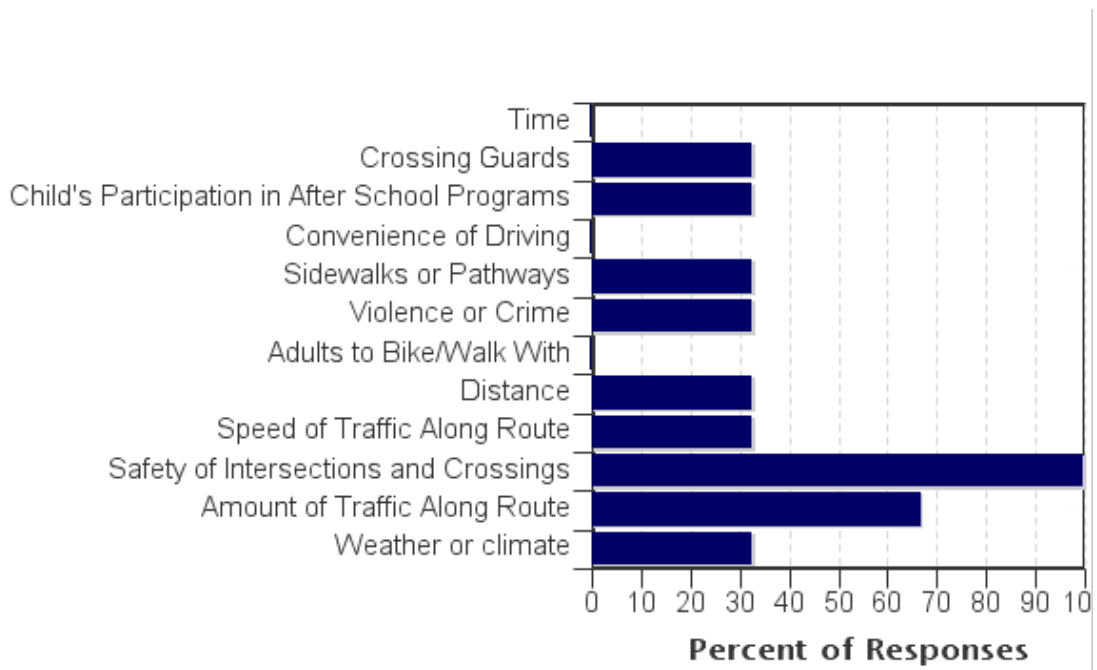
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	25	64%	80%	53%	63%	0%
No	18	36%	20%	47%	38%	100%

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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Weather or climate	70%	33%
Amount of Traffic Along Route	67%	67%
Safety of Intersections and Crossings	67%	100%
Speed of Traffic Along Route	63%	33%
Distance	50%	33%
Adults to Bike/Walk With	40%	0%
Violence or Crime	33%	33%
Sidewalks or Pathways	23%	33%
Convenience of Driving	20%	0%
Child's Participation in After School Programs	17%	33%
Crossing Guards	17%	33%
Time	13%	0%
Number of Respondents per Category	30	3

No response: 15

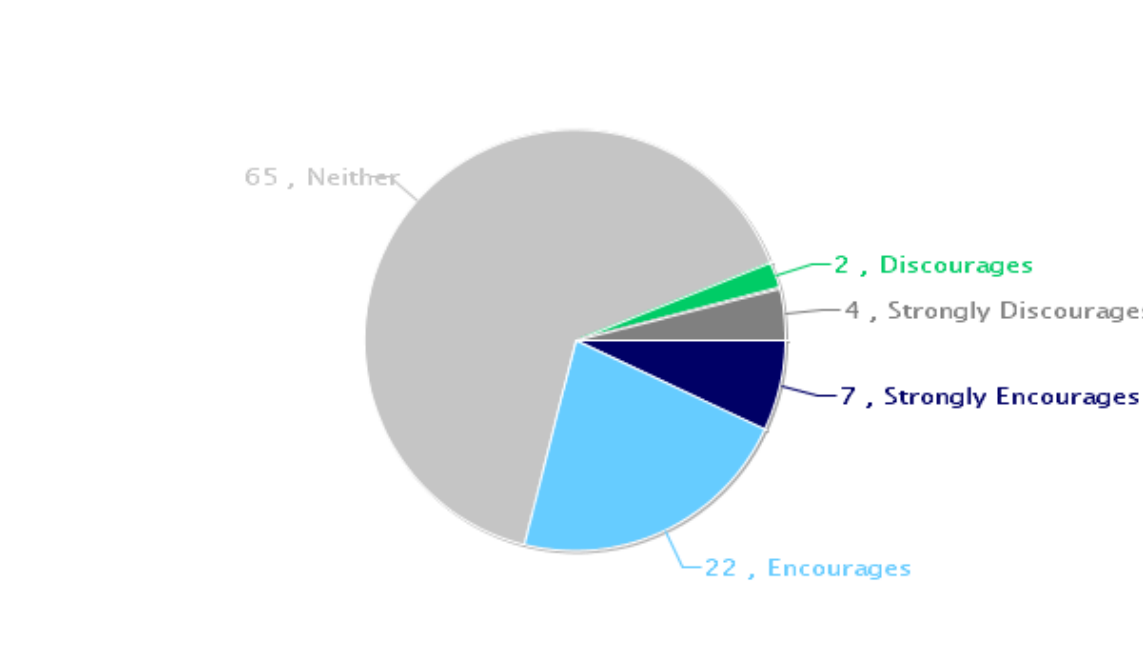
Note:

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

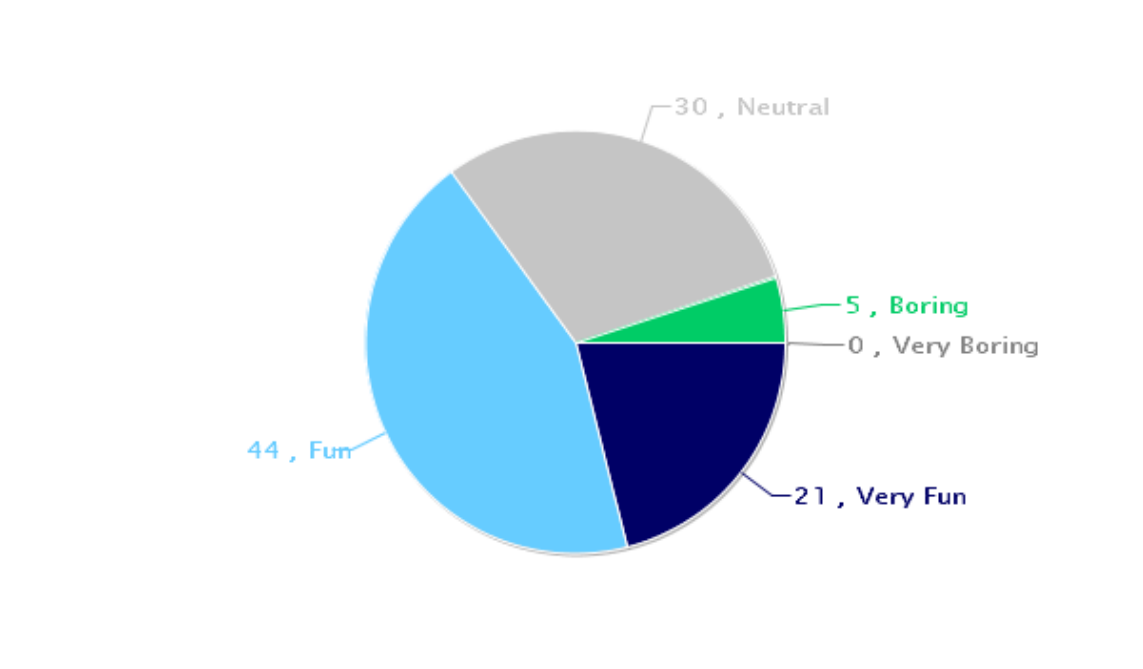
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

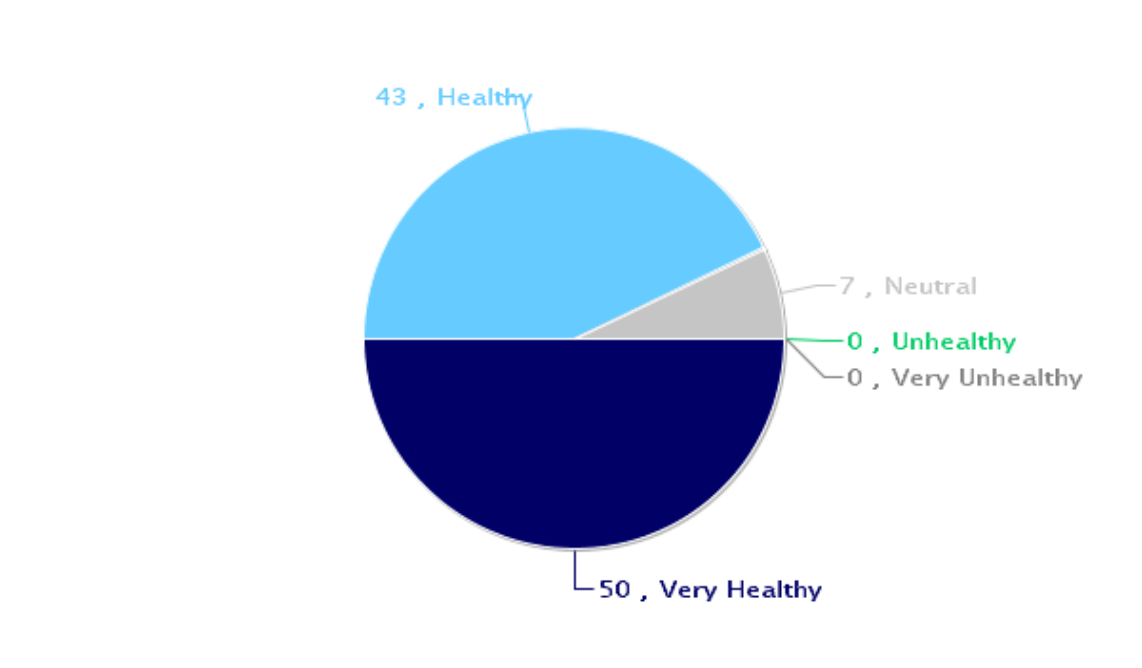
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1663384	Our neighborhood is possibly moving to Carl Ben middle school. I completed the survey as if this has occurred. This school is 5 miles (one way) from our home. There is no possible way it would ever be ok for them to walk or bike to school. There are no safe routes. We need to cross 2 separate interstate roads to get there. They would be exhausted by the time they got to school. This school is ridiculously far from our neighborhoods and there is no way walking or biking could ever be considered.
1663391	He will never bike or walk to school. He's special needs!
1663393	25th St tends to be a dangerous street to cross
1663400	I support to encourage all kids around the school to bike safely, and seeing each other biking will enhance the program implementation and extension. I would love to see all Fargo biking not driving.
1663402	No vehicles obey the school speed limit on 32nd Ave. by Ed Clapp. I would never allow my child to walk or bike to school by themselves. People have died at that intersection yet the school provides no crossing protection.
1663404	Would be nice if the bus could go further to the east 5 blocks then my daughter could still go to her daycare after school and I would still drop off in the morning.
1663408	Crossing 25th Street is difficult & dangerous because of the short duration of green lights & the large amount of 5 lane traffic.
1663409	I would allow my child to walk or bike more but she has to cross 32nd Ave which is such a busy avenue. If there were crossing guards I would feel much more comfortable letting her go.
1663585	We live very close to EdClapp and would love to let them ride bike. With bluemont lakes though, they have to bike all the way up to 32nd and cross many intersections, then ride along 32nd and back south to edclapp as no sidewalk/bike path goes to the school. I do not want them along 32nd alone.
1663435	I do not want my child walking or biking crossing 25th St.
1663436	I do not want my child walking or biking crossing 25th St.
1663457	I am just over protective, so the only way I would let my kids walk/bike is if my husband or I are with them. They are 10 and 7. We have a safer route to bike/walk, but I would worry most about safety with morning rush traffic and I worry too much about bad things that could happen if I'm not there to watch them. I ride bike with them when time/weather allows.
1662430	At elementary age, I walk or bike with him in good weather (i.e. August, September and May), but I wouldn't let him do it alone. I would let my child bike or walk alone at an older age, but the middle and high school he will attend are too far to walk and have heavy traffic at morning rush hour.
1662459	Because my child is special needs, I do NOT feel comfortable, and will NEVER feel comfortable with my child walking or biking to school without one other child to walk with or a group of children to walk with or another adult to walk with. He is never allowed to go to school or leave school without either a pre-authorized adult or a pre-authorized friend to walk or bike with.
1662472	I am not comfortable with her walking

1662473	I am not comfortable with her walking
1662482	all people need to shovel their sidewalks
1662498	<p>Having other kids to walk or bike with would be a major factor in having her walk or bike to school. Currently we don't know anyone who does this and not sure how to go about finding other kids to go with. Some sort of sign up at the school would help. I sometimes see other kids walking on our drive to school but if she doesn't know their names or grades, I obviously can't just stop the car and ask them where they live to help coordinate buddies to walk with :). If we had other kids for her to go with then it would be more fun for her (she wouldn't be comfortable alone) and less worry-some for parents.</p>
1662605	<p>My daughter rides the bus when the weather is cold, or I drop her off, but she does not prefer the bus because it has driven past her twice when she was waiting at the stop. During milder weather she walks or rides her bike, or I drop her off. I would feel better about her walking or riding her bike if there were more children who walked from the houses and apartments south of 32nd Ave and if there were crossing guards at 32nd Ave by the library because it is a busy intersection.</p>

Parent Survey Report: One School in One Data Collection Period

School Name: Hawthorne Elementary School

Set ID: 18513

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

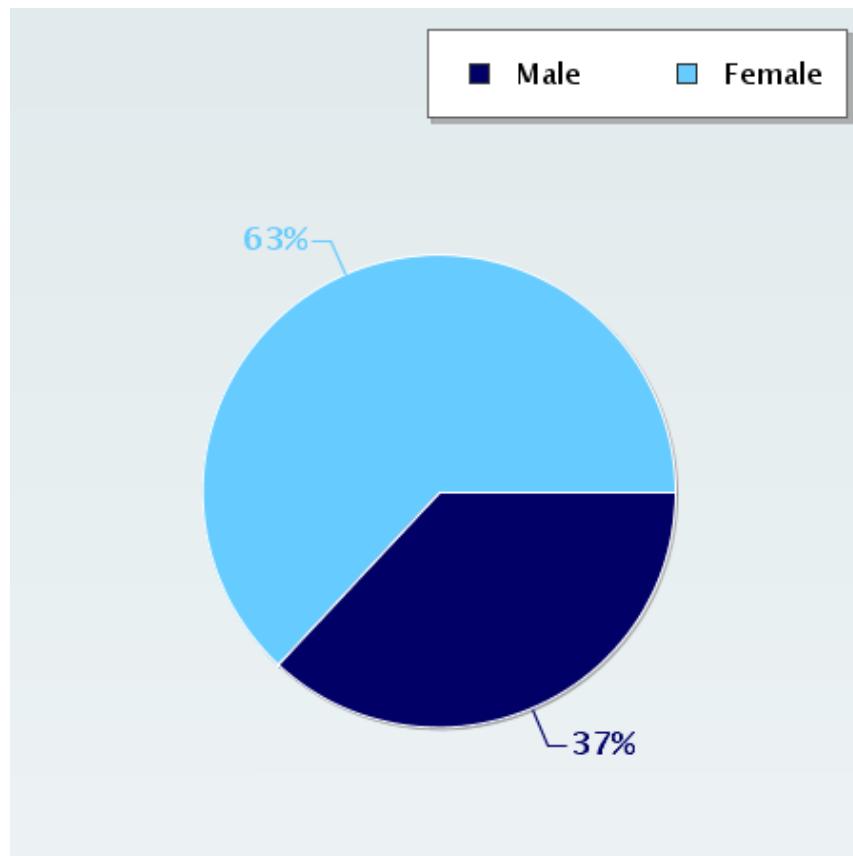
Tags:

Number of Questionnaires Distributed: 0

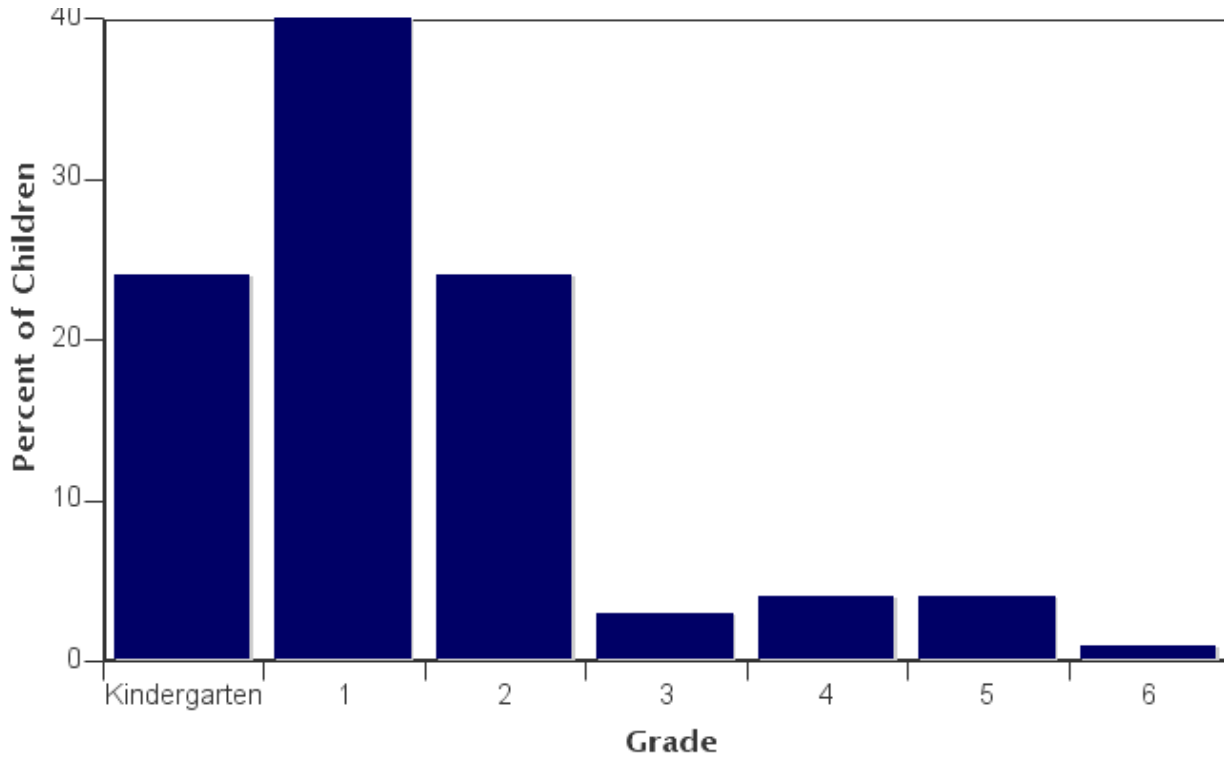
Number of Questionnaires Analyzed for Report: 68

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

Sex of children for parents that provided information



Grade levels of children represented in survey



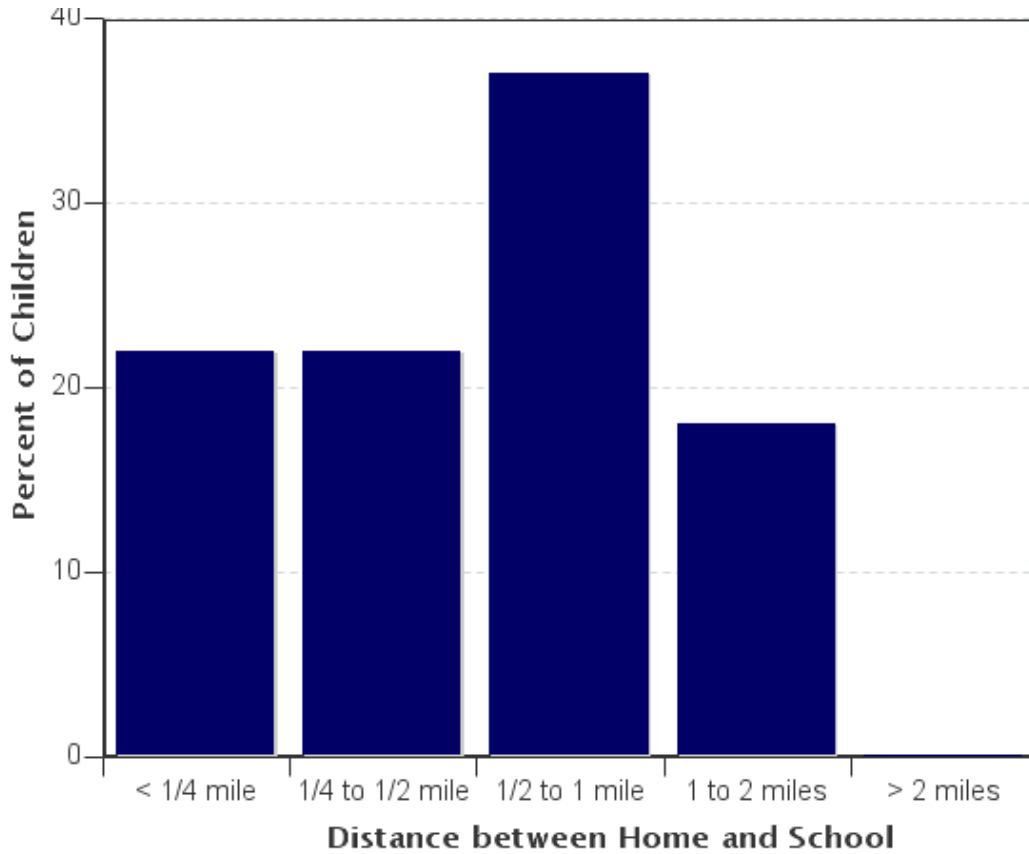
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	16	24%
1	27	40%
2	16	24%
3	2	3%
4	3	4%
5	3	4%
6	1	1%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



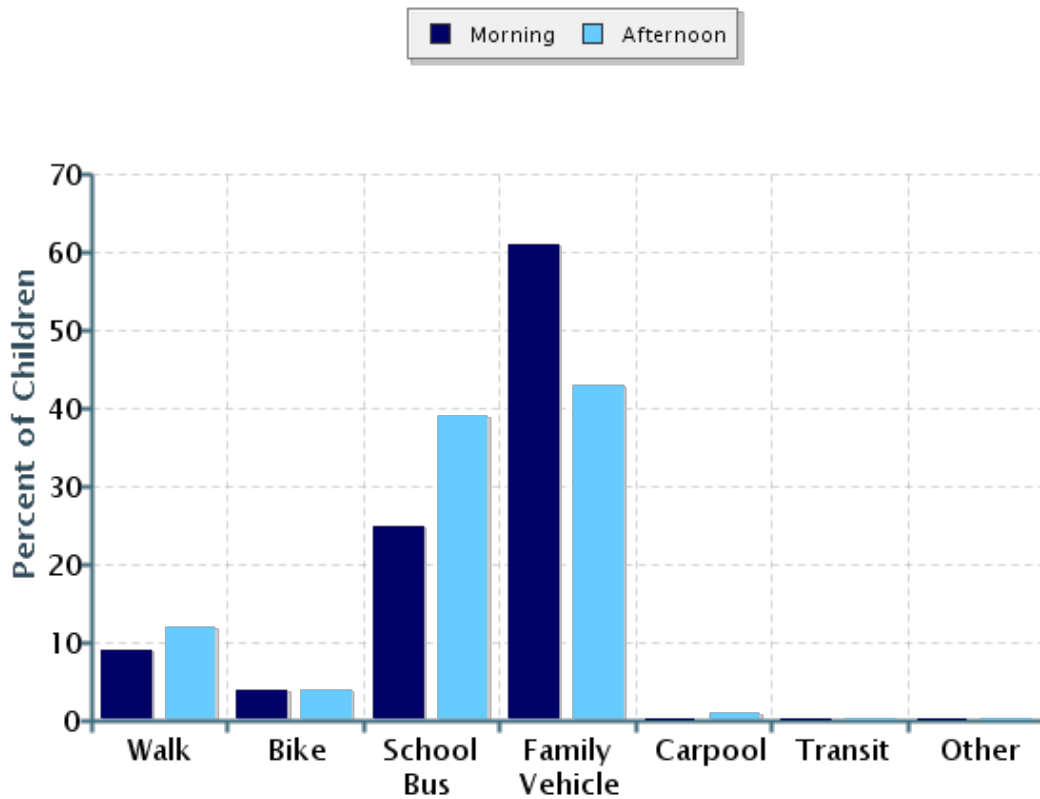
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	15	22%
1/4 mile up to 1/2 mile	15	22%
1/2 mile up to 1 mile	25	37%
1 mile up to 2 miles	12	18%
More than 2 miles	0	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	67	9%	4%	25%	61%	0%	0%	0%
Afternoon	67	12%	4%	39%	43%	1%	0%	0%

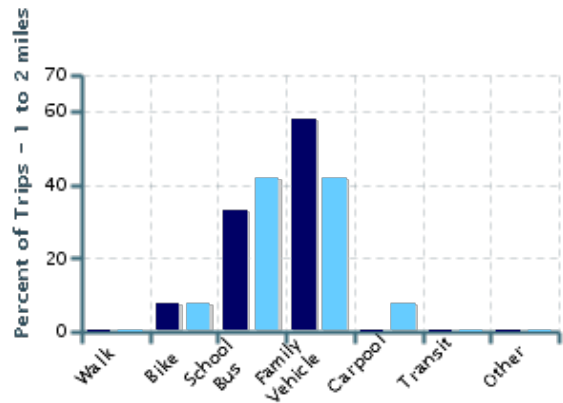
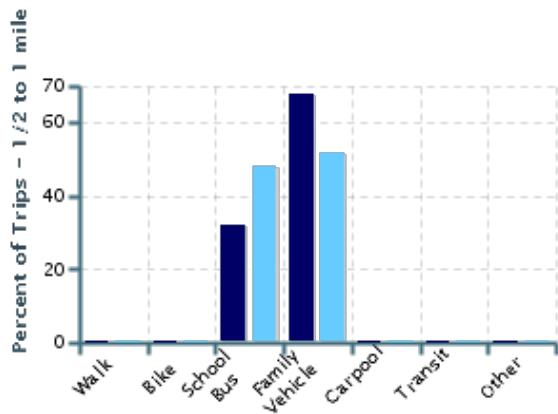
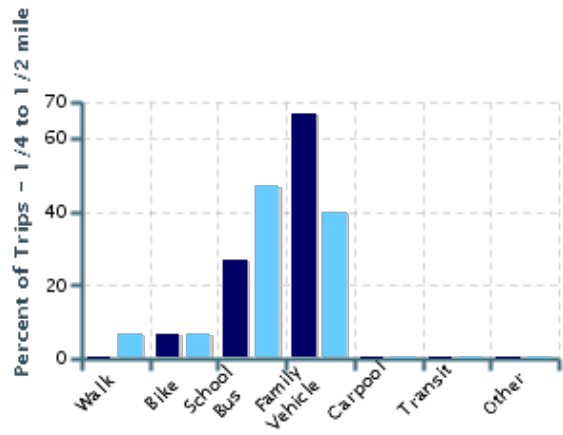
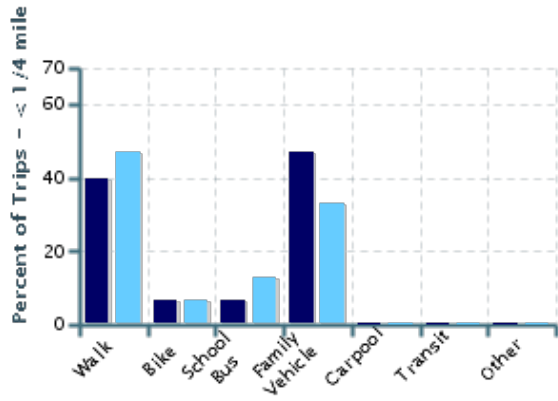
No Response Morning: 1

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	15	40%	7%	7%	47%	0%	0%	0%
1/4 mile up to 1/2 mile	15	0%	7%	27%	67%	0%	0%	0%
1/2 mile up to 1 mile	25	0%	0%	32%	68%	0%	0%	0%
1 mile up to 2 miles	12	0%	8%	33%	58%	0%	0%	0%
More than 2 miles	0	0%	0%	0%	0%	0%	0%	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

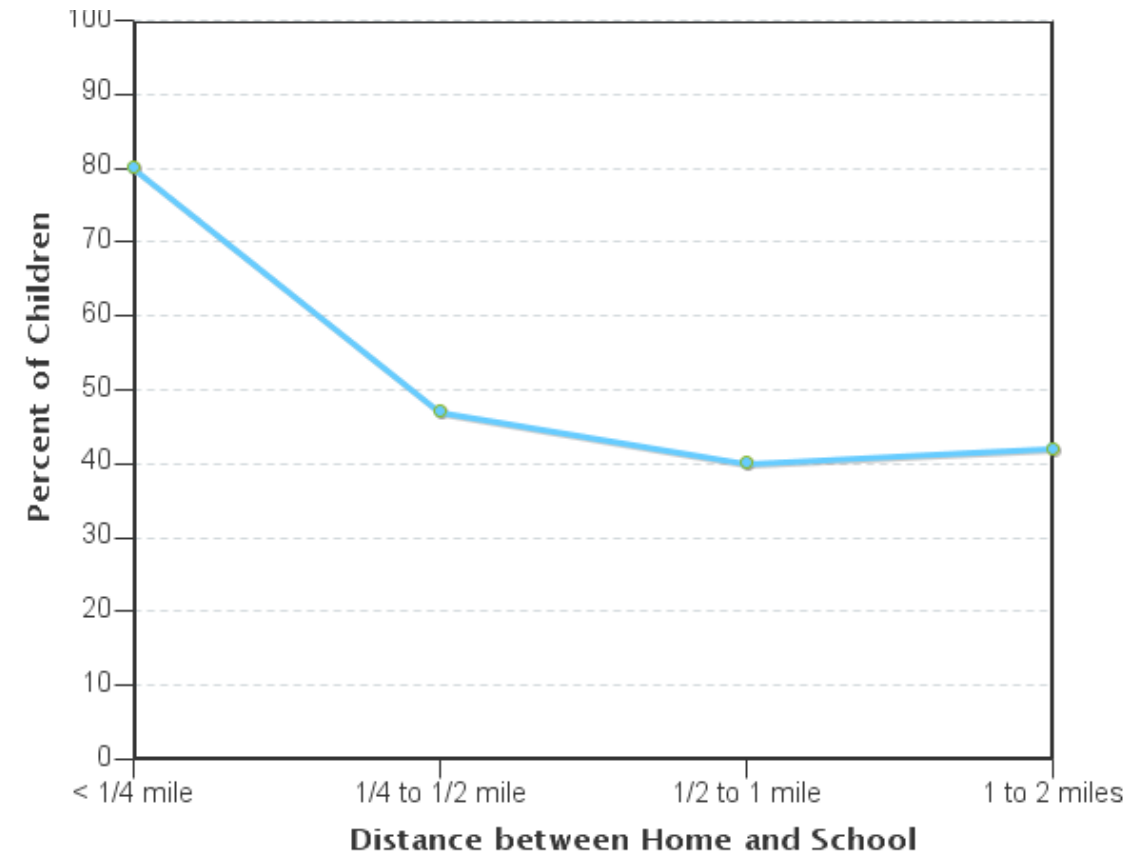
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	15	47%	7%	13%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	15	7%	7%	47%	40%	0%	0%	0%
1/2 mile up to 1 mile	25	0%	0%	48%	52%	0%	0%	0%
1 mile up to 2 miles	12	0%	8%	42%	42%	8%	0%	0%
More than 2 miles	0	0%	0%	0%	0%	0%	0%	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

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

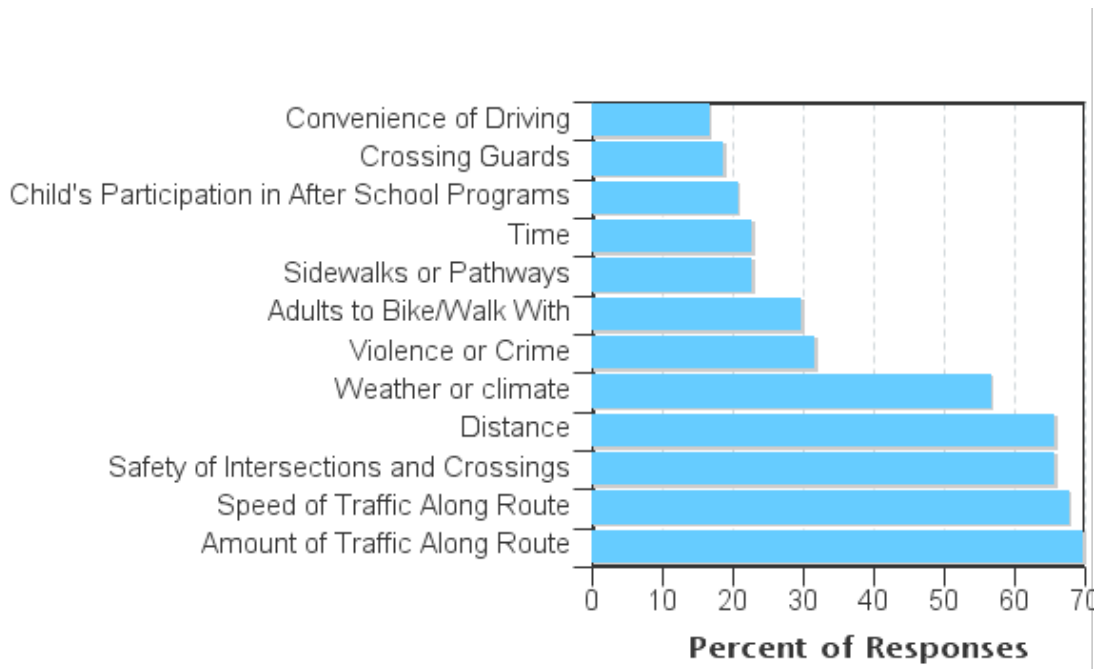


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

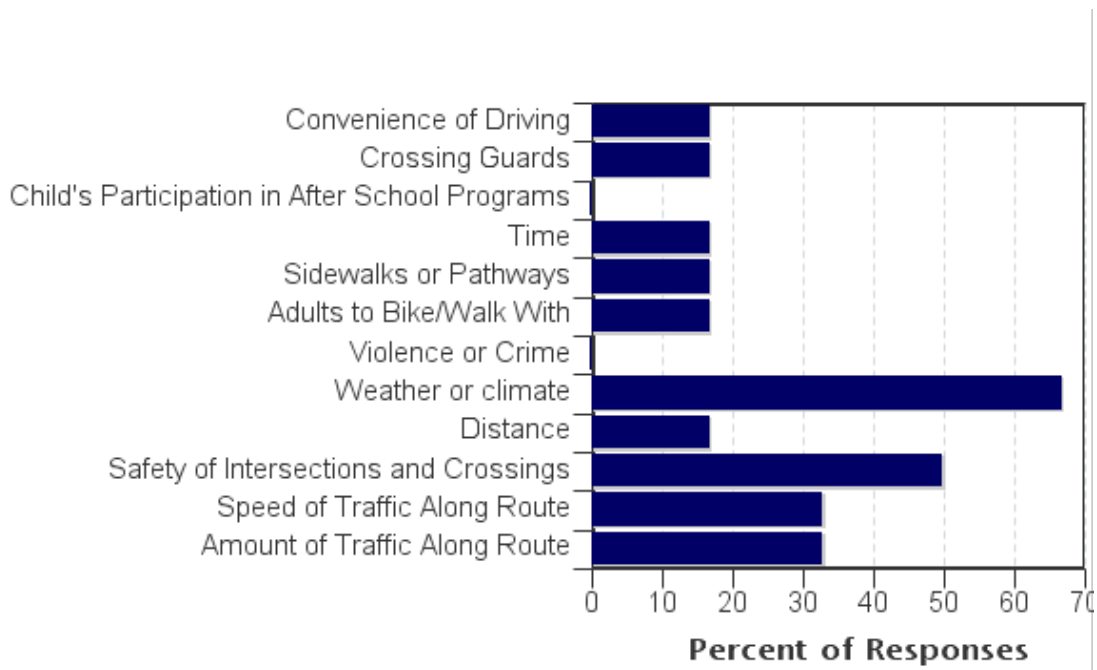
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	34	80%	47%	40%	42%	0%
No	33	20%	53%	60%	58%	0%

Don't know or No response: 1
 Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	70%	33%
Speed of Traffic Along Route	68%	33%
Safety of Intersections and Crossings	66%	50%
Distance	66%	17%
Weather or climate	57%	67%
Violence or Crime	32%	0%
Adults to Bike/Walk With	30%	17%
Sidewalks or Pathways	23%	17%
Time	23%	17%
Child's Participation in After School Programs	21%	0%
Crossing Guards	19%	17%
Convenience of Driving	17%	17%
Number of Respondents per Category	47	6

No response: 15

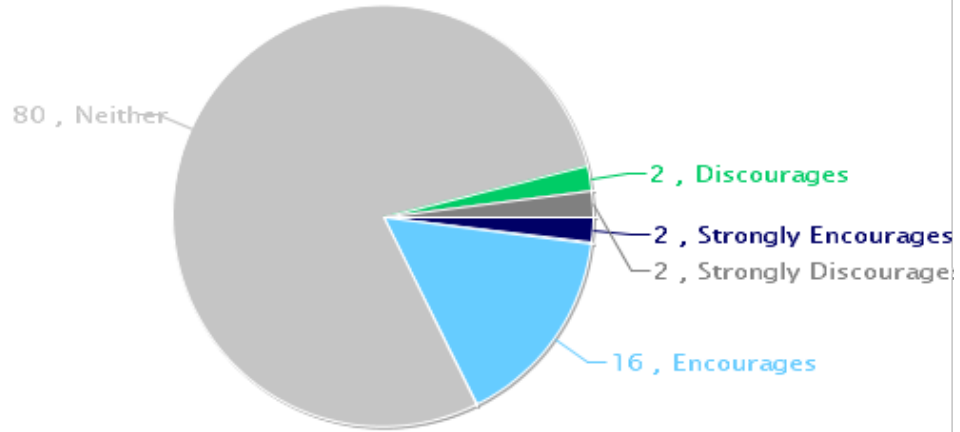
Note:

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

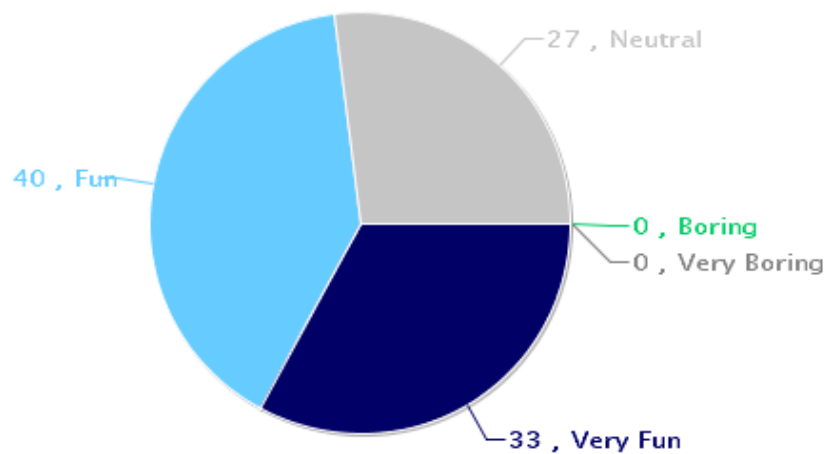
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

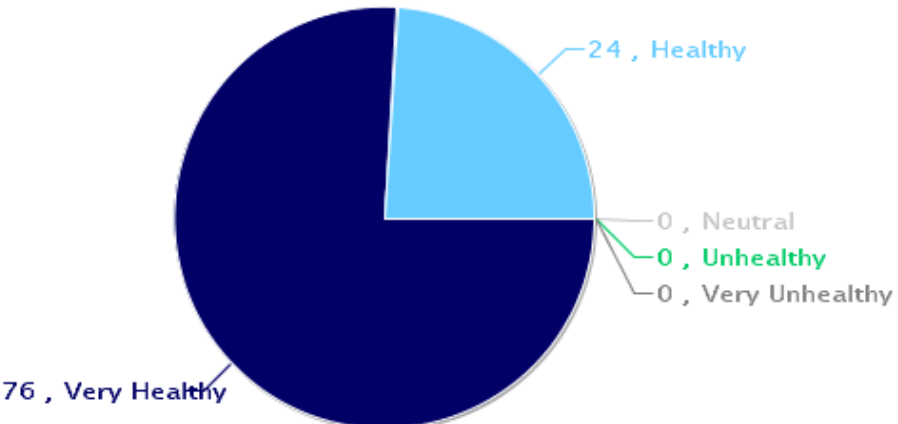
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1661789	I'd allow him to bike the spring of first grade after many attempts with me and practice. If I ever felt he wasn't ready at that point then I would wait. He currently walks a block to get on and off the bus. I think it's important to talk about road safety, but I also believe it is very important to foster independence and trust our kids. Our city is safe from crime. I'd be more worried about distracted drivers. There is a project road safety in new York that paints all the roads/city on a parking lot and practice bike safety in second grade and after they talk about it so long for the end of the class they all go on a bike ride in town. We can't let fear keep us from teaching our kids about the city and letting go off and be kids (unsupervised even!). Sorry for the poor grammar/punctuatuon.
1661807	This experience is only noted for my 4th grader; not my 8th grader.
1661589	He will walk next year when he's at Clara Barton because it's closer to our house.
1663131	Crossing Guards make a big positive difference.
1661658	Child bikes in the good weather, but gets rides when snow/ice/darkness. Probably about 50/50 split through the year.
1663128	We bike with the kids (K and 2) now. Allowing our kids to bike without parents depends on the safety of crossing 13th Ave South mostly. All intersections are worrisome with distracted drivers.
1663129	Child only is able to walk with adult, special needs. We would take the special needs bus but the pick up time is so random and staff has been questionable. It is also hard to deal with the FPS transportation director.
1663177	My child has biked and walked to/from school before, but we rarely do due to distance, work commute for parents and time needed to get to work (as we would accompany on a bike/walk), and weather. Hoping to do more bike/walk on days we can, as we all love it. When transitioning to Clara Barton, this will be much easier, as it's a lot closer.
1663261	My child has never expressed interest in walking or biking to school.
1661371	We walk as much as we can depending on weather. I love being able to walk!!
1661372	We bike with all our kids as weather permits. Our older kids (3 grade) walk to school year round, but the between K-2 we bike in spring and fall. We are very lucky to have neighborhood schools in close proximity and live in a neighborhood with fairly safe (slow speed) streets.
1661389	We'd feel much more comfortable with painted crosswalks in all directions on 9th Ave and 6th St where our son crosses. Also, it seems strange that there are no flashing school zone lights anywhere near Hawthorne.
1661390	The new beacon on our corner is very concerning to me. I would like the stoplight back. Traffic has increased (both amount and speed) since the stoplight was removed. The beacon is confusing to children as all it says is wait. PLEASE PUSH TO GET THE STOPLIGHT BACK!!!!
1661391	We live at the 8th ave and 4th st intersection that has recently removed the street light and put in a pedestrian light. I find this very dangerous due to the amount of traffic that we encounter to/from school.

1661396	I don't allow my child to ride bus because they would have to cross 17th Ave to get on and off the bus and traffic is busy. Too, I wouldn't allow them to stand on the corner of a busy intersection -easier for things to happen.
1661417	I am very happy that you are surveying us and hope that there are parents in my area that would like to have their kids walk/bike to school. Would you please connect me with other parents in my area that would like to have their kids walk/bike? My wife would be more comfortable if they were traveling in a group than individually. We are intending that next year when our youngest is in kindergarten and eldest is in 2nd they will get to school on their own.
1661422	Safety is my biggest concern. Kidnapping or stranger's interacting negatively is scary and not necessarily real. Meaning I'm not sure if the statistics on this and balance appropriate as I do think it is great exercise.
1661427	To walk to school even with parent is too far for us and driving is more convenient. Also I wish there were crossing guards near school and at school drop off lane specifically. The drop off lane at Hawthorne is very chaotic and cramped for space. In winter it is especially bad and snow can pile up on boulevards. Parents do not follow the instructions about treating it as a one way or where you should not be getting out of cars when dropping off. The sidewalk for children to walk on, on east side of street, is too close to where cars pull up. Because of that i prefer to walk thru snow or mud to entrance to avoid walking right next to cars. Having a crossing guard there would be very welcome by me!
1661434	13th Ave S is a difficult road to cross with traffic going much faster than the posted speed limit. 5th St S is a feeder road to downtown and is also very busy with people running stop signs and going much faster than the posted speed limit.
1661435	I worry about the traffic coming out of the RDO parking lot. I have been tempted to call and complain. Their employees tend to drive very fast.
1661459	We have always had a stop light at the intersection of 4th st and 8th ave south. Even for the short amount of time they put in a four way stop, cars would touch and go leaving children at the curb. I feel it is unsafe for my children to cross there when people are rushing to work with little regard for the safety of my children. I would like to see more done at this intersection.
1661492	The intersection of 13th Ave S and 6th St S is very busy and there isn't a buffer zone to cross the street. The intersection is odd because it doesn't meet at perfect 90 degree angle.
1661511	Both our middle school and high school will be much too far to walk or drive to. But she will take the bus. Also the climate here is really quite harsh for biking or walking and the sidewalks in our neighborhood were not cleaned enough this winter to make walking or biking even possible.
1661375	The drivers in the FM area are generally not used to bikes or peds. I believe drivers think they have the right of way.
1661935	Our child would have to cross several very busy streets. During the morning commute, they're significantly more hectic and people drive quite fast even on residential streets. I worry about distracted driving and therefore would not allow her to ride or walk to school by herself. I like knowing that she has made it to school because we drop her off!
1662736	I'd love it if teachers, peers, school encouraged her to bike or walk to school and if she saw more kids doing so. We've encouraged her but she hasn't wanted to. Our son enjoyed it usually.

Parent Survey Report: One School in One Data Collection Period

School Name: Horace Mann Elementary School

Set ID: 18515

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

Tags:

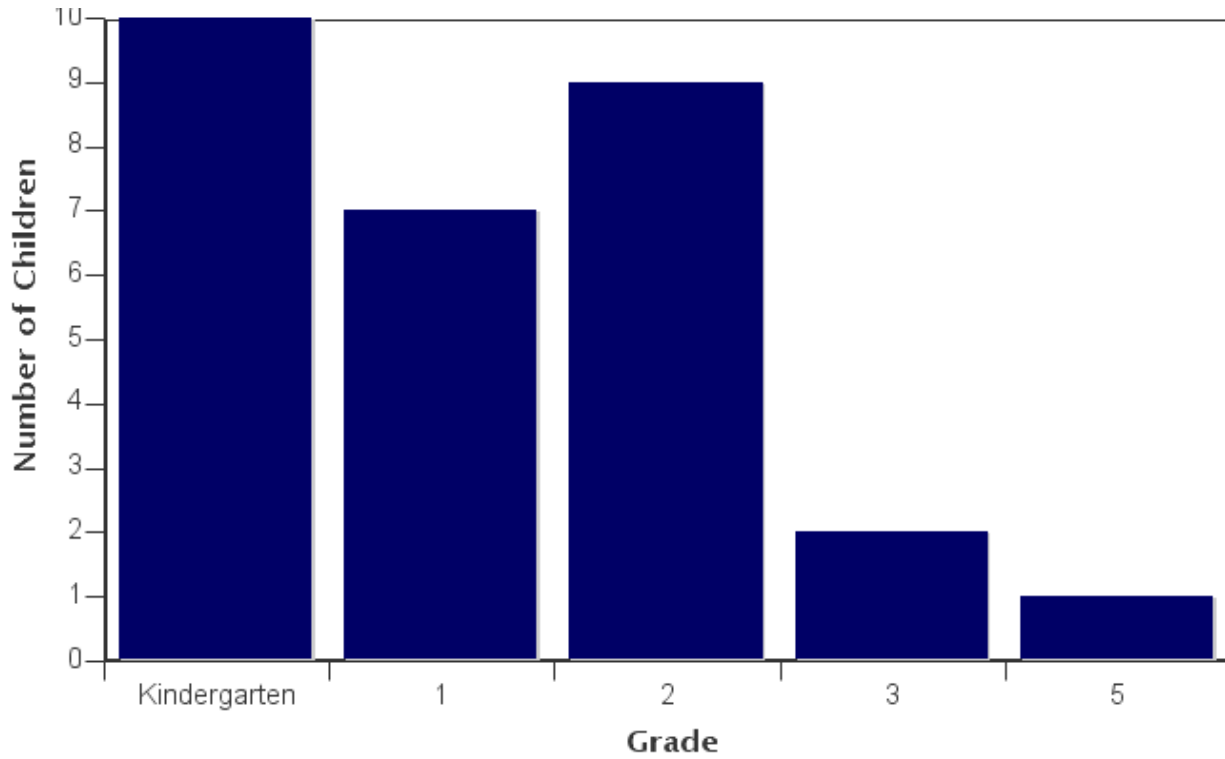
Number of Questionnaires Distributed: 0

**Number of Questionnaires
Analyzed for Report:** 29

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

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

Grade levels of children represented in survey



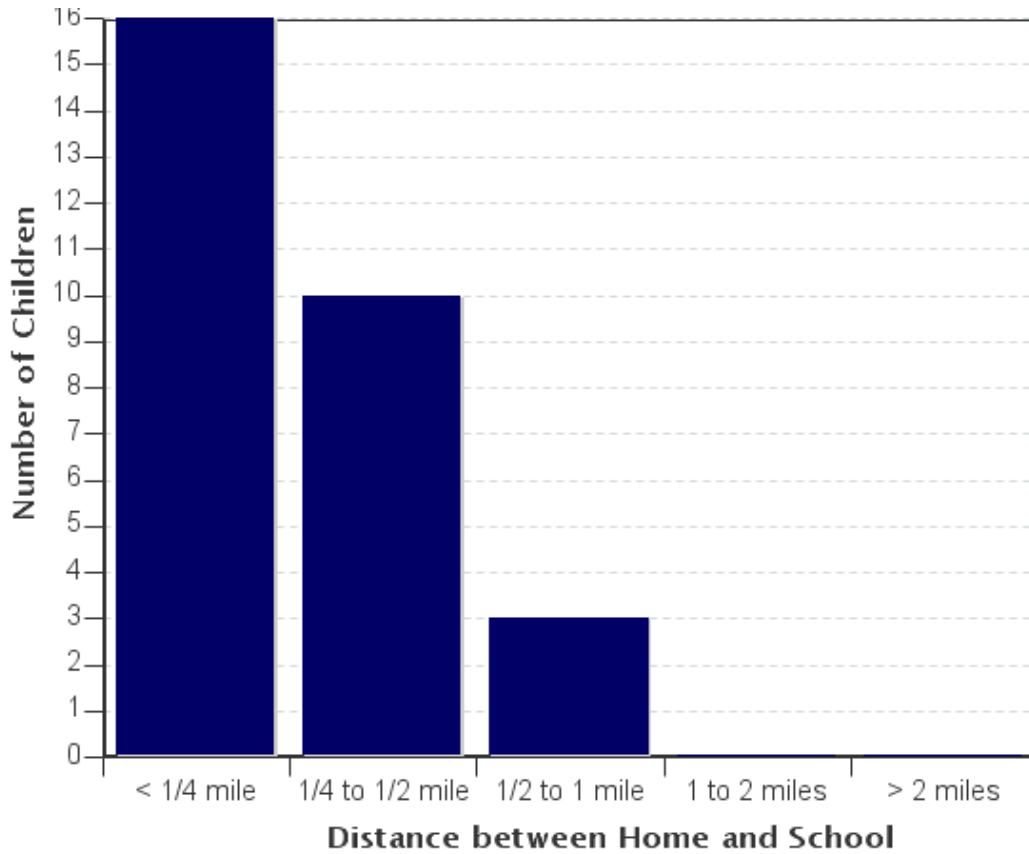
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
Kindergarten	10
1	7
2	9
3	2
5	1

No response: 0

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

Parent estimate of distance from child's home to school



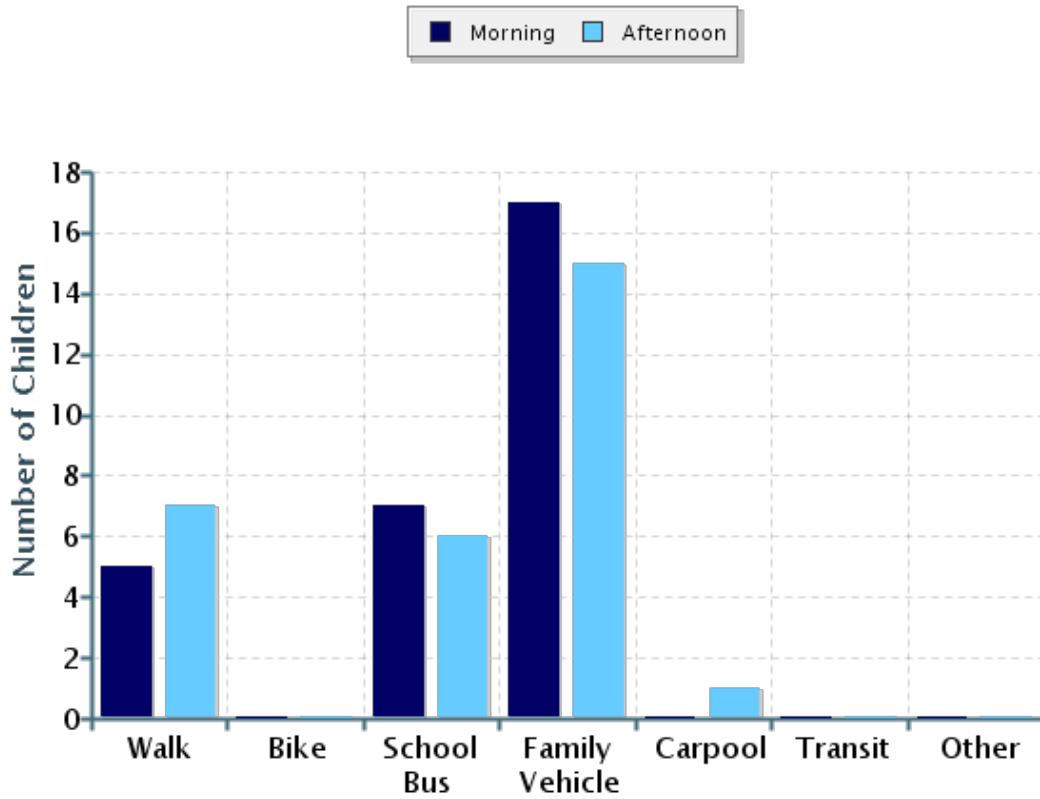
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	16
1/4 mile up to 1/2 mile	10
1/2 mile up to 1 mile	3
1 mile up to 2 miles	0
More than 2 miles	0

Don't know or No response: 0

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	29	5	0	7	17	0	0	0
Afternoon	29	7	0	6	15	1	0	0

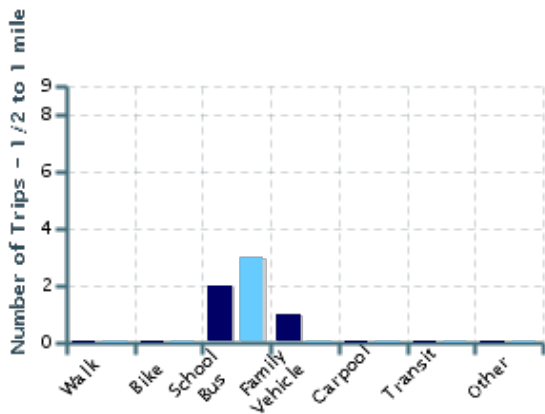
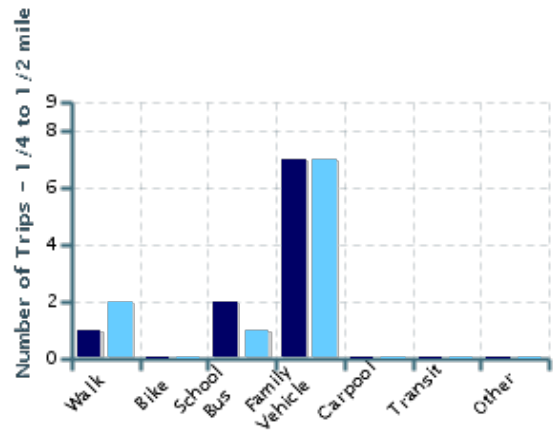
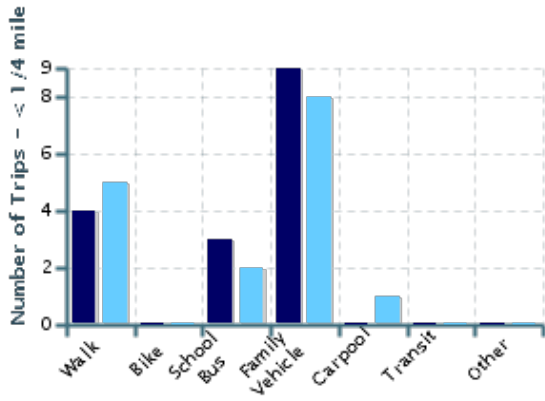
No Response Morning: 0

No Response Afternoon: 0

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

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	4	0	3	9	0	0	0
1/4 mile up to 1/2 mile	10	1	0	2	7	0	0	0
1/2 mile up to 1 mile	3	0	0	2	1	0	0	0
1 mile up to 2 miles	0	0	0	0	0	0	0	0
More than 2 miles	0	0	0	0	0	0	0	0

Don't know or No response: 0

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

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	5	0	2	8	1	0	0
1/4 mile up to 1/2 mile	10	2	0	1	7	0	0	0
1/2 mile up to 1 mile	3	0	0	3	0	0	0	0
1 mile up to 2 miles	0	0	0	0	0	0	0	0
More than 2 miles	0	0	0	0	0	0	0	0

Don't know or No response: 0

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

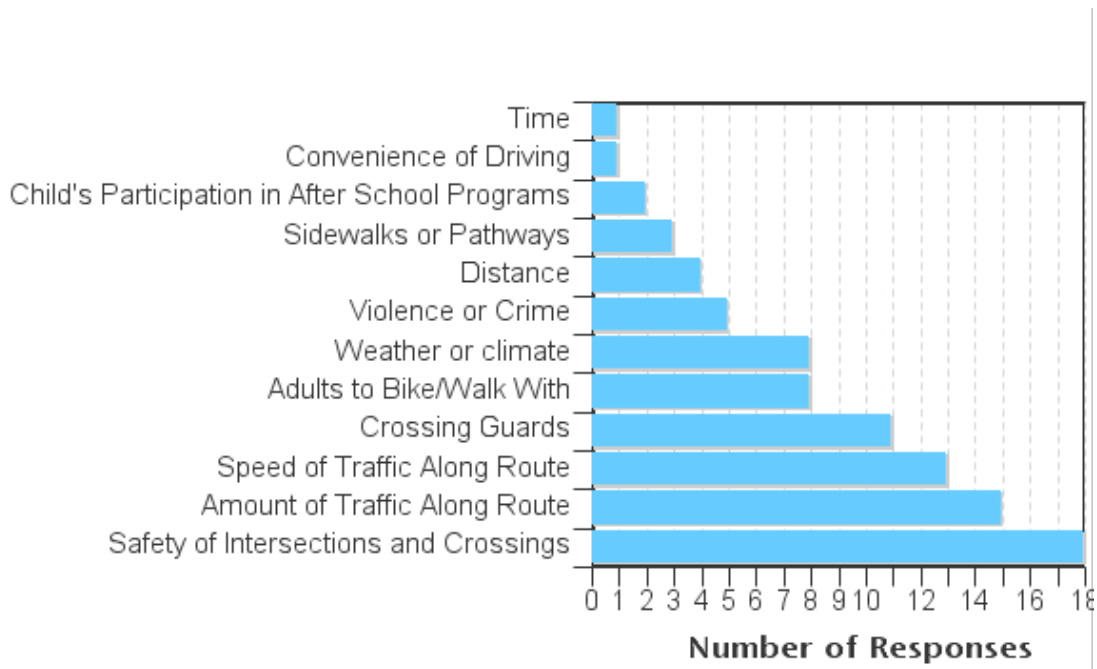
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	13	7	4	2	0	0
No	16	9	6	1	0	0

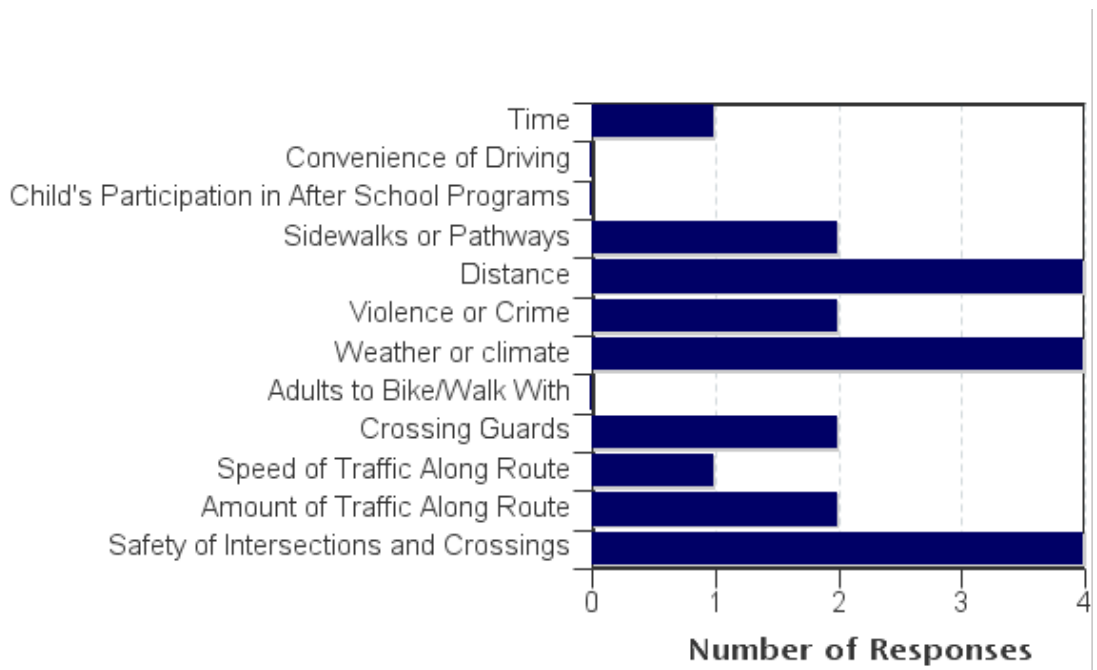
Don't know or No response: 0

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

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	18	4
Amount of Traffic Along Route	15	2
Speed of Traffic Along Route	13	1
Crossing Guards	11	2
Adults to Bike/Walk With	8	0
Weather or climate	8	4
Violence or Crime	5	2
Distance	4	4
Sidewalks or Pathways	3	2
Child's Participation in After School Programs	2	0
Convenience of Driving	1	0
Time	1	1
Number of Respondents per Category	19	4

No response: 6

Note:

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

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

Level of support	Number of children
Strongly Encourages	0
Encourages	3
Neither	23
Discourages	0
Strongly Discourages	2

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

Level of fun	Number of children
Very Fun	9
Fun	15
Neutral	5
Boring	0
Very Boring	0

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

How healthy	Number of children
Very Healthy	19
Healthy	9
Neutral	1
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1661567	Crossing guard at 12th Ave N would make the biggest difference in our decision to let him walk/bike on his own.
1661578	We live right across from the school. Traffic on 2nd St N can be dangerous with the speed. There's a police officer that parks near our house some mornings which helps, and there is a crossing nearby but I get nervous about people running through it.
1661579	Traffic is documented (by the city of Fargo) to have increased exponentially on 12th Ave N and with that increase, the overall speed of cars has also increased. If a car stops at the 4-way sign at 4th St and 12th Ave and the light at Broadway is green cars will RACE to get to the green light often going through VERY yellow lights or full red lights. Drivers are also not paying attention to bikers or pedestrians. at the intersections. This is all compounded by a severe lack of policing and ticketing. Also - a new hazard that students at Roosevelt are experiencing is the new walkway on 10th Steet. I have observed cars slowing for the flashing red light then driving through anyway if no pedestrian in actually IN the crosswalk. Children are prone to erratic decision making. They will jump run up to and through a crosswalk to 'catch the light'. Drivers are not paying attention to this and this is not consistently policed for it to be effective.
1661592	I want my child to walk to and from school. I just want him to be a little bit older. Also, when the temperatures are below zero, I don't want him to walk to or from school.
1661843	I would say the primary reason for my child not walking to/from school is that there would be no one home after school and we currently rely on YMCA program before and after school for childcare (located within the school building)
1661644	Walk in fall or spring, only when weather is favorable. Never walk in winter, bus only.
1661647	Walk in fall or spring, only when weather is favorable. Never walk in winter, bus only. Edit: maybe add HUGE signs, no text or phone zone! Also everyone speeds up/down 2nd street n.
1661868	The addition of crossing guards would make me feel much more comfortable having my children walk alone. There are stop signs where my children cross but so many drivers hardly slow down at the stop and I worry about them crossing without a tall adult to supervise.
1661729	HM School would benefit from crossing guards and parking lot staff for these vulnerable K-2 students. A sidewalk between the skating rink and the parking lot would make the school more accessible and safe. Finally, the parking lot is poorly planned and dangerous to families in cars and on foot who are trying bring their children to school. We think it's time for an engineer to completely redesign it. Thanks!
1661730	HM School would benefit from crossing guards and parking lot staff for these vulnerable K-2 students. A sidewalk between the skating rink and the parking lot would make the school more accessible and safe. Finally, the parking lot is poorly planned and dangerous to families in cars and on foot who are trying bring their children to school. We think it's time for an engineer to completely redesign it. Thanks!
1662391	12th Ave. N is very busy. I'd be more comfortable as long as there were several kids in a group walking. I would not let my daughter walk alone.

Parent Survey Report: One School in One Data Collection Period

School Name: Jefferson Elementary School

Set ID: 18577

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

Tags:

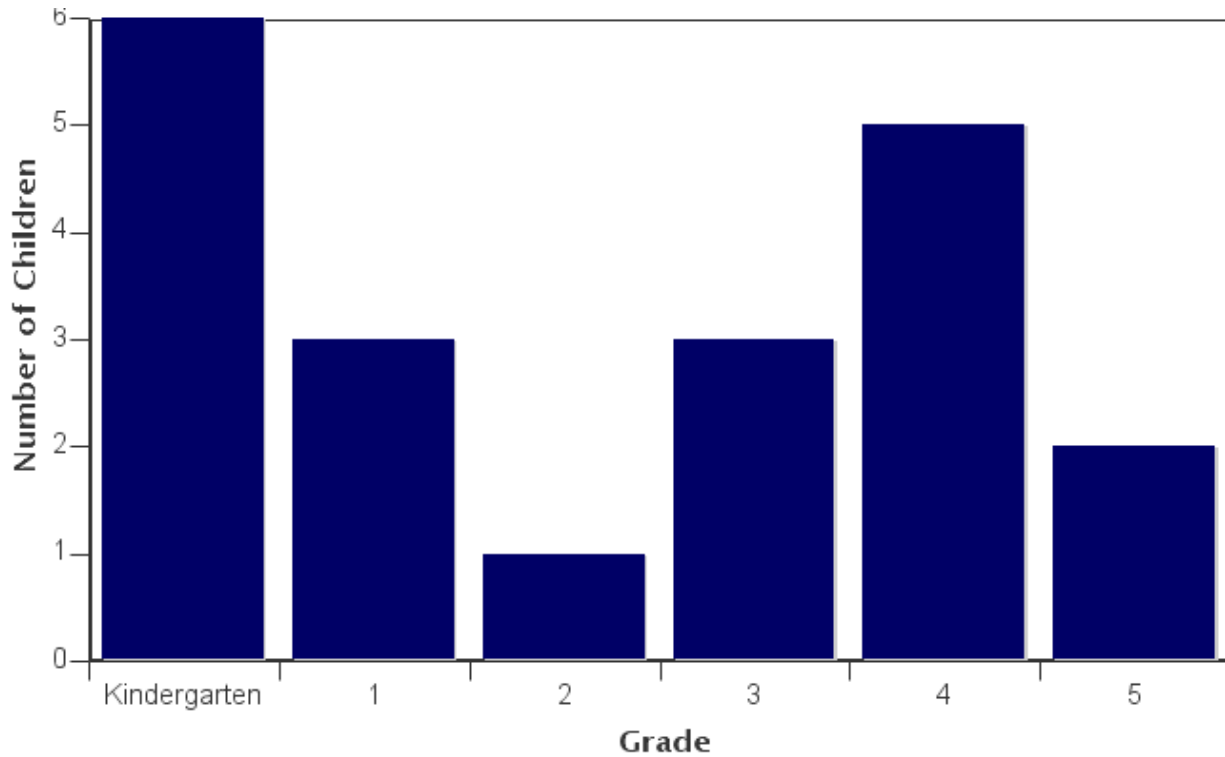
Number of Questionnaires Distributed: 0

**Number of Questionnaires
Analyzed for Report:** 20

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

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

Grade levels of children represented in survey



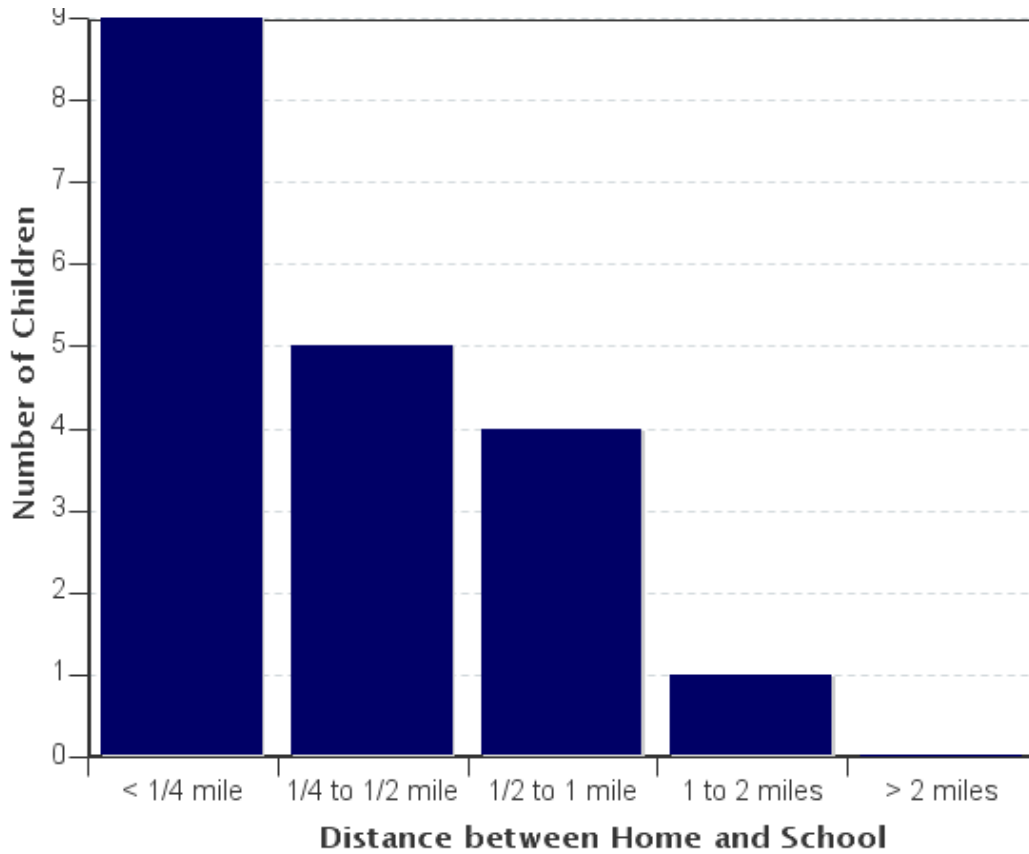
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
Kindergarten	6
1	3
2	1
3	3
4	5
5	2

No response: 0

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

Parent estimate of distance from child's home to school



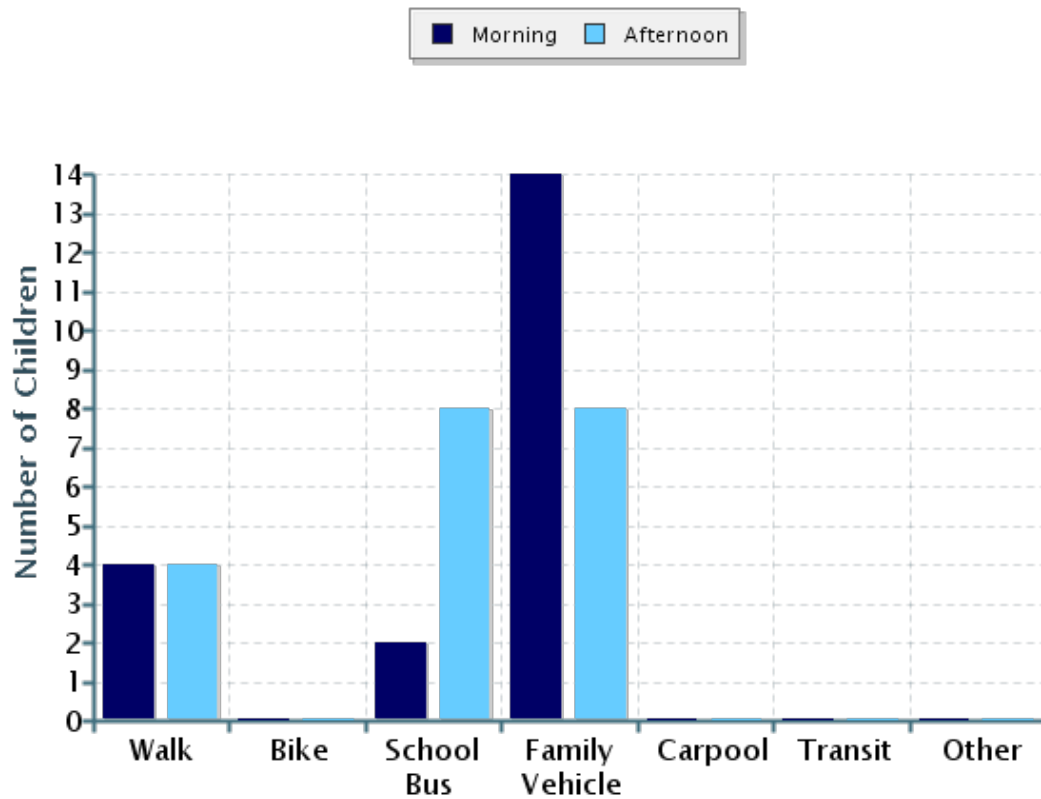
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	9
1/4 mile up to 1/2 mile	5
1/2 mile up to 1 mile	4
1 mile up to 2 miles	1
More than 2 miles	0

Don't know or No response: 1

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	20	4	0	2	14	0	0	0
Afternoon	20	4	0	8	8	0	0	0

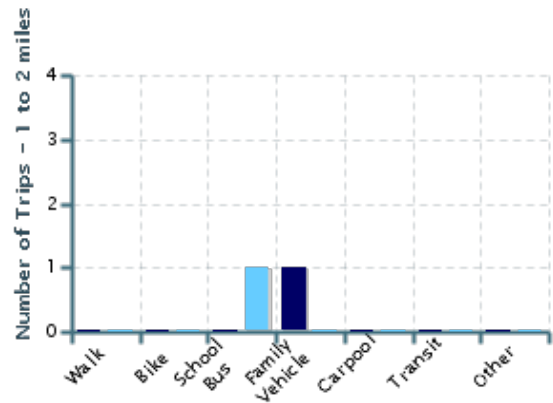
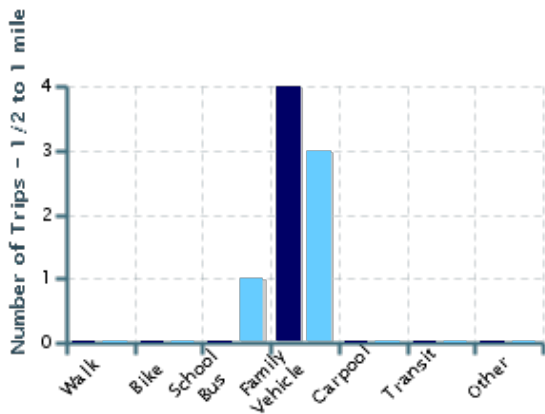
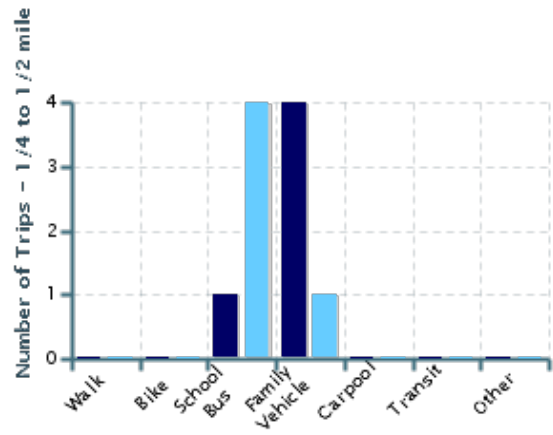
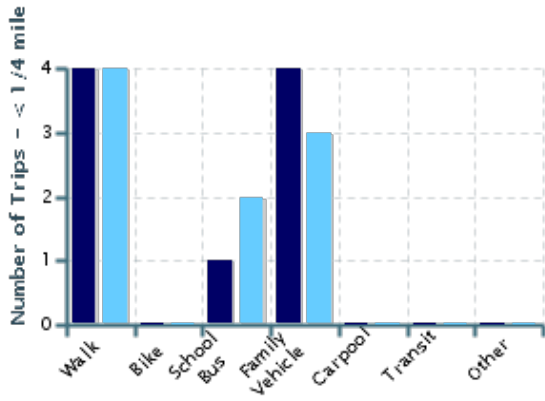
No Response Morning: 0

No Response Afternoon: 0

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

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

■ Morning ■ Afternoon



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

School Arrival

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

Don't know or No response: 1

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

School Departure

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

Don't know or No response: 1

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

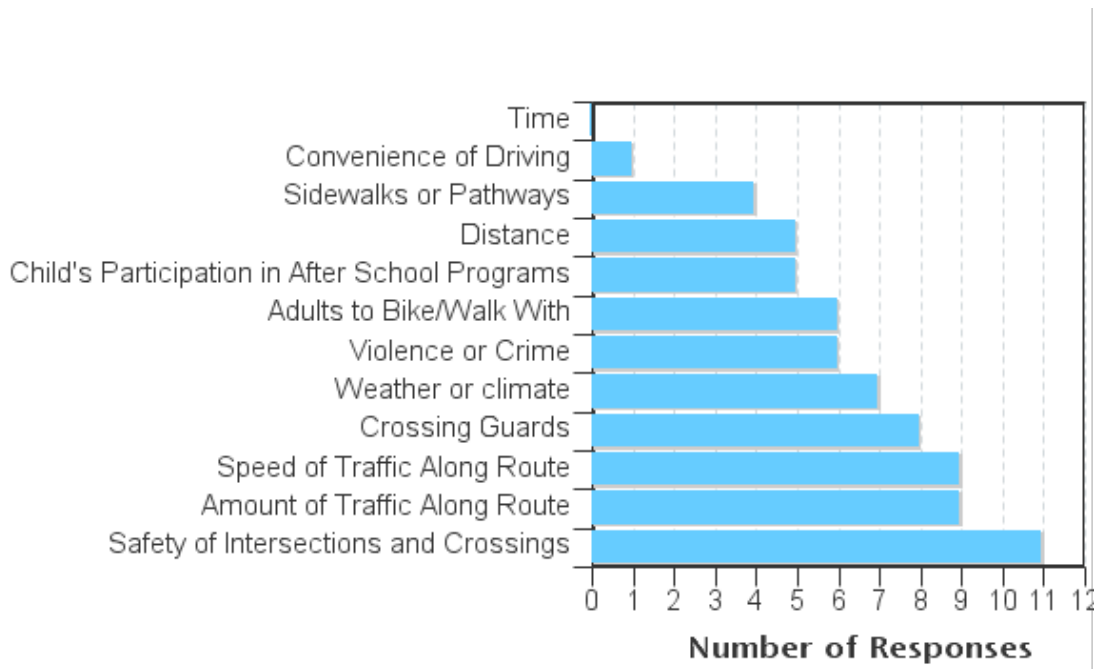
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	10	6	3	1	0	0
No	9	3	2	3	1	0

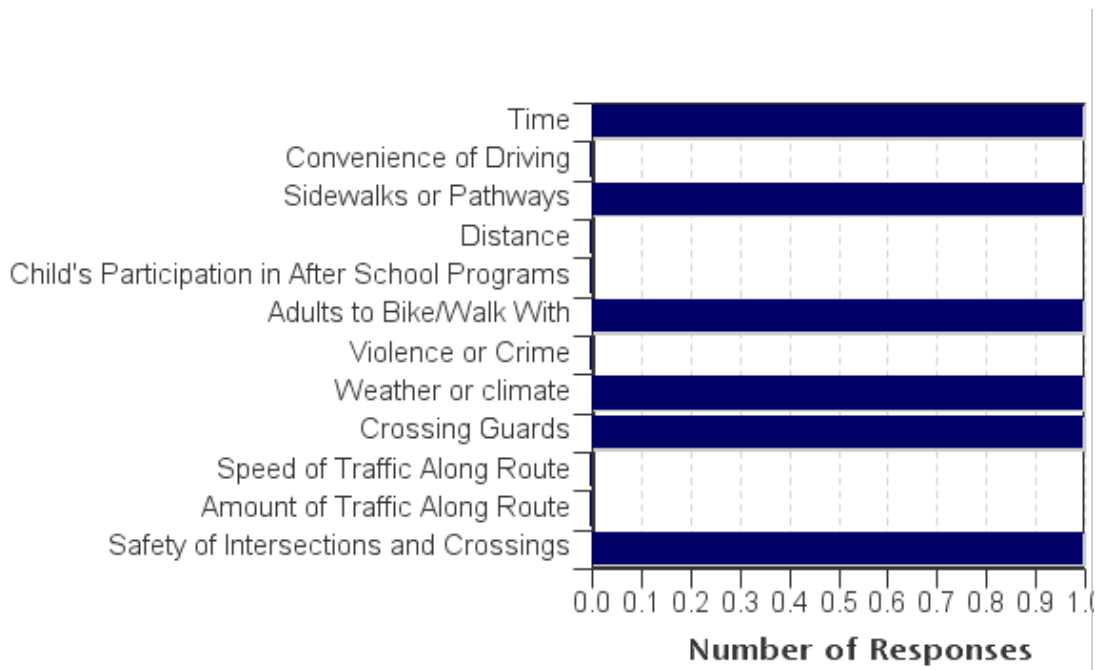
Don't know or No response: 1

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

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	11	1
Amount of Traffic Along Route	9	0
Speed of Traffic Along Route	9	0
Crossing Guards	8	1
Weather or climate	7	1
Violence or Crime	6	0
Adults to Bike/Walk With	6	1
Child's Participation in After School Programs	5	0
Distance	5	0
Sidewalks or Pathways	4	1
Convenience of Driving	1	0
Time	0	1
Number of Respondents per Category	14	1

No response: 5

Note:

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

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

Level of support	Number of children
Strongly Encourages	0
Encourages	0
Neither	20
Discourages	0
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	2
Fun	10
Neutral	7
Boring	0
Very Boring	0

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

How healthy	Number of children
Very Healthy	14
Healthy	5
Neutral	1
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1661813	Why does it matter what grade I finished in school? It makes no difference for my children's schooling
1661818	Would prefer he bikes but too far to Jefferson with no crossing guards at 5th ave. Limited places to lock/secure bike. Carl Ben would be better since closer and only 1 intersection at 17th st and 11th ave
1661832	I've seen cars double parked on my streets. I've seen parents park on the side of street where'd there is no parking sides and have their children run into streets to get into cars. Makes it almost impossible to drive. The no parking is never in forced. Cars are constantly left parked or unattended in the school drop off loop.
1661849	I think 5th Ave. Crossing over on that street where traffic is suppose to stop for pedestrians and I've crossed that road many times with my kids and the traffic does not want to stop.I think that needs to be enforced right there to make it safe for kids to cross.
1661862	5th avenue South is too busy for children to cross without additional security. Also, there is a sidewalk missing the entire length of a block across from the school so it forces them to cross additional streets to avoid muddy or snow covered grass. They really need to install sidewalks
1661958	It's the stop signs that cars ignore at these intersections. I am 6'1" 275 lbs., pretty hard to miss and cars pull out when I am about to cross or while I am in the cross walk. Two officers in a cars facing North and South in between 4th and 5th on 18th St., would more than pay for the wages of the officers. I don't want a driver in a hurry or a distracted driver taking out one of my girls.
1662013	There needs to be a crossing guard on 7th Ave & 9 th St. I've seen cars/trucks drive by fast without looking for small kids. Also cars take a right out of school parking lot and don't look for kids all the time. Son was almost hit one day. Trying to teach him to stop and look! Very scary to let him cross alone

Parent Survey Report: One School in One Data Collection Period

School Name: Kennedy Elementary School

Set ID: 18575

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

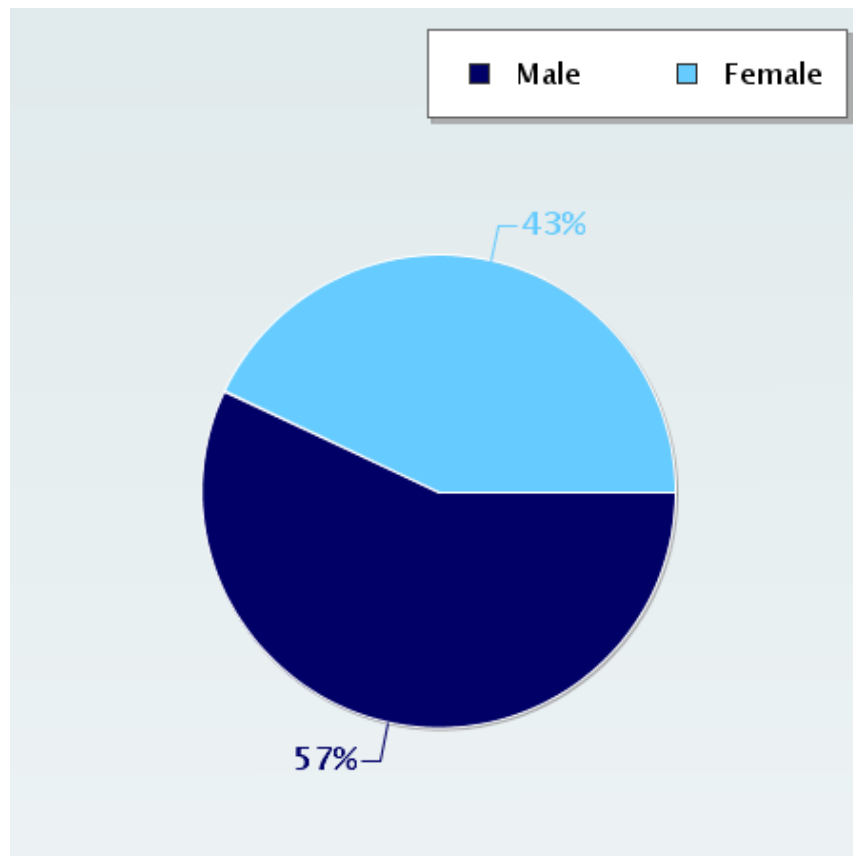
Tags:

Number of Questionnaires Distributed: 0

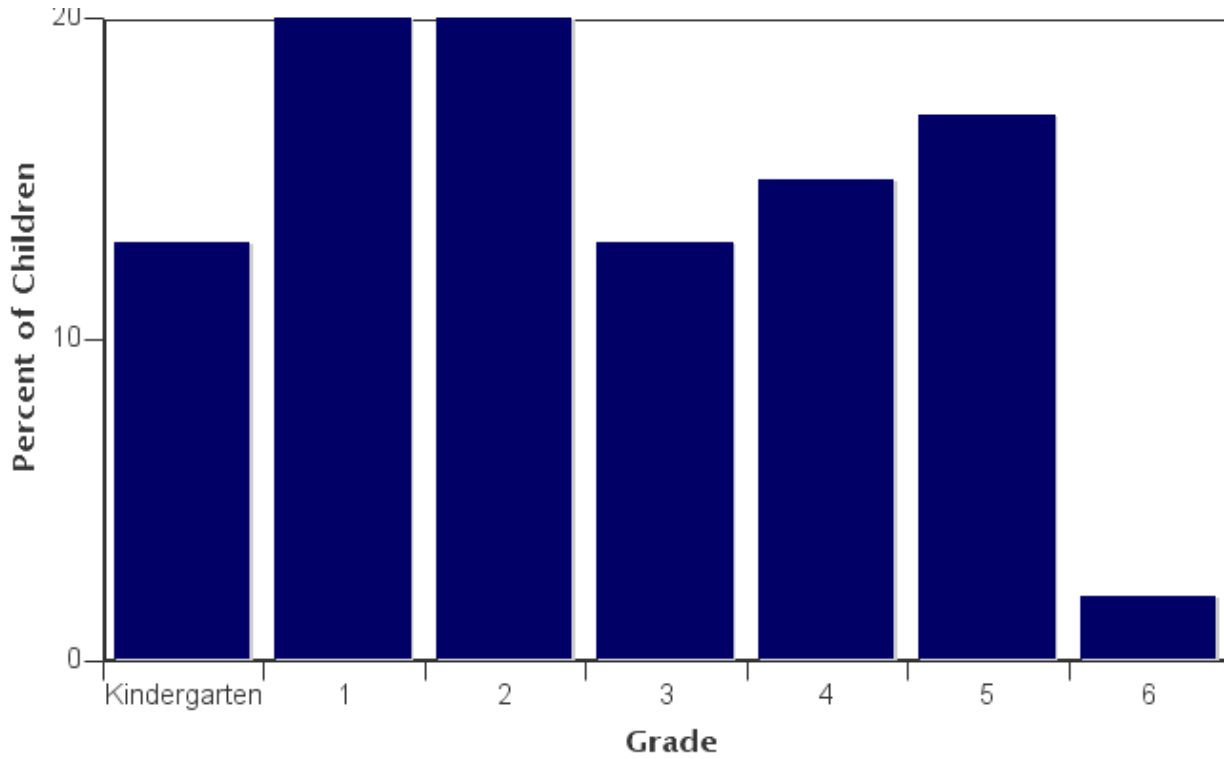
Number of Questionnaires Analyzed for Report: 133

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

Sex of children for parents that provided information



Grade levels of children represented in survey



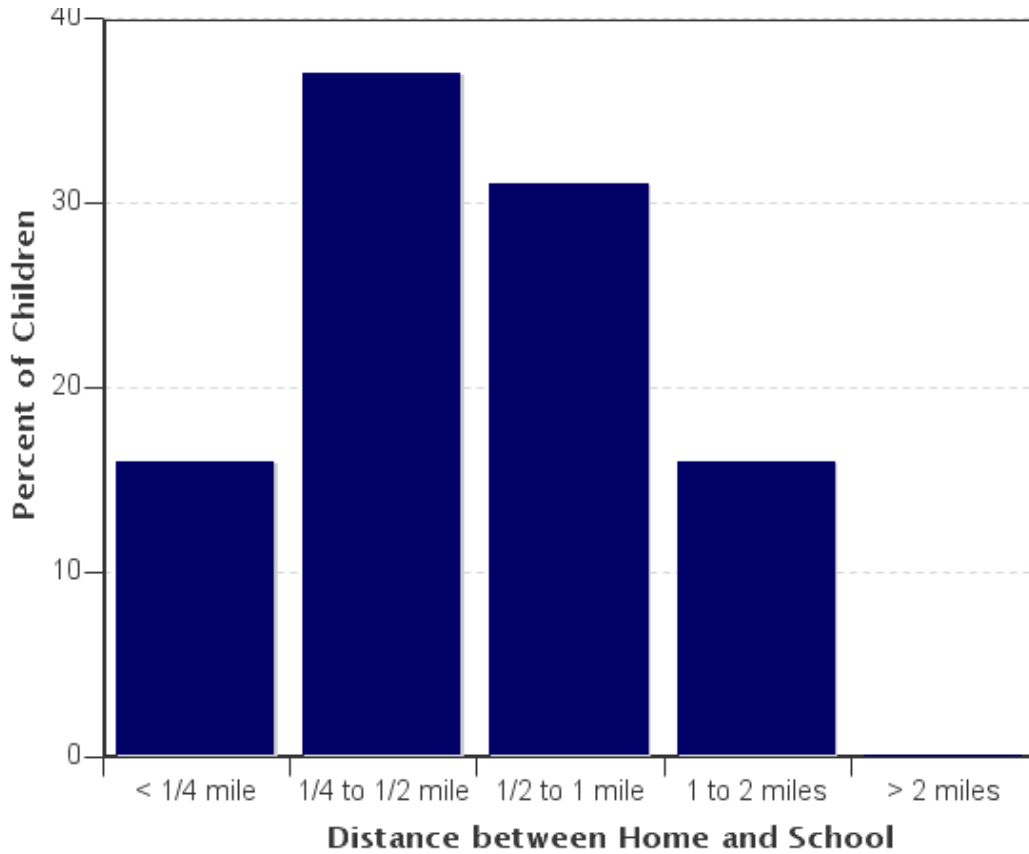
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	17	13%
1	27	20%
2	27	20%
3	17	13%
4	20	15%
5	22	17%
6	2	2%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

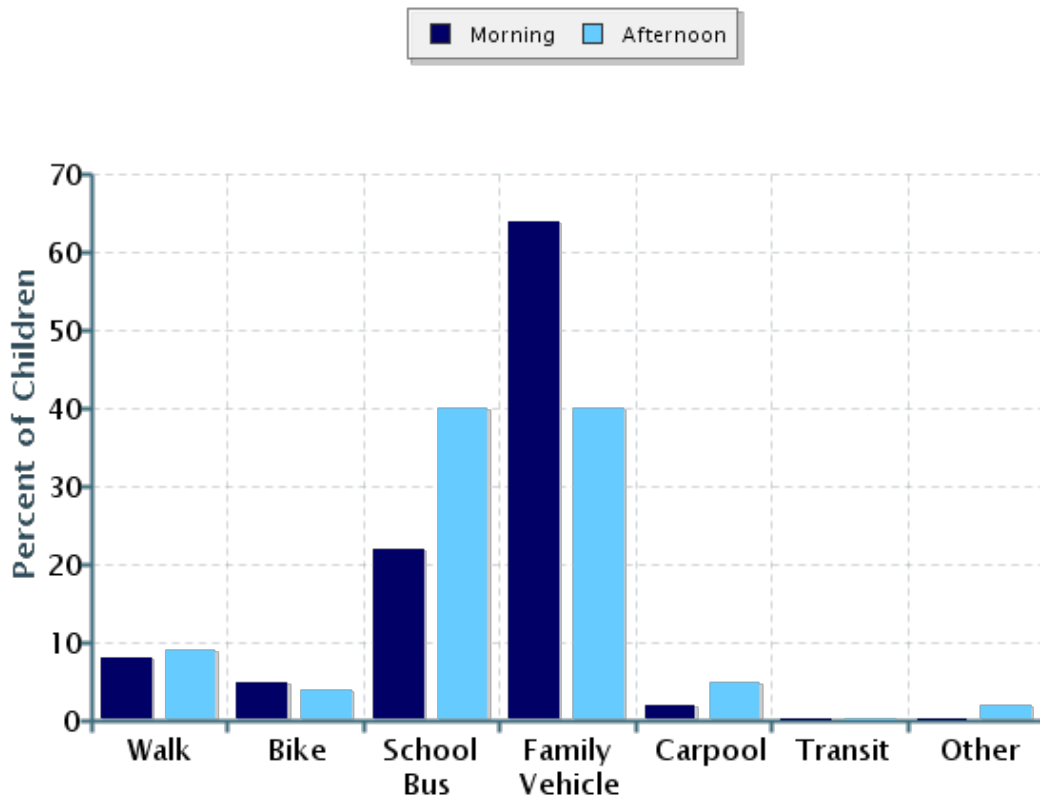


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	21	16%
1/4 mile up to 1/2 mile	47	37%
1/2 mile up to 1 mile	40	31%
1 mile up to 2 miles	20	16%
More than 2 miles	0	0%

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	132	8%	5%	22%	64%	2%	0%	0%
Afternoon	131	9%	4%	40%	40%	5%	0%	2%

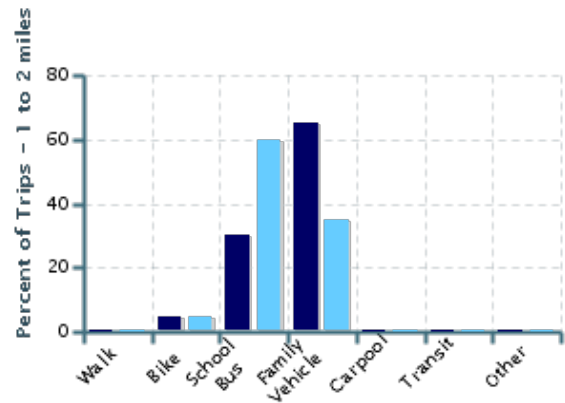
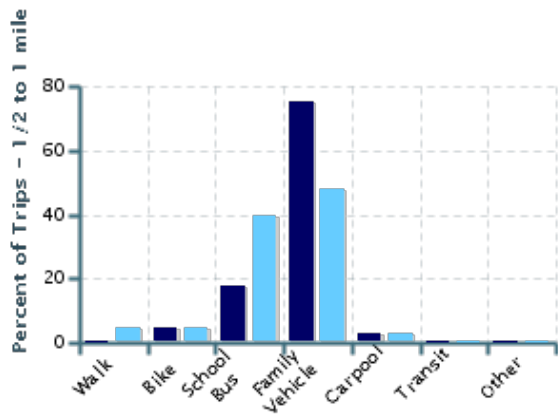
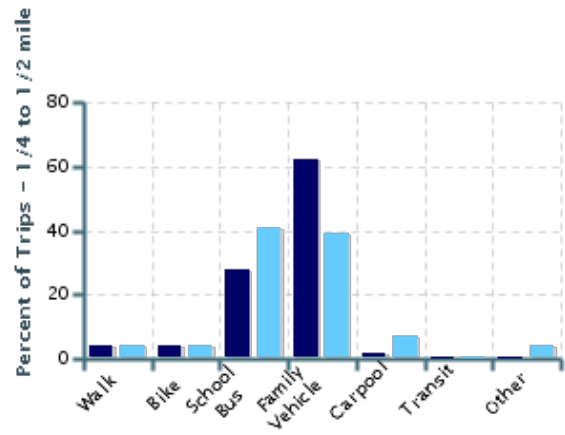
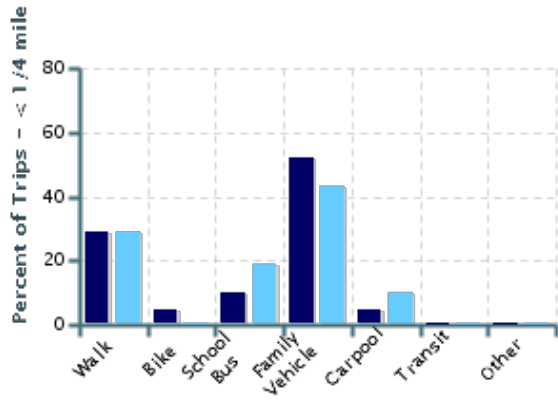
No Response Morning: 1

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	29%	5%	10%	52%	5%	0%	0%
1/4 mile up to 1/2 mile	47	4%	4%	28%	62%	2%	0%	0%
1/2 mile up to 1 mile	40	0%	5%	18%	75%	3%	0%	0%
1 mile up to 2 miles	20	0%	5%	30%	65%	0%	0%	0%
More than 2 miles	0	0%	0%	0%	0%	0%	0%	0%

Don't know or No response: 5

Percentages may not total 100% due to rounding.

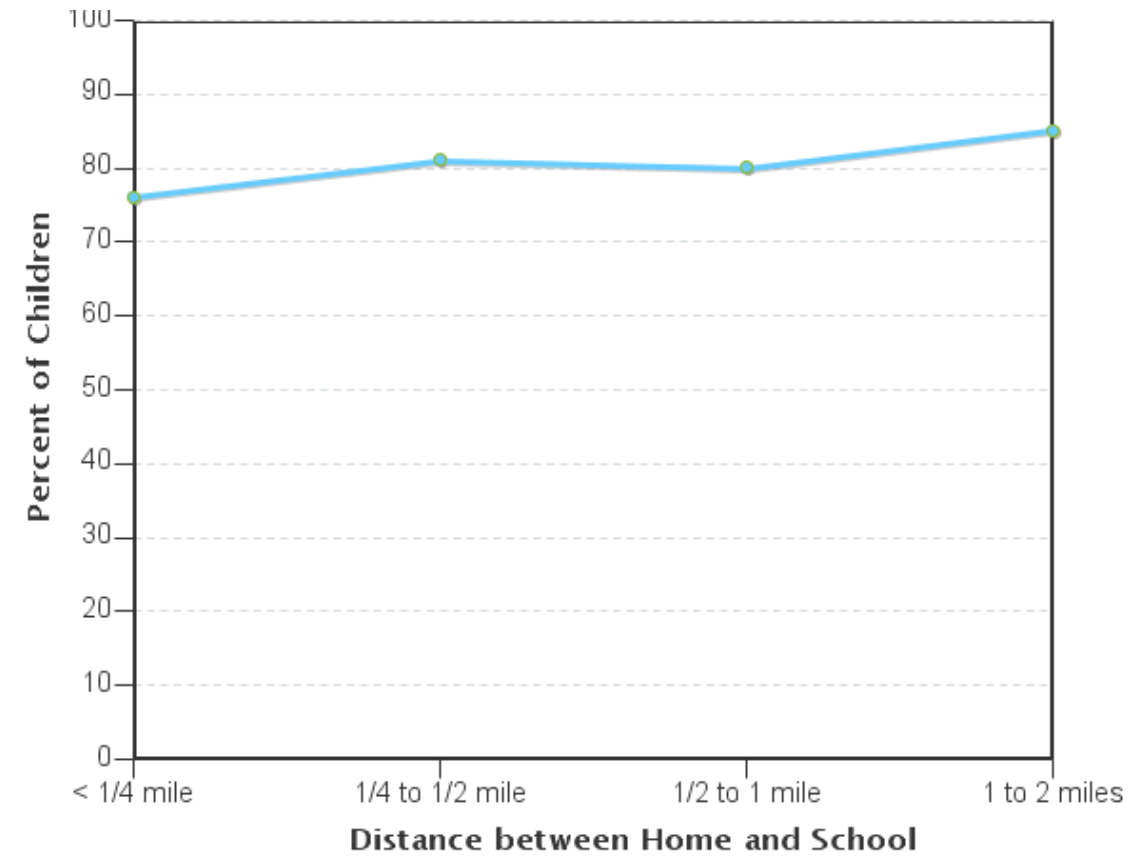
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	29%	0%	19%	43%	10%	0%	0%
1/4 mile up to 1/2 mile	46	4%	4%	41%	39%	7%	0%	4%
1/2 mile up to 1 mile	40	5%	5%	40%	48%	3%	0%	0%
1 mile up to 2 miles	20	0%	5%	60%	35%	0%	0%	0%
More than 2 miles	0	0%	0%	0%	0%	0%	0%	0%

Don't know or No response: 6

Percentages may not total 100% due to rounding.

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



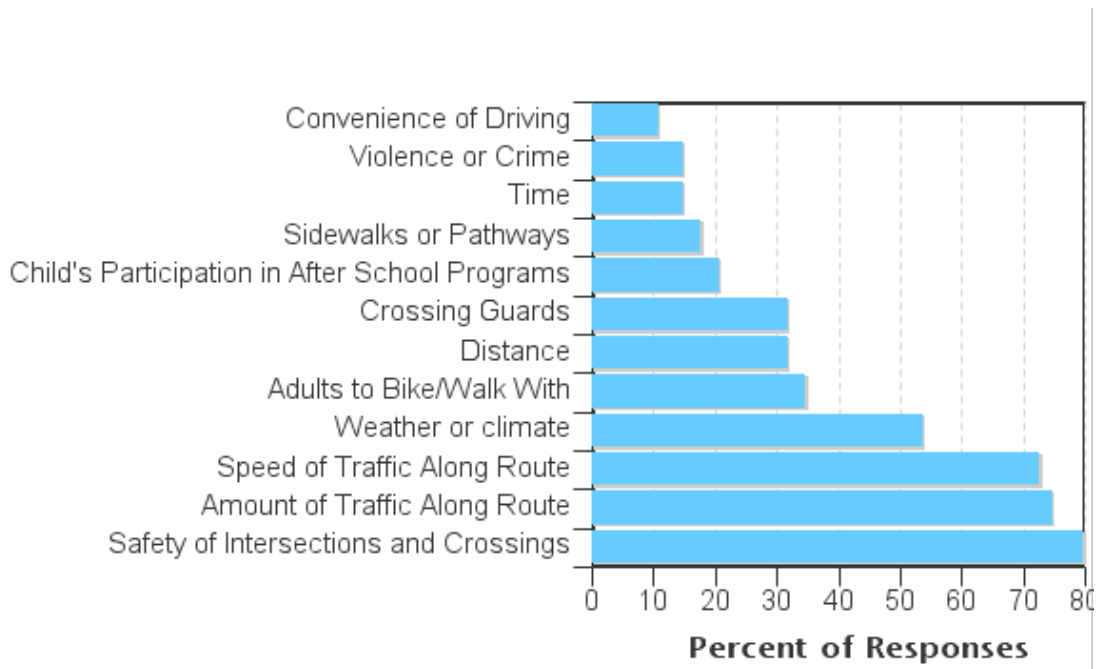
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	103	76%	81%	80%	85%	0%
No	25	24%	19%	20%	15%	0%

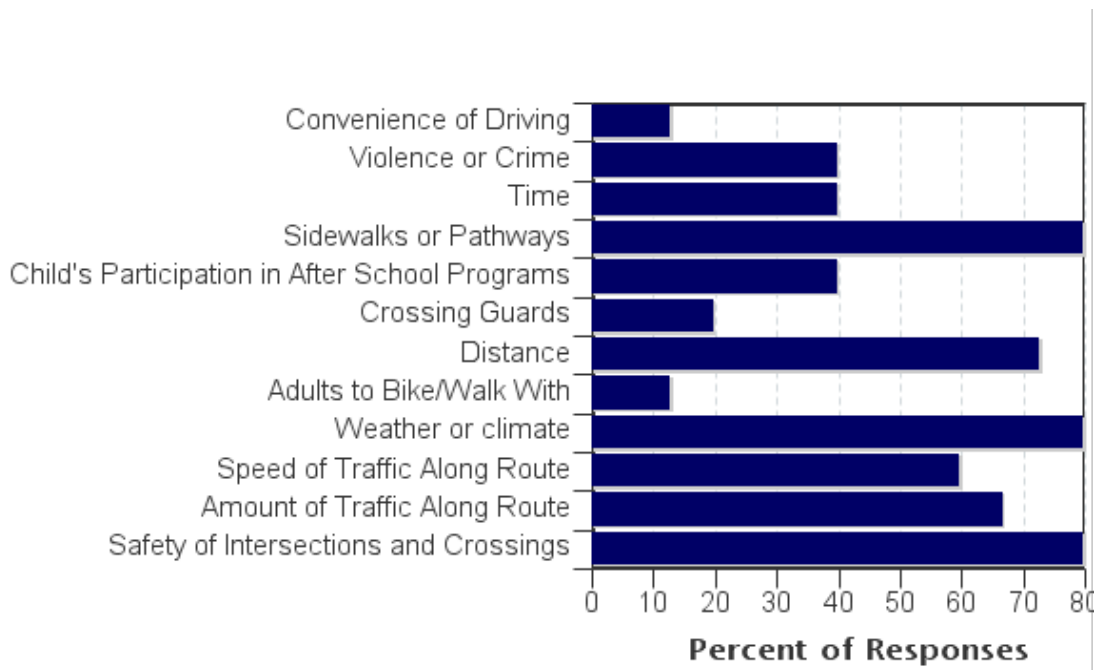
Don't know or No response: 5

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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	80%	80%
Amount of Traffic Along Route	75%	67%
Speed of Traffic Along Route	73%	60%
Weather or climate	54%	80%
Adults to Bike/Walk With	35%	13%
Distance	32%	73%
Crossing Guards	32%	20%
Child's Participation in After School Programs	21%	40%
Sidewalks or Pathways	18%	80%
Time	15%	40%
Violence or Crime	15%	40%
Convenience of Driving	11%	13%
Number of Respondents per Category	71	15

No response: 47

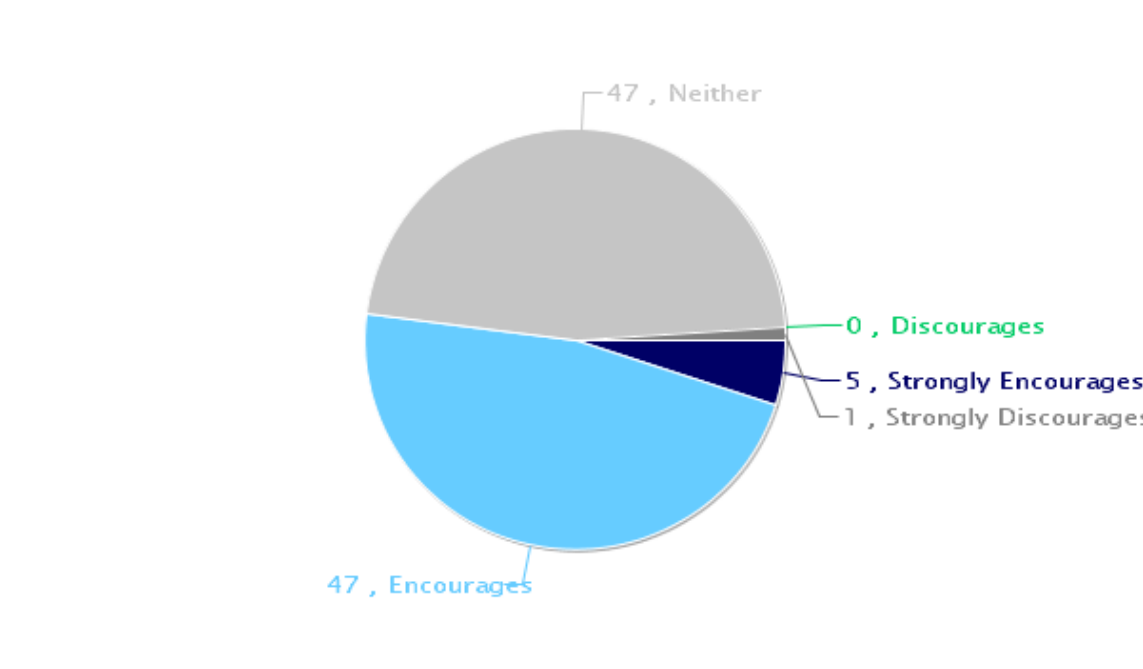
Note:

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

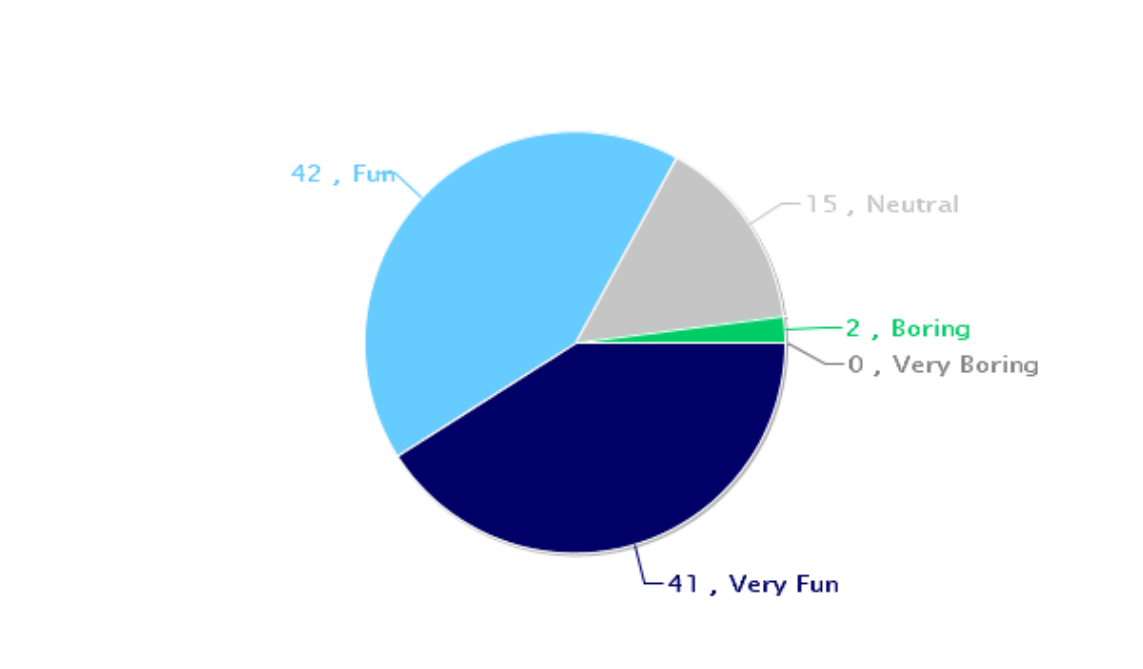
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

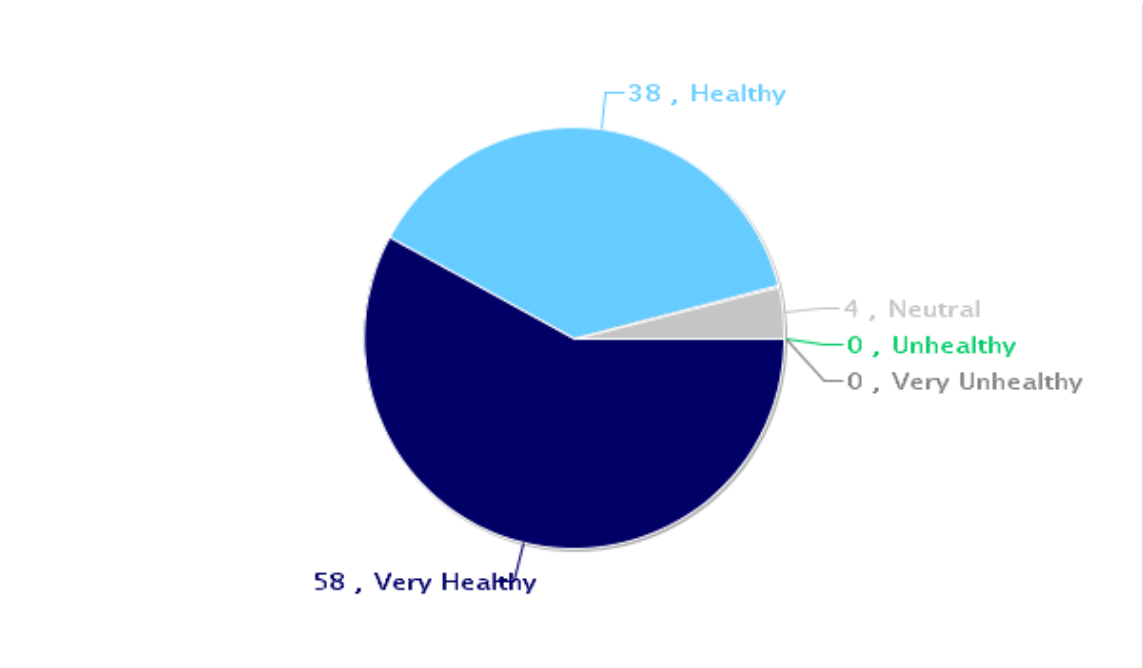
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1661543	Our family is fortunate to live within walking/biking distance to Kennedy. My child can take sidewalks/bike paths to school and not have to cross any busy intersections. Weather is the biggest factor in deciding to bike or not...when it is cold/wind/snow, I do drive my child to school.
1661544	Intersection at 42nd St. and 40th Ave. and intersection at 42nd St. and 44th Ave. are too busy before school with people commuting to work.
1661774	With 42nd street being so busy, there needs to be better crossings. I'd love to see something done with the intersection of 49th avenue & 42nd street. It's gotten even busier with Cottagewood houses being built.
1661788	I will not let my child/ren bike to school across 40th Ave without an adult with them, people don't slow down and they don't watch for kids on bikes.
1661801	We live on the east side of 42nd St. The traffic in the mornings is relatively moderate. There really is no safe way for either of my children to walk or bike to school unless I am with them, and motorists pay attention. My children were almost hit by a speeding motorist in 33rd Ave during the summer 2 years ago. That isn't a main vein.
1661808	Crossing at 40th Avenue is scary. 44th Avenue isn't as bad
1661597	I feel the survey does not adequately capture that my child walks, rollerblades, bikes to school almost 100% of the time when the weather is acceptable to do so. Last fall, he biked to school until almost Thanksgiving I think. This year, he has started a couple times but the weather obviously delayed that.
1661830	A walking/biking group would be great! Carpool groups too to reduce traffic.
1661620	Our kids would enjoy biking/walking to school but 40th Ave S is too dangerous for a child to cross, especially during rush hour
1661853	Crossing guards would allow a safer route home for children having to cross 42nd St. Also, moving the school zone sign to start prior to cross walk would be ideal.
1661854	Crossing guards would allow a safer route home for children having to cross 42nd St. Also, moving the school zone sign to start prior to cross walk would be ideal.
1661855	Honestly, the traffic in the school drop off zone and parking lot is more terrifying than in the street. Parents don't look, park everywhere, drive fast, etc.
1661860	I feel traffic is sometimes out of control and too fast. would be awesome to have the buttons they push to cross similar to near Centennial.
1661861	another thought: How would this work if they re-zone us to another middle school or Fargo south--completely too far to even think of biking or walking and at that time they would be old enough to bike independently. Just something to consider.
1661872	There can be a lot of high speed traffic across 49th ave in Woodhaven and cars don't watch at the cross section
1663907	My daughter loves to bike to Kennedy and will bike to Discovery as weather allows.

1663925	If it was any farther than what it is right now (1.0 mile) or if there were busier/more intersections along the intended walk/bike route, I would not feel comfortable having my child go without supervision. As it is now, I still require a phone call/text once arrived to let me know of the arrival for safety. The speed of traffic along 42nd St S is patrolled, has posted speed limits, as well as speed limit reduction signage and flashing lights and traffic STILL is too fast during peak times of arrival and departure for students.
1663932	It is important my kids are able to walk or bike to school.
1661395	We would let our child bike to school or walk but we are very close to school and convenient to bring her there.
1661400	Speed on 42nd street is the biggest concern, speed limit is too high.
1661405	There is a bike path most the way but my kiddos would have to cross many roads, which I am not comfortable with.
1661406	Walks in the winter when unable to bike. During extremely cold or inclement weather, I am able to provide a ride to/from school.
1661414	I would love to let the kids bike to school, but they are too young to cross 40th by themselves and our schedule doesn't allow enough time to bike with them each day.
1661421	My child would have to cross 52nd Ave S to walk to school. It is a very wide and very busy street, so I don't feel comfortable letting her walk to school.
1661424	Question 6 asked about how my child typically arrives at school. Well because of our winter weather, he rode the bus the most often. However, he will ride his bike everyday in the fall and spring. I hope he can continue to bike to Discovery next school year.
1661429	I am worried about not knowing whether or not my son makes it to school if he walks/bikes in his own. It would take the school time to notice he's gone and call asking...he could be unaccounted for for 45-60 minutes more by that time.
1661431	Another factor in the decision to not let her bike to school is uncertainty about her ability to stay on task and go where she is expected to go (not swing by Walmart on the way!)
1661433	Kennedy elementary need more cop assistance. Most parents and drivers are careless about dropping their kids off and driving by. Speeding is a big thing.
1661448	My child would need to cross 40th Ave during rush hour and I'm not comfortable with this at all. Too many distracted drivers :(There's really nothing that could be done about this short of a bridge or tunnel
1661455	Having crossing guard arms, that go down would be greatly appreciated and help me as a parent to feel better about my kids walking/biking to school. I feel speed bumps or speed tables would also be of help.
1661456	I have seen too many cars run red lights or stop in the crosswalk of 40th and 42nd St. The speed is also out of control since closing 52nd ave
1662009	We have a new crosswalk to get from Kennedy to the Cottagewood Development but need a light! Cars speed through and do not stop for the kids to cross.
1661477	The intersection of 40th and 42nd is my biggest concern for letting my child bike to school on their own. A crossing guard there would be very helpful.

1661479	We have a pedestrian crosswalk at the corner of 49th and Woodhaven Drive but the cross traffic can't be trusted to stop. We need a button to push with a flashing light to alert cross traffic to stop. We have many many young children who use that intersection. Please make it safer for our kids!
1661494	My child is a 5th grader and scared to bike to school because the cars on 40th Ave roll through the traffic lights, sit in the crosswalk and simply don't watch for kids on bikes. She was almost struck by a vehicle and the man in the car started laughing when he almost hit her
1661505	I am not sure with my daughters ADHD, that she would be able to stay on track and get to school on time. She is easily distracted and I dont feel it's safe for her where there may be other pedestrians since it's hard for her to determine good versus bad. We are working on it though
1661734	My kids have walked or biked to Kennedy off and on over the past 7 years, usually depending on weather. I typically have gone with them until 4th or 5th grade. Even though we have quite a safe route, I worry about driver distraction and speed that I witness daily on my route to and from Kennedy (over the past 7 years). My biggest concern in the newly added crosswalk on 42nd Street just south of Kennedy. 4 lanes of fast moving traffic and people who don't slow down during before and after school hours is a HUGE concern. This crosswalk needs more than a flashing light and the school zone needs to be extended well south beyond the crosswalk. This area is a deadly accident waiting to happen.
1661517	Having ALL the doors, except 1 (the main door), locked is ABSOLUTELY ridiculous. The children near Kennedy school have a longer walk AROUND the school to the main door, than they do from most intersections to SW door or the North door. It absolutely blows my mind, that we make several teachers stand out in the cold and play traffic director, but we cant open a couple more doors that would encourage students to walk to school! Post a teacher at an entrance for the half hour before school, if security is such a problem! (which it isn't). Im sure they would jump at that assigment instead of traffic duty!
1661531	We live on the on 42nd Ave and 34th St. There is not a pedestrian cross-walk there as there is up 42nd by the YMCA. There is lots of apartment buildings and a park on the other side. A safe pedestrian cross walk at that the 42nd and 34th Ave stop would be very nice as if you wanted to bike to school, which I would let my daughter and I could bike with her if we could get safely to that bike path. However, to get to that bike path is a nightmare and super dangerous for children to do. This stops us from riding bike to school. Where we live there are not even any sidewalks so we ride bike in the street until we get to 42nd and then have to race across the street to get to the bike path and hope for safety.
1661533	The speed of cars needs to be more regulated.
1661534	I would like to see a crossing guard on the main intersection.
1661538	No comments.
1661756	I would love for my daughters to be able to walk or ride bike tonachool, however, I would never allow them to cross the intersection at 52nd and 42nd, so this is just not a possibility
1661759	We live across the pond from school so only weather and time effect our decision.
1661766	People do not stop and watch for kids at crosswalks. It is very unfortunate and scary before school. People are on autopilot driving and are not paying attention; it is quite common to wait as several cars zip by before one finally realizes and stops (even when adults are with children). We will never let our child walk himself across the street, but we let him walk alone once safely across the street. I think cross guards in morning and after school (consistently) would be great to have. I see little kids walk themselves but it scares me especially when there are large snowbanks and visibility is much worse in the winter when darker too.

1661771	My kids have a very busy street to cross to get to school. We live very close to the school, and we do have sidewalks, but even with the crosswalk, it is scary to get across the street. I myself have walked and biked with the kids and cars didn't stop for us in the crosswalk. A crossing guard arm would be greatly appreciated!
1662219	The intersection our kids would have to cross is my biggest concern with biking to school. I don't trust drivers along 40th ave, nor my children to properly pay attention to traffic.
1662316	My child attends Kennedy, another bicycle rack is needed since so many children do ride their bicycles in the Spring/Fall. Also never hurts to encourage them to lock their bicycles. Another idea also is a place for storage, in the school, of roller blades, skateboards etc for when children do ride these due to their locker size being on the small side. Thank you
1662339	We live across the pond from school so only weather and time effect our decision.
1662412	If there was a way to safely cross 40th Ave S, my kids would likely bike or walk to school. Morning traffic does not make this a safe environment.
1661447	I don't feel comfortable allowing my kids to cross 40th Ave alone. Too many cars and they don't stop for anything
1662509	I feel like biking/walking is healthy. But, overall we're a very active family. My kids get lots of physical activity. I feel overall our neighborhood is safe. But it's a crazy world we live in and anything could happen so I prefer to pick my kids up or have a babysitter pick them up and then we play outside often, run to our sports and music lessons.
1662719	The biggest issue with walking/riding bike to school here is our long winters. I am also hesitant about my child's safety. I feel like we live in a safe neighborhood, but you never know these days.

Parent Survey Report: One School in One Data Collection Period

School Name: Lewis And Clark Elementary School

Set ID: 18564

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

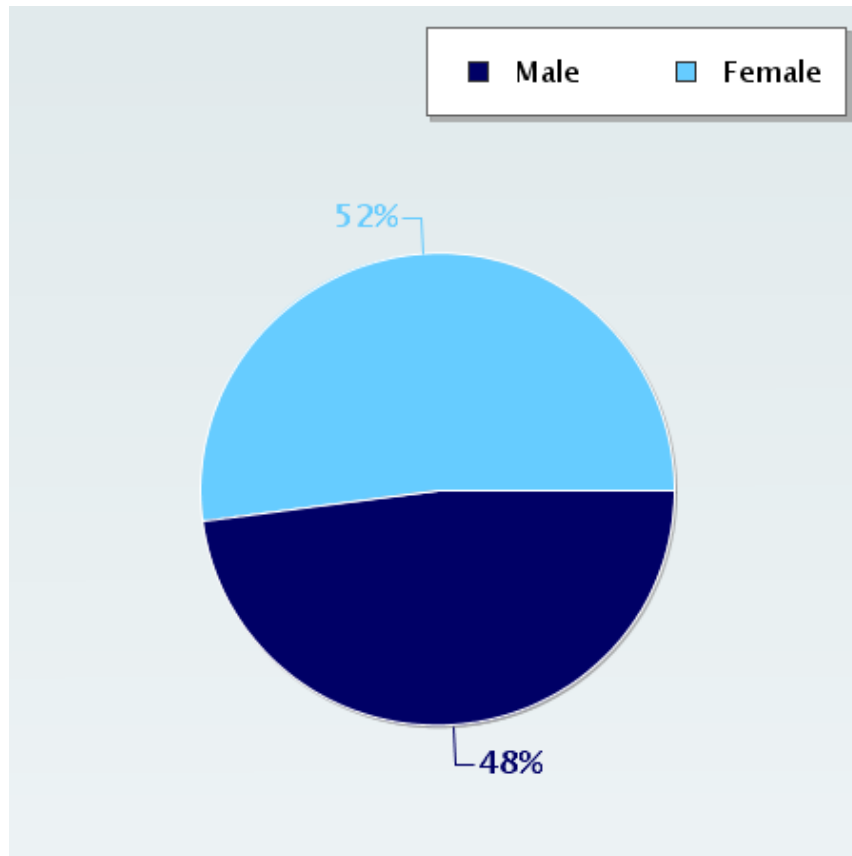
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Number of Questionnaires Distributed: 0

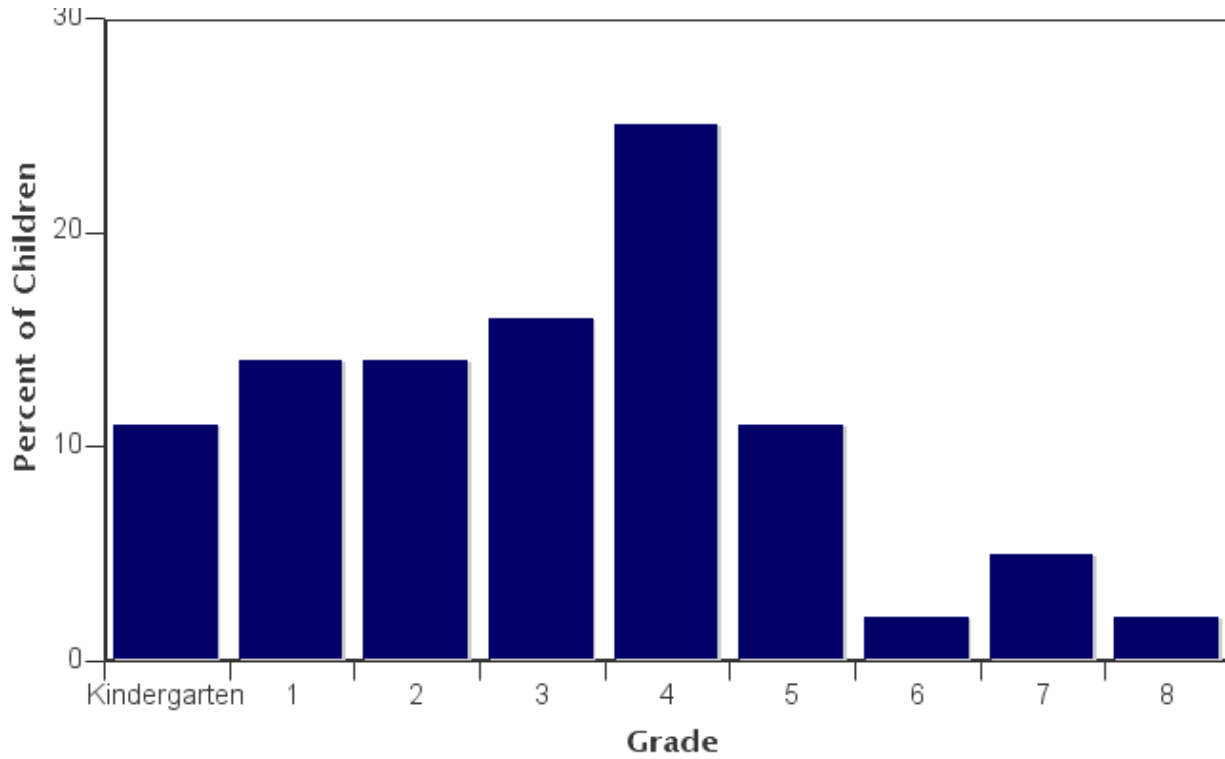
Number of Questionnaires Analyzed for Report: 44

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

Sex of children for parents that provided information



Grade levels of children represented in survey



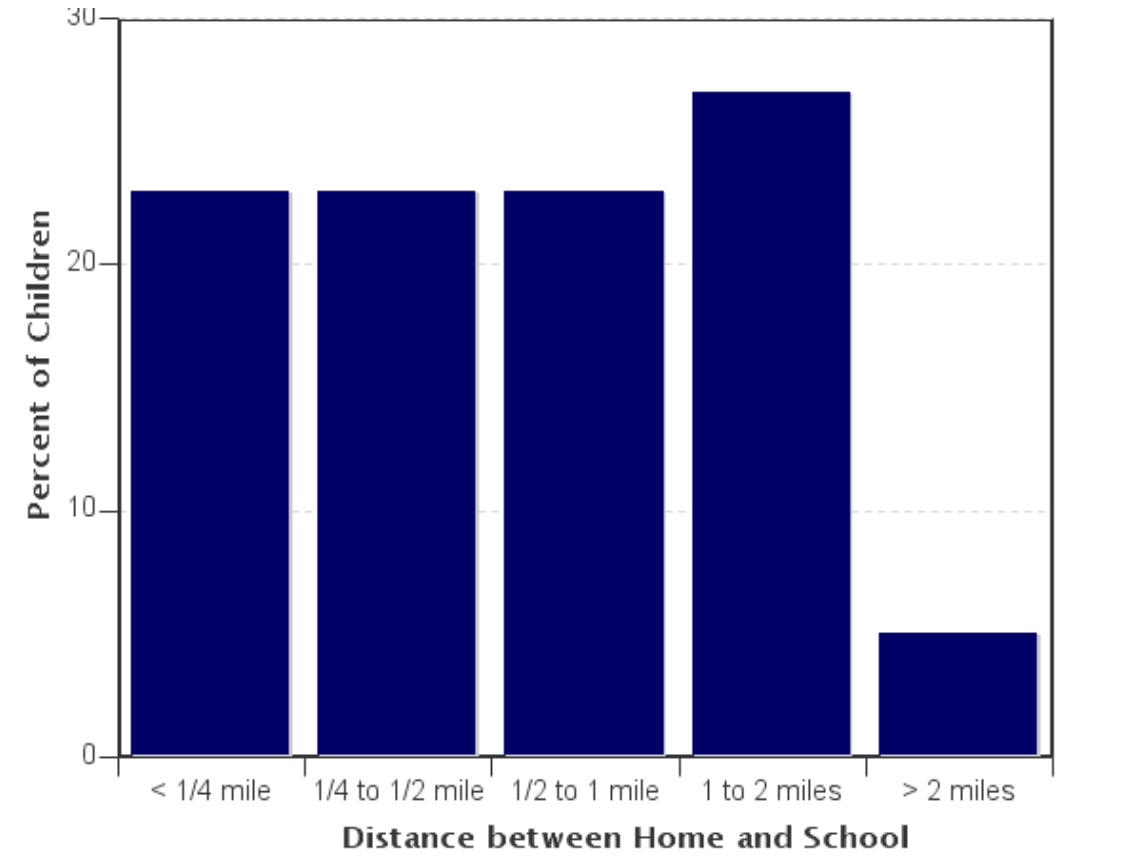
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	5	11%
1	6	14%
2	6	14%
3	7	16%
4	11	25%
5	5	11%
6	1	2%
7	2	5%
8	1	2%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

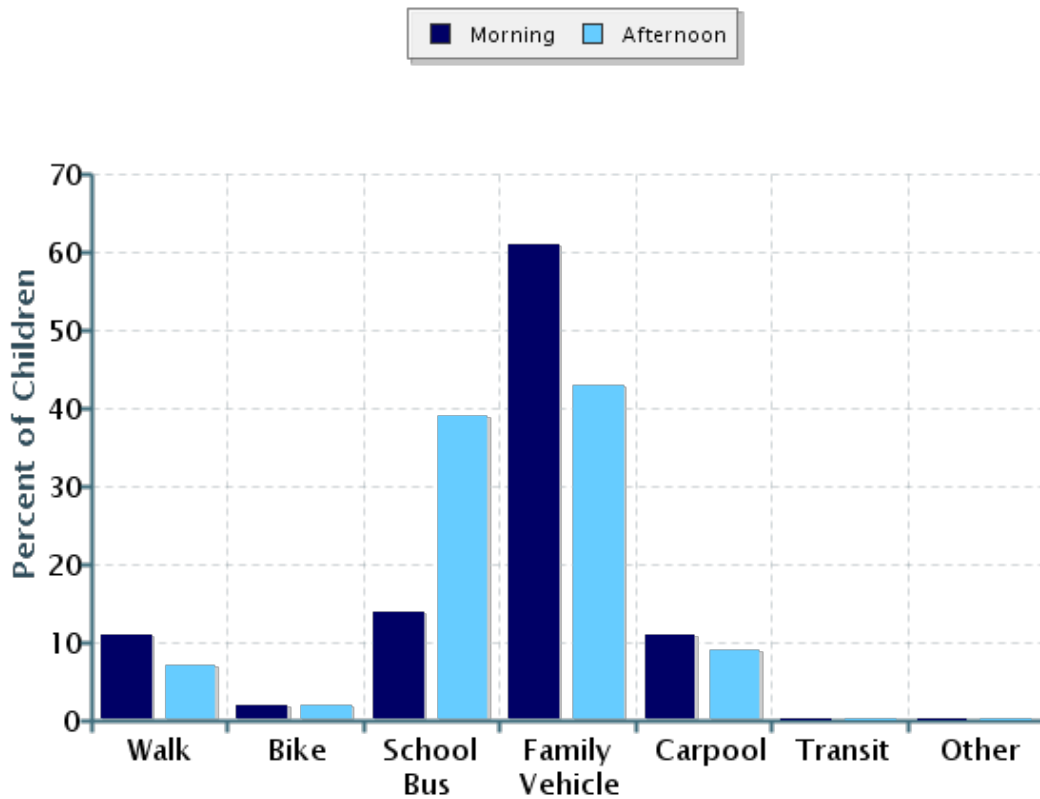


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	10	23%
1/4 mile up to 1/2 mile	10	23%
1/2 mile up to 1 mile	10	23%
1 mile up to 2 miles	12	27%
More than 2 miles	2	5%

Don't know or No response: 0
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	44	11%	2%	14%	61%	11%	0%	0%
Afternoon	44	7%	2%	39%	43%	9%	0%	0%

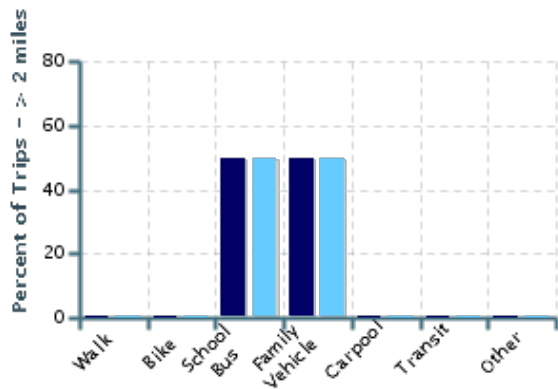
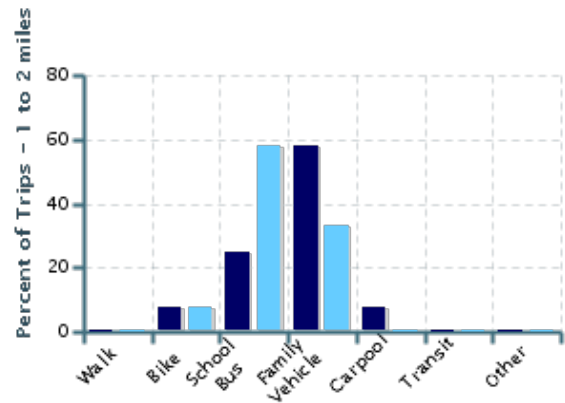
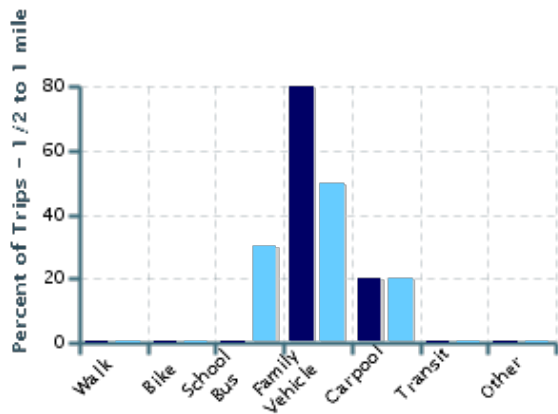
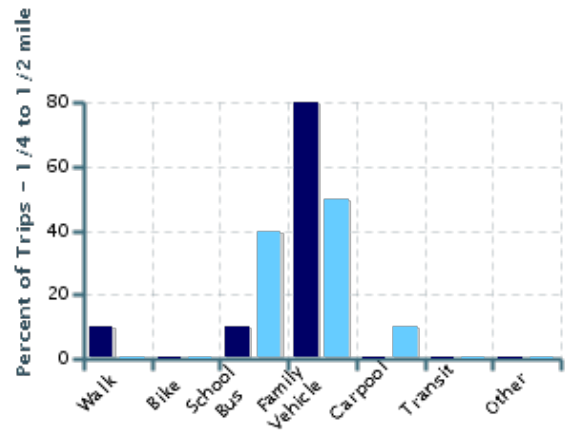
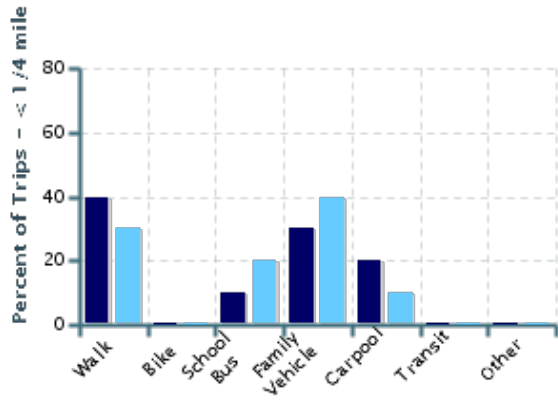
No Response Morning: 0

No Response Afternoon: 0

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	40%	0%	10%	30%	20%	0%	0%
1/4 mile up to 1/2 mile	10	10%	0%	10%	80%	0%	0%	0%
1/2 mile up to 1 mile	10	0%	0%	0%	80%	20%	0%	0%
1 mile up to 2 miles	12	0%	8%	25%	58%	8%	0%	0%
More than 2 miles	2	0%	0%	50%	50%	0%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

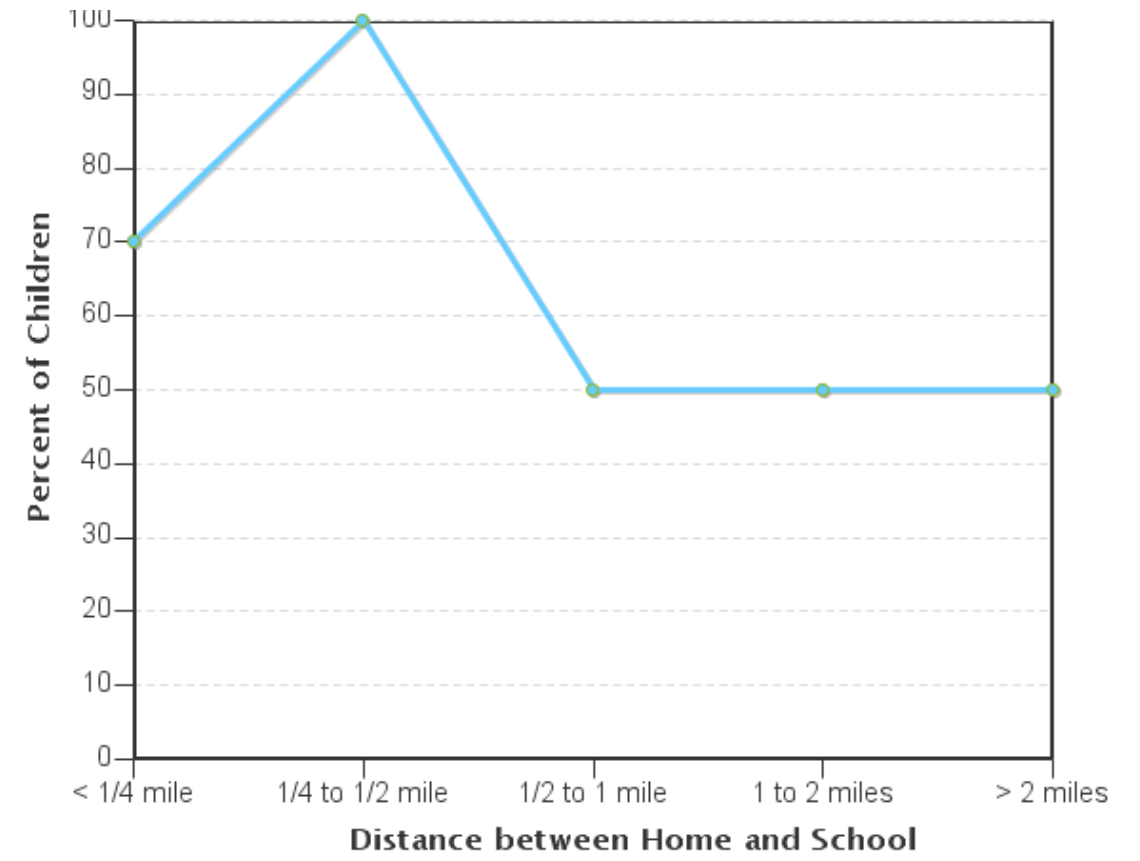
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	30%	0%	20%	40%	10%	0%	0%
1/4 mile up to 1/2 mile	10	0%	0%	40%	50%	10%	0%	0%
1/2 mile up to 1 mile	10	0%	0%	30%	50%	20%	0%	0%
1 mile up to 2 miles	12	0%	8%	58%	33%	0%	0%	0%
More than 2 miles	2	0%	0%	50%	50%	0%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

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

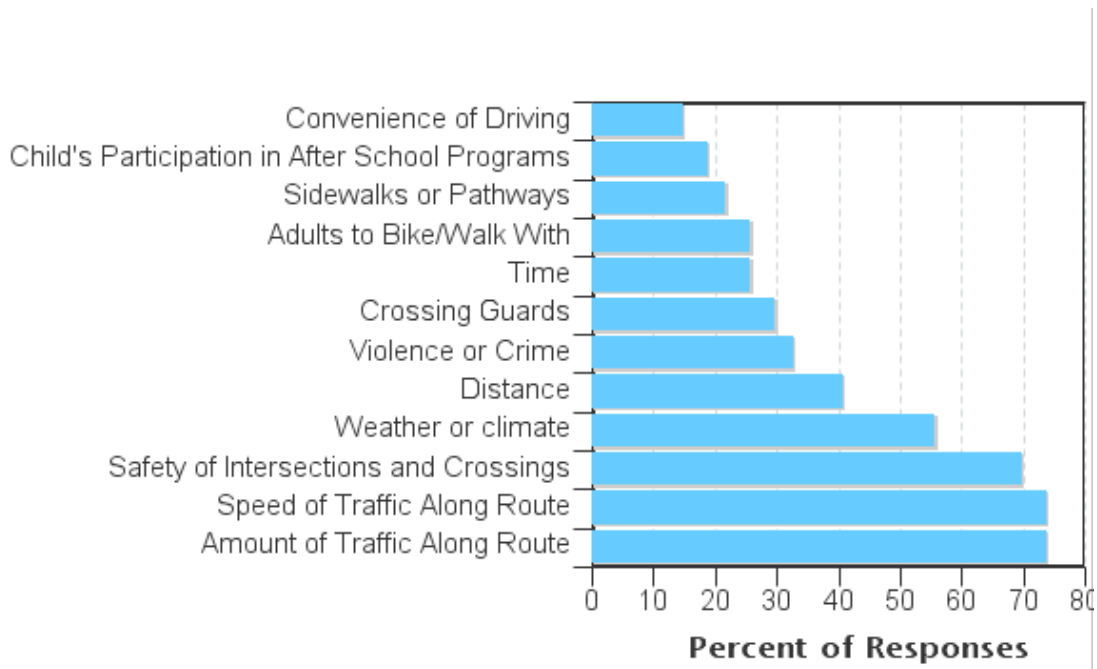


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

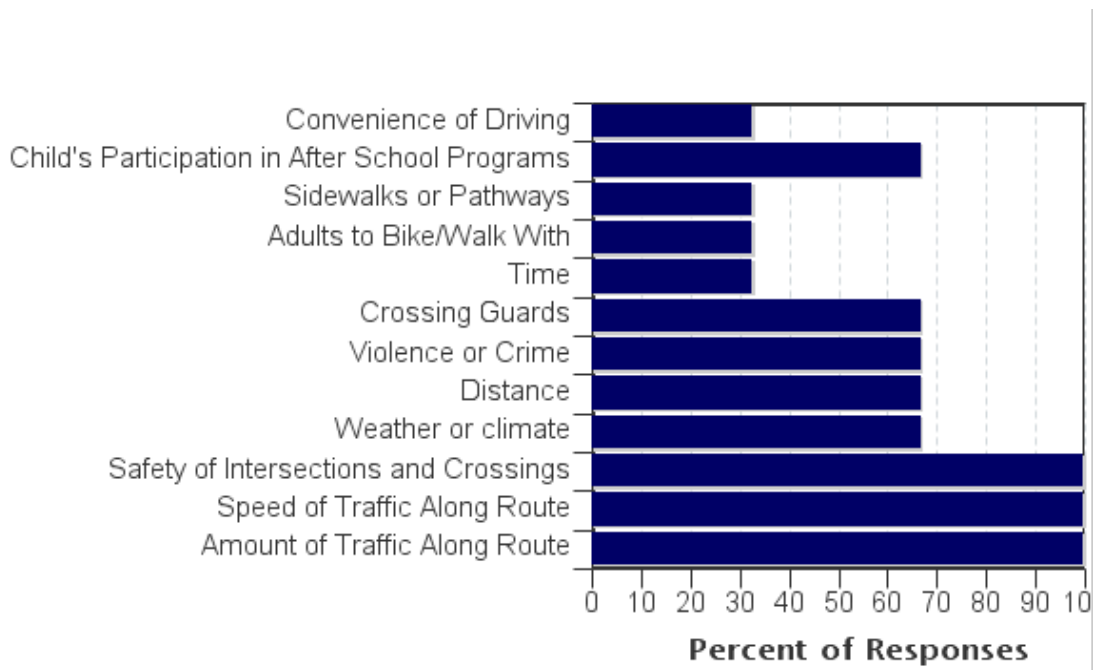
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	29	70%	100%	50%	50%	50%
No	15	30%	0%	50%	50%	50%

Don't know or No response: 0
 Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	74%	100%
Speed of Traffic Along Route	74%	100%
Safety of Intersections and Crossings	70%	100%
Weather or climate	56%	67%
Distance	41%	67%
Violence or Crime	33%	67%
Crossing Guards	30%	67%
Time	26%	33%
Adults to Bike/Walk With	26%	33%
Sidewalks or Pathways	22%	33%
Child's Participation in After School Programs	19%	67%
Convenience of Driving	15%	33%
Number of Respondents per Category	27	3

No response: 14

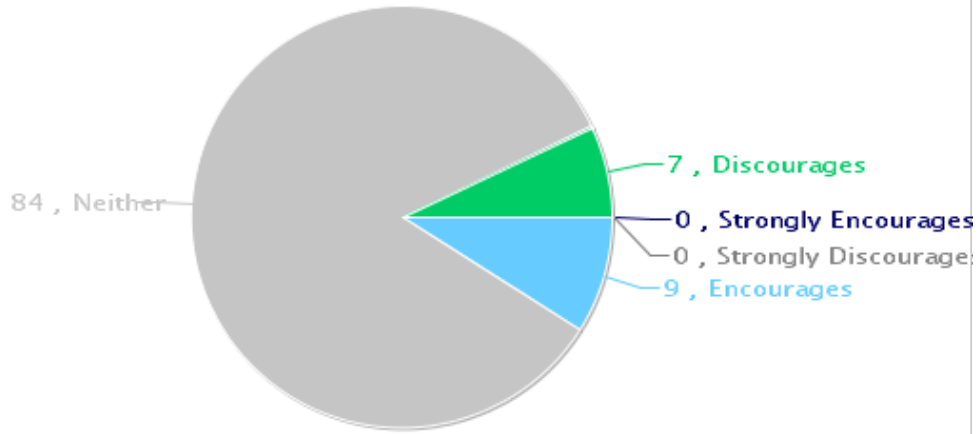
Note:

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

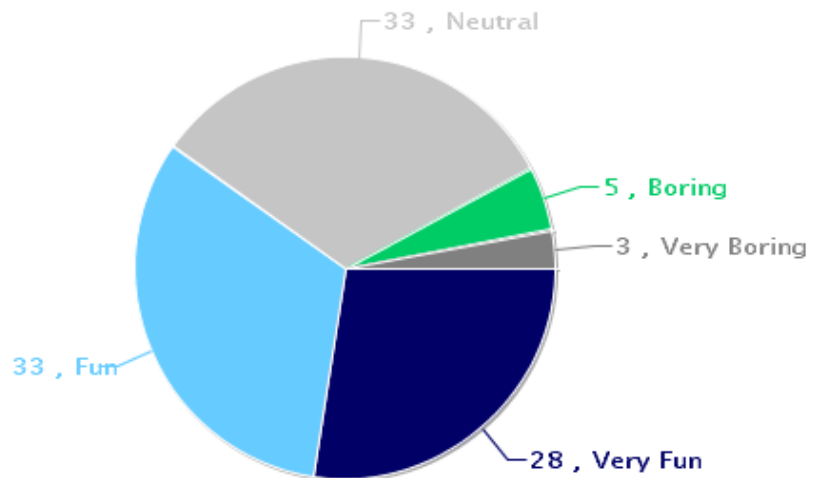
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

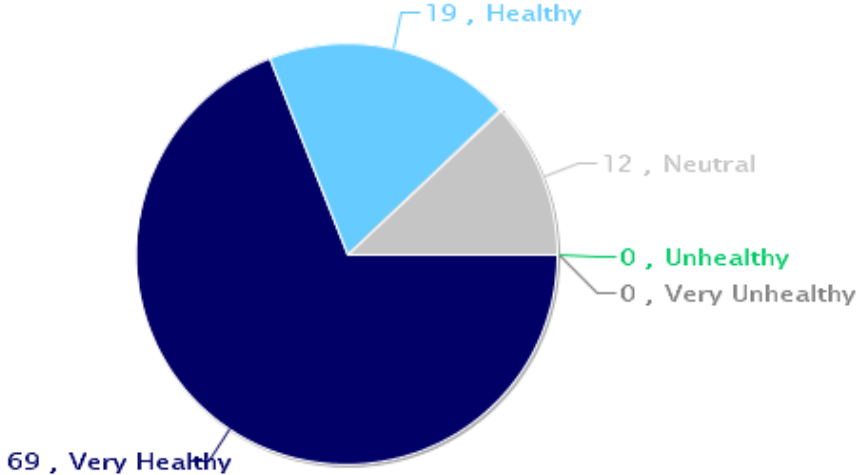
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1661823	The drivers are the scariest here, they speed and don't care whose around.
1662848	I've dreamed of a "bike bus" or walking school bus program for our community. I worry that it would never become a consistent process due to our climate. I've read about some of the programs that have worked well in Oregon and I really hope something like this could work in our community.
1661256	I would allow my child to walk to school if there were crossing guards available. 17th Street is a busy street throughout the day.
1661078	my child has special needs, so walking/biking alone will not likely be an option at all.
1661080	Here's the deal... It's cold a lot and my son has ADHD. My reservation with letting him walk or bike to school unattended have just as much to do with his personality and distractability as it does safety.
1661081	I'm comfortable with my kindergartener walking home from school when the weather improves as she has her 2 older brothers to walk with. Otherwise I would likely wait until 2nd grade.
1661082	17th Ave S and 16th St is highly dangerous! No one stops at the stop signs and all the high school kids just fly by. There needs to be a crossing guard at that intersection!
1661083	The parents driving are the very worst safety hazard presented to the kids. That and no crossing guards.
1661084	We are in an established neighborhood with limited traffic. Our route to school has minimal street crossings and a well kept bike path for our daughter to use. I have zero concerns with her walking or biking to school whenever she so wishes.
1661085	The intersection becomes very congested with morning traffic, vehicles that do not stop, and the drop off line that is not monitored. I highly recommend changes to the drop off zone.
1661088	I would love for my children to walk or ride bike to school. Unfortunately the drivers in the FM area are very inconsiderate of even the crosswalks. There is a lot of speeding along with distracted driving as people of all ages are on their cell phones. Another issue is there are more and more sex offenders in the FM area which also a concern as they do not limit themselves to just the areas they live in.
1661089	My concern with the intersections and crossings was based on my son's inexperience with high traffic areas when he first starting biking to school. I no longer have concerns.
1661090	We went with our child and tried to bike to school the intersection of 25th Street and 17th Ave is awful as two adults that are close to 6 feet tall and on bikes we almost got hit three times in one day at that intersection. So I paid for the special assessment for that rode but it is more dangerous than ever before, I won't even cross the street there myself.
1661091	My biggest concern is drivers NOT stopping at the 4 way stop (17th Ave S & 16th St S)... Sadly many of the drivers are parents of students attending at my children school... Other majority is High Students are South High not fully stopping at the 4 way stop...
1661092	In order to walk/bike to school, we'd have to cross 25th st. I don't know that anything besides a pedestrian bridge/tunnel would make me consider letting them walk/bike alone. Even as an adult, I consider crossing that street a risk.

1661097	If there were a group of 3 or more kids walking together I would feel more comfortable. I do not feel like my child should walk alone ever.
1661100	25th St is very busy and can be dangerous for any pedestrian to cross. Pedestrian crossings are well-marked, but drivers don't always pay attention. I'm not sure what else could be done to improve the safety aspect for pedestrians, so we just don't allow our 4th grader to cross that street alone, which means he can't ride his bike or walk to/from school.
1661101	My child struggles with impulsive behavior and is overly trusting of strangers. I would like to allow her to walk or ride a bike, but I am worried she may not arrive at her destination safely without trusted adult supervision.
1661115	I really wish there were crossing guards at the corner of 17th Ave. That is such a heavily trafficked road that my child must cross in order to get to school.
1661118	Depending upon each of my children, I would allow one to walk/ride bike, however, the other two no. Safety and distance and who they are. Don't see safety patrol or safe points along their route home. Not sure what is discussed at school either. We do practice at home together. Solo rides, no. My son will be in middle school next year, terrified of the streets he would need to cross. Timing of school starting and my work schedule will now be a bigger factor. Thank you!
1661162	My child has to cross 3 parking lot entrance/exits at Fargo South High to get to and from school. High traffic in/out of those during times she would walk/bike is my main concern. Many teenagers racing in/out.
1661171	We are far enough from the school and he would have to cross 25th street which is very busy. I would think twice about letting my senior at Fargo South ride her bike to school which is right by the grade school my son goes to.
1662855	I am not comfortable having them cross the large and busy intersection as I do not trust the drivers to stop and wait for them, especially during morning rush hour. Not sure what could change at that intersection to make it safer and allow us to let them ride bike alone.
1661172	I have 2 main reasons why I hesitate to let my daughter walk/bike to school.' Walking takes too long and I feel walking by the High school and questionable people living in the multiple residence buildings make me nervous for her safety. Biking would be my preferred since it is much faster and easier to get out of danger if she runs into any. The problem there is the bikes are kept at the back of the school at CBE and I don't think there is enough adult supervision back there for her to be safe while getting her bike. I would prefer the bike racks be out front where the office can see them through the windows.
1661175	The traffic in front of Lewis and Clark school and idiot parents is going to cause someone to get hurt. Please consider making that street a one way.

Parent Survey Report: One School in One Data Collection Period

School Name: Lincoln Elementary School

Set ID: 18518

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

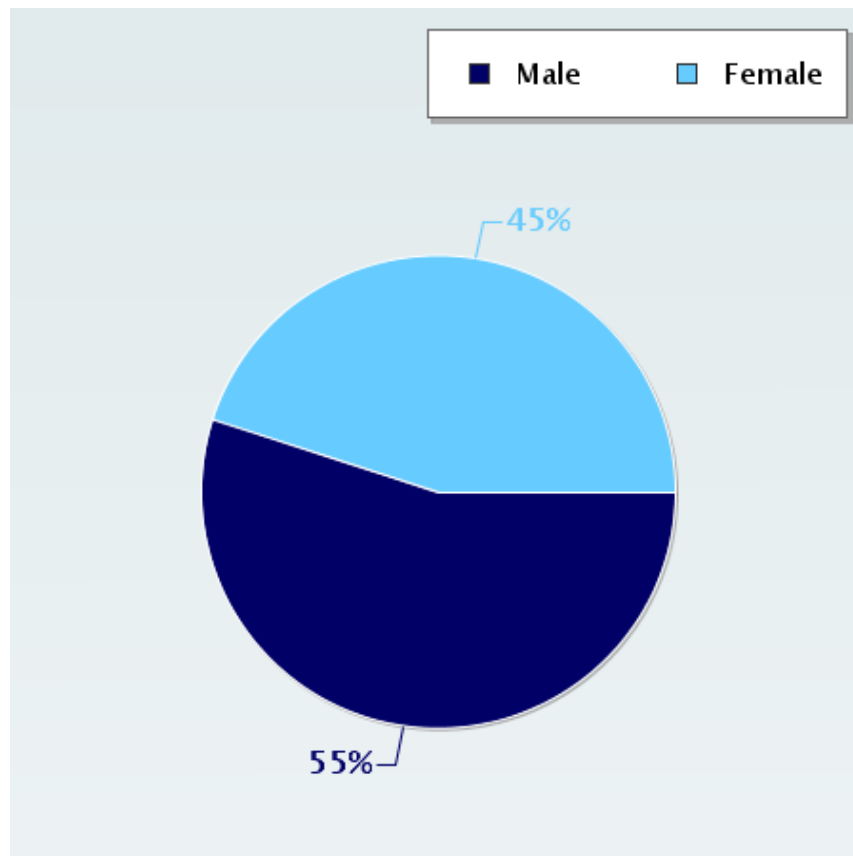
Tags:

Number of Questionnaires Distributed: 0

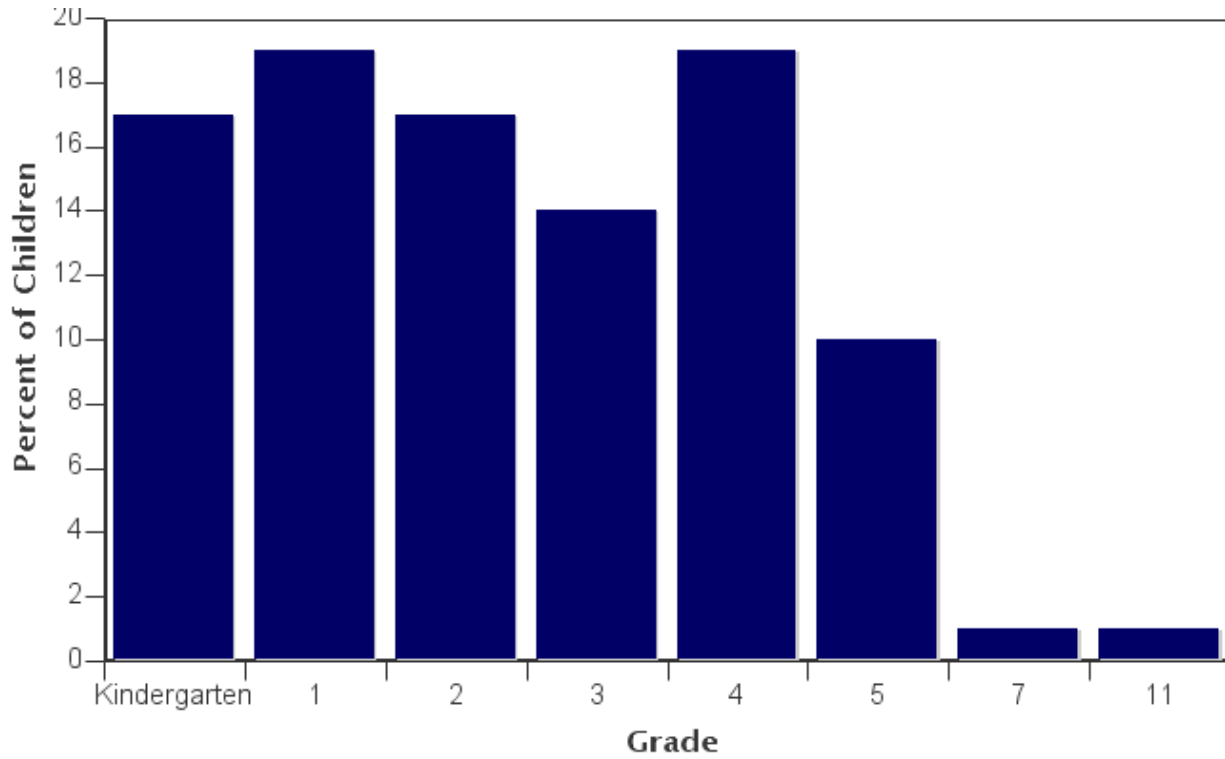
Number of Questionnaires Analyzed for Report: 69

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

Sex of children for parents that provided information



Grade levels of children represented in survey



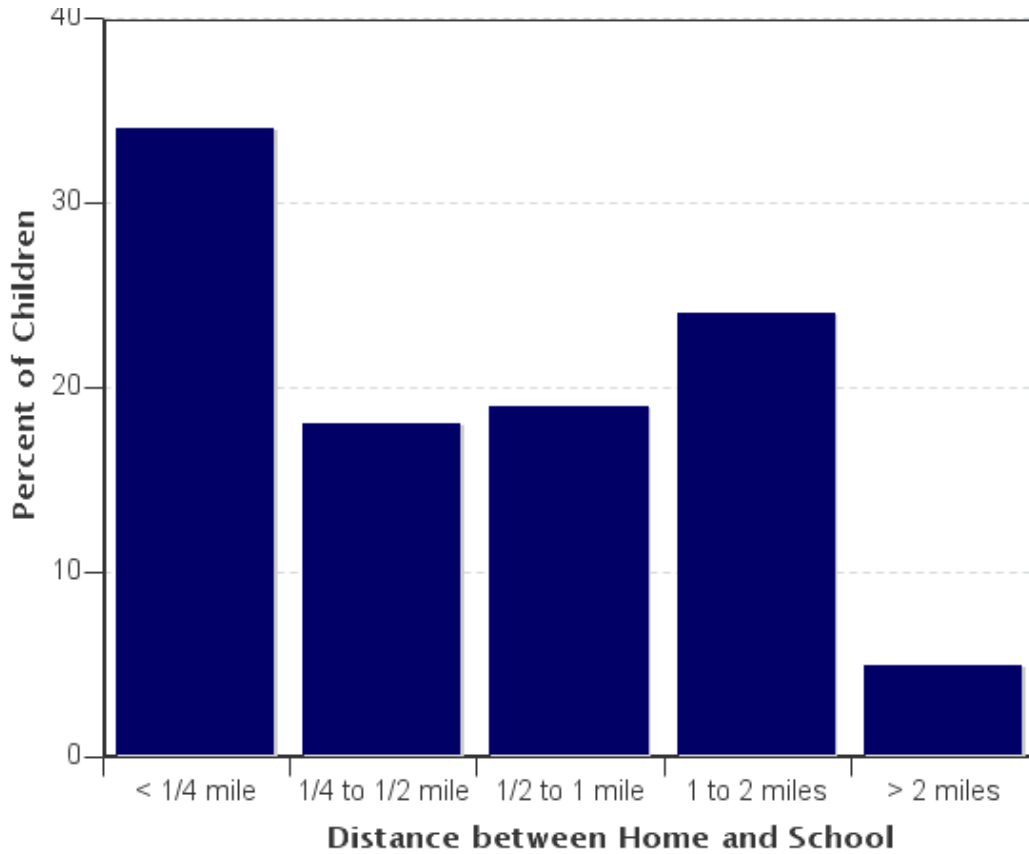
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	12	17%
1	13	19%
2	12	17%
3	10	14%
4	13	19%
5	7	10%
7	1	1%
11	1	1%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



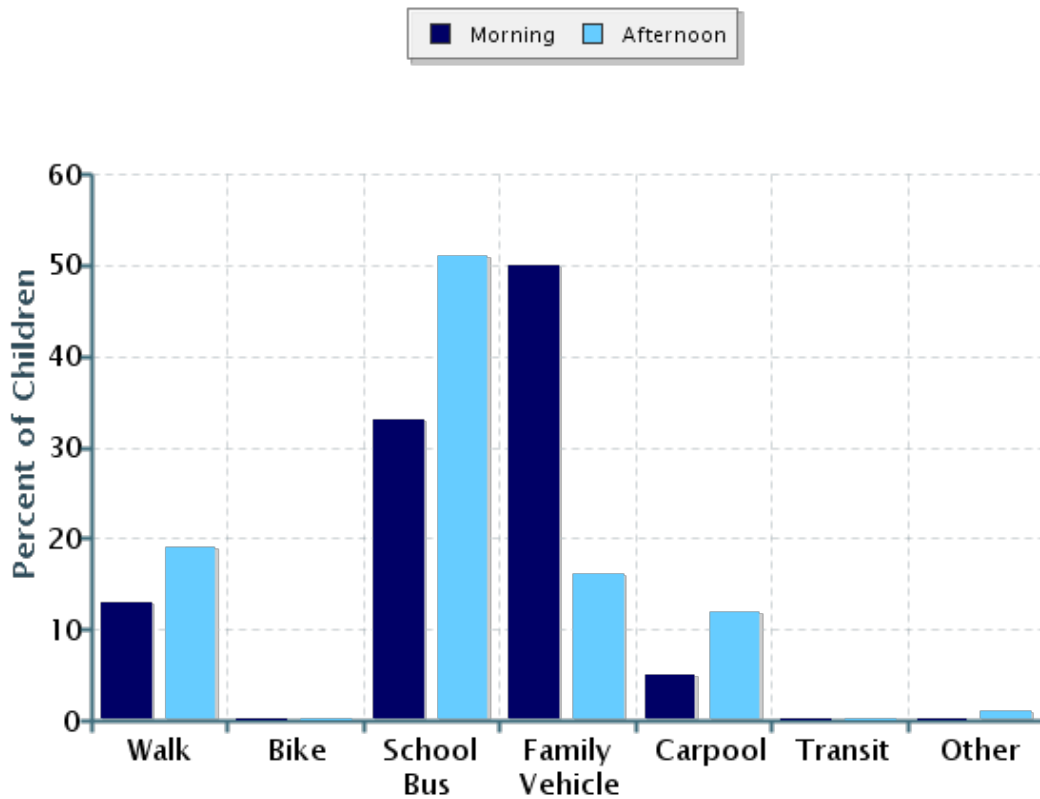
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	21	34%
1/4 mile up to 1/2 mile	11	18%
1/2 mile up to 1 mile	12	19%
1 mile up to 2 miles	15	24%
More than 2 miles	3	5%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	64	13%	0%	33%	50%	5%	0%	0%
Afternoon	67	19%	0%	51%	16%	12%	0%	1%

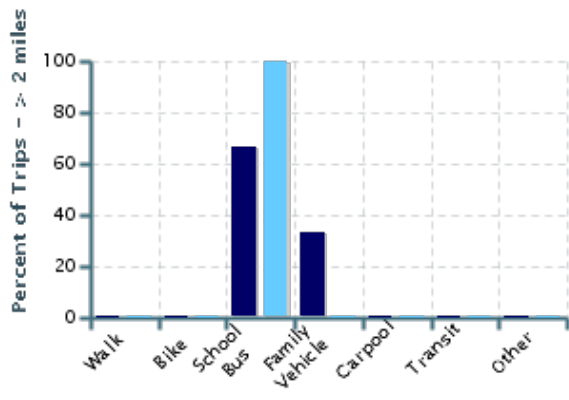
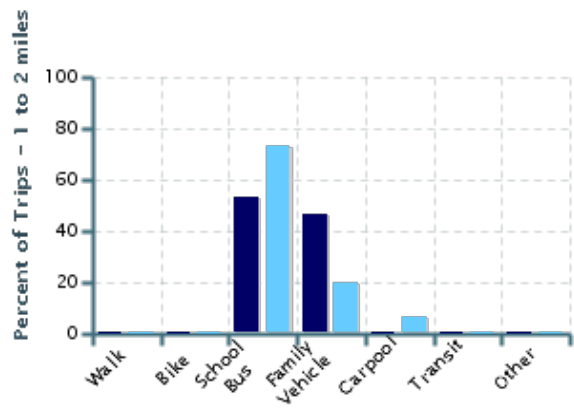
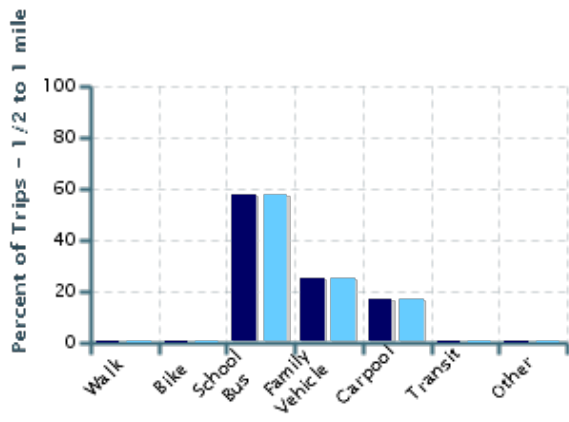
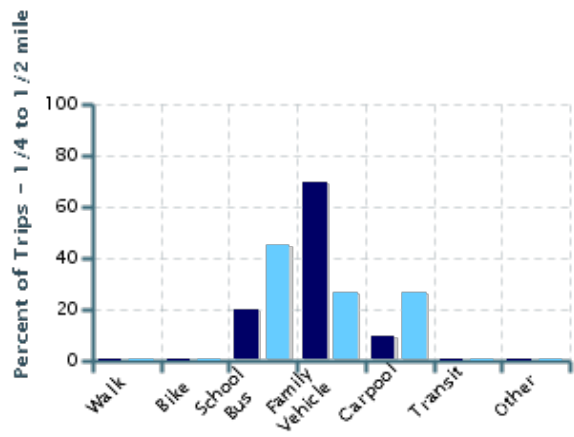
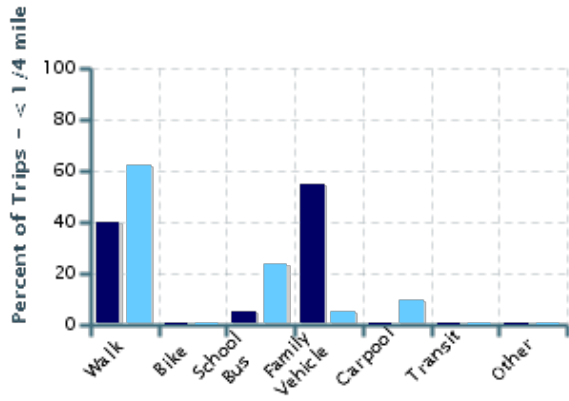
No Response Morning: 5

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	20	40%	0%	5%	55%	0%	0%	0%
1/4 mile up to 1/2 mile	10	0%	0%	20%	70%	10%	0%	0%
1/2 mile up to 1 mile	12	0%	0%	58%	25%	17%	0%	0%
1 mile up to 2 miles	15	0%	0%	53%	47%	0%	0%	0%
More than 2 miles	3	0%	0%	67%	33%	0%	0%	0%

Don't know or No response: 9

Percentages may not total 100% due to rounding.

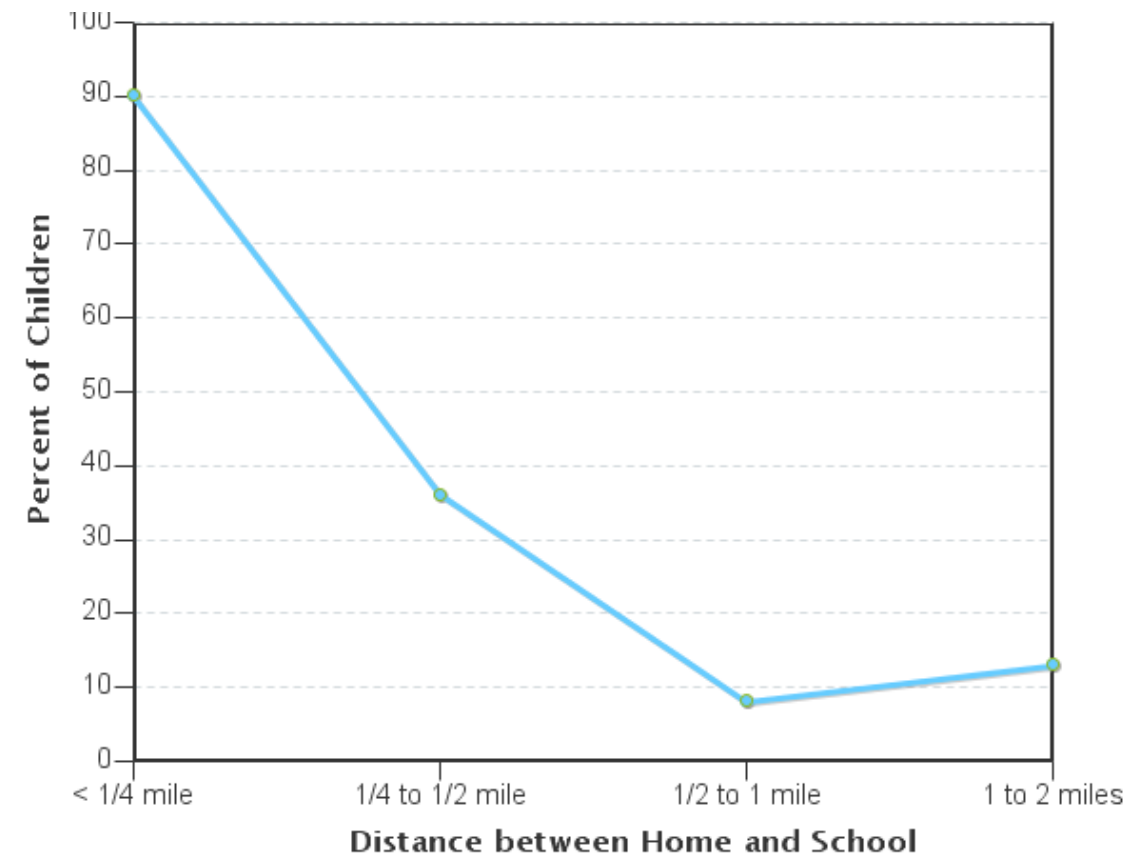
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	62%	0%	24%	5%	10%	0%	0%
1/4 mile up to 1/2 mile	11	0%	0%	45%	27%	27%	0%	0%
1/2 mile up to 1 mile	12	0%	0%	58%	25%	17%	0%	0%
1 mile up to 2 miles	15	0%	0%	73%	20%	7%	0%	0%
More than 2 miles	3	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

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



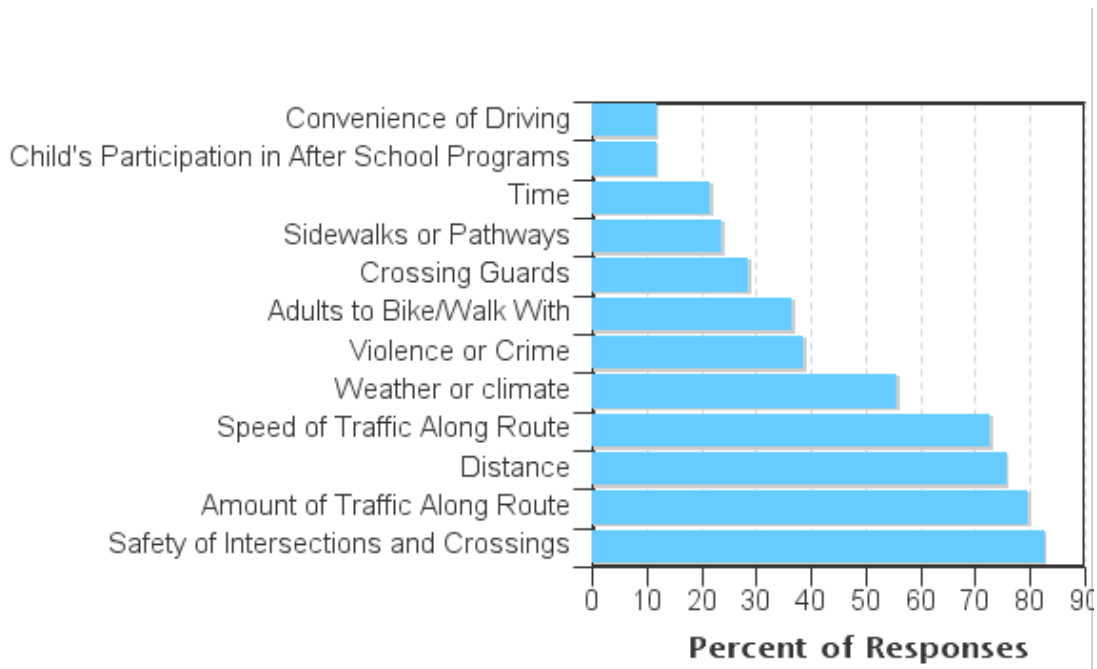
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	26	90%	36%	8%	13%	0%
No	36	10%	64%	92%	87%	100%

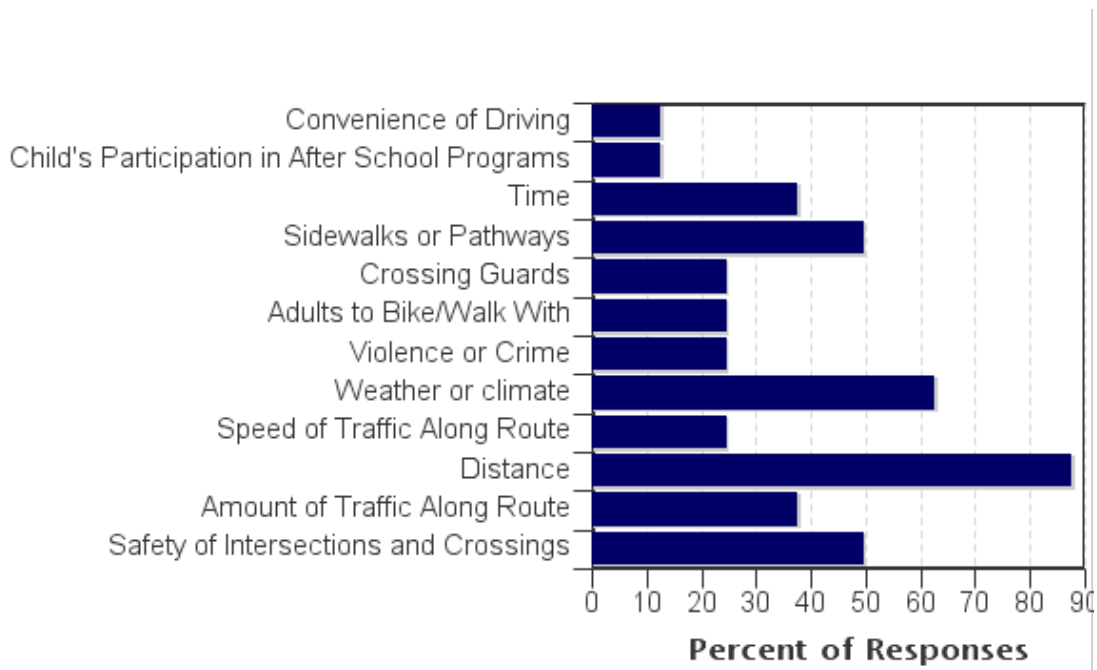
Don't know or No response: 7

Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	83%	50%
Amount of Traffic Along Route	80%	38%
Distance	76%	88%
Speed of Traffic Along Route	73%	25%
Weather or climate	56%	63%
Violence or Crime	39%	25%
Adults to Bike/Walk With	37%	25%
Crossing Guards	29%	25%
Sidewalks or Pathways	24%	50%
Time	22%	38%
Child's Participation in After School Programs	12%	13%
Convenience of Driving	12%	13%
Number of Respondents per Category	41	8

No response: 20

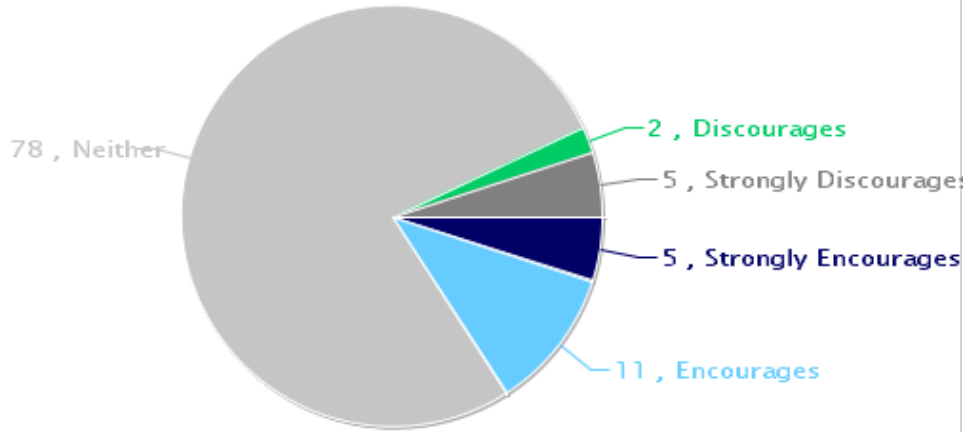
Note:

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

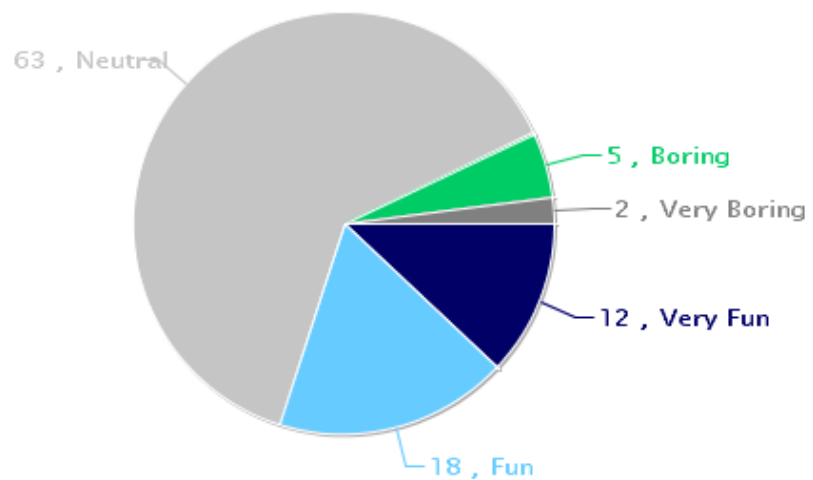
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

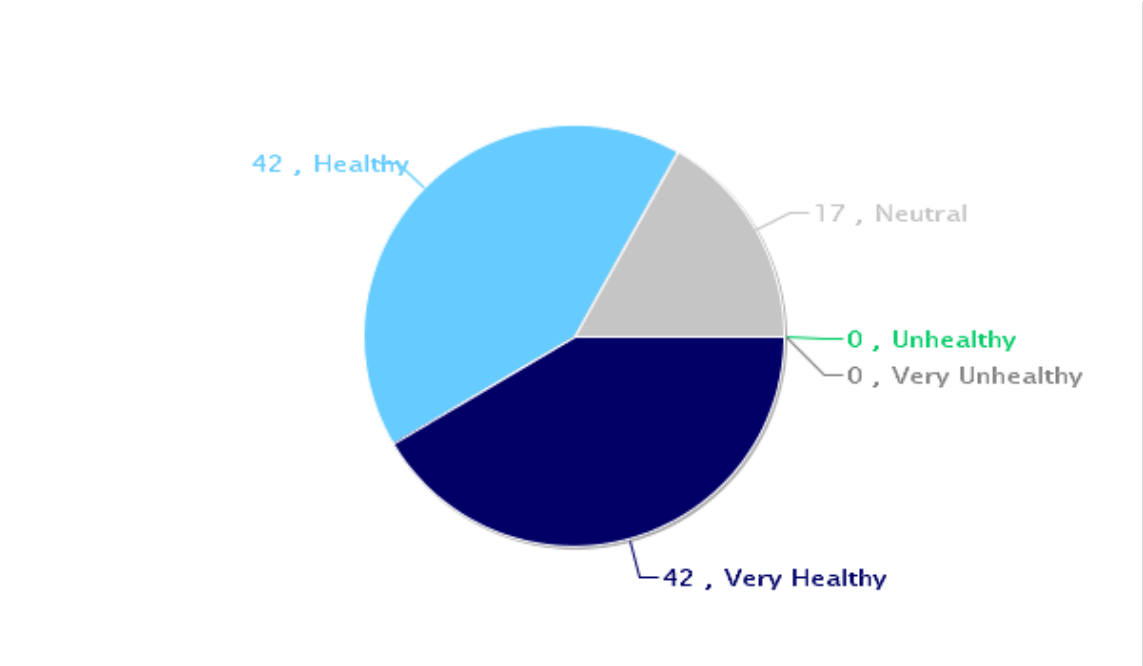
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1662984	Due to various kinds of crime that we have seen currently in Fargo area,I don't think walking or riding is safe for child.So I don't like them to walk or ride way to home.
1663062	Child is walked to school by a parent in the mornings. He will either ride the bus to his caregiver's house after school or walk home. We live very close to the school so I feel comfortable letting him WALK home in the afternoons but I'm not sure if I would let him ride bike yet to and from school. I would worry about the traffic and have concerns about HIM not paying attention to the cars and drivers.
1662758	I'm concerned about people stalking or learning her schedule and route. I believe it would be easy for someone to take children and lure them for sex trafficking or something.
1662737	We walk all year long and it is very discouraging when the sidewalks are not cleared. I can not justify driving with the awful drop off conduct of many patents. Which is why I also escort my kids to school. I don't trust other drivers are paying attention especially at 24th ave and 9th St.
1662527	Daycare van brings her and picks her up as mom and dad both have to be at work.
1662528	I worry about my child's bike getting stolen during the school day
1662533	Our route to school runs along a very high traffic road 24th Ave and crosses S University, a proven dangerous crossing for pedestrians. I would not let my child do this alone while she is in grade school.
1662534	Its healthier than the bullying all 3 of my children have received on the buses. I think letting my kindergartner cross 25th st, university dr, or 10th st N. would all be safer bike routes than the disgrace of what our buses have become with amount of bullying taking place on the buses.
1662544	If they didn't have to cross university I would love to let them but nope not that road
1662545	I think it's important to allow your children some freedom to feel independent. Parents need to be respectful of driving and drop off though. Passing people at drop off is dangerous
1662550	My child would have to cross university which is worrisome for us. It's very busy in the area. The bus is the best option for us.
1662553	None
1662560	Right now crossing University is to dangerous. And we live to far from middle school and high school to think about letting him bike to those.
1662564	I wish there should be one more pick up and drop off location needed at 15 street and 30th Ave S
1662592	Our child has not shown interest in biking to school yet, but he has friends who live near us who I think would bike with him. I do not like the parent pick-up after school, I think that part is the most annoying/dangerous for kids leaving the school on their own.
1662611	We walk to school if the weather is nice. We drive if it isn't. It really comes down to the weather for us, though admittedly we're not big fans of the traffic snarl when it comes to the notion of letting them walk to-and-from school alone.
1662673	I wouldn't let my child bike or walk as he would have to cross University.

1662718	The only reason we don't allow our child to walk or ride bike at this time is specifically due to the traffic and speed. People driving on 24th Ave. S. are going way too fast and are careless even at the 24th Ave. S. and 9th St. S. 4-way stop sign. I worry she would get hit crossing the street.
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Parent Survey Report: One School in One Data Collection Period

School Name: Longfellow Elementary School

Set ID: 18517

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

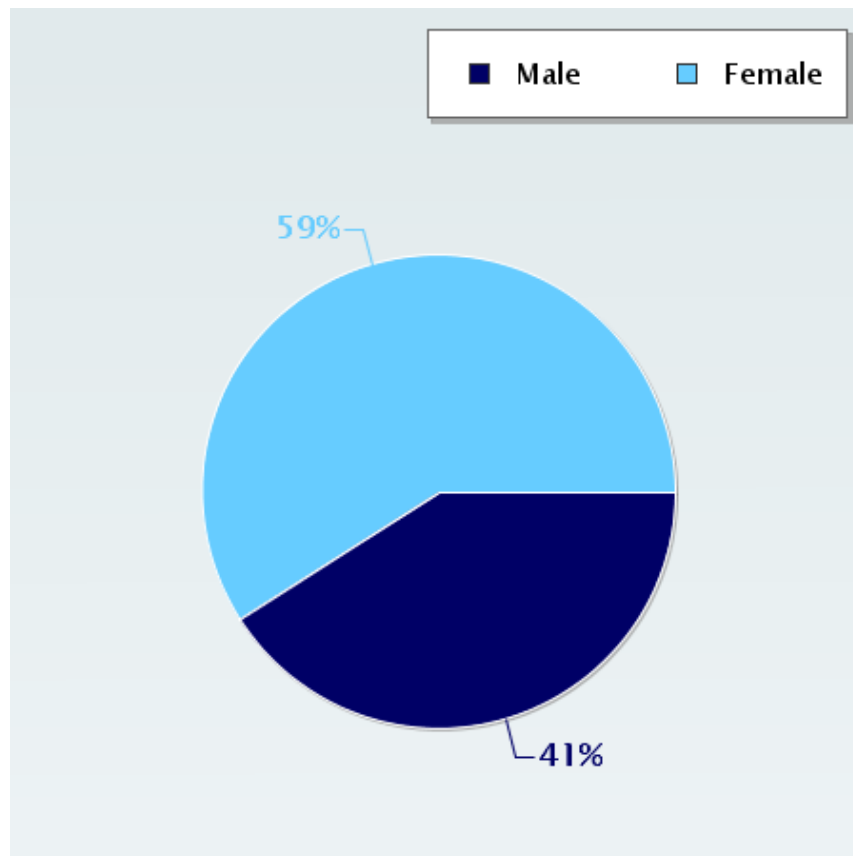
Tags:

Number of Questionnaires Distributed: 0

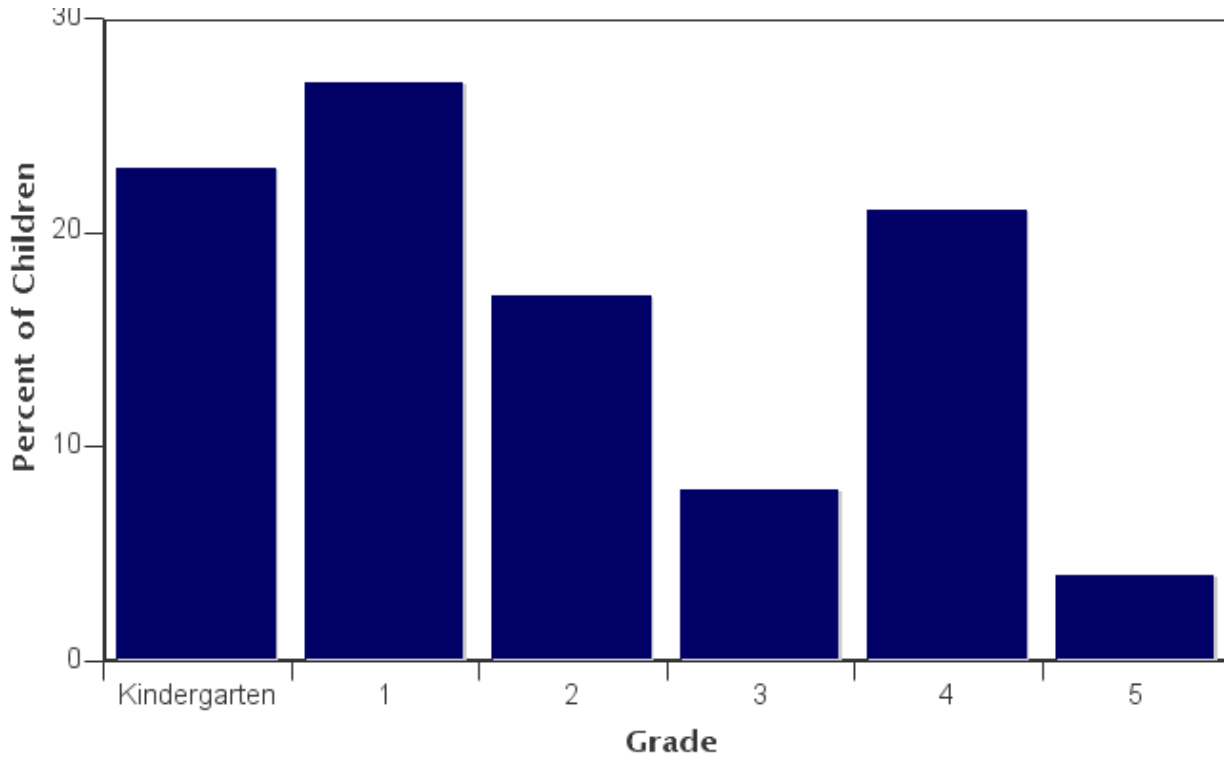
Number of Questionnaires Analyzed for Report: 48

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

Sex of children for parents that provided information



Grade levels of children represented in survey



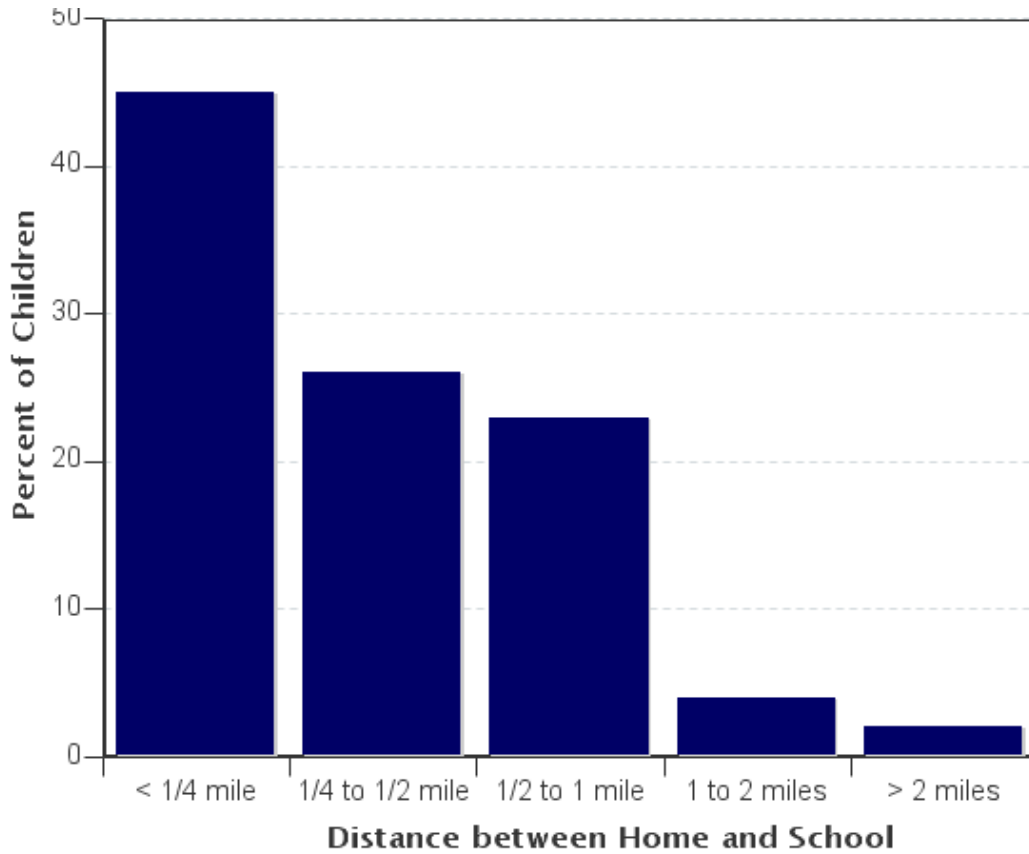
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	11	23%
1	13	27%
2	8	17%
3	4	8%
4	10	21%
5	2	4%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



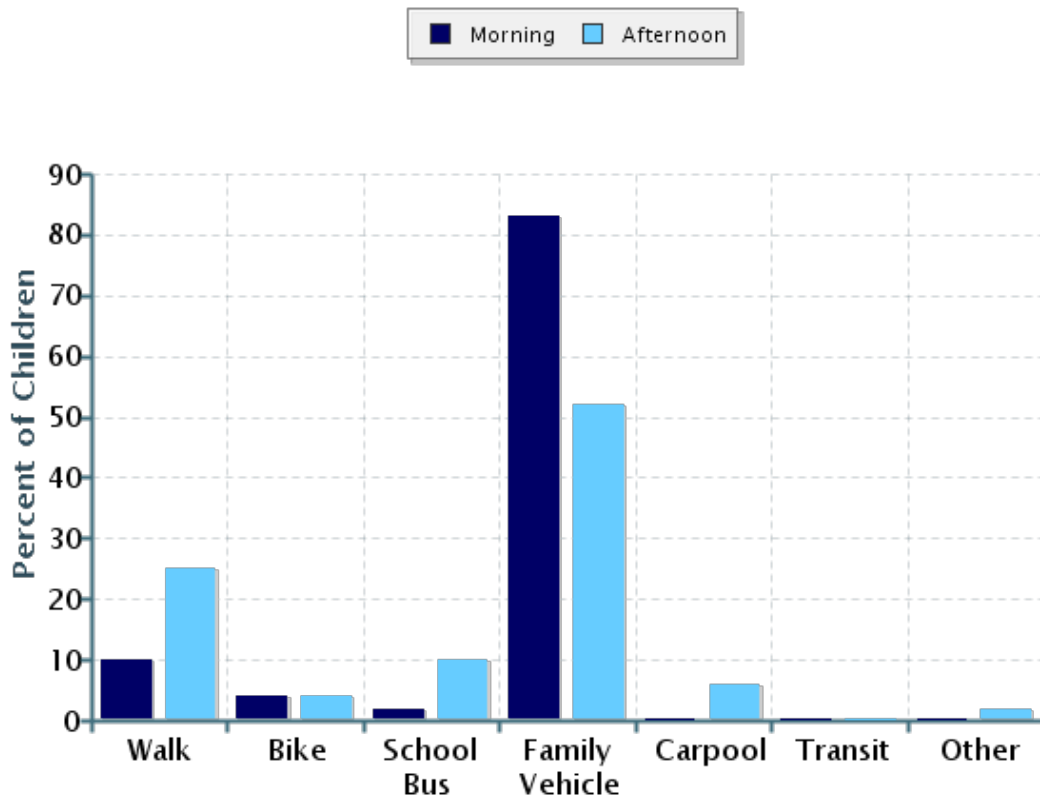
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	21	45%
1/4 mile up to 1/2 mile	12	26%
1/2 mile up to 1 mile	11	23%
1 mile up to 2 miles	2	4%
More than 2 miles	1	2%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	48	10%	4%	2%	83%	0%	0%	0%
Afternoon	48	25%	4%	10%	52%	6%	0%	2%

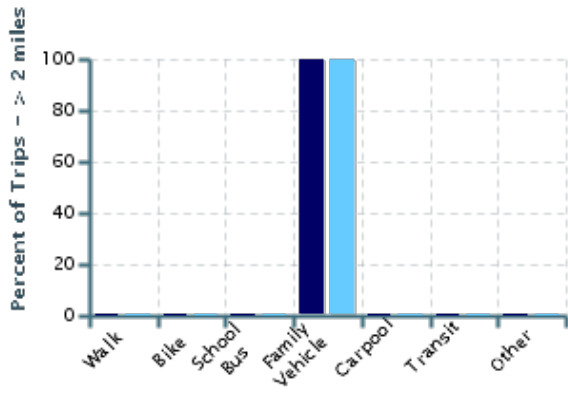
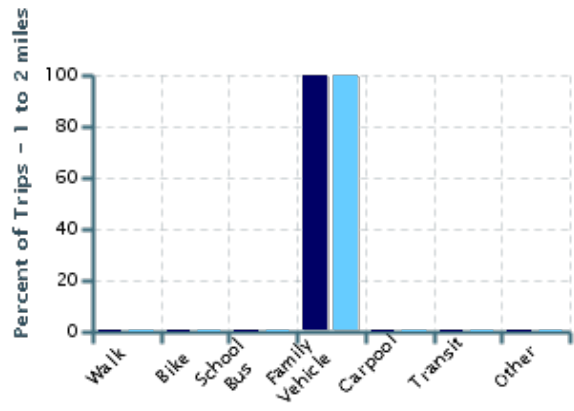
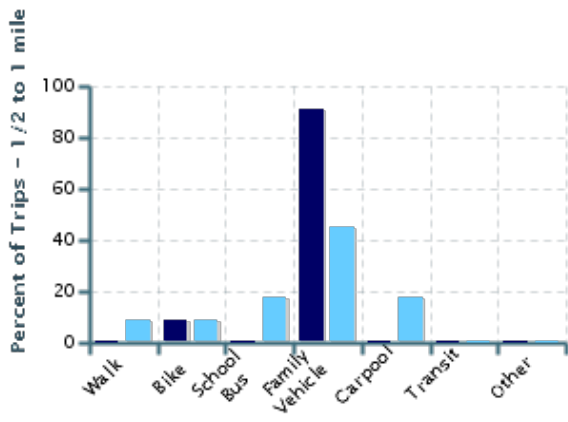
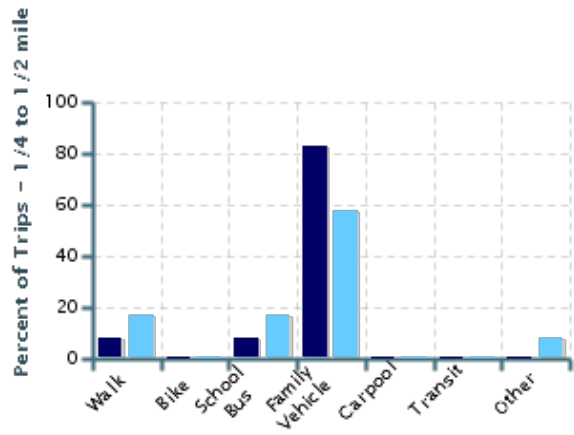
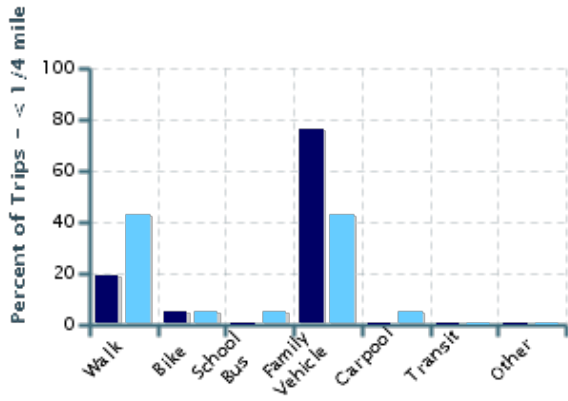
No Response Morning: 0

No Response Afternoon: 0

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	19%	5%	0%	76%	0%	0%	0%
1/4 mile up to 1/2 mile	12	8%	0%	8%	83%	0%	0%	0%
1/2 mile up to 1 mile	11	0%	9%	0%	91%	0%	0%	0%
1 mile up to 2 miles	2	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	1	0%	0%	0%	100%	0%	0%	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

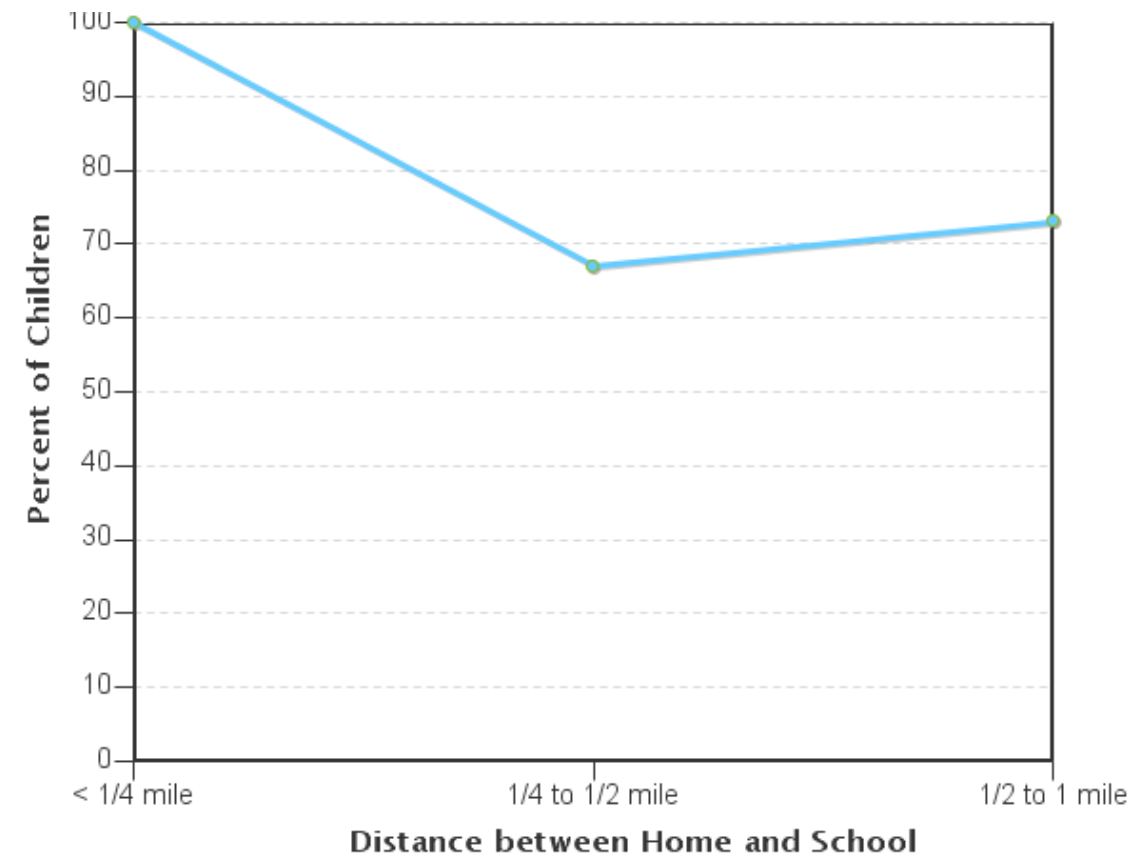
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	43%	5%	5%	43%	5%	0%	0%
1/4 mile up to 1/2 mile	12	17%	0%	17%	58%	0%	0%	8%
1/2 mile up to 1 mile	11	9%	9%	18%	45%	18%	0%	0%
1 mile up to 2 miles	2	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	1	0%	0%	0%	100%	0%	0%	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

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



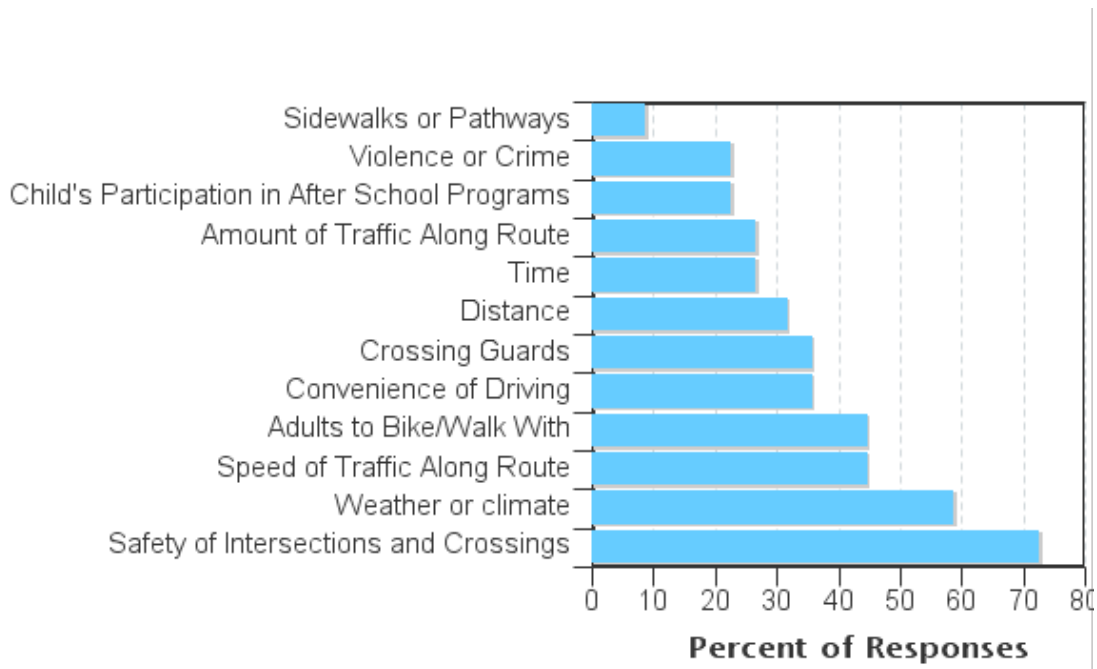
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	36	100%	67%	73%	0%	0%
No	10	0%	33%	27%	100%	100%

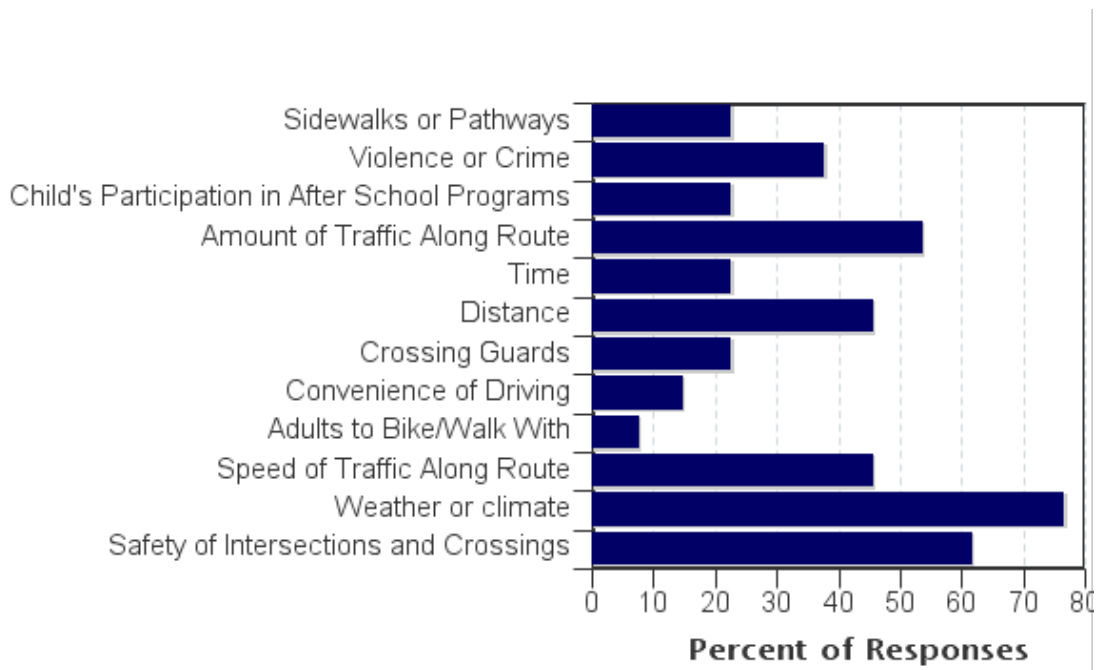
Don't know or No response: 2

Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	73%	62%
Weather or climate	59%	77%
Speed of Traffic Along Route	45%	46%
Adults to Bike/Walk With	45%	8%
Convenience of Driving	36%	15%
Crossing Guards	36%	23%
Distance	32%	46%
Time	27%	23%
Amount of Traffic Along Route	27%	54%
Child's Participation in After School Programs	23%	23%
Violence or Crime	23%	38%
Sidewalks or Pathways	9%	23%
Number of Respondents per Category	22	13

No response: 13

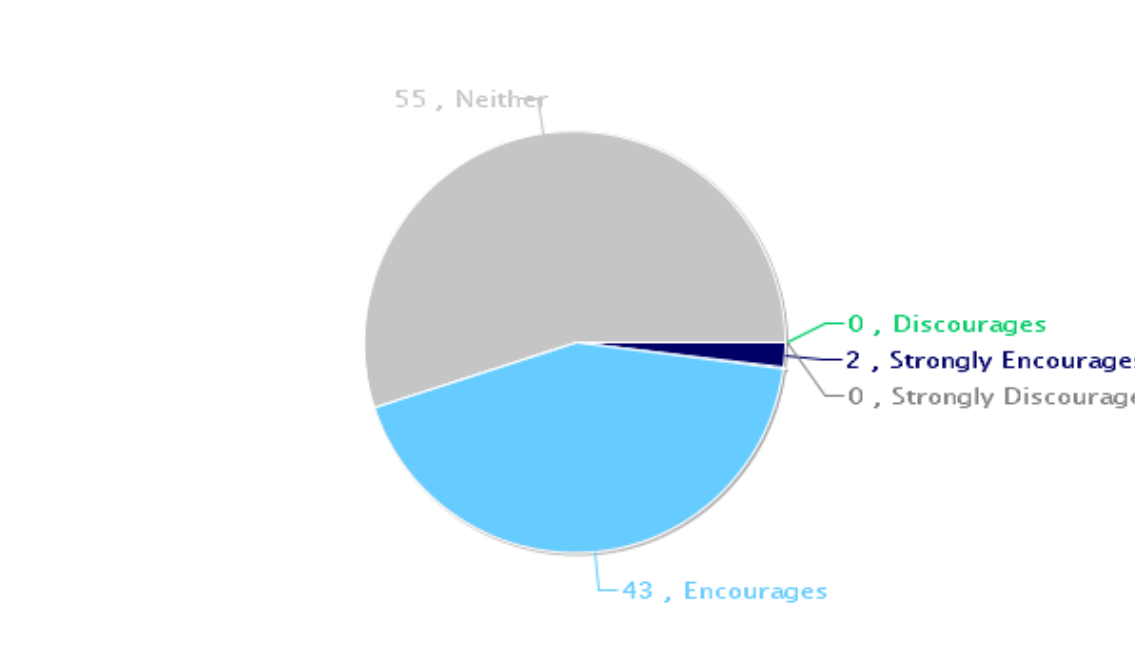
Note:

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

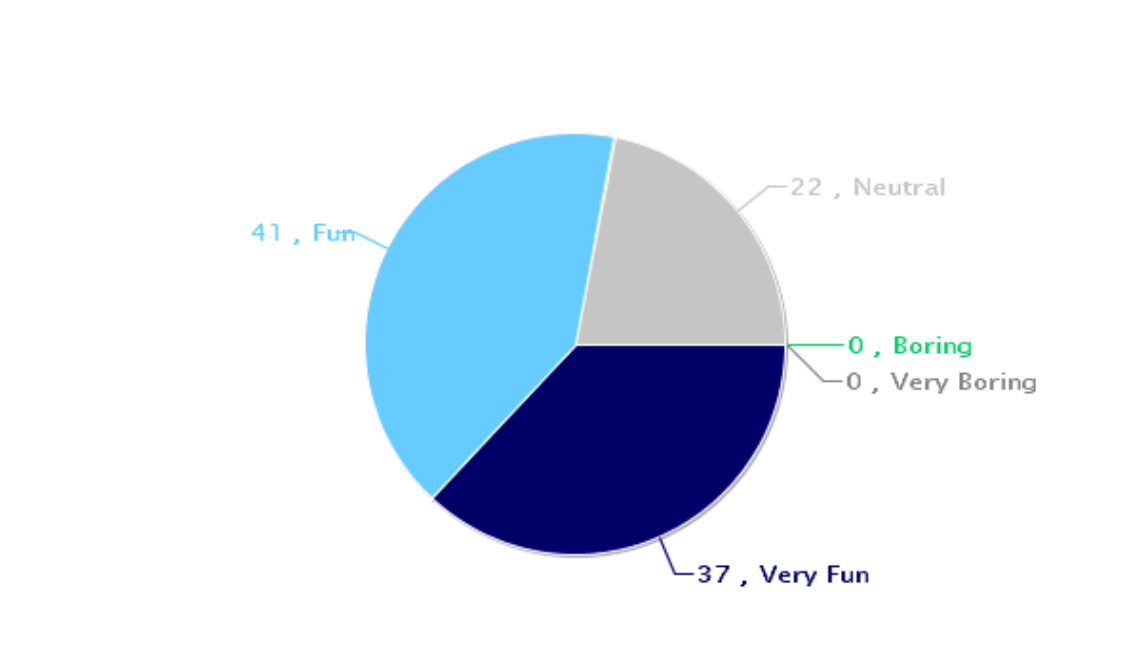
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

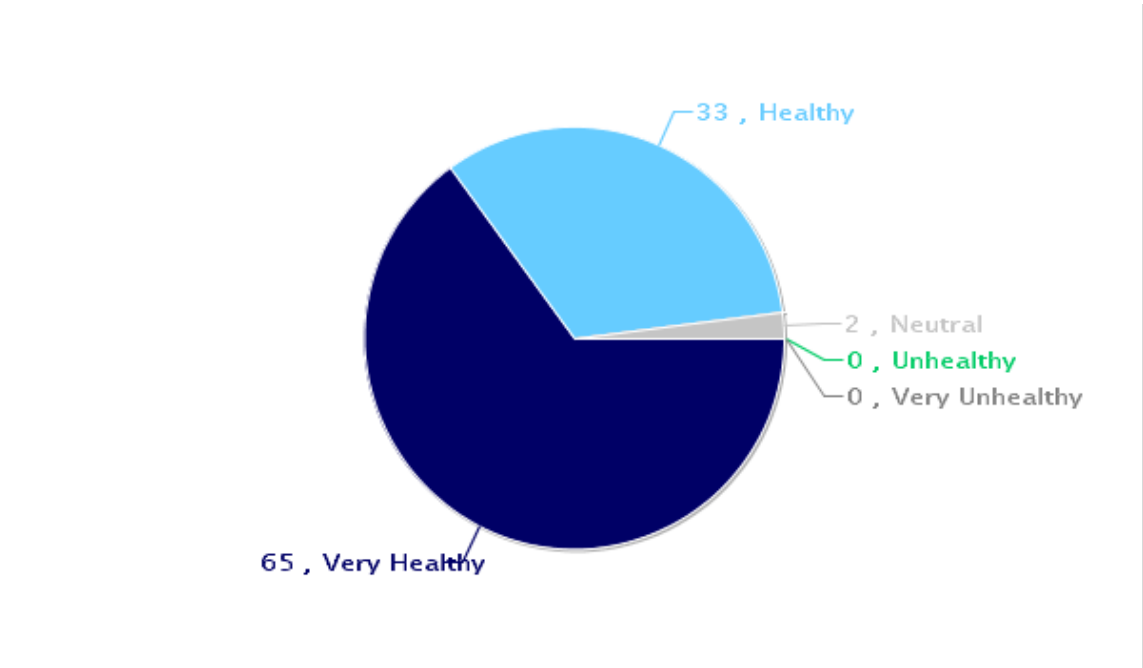
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1661553	Decision also based on my child's maturity- would likely stop at a friend's and not tell me, etc
1661570	I have contacted my daughter's school principal as well as the city of Fargo due to the crosswalk issue on 29th Avenue North in front of Longfellow elementary. During drop off and pick up times cars park in the crosswalk, pull in a and out, and there are no stop signs at the crosswalk. Children have to stand between bumper-to-bumper running cars, often who only have a foot on the brake pedal and are not in park, peeking between vehicles taller than they are to see oncoming traffic. It is dangerous and I have seen vehicles traveling 29th Ave going way too fast needing to slam on their brakes as a child tries to use the crosswalk. It is dangerous, so I walk my child to the school and home from the school each day because I am deeply concerned about the safety of the crosswalk area. It's truly not a pedestrian friendly crosswalk for anyone, let alone school children.
1661571	She walks with neighbors when we are home. Otherwise we drop off & Hope Van picks up. Otherwise we encourage walking. Would like to see crossing guards at Longfellow near the parking lot by the play ground & 4 way stop because after school pick up is a busy time.
1661779	I love living in a place where the neighborhood kids walk and ride home from school.
1661783	For me it's a safety thing. I heard of that little boy in MN who was going home WITH FRIENDS and still a perpetrator abused and killed him. I would LOVE my child to ride or walk to school but I feel I would be devastated if she were kidnapped, or similar, and it doesn't help that society pretty much tells parents that you can't let them be alone so it would be their fault if that happened. My sister and I walked to and from school twice daily, in Toronto (we had 90minute lunch to do so) through all the weather. It was safe. It was even safe for us to walk alone. Now - I don't know. We did have a "WALKING SCHOOL BUS" in Decorah Iowa that I volunteered in. We would walk with the kids to school. Everyone loved it. Now I have to be at work early so it wouldn't work for me unless I could have her walking by 6:30am! lol.
1661594	I feel comfortable with my son walking or biking home due to him being an upper elementary student and our neighborhood been considered relatively safe. The Longfellow neighborhoods also have far less traffic than other school neighborhoods, I'm sure. Washington, for example, is located next two and near two very busy roads, so were my child to attend there I would absolutely want to see crossing guards stationed to ensure safety.
1661606	If there were crossing guards at Elm, we would walk to school. The traffic is too fast, even with the "school zone" limit. I'd love for a guard at cedar and elm, and the intersection at the southwest corner of the school (Elm and 29th).
1661670	Most kids don't use the one crosswalk on Elm St. They cross by recycling which doesn't have a crosswalk and sometimes cars are going faster because it is out of the school zone speed limit there
1661718	We live across the street from the school and have the ability to watch our kids walk into the school from our front window.
1662030	There are a fair amount of kids that walk or ride bike in the Longfellow neighborhood, so that makes me feel comfortable enough for my daughters (together) to occasionally ride bike to school. I do follow them and make sure they get there, though. I would feel better if there were adults at certain check points throughout the neighborhood.

1662132	I have a kindergartner and 5th grader, they walk to school together, but I wouldn't send the younger one alone until 2nd grade. She will walk with an older neighbor next year.
1662280	We live so close to the school, walking is actually easier. She walks every day, no matter the weather.
1661785	Our kids bike to/from school in the fall and spring. During the winter they ride the bus to school and walk home the majority of the days (I will pick them up if the wind chill is -15 below or a strong NW wind). They would ride the bus home in the winter, but it takes 35 minutes due to going to Washington Elementary School before starting the route.

Parent Survey Report: One School in One Data Collection Period

School Name: Madison Elementary School

Set ID: 18516

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

Tags:

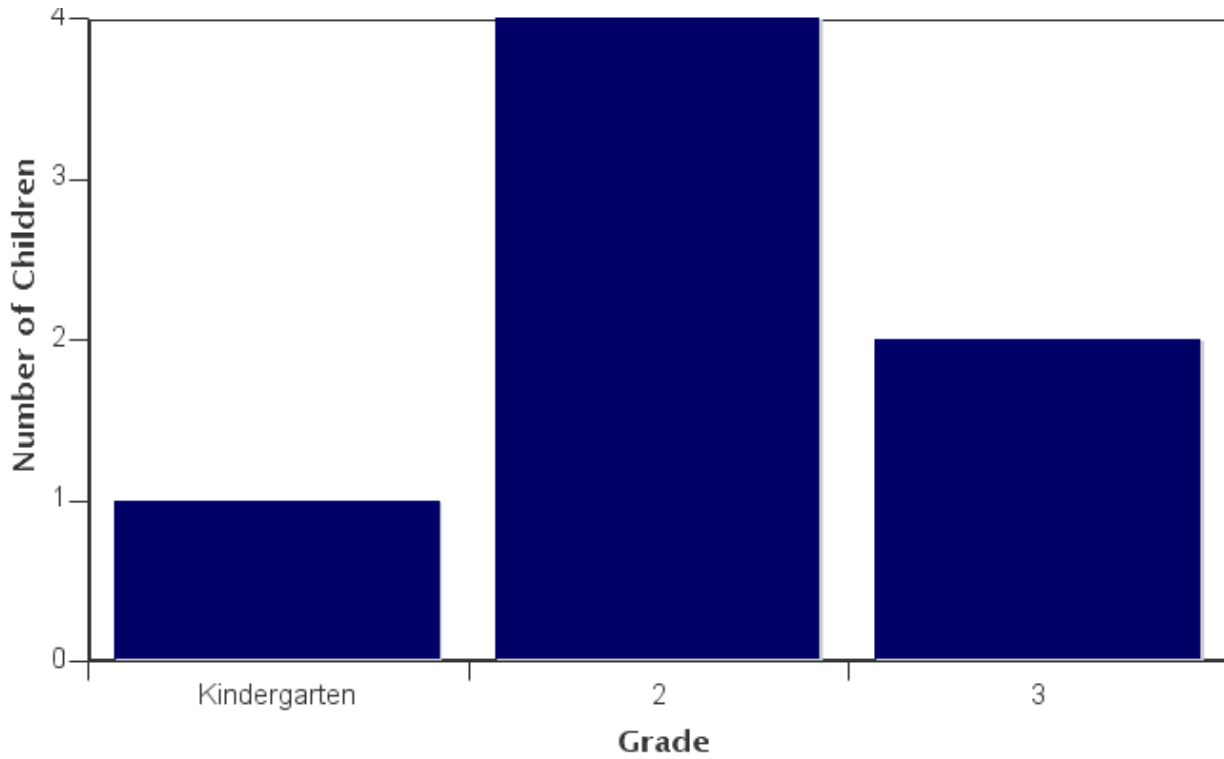
Number of Questionnaires Distributed: 0

**Number of Questionnaires
Analyzed for Report:** 7

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

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

Grade levels of children represented in survey



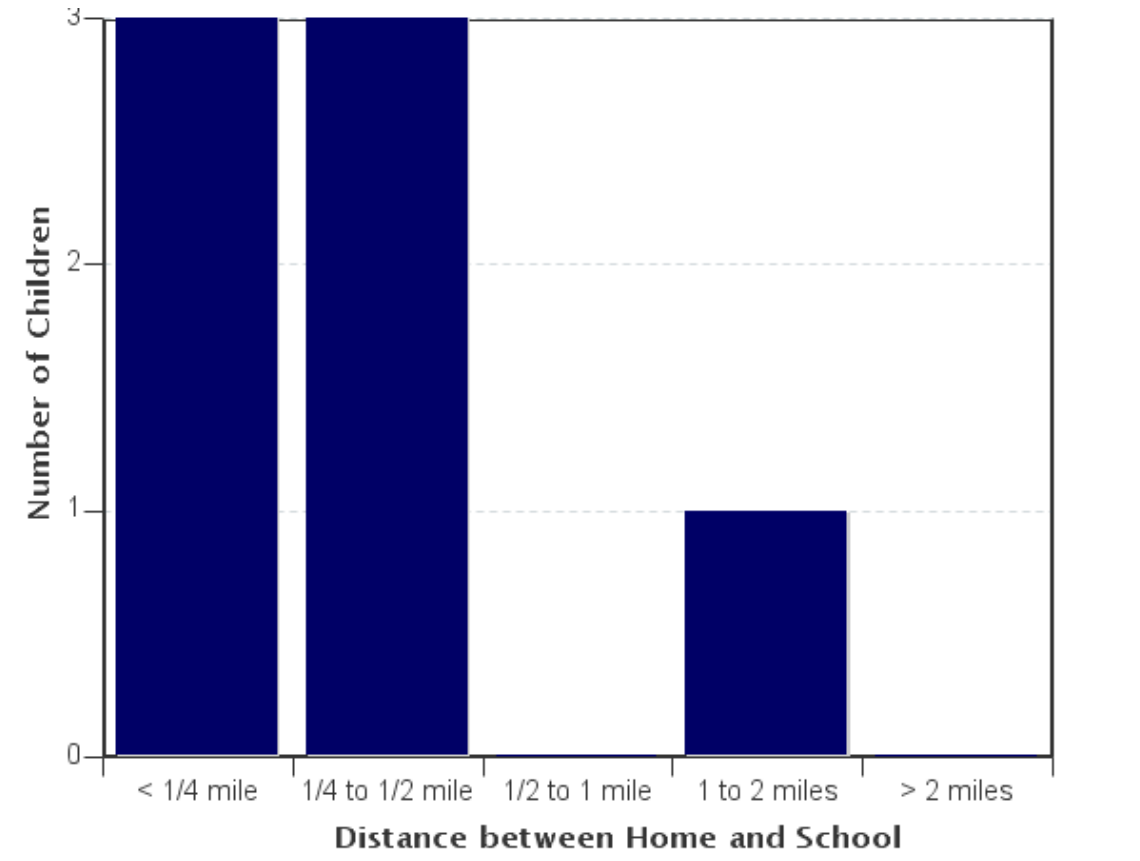
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
Kindergarten	1
2	4
3	2

No response: 0

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

Parent estimate of distance from child's home to school



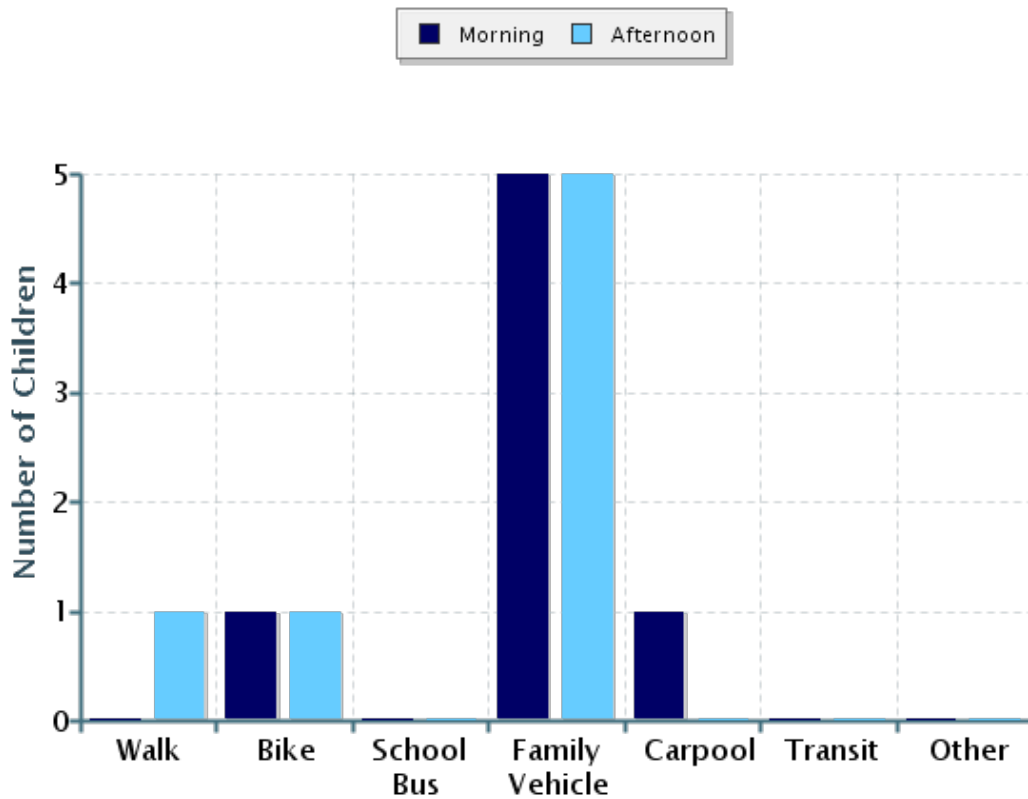
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	3
1/4 mile up to 1/2 mile	3
1/2 mile up to 1 mile	0
1 mile up to 2 miles	1
More than 2 miles	0

Don't know or No response: 0

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	7	0	1	0	5	1	0	0
Afternoon	7	1	1	0	5	0	0	0

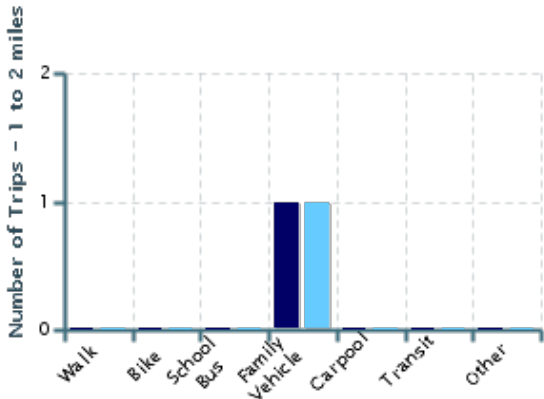
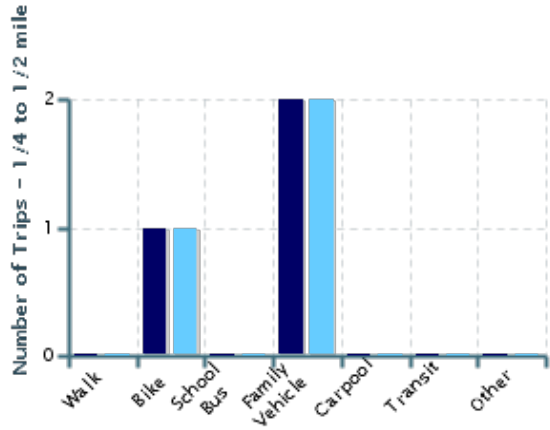
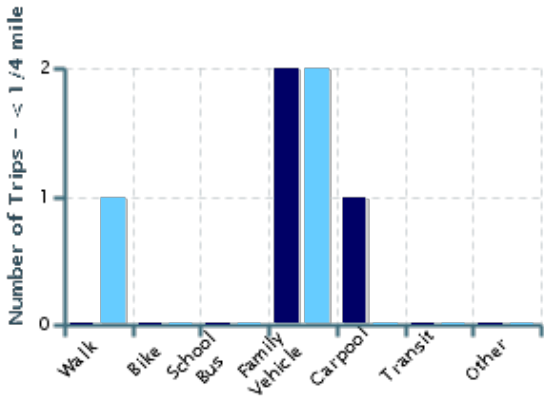
No Response Morning: 0

No Response Afternoon: 0

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

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

■ Morning ■ Afternoon



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

School Arrival

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

Don't know or No response: 0

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

School Departure

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

Don't know or No response: 0

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

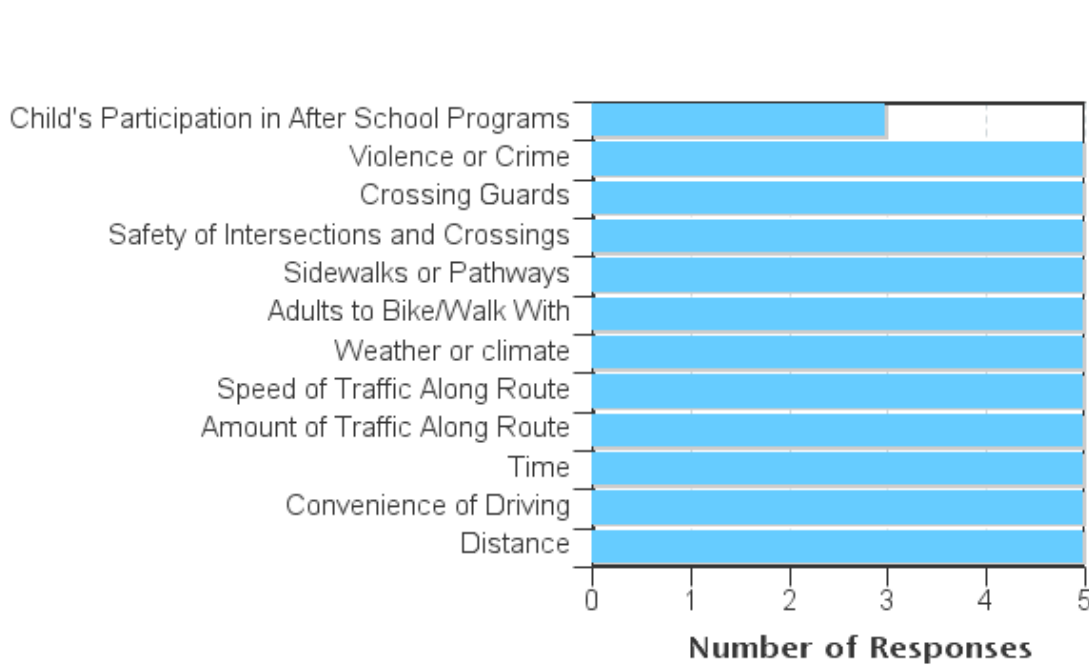
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	6	2	3	0	1	0
No	1	1	0	0	0	0

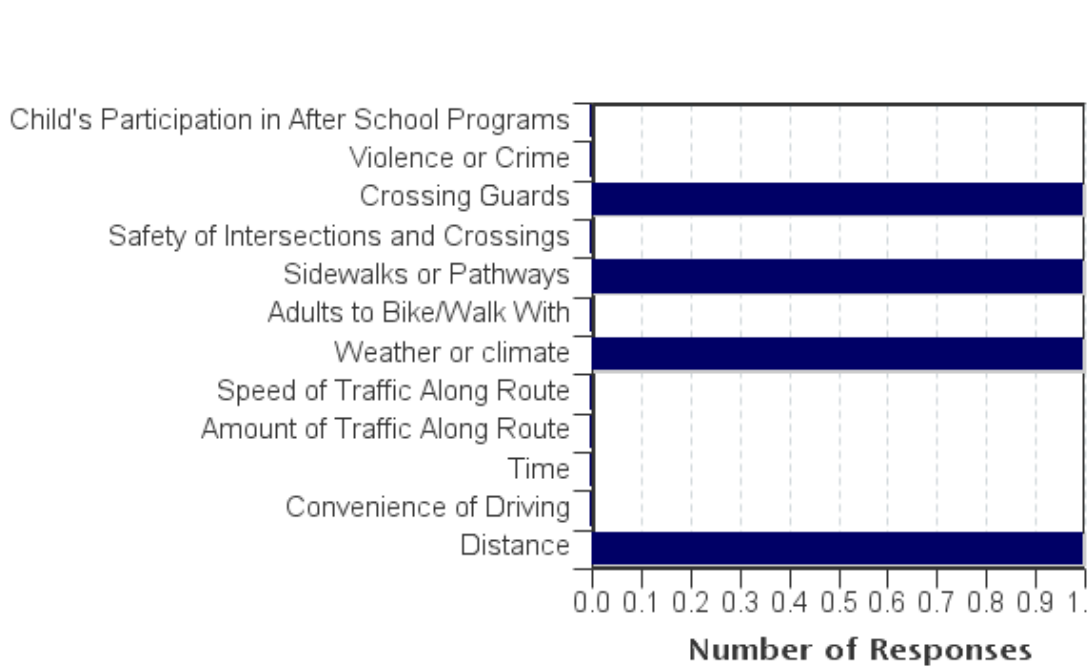
Don't know or No response: 0

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

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	5	1
Convenience of Driving	5	0
Time	5	0
Amount of Traffic Along Route	5	0
Speed of Traffic Along Route	5	0
Weather or climate	5	1
Adults to Bike/Walk With	5	0
Sidewalks or Pathways	5	1
Safety of Intersections and Crossings	5	0
Crossing Guards	5	1
Violence or Crime	5	0
Child's Participation in After School Programs	3	0
Number of Respondents per Category	5	1

No response: 1

Note:

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

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

Level of support	Number of children
Strongly Encourages	0
Encourages	1
Neither	6
Discourages	0
Strongly Discourages	0

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

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

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

How healthy	Number of children
Very Healthy	4
Healthy	3
Neutral	0
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1667198	There are issues of bullying on the way home from school that I have witnessed, plus some wild out of control kids romping in people's yards - not something I want my children influenced by.

Parent Survey Report: One School in One Data Collection Period

School Name: Mckinley Elementary School

Set ID: 18574

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

Tags:

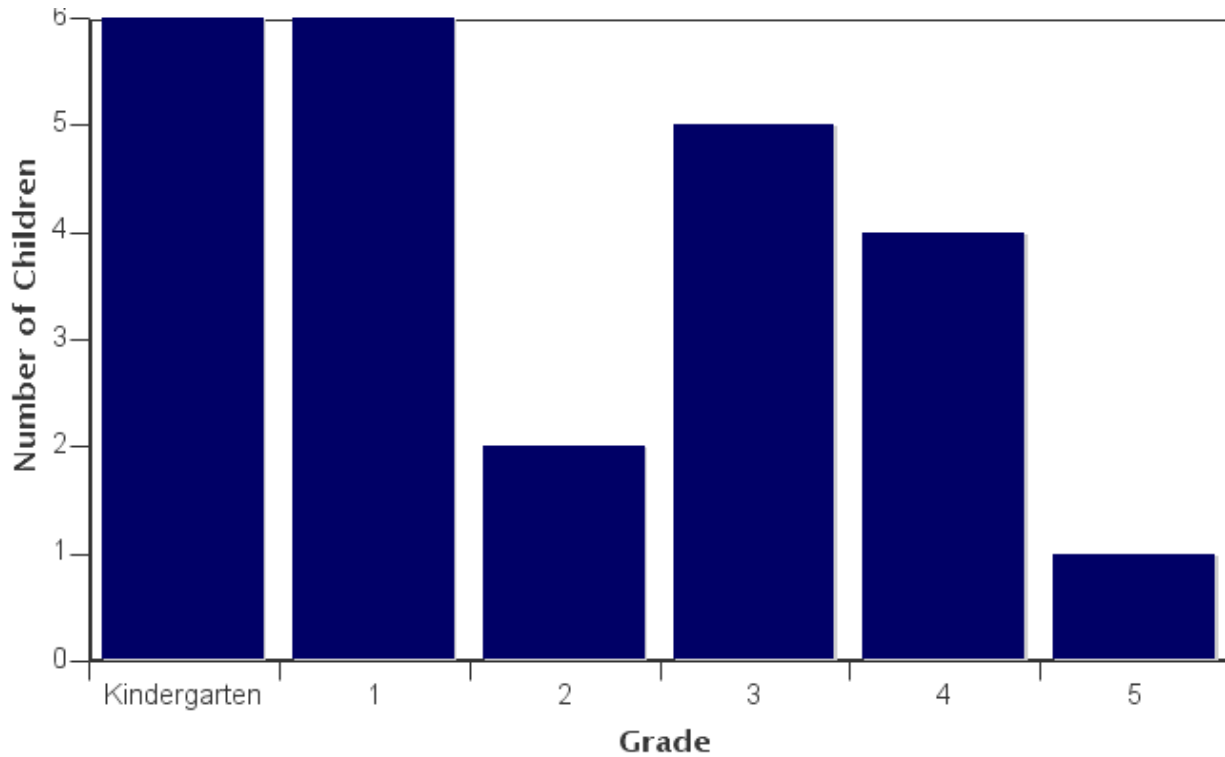
Number of Questionnaires Distributed: 0

**Number of Questionnaires
Analyzed for Report:** 24

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

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

Grade levels of children represented in survey



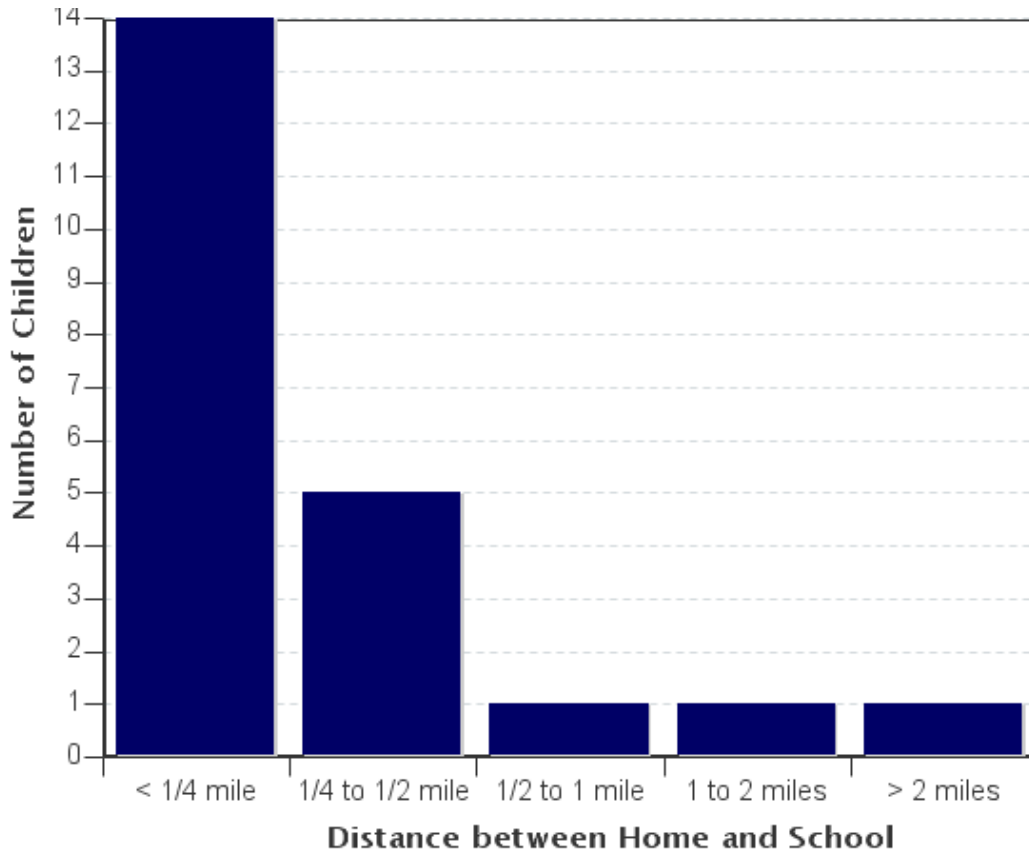
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
Kindergarten	6
1	6
2	2
3	5
4	4
5	1

No response: 0

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

Parent estimate of distance from child's home to school



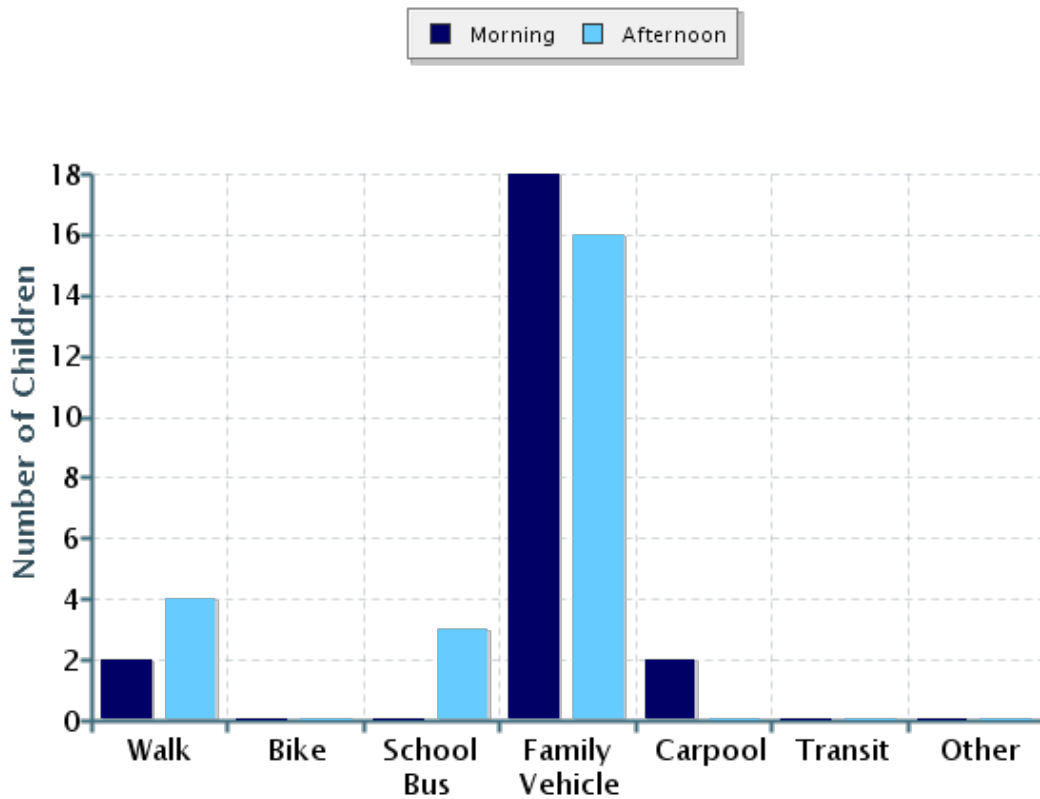
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	14
1/4 mile up to 1/2 mile	5
1/2 mile up to 1 mile	1
1 mile up to 2 miles	1
More than 2 miles	1

Don't know or No response: 2

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	22	2	0	0	18	2	0	0
Afternoon	23	4	0	3	16	0	0	0

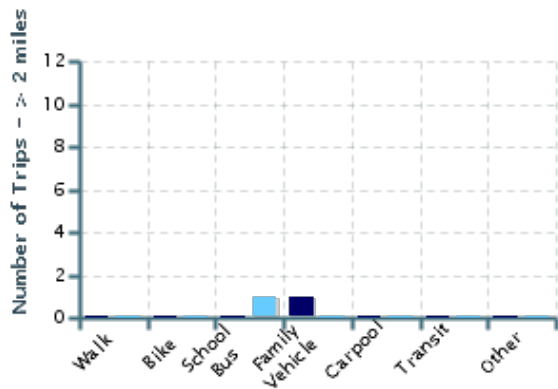
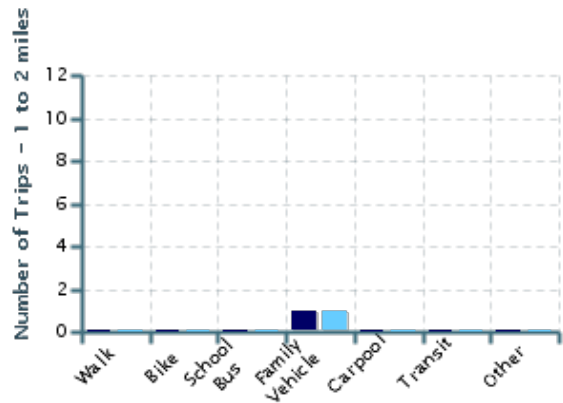
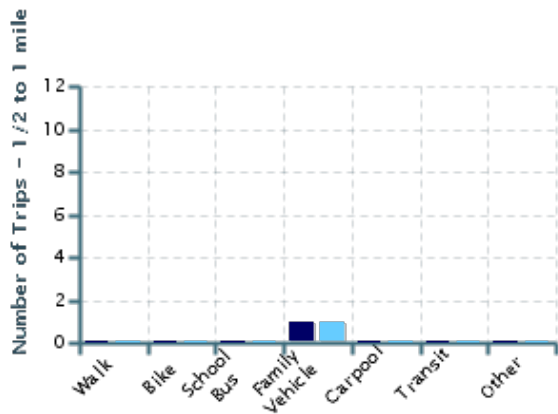
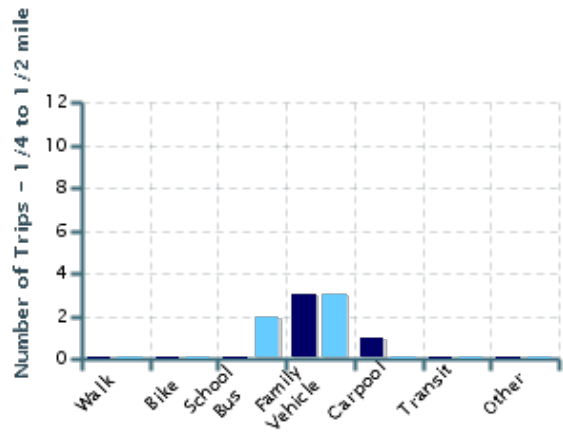
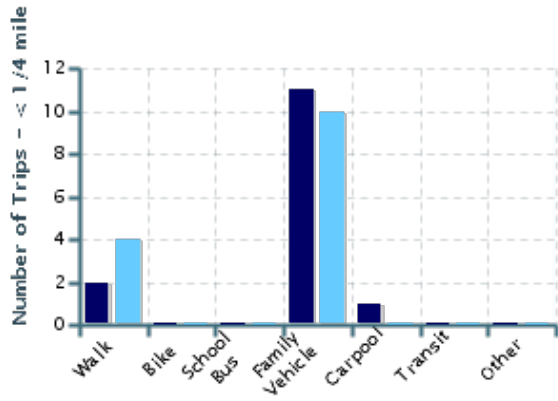
No Response Morning: 2

No Response Afternoon: 1

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

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	14	2	0	0	11	1	0	0
1/4 mile up to 1/2 mile	4	0	0	0	3	1	0	0
1/2 mile up to 1 mile	1	0	0	0	1	0	0	0
1 mile up to 2 miles	1	0	0	0	1	0	0	0
More than 2 miles	1	0	0	0	1	0	0	0

Don't know or No response: 3

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

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	14	4	0	0	10	0	0	0
1/4 mile up to 1/2 mile	5	0	0	2	3	0	0	0
1/2 mile up to 1 mile	1	0	0	0	1	0	0	0
1 mile up to 2 miles	1	0	0	0	1	0	0	0
More than 2 miles	1	0	0	1	0	0	0	0

Don't know or No response: 2

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

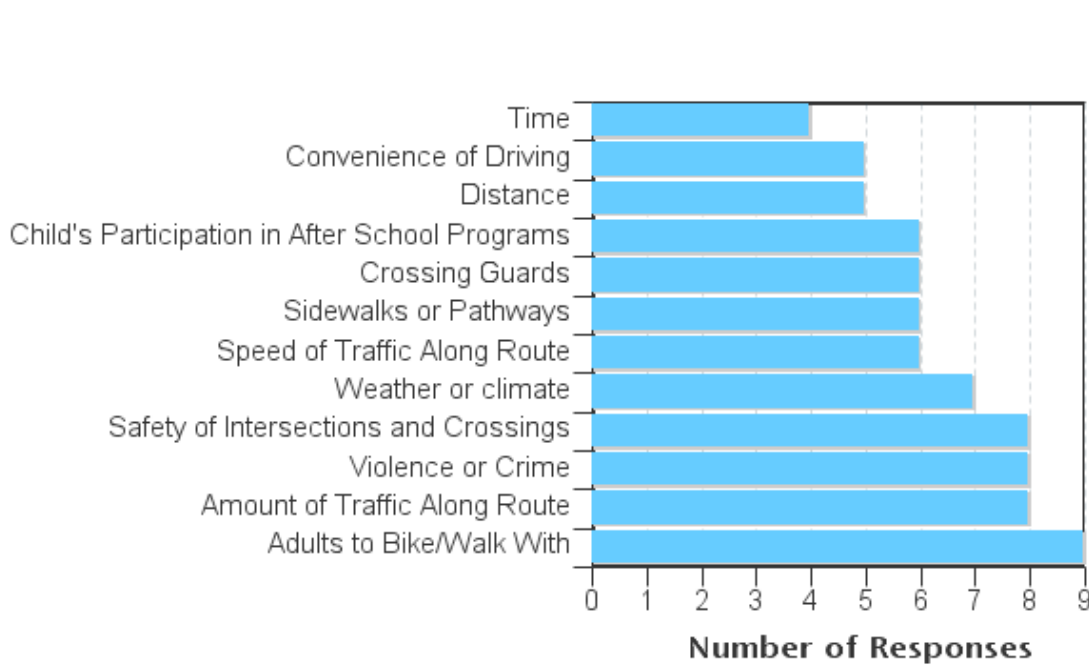
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	14	11	3	0	0	0
No	7	3	1	1	1	1

Don't know or No response: 3

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

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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Adults to Bike/Walk With	9	0
Amount of Traffic Along Route	8	0
Violence or Crime	8	0
Safety of Intersections and Crossings	8	0
Weather or climate	7	0
Speed of Traffic Along Route	6	0
Sidewalks or Pathways	6	0
Crossing Guards	6	0
Child's Participation in After School Programs	6	0
Distance	5	0
Convenience of Driving	5	0

Time	4	0
Number of Respondents per Category	14	0

No response: 10

Note:

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

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

Level of support	Number of children
Strongly Encourages	1
Encourages	3
Neither	17
Discourages	0
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	10
Fun	4
Neutral	7
Boring	1
Very Boring	0

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

How healthy	Number of children
Very Healthy	16
Healthy	6
Neutral	1
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1663271	I can easily walk with my kids to school so they don't need to go by themselves. If they did walk/bike by themselves I'd be worried they didn't make it. No reason to believe it is generally unsafe from our neighborhood to the school, just generally have a hard time trusting that something wouldn't happen to them on the way.
1663277	My child is still a little young to walk without an adult. I also think this neighborhood has many questionable people around at all hours. I'm not sure I could ever feel comfortable with it.
1662743	Drop off kids on way to work. Not a safe sidewalk for biking/walking.
1662745	Not having lights to cross at on 28th ave concerns me but we've taught her how to safely cross the street.
1662746	Our main concerns are her safety crossing Broadway and avoiding violence or crimes against her.
1662750	I don't believe our neighborhood is safe enough to allow my child to leave without an adult with him. The school is safe, but not the surrounding area.
1662753	Age of children at this time and safety along available routes from where we live are issues in my mind.

Parent Survey Report: One School in One Data Collection Period

School Name: Roosevelt Elementary School

Set ID: 18514

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

Tags:

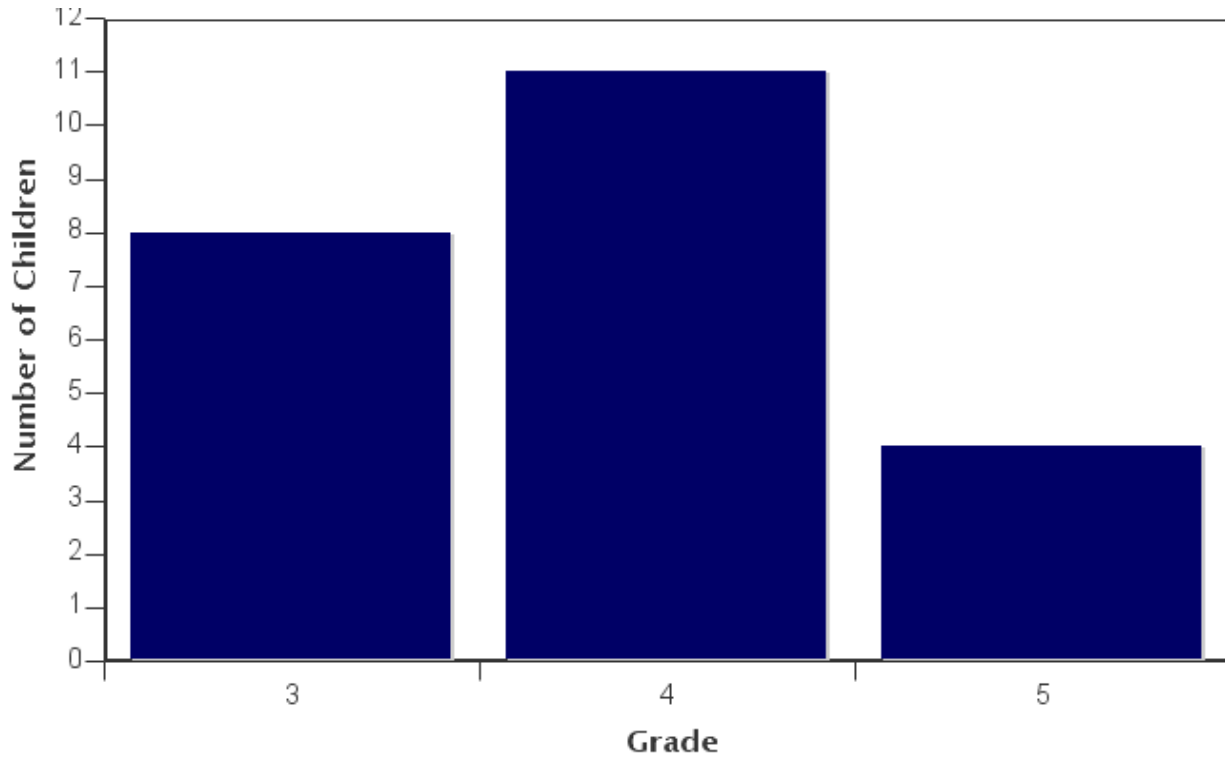
Number of Questionnaires Distributed: 0

**Number of Questionnaires
Analyzed for Report:** 23

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

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

Grade levels of children represented in survey



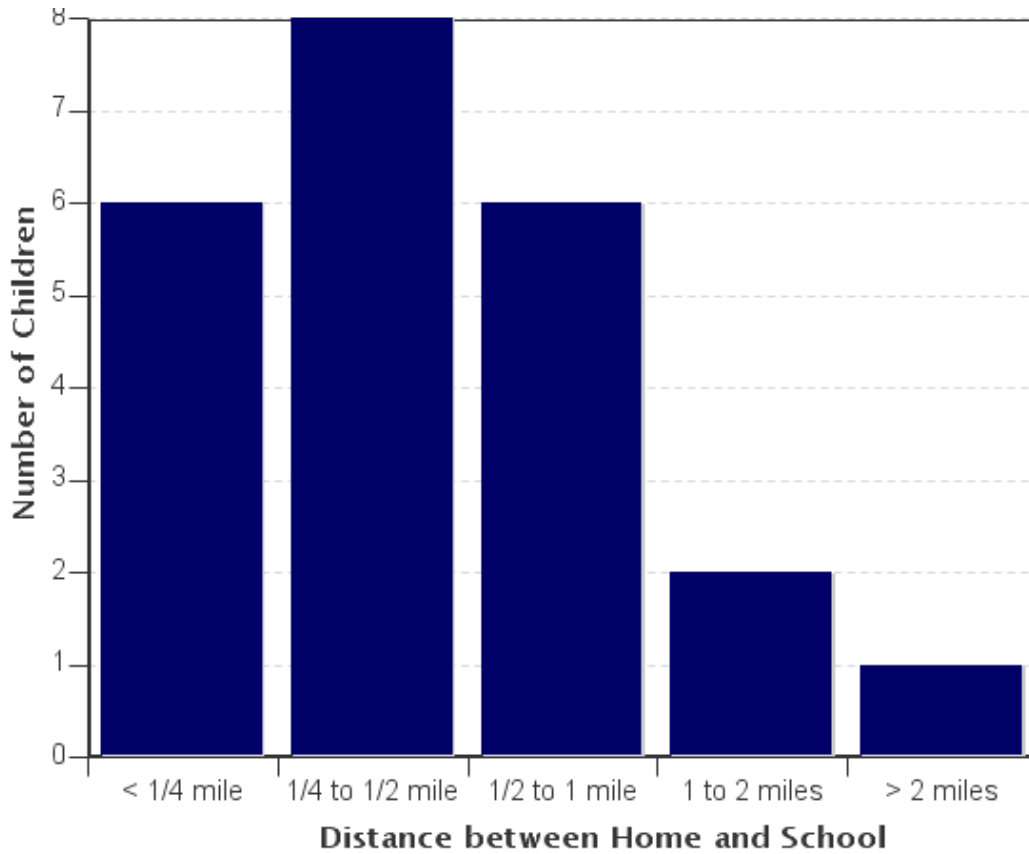
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
3	8
4	11
5	4

No response: 0

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

Parent estimate of distance from child's home to school



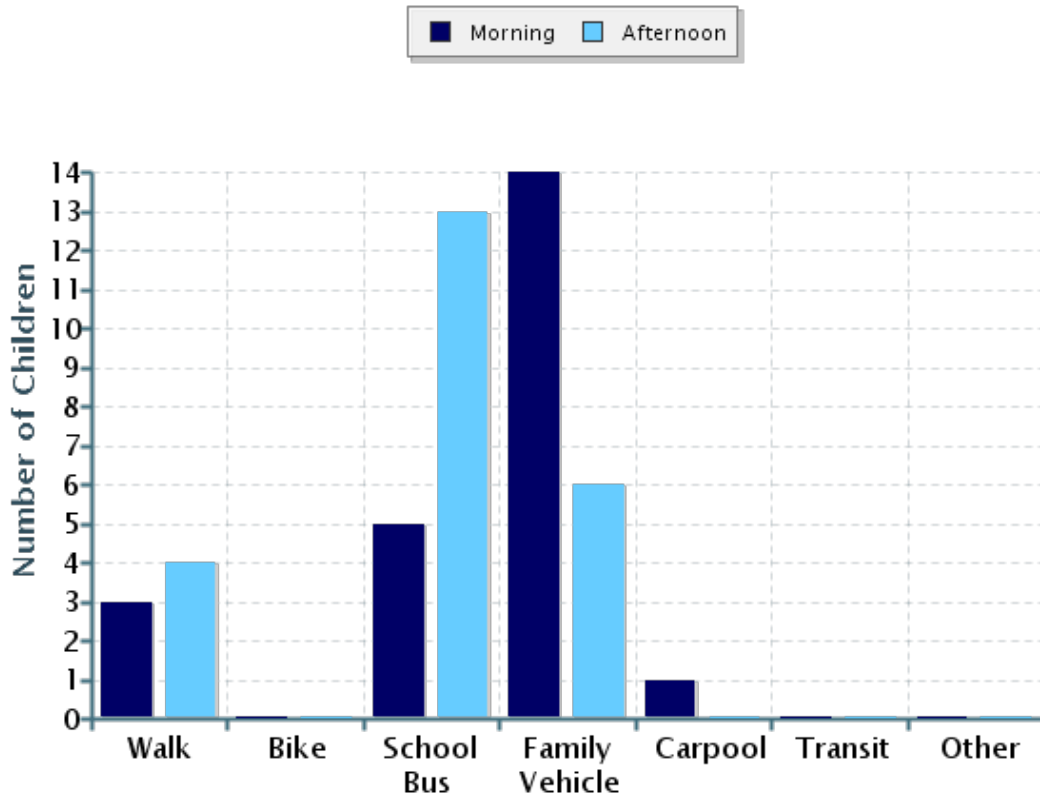
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	6
1/4 mile up to 1/2 mile	8
1/2 mile up to 1 mile	6
1 mile up to 2 miles	2
More than 2 miles	1

Don't know or No response: 0

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	23	3	0	5	14	1	0	0
Afternoon	23	4	0	13	6	0	0	0

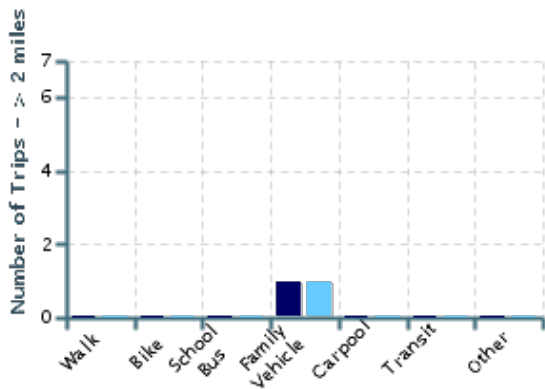
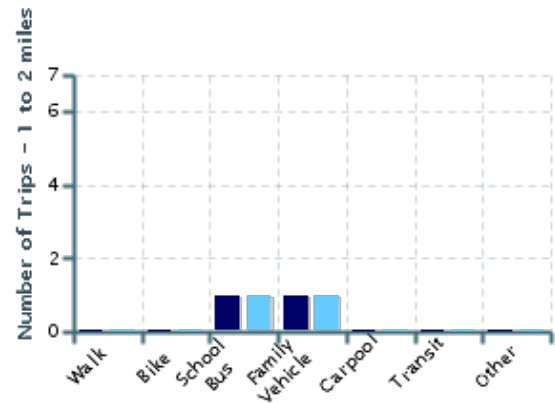
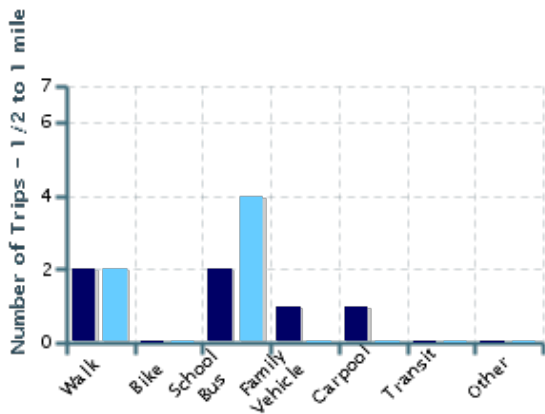
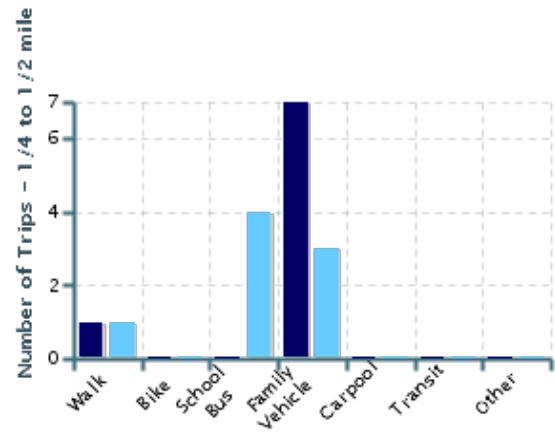
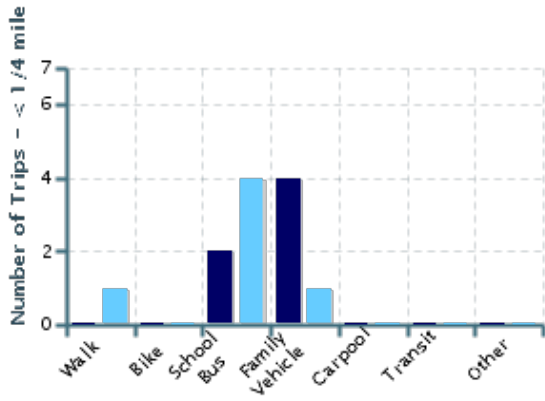
No Response Morning: 0

No Response Afternoon: 0

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

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	0	0	2	4	0	0	0
1/4 mile up to 1/2 mile	8	1	0	0	7	0	0	0
1/2 mile up to 1 mile	6	2	0	2	1	1	0	0
1 mile up to 2 miles	2	0	0	1	1	0	0	0
More than 2 miles	1	0	0	0	1	0	0	0

Don't know or No response: 0

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

School Departure

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

Don't know or No response: 0

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

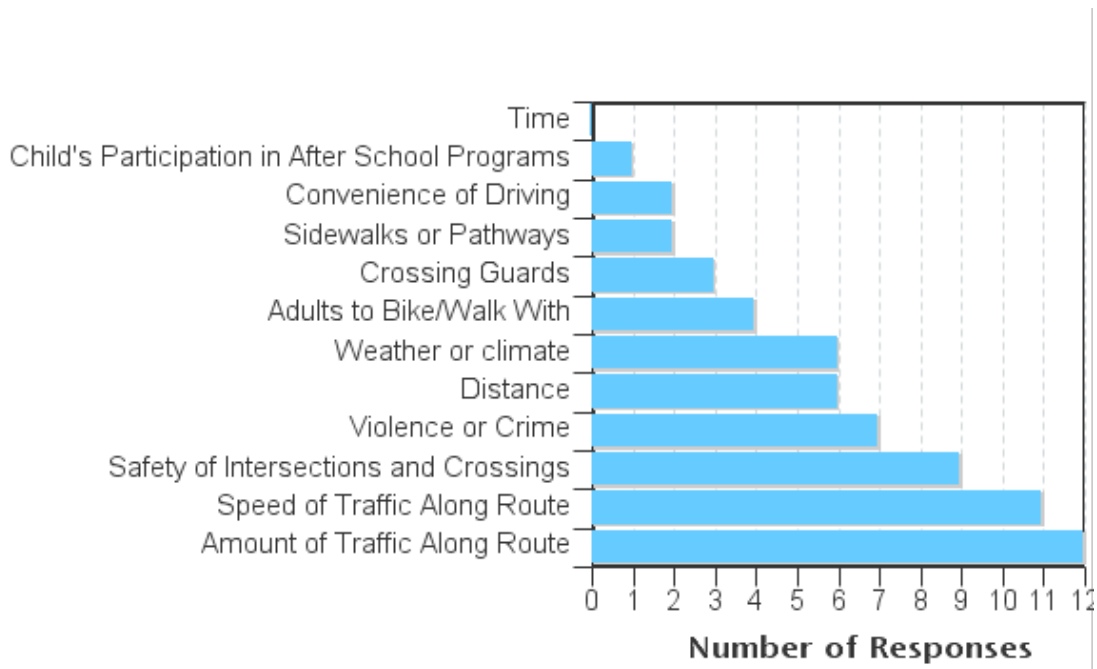
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	16	4	6	5	1	0
No	7	2	2	1	1	1

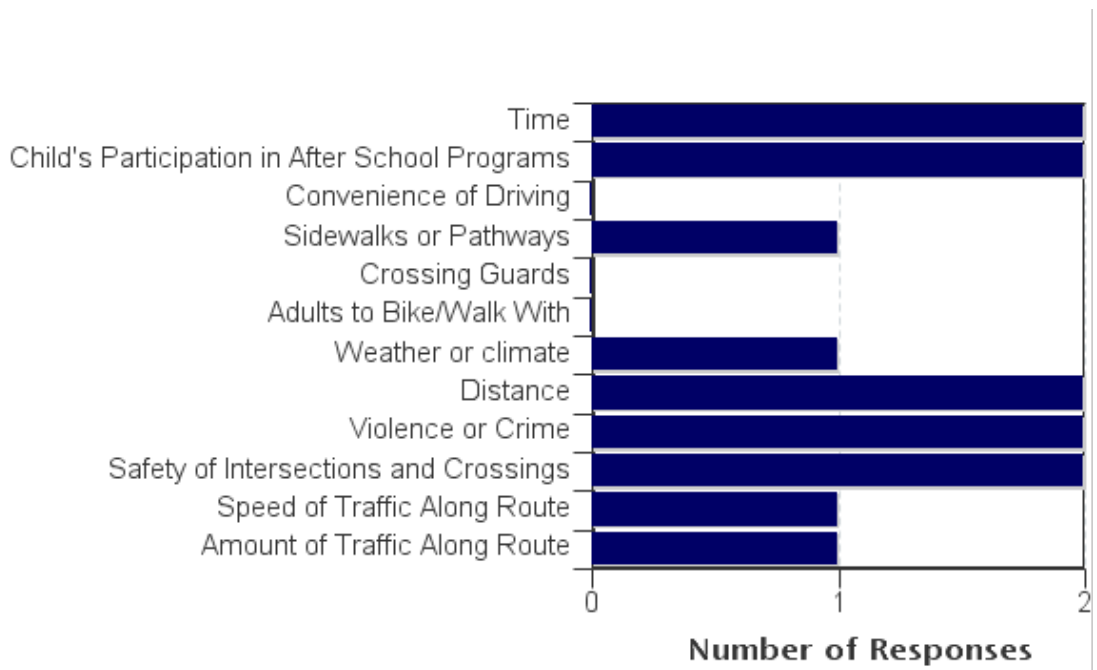
Don't know or No response: 0

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

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	12	1
Speed of Traffic Along Route	11	1
Safety of Intersections and Crossings	9	2
Violence or Crime	7	2
Distance	6	2
Weather or climate	6	1
Adults to Bike/Walk With	4	0
Crossing Guards	3	0
Sidewalks or Pathways	2	1
Convenience of Driving	2	0
Child's Participation in After School Programs	1	2
Time	0	2
Number of Respondents per Category	16	2

No response: 5

Note:

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

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

Level of support	Number of children
Strongly Encourages	0
Encourages	0
Neither	22
Discourages	0
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	5
Fun	4
Neutral	14
Boring	0
Very Boring	0

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

How healthy	Number of children
Very Healthy	13
Healthy	6
Neutral	3
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1661574	My child walks to/from school with a group of other children, which increases the safety of all of them.
1661582	When we lived by Horace Mann she wanted to walk to school because so close--Roosevelt is too far to walk in my opinion, but even so, I wouldn't trust her crossing 12th Ave alone.
1661586	My child takes the shuttle from Roosevelt to Horace Mann. I feel very confident in her ability to walk home from Horace Mann but am a little weary of the traffic and neighborhoods around Roosevelt.
1661600	Improving the ability for kids to walk/bike to school is great but there also needs to be improvement for buses and parents to drop off kids and pick them up, especially at Roosevelt. It is crazy that there is a huge wasted field that could be better utilized if turned into some sort of drop off and pickup location for kids. It is very dangerous dropping kids off now and frankly I am surprised no child has been hurt.
1661611	We live in an area that has sex offenders and lots of apartments. I do not feel safe having my children walk to school. The traffic is very busy also.
1661844	School neighborhood is what I distrust the most. It gets worse every year. Drugs, sexual predators, violence, even a couple homicides, disgusting area for a school.
1661845	School neighborhood is what I distrust the most. It gets worse every year. Drugs, sexual predators, violence, even a couple homicides, disgusting area for a school.
1661590	If there were a crossing guard at the 10th St and 12th Ave intersection before and after school, my son would walk every time the weather would permit when he says with his mom. He walks to and from his dad's house because of the safe intersection crossing on 10th St by the school. He hates taking the bus, because it takes too long to get home, it's loud, and kids are rowdy.

Parent Survey Report: One School in One Data Collection Period

School Name: Washington Elementary School

Set ID: 18520

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

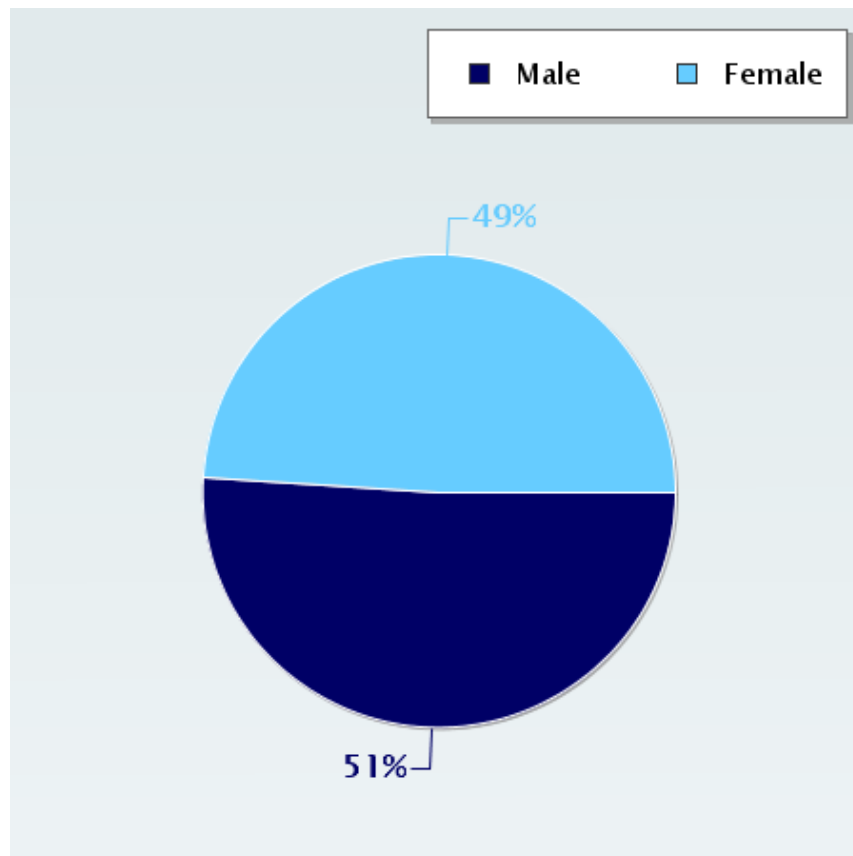
Tags:

Number of Questionnaires Distributed: 0

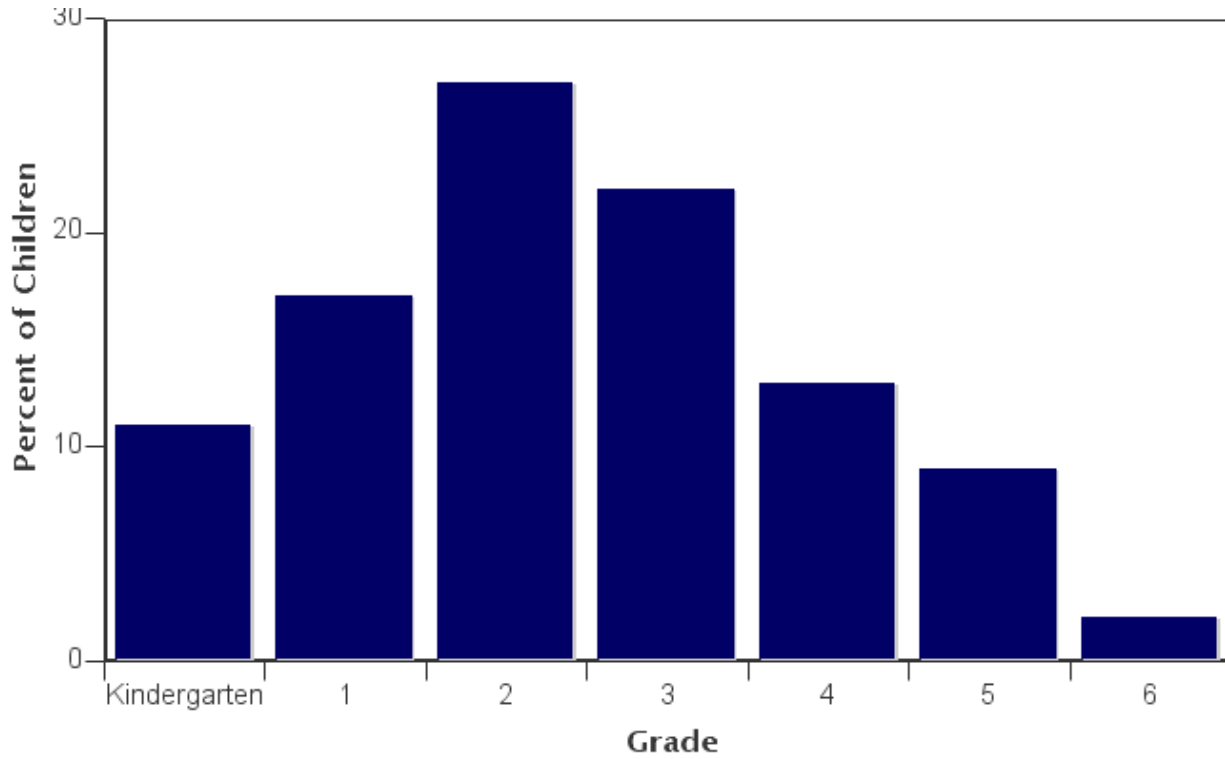
Number of Questionnaires Analyzed for Report: 65

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

Sex of children for parents that provided information



Grade levels of children represented in survey



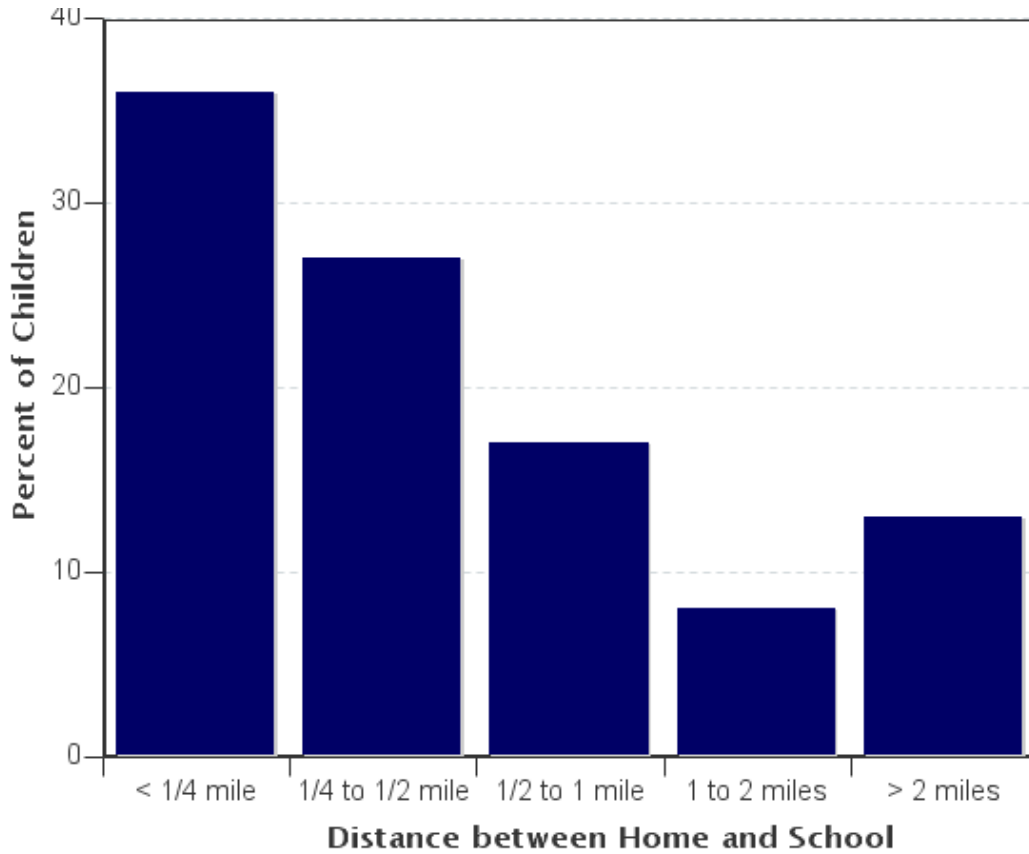
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	7	11%
1	11	17%
2	17	27%
3	14	22%
4	8	13%
5	6	9%
6	1	2%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



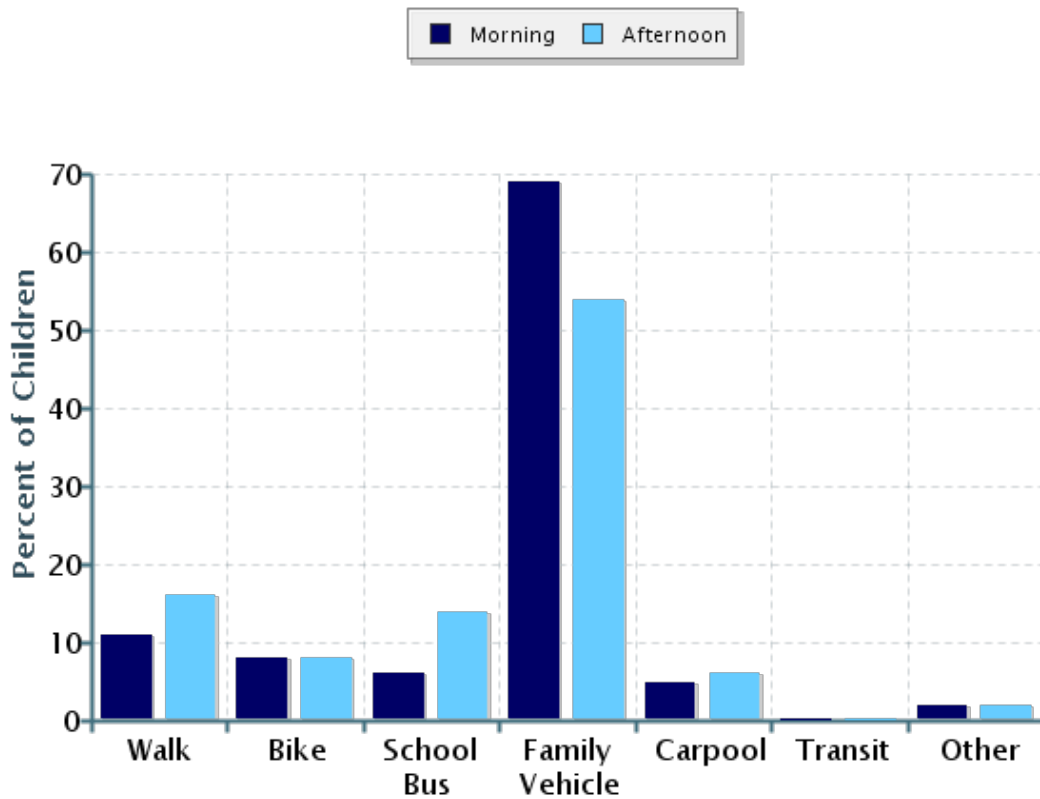
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	23	36%
1/4 mile up to 1/2 mile	17	27%
1/2 mile up to 1 mile	11	17%
1 mile up to 2 miles	5	8%
More than 2 miles	8	13%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	64	11%	8%	6%	69%	5%	0%	2%
Afternoon	63	16%	8%	14%	54%	6%	0%	2%

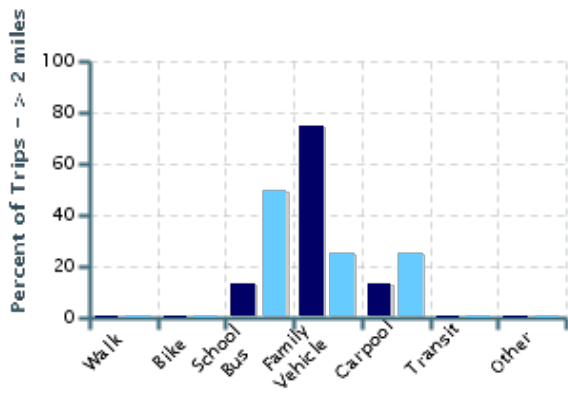
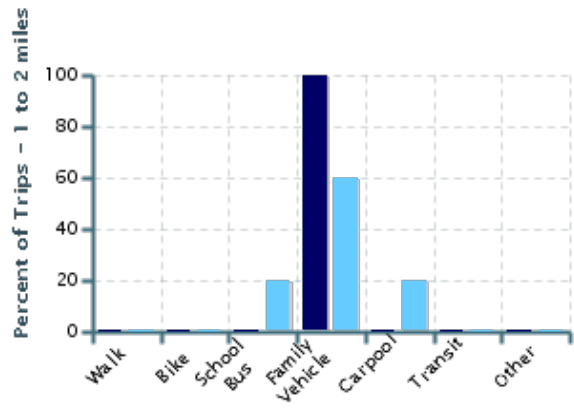
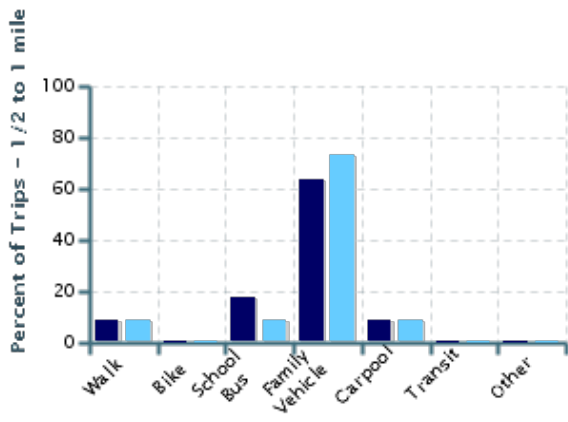
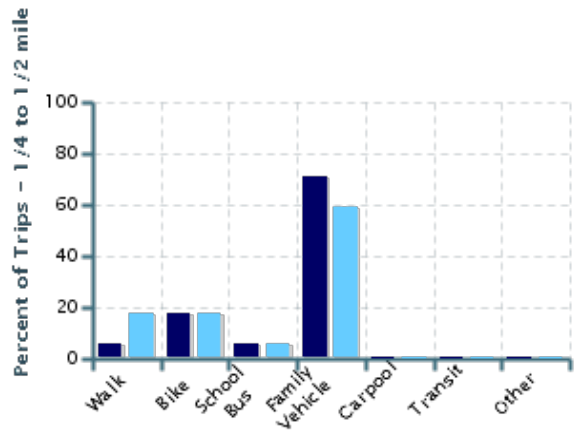
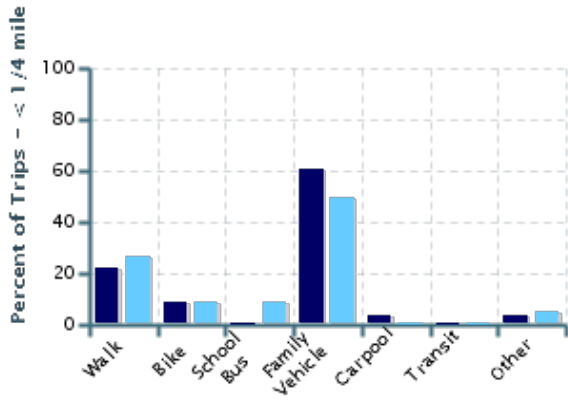
No Response Morning: 1

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	23	22%	9%	0%	61%	4%	0%	4%
1/4 mile up to 1/2 mile	17	6%	18%	6%	71%	0%	0%	0%
1/2 mile up to 1 mile	11	9%	0%	18%	64%	9%	0%	0%
1 mile up to 2 miles	5	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	8	0%	0%	13%	75%	13%	0%	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

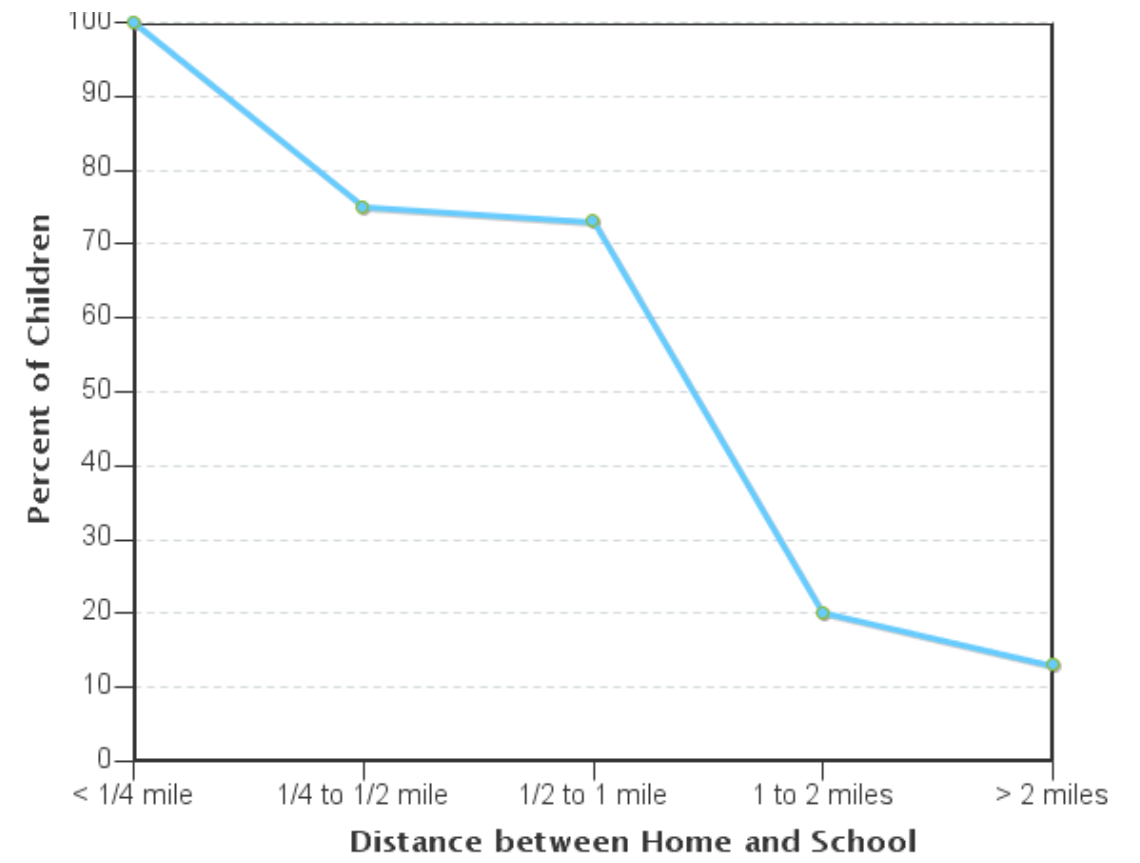
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	22	27%	9%	9%	50%	0%	0%	5%
1/4 mile up to 1/2 mile	17	18%	18%	6%	59%	0%	0%	0%
1/2 mile up to 1 mile	11	9%	0%	9%	73%	9%	0%	0%
1 mile up to 2 miles	5	0%	0%	20%	60%	20%	0%	0%
More than 2 miles	8	0%	0%	50%	25%	25%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

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



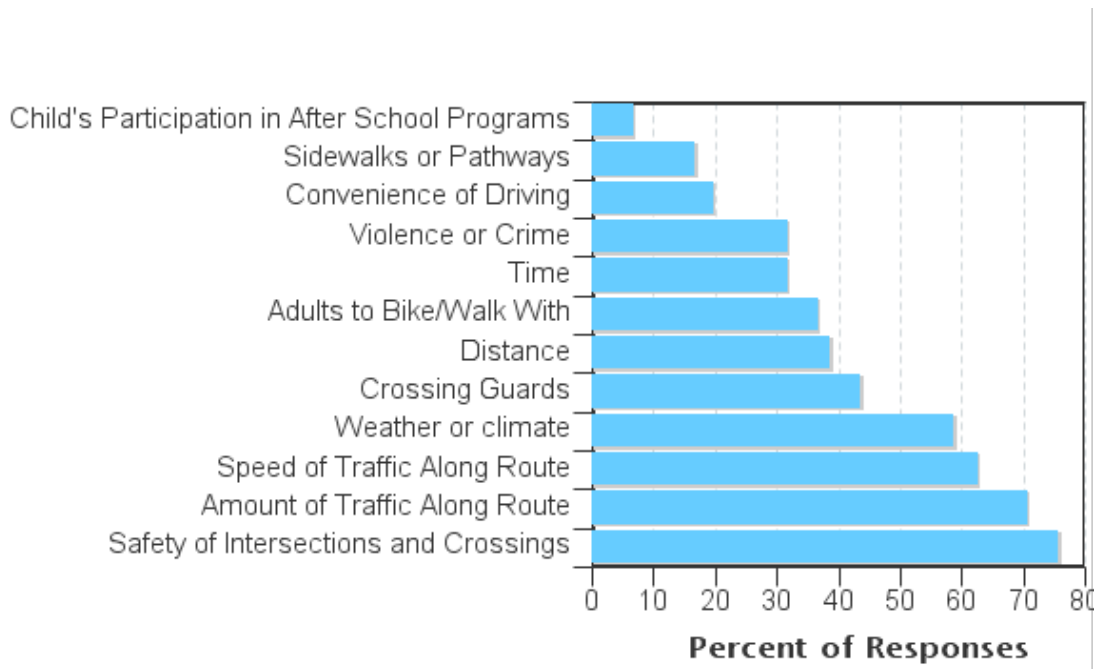
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	45	100%	75%	73%	20%	13%
No	18	0%	25%	27%	80%	88%

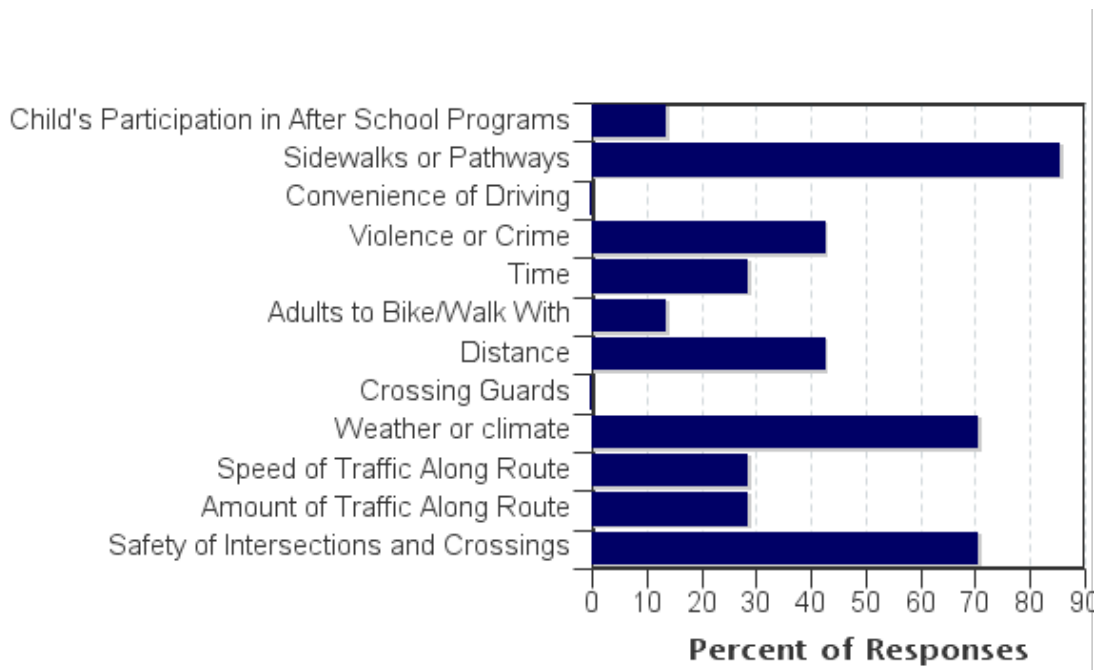
Don't know or No response: 2

Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	76%	71%
Amount of Traffic Along Route	71%	29%
Speed of Traffic Along Route	63%	29%
Weather or climate	59%	71%
Crossing Guards	44%	0%
Distance	39%	43%
Adults to Bike/Walk With	37%	14%
Time	32%	29%
Violence or Crime	32%	43%
Convenience of Driving	20%	0%
Sidewalks or Pathways	17%	86%
Child's Participation in After School Programs	7%	14%
Number of Respondents per Category	41	7

No response: 17

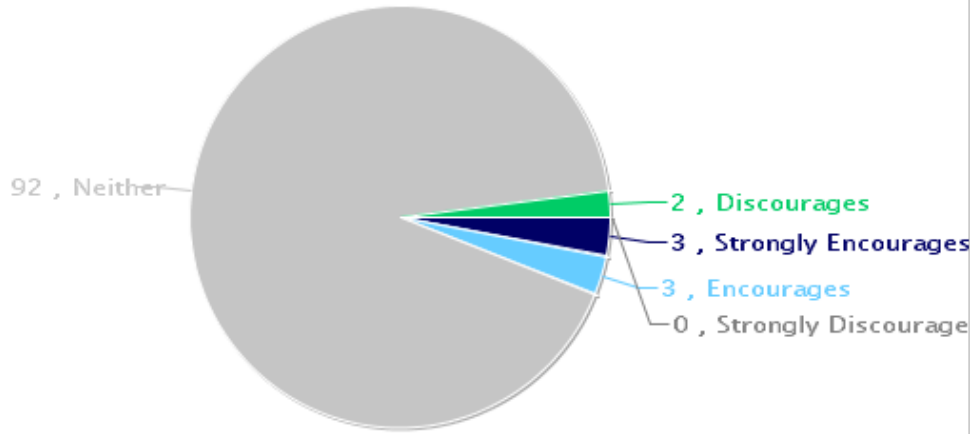
Note:

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

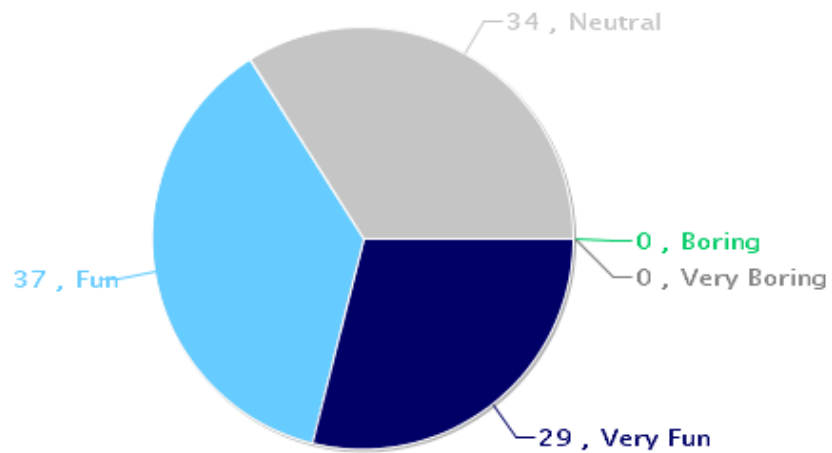
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

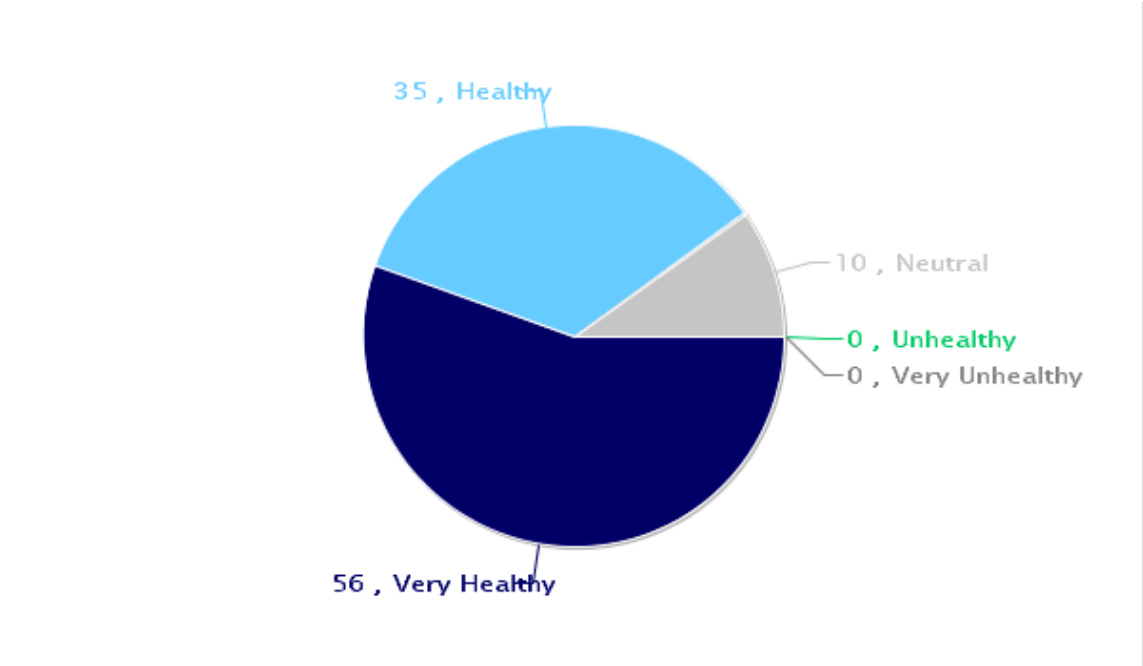
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1662861	The 19th Ave. N intersection is my concern with my son walking or riding his bike to school. In addition, many times cars park close to the curbs or intersections that causes him to be hard to see when crossing despite him looking both ways for oncoming traffic. There should be some distance from the street corner that prohibits cars from parking. Perhaps painting curbs yellow or red to show that parking is not allowed. This would provided extra visibility for drivers to see children walking. I also think having street smarts (walking, crossing streets, etc.) should be taught in class.
1662969	We just moved closer to the school. Prior to the move, I did not allow her to walk as I didn't want her crossing 10th St. My son, however, was older and we let him walk. Now there are only a few streets to cross. Unfortunately, along 17th, there are not many 4-way intersections.
1662965	The drop off and pick up at Washington Elementary are very unsafe. Many people double parked on a very busy road while children are crossing a very busy street. There is not a safe place to drop kids off and keep the school traffic flowing and therefore keep the city traffic flowing. There needs to be a separate driveway, loop, or door entrance to safely get these kids to and from school.
1662966	Crossing 19th Ave at the 4 way stop sign is very hard for the kids and my son was actually hit in his front tire by a car that did not see him trying to cross and they never know when to cross safely now, so this year none of my kids have rode bikes due to the amount of traffic on 19th. Also 19th and Broadway stop light intersection never had the sidewalks dug out and kids were climbing over mountains of snow falling into the street many times, very unsafe for any age child .
1662985	We have actually considered whether walking home from school would be safer than taking the bus. There's a boy on the bus that would poke, push, and fight with my kids daily, and one day he sprained another girl's wrist on the bus. I'm still not keen on them walking home. It's 0.6 miles, crossing Broadway and 19th Ave N. I'd feel better about it if they had a group to walk with rather than just the two of them--safety in numbers. We have let them walk to school once, and they walked home from school once. The bus stops are so close to us, it's been so easy to just rely on the bus. Now that the weather is nice, they are thinking they'd like to try walking home from school for a change of pace. I picked them up from school once or twice because they missed the bus after school (or wanted to avoid the bus bully). As a driver, I do not like the traffic and parking challenge around the school at times of drop-off, pick-up, and special events.
1662987	When it is cold, snowing, or raining my child gets dropped off and picked up.
1663059	Very busy intersections. I would love to see crossing guards. The bus drives right by my house but won't stop, in winter I would like the bus to come, rules NEED to change for bus won't stop because of 6 block rule! Hello we live in ND!!
1663097	Our concern is safety. Traffic is one problem; our children would have to cross both 19th Ave N & Broadway. They are crazy during the morning and after school hours. Then there's the matter of trusting people that they may encounter along the walk. Consideration should be given to improved pick-up and drop-off areas at the school itself. There's not enough parking for parents and the streets get very congested. Not the safest environment when a great number of students are moving about. Can both be addressed?

1662977	I likely will never let me daughter walk to school because I listen to way too many true crime audiobooks and podcasts. I realize it is intelligent to expose my daughter to safe ways to get to school/work. However, her school is on my way to work, and unless I am walking or riding bike with her, I would prefer to drop her off and walk her up to the door.
1662981	As soon as I am confident he knows the way, I will let my second grader walk to school himself. I worry about a few of the intersections but mostly it is weather for a huge chunk of the year and then just the matter of having to drive myself to work anyway that I usually drive him.
1663020	Right now people park on Broadway and leave their cars and walk their children into the school. All of us other parents have to drop our kids off and they end up having to walk in freezing temps because the front of the school is not regulated. I counted 10 empty cars one day! And now the back of the school is apparently locked for "safety". Washington has a big parking issue
1662858	Having the children get out of cars on Broadway is very dangerous and it is a huge bottleneck now that there isn't another entrance for kids to go in.
1662859	3rd St gets very busy because it's a through street near the school. I think more 4 way stops need to be in place, to slow down traffic and make it easier to cross safely.
1662865	I do not trust the high school students driving to school or the adults that drive to work on 19th ave. I have to drive this path and there are multiple times were drivers do not pay attention to children walking to and from school. It is not safe with the lack of ability for people to obey the rules of stop signs and not texting and driving.
1662866	I think there needs to be a 4 way stop or lights at 4th Street North and 18th Street N there is a cross walk painted on the street but cars do not stop, I also have a daycare and we go that way to school and usually people drive on by when they are suppose to stop for the cross walk.
1662868	With our boy in Kindergarten, it is hard to say what we would allow some day in the future. It will also depend on his maturity
1662869	My biggest concern is Predators - Lots of Sexual Offenders in area
1662870	N/a
1662871	This winter our bus stop was too far for walking due to snow and cold. I often have to drive them to the stop. Sidewalks aren't everywhere and our roads seem last to be cleared. Would be nice to have a bus stop in the neighborhood. Love biking to school when time and weather allows
1662872	The biggest worry is crossing at 4th Street and 17th Avenue North. That is a busy street with a stop sign for only East and West traffic. It can be difficult to cross in the morning.
1662873	We petition to have our daughter attend Washington. We live in the Jefferson district.
1662874	A crossing guard at 17th Ave and Broadway would be great!. 17th Ave and 10th St is also busy, a crossing guard would be needed there too.
1662875	There should be 4 way stops with cross walks all the way on 17th Ave North in Fargo. This is the Avenue that leads directly to Washington. Kids that are crossing 3rd Street and 4th street North are being put in danger because there isn't stop signs for north and south travelers.

1662878	<p>Pick up and drop off is very frustrating as a parent. One of my biggest concerns is that the only door a biker/walker can use is the door off of Broadway. The road is extremely busy with cars picking up and dropping off kids. The sidewalk is full of other children. If the kids ride there bike on that sidewalk during the busy time it would be a cluster! I am not sure why they are not allowed to enter in the bus door so they can park and lock their bikes in the back. The Broadway street pick up and drop off is all ready dangerous for walkers and kids! You need to educate parents on how to properly drop off and pick up there students! Otherwise have the busses drop off on Broadway and have parents use the loop in the back! Plus busses struggle leaving that back parking lot because cars are parked everywhere on 17th! 18th is also a mess cause it becomes so narrow with cars parked on both sides. Washington school can do better with their pick up and drop off all around. I saw a child fall trying to cross an intersection Broadway intersection heading west because of a homeowner not clearing the sidewalk. I understand that it is not Washington's responsibility to clear all the sidewalk intersections but you are responsible for these children and when I child falls into Broadway because of snow they have to climb over someone needs to be responsible for it!</p>
1662883	<p>3RD AND 4TH STREETS AT 17TH AVENUE DANGEROUS DUE TO SPEED OF TRAFFIC AND TREES OBSTRUCTING VIEWS. HIGH SCHOOL LOCATED NEARBY SO PLENTY OF YOUNG DRIVERS.</p>
1662886	<p>The area around Washington is very high traffic. Even if we lived close enough i would not feel comfortable with the amount of traffic. The dropoff and pickup area at the front of Washington is VERY congested and dangerous. A separate pickup and dropoff area is very much needed.</p>
1662914	<p>It would be easier for my child to walk to school if there was better access to enter/exit the back of the school.</p>
1662921	<p>17th Ave. N. needs to be monitored during the hour(s) before and after classes. Drivers entering/departing FNH do not watch for kids nor do presumably parents/buses travelling 8th St. to Ben Franklin. Thank you FPS grounds for keeping sidewalk clear during winter months, but I'm not going let my daughter cross 17th Ave alone until she has better perception of speed and the cognition to watch drivers themselves, not just the vehicles. Text messaging receives more attention the roads and pedestrians. Crossing guard at 17th and Broadway make sense, too because people are excited to turn right on red. Vehicles do not mind the school zone lights. The FNH school paper could publish name and photo of every driver receiving/paying driving citations issued 1/10 mile near a school and notice should be provided to the whoever owns the vehicle driven. Before entering FNH, the onsite police officer could deter irresponsible and incapable drivers by issuing legitimate traffic violations on 17th Ave - that includes vehicles exiting the residential alleys with no regard for the sidewalk. Flashing blue lights are respected far more than flashing gold. Absent strict, substantive enforcement, it won't be long until FPS grounds crew will be shoveling a kid off the sidewalk rather than snow.</p>

Parent Survey Report: One School in One Data Collection Period

School Name: Ben Franklin Middle School

Set ID: 18562

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

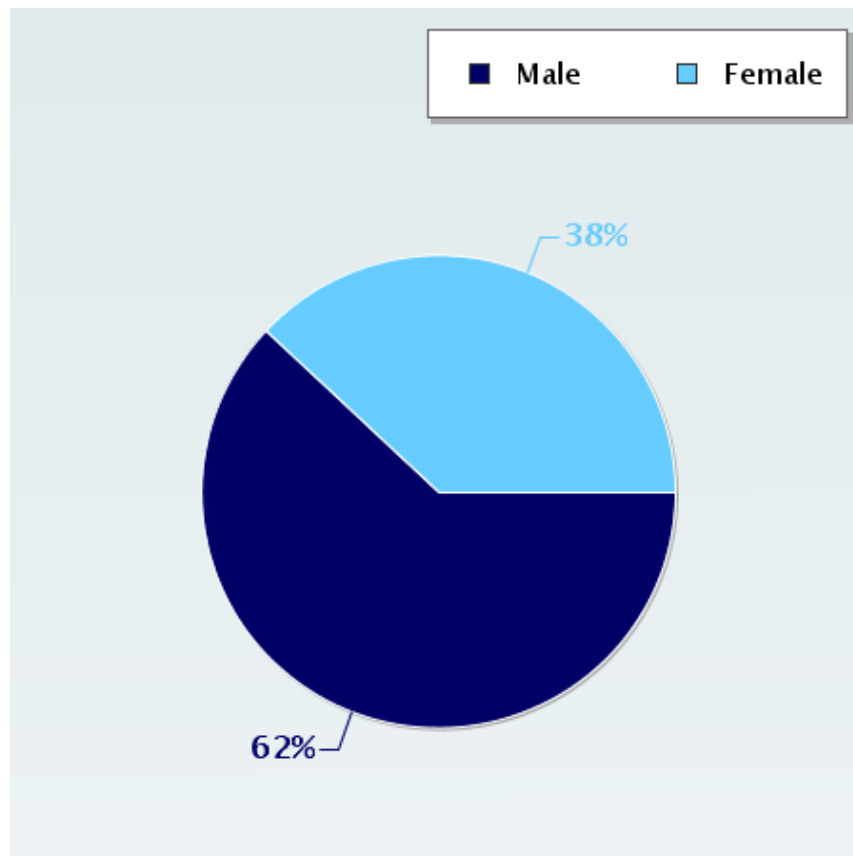
Tags:

Number of Questionnaires Distributed: 0

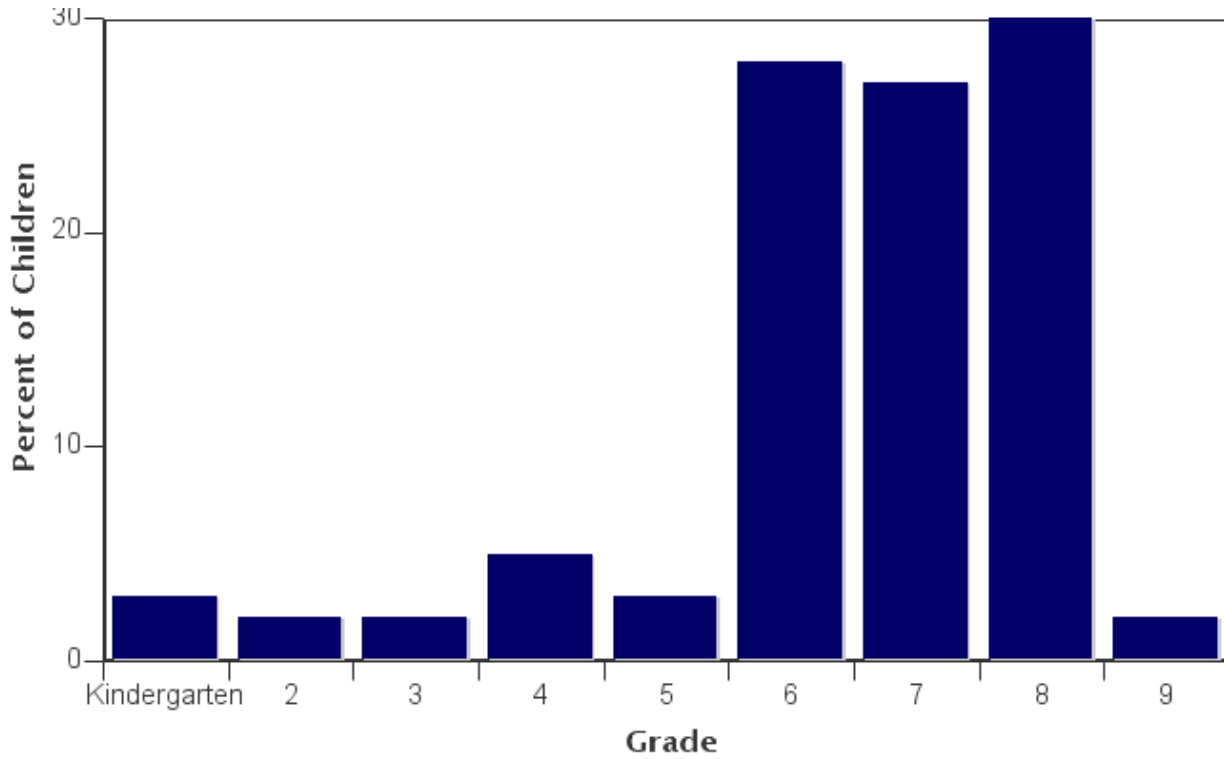
Number of Questionnaires Analyzed for Report: 64

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

Sex of children for parents that provided information



Grade levels of children represented in survey



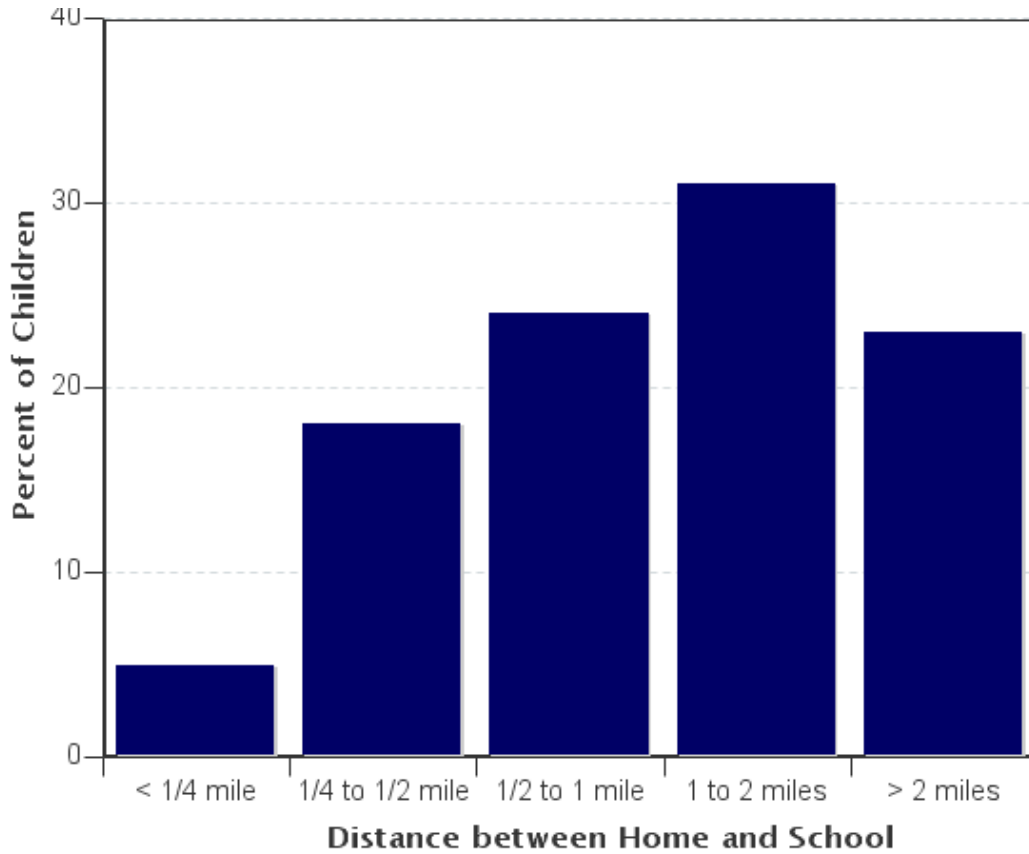
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	2	3%
2	1	2%
3	1	2%
4	3	5%
5	2	3%
6	18	28%
7	17	27%
8	19	30%
9	1	2%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

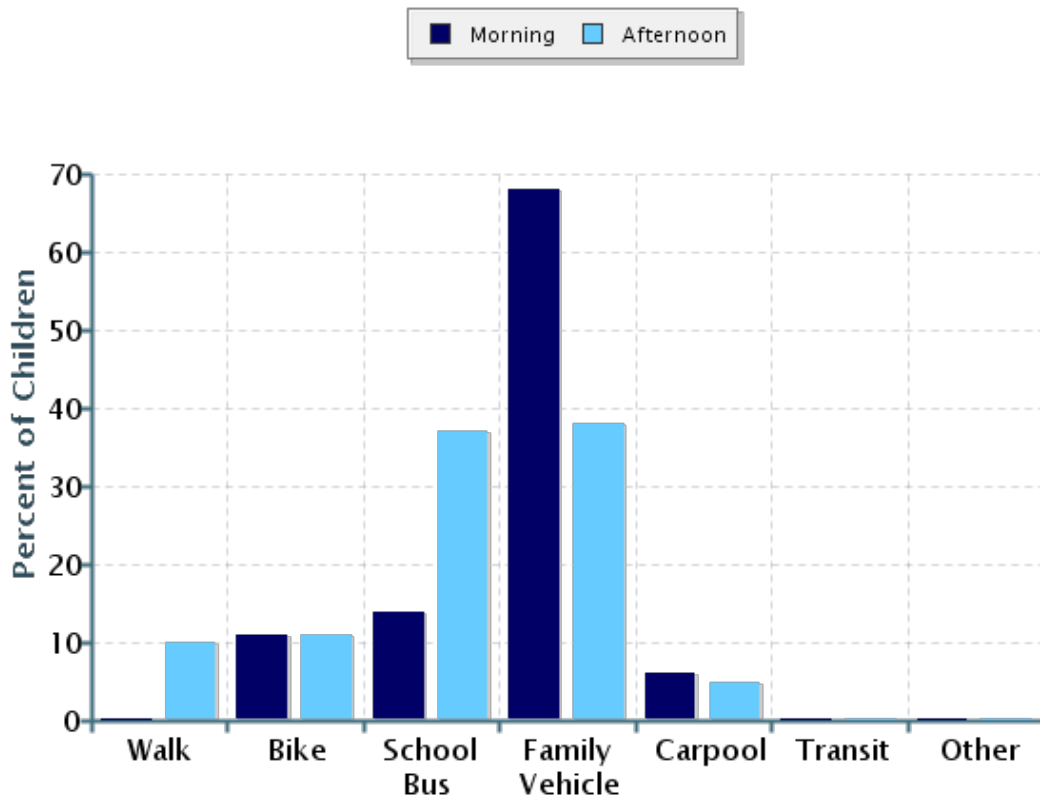


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	3	5%
1/4 mile up to 1/2 mile	11	18%
1/2 mile up to 1 mile	15	24%
1 mile up to 2 miles	19	31%
More than 2 miles	14	23%

Don't know or No response: 2
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	63	0%	11%	14%	68%	6%	0%	0%
Afternoon	63	10%	11%	37%	38%	5%	0%	0%

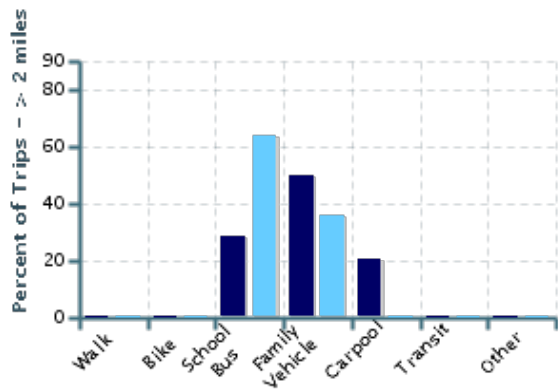
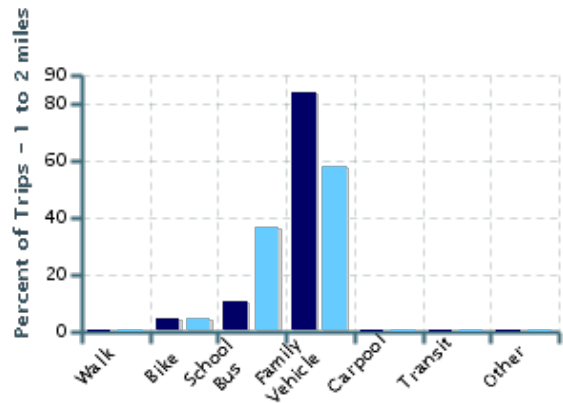
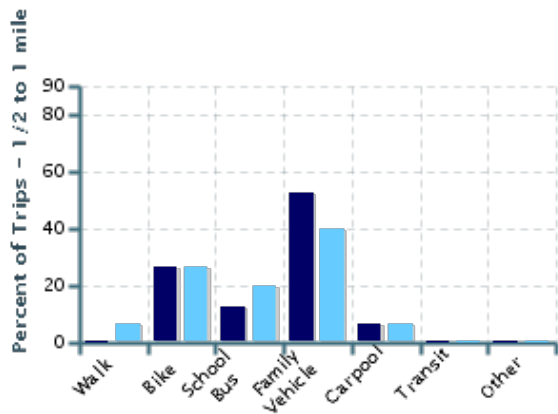
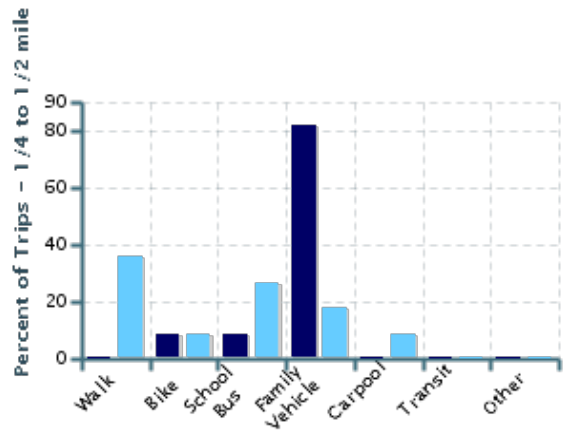
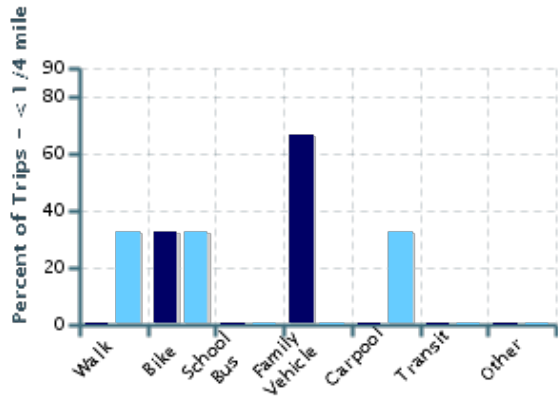
No Response Morning: 1

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	0%	33%	0%	67%	0%	0%	0%
1/4 mile up to 1/2 mile	11	0%	9%	9%	82%	0%	0%	0%
1/2 mile up to 1 mile	15	0%	27%	13%	53%	7%	0%	0%
1 mile up to 2 miles	19	0%	5%	11%	84%	0%	0%	0%
More than 2 miles	14	0%	0%	29%	50%	21%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

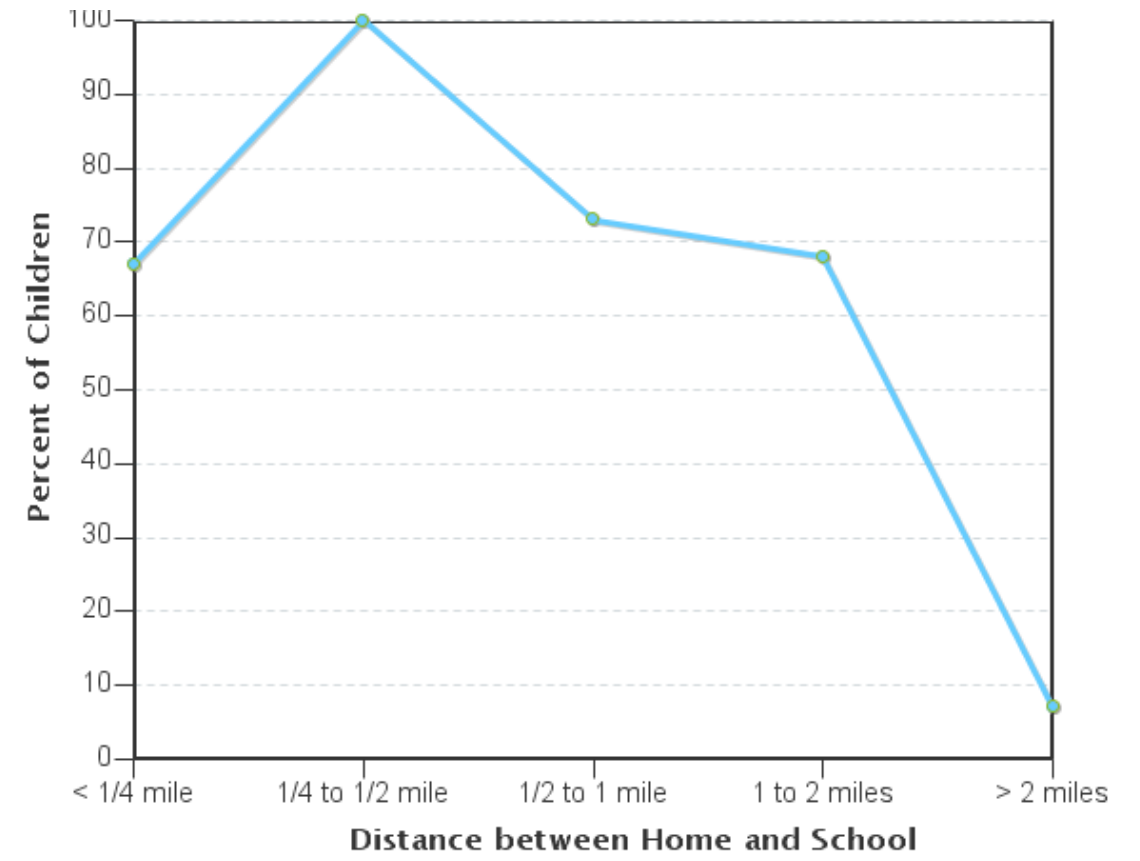
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	33%	33%	0%	0%	33%	0%	0%
1/4 mile up to 1/2 mile	11	36%	9%	27%	18%	9%	0%	0%
1/2 mile up to 1 mile	15	7%	27%	20%	40%	7%	0%	0%
1 mile up to 2 miles	19	0%	5%	37%	58%	0%	0%	0%
More than 2 miles	14	0%	0%	64%	36%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

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

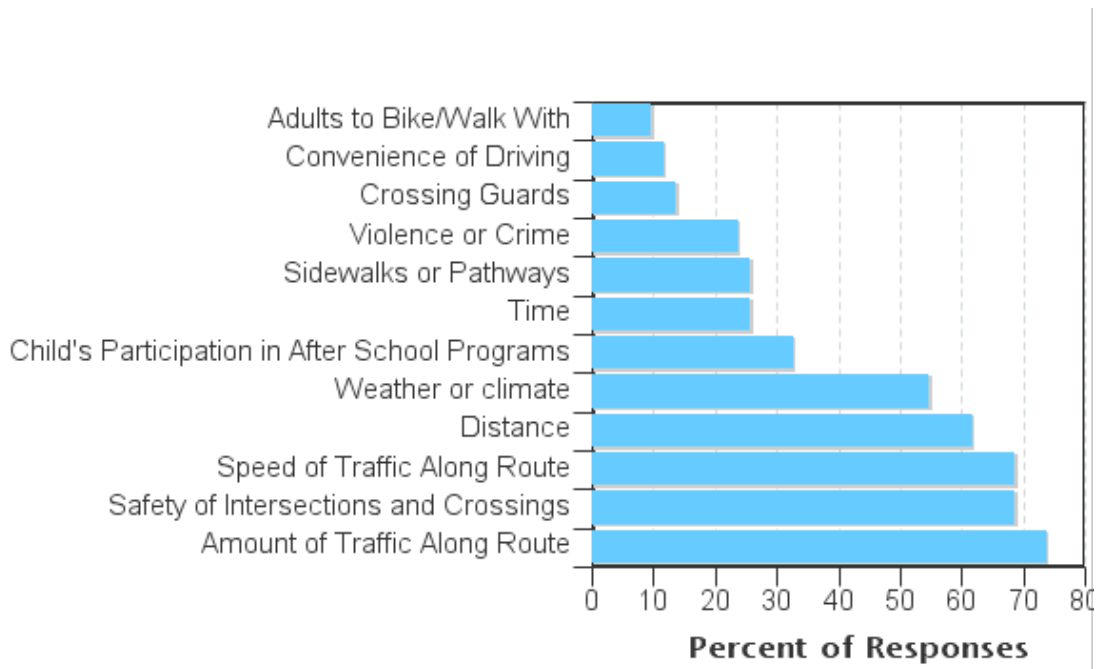


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

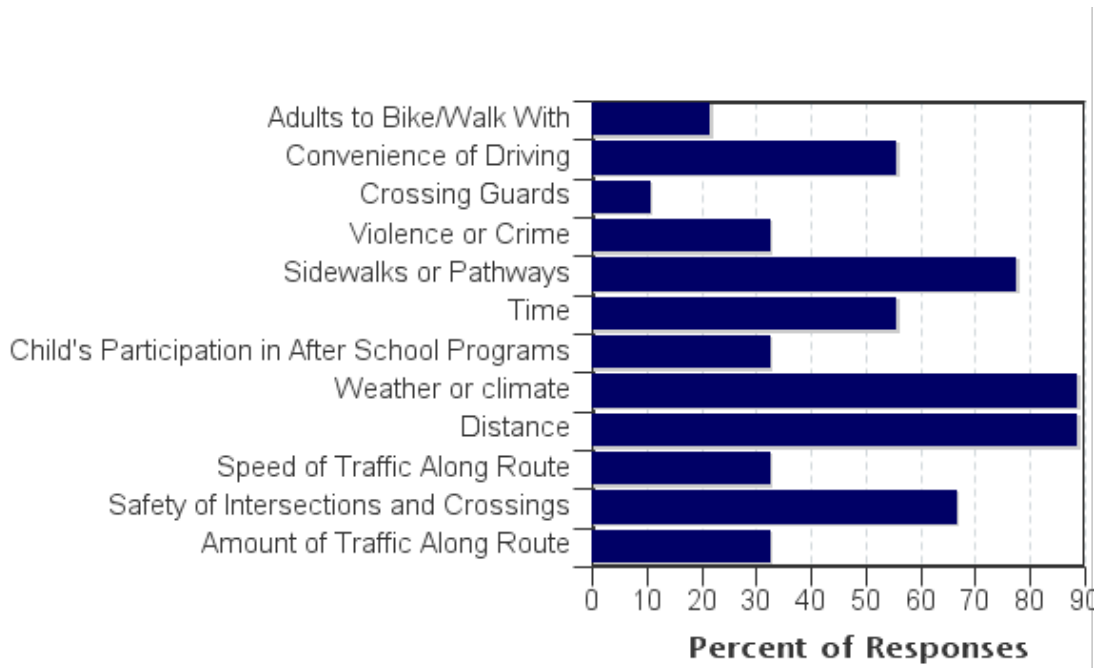
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	38	67%	100%	73%	68%	7%
No	24	33%	0%	27%	32%	93%

Don't know or No response: 2
 Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	74%	33%
Safety of Intersections and Crossings	69%	67%
Speed of Traffic Along Route	69%	33%
Distance	62%	89%
Weather or climate	55%	89%
Child's Participation in After School Programs	33%	33%
Time	26%	56%
Sidewalks or Pathways	26%	78%
Violence or Crime	24%	33%
Crossing Guards	14%	11%
Convenience of Driving	12%	56%
Adults to Bike/Walk With	10%	22%
Number of Respondents per Category	42	9

No response: 13

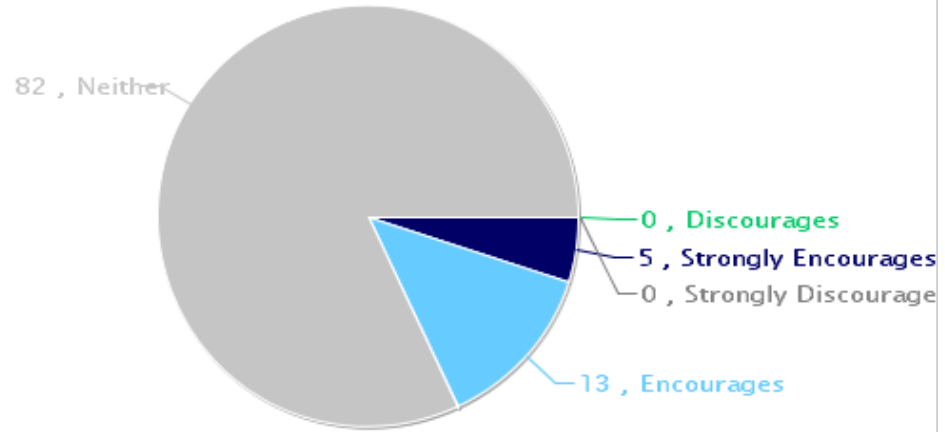
Note:

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

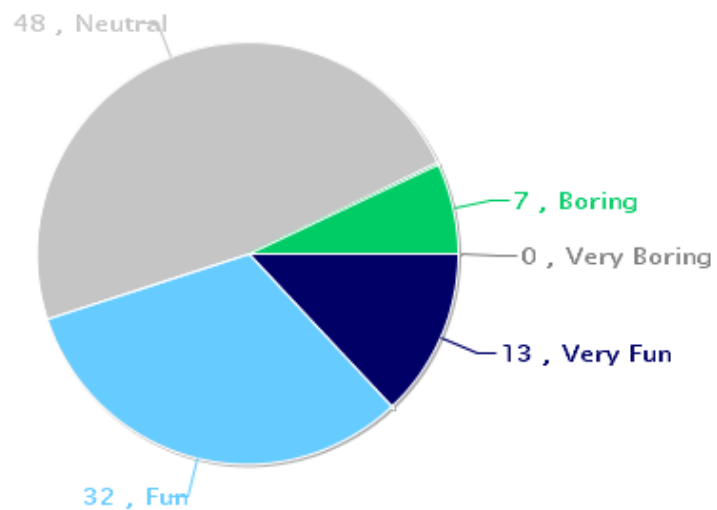
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

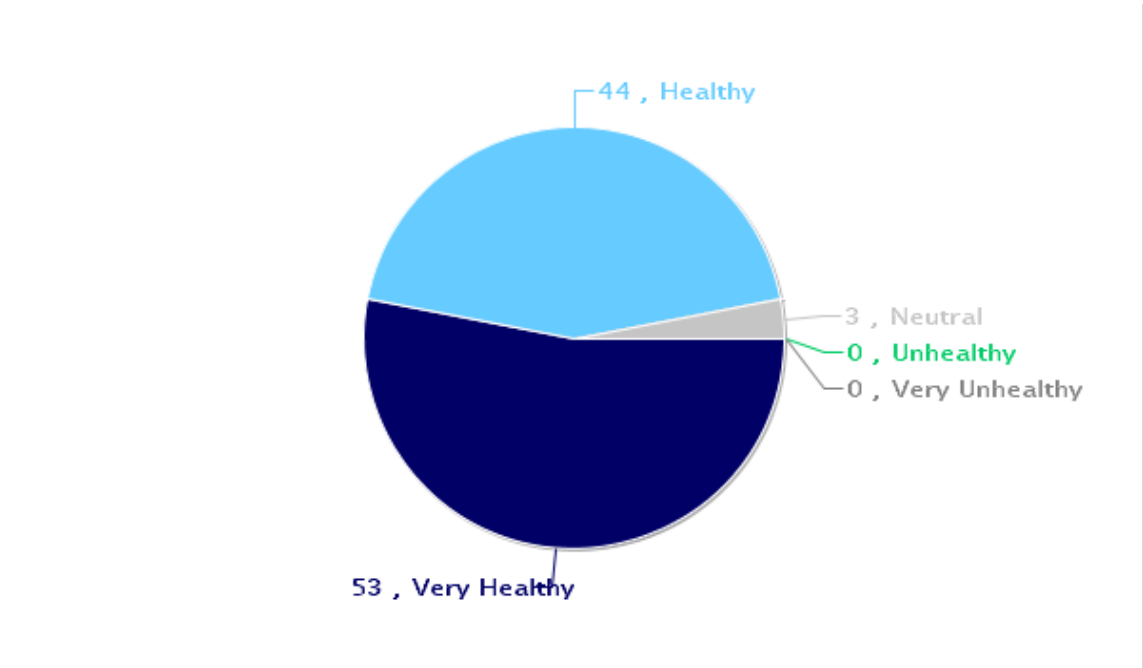
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1661775	No commentz
1661817	It would be wonderful if you could shorten the ride home for the Ben Franklin kids coming and going from the Hawthorne neighborhood. Many times this school year, it has taken him an hour and 10 minutes to get home.
1661856	When the weather allows, our son will ride his bike with a friend. But we have had reservations about how busy 40th Ave is, and trying to cross it. There is a path that goes under an overpass, but that is currently under water due to the rising Red River.
1661659	Due to a boundary change, our child is required to attend a school that is 2.5 miles from home, past two sets of train tracks and a busy downtown district. Without the boundary change, our child would have attended the middle school that is closer to our house, and would be biking to and from school most days.
1661661	Biking infrastructure is minimal at this point, but even if it were improved, there is a massive gap in the acceptance of cyclists on the roads in Fargo by drivers. I would never subject my kids to the whims and tempers of the worst 20 percent of the idiots who drive in Fargo.
1661671	The weather and condition of sidewalks are the only factors I use to determine whether or not my child is allowed to walk home at her age. Some sidewalks are not cleared well after the snow, or covered in water right now.
1663054	The biggest issue for us is not being able to transport our daughter's musical instrument.
1661716	We live at the south end of the district. It's way too busy and there are no good lanes to bike to school. We take him in the morning and he buses in the afternoon. It takes him 45 minutes to get home. This is why we make the effort to drive him in the morning other wise he is on the bus way too long in my opinion.
1662060	Both my children walk to and/or from school on a regular basis. My main concern is their interaction with high schoolers. One son walks to/from North High and then other passes through North High on his walk between our home and Ben Franklin. They have each been exposed to harassment while talking (they witnessed it or it was directed at them - name calling, swearing, etc). I also worry about the high school drivers on 19th Ave, 17th Ave, and the parking lot as my children walk.
1662074	We live 2 blocks from our elementary school, so walking was fine then. We are 2 miles from our middle school and our child would have to cross major streets, plus, we work very close to his school, so we drive him.
1662075	We live 2 blocks from our elementary school, so walking was fine then. We are 2 miles from our middle school and our child would have to cross major streets, plus, we work very close to his school, so we drive him.
1661743	Two intersections that need a lot of attention. Broadway and 19th Ave N and University and 19th Ave N. Both are very dangerous. Multiple instances in which we have almost been hit by cars.

1661767	I would like to encourage my son to bike to school on nice days (with a friend), however, my son is concerned about the safety of intersections. People aren't always patient with children trying to cross at the 4-way stop at 19th Ave & 3rd St N. Also, something should be done about the 4-way stop at the school at 15th Ave & 8th St. Lots of cars, lots of kids - seems like an accident waiting to happen.
1662310	My son is able to bike or walk the 1.9 miles to Ben Franklin Middle School when the weather allows it. He was hit by a car at a 4-way stop last year on his way to school in the morning while biking. Luckily he was okay, though his bike was damaged and he was sore for a few days. A friend of the family was on the scene and sat with him while he recovered his full senses. Also, two years ago my husband's vehicle was rear-ended by a school bus in front of Ben Franklin in the dropoff line in front of the main entrance. Three more cars were involved due a chain reaction and our car was totaled, as was another vehicle. We realize that had a student been walking between those cars, it would have been incredibly tragic. So, even driving a child to school can be a safety concern. Good planning can mitigate risk, but not eliminate it.
1661878	3rd street and 17th Ave is absolutely awful! I have stated my case with the city for years on this intersection to have a stop sign. Even put it on the nextdoor Neighbor app...they will not do it! There is no crosswalk there, if someone stops for a child on 3rd street you are lucky! As people do not travel the 25mph speed limit!
1662496	I have no issues at a Jr high level for walking or riding bike. It is at the grade school level. Some of the streets we live by are too busy with no traffic stops or stop signs.
1661943	My child does not want to walk or bike to school and since we can drive her we do. My son does like walking to school and his school is much closer to he does. He is in 2nd grade.

Parent Survey Report: One School in One Data Collection Period

School Name: Carl Ben Eielson Middle School

Set ID: 18563

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

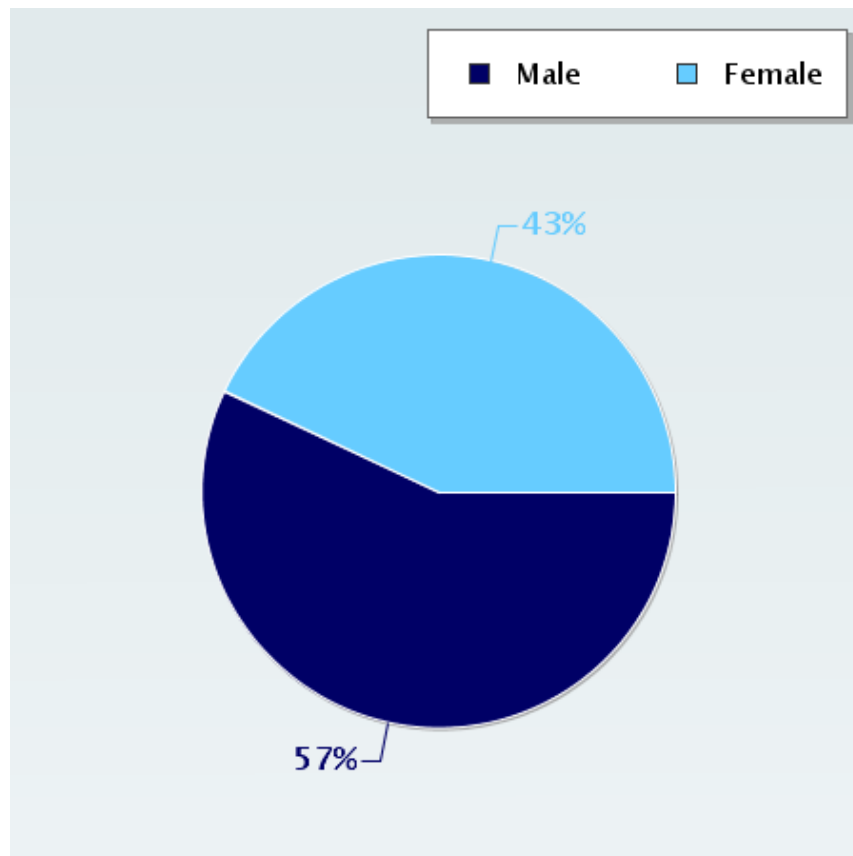
Tags:

Number of Questionnaires Distributed: 0

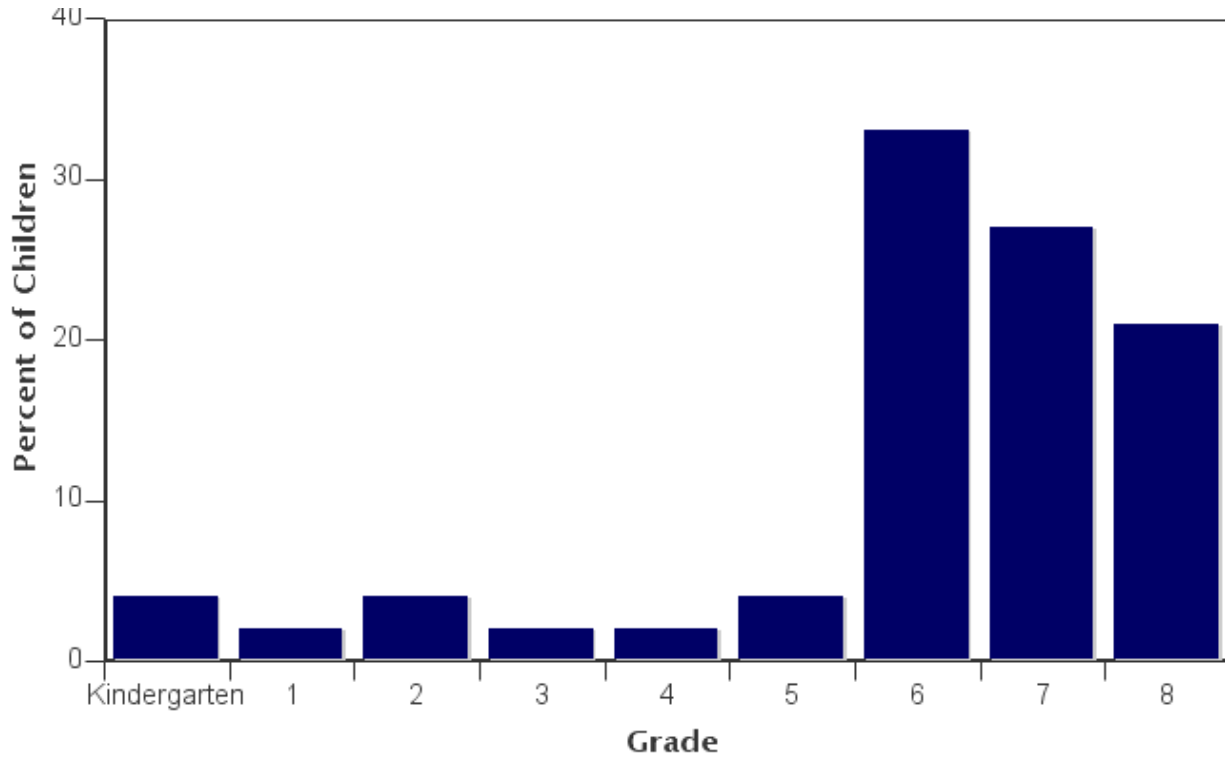
Number of Questionnaires Analyzed for Report: 48

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

Sex of children for parents that provided information



Grade levels of children represented in survey

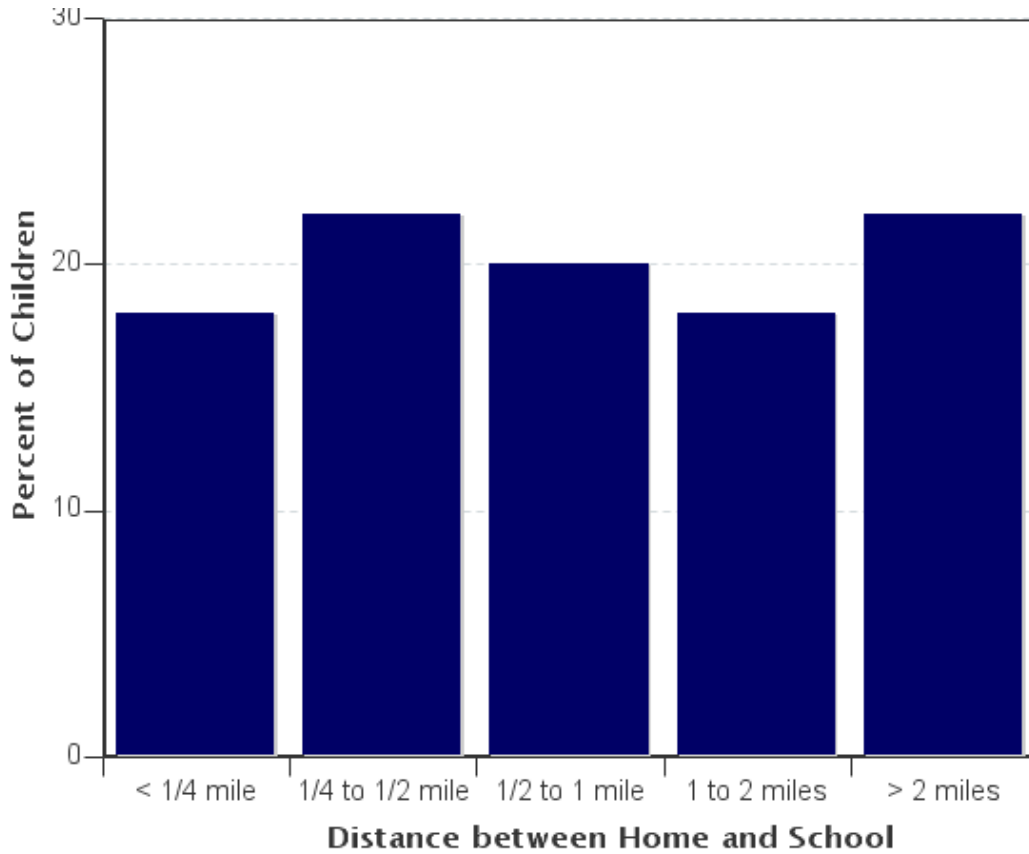


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	2	4%
1	1	2%
2	2	4%
3	1	2%
4	1	2%
5	2	4%
6	16	33%
7	13	27%
8	10	21%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

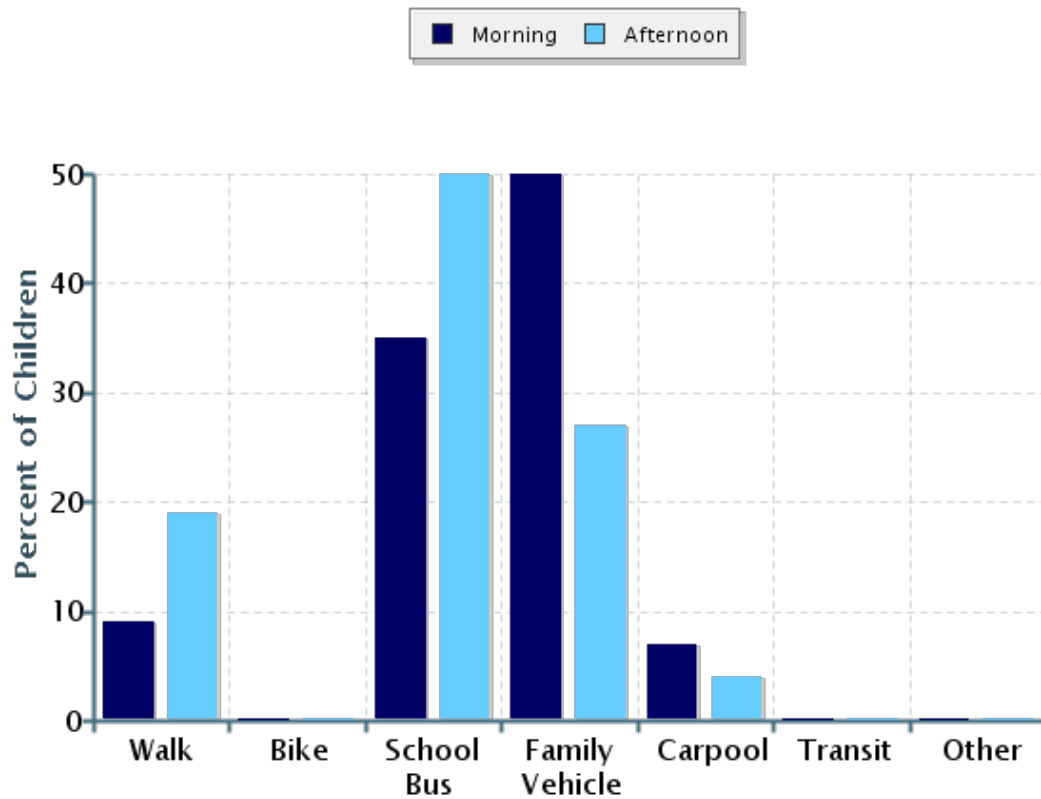


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	8	18%
1/4 mile up to 1/2 mile	10	22%
1/2 mile up to 1 mile	9	20%
1 mile up to 2 miles	8	18%
More than 2 miles	10	22%

Don't know or No response: 3
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	46	9%	0%	35%	50%	7%	0%	0%
Afternoon	48	19%	0%	50%	27%	4%	0%	0%

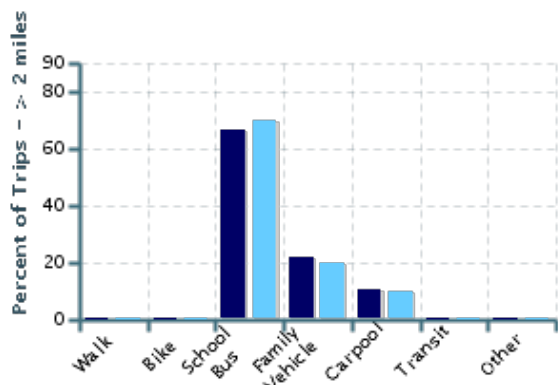
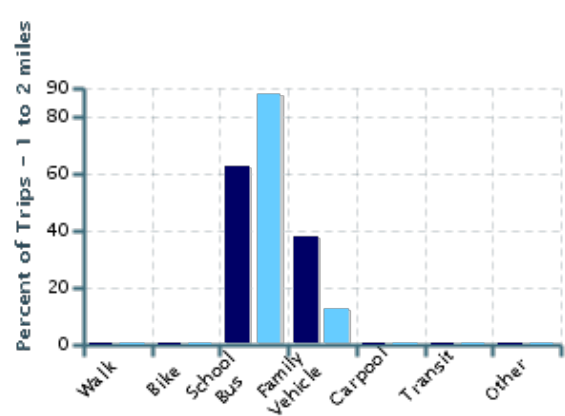
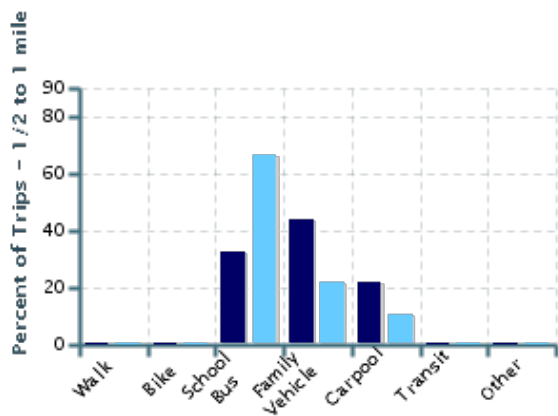
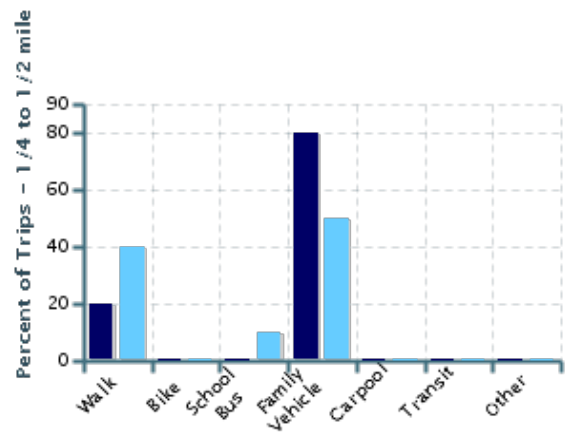
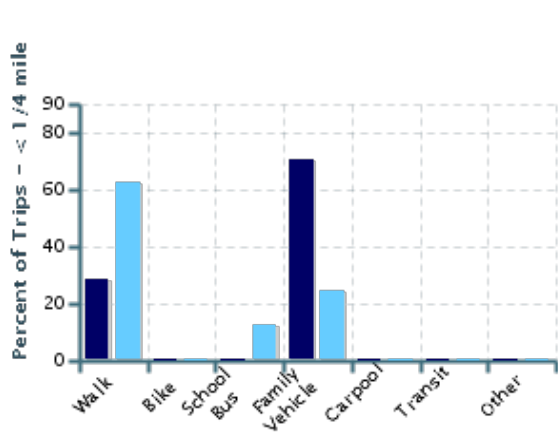
No Response Morning: 2

No Response Afternoon: 0

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	29%	0%	0%	71%	0%	0%	0%
1/4 mile up to 1/2 mile	10	20%	0%	0%	80%	0%	0%	0%
1/2 mile up to 1 mile	9	0%	0%	33%	44%	22%	0%	0%
1 mile up to 2 miles	8	0%	0%	63%	38%	0%	0%	0%
More than 2 miles	9	0%	0%	67%	22%	11%	0%	0%

Don't know or No response: 5

Percentages may not total 100% due to rounding.

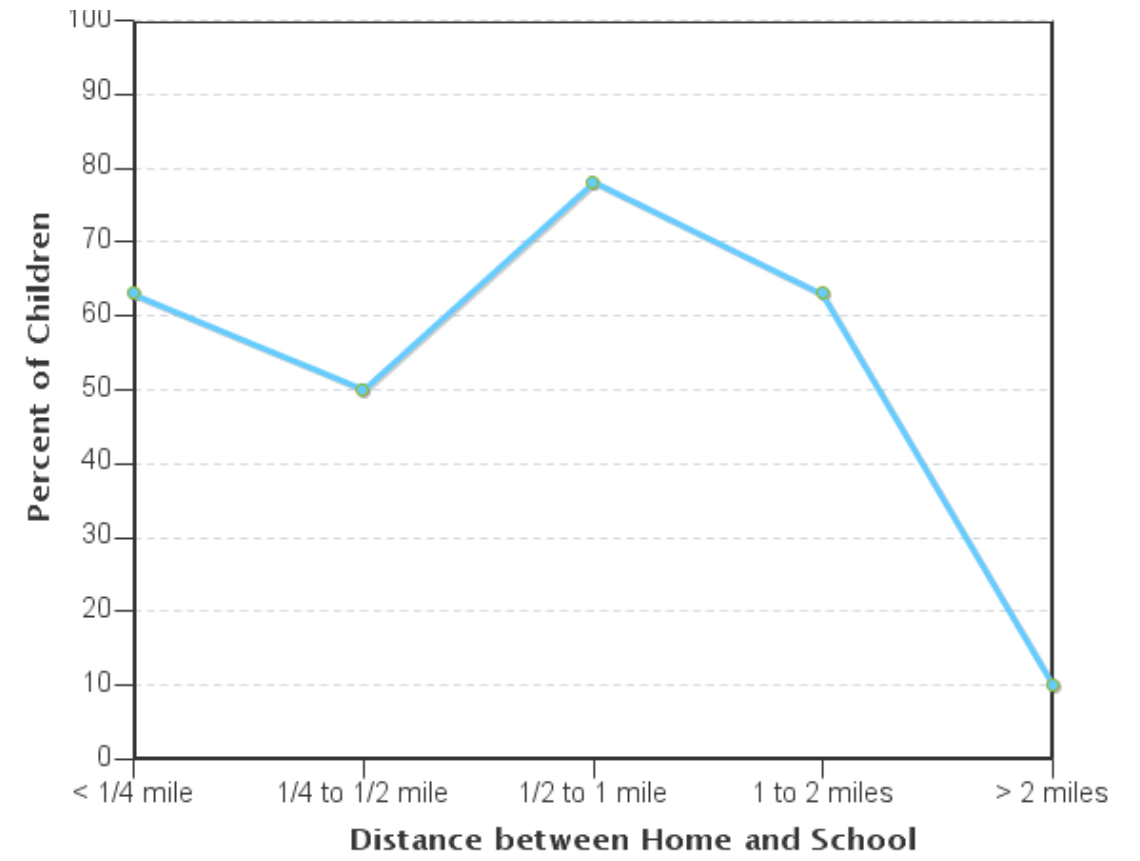
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	63%	0%	13%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	10	40%	0%	10%	50%	0%	0%	0%
1/2 mile up to 1 mile	9	0%	0%	67%	22%	11%	0%	0%
1 mile up to 2 miles	8	0%	0%	88%	13%	0%	0%	0%
More than 2 miles	10	0%	0%	70%	20%	10%	0%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

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

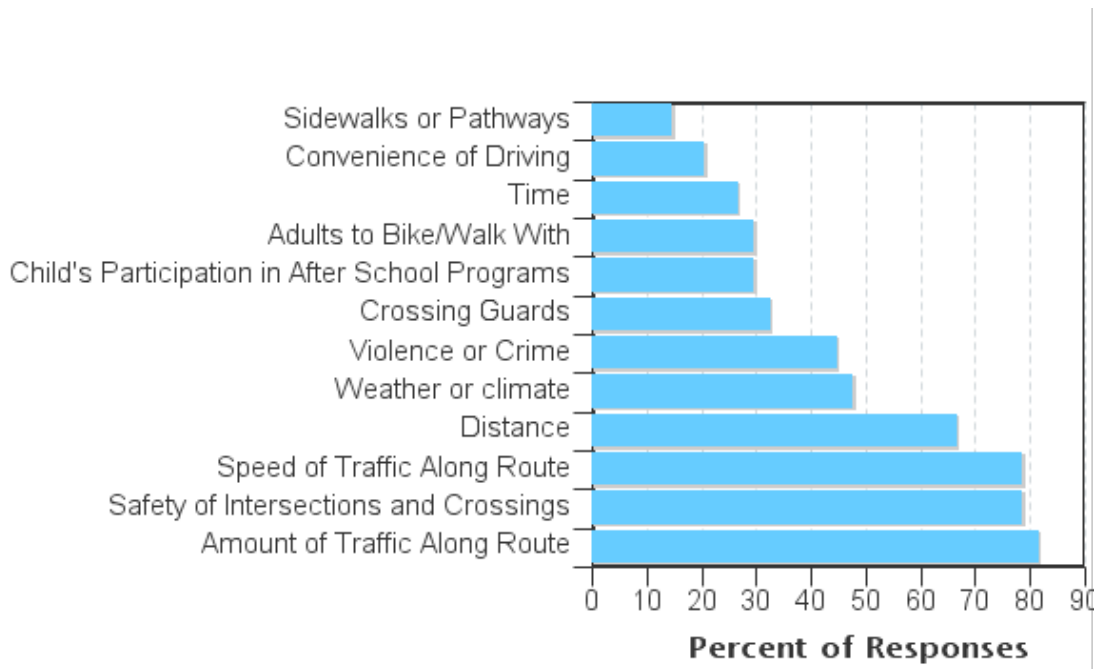


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

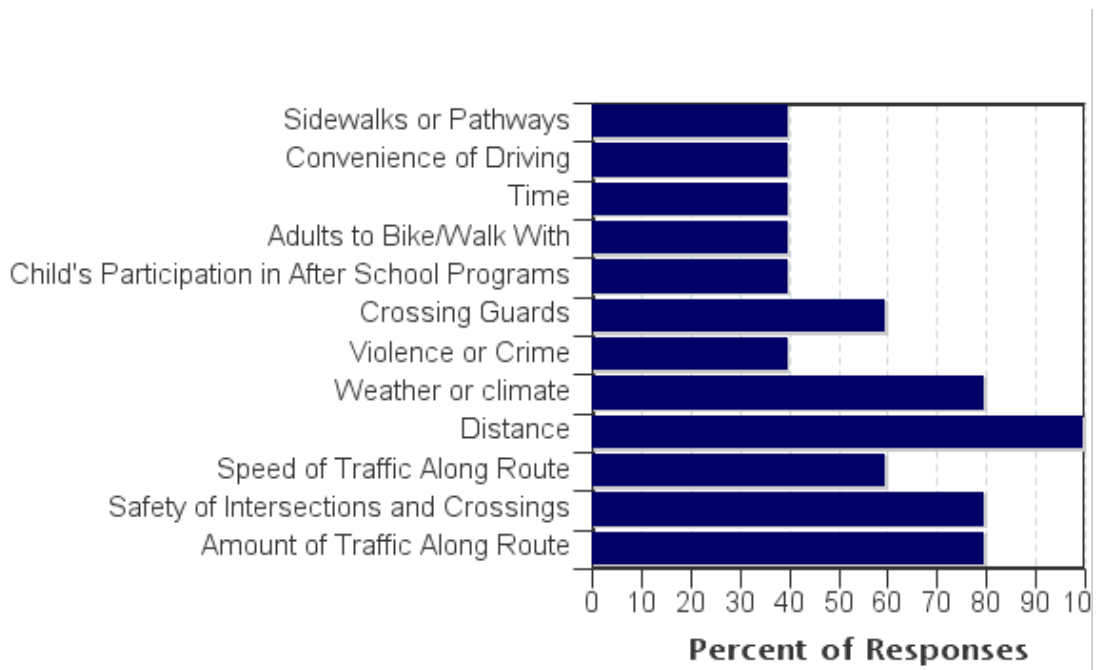
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	23	63%	50%	78%	63%	10%
No	22	38%	50%	22%	38%	90%

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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	82%	80%
Safety of Intersections and Crossings	79%	80%
Speed of Traffic Along Route	79%	60%
Distance	67%	100%
Weather or climate	48%	80%
Violence or Crime	45%	40%
Crossing Guards	33%	60%
Child's Participation in After School Programs	30%	40%
Adults to Bike/Walk With	30%	40%
Time	27%	40%
Convenience of Driving	21%	40%
Sidewalks or Pathways	15%	40%
Number of Respondents per Category	33	5

No response: 10

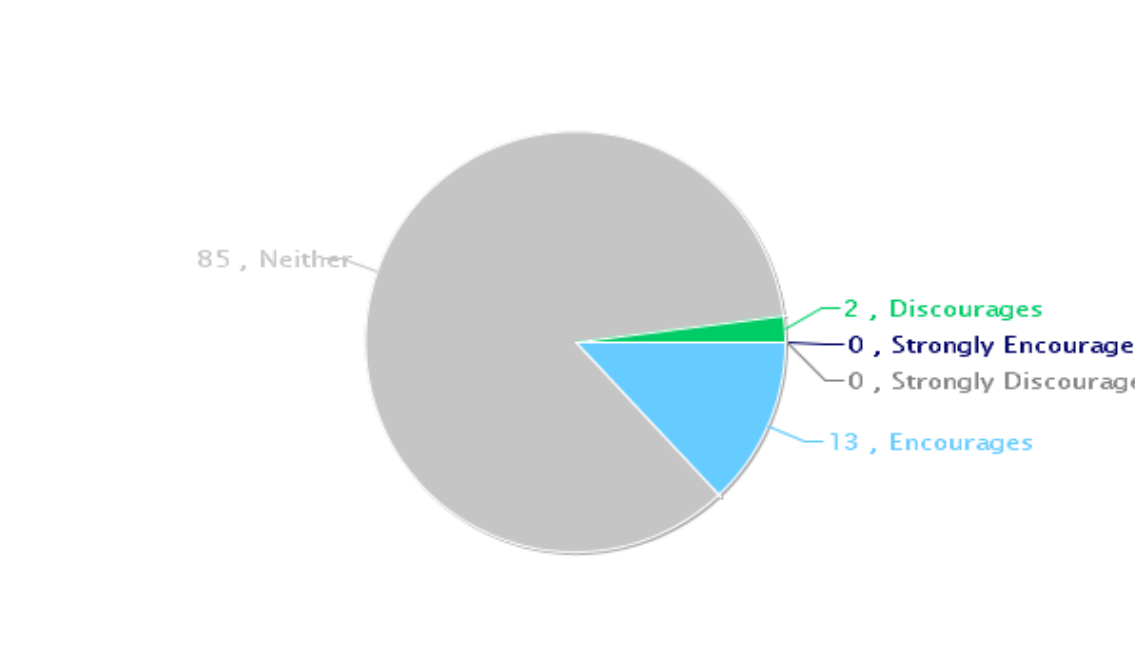
Note:

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

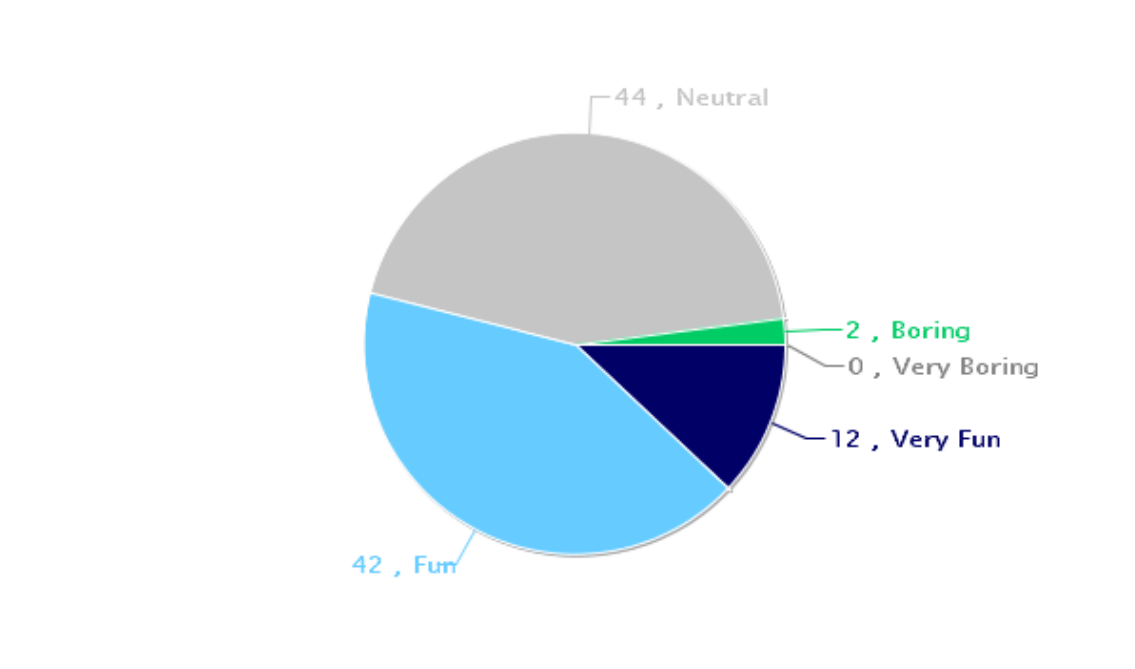
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

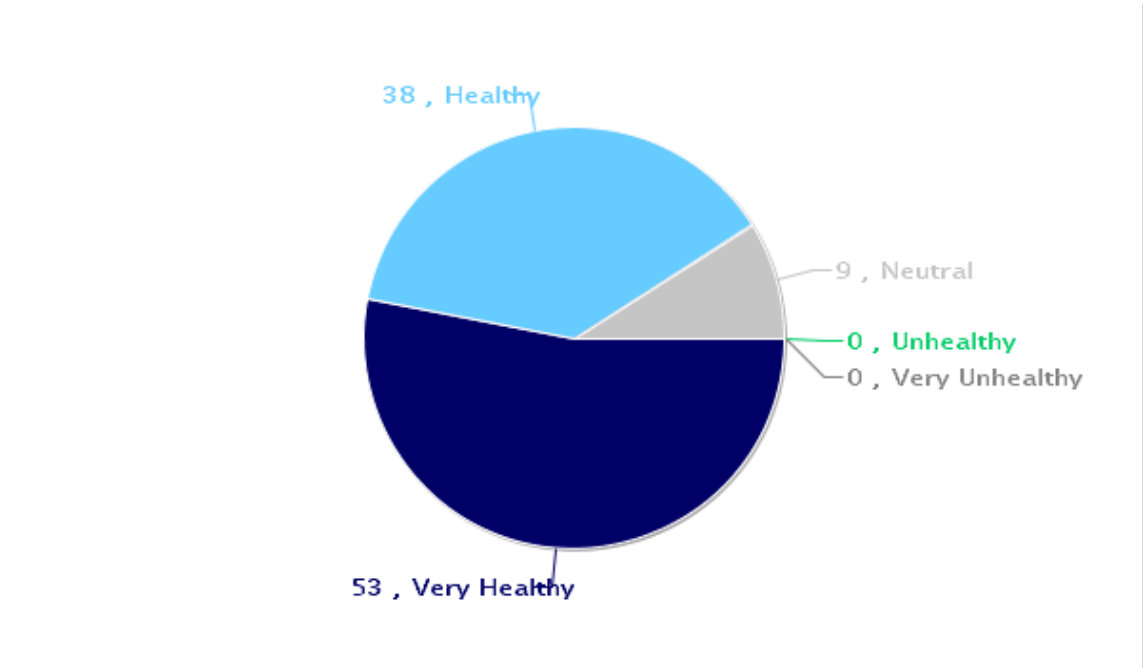
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1663060	Why on Earth are you asking for the parents education level? In what way does that have any affect on my opinion on the level of safety my child has biking/walking to school!
1663061	Pedestrian bridge over University at 24th Ave is long overdue.
1663063	I am not aware if the school encourages or discourages walking/biking to/from school.
1663070	Always concerned with the kiddos crossing the University. There needs to be more awareness in that section that there is a school and kids around. Feel like there should be more signs or something to slow down the drivers in that area.
1663072	There is no safe way to cross University for children. Not so safe for adults either.
1662994	We live over 2.5 miles from CBE. Walking/biking would involve having to cross over the interstate so in my opinion, this is not an option for us.
1662996	I have one child at Lewis and Clark and feel he is too young to walk to school alone, he's in first grade. My other son in Carl Ben wants to walk but I don't like him crossing 13th Avenue.
1662998	We need to have more cops randomly parked near bus stops before and after school. The traffic is ridiculous...multiple times the bus has been passed by cars when stopped and dropping off kids.
1663003	We live far enough away from Carl Ben that the only routes to the school would be on major roads. I'm not sure how you can overcome that. Also it is hard enough getting the kids up and out of the house in time to meet the bus. I would like them to be able to excersize on the way to school though. Perhaps you could set up a bus drop off point where they could walk to the school and provide supervision for on that path.
1663004	if there is a way to make the crossing of 13th Avenue safer, then biking/walking would be wonderful for students living near South traveling to Carl Ben.
1663006	My main concern about my child walking is the fact that our street has become part of a bus route. I feel this exposes my child to a possible threat from someone potentially dangerous who may ride by on the bus and see my child walking to or from school alone, who may then get off the bus at the closest stop and try to interact with my child.
1663010	The joke is the feel-good bike lanes all over town immediately adjacently to fast moving truck traffic. i.e. 10th St., University Dr., Fiechtner Dr. Get some real meaningful bike paths instead of mixing a bike lane in with heavy traffic that will contribute to a student's death. Recent efforts have been too politically correct geared toward looking green when in actuality, everyone's time is wasted and kids are more unsafe. Time to be real.
1663085	I will let my child walk/ride bike to school when we move closer to the school.
1663114	My oldest would have to cross University Drive which is the morning traffic I would be worried about. I would probably let him bike to school next year. Most days he prefers a ride since I drive by to get to work.
1663115	I currently work at the school my child attends, so it is convenient for her to ride with me each day.

1663229	There is no safe bike path from our house to CBE for my daughter to ride her bike. We do have a nice bike path near our house that would be an easy ride if she was to go to Discovery.
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Parent Survey Report: One School in One Data Collection Period

School Name: Discovery Middle School

Set ID: 18573

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

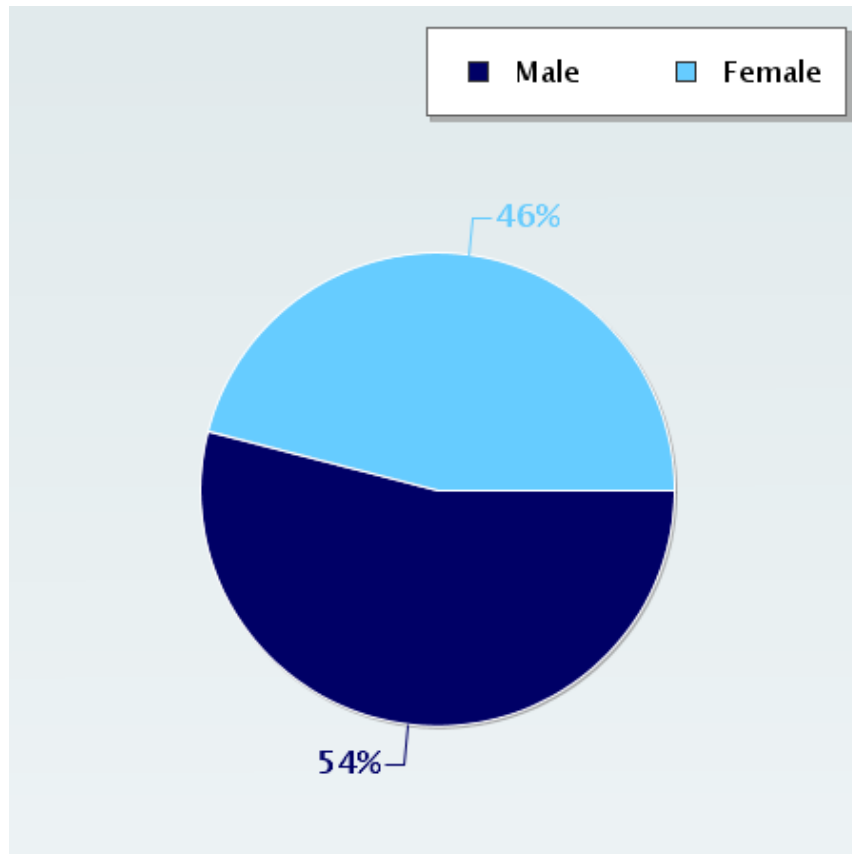
Tags:

Number of Questionnaires Distributed: 0

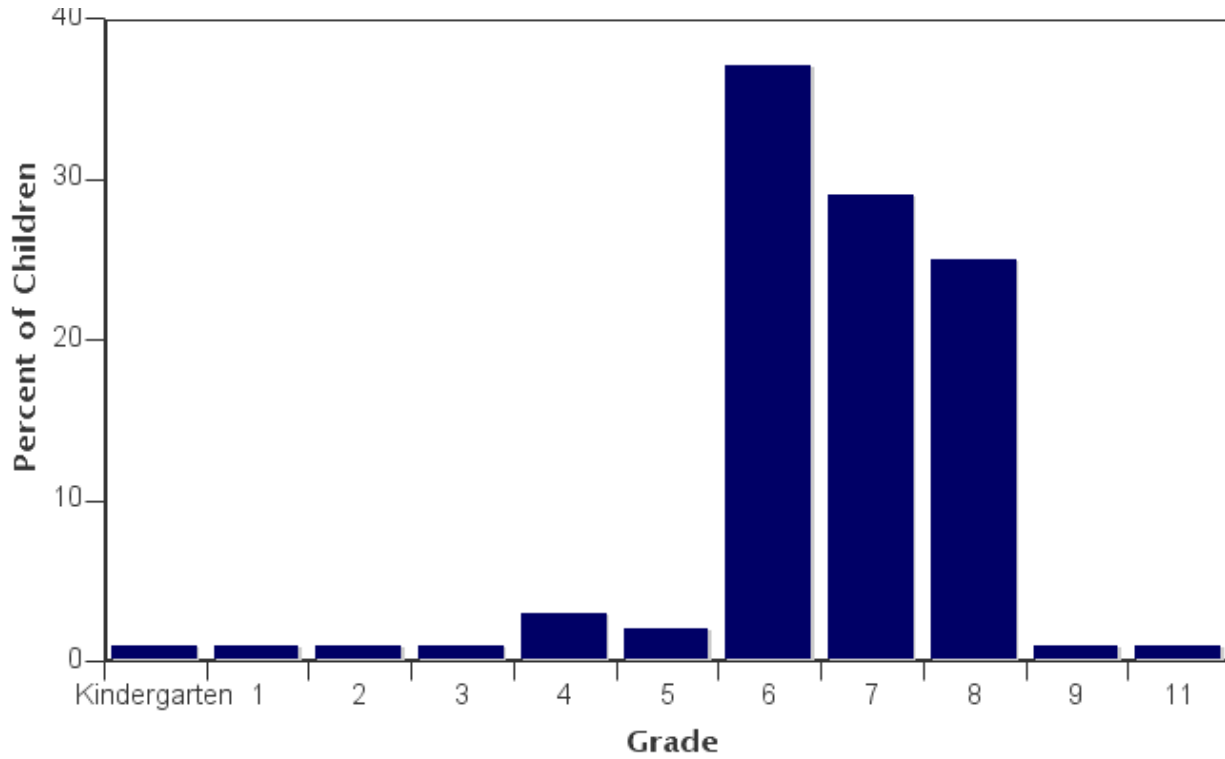
Number of Questionnaires Analyzed for Report: 198

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

Sex of children for parents that provided information



Grade levels of children represented in survey



Grade levels of children represented in survey

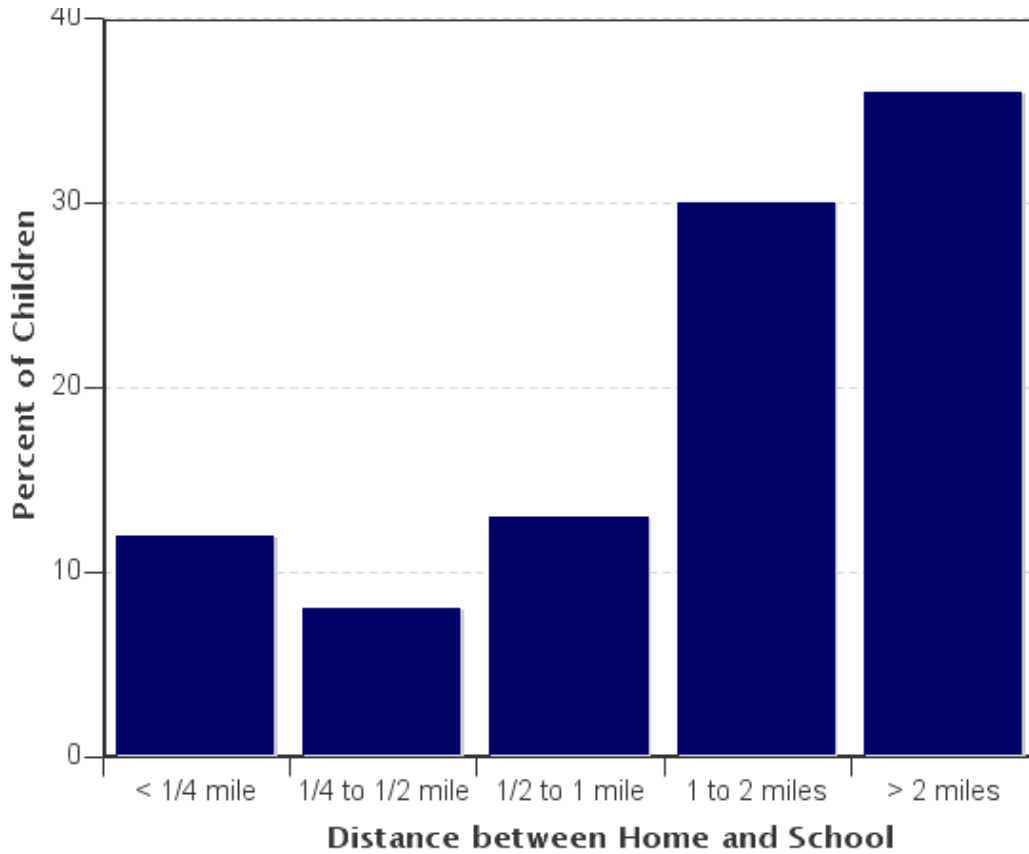
Grade in School	Responses per grade	
	Number	Percent
Kindergarten	1	1%
1	2	1%
2	2	1%
3	2	1%
4	5	3%
5	4	2%
6	72	37%
7	58	29%
8	49	25%

9	1	1%
11	1	1%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

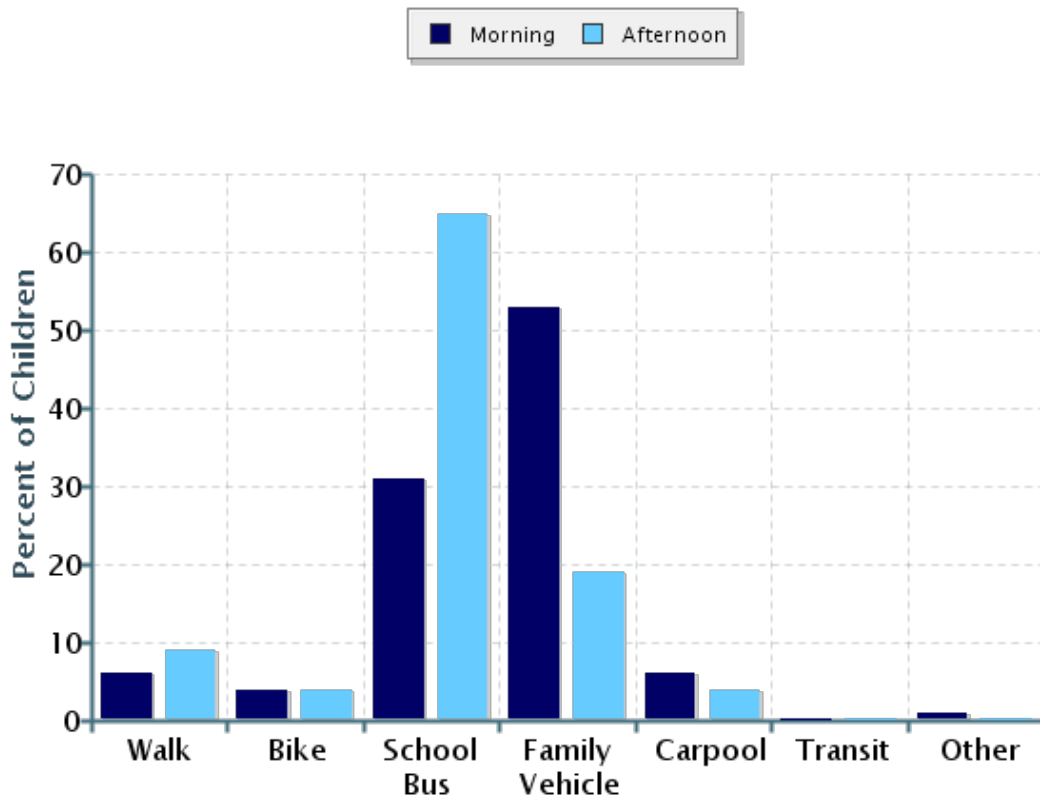


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	24	12%
1/4 mile up to 1/2 mile	16	8%
1/2 mile up to 1 mile	26	13%
1 mile up to 2 miles	57	30%
More than 2 miles	70	36%

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	191	6%	4%	31%	53%	6%	0%	0.5%
Afternoon	193	9%	4%	65%	19%	4%	0%	0%

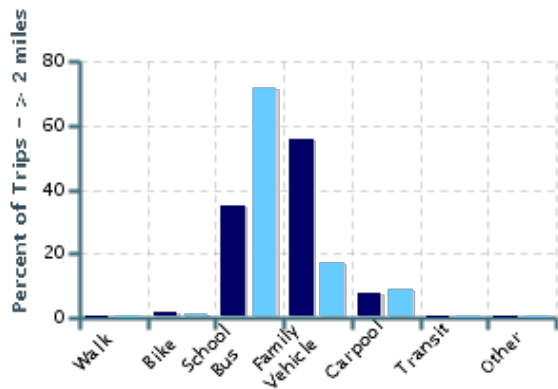
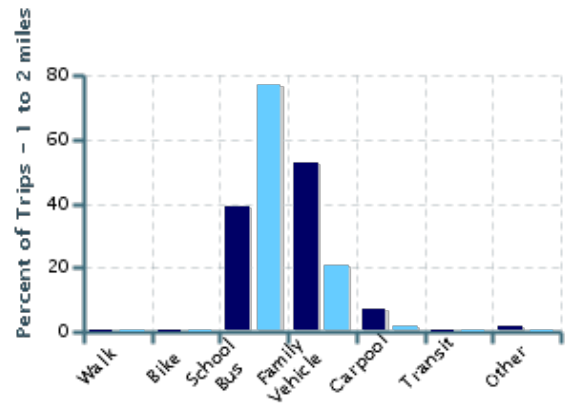
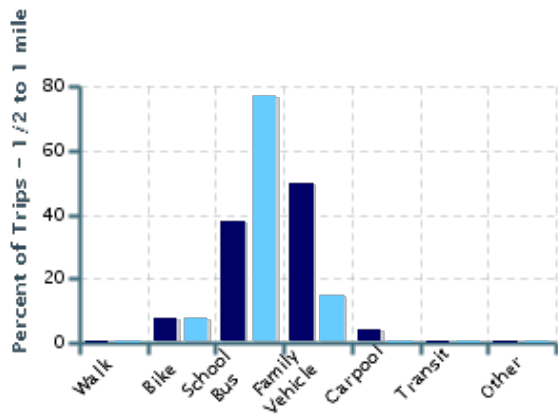
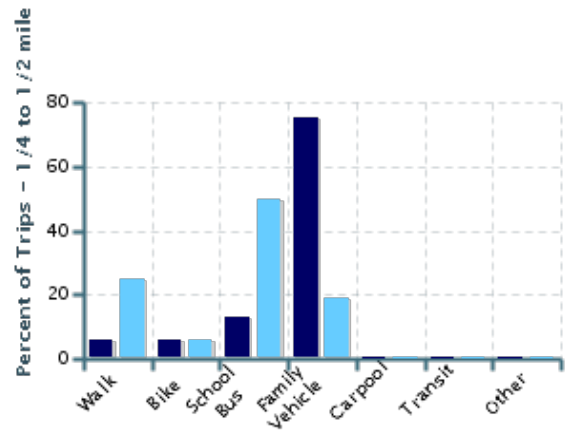
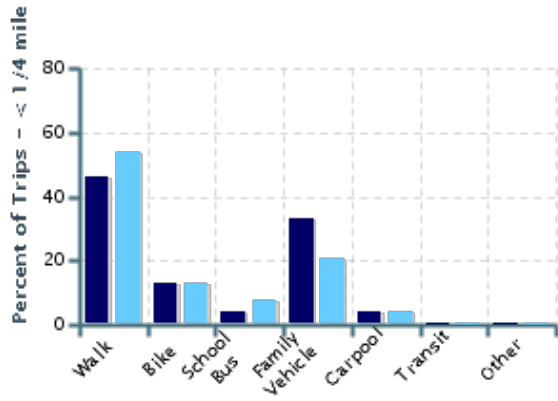
No Response Morning: 7

No Response Afternoon: 5

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	46%	13%	4%	33%	4%	0%	0%
1/4 mile up to 1/2 mile	16	6%	6%	13%	75%	0%	0%	0%
1/2 mile up to 1 mile	26	0%	8%	38%	50%	4%	0%	0%
1 mile up to 2 miles	57	0%	0%	39%	53%	7%	0%	2%
More than 2 miles	66	0%	2%	35%	56%	8%	0%	0%

Don't know or No response: 9

Percentages may not total 100% due to rounding.

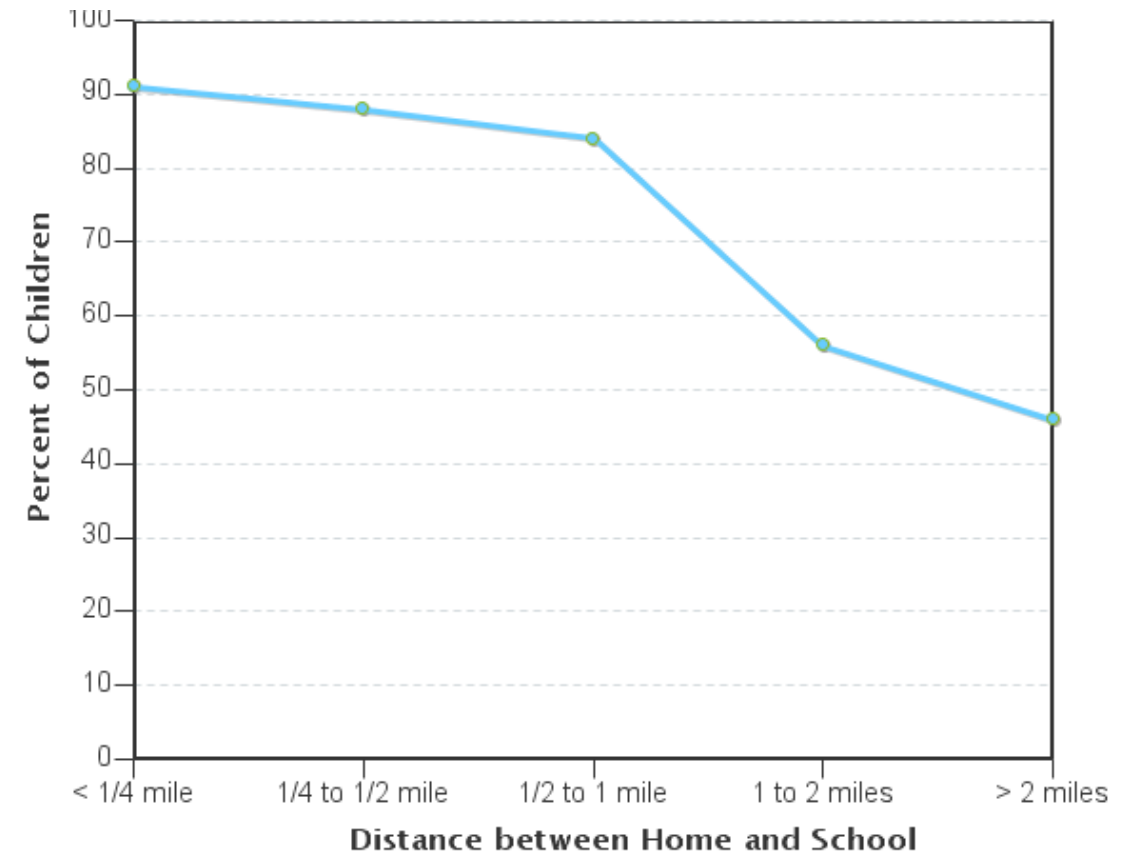
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	54%	13%	8%	21%	4%	0%	0%
1/4 mile up to 1/2 mile	16	25%	6%	50%	19%	0%	0%	0%
1/2 mile up to 1 mile	26	0%	8%	77%	15%	0%	0%	0%
1 mile up to 2 miles	56	0%	0%	77%	21%	2%	0%	0%
More than 2 miles	69	0%	1%	72%	17%	9%	0%	0%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

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

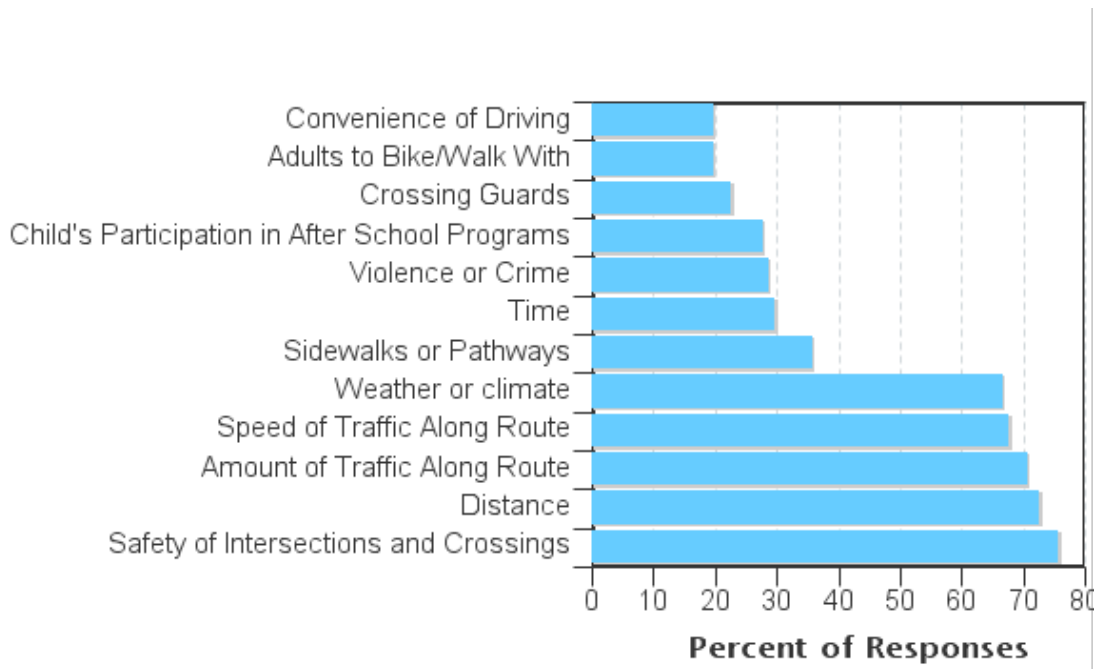


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

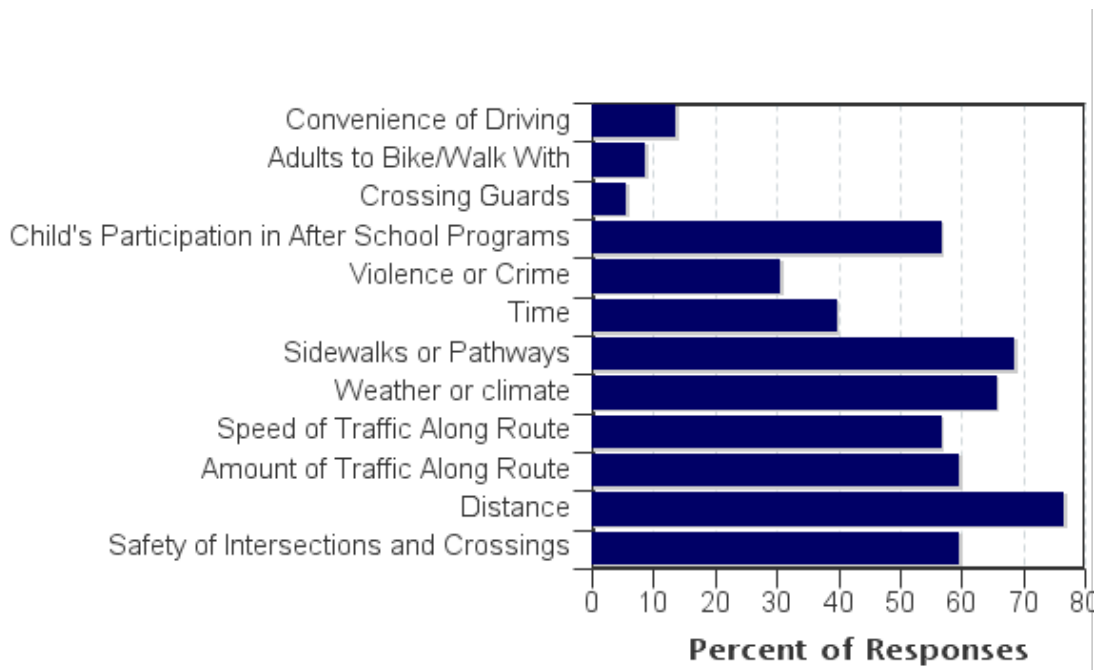
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	119	91%	88%	84%	56%	46%
No	70	9%	13%	16%	44%	54%

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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	76%	60%
Distance	73%	77%
Amount of Traffic Along Route	71%	60%
Speed of Traffic Along Route	68%	57%
Weather or climate	67%	66%
Sidewalks or Pathways	36%	69%
Time	30%	40%
Violence or Crime	29%	31%
Child's Participation in After School Programs	28%	57%
Crossing Guards	23%	6%
Adults to Bike/Walk With	20%	9%
Convenience of Driving	20%	14%
Number of Respondents per Category	103	35

No response: 60

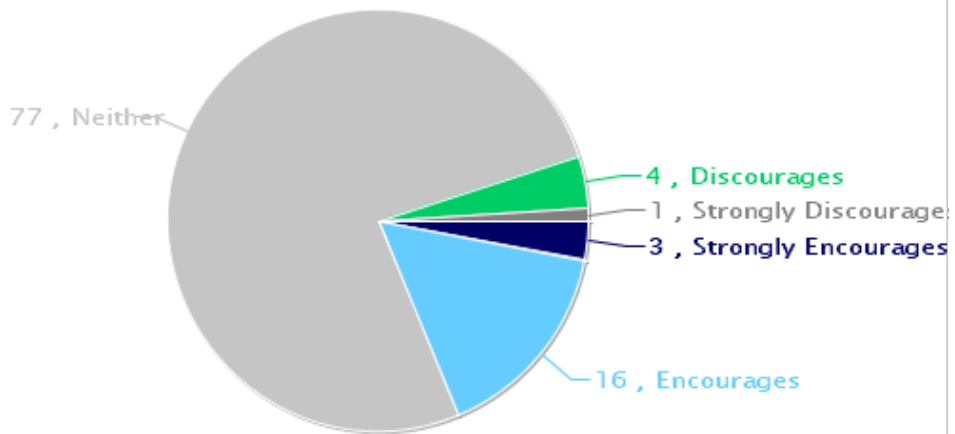
Note:

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

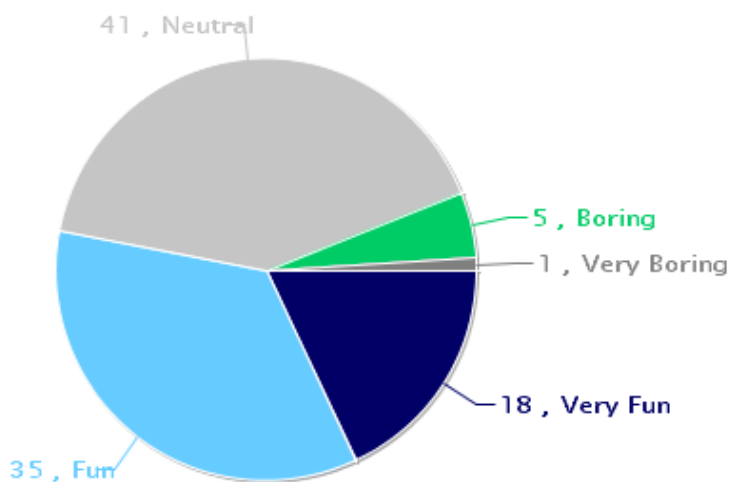
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

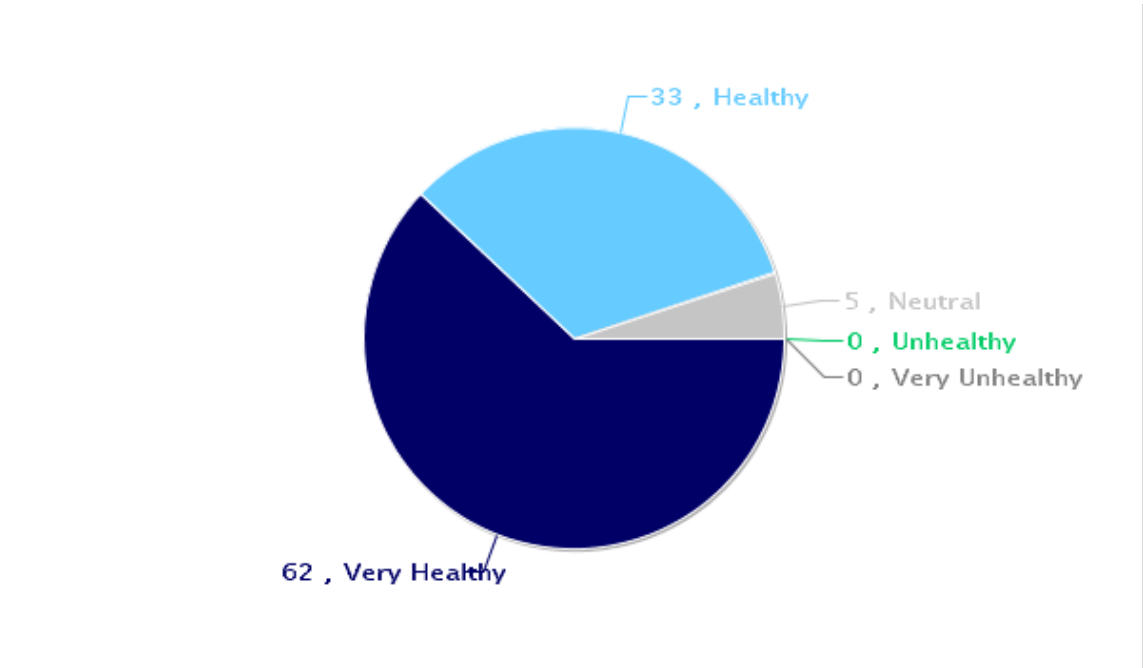
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1662105	My son will be entering 6th gr in the fall of 2019-2020. I do have a problem that there is absolutely no busing from Eagles to approx an area south of eagles and on the east side of University. There are days when the weather is not pleasant outside, yet my son has to walk home or find a ride. I feel that every student should be able to have a safe bus ride to their designated pick up/drop off area. I realize that we are only approx 2-3 blocks away. But, as a parent and employee of FPS, other bus routes drop off children that are just across the street from their schools. I feel that the DO thinks that because our children don't have any major roads to across that they will be ok. This is just not ok with me. People that live on the otherside of univ across from us are bused. As a parent i feel every student should be able to have a bus route no matter where they live. I think this should be re-discussed!! Thank you.
1663777	The intersection of 40th Ave and Rose Creek Dr S needs a button for flashing lights similar to the crossing on 40th Ave S just West of Rose Creek Dr.
1663919	Spring and fall she bikes to and from. Middle of winter she rides the bus or we drive her. We value our proximity to school in order for her to bike.
1663926	I would say that 2.5 miles is definitely at the top of the limit of the ability/desire to ride a bike to school, esp for a middle schooler. It is DEFINITELY too far to walk, esp in winter. More times than not, our student would prefer to ride a bike to school with a friend/s which then encourages cohesiveness and relationships as opposed to kids all arriving at the last minute in a private car.
1663250	The personal things that reflect myself not wanting my child to ride bike there or home is that he is small for his age and looks more like a 4th or 5th grader so safety is a concern along with climate 6 months out of the year stinks.
1663265	My child looks forward to biking to school in the spring with the warmer weather. While we aren't within a mile from the school, it is still an easy bike ride to the school for my child to take. I see many children from our neighborhood biking, so that also is a reassuring feeling that she would have others to bike with.
1661921	We previously lived close to both Discovery and Centennial. The older siblings walked, rollerblades and biked to school and it was fantastic. This child wants to bike but we are further away. My only hesitation is crossing the busy intersections. Biking and walking to school is highly supported by our family. I was active in a safe routes project years ago and initiated the Hawk signal at 40th Ave S and 28th St, after much research. It was a great addition to bridge the Stonebridge neighborhood with the elementary school, park/green space and skating rink on the south side of 40th Ave S
1662000	The bus drivers are extremely reckless and dangerous. I worry about cars in our neighborhood but not nearly as bad as I worry about the driving of bus drivers. The buses are constantly speeding down our street and have almost caused several accidents. If a car were to hit my child I would be surprised but if a bus driver were to hit him I wouldn't be surprised in the least. I have called to express my concerns but was blown off and my call was never returned. Fargo buses are extremely dangerous not just in regards to our kids but our neighborhoods as well. This is such a sad statement for me to make but it's sadly the truth not as a mom but as someone that lives by Discovery.
1662031	As soon as the weather gets nice my son bikes to and from school.
1662058	My kids would love to walk or bike to school, I just wouldn't feel comfortable with them Having to cross 52nd.

1662063	The roads are not pedestrian friendly. It is a high speed four-lane highway not a neighborhood street on 25th Street and 40th Avenue near Centennial and Discovery School. Perhaps the City of Fargo needs a new road systems plan developed in the neighborhoods. Also, thank you for asking me for my thoughts on this subject; it is something important as a concerned parent and responsible citizen of Fargo.
1662108	My biggest worry with biking to Discovery is the 25th and 40th intersection and crime issues.
1662112	My kids used to walk to elementary school and also to middle school prior to us moving 1 year ago. 1 child liked it, 1 did not. I drove them when My work schedule allowed. Now that we live much further south, I do not feel it safe or timely for my child to walk to Discovery - luckily, my work schedule now allows for me to bring her to/from school.
1662161	N/A
1662267	This past winter the city or home owner on the north west corner (and west down the sidewalk) at the 40th Ave S and University intersection did NOT keep this area clean of snow piles. Our son had to walk on the road way on 40th Ave or climb on/thru the high snow piles that where never cleaned off here. I felt that this was super unsafe for any chid to have to deal with when walking to school. All other corners/sidewalks of this intersection were cleaned off with at least a narrow path in which to walk. I think this was a huge safety issue this winter and am really disappointed in the snow removal efforts of the city and this homeowner.
1662279	I'd love my 8th grade son to ride his bike, but he'd rather catch the bus.
1662291	Feel crossing University is safer at 35th ave than 40th because of Eagles and traffic lights/reduced speed flashers, also cross walk set up, but 40th would be closer. 35th seems drivers more aware, cautious as see school there.
1662319	Weather is the biggest factor.
1662345	The ongoing construction and closure of parking lots at Discovery makes it hard to see how the circulation there will really work. My son crosses 18th St S at 39th Ave and in the future this might be less safe than before. People are just in too much of a hurry all the time and speed a lot on 18th.
1662378	If school was closer, our child would have the option to bike, walk, or ride the bus. Until he reaches high school age, it is too far for him to go alone. High school is a block away from our house. He has ridden his bike in elementary before using bike paths and not many street intersections.
1662382	We live very close to the school, and thus I have allowed our child to walk/bike at a younger age than if we lived further away.
1661890	My child used to walk to and from school but after the crime in WI where the girl was targeted as she came and went to school, my daughter no longer feels safe walking alone. Having others to walk with would be great. In addition, traffic does not stop on 40th Ave making it sometimes dangerous to cross.
1661895	I wasn't sure how to answer the reasons why we do or do not allow our child to ride bike. I don't let my 3rd grader walk or bike because of traffic and crime. My 7th grader I don't allow due to weather, but he does bike in better weather. He needs the exercise! My kindergartner doesn't because it's too far, too much traffic, too much crime, etc.
1661897	My son walked and biked to school from 3rd to 6th grade until we moved. We are now far enough from the school that it takes far longer to bike or walk than it does to bus
1661899	In the cold winter months I do drive my child to school and he walks back home. In the other months he rides his bike mostly (and sometimes walks).

1661915	The time it takes my son to ride to school in the morning is what is prohibitive. Along with the heavy back pack (with PLD) and load of things coming to and from the school. Though he loves it, it can happen rarely due to weather, afterschool activities and backpack .
1661917	All 3 of my children walk to both Centennial and Discovery and all 3 have had difficulties with traffic not allowing them to cross a school crosswalk after school especially in very cold winter temperatures. I especially feel a cross guard should be placed at the intersection of 25th street and Rose Creek Dr. Children walking home in below zero temps should not have to wait multiple cross lights to cross the street as the temperatures are very low and people in warm cars should respect the needs of the kids who are walking. The traffic according to my 9 year old are the cars exiting Centennial and turning right who are not stopping or allowing children to cross. Therefore, it is current parents picking up children more so than the regular 25th street traffic that are not being respectful of the crosswalk.
1661928	Im answering questions based on her current school but when she went to centennial, the lack of crossing guards at 25th St S was appalling to me. Traffic travels far too fast along that street for me to feel safe for my child.
1661944	My child HATES riding the bus. They have assigned seats and the bus driver just isn't very nice to them. I hate to have the day start badly because of a bus driver so we just let our child ride bike even though we are nervous about it
1661948	We live in Marten's Way, south of Discovery where my son goes to school. Crossing University Drive twice to access the trail and also crossing 52nd Avenue makes me uncomfortable about allowing him to bike to school. If there was a safer way to cross 52nd, he would bike when the weather allowed and on nights he didn't have to bring his trumpet home to practice.
1661950	In today's day and age, I would never want my children walking, or biking to school. Crazy drivers and sex trafficking are a huge factor in my decision making. Simply put, I don't trust the world! I trust my children, but not the people out in the world. Also, we live a tremendous distance from the school.
1661951	From our home, I do not think Discovery is a safe distance to bike and would not likely allow it for my kids. If the school was closer, I would consider letting them bike along, but not in elementary school. I did let Valley Bus know earlier this year that our bus route is too populated with kids for the Discovery school / high school run. My younger kids at Bennett do not complain about the amount of kids on the bus, but the amount of kids on the bus for my middle schooler is making him not want to ride in the AM or the PM if he had the option. He has never complained about it until his year.
1661952	The decision to allow kids to walk/bike to school is also dependent upon the individual child; their maturity level, confidence, and abilities.
1661954	The instersection my kids have to cross is very dangerous. When they were younger we walked to centennial elementary as often as weather allowed. Traffic does not slow down for children in this area. They do not follow the "no right turn on red" signs. On any given day there is a car that almost runs one of us over. We learned to become defensive walkers and make sure to pause and wait after the walk signal turns on because cars don't seem to care.
1661955	My son walks or bikes to school when the weather is nice enough. We live close to Discovery so it isn't an issue.
1661959	My children will use busing in the fall and spring but in the winter, there wasn't a clean enough sidewalk to wait for a bus. The child would have needed to be on top of several feet of snow, or in the street (dangerous). In the afternoon, they're often transported to an after-school activity wherein there isn't enough time to wait for a bus or to walk.

1661961	I also wouldn't let them bike or walk to school alone, they would have to be with someone else...that was not an option or question asked.
1661975	Regarding #10, it also matters to me how many other kids are walking to/from school ... I'm more comfortable if there are 2-3 kids walking together ...
1661978	We live quite a distance from Discovery - she wouldn't be able to walk/ride bike to/from school. We live within 2 blocks from Davies high school and I would allow her to walk/ride her bike to/from there when she moves to high school if I wasn't able to drop her off/pick her up.
1661985	To many busy intersections for me to send him alone. 42nd Street. 25th Street. 40th Avenue.
1661996	My elementary students bike weather permitting and I either follow them in my car or have a buddy for them to go with. My middle school students, i prefer them to have a buddy to go with. They have phones with apps that give me alerts of their proximity. One of my kids had parts stolen off her bike when parked at school during school day rendering it unusable at school leaving her without a bike. Also hard for band students to transport instruments. Would like to see bike riding encouraged and more safety patrols.
1661997	Student ride bike to elementary more than junior high due to distance.
1662002	I think going to school by foot and or by bike would be a healthy decision that would help but it can only apply to students that accept to do so. Some student has no maturity and parents can not believe that their kids are safe. In fact it should not be an obligation but a choice between students and parents. Thank you for asking my opinion.
1662003	There should be crossing guards at the intersections across from the schools. I have never lived in an area who has not had this! Lots of speeding on the streets. this might help keep kids safe.
1662011	I allow my daughter to ride her bike along 40th Ave to Discovery because of the bike path created.
1662012	Child bikes when ice/snow melts otherwise rides the bus.
1662016	Crossing 40th Ave is always a concern with traffic. The underground tunnel that goes under 40th is a help, but in the winter, the path is not clear. People drive far too fast in school zones.
1662021	Would have her walk more often if police on bikes were available or driving by before and after school
1662023	The Rose Creek and 52nd Avenue separate us from Discovery, so not terribly inclined to send son biking to school along University/US Hwy 81 or 25th Street. I know there are ways to meander through the golf course and wind your way thru Southern portion of Rose Creek, however, the weather and/or after school activities limits this option for our family.
1662026	We intentionally purchased our home because of the proximity to an elementary school and middle school for our children to be able to walk. We were VERY disappointed when the re-zoning took place and our children were no longer able to walk to their elementary school. I believe that walking/biking to school promotes a healthier lifestyle, builds friendships, and encourages independence.
1662034	Elementary school is only 0.7 miles away but did not let them ride because no crossing guard across the 25th street tournabout. Cars cannot see around the tournabout. Also teenagers predominately drivingvto davies on 25th Street makes it very dangerous. Middle school also no crossing guards. I won't even pick her up across the street as you suggested - way too dangerous due to heavy traffic.

1662037	<p>I don't know what Discovery is doing with vehicle drop offs/pick ups but they are making it worse. Centennial has some things that could be tweaked but their system is way better than at Discovery. Also, there are very limited sidewalks by the current drop off/pick up area so our kids are weaving between vehicles (trying to take the shortest way home, as any kid would do), climbing over snow banks, crossing the street where all the vehicles are pulling in, etc. It is just awful and very frustrating.</p>
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Parent Survey Report: One School in One Data Collection Period

School Name: Independence Elementary School

Set ID: 18519

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

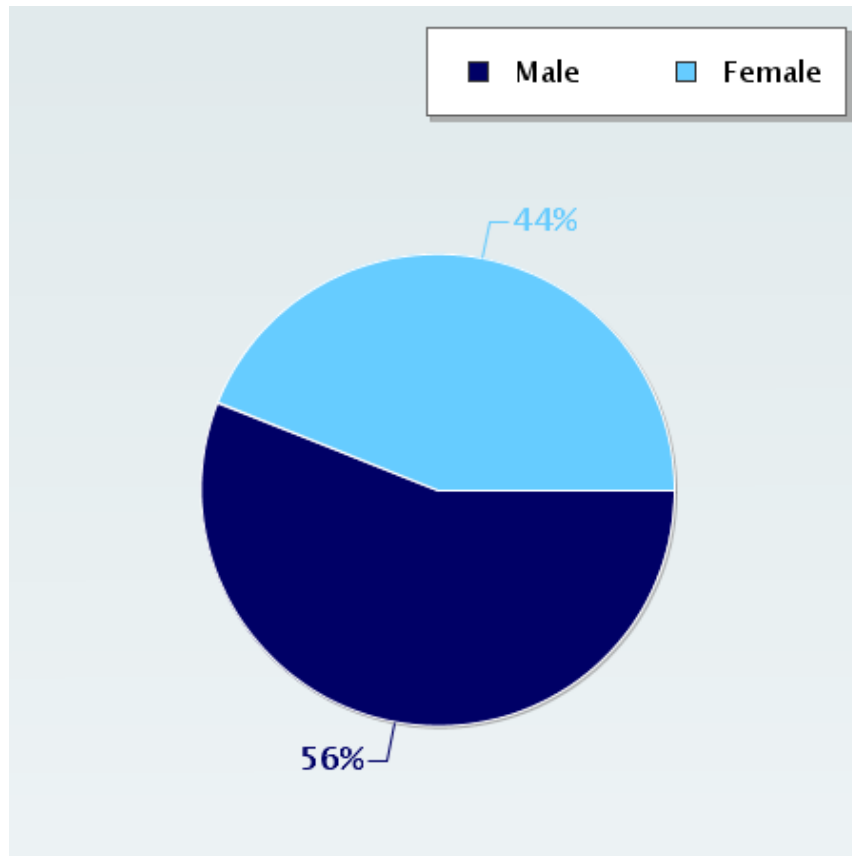
Tags:

Number of Questionnaires Distributed: 0

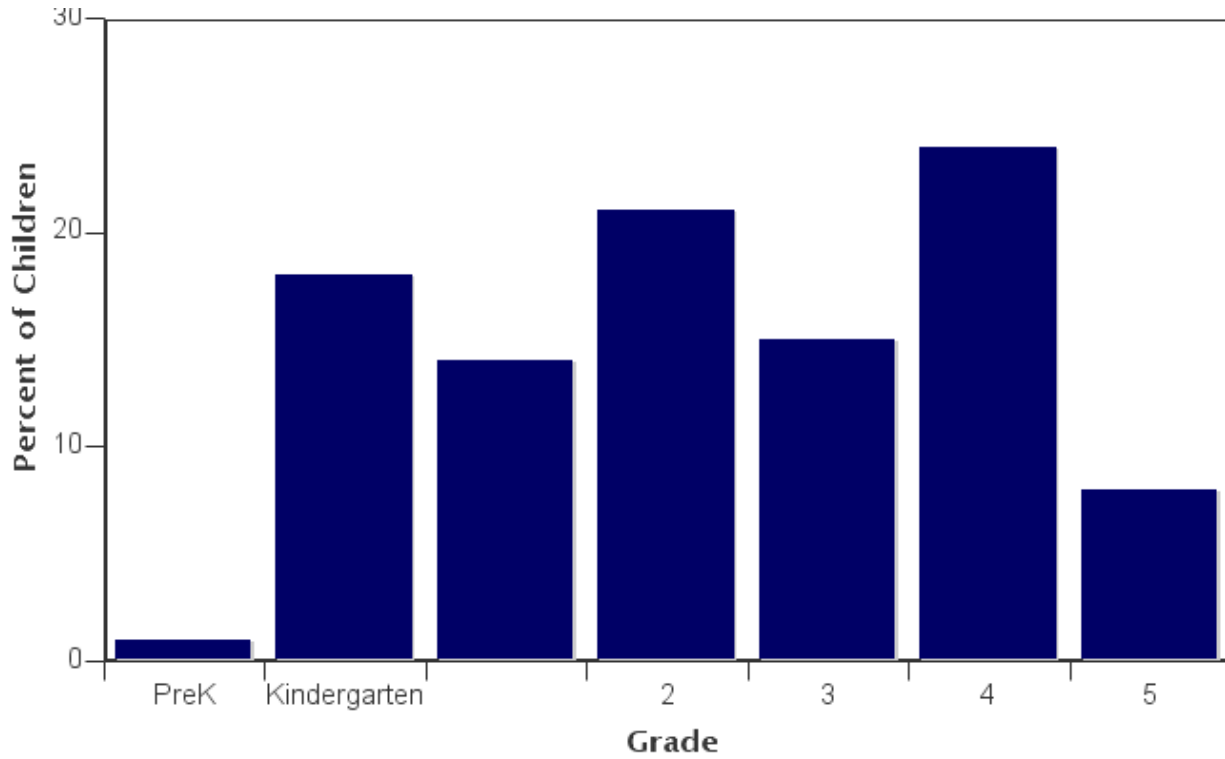
Number of Questionnaires Analyzed for Report: 120

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

Sex of children for parents that provided information



Grade levels of children represented in survey



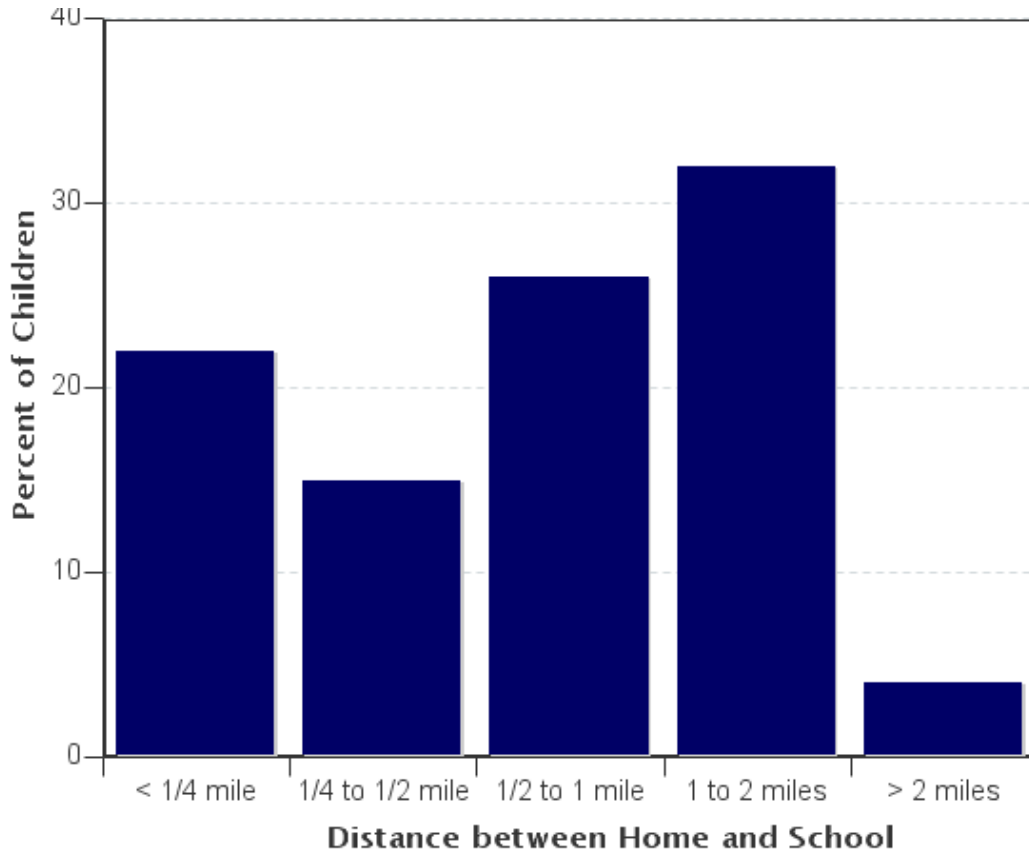
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	1%
Kindergarten	21	18%
1	17	14%
2	25	21%
3	18	15%
4	29	24%
5	9	8%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



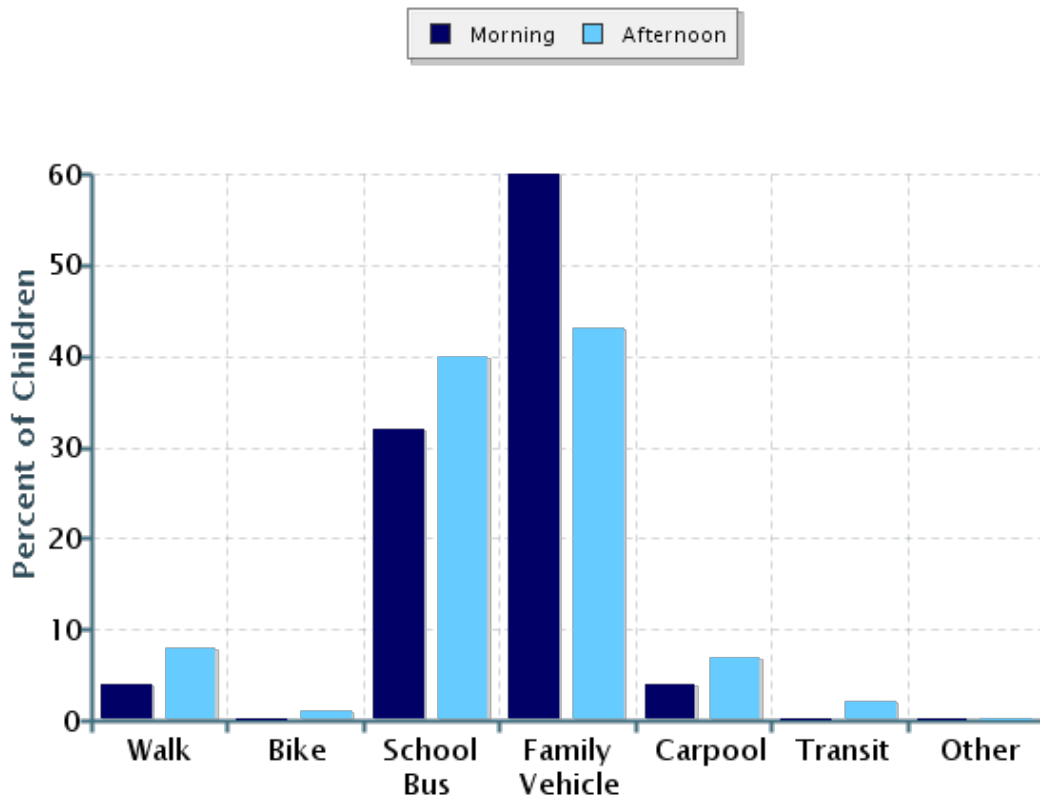
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	26	22%
1/4 mile up to 1/2 mile	18	15%
1/2 mile up to 1 mile	30	26%
1 mile up to 2 miles	38	32%
More than 2 miles	5	4%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	114	4%	0%	32%	60%	4%	0%	0%
Afternoon	117	8%	0.9%	40%	43%	7%	2%	0%

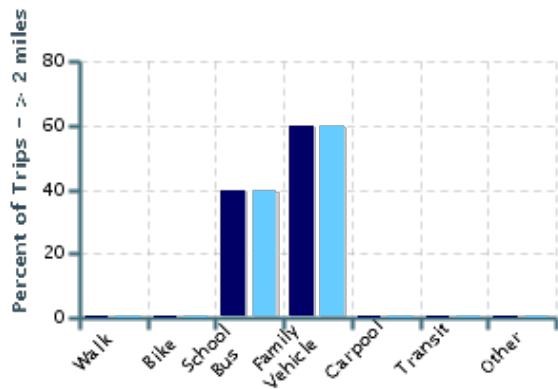
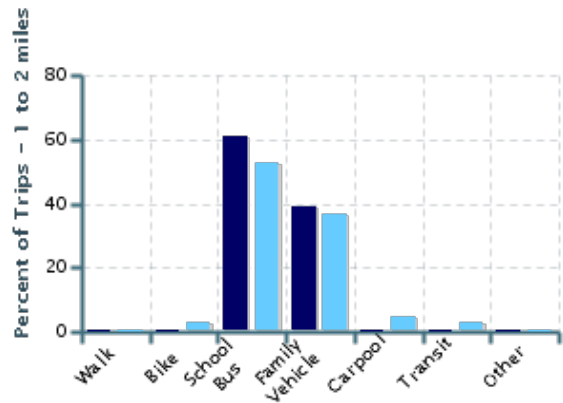
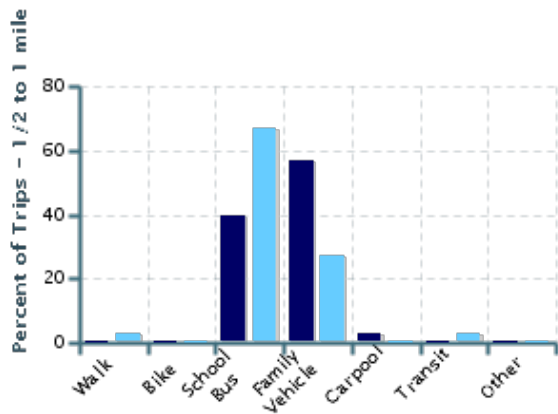
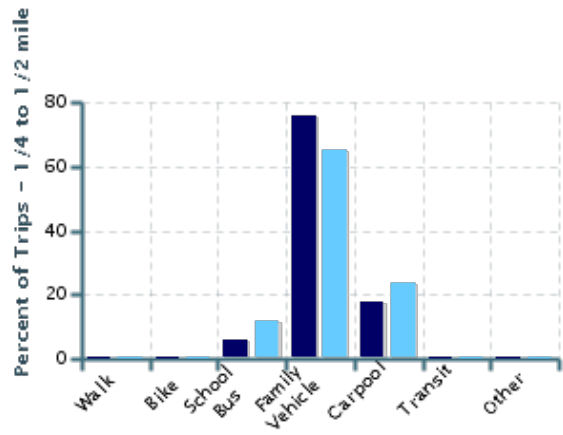
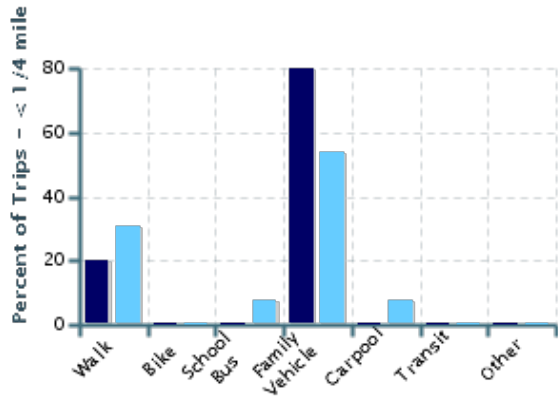
No Response Morning: 6

No Response Afternoon: 3

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	25	20%	0%	0%	80%	0%	0%	0%
1/4 mile up to 1/2 mile	17	0%	0%	6%	76%	18%	0%	0%
1/2 mile up to 1 mile	30	0%	0%	40%	57%	3%	0%	0%
1 mile up to 2 miles	36	0%	0%	61%	39%	0%	0%	0%
More than 2 miles	5	0%	0%	40%	60%	0%	0%	0%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

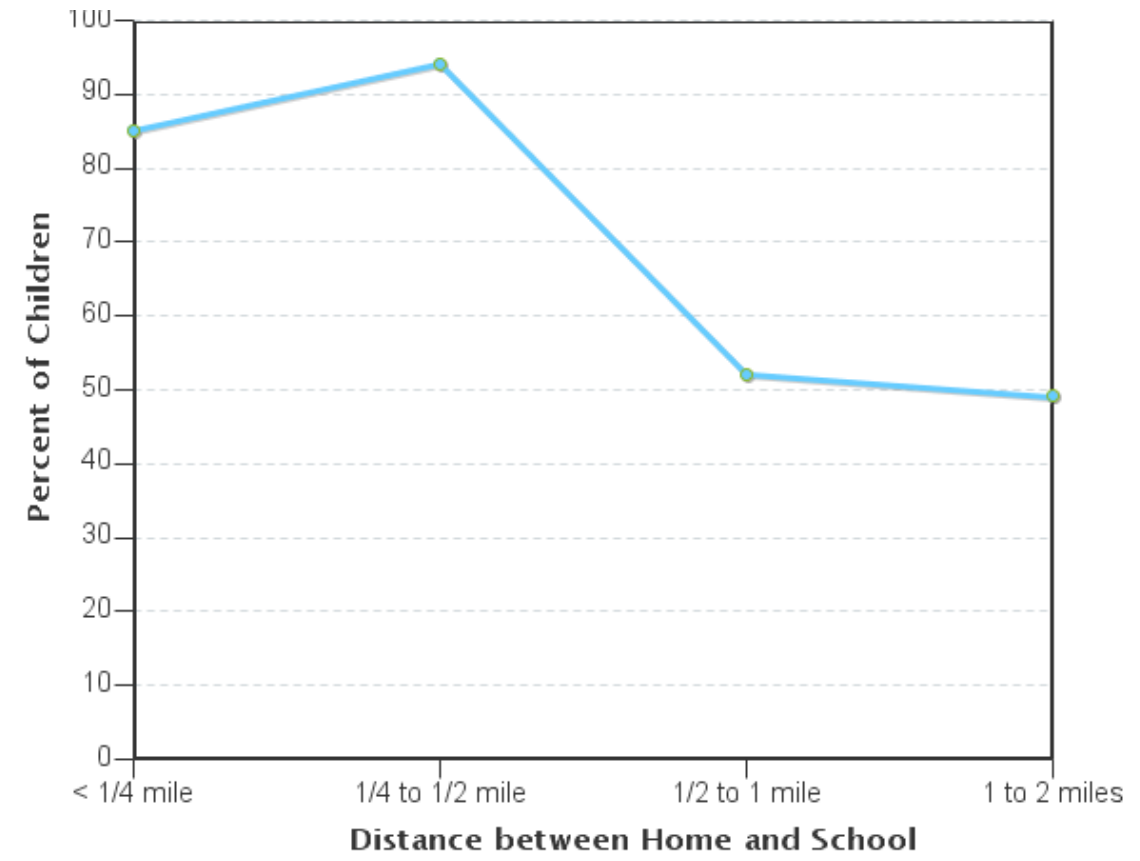
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	26	31%	0%	8%	54%	8%	0%	0%
1/4 mile up to 1/2 mile	17	0%	0%	12%	65%	24%	0%	0%
1/2 mile up to 1 mile	30	3%	0%	67%	27%	0%	3%	0%
1 mile up to 2 miles	38	0%	3%	53%	37%	5%	3%	0%
More than 2 miles	5	0%	0%	40%	60%	0%	0%	0%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

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

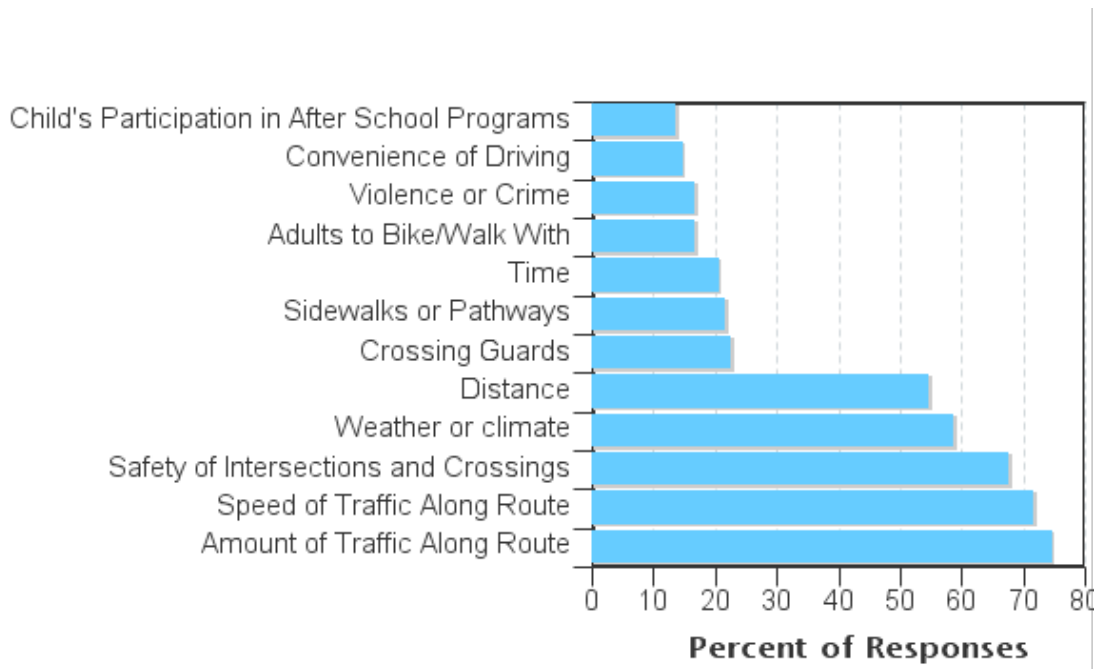


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

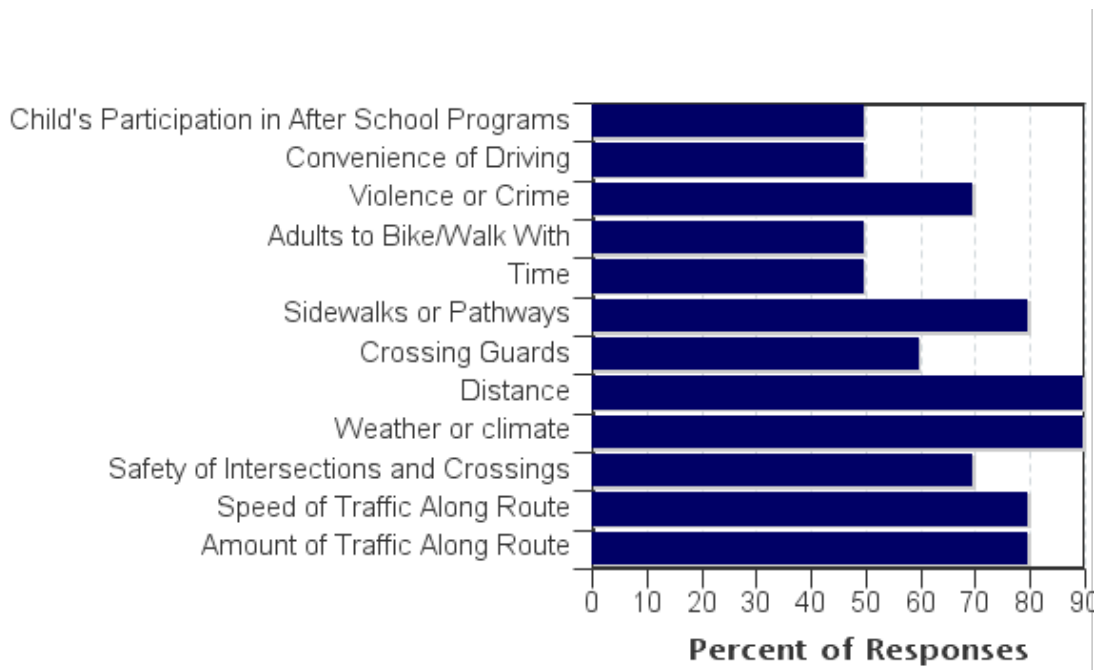
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	72	85%	94%	52%	49%	0%
No	42	15%	6%	48%	51%	100%

Don't know or No response: 6
 Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	75%	80%
Speed of Traffic Along Route	72%	80%
Safety of Intersections and Crossings	68%	70%
Weather or climate	59%	90%
Distance	55%	90%
Crossing Guards	23%	60%
Sidewalks or Pathways	22%	80%
Time	21%	50%
Adults to Bike/Walk With	17%	50%
Violence or Crime	17%	70%
Convenience of Driving	15%	50%
Child's Participation in After School Programs	14%	50%
Number of Respondents per Category	87	10

No response: 23

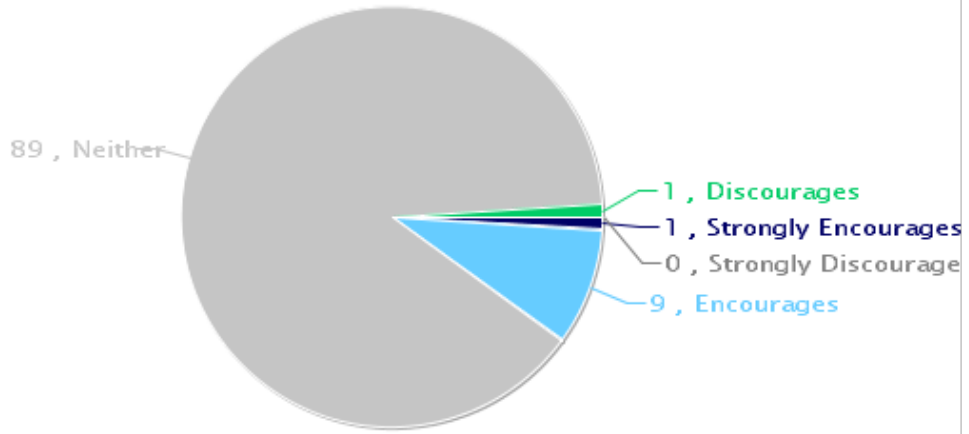
Note:

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

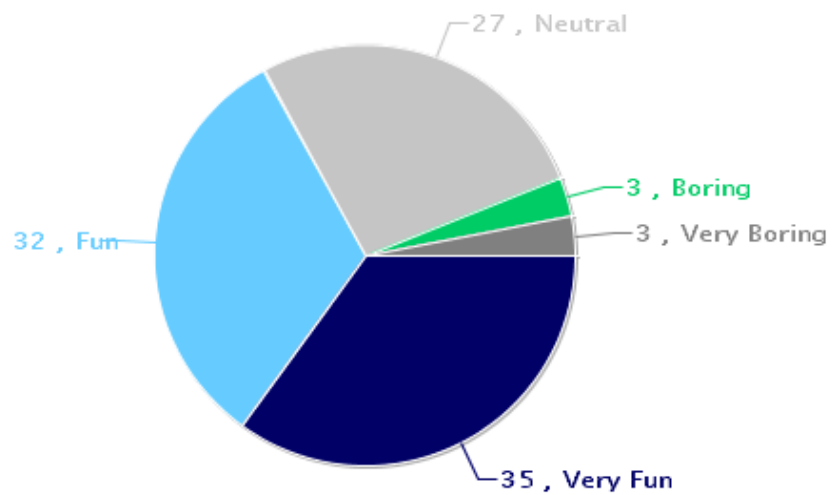
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

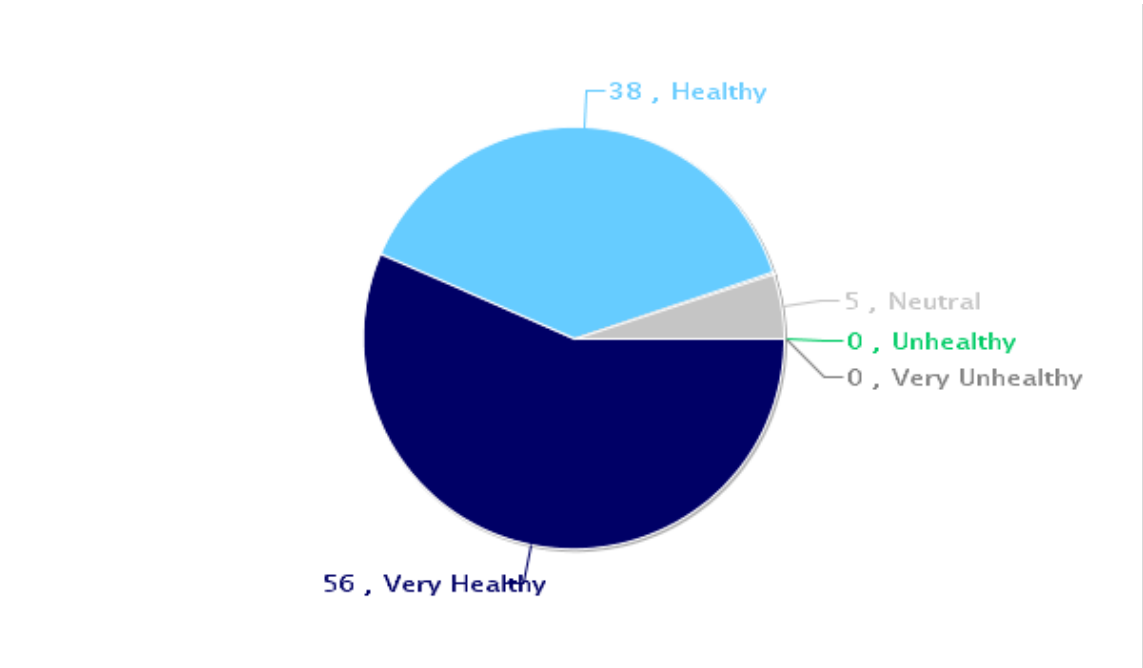
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1661839	We live West of Veterans and young children crossing Veterans would be dangerous.
1661679	This intersection is very busy before and after school. I would like to see a cross walk with lights to inform drivers to slow down and stop when the light changes. Just a cross walk in not enough due to the high volume of traffic and the speed at which drivers drive at this intersection.
1661680	This intersection is very busy before and after school. I would like to see a cross walk with lights to inform drivers to slow down and stop when the light changes. Just a cross walk in not enough due to the high volume of traffic and the speed at which drivers drive at this intersection.
1661261	My children would have to cross Veterans Blvd during morning commute next to the middle school - there is too much traffic for them to safely cross. I wish there was an underpass walking/bike path.
1661265	My daughter Amira had almost been hit 2x. Traffic flies through that school zone, and next year her younger brother starts kindergarten...which he will take a bus from Independence. He will have to cross what Inconsider a dangerous intersection. My daughter Autumn has to walk over a mile to the liberty middle school in the elements. It's not safe for the kids especially since most of the people on 38th Ave S do not blow their snow properly. I have reported it 2x... the person on the corner never does so my kid is requires to walk on the street at an already unsafe intersection.
1661273	IMPORTANT: 36th Ave requires enforcement of low speed limits during school commute time. Orange blinking lights must be installed like on the 40th Ave! or speed bumps around 54th St S.
1661274	Kids can't walk or bike through 2 feet of snow on the sidewalks.
1661288	My daughter has to go passed Osgood to get to her school. Stupid and doesn't make sense to me. Osgood is right across the street from Rocking Horse Farm. Deer Creek is probably closer than Independence is from us as well. Doesn't affect her next year as she will be at Liberty. Would definitely have let her ride bike or walk if she didn't have to cross Veterans and 40th to get to Independence. Would have been nice if she could just walk across street to Osgood.
1661298	The survey is a bit skewed for us. My daughter walks/bikes to school in the spring/fall. She has to go 1 mike and crosses Veterans Blvd. We have made sure she knows how to safely deal with traffic and any other issues that may come up. She also carries a cell phone and calls once she has reached school, and right before she leaves the school for home. I feel very comfortable with her getting herself to and from school.
1661300	If there was an underground tunnel for kids to cross 40th it would be AMAZING.
1661309	Primarily weather and schedules will dictate if we use the bus, drive our children or allow them to bike/rollerblade to/from school.
1661348	If he didn't need to cross veterans to get to school I would let him bike at a younger age
1661349	We have to cross the busy traffic to the middle school area and then across vets which is really dangerous. I don't see him going without us until possibly middle school at the end of our street even though 36th ave is super busy during certain times. Also, weather plays s huge role too. I kept trying to call the bus company this year to get a bus stop on our street. They stop on every street at both ends of our development except our street. We are right at the .2 mile mark for a stop but with weather, darkness, and also it being down around a corner, our kids are driven to the stop bc it's too far away

	and we can't see it coming to get out there. Fixing the stop would alleviate all my current safety concerns. Most on our street drive them to school bc it's easier than driving to the bus stop to wait.
1661351	We live on the other side of Veterans and our home is over a mile from Independence so walking isn't an option. We live close to Liberty Middle school and will likely have the kids walk when they attend there.
1661352	Whats the point of this survey? Does www.saferoutesdata.org have funds to improve or promote walking to school?
1661356	We live very close to the school but I am concerned for my kids to cross the street to school. There is a crosswalk but there is just a sign, no flashing lights. I think the flashing lights are necessary. Also, our neighborhood has a sign that says "School Zone" which just recently got put in, but it also does not have the flashing light. My husband has experienced walking with my kids home and people did not stop at the crosswalk.
1661360	We would have to compete with the middle school high school and veterans morning traffic. It is too busy to safely allow my kids to travel to school
1661365	I don't think there is any scenario where I would feel comfortable with my kids crossing 40th and Veteran's both to get to the school, which is almost 1.5 miles away at least.
1661399	We live on Norman court. There is a big field between our house and independence elementary, that being undeveloped makes our commute much different. If there was a path from our neighborhood to school that way, walking and biking may be an option.
1661480	More of a police presence on 40th ave south by west fargo high school because between rush our and high schoolers driving to school its a drag race during rush hour 730-8. It would also be safer to have a light at 40th ave and 66th street south. It is very dangerous and hard to see fast cars from 66th street s coming from sheyenne street east on 40th Ave. There is a hill and fence on 40th Ave just west of 66th street that blocks traffic view. In the winter it is a non visible turn and very icy from 66th street south onto 40th ave.
1661510	This intersection bof 54th Street and 36th Ave is very busy I would like to see a cross walk with lights so the children know when it's safe to cross with stopped cars. Or crossing guards to help aid kids in crossing high traffic roads.
1661765	If we lived east of Veteran's she could walk to Independence, but Veteran's is crazy busy in mornings. She will walk when she goes to Liberty.
1662749	There needs to be more street lights and lower speeds on 40th ave so people can get out of Osgood and other neighborhoods not only for vehicles but pedestrians, especially just to the west of Sheyenne high school
1662192	We do not feel comfortable about having our children walking to school especially with the changing temperatures. In the winter sidewalks are not always properly cared for. Not only that there are just to many creepy people out there. With all the sex traffickers and riff raff I do not feel it safe for my children walking that far of a distance. We pay our taxes there should be bussing for everyone. Not everyone can walk bike or drive there children to and from school. I'd even be willing to pay a small fee monthly so my children could ride bus and know they are safe.
1662275	54th st s and 36th ave should be a 4-way stop

1662294	On my child's route to school would be crossing Veterans on 36th Ave. I am not comfortable with this. This intersection has high speeds and a lot of traffic! Also outside of our lane is Liberty middle school and Sheyenne HS just another block up. This brings in tremendous amounts of traffic, which equals a huge safety risk for our young child/student.
1662354	We live on the school road and the amount of traffic is very high and the speed of drivers is also very high. We would love more regulation of both of those items to make the area more safe for our children. Thank you.
1662360	I am mostly hesitant because I am afraid of abduction or them being harmed. My children do not have cell phones.
1662361	I am mostly hesitant because I am afraid of abduction or them being harmed. My children do not have cell phones.
1662398	I don't understand why the school feels they need to spend money on a AstroTurf football field yet we can't even get kids on the bus to ride. We live in North Dakota and we have very cold winters. How unhealthy and mean to make these kids walk in it. I think the money from the football field could be spend on something much better like busing. I will not now or ever let my child/ren ride bike or walk to school. And I can not come and pick them up from school. Doing daycare doesn't allow that. I'd pay for busing if I had too.
1662415	We live across the street from a school and still won't let our son bike to school b/c of the lack of intersection safety. It's ridiculous how different elementary schools have flashing and crossing lights but not all of the schools - even after numerous complaints to the city. It took our elementary school being open for four years before we even got 'school zone' signs placed on our street. Stupid! It's a school, I don't think it should be up to the public to complain about getting a 'school zone' sign. That should be a basic expectation to get those placed before the school even opens. All schools should get the same signs and same flashing lights that other schools get - regardless of what street they are built on.
1662422	There is little (almost no) traffic control on the main arterial road to the school. The city just posted "passive" signs to indicate school zone and speed limit, but drivers frequently break residential and school zone speed limits. The closest "flashing light" school zone indicator is on a 40+ mph roadway, over a block away from the school, and doesn't pass the enter the school parking/drop off areas. Even drivers surpass 40 mph in the mornings on this road when it's 20... We need greater visibility of both residential and school zone speed control during and after high-traffic times. 13th Ave in front of Carl Ben recently received greater speed control - I strongly believe that all direct pathway streets in front of schools should have this level of control at all hours of the day. Let's make this a safer, family oriented community that doesn't deter letting our kids walk or bike to school, even though we live directly across from it!
1662462	my biggest concern is on the walking path that goes along 40th ave s then turns north and follows drain 27 to school. While travelling south on that path, there is no burm or wall separating the sidewalk from 40th ave. If riding on bike fast, a kid could easily go straight into 4th avenue. The other side of the road is blocked with a wall so there is no reason that the north side shouldn't be as well.
1662469	Crossing gaurds or patrol car at 40th Ave S and 54th St. S, traffic is to heavy, and moving to fast to allow safe crossing by young children
1662521	Veterans is a busy road for kids to navigate
1662635	It is not possible to walk or bike safely with the distance and roads to cross. Both parents work and the school bus is the perfaect option for us. After school my child stays at the ymca program at the school.
1662698	I wish we could get buses to run in our neighborhood, which is .9 miles from the school

1662730	<p>Crossing Guards at intersections and round about would make it much more safe for the children to walk or bike to school. I would love to let them, but when I have little ones at home also I can't because of traffic and lack of crossing guards. **A flashing light for children to cross by the round-about by the Osgood Kindergarten center is needed on veterans blvd (both east to west and north to south). Children use that park and basketball courts and walk to school, and cars are always speeding by that round about. A flashing light that children could push to alert cars would make it much safer.</p>
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Parent Survey Report: One School in One Data Collection Period

School Name: Osgood Elementary School

Set ID: 18578

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

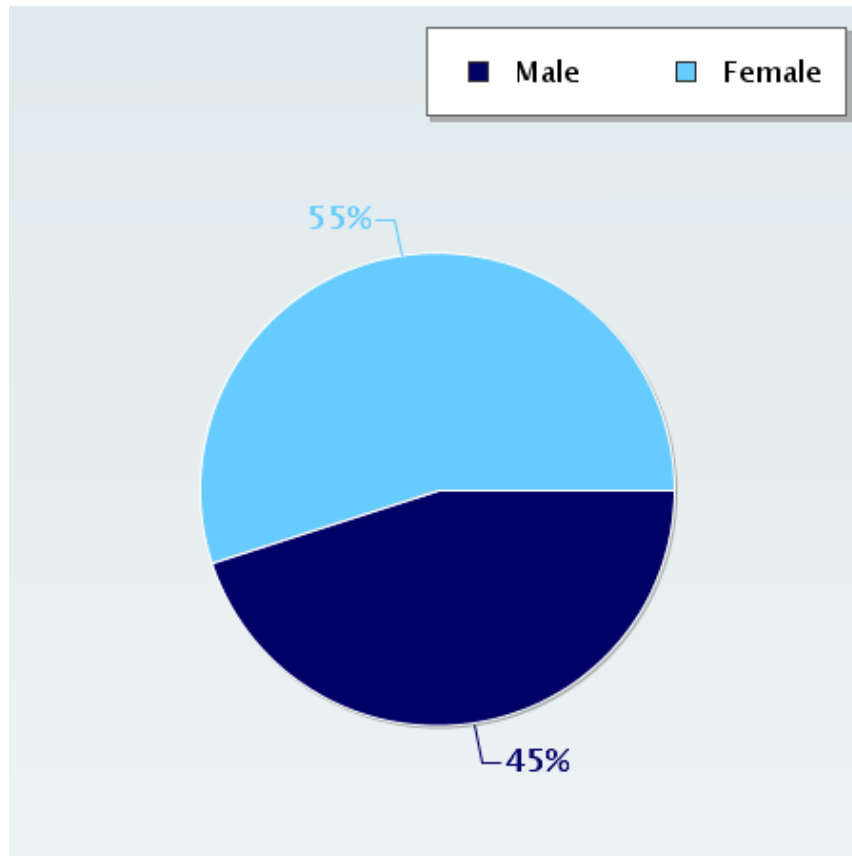
Tags:

Number of Questionnaires Distributed: 0

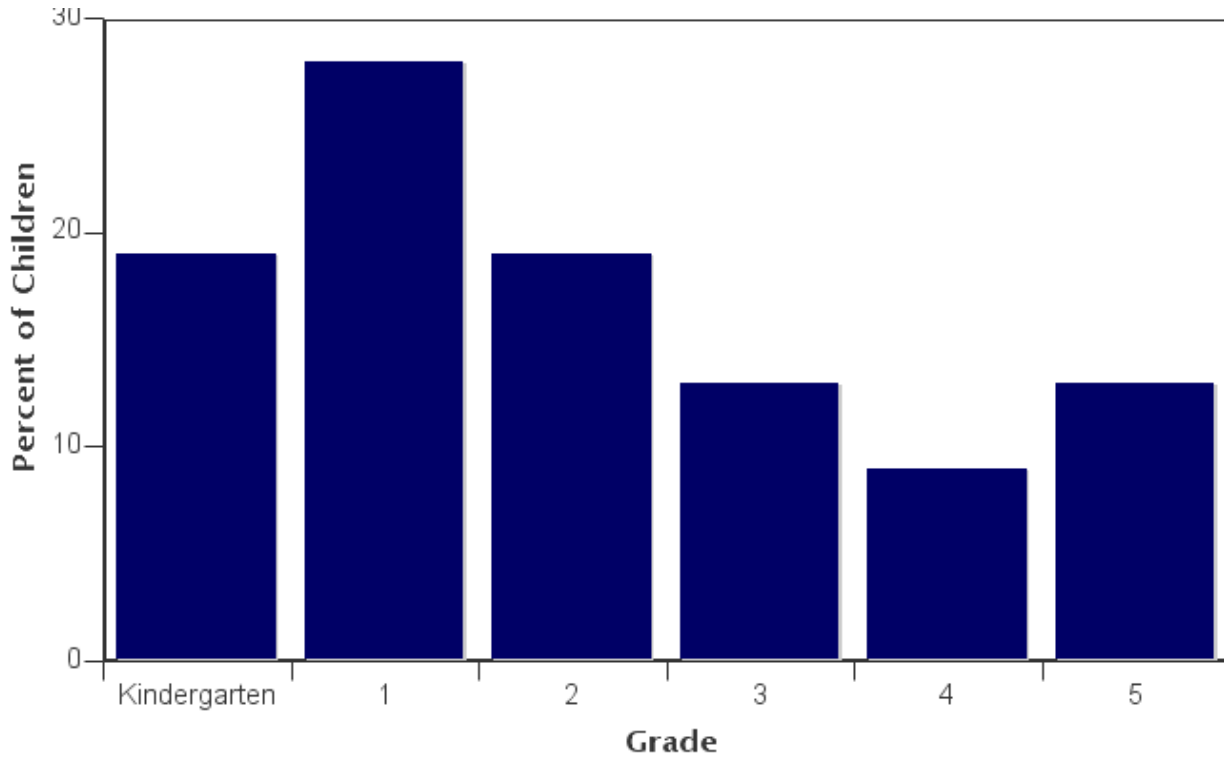
Number of Questionnaires Analyzed for Report: 69

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

Sex of children for parents that provided information



Grade levels of children represented in survey



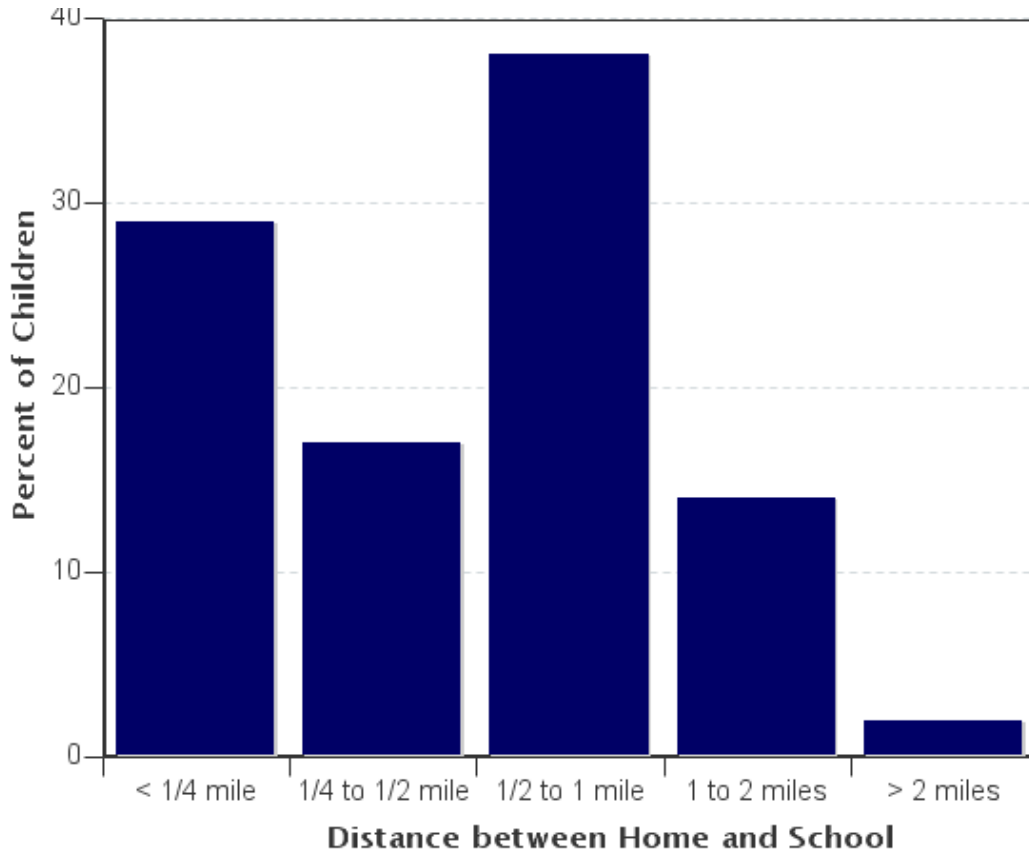
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	13	19%
1	19	28%
2	13	19%
3	9	13%
4	6	9%
5	9	13%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



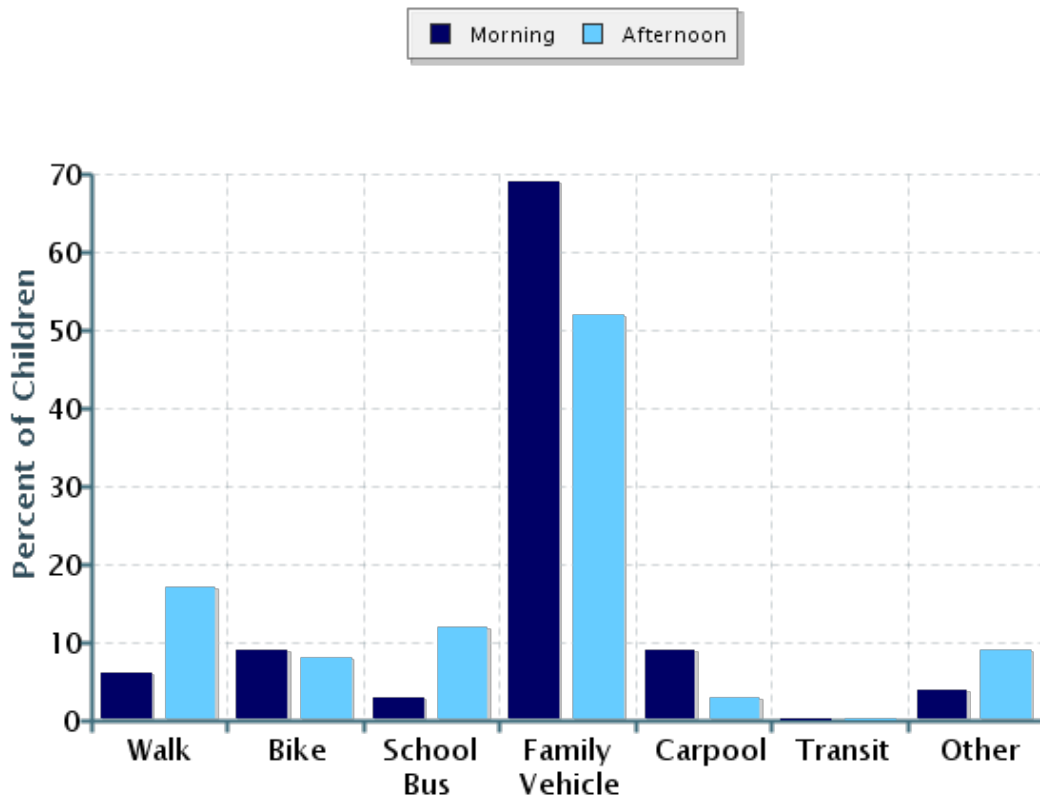
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	19	29%
1/4 mile up to 1/2 mile	11	17%
1/2 mile up to 1 mile	25	38%
1 mile up to 2 miles	9	14%
More than 2 miles	1	2%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	68	6%	9%	3%	69%	9%	0%	4%
Afternoon	66	17%	8%	12%	52%	3%	0%	9%

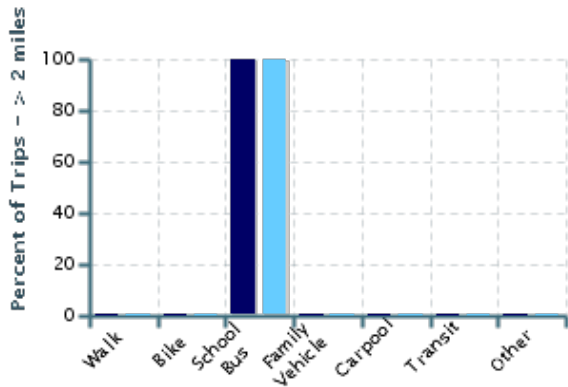
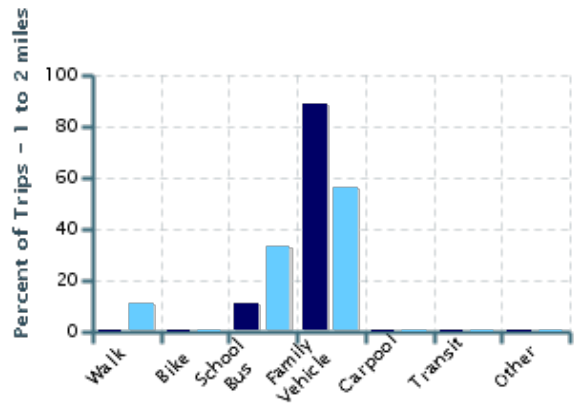
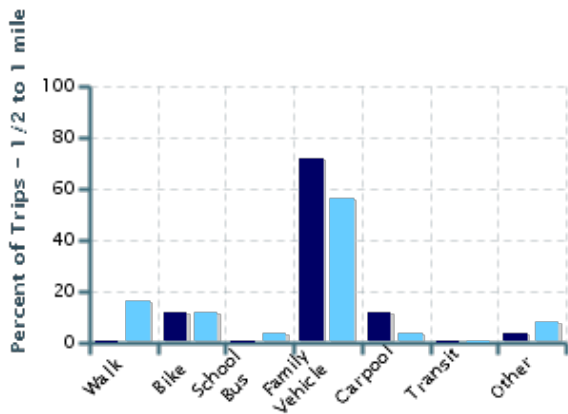
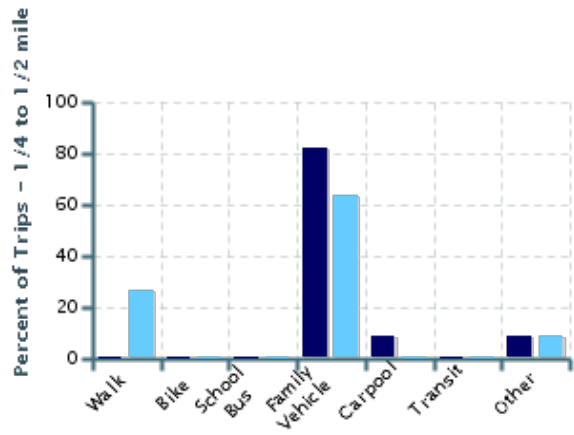
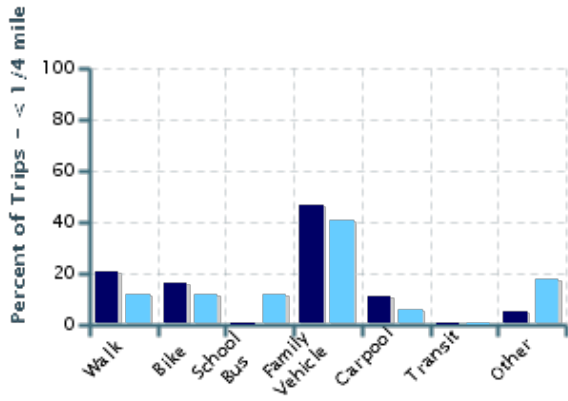
No Response Morning: 1

No Response Afternoon: 3

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	19	21%	16%	0%	47%	11%	0%	5%
1/4 mile up to 1/2 mile	11	0%	0%	0%	82%	9%	0%	9%
1/2 mile up to 1 mile	25	0%	12%	0%	72%	12%	0%	4%
1 mile up to 2 miles	9	0%	0%	11%	89%	0%	0%	0%
More than 2 miles	1	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

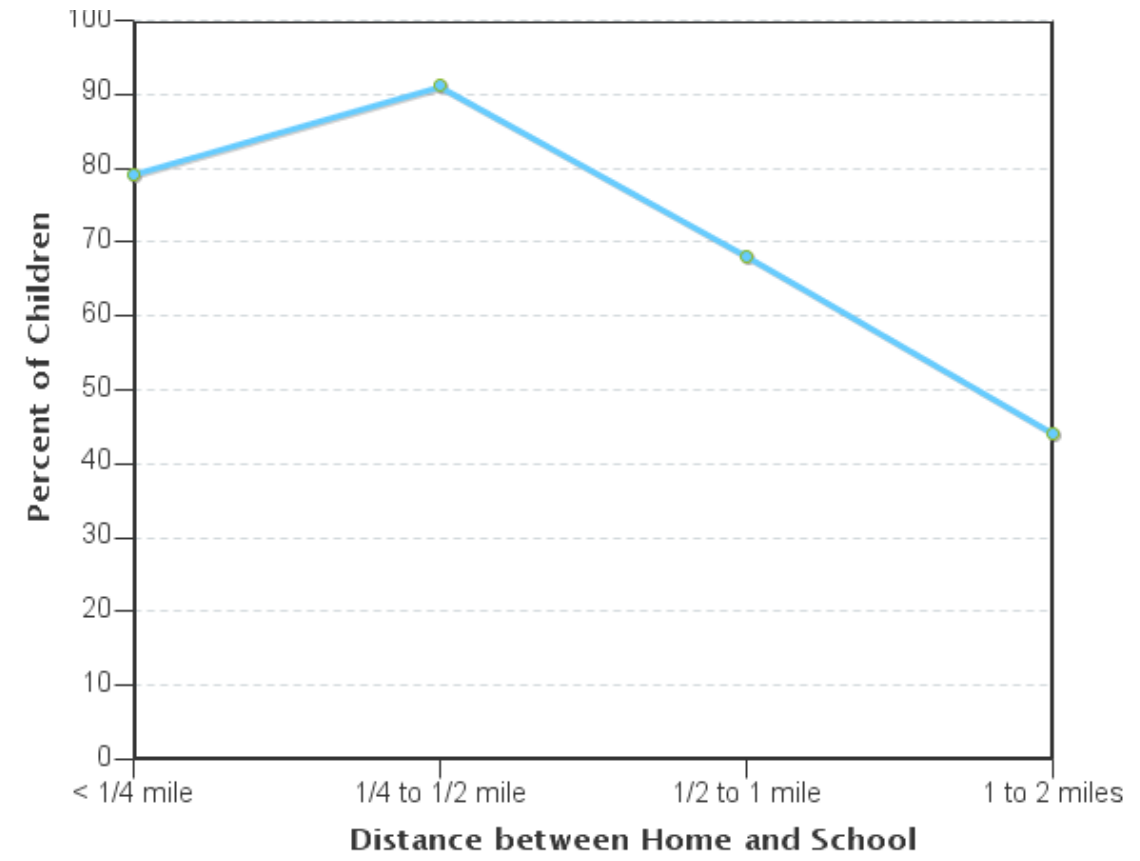
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	17	12%	12%	12%	41%	6%	0%	18%
1/4 mile up to 1/2 mile	11	27%	0%	0%	64%	0%	0%	9%
1/2 mile up to 1 mile	25	16%	12%	4%	56%	4%	0%	8%
1 mile up to 2 miles	9	11%	0%	33%	56%	0%	0%	0%
More than 2 miles	1	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 6

Percentages may not total 100% due to rounding.

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

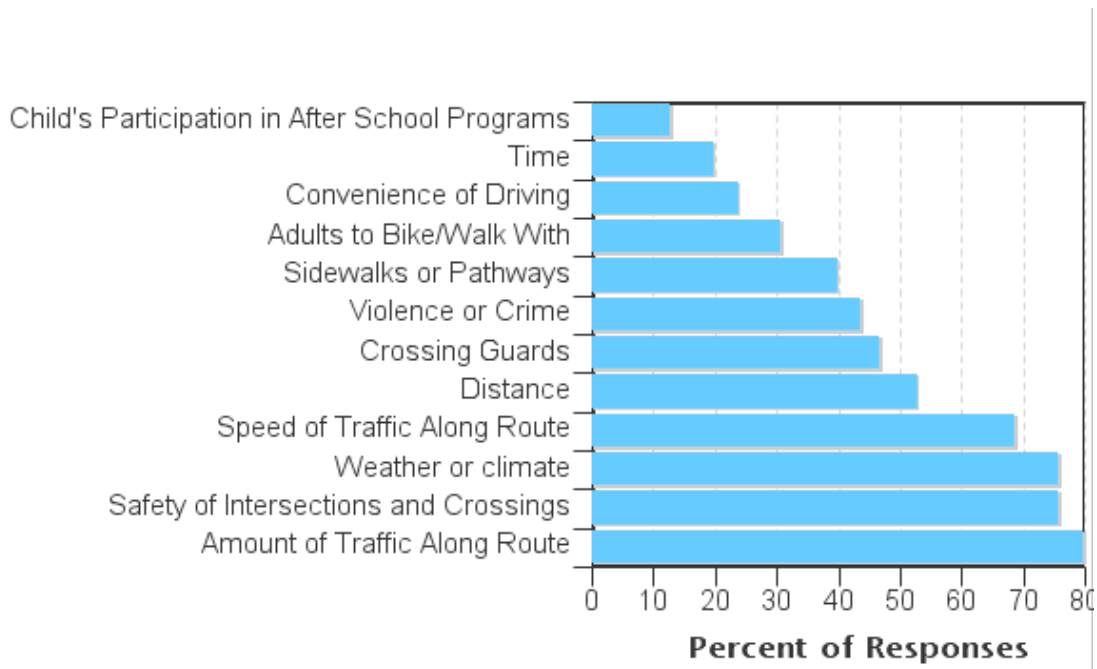


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

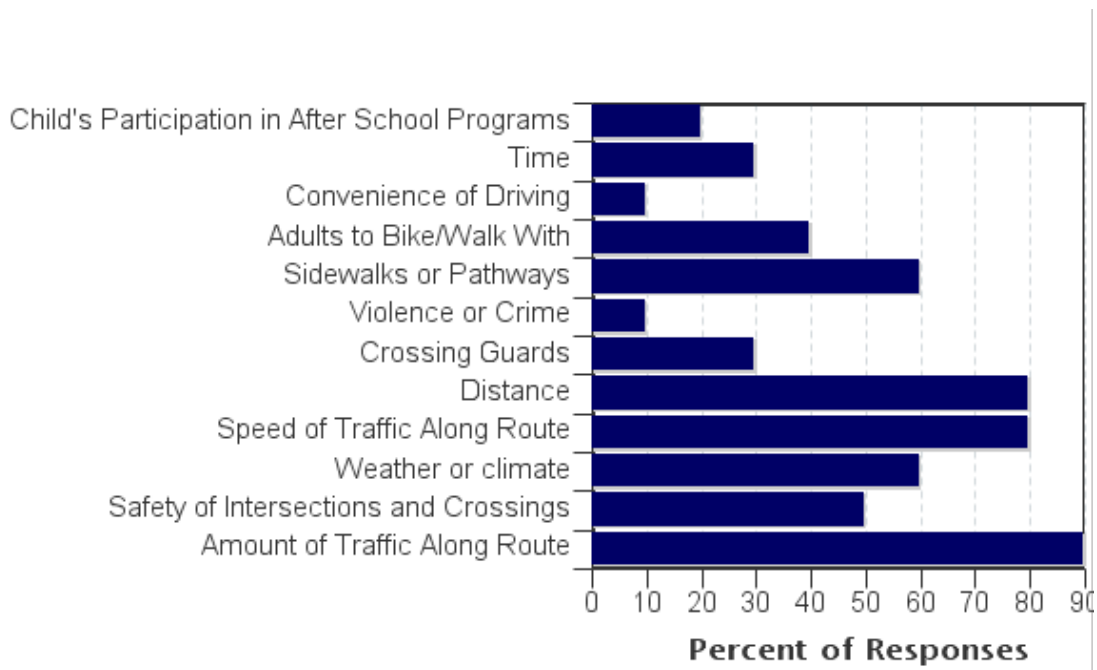
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	46	79%	91%	68%	44%	0%
No	19	21%	9%	32%	56%	100%

Don't know or No response: 4
 Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	80%	90%
Safety of Intersections and Crossings	76%	50%
Weather or climate	76%	60%
Speed of Traffic Along Route	69%	80%
Distance	53%	80%
Crossing Guards	47%	30%
Violence or Crime	44%	10%
Sidewalks or Pathways	40%	60%
Adults to Bike/Walk With	31%	40%
Convenience of Driving	24%	10%
Time	20%	30%
Child's Participation in After School Programs	13%	20%
Number of Respondents per Category	45	10

No response: 14

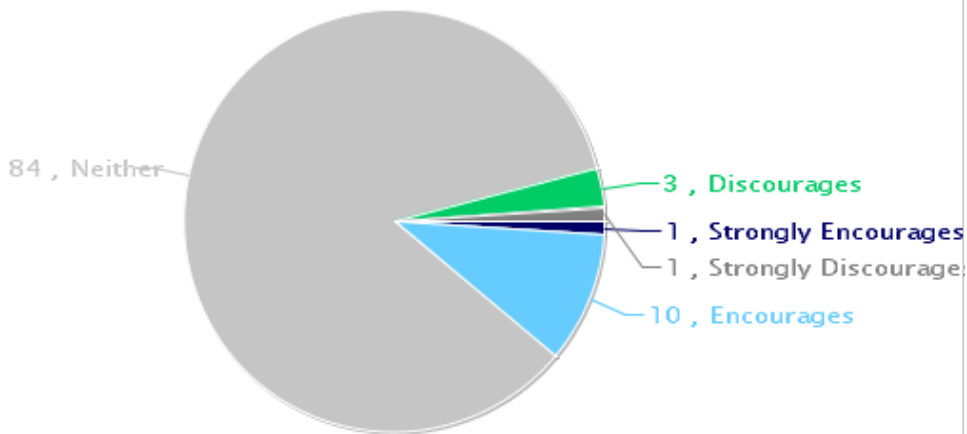
Note:

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

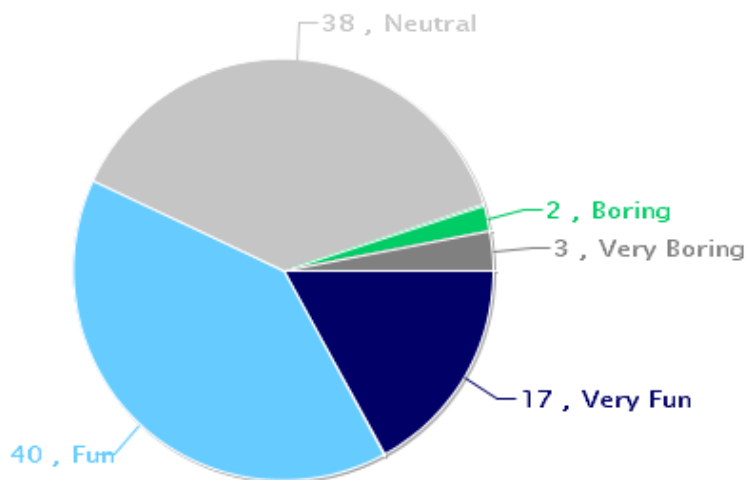
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

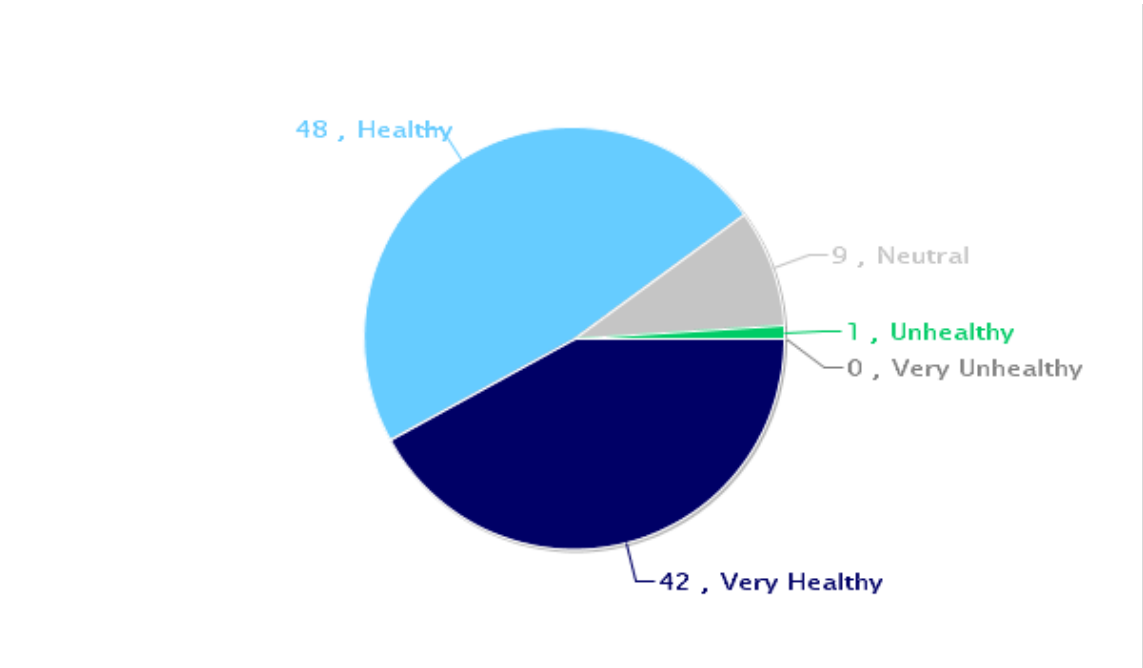
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1662097	The traffic on 44th Ave is ridiculous at times, especially school start/end times. The additional stop sign at 53rd st/44th Ave have helped to slow traffic from coming around the curve and flying into the 'school zone'. (In fact I strongly suggest it become permanent 4 way stop!) But let's be realistic, Veterans is completely unsafe for elementary age kids! Now that it is an alternative route for construction it has gotten dangerous in fact!! There is no real 'school zone' markings or indication on Veterans by the school (ie. No flashing lights/warnings), traffic Flies by at 30-45mph, there is no way to get in/out of parking lot, kids are hard to see with all the congestion, it's a mess!!! The 'crosswalk' on 44th is ignored by traffic at busy times and will likely result in a child getting hit at some point without a cross guard there to make sure traffic stops for kids crossing. In fact, this is one of the top reasons I won't let my kids walk, until something improves as far as safety for kids trying to cross traffic to get to school grounds!
1662113	Re safety of students walking to school: The district has a policy that allows potentially 5 & 6 year olds to walk a mile (.8) in a large city to school and not providing them safe transportation. However, they ensure students that live .9 miles or more, do not have to walk more than .4 miles to the stop (because??). The deciding factor or how they determined .4 miles was an appropriate/safe etc. distance to walk to a school bus stop should be the same determination for students walking to school. In no way do I think children should walk .8 miles to a bus stop in Fargo. In the same respect, children, (at times very young children), should also not walk .9/.8 to school through busy intersections. My understanding is that the Fargo schools have a .5 mile distance for their buses. I would be very hard pressed to say at any point, while still in elementary, that I would feel comfortable with my child walking from our intersection area (47th ave & 47th st) to his Osgood school. I'm not sure there is a safe answer for our distance??
1662116	There is a lot of Disregard of the cross walk on 44th ave. My kids do walk and ride bike, because we are so close and it is good for them. I worry a lot about the drivers though.
1662119	During the winter months, there cross walk from the school across 44th Ave S is often plugged with snow to the point kids can't reach the button or they could easily fall off the snow pile into traffic. Also, sidewalks are often not cleared making it difficult for kids to walk home safely.
1662121	I think there should be teachers at the crosswalks by the school not just a push button from them to cross
1663346	My main concerns are regarding the intersection of 47th Ave S & 53rd St S, and the bike/ walking path/ sidewalk situation. This intersection is busy with speeding cars, even without the extra traffic due to construction. Also, there is no direct route to the school from our location. The sidewalks and bike path take the kids in an indirect path to the school. This adds too much distance/ time and the only other alternative is to go through peoples yards/ the field.
1662078	My biggest concern is the weather. I would like to see staff forced to park .9 miles away from the school and have to walk when it's -20 and windy. Maybe we would see some changes then.
1662088	Her age is prohibitive of doing this on her own now. In the fall/spring we sometimes walk/ride bikes together (weather/schedules dependent). We have nice bike paths and sidewalks/streets to take. Hubby and I both leave for work now so one of us drops her off at school.
1662089	In this day and age it isn't safe for small kids to bike walk without a responsible adult.

1662114	Veterans Blvd should have a school speed limit by Osgood Elementary school as (especially during the winter when we don't walk) many families are trying enter and exit the school loop and parking lot. Currently only 44th ave has one (where buses load)
1662128	There are no bike or walking paths from the North door of Osgood to the front door. As a parent, I cant enter the North door so if I walk to pick up my child, I have to trudge through the muddy grass. 44th Avenue is crazy busy. I worry more about the children crossing 44th Avenue then I did them walking to Independence and crossing 40th avenue.
1662131	There is a bike path that goes between LaVonne and Osgood but the traffic on crossroads is so dangerous.
1662149	My child rides a daycare center bus to and from school each day and until she is older I would not let her walk to and from our home. It would be nice if the walking path from Osgood would be extended to the South East of the field and come out at 53rd St near 47th Avenue so the child doesnt need to walk all the way around or through the field
1662214	I am comfortable with my 2 children walking/biking to and from school however the climate plays a big part in that. This year they walked to school only for about a month at the beginning of the school year and they just started walking home within the past 3 weeks. I have been picking them up during the winter. I would like to see bussing offered just because of the climate here. And also parent pick-up needs some improvement. If you are not going to bus, parent pick up should be a well-oiled machine and it is far from that.
1662268	My biggest wish would be for a sidewalk from the bike path to the south door at Osgood. There is no sidewalk connection to the door and she would have to walk/ride bike in the parking lot with parents pulling in and out.
1662341	My largest concern over any other is safety. We live near 2 interstates that literally go coast to coast. FM isn't as safe as it was years ago...the reality is that I worry about crime far more than my children's ability to get to/from school.
1662389	We practiced over and over the route to and from school and what to do in certain situations. I trust that my child will make right decisions and safely get to school. We believe we have a great system and route for our child getting to school and home on their own.
1662070	The increased traffic of 44th Ave makes it a little more weary to allow Biking; however, the 4-way Stop Sign has helped slow down traffic. The blinking crosswalk closer to school helps as well; most cars at/around School Dropoff/Pickup are aware of the crosswalk. But have had challenges later in the evening or on weekends.
1662079	If I could trust the drivers near and around Osgood to follow the laws and safety for our children, I would allow my son to walk home as a 3rd grader. I am hoping this fall in 4th grade, he will be able to do it. My main concern is reckless and careless drivers not paying attention to cross walks and students walking.
1662081	My child currently attends Osgood Elementary and there are no sidewalks from the street or bike bath that lead to the front entrance on the South Side of the building where drop off is. I'm not going to allow my child to walk or ride a bike to school where they have to ride on the street or through the grass and avoid cars dropping off children.
1662082	We need a busses for kids who's living 1 mile please for weather and some family dosnt have a car al so we need Change the principal sogood school because she very rude.

1662084	My child attends Osgood Elementary and there is a nice grassy field between the south side of the school and homes south of the school, but no sidewalk between them. I am fearful of my child walking to school. I grew up in a small town where many people knew each other and groups of students walked to school together. I feel if more sidewalks could be put in, I MIGHT be more willing to let my child walk to school once they are older (currently in Kindergarten).
1662085	Our house is in the no bus zone, which is ridiculous to have in ND with our winters. The bus drops kids off and picks them up at our yard but my kids cannot ride the bus. If you are going to have the no bus zone give parents the option to pay to have the students in those areas ride a bus. It is infuriating.
1662098	Question 6 A & B are based on weather, they walk Aug-Dec and April-May with friends. Having classmates to walk with or siblings makes a huge impact.
1662099	The most important fact that involved our decision to let our child walk/bike to school was unfortunately out of our control and that's living 0.9 miles away from the school and not having bus transportation available.
1662100	Sidewalks were not clear enough this winter. We do walk in the fall until about 20 F. We want to start up again this spring. Do not trust sending even 3rd grader right now with traffic as it is. Crossing guards or walking school bus could help alot.

Parent Survey Report: One School in One Data Collection Period

School Name: Willow Park Elementary School

Set ID: 18580

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

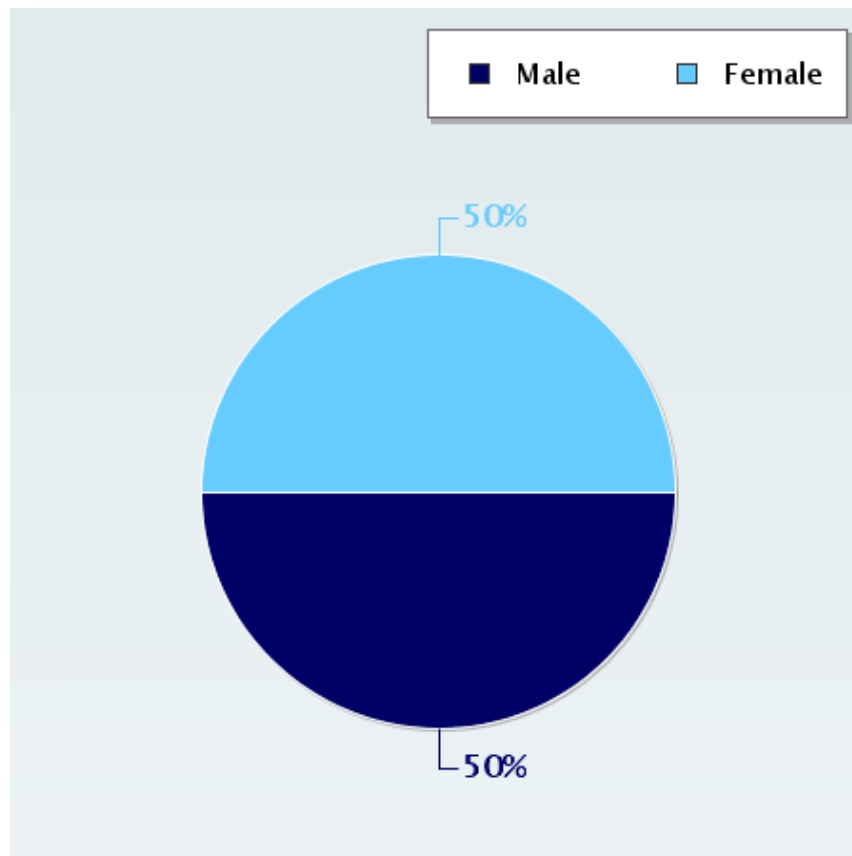
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Number of Questionnaires Distributed: 0

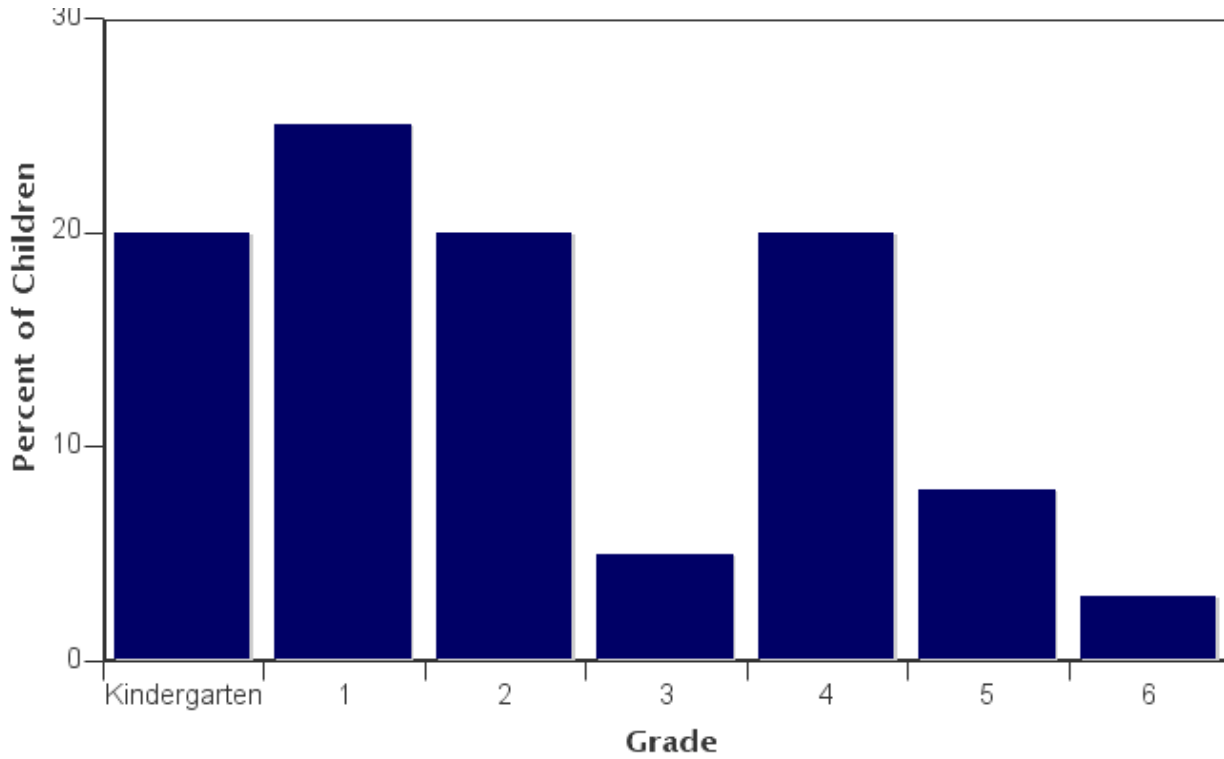
Number of Questionnaires Analyzed for Report: 40

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

Sex of children for parents that provided information



Grade levels of children represented in survey



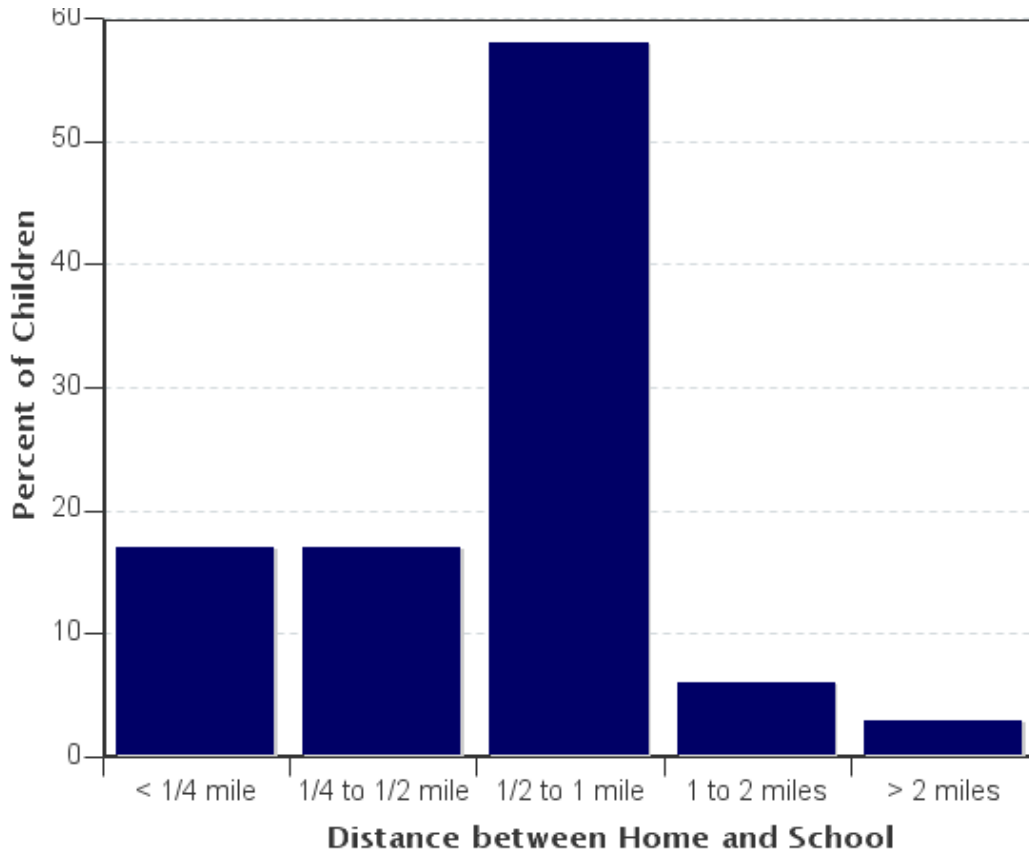
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	8	20%
1	10	25%
2	8	20%
3	2	5%
4	8	20%
5	3	8%
6	1	3%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



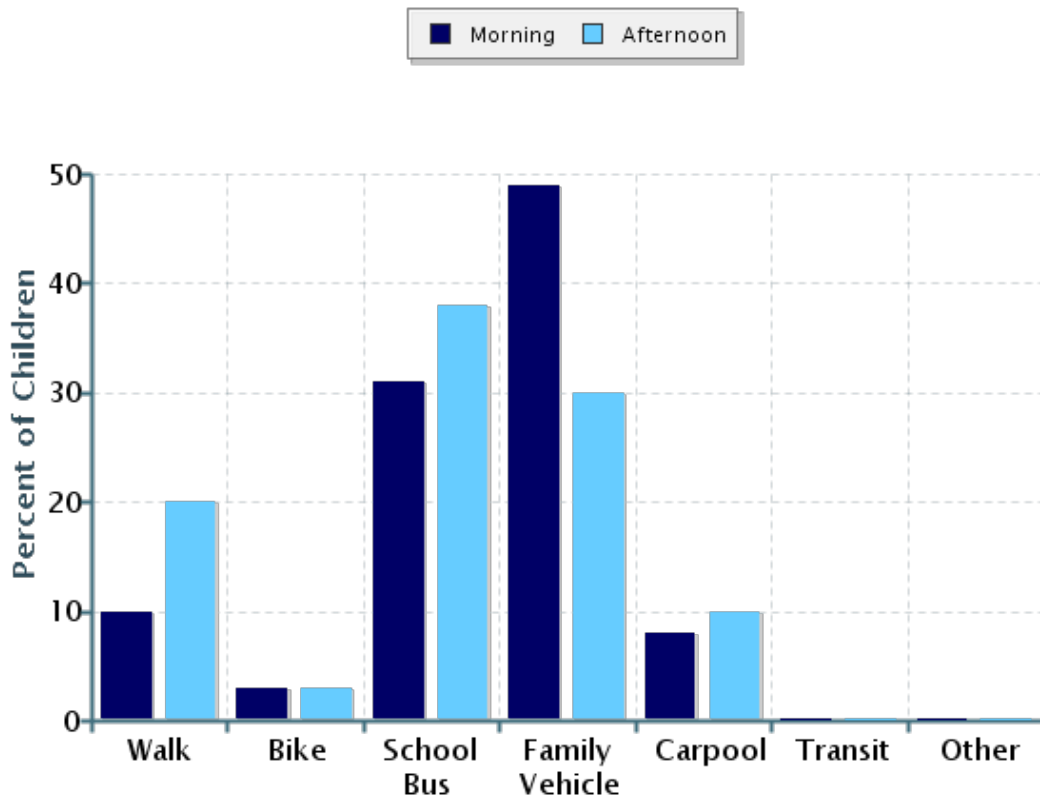
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	6	17%
1/4 mile up to 1/2 mile	6	17%
1/2 mile up to 1 mile	21	58%
1 mile up to 2 miles	2	6%
More than 2 miles	1	3%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	39	10%	3%	31%	49%	8%	0%	0%
Afternoon	40	20%	3%	38%	30%	10%	0%	0%

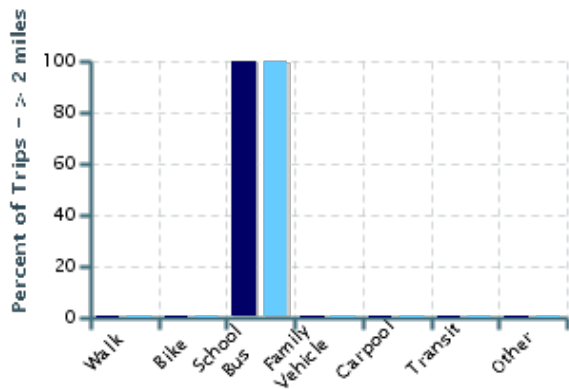
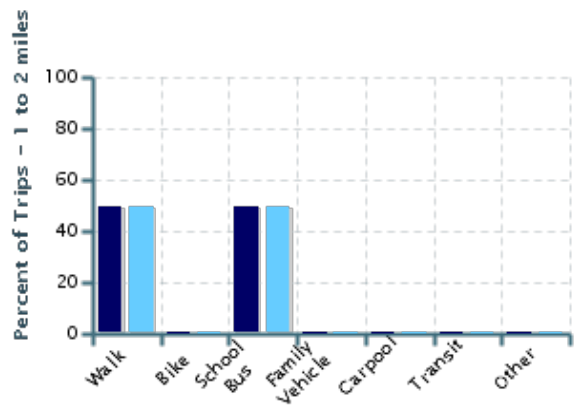
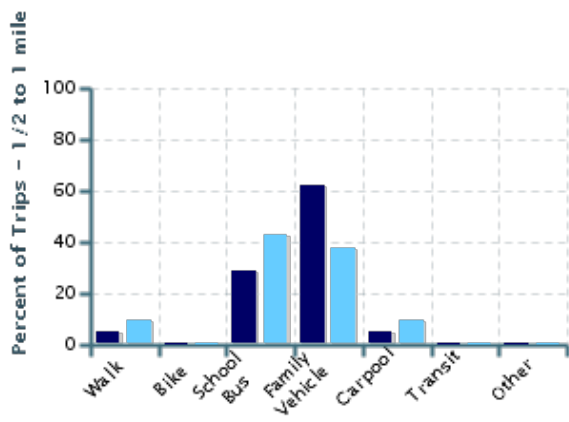
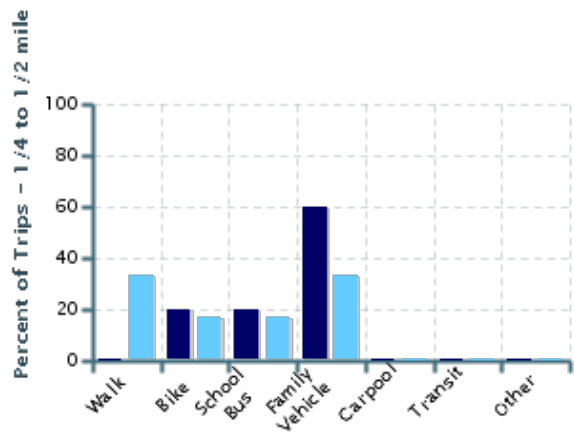
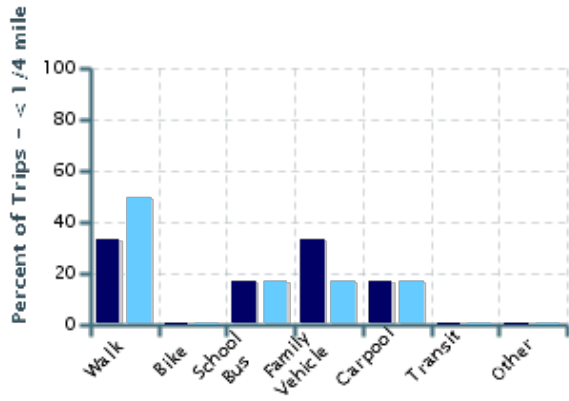
No Response Morning: 1

No Response Afternoon: 0

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	33%	0%	17%	33%	17%	0%	0%
1/4 mile up to 1/2 mile	5	0%	20%	20%	60%	0%	0%	0%
1/2 mile up to 1 mile	21	5%	0%	29%	62%	5%	0%	0%
1 mile up to 2 miles	2	50%	0%	50%	0%	0%	0%	0%
More than 2 miles	1	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 5

Percentages may not total 100% due to rounding.

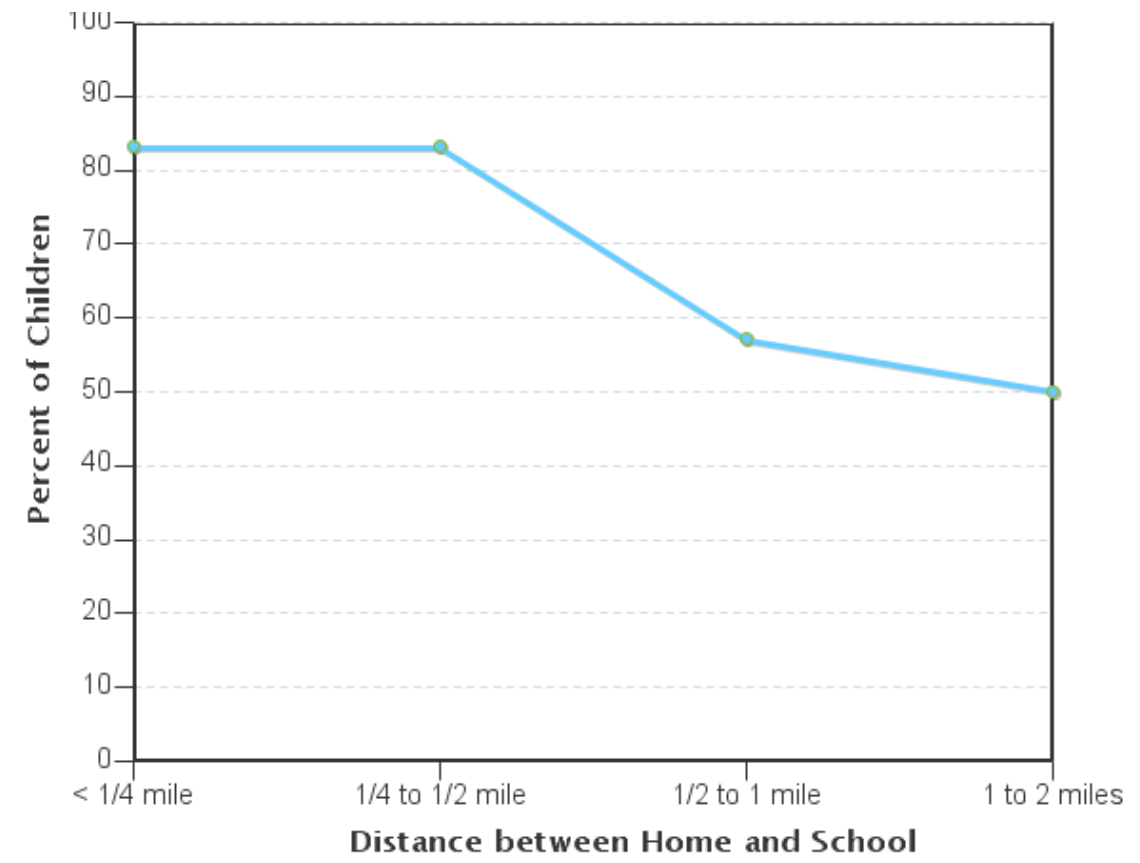
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	50%	0%	17%	17%	17%	0%	0%
1/4 mile up to 1/2 mile	6	33%	17%	17%	33%	0%	0%	0%
1/2 mile up to 1 mile	21	10%	0%	43%	38%	10%	0%	0%
1 mile up to 2 miles	2	50%	0%	50%	0%	0%	0%	0%
More than 2 miles	1	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

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



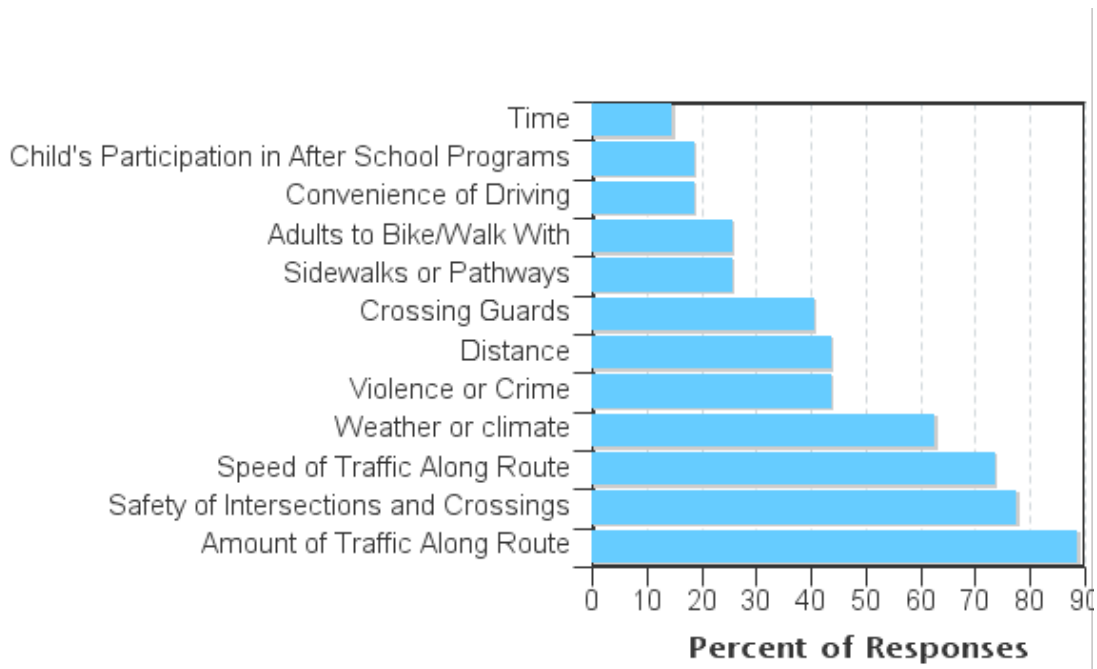
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	23	83%	83%	57%	50%	0%
No	13	17%	17%	43%	50%	100%

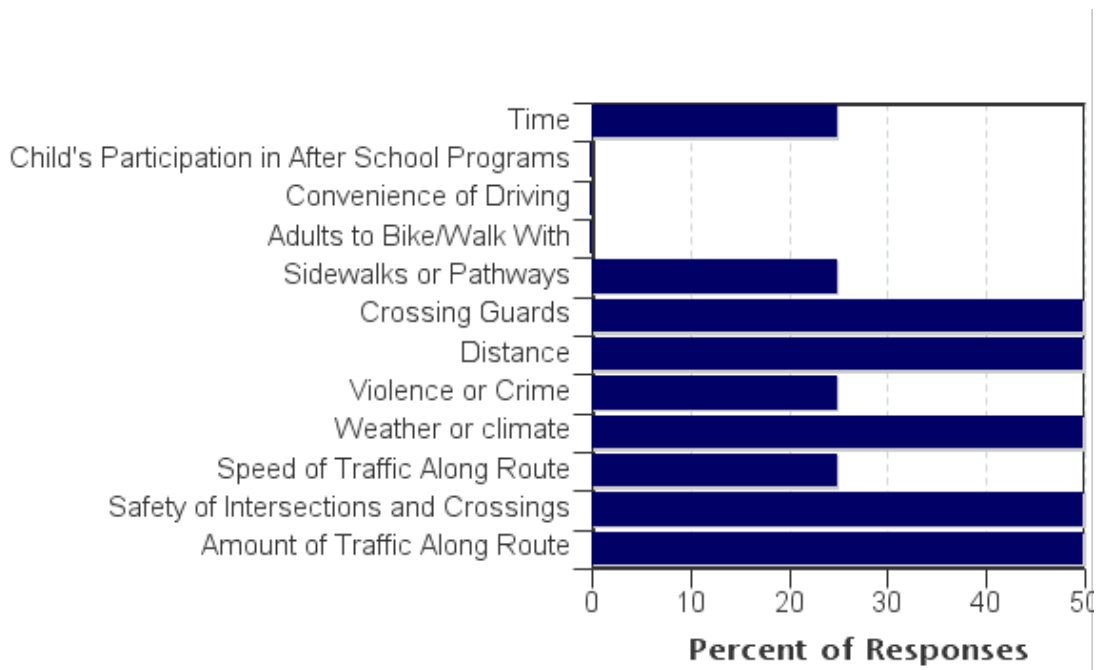
Don't know or No response: 4

Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	89%	50%
Safety of Intersections and Crossings	78%	50%
Speed of Traffic Along Route	74%	25%
Weather or climate	63%	50%
Violence or Crime	44%	25%
Distance	44%	50%
Crossing Guards	41%	50%
Sidewalks or Pathways	26%	25%
Adults to Bike/Walk With	26%	0%
Convenience of Driving	19%	0%
Child's Participation in After School Programs	19%	0%
Time	15%	25%
Number of Respondents per Category	27	4

No response: 9

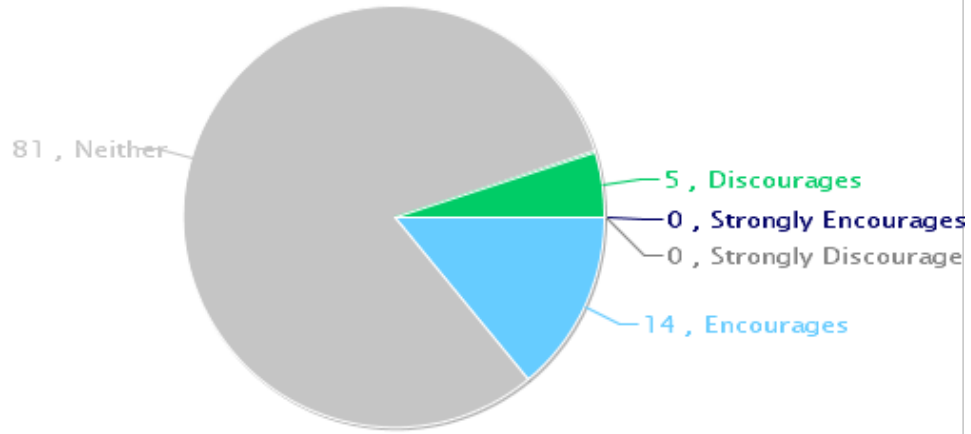
Note:

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

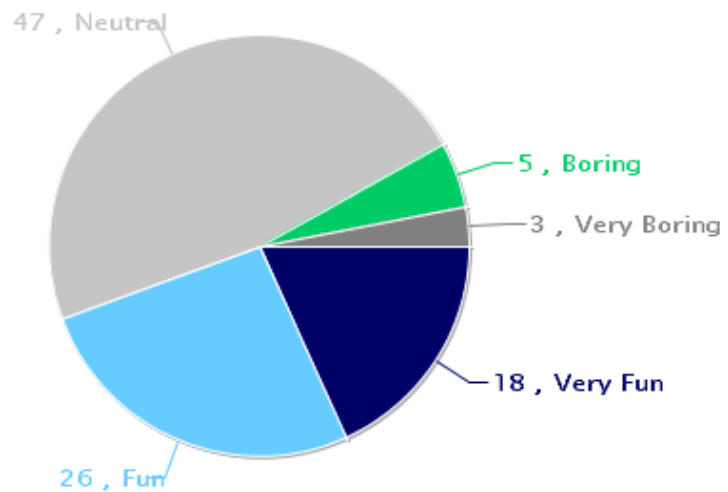
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

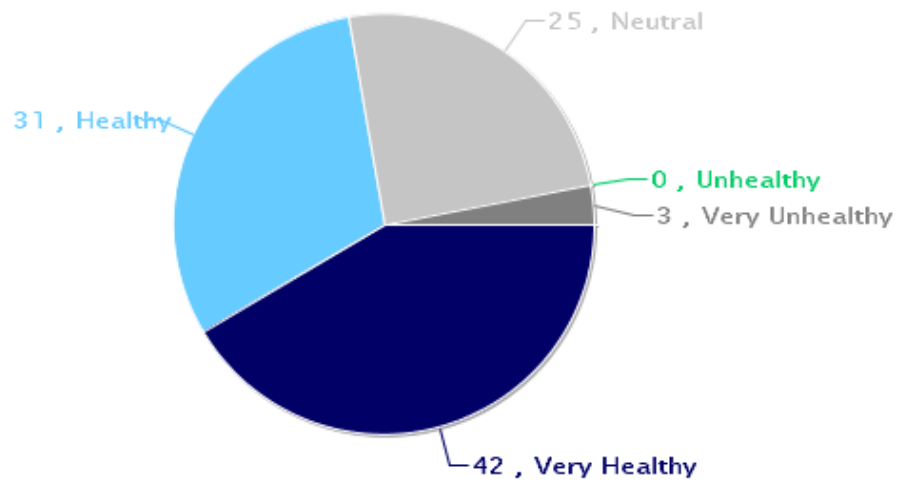
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1662055	At the intersection on 17th ave and 52nd/50th St, there is not even a cross walk. I have trouble crossing it with my daycare kids!
1662057	No children should have to walk unattended, ever. Us disabled parents sure have a hard time getting them there every day with no school bus anymore, regardless of the distance. People with disabilities, even the parents, should receive some kind of help...
1662072	I feel if your house is right on the mark for getting bus transportation provided it should be allowed. My oldest will be going to Cheney next year and we are exactly 0.9 miles from the school. For how cold our weather gets, high traffic along 17th avenue and for safety, I am not comfortable with her walking next year. I honestly think busing should be provided as we are right on the .9 mile rule and it would be greatly appreciated. Currently bus transportation isn't allowed to Cheney Middle School in our area.
1662109	Would be good to have a stop sign at the three way intersection in front of Willow Park apartments for traffic entering 16th Ave. Seems to be a lot of parents driving through apartment parking lanes.
1662134	It is a dangerous area driving, why would I risk my child's safety walking or biking the route??? It is totally not worth it at this point.
1662151	Busing should be available for all since it was decided to put an elementary school in a commercial area. There is no non-commercial or low-income housing route that my child can take to get home.
1662742	Our home is on a bus route but that does not work for us. I want my son to be able to ride the bus to our daycare after school, corner of 12th St Ct & 14th Ave E. Right now it is in walking only zone, but it's through a business district.
1662159	My child is autistic. He will not be walking to school at anytime alone.
1662359	Too many apartments that are sketchy.
1662405	The kids that walk and bike near Gordman's & LCC need a paved path from the Lutheran Church of the Cross parking lot to the path at Gordman's park. Right now, there's a gap between the paths. Nothing connects the Gordman's park path to LCC lot. Kids are forced to go in front of Gordman's which is very busy and dangerous.
1662481	Really dense populated neighborhoods that students have to pass through to get to school. Lots of traffic and lots of people to avoid.
1661984	My son at times states that he does not feel safe crossing 9th. He says that cars do not pay close attention to the kids crossing the street, especially in the afternoon.
1661987	My son has an ASD and I would not allow him to walk or ride bike no matter his age.
1661991	16th street and traffic around the school have been our limiting factor on allowing our kids to ride bike to school.

1661993	My Kindergartener walks home with her 5th grade sibling. I will not allow her walk home alone until probably 4th grade regardless of any of these other circumstances. However, a better crosswalk at the back (west) side of the school with a light is needed... she has commented that she is afraid she will be hit by a car on that crosswalk...especially with the curved road and high piles of snow. I would greatly appreciate crossing guards at all the schools as well.
1661995	The area around Willow park is not Child Friendly at all. Too Many Business and the apartments are too crowded.
1661999	The school pickup line is an absolute joke. There are people that constantly pull out in front of you or people parking their vehicle when they shouldn't be. Pick up and drop off is by far the most frustrating part of my day. With the Somali population around the school I will not allow my child to walk home. The side roads are too busy and there's too much of a chance that something could happen to my child. Have you seen the crime rates for this area? To ask children who are .9 away to walk is ridiculous especially if they do not have a sibling to walk with them.
1662004	My only worry is my child crossing 16th St and 14th Ave intersection. Traffic is on the heavy side during those times, people don't always pay attention, and parked cars make it difficult to see cars and kids. If there was at least a school crosswalk put at that intersection, I'd feel better about it. As I know there are multiple kids I see that walk that same route every morning.
1662029	One of the difficulties we have is that my daughter goes through the Gordman's and church parking lots, and these have been full of snow piles and construction workers/materials, and especially in the dark, this can be difficult and or anxiety producing. There is not an easy way through the cul-de-sac without going through private yards, or through higher traffic or snow compacted areas. Spring and fall is much easier.
1662043	My child lives .8-.9 miles from school, and is required to walk on very busy streets and through run-down sketchy apartment complex neighborhoods to get to school. The traffic along the Main Street he would walk his heavy and cars go way too fast. Not safe! Honestly, I don't see any of this improving enough for me to be able to let him walk.

Parent Survey Report: One School in One Data Collection Period

School Name: Liberty Middle School

Set ID: 18579

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

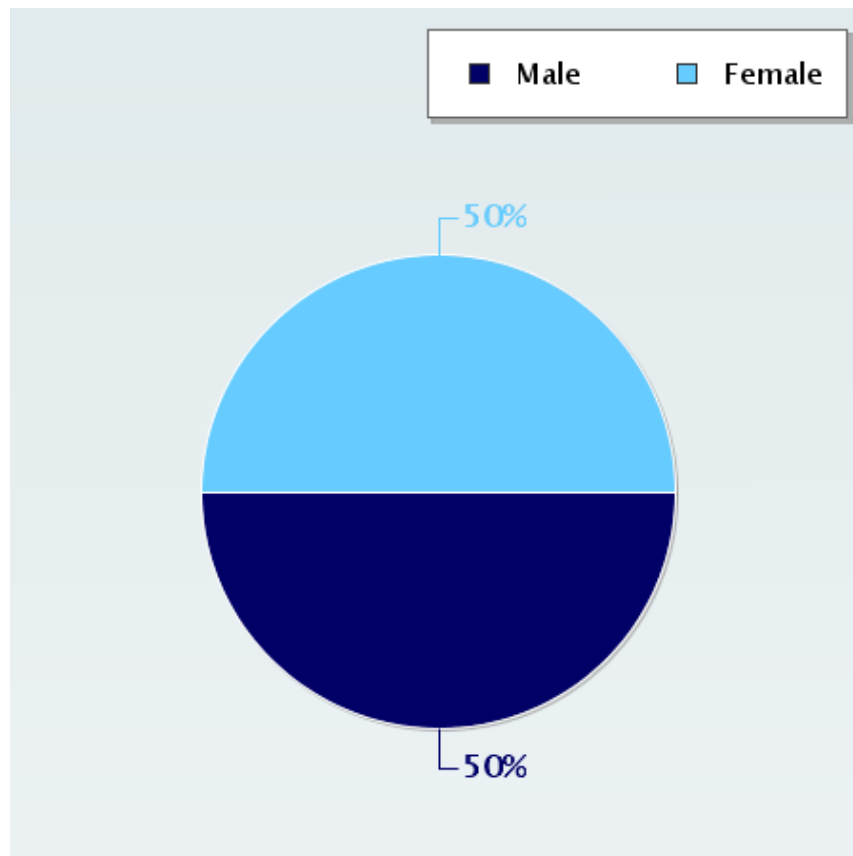
Tags:

Number of Questionnaires Distributed: 0

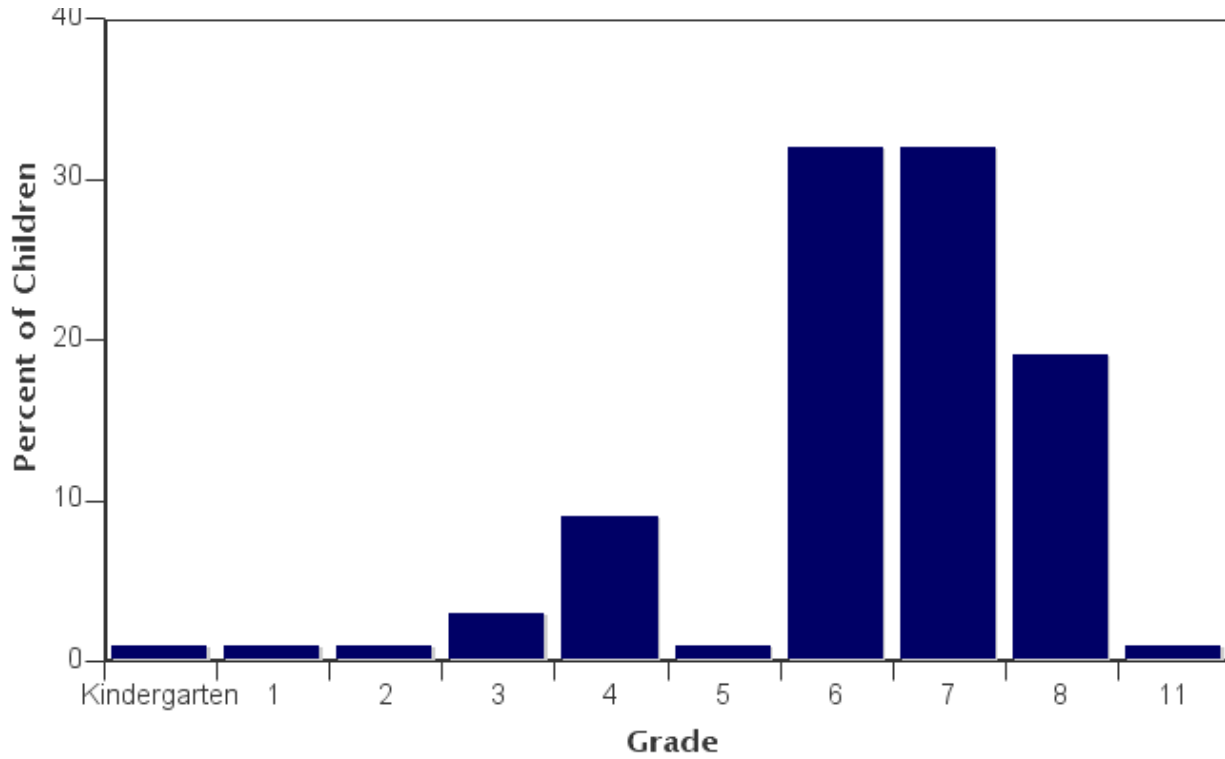
Number of Questionnaires Analyzed for Report: 149

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

Sex of children for parents that provided information



Grade levels of children represented in survey



Grade levels of children represented in survey

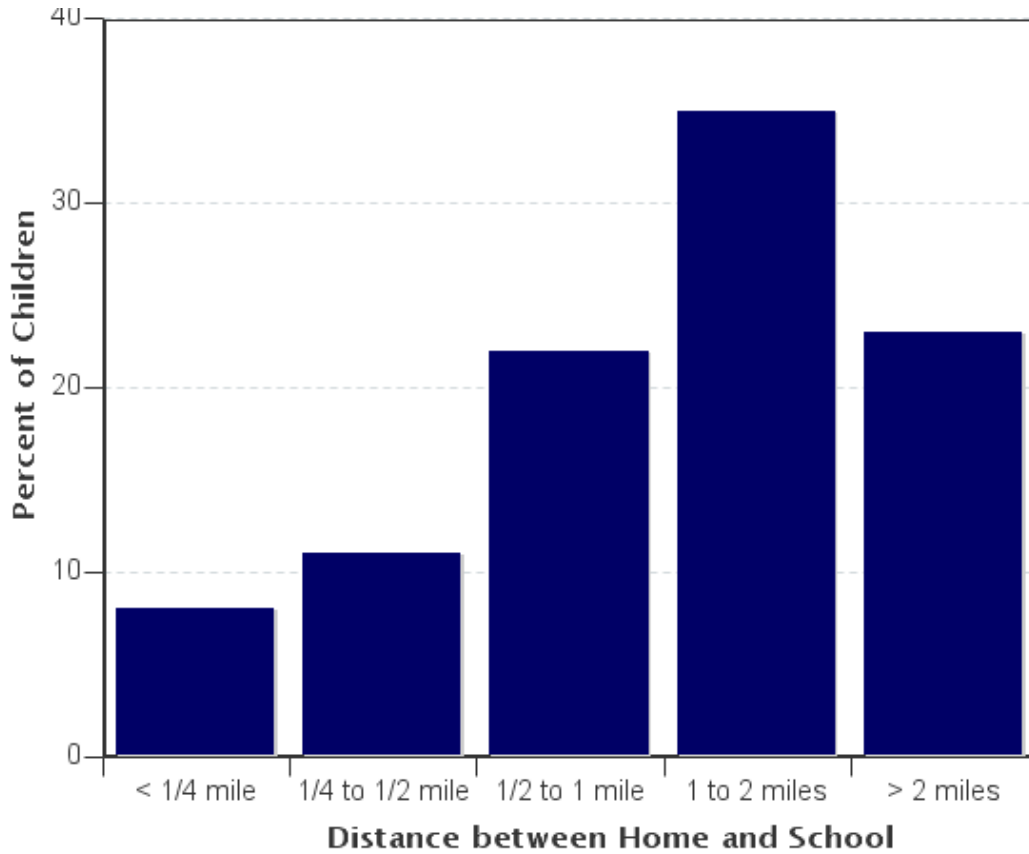
Grade in School	Responses per grade	
	Number	Percent
Kindergarten	2	1%
1	2	1%
2	2	1%
3	5	3%
4	13	9%
5	1	1%
6	47	32%
7	47	32%
8	28	19%

11	1	1%
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No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

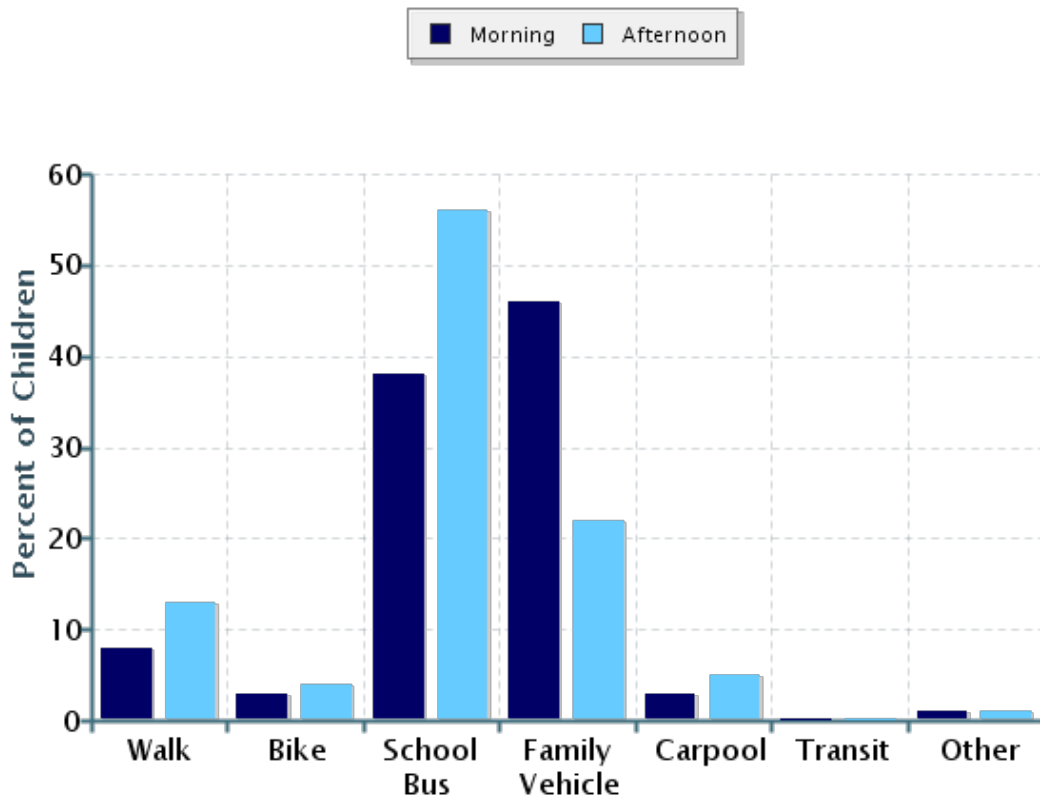


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	12	8%
1/4 mile up to 1/2 mile	16	11%
1/2 mile up to 1 mile	32	22%
1 mile up to 2 miles	51	35%
More than 2 miles	33	23%

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	143	8%	3%	38%	46%	3%	0%	0.7%
Afternoon	144	13%	4%	56%	22%	5%	0%	0.7%

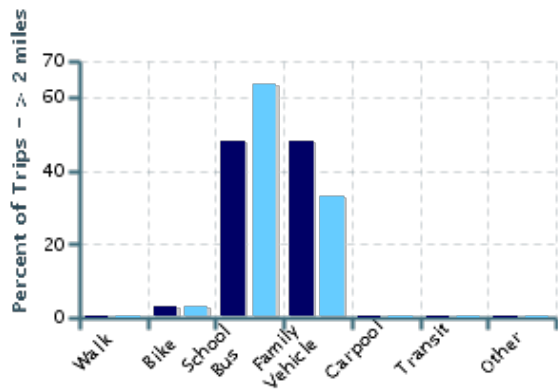
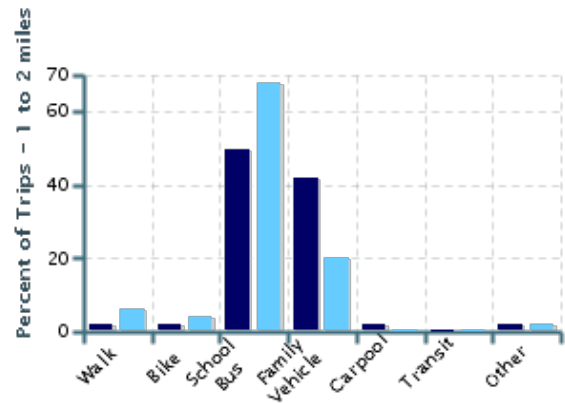
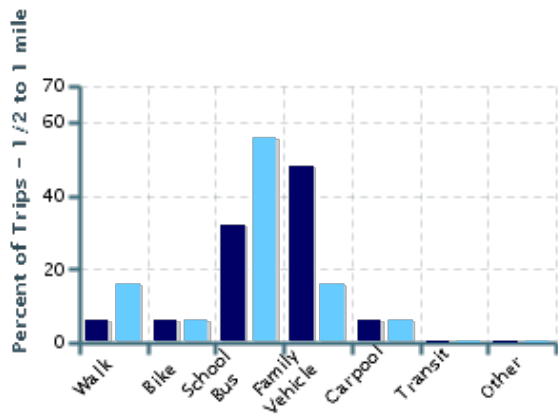
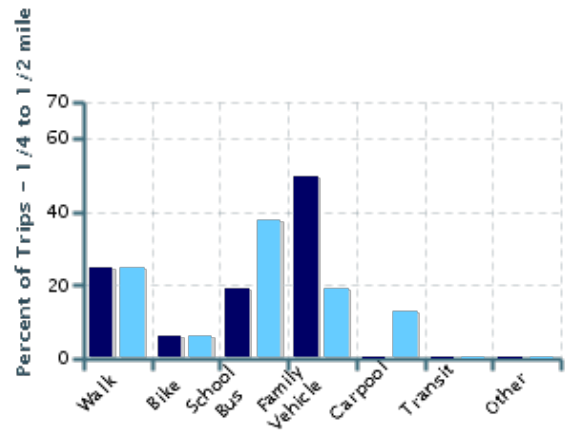
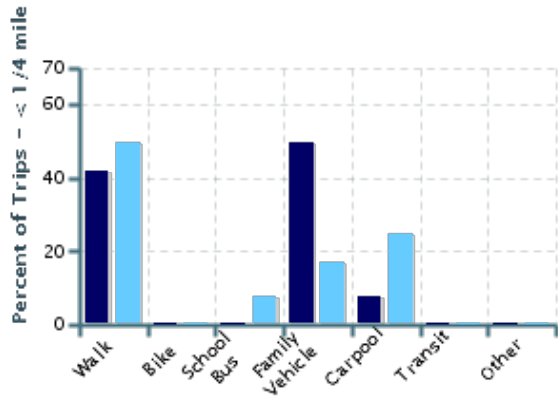
No Response Morning: 6

No Response Afternoon: 5

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	42%	0%	0%	50%	8%	0%	0%
1/4 mile up to 1/2 mile	16	25%	6%	19%	50%	0%	0%	0%
1/2 mile up to 1 mile	31	6%	6%	32%	48%	6%	0%	0%
1 mile up to 2 miles	50	2%	2%	50%	42%	2%	0%	2%
More than 2 miles	33	0%	3%	48%	48%	0%	0%	0%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

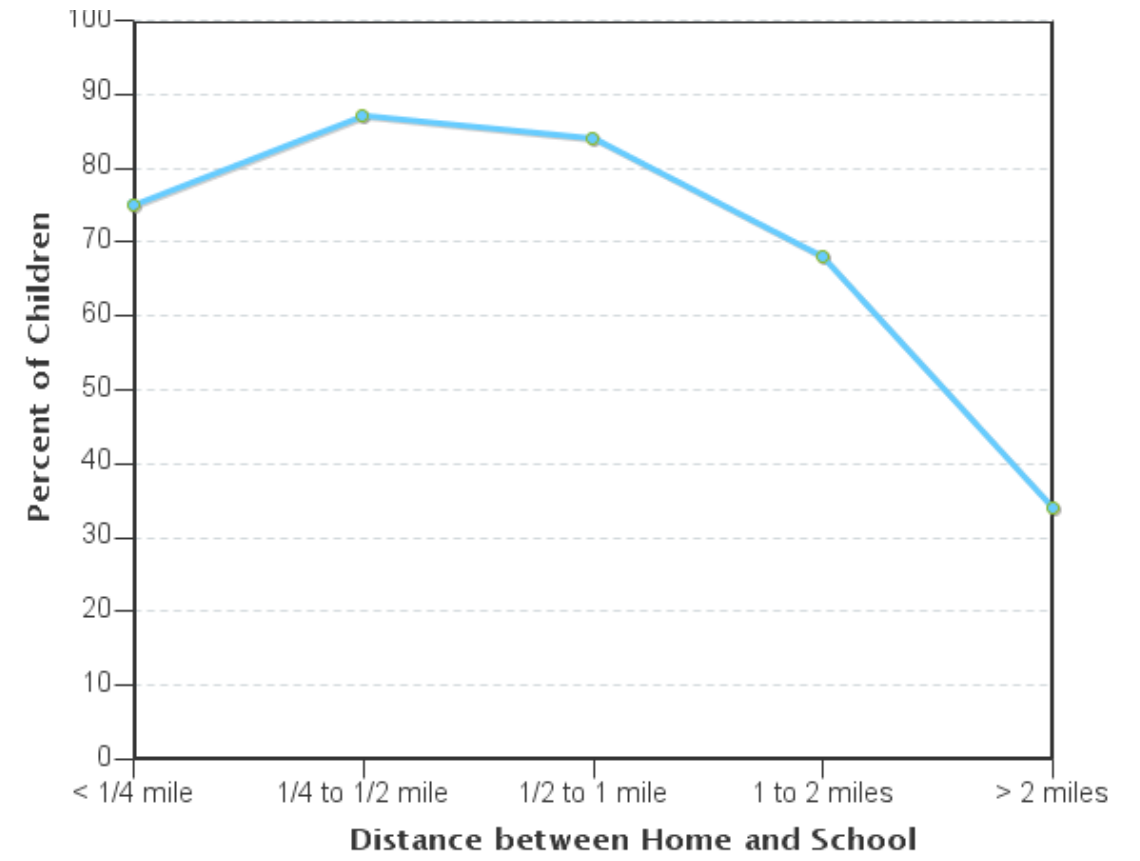
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	50%	0%	8%	17%	25%	0%	0%
1/4 mile up to 1/2 mile	16	25%	6%	38%	19%	13%	0%	0%
1/2 mile up to 1 mile	32	16%	6%	56%	16%	6%	0%	0%
1 mile up to 2 miles	50	6%	4%	68%	20%	0%	0%	2%
More than 2 miles	33	0%	3%	64%	33%	0%	0%	0%

Don't know or No response: 6

Percentages may not total 100% due to rounding.

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



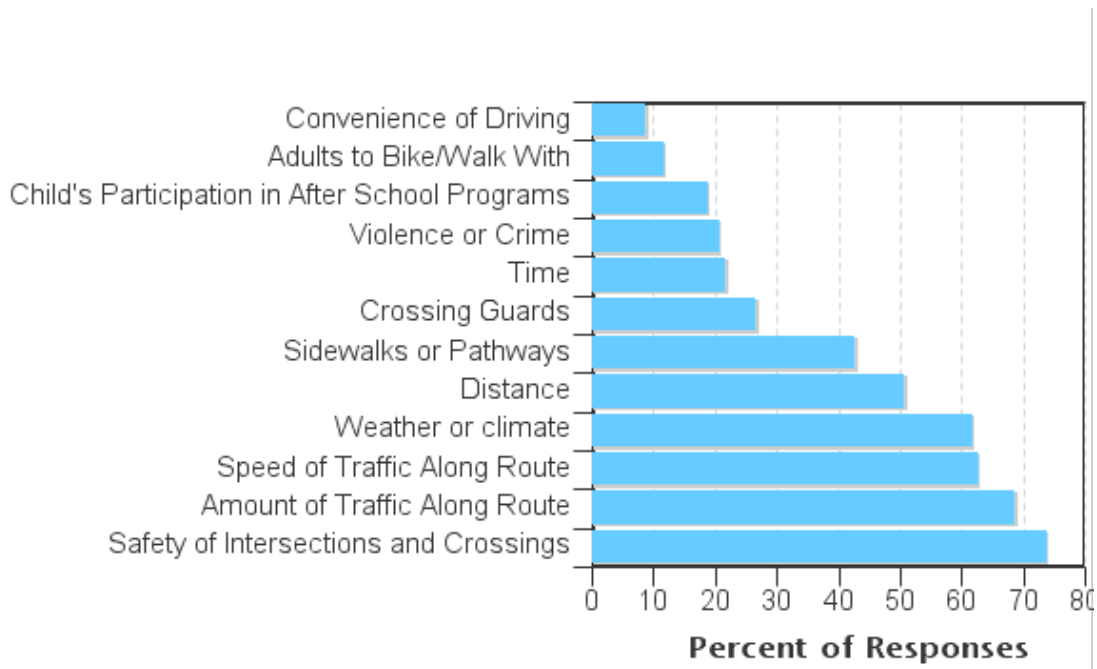
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	94	75%	87%	84%	68%	34%
No	47	25%	13%	16%	32%	66%

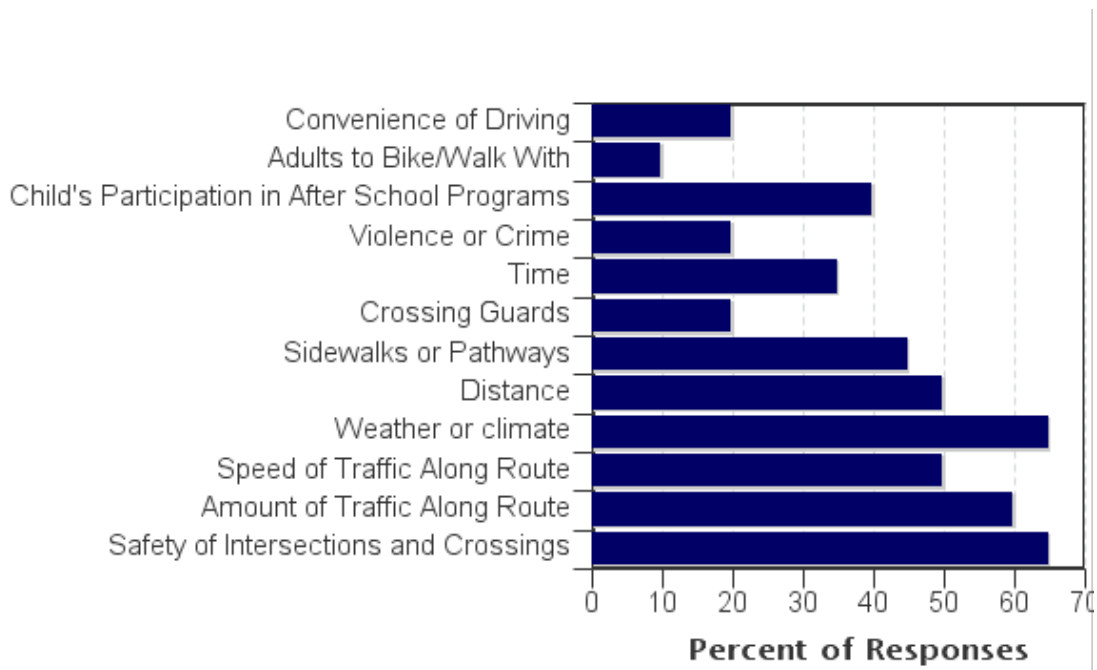
Don't know or No response: 8

Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	74%	65%
Amount of Traffic Along Route	69%	60%
Speed of Traffic Along Route	63%	50%
Weather or climate	62%	65%
Distance	51%	50%
Sidewalks or Pathways	43%	45%
Crossing Guards	27%	20%
Time	22%	35%
Violence or Crime	21%	20%
Child's Participation in After School Programs	19%	40%
Adults to Bike/Walk With	12%	10%
Convenience of Driving	9%	20%
Number of Respondents per Category	91	20

No response: 38

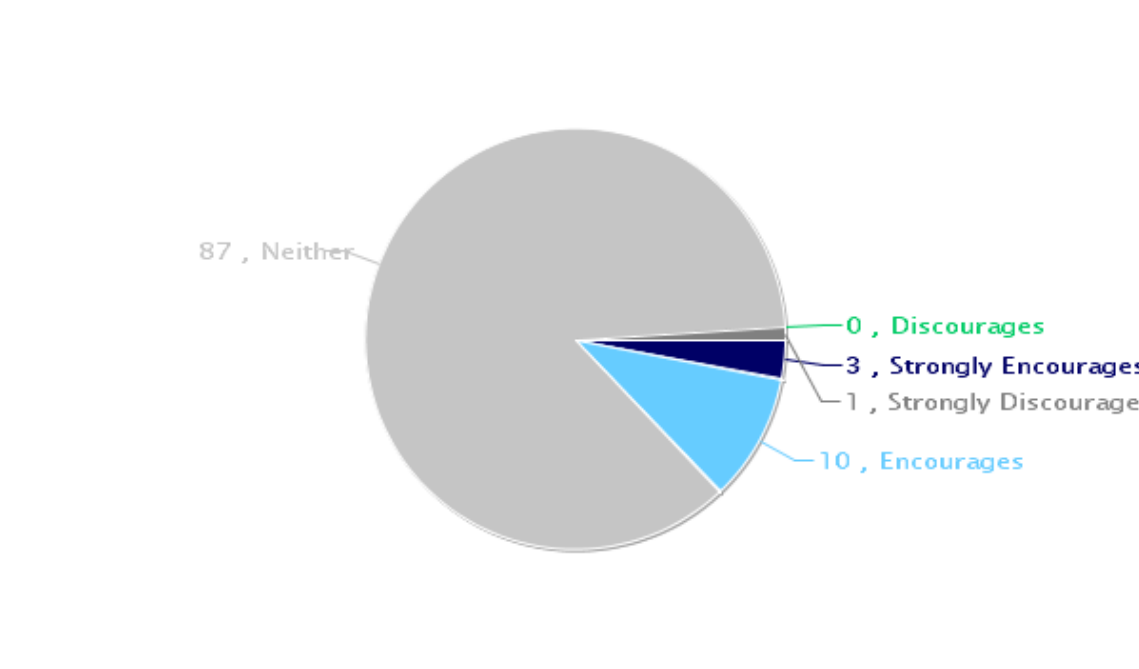
Note:

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

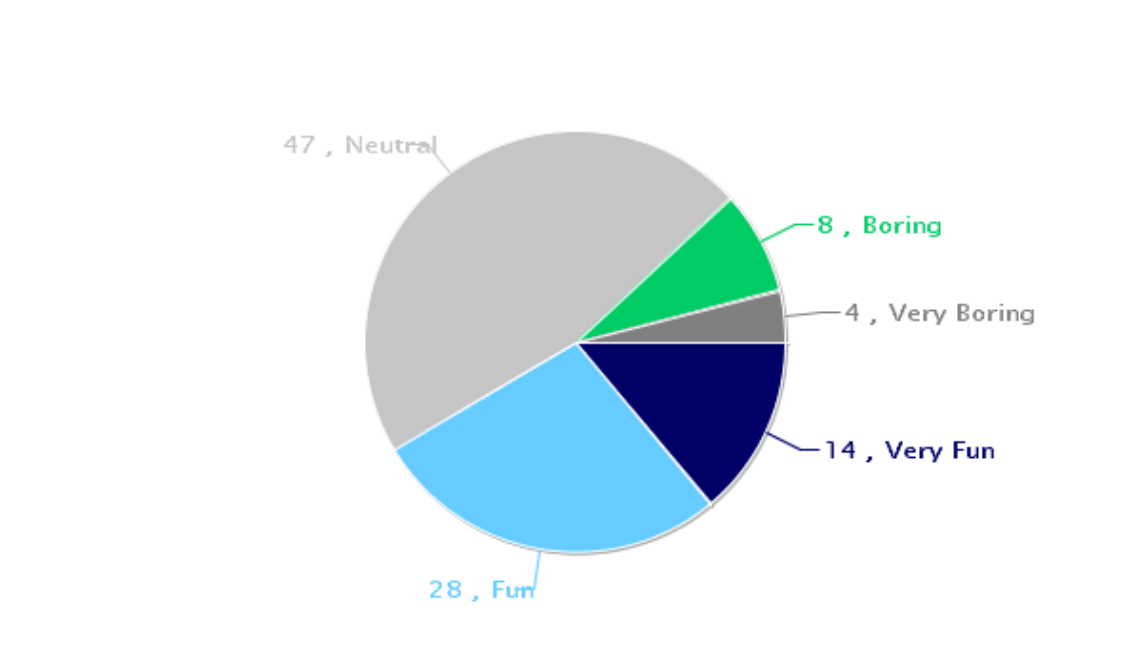
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

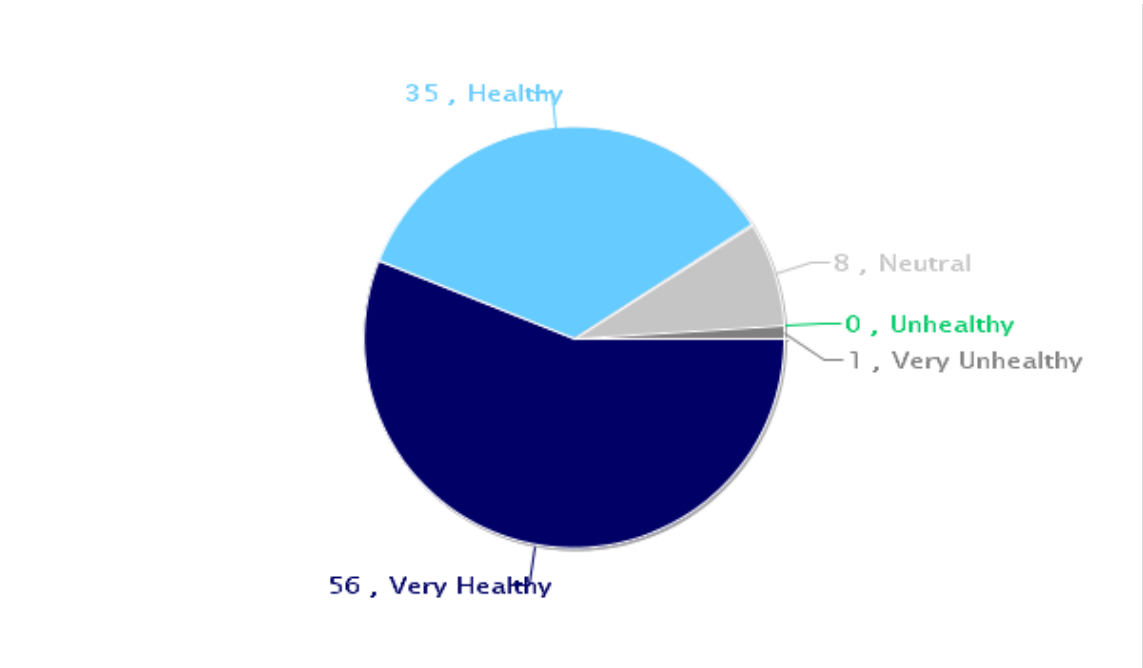
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1662245	Kids have reported that there are students sitting on the floor of the bus because it is so crowded. Not acceptable.
1663005	With the high school starting before the middle school, there are multiple parents, such as myself, that have to do a U-turn to get back to the middle school. The parking lot is absolutely ridiculous at Liberty, no one pulls all the way up, they have now limited the traffic to one lane which makes it 10x worse and traffic ends up in the middle of the road on a main trafficked area. I would never in a million years let an adult walk around that school in the morning, let alone a child.
1662246	It is supper frustrating that any level of sex offender be allowed to live within walking rang of schools. North Dakota needs to change its laws and or inform family that have children walking of their presence and they do not currently.
1662154	Fargo's built environment sucks for walking! I'd be concerned for my safety trying to cross veterans or 32nd!
1662156	The crosswalk to get to school is right next to a round-about and traffic moves way to quickly as they don't have to stop. Last Spring staff stood by the crosswalk after school which was awesome. However, I'm more concerned about morning when cars are flying through to get to work or drop off to school. And, after a bus hit a child last year, I was extra concerned.
1662158	Kids complain that bus takes long time to get to/from school. We love that WFPS offers bussing! Thank you!!
1662160	I would never allow any of my children to walk or bike to school.
1662164	The roads are jammed with traffic all the time. I don't feel comfortable crossing 40th Street at any age.
1662169	As far as our oldest, 6th grader...we would allow him to walk or bike to school. He is responsible and I would have no worries about him. Our youngest is in 2nd grade and we are just under the 1 mile mark. I am a little hesitant having him walk with the amount of traffic in the morning and the distance, especially in winter. I really wish the distance could be re-evaluated, especially for the younger ages...maybe even a seasonal thing but I know it would put a lot of parents minds at ease.
1662170	There's too much traffic and no sidewalks or bike paths along sheyenne (county 17) from Horace, so bike riding is not an option.
1662175	My 6th grader was hit by a car on the roundabout by Shadow Wood Park last spring. The driver drive off. Other drivers stopped to see if he was okay. Now with all the middle school traffic coming out one direction, it is nearly impossible to get across that intersection on bike. I can't imagine what the roundabout looks like. However, the other alternative is to be late for school. With the middle school traffic so poorly designed, busses are late daily. With the construction on Sheyenne, there is even more traffic near the middle school.
1662181	Middle and High school kids need to cross at the crosswalk, not the middle of the street. There have been multiple times that I have seen students cross in the middle of veterans Blvd instead of the crosswalk because the street they need is right out from the exit from Sheyenne HS.

1662182	I strongly feel there should be a cross walk for the kids who live in shadow bay apartments to cross the street to school. Even if they go to the corner and use the street lights the traffic is so busy that the cars don't care if kids are crossing. They feel they need to hurry up and get to the school so they don't allow the kids to cross the road at all. So it makes it difficult for anyone going to Liberty Middle School or even Sheyenne High School.
1662184	I feel nervous having my child cross 40th Avenue as well as going by the high school - especially in the morning with all the traffic.
1662188	If my child had a buddy to bike with then I would be comfortable.
1662198	My child is in special education, so walking from our home would not be safe for awhile.
1662200	Zero sidewalks leaving our development for walking or riding bike. Son would have to bike on shoulder of Sheyenne, one of the busiest roads in town. Not very encouraging for young people and fitness.
1662208	Crossing 40th AVE W and Sheyenne St are what I consider dangerous due to the large amount of traffic and distracted drivers. At school I consider it dangerous due to probably close to 500 other parents dropping off kids making it quite congested. Many are distracted by all the activity as well.
1662212	My daughter 8th grade has access to bussing however she leaves the house when it is empty which makes me nervous. my 2nd grader does not have access to bussing and would be expected to walk because we are .9 miles from school, however the roads to school are extremely busy and unsafe. In addition that distance is too far for most winter temperatures. I believe the "within one mile of school" rule is outdated and a hardship to many families.
1662217	I think adding a few extra bus stops in Westport Beach would be really nice or allow parents to drop off kids at school a little bit earlier in the morning. Mostly for the winter season.
1662222	I am absolutely terrified to let my kids cross 40th Ave at the cross walk going in to Osgood. I can't count the number of car accidents there have been and people don't break for the huge flashing crossing lights. That being said going down to the corner of 40th and veterans is just as bad. Way too busy in the morning with too many people turning looking the opposite way for oncoming traffic. I literally live across 40th from Sheyenne and won't let my male 6th and 8th grader walk to liberty school (even though they want to) because of crossing 40th. Someone is going to get hurt there. It's just a matter of time.
1662228	Need crossing guards at busy intersections during morning commute
1662941	My son could most definitely walk or bike to school. However I hesitate to allow him to do so because of the inattentive nature of drivers nowadays. Specifically my biggest concern is crossings Veterans Blvd at 36th. I worry some of the morning commute could easily hit a child walking to school if they happen to choose to answer a text! I wonder why there aren't crossing guards out there before and after school.
1662234	Norman Ct and Dorthea Lane are actually less than 1/4 mile from the school, but the only way to walk there is to walk the opposite direction for approx. 1/4 mile to 45th St. This makes the total walk about one mile. There is undeveloped land in between the school and the neighborhood. Even a gravel path would be a wonderful addition to connect the neighborhood with existing sidewalks and trails.
1662238	The absence of sidewalks and safe crossing zones is a very big decision in not allowing my child to bike to school

1662242	We can't count on all sidewalks to be clear so that our kids always have a clear path. Additionally the weather is poor several months of the school year. Our kids don't have free reign to run the neighborhood alone as we don't feel it is safe. There has been a ton of construction in our neighborhood which has made us uncomfortable with sending them alone to school.
1662247	Kids have reported that there are students sitting on the floor of the bus because it is so crowded. Not acceptable.
1662250	Crossing the intersection of Sheyenne Street and 40th Ave S is a gamble. The traffic making right turns on a red will hurt someone someday. I hope the new construction will rectify this situation.
1662261	The weather is a big factor in this issue particularly during the colder months.
1662262	Wall Ave is terrible for traffic and the road needs to be wider. We have spoken with the city of Horace many times about the road but they say their hands are tied, perhaps influence from the school district would help.
1662266	We are "officially" 1 mile away from Liberty. Actually, to get to the actual door to the school, it is more like 1.25 miles away if we could walk on sidewalks that were directly going to the school. This year, even the city of Fargo did not make it possible to cross at the crosswalks to make that possible. Since that is the case, it is just not safe for a child with asthma or anyone to walk in the winter at times. I find it ironic that on some days kids can't have recess outside, but they can walk to school in the same weather. The school's locations next to the freeway makes it really not the safest either. Lots of people speeding on Veterans, not to mention that a freeways, bars in the neighborhood are not a super mix.
1662269	We have NO BUSING to the elem school!! If I drop him off, he has no way to safely walk home. Why should I be forced to pay for after school care just because of a lack of busing?? I am NOT happy about this! This is a danger due to weather and the sidewalks not being clear. It is NOT safe to walk in the winter. PLEASE provide busing!! I am disappointed that elem. children would be expected to walk on 40th Ave. with -20 to get to school. We are almost a mile away. NOT SAFE 3/4 of the year!!!
1662273	Allow rear door entry for the middle and high schoolers aside from busses, this shortens the walk and gets them in the building quicker
1662278	We do have a lot of kids that walk to school in our community and the principal refused to provide a crossing guard at the intersection in front of the school. Many people will drive their kids due to the unsafe intersection.
1662297	Lighting of the paths is also important as it is often dark in the morning when they go to school.
1662301	School bus drivers drive need to slow down as well especially when they have children on the bus. They to turn and drive to fast .
1662302	N/A
1662305	Having to cross Veterans and even crossing the parking lot is scary. Parents drive way too fast. Parents turning into the lot fly in and I have watched them slam on the brakes as a child was mid intersection. We do live within walking distance but having my child walk these places scared me. I also won't make her walk when it is cold out knowing once she gets there she will need to stand outside.
1662306	I like when the weather allows for my son to bike to school. My only issue with the process of dropping off my son each morning that he doesn't bike is other parents' and siblings' disregard for Liberty's road signs and instructions. (Do Not Enter, drop off only in right lane, going around cones, etc.) Unfortunately, one can't fix stupid...

1662307	Traffic (speed and volume) on Veteran's Blvd is the main issue for us.
1662308	Keeping paths cleared of snow was a problem this year. Creating a major construction detour route in the main street to school is a problem this year. There are paths around Eagle Run in the Aurora school area that are not cleared at all during the winter that could be routes for kids to get to school. The 40th Ave/Sheyenne St Intersection is dangerous enough by itself to allow kids not to walk or ride bike to school.
1662309	I feel strongly that it is a waste of money to try to put additional resources in trying to make West Fargo a walking community, the climate does not support it.
1662311	My main observation is the congestion at the entrances of the high school and Veterans. I've seen kids trying to cross Veterans there instead of using the crosswalk at the corner of Veterans and 40th. On more of a driving concern... at times making a left out of the high school onto Veterans is nearly impossible.
1662312	Crossing guards would be very beneficial for the safety of students I have seen and reported even school buses speeding in school zone to run red lights. Not Good. Cross guard would be great in high traffic areas.
1662313	Safety of intersections and crossings plus weather are the biggest factors outside of my control. Age/responsibility of my child being more within my control when making the decision of letting my child bike/walk to school.
1662314	So referring to questions 14, were worried about having a healthy walk for our kids? We need to be more concerned about having safe walks and safe crossings I'd say. Doesn't matter every place kids cross a street is a concern I'd say, but we can make this better and safer using crossing guards or police to help our kids or are we gonna wait till someone becomes a statistic and then we'll do something. Let's be proactive instead of reactive. One of the scariest crossings for kids I'd say is by our house, it's at 9th st West and 34th ave West, and not just because of construction this spring, it's always dangerous. My oldest was nearly run over there one morning. You wanna help kids start there and every other crossing kids have to deal with by themselves
1662317	Biggest concerns are the sidewalks/paths available and cleared, crossing the busy streets- drivers aren't looking for pedestrians during the morning commute or really anytime of the day from my observation.
1662318	The main concern in allowing our kids to bike to and from school is the traffic (drivers not being careful...one child was hit by a bus at an intersection.) Also, I question the safety of our children out in public alone in West Fargo - it is not easy to trust that they will be safe with some of the people we have living in our community.
1662321	Need to add a few more bus routes and reduce the radius of distance for walkers. .9 miles is a long way to walk in the middle of winter, so my husband and I have to get to work late and leave work in the middle of the day to transport him.
1662323	Crossing Veterans Blvd is what makes me apprehensive about letting my child bike to school.
1662330	Very poor drivers - many do not yield to peds or bikes. Drivers are always in a hurry to drop kids off. I have seen many near misses(children on bikes and walking).
1662331	The crossing near Aurora elementary is extremely dangerous. The cars do not obey the signs when children push the walk button. They continually speed through the school zone, they only drive the speed limit when police are present.

1662334	For students to cross Sheyenne street and 40th is super dangerous. In the summer especially kids are biking to the school for activities. My child was nearly hit when crossing Sheyenne, when she had the signal to walk, the driver did not pay any attention. I wish they would put an underground tunnel/walkway for that intersection to help with the safety of the kids. This intersection scares me for any child or myself when we have to cross it.
1662340	Our kids normally ride to and from school to elementary and middle school. The biggest reason they don't is weather related but there are concerns with traffic. Now that construction is underway on Sheyenne, there is A LOT more traffic down 9th St W which causes great concern. Additionally, crossing over Sheyenne for Liberty is a bit of a concern. We have about 90% considerate drivers but it's the 10% that really are concerning. Not stopping at intersections or trying to drive fast to beat kids through intersections creates a bunch of concern. We instruct our kids to sit and wait at a crosswalk until they KNOW it's safe but not all kids do this. I get nervous that it's a matter of time when those two situations meet.
1662342	With current construction, I am not comfortable at all with the route to school. Once that is complete, I hope to have my children bike to school
1662343	My child has also walked to where I work which is less than a mile away as long as the weather has been nice
1662344	I would love for him to be able to walk or bike. I do sometimes let him, but it's always scary. And to be honest, the intersections around school aren't great (they're busy... traffic is backed up... it's unsafe especially for the kids walking from the apartments across the street on the North side of school) but the actual school parking lot is the biggest issue and factor for me. I feel way safer with him riding the streets than I do once he gets in or just outside the school parking lot. The parking lot and surrounding streets are completely disorganized and horribly slow because some people get in the drop-off line to drop off and go while others sit in the drop-off line for 5-10 min. or just park in the drop-off line and walk in. As a result, people who actually just want to drive in, drop off and go end up usually driving around the drop off line in all kinds of ways. The school has tried putting up cones, but people end up going around them (understandably) because of the numerous parked cars and or the people who take an extremely long time to drop off. The line just moves way too slow. It literally takes me 20 minutes (on a good day) just to drop my son off and get back on to Veteran's. The surrounding streets on the West (7th St.) and North (36th Ave. E) sides are not equipped for the amount of traffic they're trying to squeeze through during typical drop-off and pick-up times, and when I see kids trying to get from the North side into the parking lot I'm always scared for them. There are no cross walks for them unless they do a big u-turn and walk up to the stoplight at Veteran's, but most of the time they don't because they're literally right across the street from school. A cross walk would increase safety, but honestly I hate to even say that because traffic is already unreasonably difficult.
1662352	We live too close for bussing but basically live along 32nd Ave. so for my child to walk in negative weather or fear of him walking alone while there is a lot of traffic and I worry about him being taken, we rarely let him walk. It is a huge inconvenience because of time school lets out to leave work to do pick up.
1662368	I believe Sheyenne will be getting a bike path which will help. The thing that is most nerve wrecking is the possibility of violence and crime.
1662387	Bike stands at school
1662486	I would never let my kids cross 40th - too busy and too many kids driving and distracted drivers!
1662586	I don't trust the drivers in this city. They don't pay attention and are distracted by their phones for my daughter to safely cross Sheyenne plus it's just too far

Parent Survey Report: One School in One Data Collection Period

School Name: Sullivan Middle (John Paul II)

Set ID: 18569

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

Tags:

Number of Questionnaires Distributed: 0

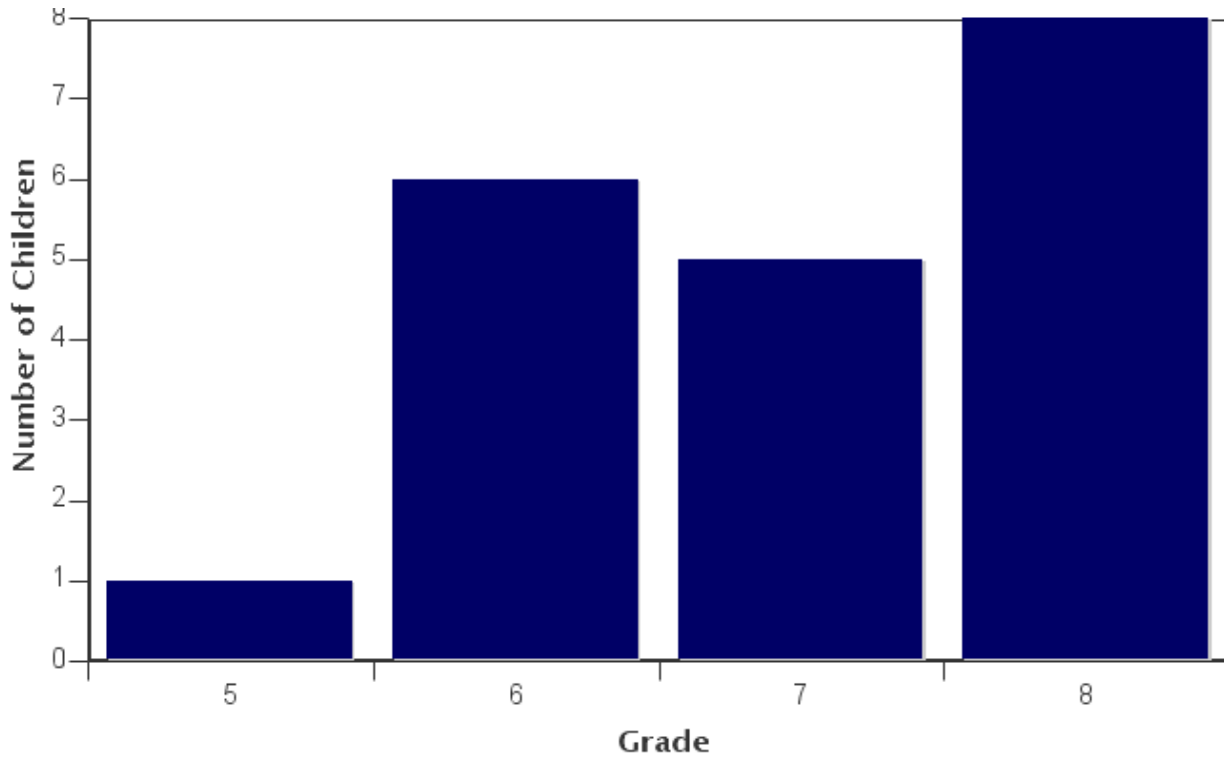
Number of Questionnaires

Analyzed for Report: 20

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

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

Grade levels of children represented in survey



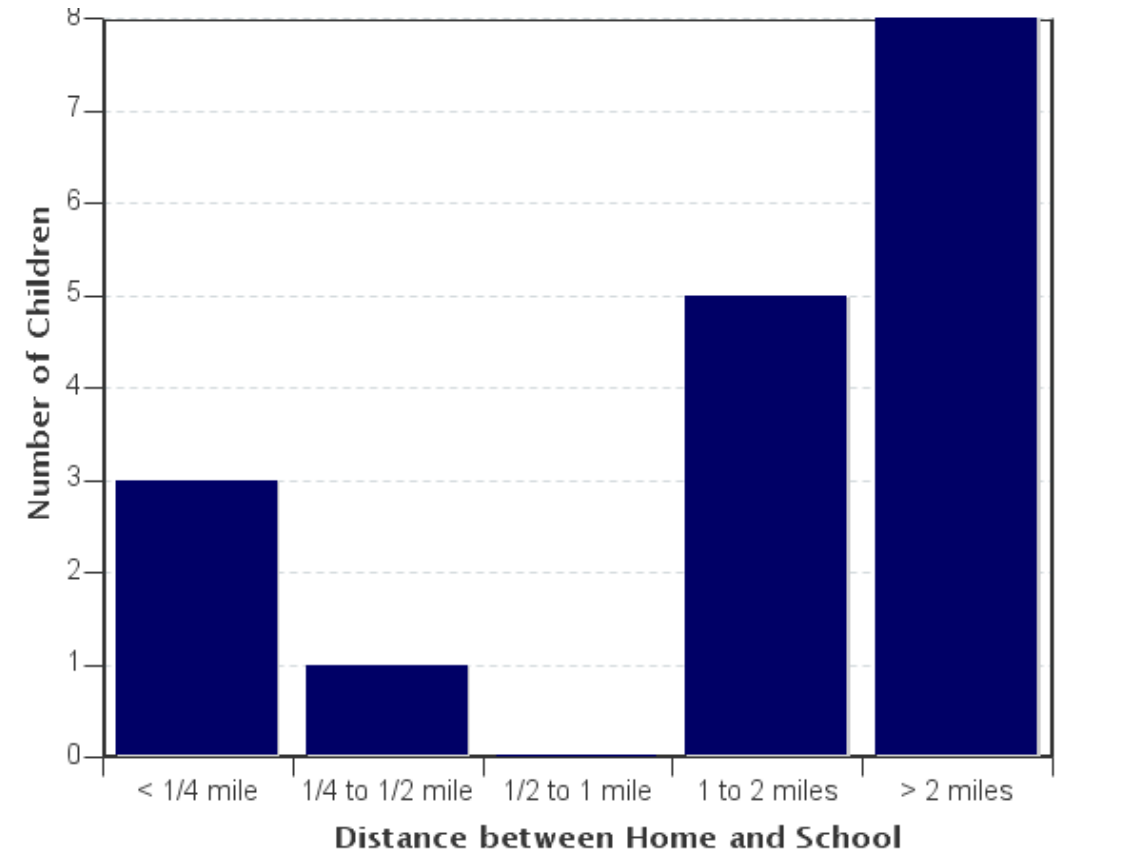
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
5	1
6	6
7	5
8	8

No response: 0

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

Parent estimate of distance from child's home to school



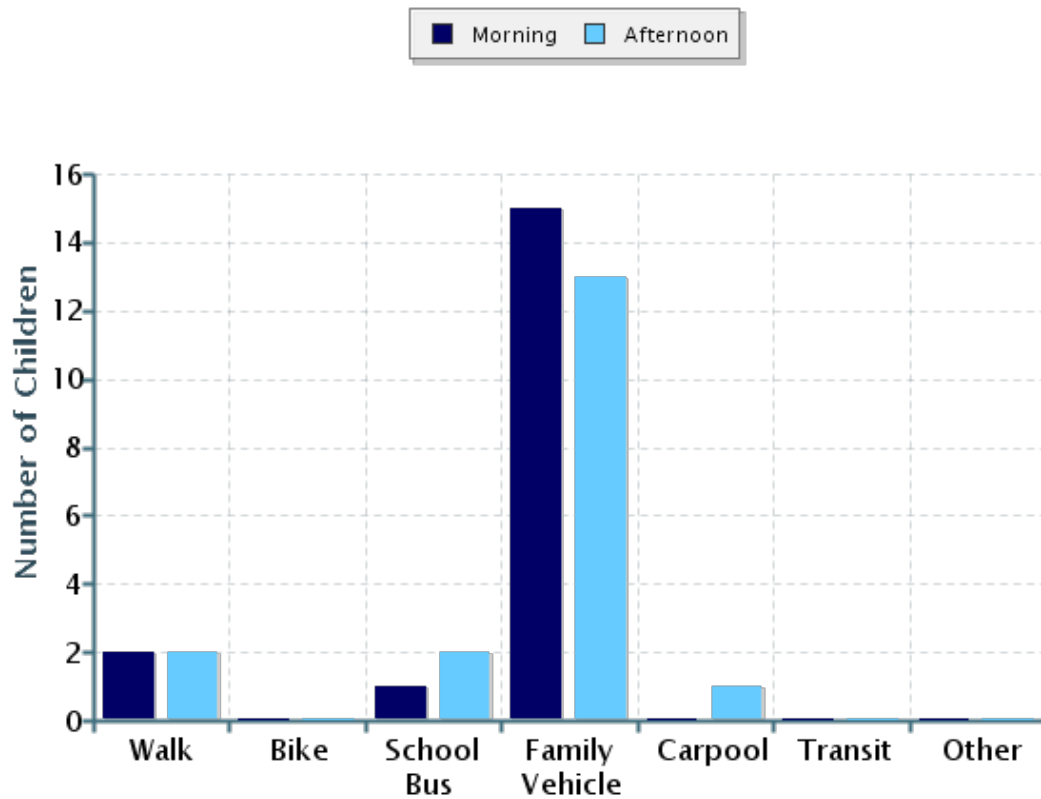
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	3
1/4 mile up to 1/2 mile	1
1/2 mile up to 1 mile	0
1 mile up to 2 miles	5
More than 2 miles	8

Don't know or No response: 3

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	18	2	0	1	15	0	0	0
Afternoon	18	2	0	2	13	1	0	0

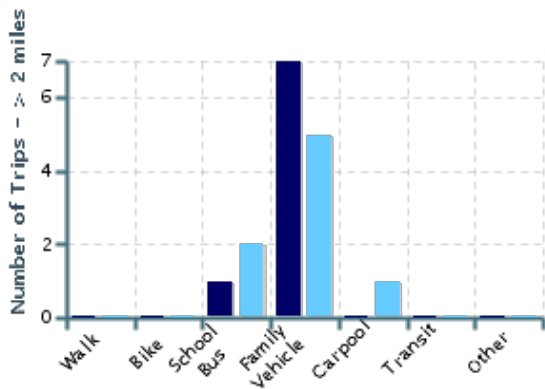
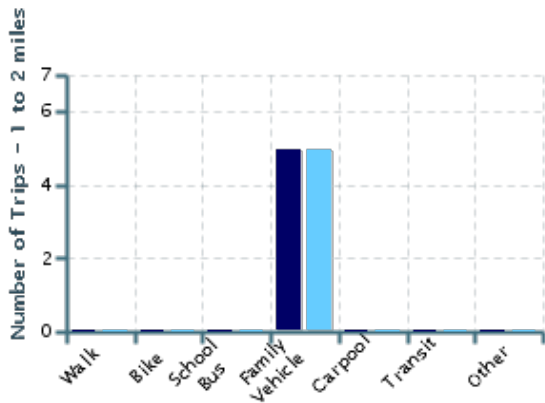
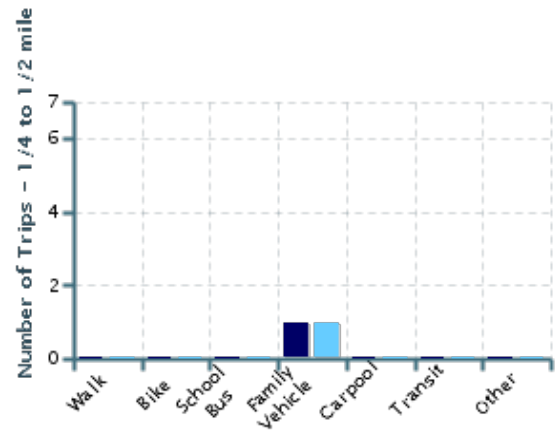
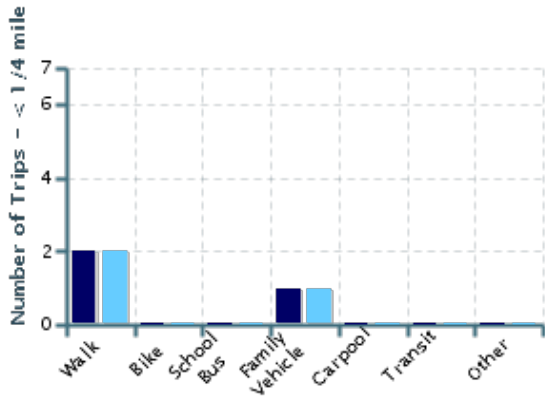
No Response Morning: 2

No Response Afternoon: 2

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

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

■ Morning ■ Afternoon



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	2	0	0	1	0	0	0
1/4 mile up to 1/2 mile	1	0	0	0	1	0	0	0
1/2 mile up to 1 mile	0	0	0	0	0	0	0	0
1 mile up to 2 miles	5	0	0	0	5	0	0	0
More than 2 miles	8	0	0	1	7	0	0	0

Don't know or No response: 3

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

School Departure

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

Don't know or No response: 3

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

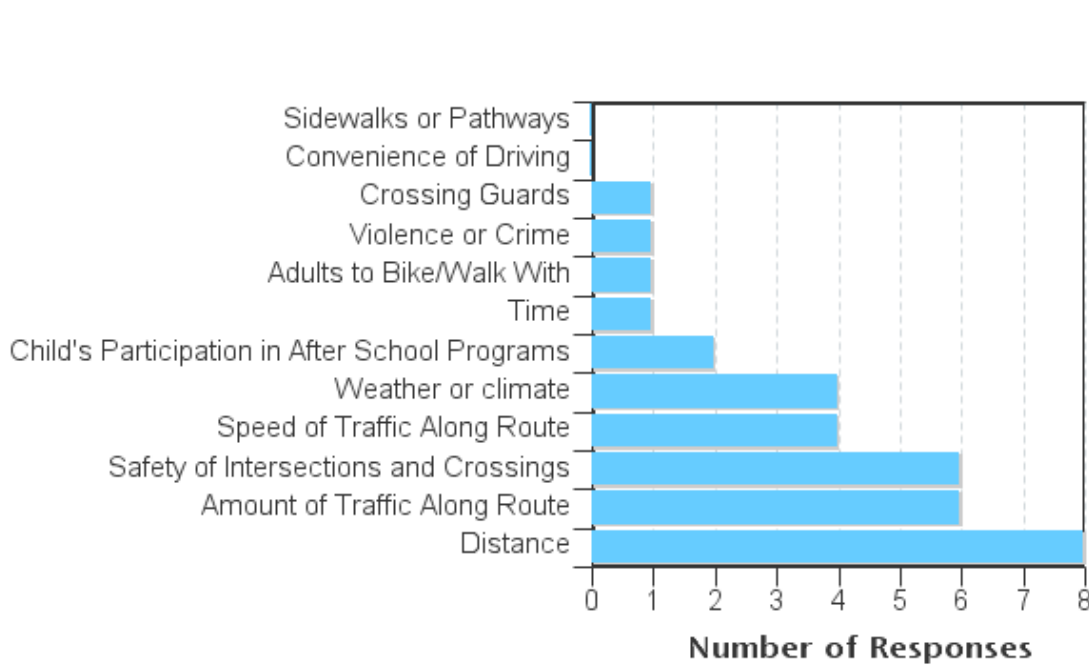
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	6	3	1	0	2	0
No	11	0	0	0	3	8

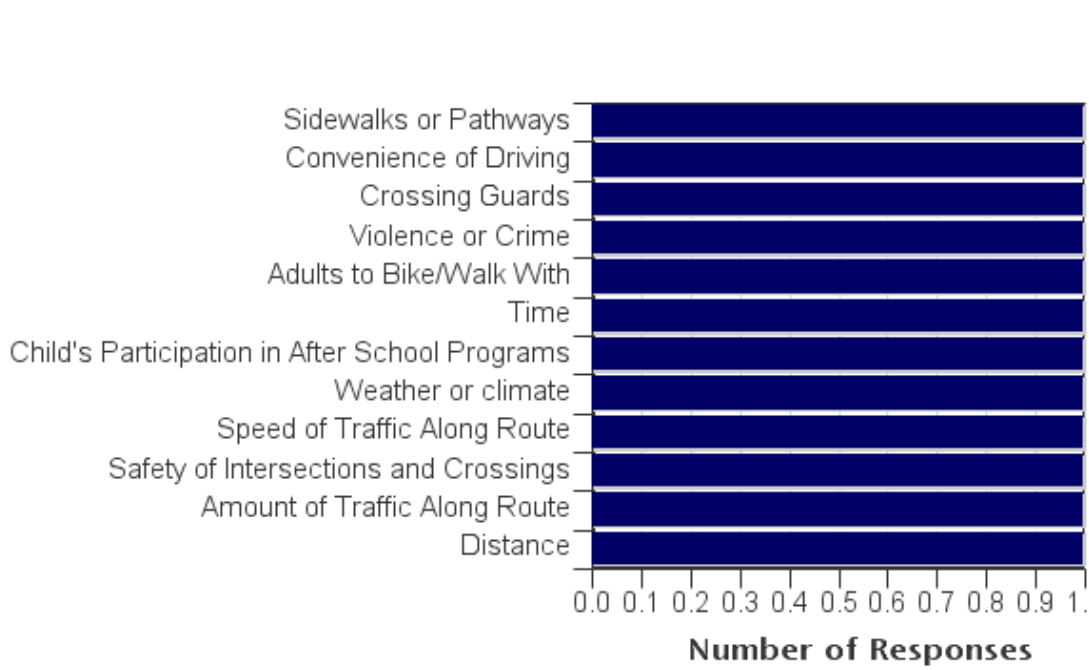
Don't know or No response: 3

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

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	8	1
Amount of Traffic Along Route	6	1
Safety of Intersections and Crossings	6	1
Speed of Traffic Along Route	4	1
Weather or climate	4	1
Child's Participation in After School Programs	2	1
Time	1	1
Adults to Bike/Walk With	1	1
Violence or Crime	1	1
Crossing Guards	1	1
Convenience of Driving	0	1
Sidewalks or Pathways	0	1
Number of Respondents per Category	11	1

No response: 8

Note:

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

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

Level of support	Number of children
Strongly Encourages	0
Encourages	0
Neither	17
Discourages	0
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	0
Fun	3
Neutral	10
Boring	2
Very Boring	0

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

How healthy	Number of children
Very Healthy	6
Healthy	10
Neutral	0
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1662986	Not an option to bike or walk due to distance so nothing will change unless busing to our home available
1663071	we have ridden bike to school together in the fall and spring. My biggest concern is, he has to cross 3 major intersections. Traffic at these intersections generally is moving fast.
1662980	I would love for my children to be able to bike to school like we use to do. However, too many variables and my biggest concern is traffic and safety of the kids.
1662982	<p>Going to school: even though at 25th St and 52nd Ave there are crosswalks, the high school students hurrying to get to school on time do not always look for someone crossing before they start turning or they try and hurry up and turn before the bicyclist or walker gets into the intersection. It is just too dangerous for my somewhat distractable 7th grader. Then closer to Sullivan there is no safe way to try and get across the turn ins into the school with cars darting in between traffic rushing north on 25th St.</p> <p>Leaving school: Not a good right of way for bikes to get from the school through the parking lot and dismissed vehicles to the sidewalk. The 52nd st intersection is less of an issue after school.</p>
1662989	My child rides a bus from Trinity to Sullivan, but he walks home from Trinity in the fall and spring.
1663014	If she had a walking partner, my comfort level increases greatly. When our second child enters middle school it may make sense for them to walk together. The roundabout and the speed of students getting to Davies is an issue where they need to cross at 25th to get to Sullivan is not clearly marked if she had a walking/biking partner, my comfort level increases greatly. When our second child enters middle school it may make sense for them to walk together. The roundabout and the speed of students getting to Davies is an issue where they need to cross at 25th to get to Sullivan is not clearly marked and not safe alone during "rush hour" in the warmer weather months.

Parent Survey Report: One School in One Data Collection Period

School Name: Holy Spirit Elementary (John Paul II)

Set ID: 18567

School Group: Fargo SRTS

Month and Year Collected: April 2019

School Enrollment: 0

Date Report Generated: 09/17/2019

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

Tags:

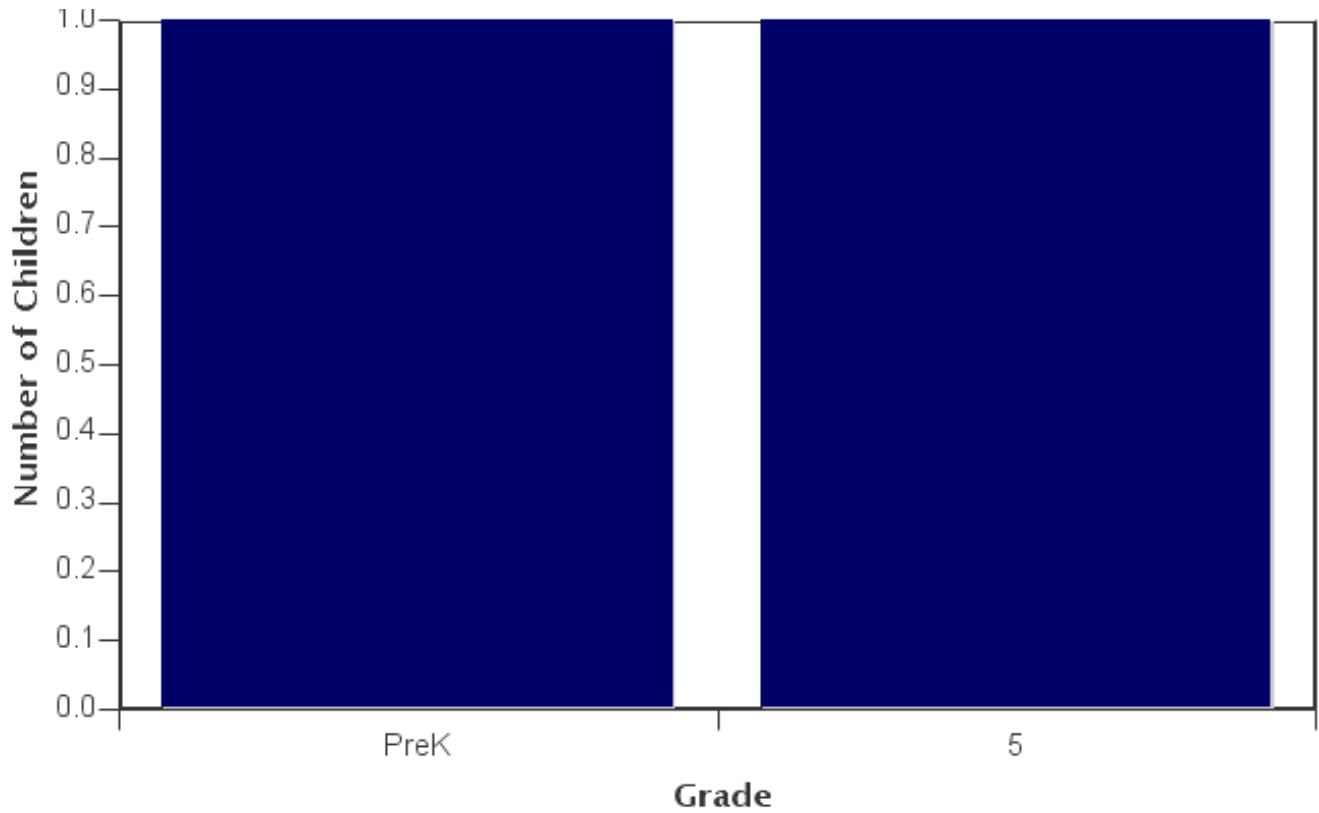
Number of Questionnaires Distributed: 0

**Number of Questionnaires
Analyzed for Report:** 2

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

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

Grade levels of children represented in survey



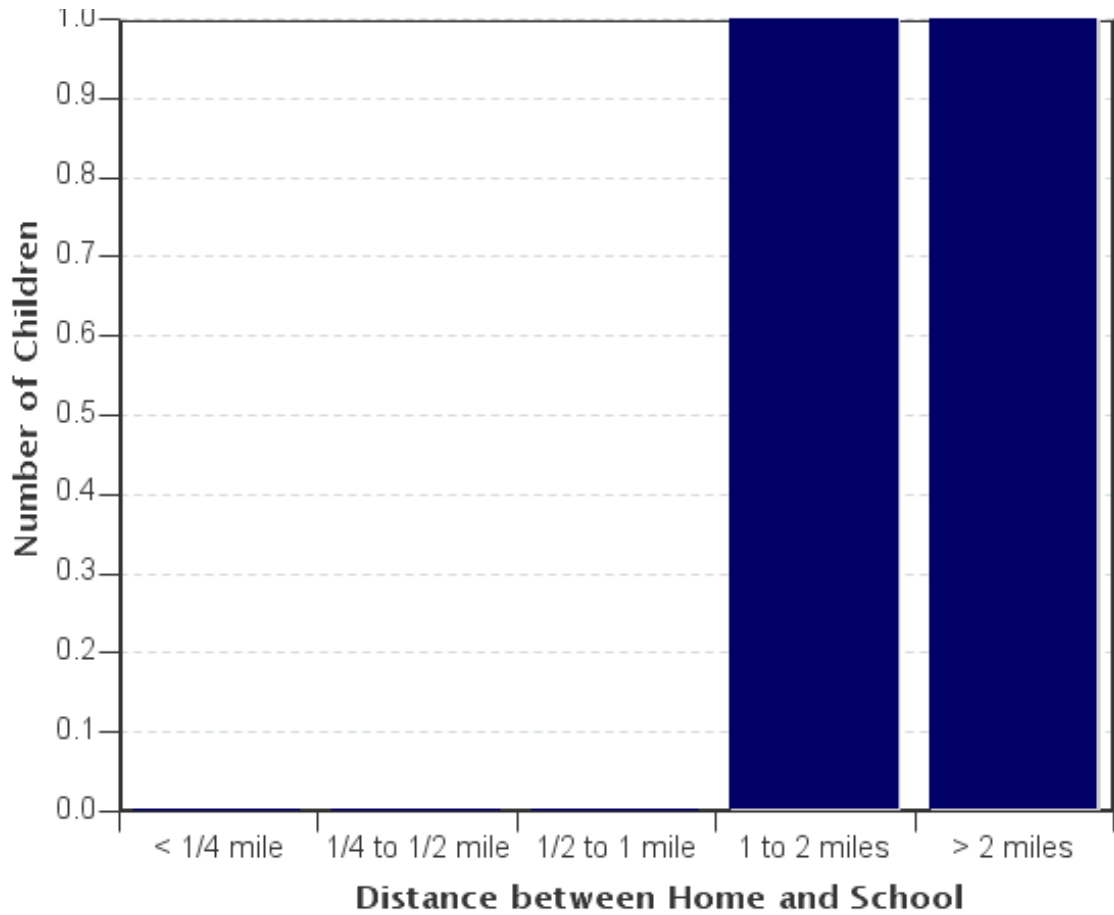
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
PreK	1
5	1

No response: 0

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

Parent estimate of distance from child's home to school



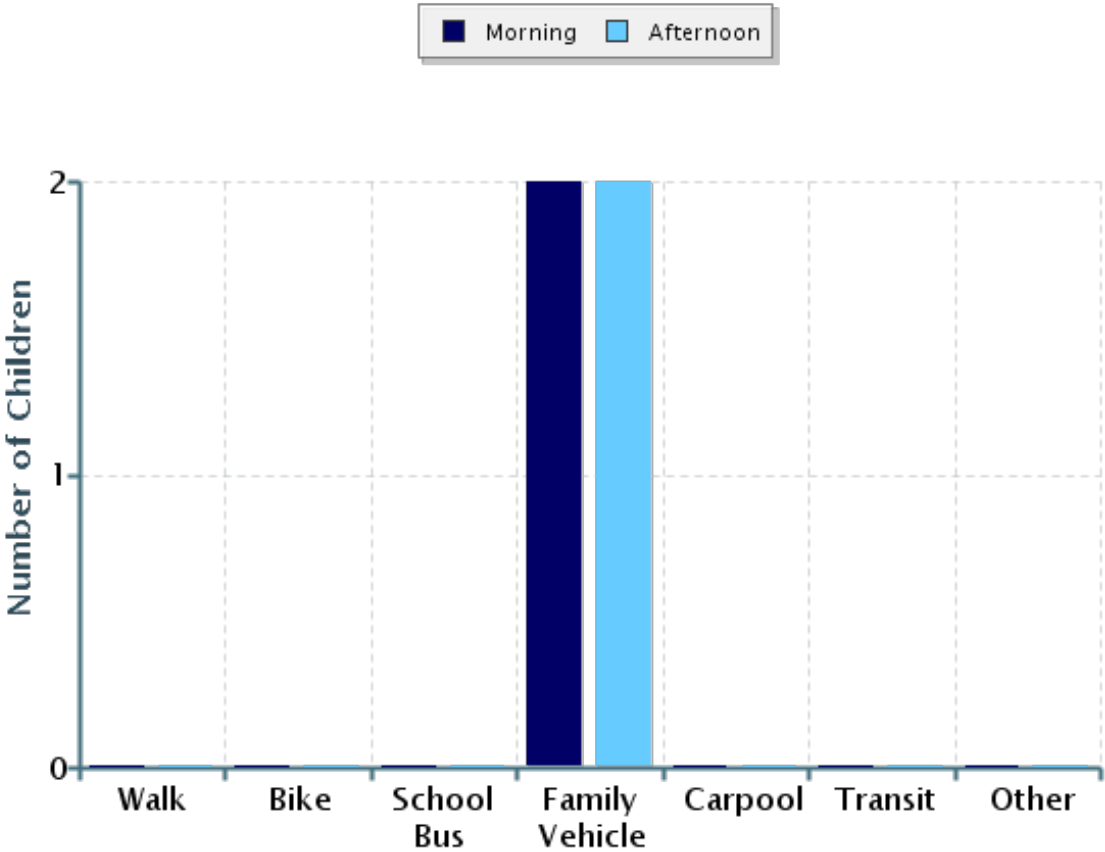
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	0
1/4 mile up to 1/2 mile	0
1/2 mile up to 1 mile	0
1 mile up to 2 miles	1
More than 2 miles	1

Don't know or No response: 0

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

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

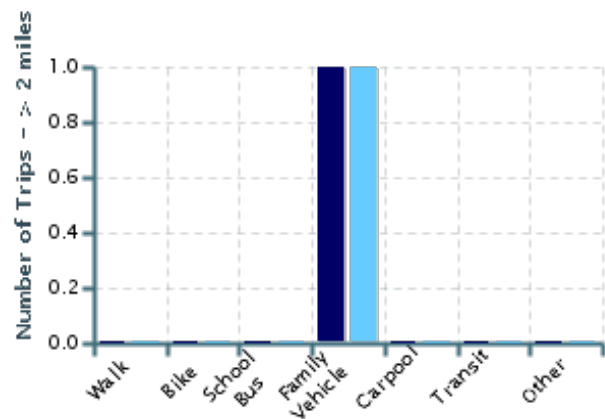
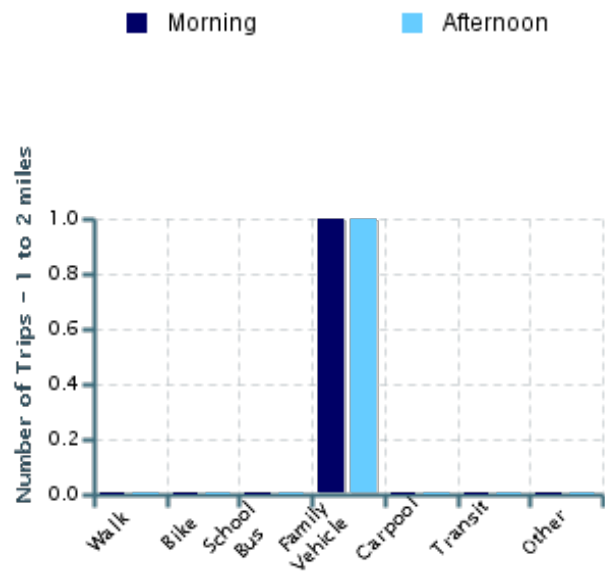
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	2	0	0	0	2	0	0	0
Afternoon	2	0	0	0	2	0	0	0

No Response Morning: 0

No Response Afternoon: 0

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

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



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

School Arrival

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

Don't know or No response: 0

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

School Departure

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

Don't know or No response: 0

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

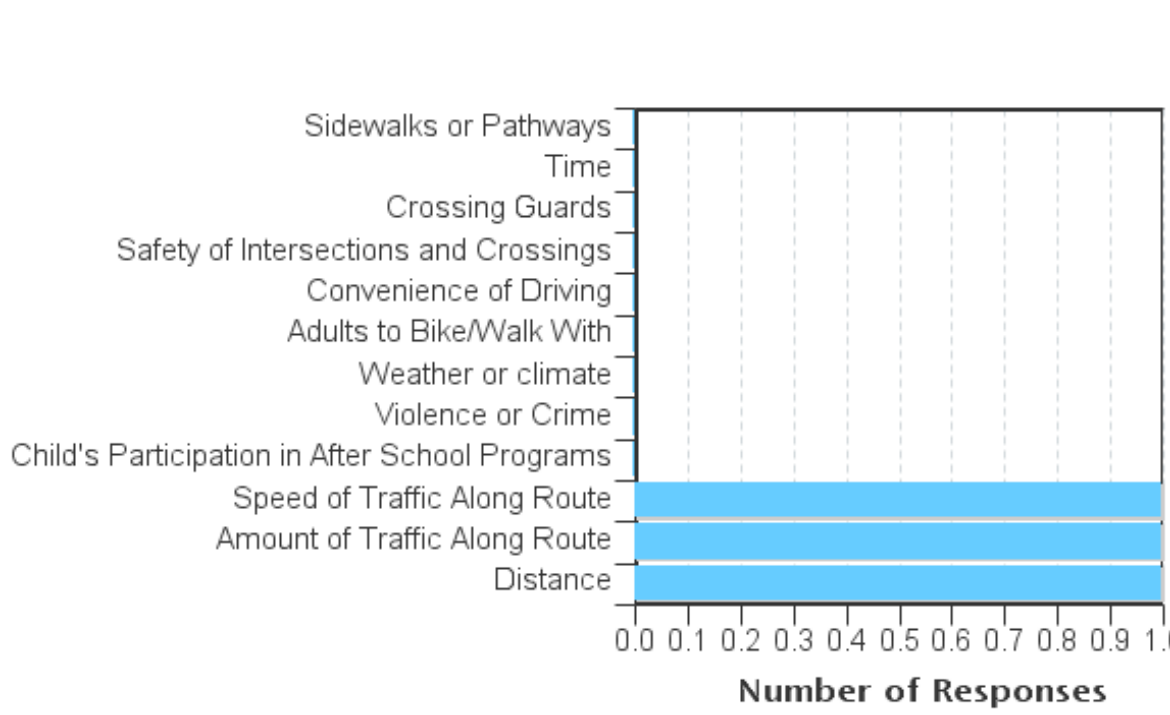
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	0	0	0	0	0	0
No	2	0	0	0	1	1

Don't know or No response: 0

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

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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	1	0
Amount of Traffic Along Route	1	0
Speed of Traffic Along Route	1	0
Child's Participation in After School Programs	0	0
Violence or Crime	0	0
Weather or climate	0	0
Adults to Bike/Walk With	0	0
Convenience of Driving	0	0

Safety of Intersections and Crossings	0	0
Crossing Guards	0	0
Time	0	0
Sidewalks or Pathways	0	0
Number of Respondents per Category	1	0

No response: 1

Note:

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

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

Level of support	Number of children
Strongly Encourages	0
Encourages	0
Neither	2
Discourages	0
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	0
Fun	1
Neutral	1
Boring	0
Very Boring	0

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

How healthy	Number of children
Very Healthy	2
Healthy	0
Neutral	0

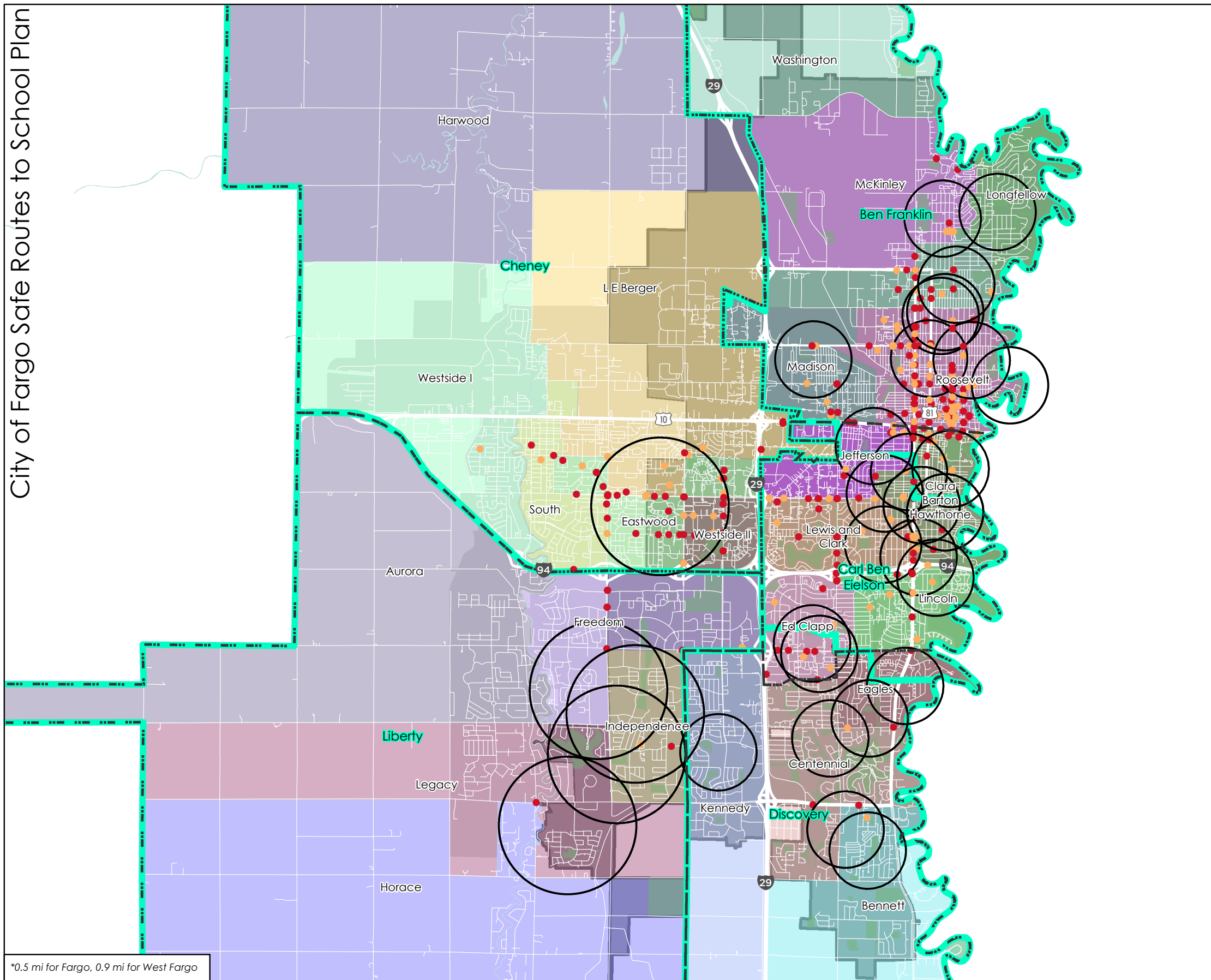
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1661077	We live out of town on a farm.

Appendix E. Study Area Context Maps

The following maps show the 31 schools in context across the City of Fargo, as well as enrollment boundaries and the middle school that elementary students typically attend.



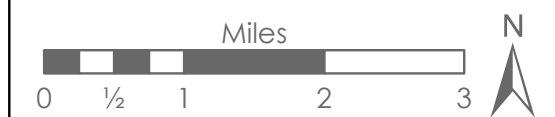
*0.5 mi for Fargo, 0.9 mi for West Fargo

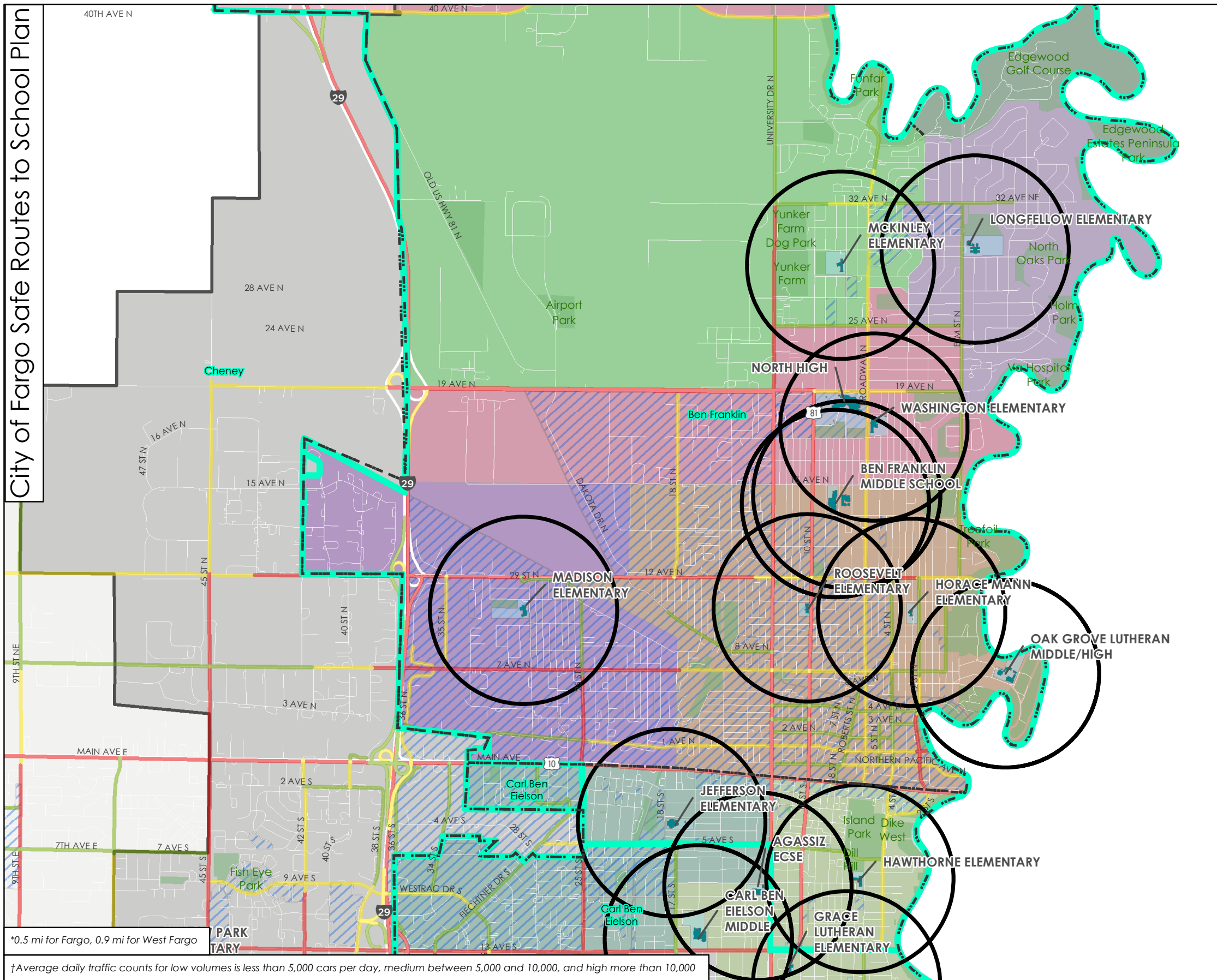
Citywide Context

- Neighborhood Zones
- School Study Areas*
- Middle School Enrollment Boundary
- Park
- Bicycle Crash
- Pedestrian Crash

Elementary School Enrollment Boundary

- Aurora
- Bennett
- Centennial
- Clara Barton Hawthorne
- Eagles
- Eastwood
- Ed Clapp
- Freedom
- Harwood
- Horace
- Independence
- Jefferson
- Kennedy
- L E Berger
- Legacy
- Lewis and Clark
- Lincoln
- Longfellow
- Madison
- McKinley
- Roosevelt
- South
- Washington
- Westside I
- Westside II





Neighborhood Zone Ben Franklin

- Neighborhood Zones
 - School Study Areas*
 - Middle School Enrollment Boundary
 - Major School Buildings
 - School Grounds
 - Park
 - Environmental Justice Areas
- Traffic Volumes†**
- Low
 - Medium
 - High
- Elementary School Enrollment Boundary**
- Clara Barton Hawthorne
 - Jefferson
 - Longfellow
 - Madison
 - McKinley
 - Roosevelt
 - Washington

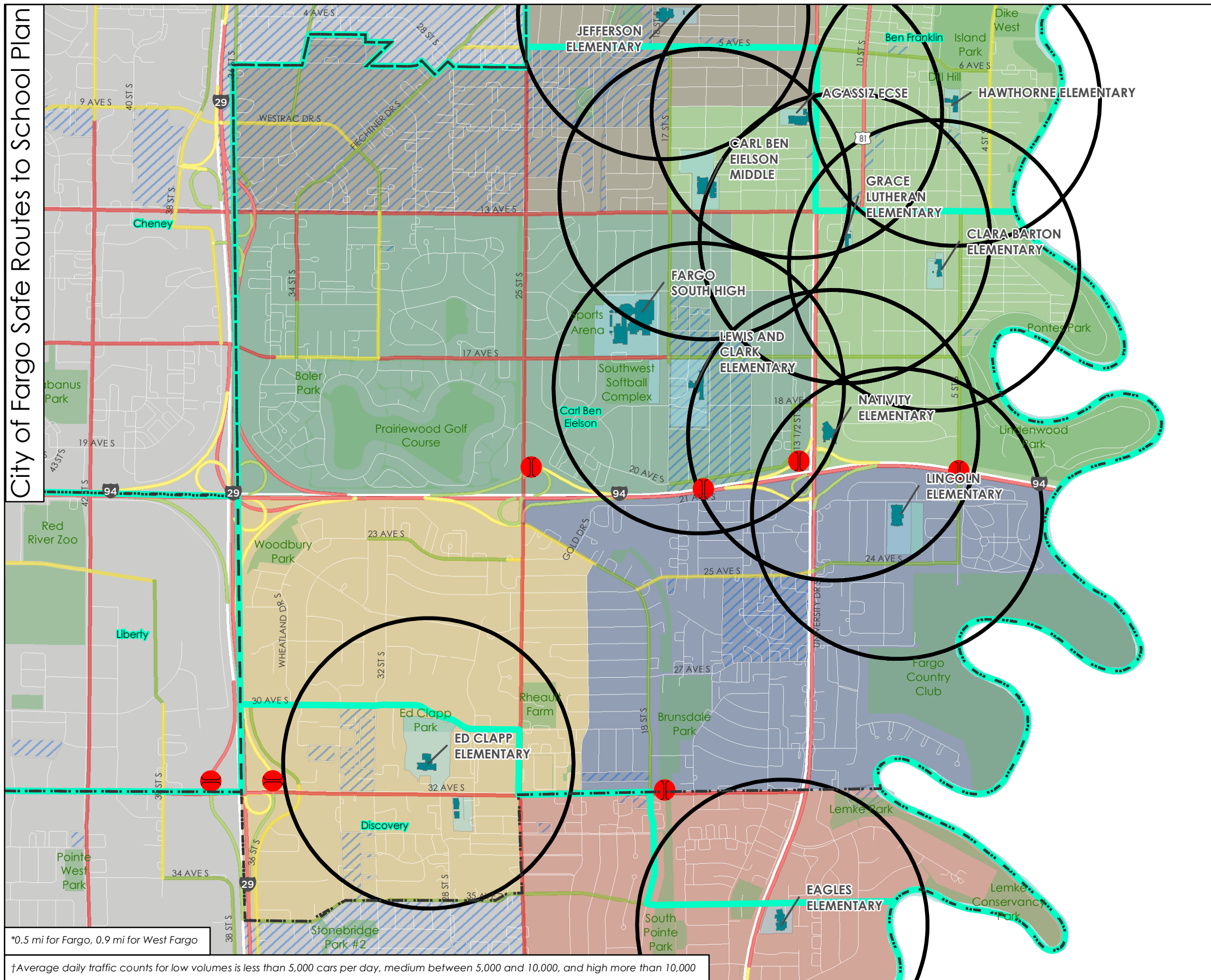
Miles

0 1/4 1/2 1

METROCOG

*0.5 mi for Fargo, 0.9 mi for West Fargo

†Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

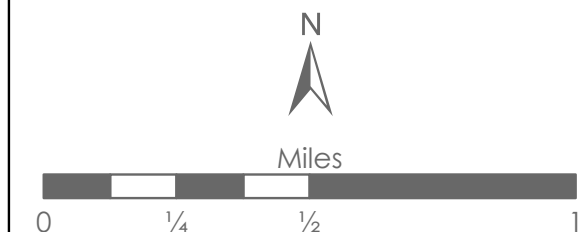


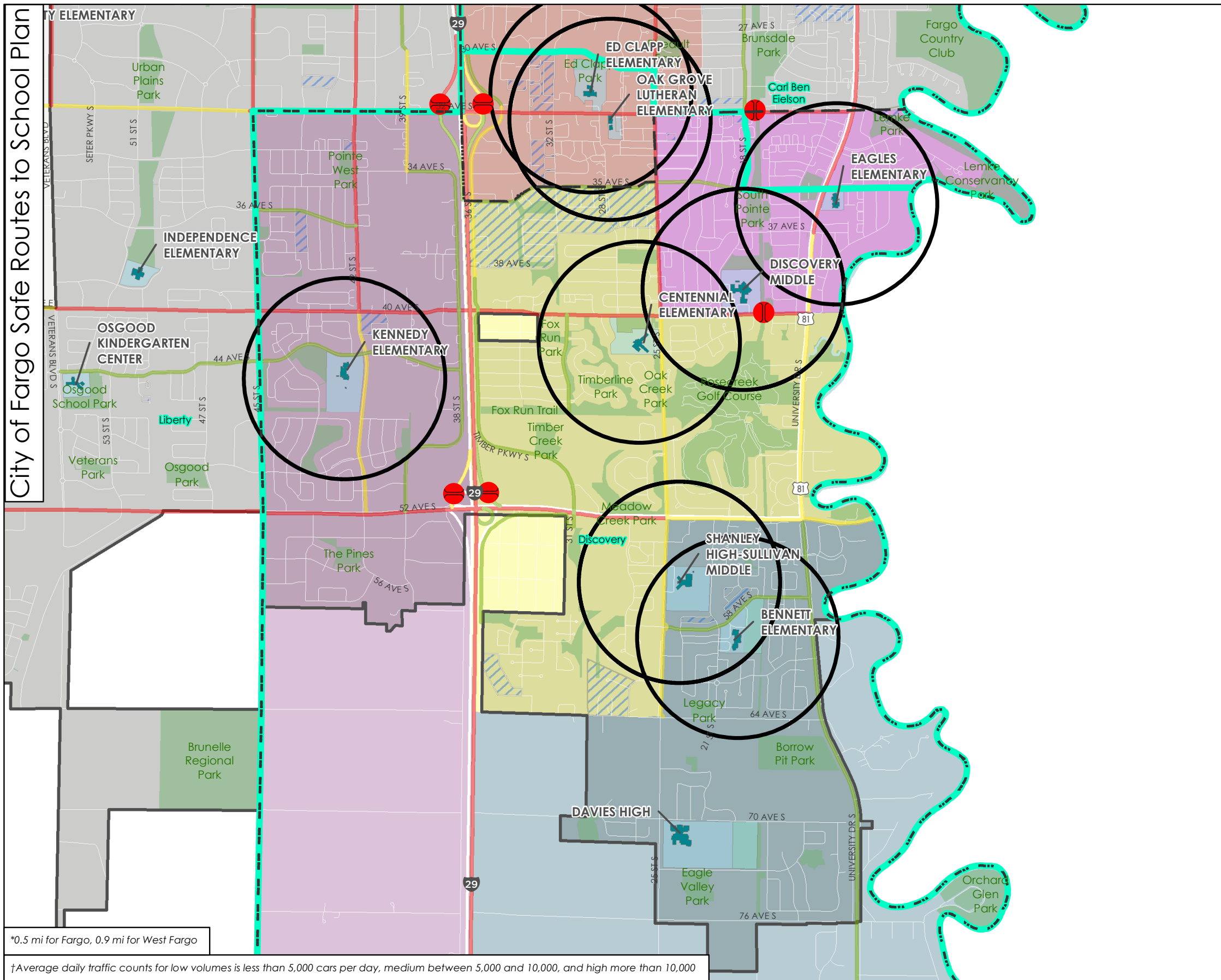
*0.5 mi for Fargo, 0.9 mi for West Fargo

†Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

Neighborhood Zone Carl Ben Eielson

- Neighborhood Zones
 - School Study Areas*
 - Middle School Enrollment Boundary
 - Major School Buildings
 - School Grounds
 - Park
 - Environmental Justice Areas
 - Pedestrian Bridge or Tunnel
- Traffic Volumes†**
- Low
 - Medium
 - High
- Elementary School Enrollment Boundary**
- Clara Barton Hawthorne
 - Eagles
 - Ed Clapp
 - Jefferson
 - Lewis and Clark
 - Lincoln





Neighborhood Zone Discovery

- Neighborhood Zones
- School Study Areas*
- Middle School Enrollment Boundary
- Major School Buildings
- School Grounds
- Park
- Environmental Justice Areas
- Pedestrian Bridge or Tunnel

- Traffic Volumes†**
- Low
 - Medium
 - High

- Elementary School Enrollment Boundary**
- Bennett
 - Centennial
 - Eagles
 - Ed Clapp
 - Kennedy

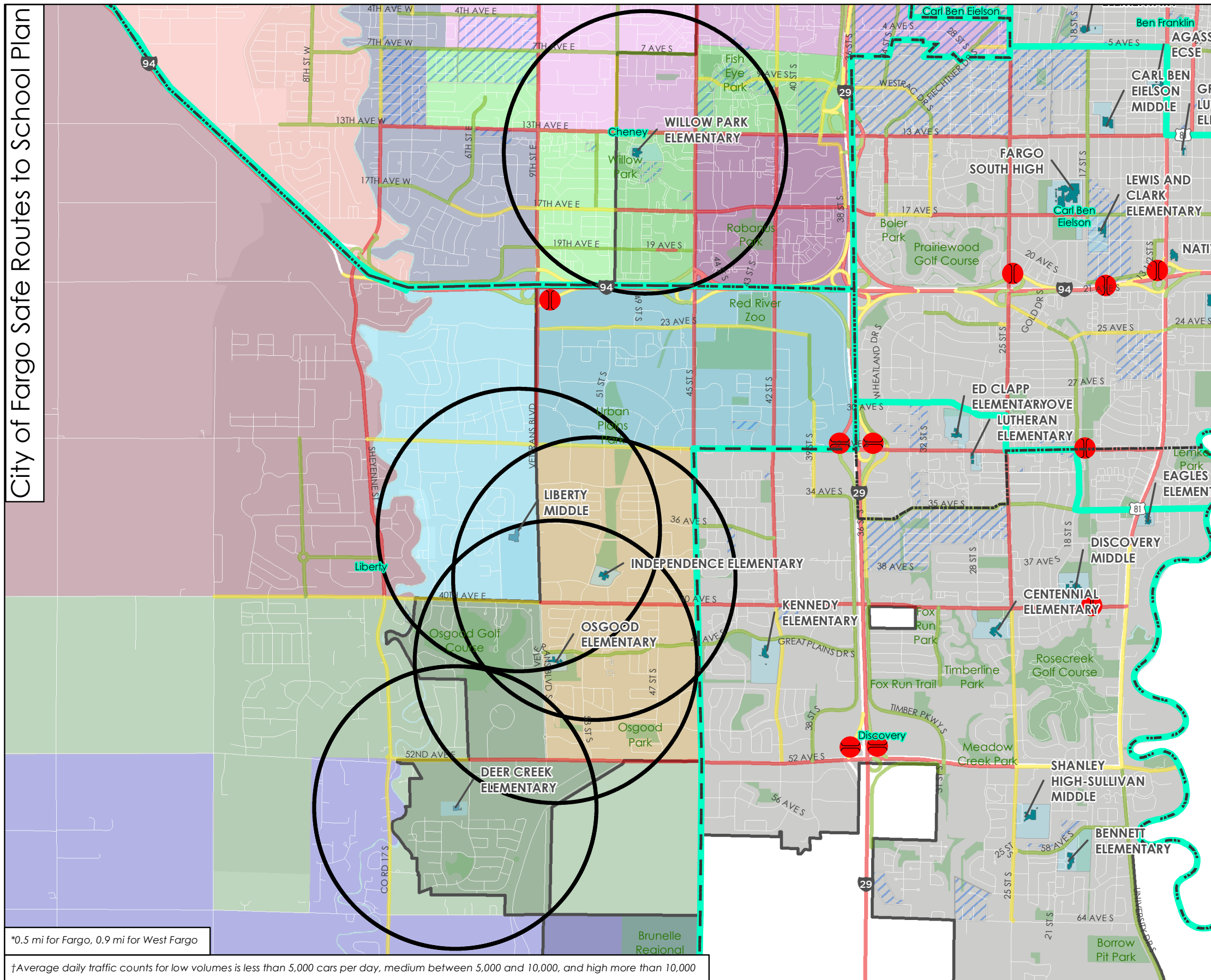
Miles

0 1/4 1/2 1

METROCOG

*0.5 mi for Fargo, 0.9 mi for West Fargo

†Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000



Neighborhood Zone Liberty/Cheney

- Neighborhood Zones
 - School Study Areas*
 - Middle School Enrollment Boundary
 - Major School Buildings
 - School Grounds
 - Park
 - Environmental Justice Areas
 - Pedestrian Bridge or Tunnel
- Traffic Volumes†**
- Low
 - Medium
 - High
- Elementary School Enrollment Boundary**
- Aurora
 - Eastwood
 - Freedom
 - Horace
 - Independence
 - L E Berger
 - Legacy
 - South
 - Westside I
 - Westside II

Miles

0 1/4 1/2 1

N

METROCOG

*0.5 mi for Fargo, 0.9 mi for West Fargo

†Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

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Appendix F. Infrastructure Prioritization Activities

The results from the following exercises, along with other inputs, were used in Study Review Committee (SRC) meetings to assess the potential impact of infrastructure improvement recommendations. The results of these exercises are discussed in SRC meeting summary #3 in Appendix A.

How should we prioritize projects?

Fargo Safe Routes to School Plan

Instructions: With the 15 stickers provided, please indicate the importance of the following criteria when prioritizing all recommended SRTS projects across Fargo. For example, placing 15 stickers next to Student Density would show that only projects near areas of high student density should be considered, regardless of any other criteria. Placing no stickers next to Student Density would show that the location of projects near student populations should not be considered when ranking recommended SRTS projects.

Proximity to a School

Projects should be prioritized based on their distance from a school.

PLACE STICKERS HERE

Student Density

Projects should be prioritized based on their proximity to current and future students and families.

PLACE STICKERS HERE

Equity

Projects should be prioritized based on their ability to support walking and rolling for low-income and minority students and families living in areas of environmental justice concern.

PLACE STICKERS HERE

Feasibility

Projects should be prioritized based on their location on or along a street that is already planned for an improvement, their cost, and/or their local support.

PLACE STICKERS HERE

Community-Identified Need

Projects should be prioritized because they were identified through school or community engagement, parent/caregiver surveys, and/or during another planning process.

PLACE STICKERS HERE

How should safety be considered?

Fargo Safe Routes to School Plan

What is most the most important thing to consider when thinking about potential safety improvements at a recommended SRTS project in Fargo? Please rank the criteria below based on the extent to which they should be considered when considering projects against one another. A ranking of 1 means the criterion should be considered the most when deciding where an improvement should be made. A ranking of 5 means the criterion should be considered the least when deciding where an improvement is made.

Existing Roadway Geometry

Projects should be prioritized where existing and measurable roadway geometry like number of lanes and sight lines present challenges for people walking and biking.

_____ RANK

Documented Vehicle Speeds

Projects should be prioritized that are on or adjacent to roads that have documented high vehicle speeds.

_____ RANK

Existing Traffic Volumes

Projects should be prioritized that are on or adjacent to roads that have documented high vehicle volumes.

_____ RANK

Documented Crashes

Projects should be prioritized based on the number of nearby documented crashes involving people walking or biking.

_____ RANK

Gaps in Infrastructure

Projects should be prioritized based on missing or gaps in infrastructure (e.g. crosswalks, shared lane markings, trails/ side paths, signage, signals, lighting).

_____ RANK

Appendix G. City of Fargo Projects

The following tables show infrastructure opportunities where the City of Fargo has been identified as a lead or co-lead. High impact projects are shown first, then medium, then low.

CITY OF FARGO HIGH IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
AGASSIZ SCHOOL	8th Ave S / parking lot driveways	Prohibit parking in stalls adjacent to driveway aprons	City of Fargo	High
BEN FRANKLIN MIDDLE	8th St N midblock	Install raised crosswalk; consider curb extension on east side of street; widen high-visibility crosswalk	City of Fargo	High
BEN FRANKLIN MIDDLE	15th Ave N / 8th St N	Install high visibility crosswalks on west, north, and south sides of intersection; install curb extensions to reduce crossing distances	City of Fargo	High
BEN FRANKLIN MIDDLE	14th Ave N / 9th St N	Install high visibility crosswalks on north and west sides of intersection, at a minimum	City of Fargo	High
BEN FRANKLIN MIDDLE	9th St N south of 15th Ave N	Install sidewalk to fill gap	City of Fargo	High
BENNETT ELEMENTARY	58th Ave S / 20th St S	Straighten crossing and extend median safety island; install RRFB	City of Fargo	High
BENNETT ELEMENTARY	58th Ave S / 21st St S	Evaluate the need for left turn lanes; install curb extensions	City of Fargo	High
BENNETT ELEMENTARY	58th Ave S / 18th St S	Install traffic calming including median safety island	City of Fargo	High
CARL BEN EIELSON MIDDLE	13th Ave S / 16 1/2 St S	Consider a median safety island on 13th Ave S the length of campus to shorten the crossing of 13th Ave; install high visibility crosswalks; install crosswalk signage; coordinate with Locations B, C, & F	City of Fargo	High
CARL BEN EIELSON MIDDLE	13th Ave S / 17th St S	Consider a median safety island on 13th Ave S the length of campus to shorten the crossing distance of 13th Ave; install and realign crosswalk and curb ramps to decrease crossing distance; install leading pedestrian interval; coordinate with Locations A, B, & C	City of Fargo	High
CARL BEN EIELSON MIDDLE	Access to the east	Remove fence; install sidewalk connecting to east neighborhoods	City of Fargo; Fargo Public Schools	High
CENTENNIAL ELEMENTARY	40th Ave S / 25th St S	Install leading pedestrian interval; reduce lane widths on 40th Ave S; replace damaged truncated domes (SW quadrant)	City of Fargo	High
CENTENNIAL ELEMENTARY	Rose Creek Dr / 25th St S	Install no right turn on red during school hours; install leading pedestrian interval; replace faded crosswalk markings	City of Fargo	High
CENTENNIAL ELEMENTARY	40th Ave S between 25th and 28th St S	Install flashing lights to provide indication to motorists of when the school speed limit is active (make consistent with other signs near the school)	City of Fargo	High

CITY OF FARGO HIGH IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
CENTENNIAL ELEMENTARY	40th Ave S / bus loop entrance	Install high visibility crosswalk across driveway to connect to sidewalk on the east side of the driveway	City of Fargo; Fargo Public Schools	High
CENTENNIAL ELEMENTARY	40th Ave S between 25th and 28th St S	Install school zone sign with lights to alert motorists that they are in school speed zone	City of Fargo	High
CLARA BARTON ELEMENTARY	14th Ave S / 6th St S	Consider curb extensions on west and south crossings of intersection; install high visibility crosswalks; install forward stop bars	City of Fargo	High
CLARA BARTON ELEMENTARY	15th Ave S / 6th St S	Consider curb extensions on west and north crossings of intersection; install high visibility crosswalks; install forward stop bars	City of Fargo	High
DEER CREEK ELEMENTARY	55th Ave S / 63rd St S	Install curb extensions (prioritize north crossings) or a median safety island to shorten crossing of 63rd St S; install ADA compliant curb ramps; consider a raised crosswalk; coordinate with Location B	City of Fargo	High
DEER CREEK ELEMENTARY	63rd St S / 54th Ave S	Consider curb extensions to shorten west crossing; install high visibility crosswalks; install forward stop bars	City of Fargo	High
DISCOVERY MIDDLE	40th Ave S / Parent loop exit	Install high visibility crosswalk; install forward stop bar; consider raised crosswalk; adjust vehicular circulation to use existing loop (see J)	City of Fargo; Fargo Public Schools	High
DISCOVERY MIDDLE	40th Ave S / Parking lot entrance	Install high visibility crosswalk; consider raised crosswalk; adjust vehicular circulation to use existing loop (see J)	City of Fargo; Fargo Public Schools	High
DISCOVERY MIDDLE	40th Ave S between 22nd St S and S University Dr	Install school speed zone	City of Fargo	High
EAGLES ELEMENTARY	University Dr S / 35th Ave S	Consider installing curb extensions on the south east corner to decrease curb radius; install no right turn on red during school hours; install leading pedestrian interval	NDDOT; City of Fargo	High
EAGLES ELEMENTARY	37th Ave S / University Dr S	Install curb extensions to shorten crossing of 37th Ave S (east crossing); investigate signal; install extension of existing median to comfortably accommodate pedestrians; install forward stop bars; install enhanced crosswalk treatments	NDDOT; City of Fargo	High
EAGLES ELEMENTARY	Behind Pioneer House	Install sidewalk or shared use path to connect neighborhoods to the southeast	City of Fargo	High
ED CLAPP ELEMENTARY	28th St SW / Bethel Church parking lot	Install high visibility crosswalk across driveway; provide curb extension across driveway to reduce to one lane	City of Fargo	High

CITY OF FARGO HIGH IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
ED CLAPP ELEMENTARY	28th St SW / Front of school driveway exit	Install high visibility crosswalk across driveway; install stop sign at driveway exit with stop bar	City of Fargo; Fargo Public Schools	High
GRACE LUTHERAN ELEMENTARY	West entrance midblock	Install ADA compliant curb ramp; install high visibility crosswalk and school crossing signage	City of Fargo	High
GRACE LUTHERAN ELEMENTARY	14th Ave S / University Dr S	Consider further study to determine safe and comfortable crossing at this location and in the area	NDDOT; City of Fargo	High
HAWTHORNE ELEMENTARY	6th St S / 8th Ave S	Install raised crosswalk that crosses diagonally from school property to northwest corner of intersection; install curb extensions on diagonal; consider installing a raised intersection; repaint and maintain accessible parking	City of Fargo	High
HAWTHORNE ELEMENTARY	9th Ave S / 6th St S	Consider limiting access to northbound traffic on 6th St by installing curb extension into current southbound lane; install forward stop bars; install curb extension or median safety island on east crossing of intersection and install marked crosswalk	City of Fargo	High
HAWTHORNE ELEMENTARY	8th Ave S / 5th St S	Install stop sign to control traffic on 8th Ave	City of Fargo	High
INDEPENDENCE ELEMENTARY	54th Ave S / 37th Ave S	Consider removing center turn lane and installing median safety island or curb extensions to shorten crossing of 54th Ave S	City of Fargo	High
INDEPENDENCE ELEMENTARY	54th Ave S / Justice Dr S	Consider removing center turn lane and installing median safety island or curb extensions to shorten crossing of 54th Ave S	City of Fargo	High
INDEPENDENCE ELEMENTARY	Southeast side of school to trail network	Install shared-use path along desire line connecting existing sidewalk to trail alongside drain	City of Fargo; West Fargo Public Schools	High
JEFFERSON ELEMENTARY	5th Ave S / 18th St S	Consider geometric improvements such as curb extensions or a median safety island (prioritize 5th Ave S crossings); consider removing westbound to northbound right turn lane; install an RRFB; coordinate with G	City of Fargo	High
JEFFERSON ELEMENTARY	5th Ave S between 18th St S and 17th St S	Consider removing eastbound to southbound and westbound to northbound right turn lanes; install geometric improvements such as curb extensions or a median safety island; install high visibility crosswalks	City of Fargo	High

CITY OF FARGO HIGH IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
JEFFERSON ELEMENTARY	18th St S between 4th Ave S and 5th Ave S, east side	Install sidewalk to fill existing gap on east side	City of Fargo	High
LEWIS AND CLARK ELEMENTARY	17th Ave S / 16 1/2 St S	Install high visibility crosswalks and associated signage; consider RRFB and curb extensions; coordinate with Locations D and H	City of Fargo	High
LIBERTY MIDDLE	36th Ave E / Veterans Blvd	Install extension of existing medians on 36th Ave E to provide space for pedestrians to wait and cross; consider leading pedestrian interval; install no right turn on red during school hours	City of Fargo	High
LIBERTY MIDDLE	Crossing of 36th Ave E at east parking lot entrance	Install extension of existing median on 36th Ave E to provide space for pedestrians to wait; install RRFB; install forward stop bar	City of Fargo	High
LIBERTY MIDDLE	Veterans Blvd / 37th Ave S	Install HAWK signal or study whether traffic signal is warranted; install median safety island; install high visibility crosswalks; install forwards stop bars	City of Fargo	High
LIBERTY MIDDLE	36th Ave E / 7th St E	Install high visibility crosswalks; install forward stop bars; extend median on 36th Ave S to provide safety refuge	City of Fargo	High
LINCOLN ELEMENTARY	Oak Manor S / University Dr S	Install leading pedestrian interval; upgrade north, south, and east crosswalks to high visibility crosswalks; explore opportunities to reduce crossing distances by extending curbs	NDDOT; City of Fargo	High
LINCOLN ELEMENTARY	21st Ave S / University Dr S	Provide wayfinding to encourage students to cross University Dr S at Oak Manor Ave S or at 25th Ave S / 24th Ave S; coordinate with Location G	NDDOT; City of Fargo	High
LINCOLN ELEMENTARY	9th St S	Replace sidewalk with shared-use path on east side of street	City of Fargo	High
LONGFELLOW ELEMENTARY	29th Ave NE / Elm St N	Consider installing curb extensions to shorten the east crossing; install forward stop bars; adjust sidewalks and curb ramps to better align crosswalk and decrease crossing distance	City of Fargo	High
LONGFELLOW ELEMENTARY	Elm St N / Forest Ave N	Consider installing curb extensions to shorten the west crossing; install high visibility crosswalks; install forward stop bars; install RRFB	City of Fargo	High
MADISON ELEMENTARY	Pedestrian bridge over drain	Upgrade existing bridge with wider pedestrian bridge; explore winter maintenance agreement to ensure access from mobile home park	City of Fargo; Fargo Public Schools; Fargo Park District	High
MCKINLEY ELEMENTARY	30th Ave N / Broadway Dr	Install median safety island or curb extensions on Broadway Dr; install high visibility crosswalk; consider RRFB and school crossing signage	City of Fargo	High

CITY OF FARGO HIGH IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
NATIVITY ELEMENTARY 19th Ave S / South Dr	Consider curb extensions on 19th Ave S; align curb ramps and straighten high visibility crosswalk	City of Fargo	High
NATIVITY ELEMENTARY 18th Ave S / University Dr S	Consider pedestrian leading interval; install high visibility crosswalks on all sides; consider installing no right turn on red during school arrival and dismissal hours	NDDOT; City of Fargo	High
NATIVITY ELEMENTARY 18th Ave S, 11th St S, 19th Ave S	Consider traffic calming opportunities including curb extensions, speed bumps, median safety islands, chicanes, and other treatments	City of Fargo	High
OAK GROVE MIDDLE South Terrace N west of Oak Grove Middle	Install traffic calming elements such as curb extensions, chicanes, speed bumps, or other treatments; upgrade existing school zone signage	City of Fargo	High
OSGOOD ELEMENTARY 44th Ave S / 55th St S	Install pedestrian scale lighting on the north side of 44th Ave S and on the median safety island; change snow storage practices to improve sightlines in winter	City of Fargo	High
OSGOOD ELEMENTARY Veterans Blvd / trail crossing south of school	Install extension of boulevard or curb space to existing fog line; install RRFB; install high visibility crosswalks; install space for pedestrians in median; install forward stop bar	City of Fargo	High
OSGOOD ELEMENTARY Green space / park to the south east of school to trail along drain	Install sidewalk or shared-use path connecting existing trail to sidewalk on 53rd St S; coordinate with Location G	City of Fargo; West Fargo Public Schools; Fargo Park District	High
OSGOOD ELEMENTARY Veterans Blvd adjacent to school and north of 44th Ave S	Install school speed zone signage consistent with similar signs in Fargo	City of Fargo	High
ROOSEVELT ELEMENTARY 12th Ave N / 10th St N	Install median safety island on east crossing of 12th Ave; install leading pedestrian interval; consider installing no right turn on red during school arrival and dismissal hours	NDDOT; City of Fargo	High
ROOSEVELT ELEMENTARY 10th Ave N / 10th St N	Install high visibility crosswalk on north and west crossings; install forward stop bar; align sidewalk approaches and curb ramps to decrease the crossing distances	NDDOT; City of Fargo	High
ROOSEVELT ELEMENTARY 11th Ave N / 10th St N	Enhance existing crosswalks; install high visibility crosswalks on west and south crossings; install forward stop bars on 11th Ave	NDDOT; City of Fargo	High
WASHINGTON ELEMENTARY 17th Ave N / 4th St N	Install 4-way stop; consider curb extensions (prioritize north and south crossings); install high visibility crosswalks on all sides	City of Fargo	High

CITY OF FARGO HIGH IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
WASHINGTON ELEMENTARY	17th Ave N / Broadway Dr Install leading pedestrian interval	City of Fargo	High
WASHINGTON ELEMENTARY	4th St N / 18th Ave N Install 4-way stop; consider curb extensions (prioritize north and south crossings); install high visibility crosswalks on all sides	City of Fargo	High
WILLOW PARK ELEMENTARY	Between 15th Ave S and 17th St E near Gordmans Install a sidewalk to fill existing gap; study potential alignments to provide a direct pedestrian route between 15th Ave S and 17th St E and Further study is recommended to determine the preferred alignment.	City of Fargo	High
WILLOW PARK ELEMENTARY	Adjacent roadways Install school speed zone	City of Fargo	High
WILLOW PARK ELEMENTARY	16th Ave S between west of 51st St S and 16th Ave S Conduct additional study to identify key pedestrian crossing locations for improvements. Treatments may include high visibility crosswalks, school crossing signage, curb extensions, median safety islands, and others.	City of Fargo	High

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CITY OF FARGO MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
AGASSIZ SCHOOL	9th Ave S / University Dr S Install curb extensions on all four corners to decrease curb radii; install high visibility crosswalks; install forward stop bar	NDDOT; City of Fargo	Medium
AGASSIZ SCHOOL	8th Ave S / University Dr S Install curb extensions on all four corners to decrease curb radii; consider leading pedestrian interval; install high visibility crosswalks; install forward stop bar; consider removing right turn lane from 8th Ave S	NDDOT; City of Fargo	Medium
AGASSIZ SCHOOL	8th Ave S along parking lot Install parking stops in parking stalls adjacent to sidewalk to prohibit encroachment	City of Fargo	Medium
BEN FRANKLIN MIDDLE	14th Ave N / 10th St N Install high visibility crosswalk and school crossing sign at north crossing	NDDOT; City of Fargo	Medium
BEN FRANKLIN MIDDLE	15th Ave N / 10th St N Install high visibility crosswalk and school crossing sign at south crossing	NDDOT; City of Fargo	Medium
BEN FRANKLIN MIDDLE	15th Ave N / 7th St N Install high visibility crosswalks; install curb extensions, with priority on the west and south sides of the intersection	City of Fargo	Medium
BEN FRANKLIN MIDDLE	15th Ave N / Broadway Upgrade north crosswalk to be high visibility; consider leading pedestrian interval	City of Fargo	Medium
BENNETT ELEMENTARY	64th Ave S / 21st St S Provide enhanced pedestrian and bicycle crossing of 64th Ave S with future development	City of Fargo	Medium
BENNETT ELEMENTARY	58th Ave S west of 18th St S Evaluate the need for left turn lane; consider extending median from Location J to this point	City of Fargo	Medium
BENNETT ELEMENTARY	58th Ave S / trail crossing Install RRFB; install traffic calming including median safety island	City of Fargo	Medium
BENNETT ELEMENTARY	58th Ave S between 24th St S and Bishops Blvd Install sidewalk to fill gap	City of Fargo	Medium
BENNETT ELEMENTARY	58th Ave S between 24th St S and 25th St S Install sidewalk to fill gap	City of Fargo	Medium
CARL BEN EIELSON MIDDLE	13th Ave S / 16th St S Consider a median safety island on 13th Ave S the length of campus to shorten the crossing of 13th Ave; install high visibility crosswalks; install a more noticeable and legible sign with instructions how to use HAWK signal; coordinate with Locations A, C, & F	City of Fargo	Medium

CITY OF FARGO MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
CARL BEN EIELSON MIDDLE 13th Ave S / 15th St S	Consider a median safety island on 13th Ave S the length of campus to shorten the crossing of 13th Ave; install high visibility crosswalk; install curb ramp separate from private driveway; coordinate with Locations A, B, & F	City of Fargo	Medium
CARL BEN EIELSON MIDDLE 11th Ave S / 17th St S	Install curb extensions to shorten crossings (prioritize south and west crossings); realign curb ramps to shorten crossing distance	City of Fargo	Medium
CENTENNIAL ELEMENTARY 25th St S at entrance driveway	Install high visibility crosswalk across driveway; eliminate southbound right turn from middle lane to remove multiple threat crash opportunity and reduce crossing distance of driveway	City of Fargo; Fargo Public Schools	Medium
CLARA BARTON ELEMENTARY 6th St S midblock	Install raised crosswalk	City of Fargo	Medium
CLARA BARTON ELEMENTARY 17th Ave S / 6th St S	Consider curb extensions on west crossing of intersection; install high visibility crosswalks; install forward stop bars	City of Fargo	Medium
DEER CREEK ELEMENTARY 56th Ave S / 63rd St S	Install curb extensions (prioritize west and north crossings) or a median safety island to shorten crossing of 63rd St S; install ADA compliant curb ramps; coordinate with Location A	City of Fargo	Medium
DEER CREEK ELEMENTARY Driveway (multiple)	Install high visibility crosswalk across driveways	City of Fargo; West Fargo Public Schools	Medium
DEER CREEK ELEMENTARY 63rd St S north of 55th Ave S	Relocate 25 mph speed sign	City of Fargo	Medium
DISCOVERY MIDDLE 40th Ave S / Rose Creek Dr	Extend median safety island; install RRFB; consider removing right turn lane	City of Fargo	Medium
DISCOVERY MIDDLE 40th Ave S / 18th St S	Extend median safety island; install RRFB; adjust flashing beacons closer to roadway for improved visibility; install forward stop bar on 18th St S	City of Fargo	Medium
DISCOVERY MIDDLE 18th St S / 39th Ave S	Prohibit parking and enforce parking restrictions	City of Fargo	Medium
EAGLES ELEMENTARY University Dr S / school access lane	Install curb extensions or a median safety island to shorten crossing of driveway; install high visibility crosswalk	NDDOT; City of Fargo	Medium
EAGLES ELEMENTARY 35th Ave S / 15th St S	Install curb extensions or median safety island to shorten crossings (prioritize south and west crossings); install high visibility crosswalks; install forward stop bars	City of Fargo	Medium

CITY OF FARGO MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
EAGLES ELEMENTARY	Parking lot along 35th Ave S	Prohibit parking in stalls adjacent to driveway aprons	City of Fargo Medium
EAGLES ELEMENTARY	Parking lot along 35th Ave S	Prohibit parking in stalls adjacent to driveway aprons	City of Fargo Medium
EAGLES ELEMENTARY	35th Ave S / Waterford Dr S	Install ADA compliant pedestrian ramp on 35th Ave S, east of Waterford Dr S; install high visibility crosswalk; consider installing raised crosswalk	City of Fargo Medium
EAGLES ELEMENTARY	Parking lot along 35th Ave S	Install parking stops in parking stalls adjacent to sidewalk to prohibit encroachment	City of Fargo Medium
EAGLES ELEMENTARY	University Dr S midblock between 37th Ave S and Eagles parking lot	Create separation between sidewalk and travel lane by either installing guard rail or moving pedestrian space eastward and planting the expanded buffer between road and pedestrian space	NDDOT; City of Fargo Medium
ED CLAPP ELEMENTARY	28th St SW / Park Place Apartments	Coordinate with housing manager to provide direct formal access from property to sidewalk	City of Fargo Medium
ED CLAPP ELEMENTARY	West edge of school campus to 32nd St SW	Coordinate with housing development to the west to explore an easement across the north of the housing development to provide walking and biking access from 32nd St SW to the school campus; coordinate with Location E	City of Fargo; Fargo Public Schools Medium
GRACE LUTHERAN	11th St S, east side of street	Install sidewalk	City of Fargo Medium
GRACE LUTHERAN ELEMENTARY	13th Ave S / University Dr S	Consider leading pedestrian interval; increase pedestrian space to shorten crossings and decrease curb radii; install high visibility crosswalks	NDDOT; City of Fargo Medium
HAWTHORNE ELEMENTARY	Bus drop	Consider curb extensions on north crossing of 5th St S	City of Fargo; Fargo Public Schools Medium
HAWTHORNE ELEMENTARY	9th Ave S / 5th St S	Install curb extensions or median safety island to shorten crossings (prioritize west and north crossings); install forward stop bars	City of Fargo Medium
HAWTHORNE ELEMENTARY	11th Ave S / 6th St S	Install high visibility crosswalk where missing	City of Fargo Medium
HAWTHORNE ELEMENTARY	6th St S & 8th Ave S	Consider installing diverters to make this a one way north and west bound; coordinate with Locations A, B, & D	City of Fargo; Fargo Public Schools Medium
HOLY SPIRIT ELEMENTARY	Western driveway	Adjust existing driveway barricade to allow pedestrian access to sidewalk; eliminate driveway while maintaining sidewalk access	City of Fargo; JPll Catholic Schools Medium

CITY OF FARGO MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
HORACE MANN ELEMENTARY 2nd St N / 10th Ave N	Consider curb extensions on north and west crossings or median safety island on 10th Ave; install forward stop bars	City of Fargo	Medium
HORACE MANN ELEMENTARY 2nd St N / 11th Ave N	Consider curb extensions on south and west crossings or median safety island on 10th Ave; install forward stop bars	City of Fargo	Medium
HORACE MANN ELEMENTARY 3rd St N / 10th Ave N	Install curb extensions (prioritize north and east crossings); install forward stop bars	City of Fargo	Medium
HORACE MANN ELEMENTARY 3rd St N / 11th Ave N	Install curb extensions (prioritize south and east crossings); install forward stop bars	City of Fargo	Medium
HORACE MANN ELEMENTARY 2nd St N midblock	Evaluate signal timing and phasing for consistency	City of Fargo	Medium
INDEPENDENCE ELEMENTARY 54th St S / 40th Ave S	Install curb extensions to decrease curb radii; consider leading pedestrian interval; install high visibility crosswalks	City of Fargo	Medium
INDEPENDENCE ELEMENTARY 51st St S between 40th Ave S and 38th Ave / 50th St	Install sidewalk or shared-use path	City of Fargo	Medium
JEFFERSON ELEMENTARY 5th Ave S / 16th St S	Install high visibility crosswalks; install forward stop bars; consider curb extensions (prioritize 5th Ave S crossings)	City of Fargo	Medium
JEFFERSON ELEMENTARY 6th Ave S / 21st St S	Install high visibility crosswalks; install forward stop bars; consider curb extensions or raised crosswalk (prioritize east crossing)	City of Fargo	Medium
JEFFERSON ELEMENTARY 21st St S / 5th Ave S	Install high visibility crosswalks; install forward stop bars; consider curb extensions or raised crosswalk (prioritize east crossing)	City of Fargo	Medium
JEFFERSON ELEMENTARY 3rd Ave S / 18th St S	Install high visibility crosswalks	City of Fargo	Medium
JEFFERSON ELEMENTARY 18th St S between 2nd Ave S and 3rd Ave S	Install sidewalk to fill existing gap on east side	City of Fargo	Medium
JEFFERSON ELEMENTARY 18th St S between 4th Ave S and 5th Ave S, west side	Repair or replace heaving sidewalk pavement	City of Fargo	Medium
KENNEDY ELEMENTARY Front of school	Reduce driveway width to allow for curbside lane and bypass lane only; install raised crossing; install high visibility crosswalk	City of Fargo; Fargo Public Schools	Medium

CITY OF FARGO MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
KENNEDY ELEMENTARY	Parking lot exit	Reduce driveway width; install high visibility crosswalk; install forward stop bar; consider raised crosswalk	City of Fargo; Fargo Public Schools	Medium
KENNEDY ELEMENTARY	44th Ave S / Woodhaven St S	Install curb extensions or median safety island on 44th Ave S; consider RRFB	City of Fargo	Medium
KENNEDY ELEMENTARY	44th Ave S / 42nd St S	Install leading pedestrian interval; replace parallel line crosswalks with high visibility crosswalks	City of Fargo	Medium
KENNEDY ELEMENTARY	40th Ave S / 42nd Ave S	Install leading pedestrian interval; replace parallel line crosswalks with high visibility crosswalks	City of Fargo	Medium
LEWIS AND CLARK ELEMENTARY	17th Ave S / 16th St S	Consider curb extensions to shorten the west and south crossings, or median safety island on 17th Ave S	City of Fargo	Medium
LEWIS AND CLARK ELEMENTARY	17th Ave S / 17th St S	Consider curb extensions to shorten the south and east crossings or median safety island on 17th Ave S; install high visibility crosswalks; install forward stop bar	City of Fargo	Medium
LEWIS AND CLARK ELEMENTARY	18th Ave S / 17th St S	Consider curb extensions or median safety island to shorten the north crossing; install high visibility crosswalks; install forward stop bar	City of Fargo	Medium
LEWIS AND CLARK ELEMENTARY	18th Ave S / 16th St S	Consider curb extensions to shorten the north and east crossings or median safety island on 16th St S; install high visibility crosswalks; install forward stop bar	City of Fargo	Medium
LIBERTY MIDDLE	36th Ave E / east parking lot entrance	Install curb extensions to decrease curb radii and crossing distance to a single lane; install high visibility crosswalk	City of Fargo; West Fargo Public Schools	Medium
LINCOLN ELEMENTARY	21st Ave S / 9th St S	Install stop bars; explore opportunities to shorten intersection crossings with curb extensions	City of Fargo	Medium
LINCOLN ELEMENTARY	25th Ave S / University Dr S	Install leading pedestrian interval; upgrade east and west crosswalks to high visibility crosswalks	NDDOT; City of Fargo	Medium
LINCOLN ELEMENTARY	9th St S south of 21st Ave S	Install no student drop-off/pick-up signs on west side of street; coordinate with school to reinforce messaging to parents to not pick up or drop off on west side of street; consider converting 9th St S to a northbound one-way from 21st Ave S to 24th Ave S	City of Fargo	Medium
LONGFELLOW ELEMENTARY	Elm St N / west parking lot entrance	Eliminate the middle driveway access; narrow the remaining two driveways	City of Fargo; Fargo Public Schools	Medium

CITY OF FARGO MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
LONGFELLOW ELEMENTARY	29th Ave NE / Evergreen Rd	Extend curb space on north side of 29th Ave NE to narrow crossing; install RRFB; install ADA compliant curb ramp and straighten skewed crossing; install raised crosswalk; coordinate with Location F	City of Fargo	Medium
LONGFELLOW ELEMENTARY	29th Ave NE / Longfellow Rd	Extend curb space on north side of 29th Ave NE to narrow crossing; install ADA compliant curb ramp; install RRFB; install raised crosswalk; install forward stop bar; coordinate with Location E	City of Fargo	Medium
LONGFELLOW ELEMENTARY	Hickory St N / pedestrian trail	Install trail crossing signage; install pavement markings to alert drivers of upcoming trail crossing; install ADA compliant curb ramps on north and south side of Hickory St N	City of Fargo	Medium
LONGFELLOW ELEMENTARY	32nd Ave N / trail access east of Elm St N	Install trail crossing signage; install ADA compliant curb ramps on north side of 32nd Ave N	City of Fargo	Medium
LONGFELLOW ELEMENTARY	32nd Ave N / Elm St N	Install median safety island to shorten crossing of 32nd Ave N; install forward stop bars	City of Fargo	Medium
LONGFELLOW ELEMENTARY	32nd Ave N east of Elm St N	Install off street shared use path on south side of 32nd Ave N between trail access and Elm St N	City of Fargo	Medium
LONGFELLOW ELEMENTARY	Elm St N	Relocate school speed zone signage to begin and end further from start of campus; relocate shared lane markings at a minimum of 11 feet from curb	City of Fargo	Medium
MADISON ELEMENTARY	Park west of school	Install pedestrian lighting along existing path; consider constructing bicycle traffic garden for skills training	City of Fargo; Fargo Public Schools; Fargo Park District	Medium
MADISON ELEMENTARY	11th Ave N / 29th St N	Install curb extensions on all corners	City of Fargo	Medium
MADISON ELEMENTARY	10th Ave N / 29th St N	Install curb extensions (prioritize east and north crossings)	City of Fargo	Medium
MADISON ELEMENTARY	29th St N driveways	Consolidate driveways and/or reduce driveway widths	City of Fargo; Fargo Public Schools	Medium
MCKINLEY ELEMENTARY	8th St N midblock	Install designated midblock crossing including high visibility crosswalk markings, school crossing signage, and geometric improvements including curb extensions or a median safety island	City of Fargo	Medium
MCKINLEY ELEMENTARY	28th Ave N / 8th St N	Consider curb extensions on all corners; install high visibility crosswalks	City of Fargo	Medium

CITY OF FARGO MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
MCKINLEY ELEMENTARY	Broadway between 32nd Ave N and 29th Ave N	Study opportunities to calm traffic and improve pedestrian crossings of Broadway including a school speed zone, curb extensions, median safety islands, RRFBs, and other treatments	City of Fargo Medium
MCKINLEY ELEMENTARY	28th Ave N between 10th St N and Broadway	Study opportunities to calm traffic including a school speed zone, curb extensions, speed bumps, chicanes, and other treatments	City of Fargo Medium
OAK GROVE ELEMENTARY	32nd Ave S / 27th St S	Explore opportunities to enhance the existing crosswalk; coordinate with the existing school zone designated in this area along 32nd Ave S	City of Fargo Medium
OAK GROVE ELEMENTARY	27th St S / Kirsten Ln S	Consider curb extensions to shorten crossing of 27th St S; install high visibility crosswalks	City of Fargo Medium
OAK GROVE ELEMENTARY	Kristen Ln S between 27th St S and Ruth Dr S	Install sidewalk along Kristen Ln	City of Fargo Medium
OAK GROVE MIDDLE	South Terrace N / Short St	Install high visibility crosswalk; relocate school crossing sign to east side; install school crossing sign for westbound traffic	City of Fargo Medium
OAK GROVE MIDDLE	Short St between North Terrace N and South Terrace N	Install sidewalk to fill existing gap	City of Fargo Medium
OAK GROVE MIDDLE	South Terrace N between school driveway and Ash St	Install sidewalk to fill existing gap	City of Fargo Medium
OSGOOD ELEMENTARY	Veterans Blvd / 44th Ave S roundabout	Install forward stop bars; install RRFB on all crossings	City of Fargo Medium
ROOSEVELT ELEMENTARY	10th St N midblock	Maintain high visibility crosswalk and forward stop bar	NDDOT; City of Fargo Medium
ROOSEVELT ELEMENTARY	11th Ave N / 11th St N	Consider curb extensions to shorten east and south crossings; install high visibility crosswalks on all four crossings; install forward stop bars	City of Fargo Medium
ROOSEVELT ELEMENTARY	Multiple	Align crosswalks and curb ramps to decrease crossing distances and improve visibility at skewed/offset intersections	NDDOT; City of Fargo Medium
SULLIVAN MIDDLE	25th St S / Prairie Grove Ave S	Install geometric improvements to simplify pedestrian crossing such as a median safety island; install high visibility crosswalk; consider RRFB or HAWK	City of Fargo Medium
SULLIVAN MIDDLE	25th St S / south school access	Install ADA compliant curb ramps; install median safety island on south crossing; install high visibility crosswalk; consider RRFB	City of Fargo Medium

CITY OF FARGO MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
WASHINGTON ELEMENTARY	5th St N / 17th Ave N	Consider curb extensions (prioritize west and east crossings); install high visibility crosswalk on south side of 17th Ave N	City of Fargo	Medium
WILLOW PARK ELEMENTARY	15th Ave S / trail west of school	Consider curb extensions, raised crosswalk, or median safety island	City of Fargo	Medium
WILLOW PARK ELEMENTARY	48th St S / 15th Ave S	Consider eliminating left turn lanes to install curb extensions and reduce crossing distances on all legs (prioritize west and south crossings)	City of Fargo	Medium
WILLOW PARK ELEMENTARY	17th Ave S / 51st St S	Install ADA compliant curb ramps along north side; install geometric improvements to reduce crossing distances on 17th Ave S including curb extensions or median safety islands; install high visibility crosswalks; consider RRFB	City of Fargo	Medium

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CITY OF FARGO LOW IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
BENNETT ELEMENTARY 62nd Ave S / trail crossing	Install high visibility crosswalk; consider installing curb extensions and/or raised crosswalk	City of Fargo	Low
CENTENNIAL ELEMENTARY West of school	Consider bridge connection from school campus to Timberline Park and residential area to the west	City of Fargo; Fargo Public Schools	Low
DISCOVERY MIDDLE 18th St S north of 40th Ave S	Install sidewalk to fill existing gap	City of Fargo	Low
DISCOVERY MIDDLE Connection between building and Milwaukee Trail	Install sidewalk or shared-use path between the east side of Discovery and Milwaukee Trail. Further study is recommended to determine the preferred alignment.	Fargo Public Schools; City of Fargo; Fargo Park District	Low
ED CLAPP ELEMENTARY West edge of school campus	Install sidewalk from fire road to Ed Clapp Park	City of Fargo; Fargo Public Schools; Fargo Park District	Low
GRACE LUTHERAN ELEMENTARY 15th Ave S / University Dr S	Consider leading pedestrian interval; consider curb extensions to decrease curb radii; install high visibility crosswalks; consider future pedestrian connections to neighborhoods to the east	NDDOT; City of Fargo	Low
GRACE LUTHERAN ELEMENTARY 14th Ave S / 11th St S	Install ADA compliant curb ramps separate from private driveways	City of Fargo	Low
HAWTHORNE ELEMENTARY 8th Ave S / 10th St S	Consider curb extensions on south and east crossings to shorten crossings and decrease curb radii; install high visibility crosswalks where missing; install leading pedestrian interval	City of Fargo	Low
INDEPENDENCE ELEMENTARY 51st St S / 40th Ave S	Install curb extensions or median safety island on the north crossing; install high visibility crosswalk; install forward stop bar	City of Fargo	Low
JEFFERSON ELEMENTARY 15th St S between 1st Ave S and 2nd Ave S	Install sidewalk to fill existing gap on west side	City of Fargo	Low
KENNEDY ELEMENTARY Parking lot entrance	Reduce driveway width; install high visibility crosswalk; consider raised crosswalk	City of Fargo; Fargo Public Schools	Low
KENNEDY ELEMENTARY 42nd St S / trail crossing	Upgrade existing beacon to HAWK	City of Fargo	Low
KENNEDY ELEMENTARY 44th Ave S / 43rd Ave S	Install curb extensions on 44th Ave S and 43rd Ave S, install median island on 44th Ave S, and/or reduce curb radii to reduce crossing distances and calm turning speeds; install high visibility crosswalk markings	City of Fargo	Low

CITY OF FARGO LOW IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
KENNEDY ELEMENTARY	49th Ave S / Woodhaven Dr S	Consider curb extensions, raised crosswalk, or median safety island	City of Fargo	Low
LEWIS AND CLARK ELEMENTARY	16th St S between 17th Ave S and 18th Ave S	Repair or replace heaving sidewalk pavement	City of Fargo	Low
LIBERTY MIDDLE	36th Ave E / 8th St E	Investigate geometric changes to this crossing to provide comfortable and direct crossing of 36th Ave E for pedestrians using the west access of Liberty. Coordinate with Locations C and G.	City of Fargo	Low
LINCOLN ELEMENTARY	21st Ave S / Park Dr S	Install high visibility crosswalks	City of Fargo	Low
LINCOLN ELEMENTARY	24th Ave S / 9th St S	Install high visibility crosswalk on south leg; explore opportunities to shorten intersection crossings with curb extensions	City of Fargo	Low
LINCOLN ELEMENTARY	Tunnel under I-94	Explore opportunities to increase tunnel lighting and improve drainage and winter maintenance; introduce opportunities for student placemaking	NDDOT; City of Fargo	Low
NATIVITY ELEMENTARY	19th Ave S / trail crossing	Install high visibility crosswalks	City of Fargo	Low
NATIVITY ELEMENTARY	South Dr / trail crossing	Install high visibility crosswalks	City of Fargo	Low
NATIVITY ELEMENTARY	18th Ave S / 11th St S	Install school crossing signage	City of Fargo	Low
OAK GROVE MIDDLE	South Terrace N between trail access and Oak Grove Park	Replace sidewalk with shared-use path	City of Fargo	Low
ROOSEVELT ELEMENTARY	11th Ave N / University Dr N	Consider curb extensions to decrease turning radii; install high visibility crosswalks	NDDOT; City of Fargo	Low
ROOSEVELT ELEMENTARY	11th Ave N midblock near school	Consider installing raised crosswalk	City of Fargo	Low
ROOSEVELT ELEMENTARY	11th Ave N	Relocate shared lane markings at a minimum of 11 feet from curb	City of Fargo	Low
WASHINGTON ELEMENTARY	19th Ave N / 4th St N	Install ADA compliant curb ramps and high visibility crosswalks	City of Fargo	Low

CITY OF FARGO LOW IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
WASHINGTON ELEMENTARY	19th Ave N / 5th St N	Install ADA compliant curb ramps and high visibility crosswalks	City of Fargo	Low
WASHINGTON ELEMENTARY	18th Ave N / Broadway	Install high visibility crosswalk markings in addition to other treatments including an RRFB, median safety refuge, and/or curb extensions	City of Fargo	Low
WILLOW PARK ELEMENTARY	15th Ave S / south parking lot	Install sidewalk to curb; install ADA compliant curb ramps; install raised crosswalk; install flashing beacon	City of Fargo	Low

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Appendix H. Fargo Public Schools Projects

The following tables show infrastructure opportunities where Fargo Public Schools has been identified as a lead or co-lead. High impact projects are shown first, then medium, then low.

FARGO PUBLIC SCHOOLS HIGH IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
AGASSIZ SCHOOL	Space along building from 8th Ave S to main entrance	Install separated and raised curb/sidewalk space along building to connect sidewalk network to main entrance	Fargo Public Schools	High
BENNETT ELEMENTARY	Front of school	Install sidewalk from 21st along south side of driveway	Fargo Public Schools	High
CARL BEN EIELSON MIDDLE	Parking lot	Remove parking spaces nearest pedestrian crossing; install high visibility crosswalk; install crossing signage	Fargo Public Schools	High
CARL BEN EIELSON MIDDLE	Front lawn within bus loop between HAWK on 13th Ave S and main entrance	Install sidewalk through lawn area; install high visibility crosswalk and curb ramps across bus lane	Fargo Public Schools	High
CARL BEN EIELSON MIDDLE	Access to the east	Remove fence; install sidewalk connecting to east neighborhoods	City of Fargo; Fargo Public Schools	High
CENTENNIAL ELEMENTARY	40th Ave S / bus loop entrance	Install high visibility crosswalk across driveway to connect to sidewalk on the east side of the driveway	City of Fargo; Fargo Public Schools	High
DISCOVERY MIDDLE	40th Ave S / Parent loop exit	Install high visibility crosswalk; install forward stop bar; consider raised crosswalk; adjust vehicular circulation to use existing loop (see J)	City of Fargo; Fargo Public Schools	High
DISCOVERY MIDDLE	40th Ave S / Parking lot entrance	Install high visibility crosswalk; consider raised crosswalk; adjust vehicular circulation to use existing loop (see J)	City of Fargo; Fargo Public Schools	High
DISCOVERY MIDDLE	Western parking lot	Adjust vehicular circulation to use existing loop (see J)	Fargo Public Schools	High
DISCOVERY MIDDLE	Southern parking lot	Adjust vehicular circulation to use existing loop (see J); add high visibility crosswalks where primary student routes cross motor vehicle traffic	Fargo Public Schools	High
DISCOVERY MIDDLE	Southern loop	Relocate parent circulation to existing loop identified here	Fargo Public Schools	High
EAGLES ELEMENTARY	In front of main entrance	Install curb extensions for one car length in front of crosswalk.	Fargo Public Schools	High
ED CLAPP ELEMENTARY	Back of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); relocate parking in a visible and convenient location on campus near the front door	Fargo Public Schools	High

FARGO PUBLIC SCHOOLS HIGH IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
ED CLAPP ELEMENTARY	28th St SW / Front of school driveway exit	Install high visibility crosswalk across driveway; install stop sign at driveway exit with stop bar	City of Fargo; Fargo Public Schools	High
HORACE MANN ELEMENTARY	Bus / parent drop	Close loop to personal vehicle traffic; install bus loop and one-way signage	Fargo Public Schools	High
HORACE MANN ELEMENTARY	South side of building	Install raised and separated curb space; install ADA compliant curb ramp	Fargo Public Schools	High
HORACE MANN ELEMENTARY	Access to building between 10th Ave N and south entrance	Install raised curb space with separation from vehicle drop-off lane; connect to existing sidewalk network	Fargo Public Schools	High
KENNEDY ELEMENTARY	South school parking lot	Install ADA compliant curb ramp	Fargo Public Schools	High
KENNEDY ELEMENTARY	South side of school	Install ADA compliant curb ramp	Fargo Public Schools	High
LEWIS AND CLARK ELEMENTARY	West side of school	Move existing jersey barriers or install additional jersey barriers to restrict vehicle access between the west parking lot and the bus loop	Fargo Public Schools	High
LEWIS AND CLARK ELEMENTARY	East to north side of building perimeter	Install sidewalk or shared-use path around north perimeter of school and along the east edge of parking lot connecting to the crossing of 17th Ave	Fargo Public Schools	High
LONGFELLOW ELEMENTARY	Front of school	Install raised curb space for pedestrians	Fargo Public Schools	High
MADISON ELEMENTARY	Parking lot	Install raised sidewalk; designate separate areas for bus and family circulation	Fargo Public Schools	High
MADISON ELEMENTARY	Pedestrian bridge over drain	Upgrade existing bridge with wider pedestrian bridge; explore winter maintenance agreement to ensure access from mobile home park	City of Fargo; Fargo Public Schools; Fargo Park District	High

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FARGO PUBLIC SCHOOLS MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
CENTENNIAL ELEMENTARY	25th St S at entrance driveway	Install high visibility crosswalk across driveway; eliminate southbound right turn from middle lane to remove multiple threat crash opportunity and reduce crossing distance of driveway	City of Fargo; Fargo Public Schools	Medium
DISCOVERY MIDDLE	Southern parking lot	Install sidewalk along eastern edge of driveway	Fargo Public Schools	Medium
ED CLAPP ELEMENTARY	West edge of school campus to 32nd St SW	Coordinate with housing development to the west to explore an easement across the north of the housing development to provide walking and biking access from 32nd St SW to the school campus; coordinate with Location E	City of Fargo; Fargo Public Schools	Medium
HAWTHORNE ELEMENTARY	Bus drop	Consider curb extensions on north crossing of 5th St S	City of Fargo; Fargo Public Schools	Medium
HAWTHORNE ELEMENTARY	6th St S & 8th Ave S	Consider installing diverters to make this a one way north and west bound; coordinate with Locations A, B, & D	City of Fargo; Fargo Public Schools	Medium
KENNEDY ELEMENTARY	Front of school	Reduce driveway width to allow for curbside lane and bypass lane only; install raised crossing; install high visibility crosswalk	City of Fargo; Fargo Public Schools	Medium
KENNEDY ELEMENTARY	Parking lot exit	Reduce driveway width; install high visibility crosswalk; install forward stop bar; consider raised crosswalk	City of Fargo; Fargo Public Schools	Medium
LEWIS AND CLARK ELEMENTARY	Connection on campus between 17th Ave S and 17th St S	Install sidewalk or shared-use path along west side of driveway and north side of bus loop	Fargo Public Schools	Medium
LONGFELLOW ELEMENTARY	Elm St N / west parking lot entrance	Eliminate the middle driveway access; narrow the remaining two driveways	City of Fargo; Fargo Public Schools	Medium
MADISON ELEMENTARY	Park west of school	Install pedestrian lighting along existing path; consider constructing bicycle traffic garden for skills training	City of Fargo; Fargo Public Schools; Fargo Park District	Medium
MADISON ELEMENTARY	29th St N driveways	Consolidate driveways and/or reduce driveway widths	City of Fargo; Fargo Public Schools	Medium
WASHINGTON ELEMENTARY	Alley east of school	Consider paving route adjacent to alley for designated bus or parent circulation; explore opportunities for creative placemaking	Fargo Public Schools	Medium

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FARGO PUBLIC SCHOOLS LOW IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
AGASSIZ SCHOOL	West Side of School Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); locate parking in a visible and convenient location on campus	Fargo Public Schools	Low
BEN FRANKLIN MIDDLE	Front of school Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
BEN FRANKLIN MIDDLE	Back of school Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider providing dedicated moped parking area	Fargo Public Schools	Low
BEN FRANKLIN MIDDLE	Front of school Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
BENNETT ELEMENTARY	Back of school Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
BENNETT ELEMENTARY	Front of school Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
CARL BEN EIELSON MIDDLE	Back and front of school Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
CARL BEN EIELSON MIDDLE	Back of school Remove parking spaces and install sidewalk to fill gap	Fargo Public Schools	Low
CENTENNIAL ELEMENTARY	Front of school Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
CENTENNIAL ELEMENTARY	Front of school Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
CENTENNIAL ELEMENTARY	West of school Consider bridge connection from school campus to Timberline Park and residential area to the west	City of Fargo; Fargo Public Schools	Low
CLARA BARTON ELEMENTARY	East entrance Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
DISCOVERY MIDDLE	Multiple Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low

FARGO PUBLIC SCHOOLS LOW IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
DISCOVERY MIDDLE	Connection between building and Milwaukee Trail	Install sidewalk or shared-use path between the east side of Discovery and Milwaukee Trail. Further study is recommended to determine the preferred alignment.	Fargo Public Schools; City of Fargo; Fargo Park District	Low
EAGLES ELEMENTARY	Main parking lot	Install curb extensions to shorten crossing of drive lane; install high visibility crosswalk; consider installing raised crosswalk	Fargo Public Schools	Low
EAGLES ELEMENTARY	Main entrance	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
ED CLAPP ELEMENTARY	West edge of school campus	Install sidewalk from fire road to Ed Clapp Park	City of Fargo; Fargo Public Schools; Fargo Park District	Low
HAWTHORNE ELEMENTARY	Main entrance	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
HOLY SPIRIT ELEMENTARY	Parking lot	Coordinate with Ben Franklin administration to develop a policy and educational materials regarding Ben Franklin parents' use of the Holy Spirit parking lot	JPII Catholic Schools; Fargo Public Schools	Low
HORACE MANN ELEMENTARY	East side of building near playground	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
JEFFERSON ELEMENTARY	North side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional bicycle parking on south side of school	Fargo Public Schools	Low
KENNEDY ELEMENTARY	Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
KENNEDY ELEMENTARY	Parking lot entrance	Reduce driveway width; install high visibility crosswalk; consider raised crosswalk	City of Fargo; Fargo Public Schools	Low
LEWIS AND CLARK ELEMENTARY	East side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
LEWIS AND CLARK ELEMENTARY	North side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low

FARGO PUBLIC SCHOOLS LOW IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
LEWIS AND CLARK ELEMENTARY	West side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
LINCOLN ELEMENTARY	West side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
LINCOLN ELEMENTARY	" Near south parking lot "	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
LINCOLN ELEMENTARY	North parking lot	Provide additional signage to drivers accessing recycling drop-off area that this is a school area; provide marked crosswalks at driveways	Fargo Public Schools	Low
LINCOLN ELEMENTARY	East side of school	Explore opportunity to install maintained path from school building to 6th Ave S	Fargo Public Schools; Fargo Park District	Low
LONGFELLOW ELEMENTARY	Back of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
LONGFELLOW ELEMENTARY	Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
MADISON ELEMENTARY	Back of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
MADISON ELEMENTARY	East side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
MCKINLEY ELEMENTARY	Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); locate parking in a visible and convenient location on campus	Fargo Public Schools	Low
ROOSEVELT ELEMENTARY	South end of campus	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
ROOSEVELT ELEMENTARY	West side of school building	Install sidewalk or shared-use path through open space and connecting to the existing sidewalk	Fargo Public Schools	Low
WASHINGTON ELEMENTARY	Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low

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Appendix I. West Fargo Public Schools Projects

The following tables show infrastructure opportunities where West Fargo Public Schools has been identified as a lead or co-lead. High impact projects are shown first, then medium, then low.

WEST FARGO PUBLIC SCHOOLS HIGH IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
INDEPENDENCE ELEMENTARY	Southeast side of school to trail network	Install shared-use path along desire line connecting existing sidewalk to trail alongside drain	City of Fargo; West Fargo Public Schools	High
INDEPENDENCE ELEMENTARY	Connection from Location G to 54th St S	Install raised pedestrian space and consider raised crosswalk where vehicle space crosses pedestrian space; install high visibility crosswalks	West Fargo Public Schools	High
LIBERTY MIDDLE	School access lane	Install raised crossing; install ADA compliant curb ramps; install school crossing signs	West Fargo Public Schools	High
LIBERTY MIDDLE	School access lane	Install raised crossing; install ADA compliant curb ramps; install school crossing signs	West Fargo Public Schools	High
OSGOOD ELEMENTARY	South parking lot entrance	Install sidewalk or shared-use path along driveway connecting to existing sidewalk	West Fargo Public Schools	High
OSGOOD ELEMENTARY	Green space / park to the south east of school to trail along drain	Install sidewalk or shared-use path connecting existing trail to sidewalk on 53rd St S; coordinate with Location G	City of Fargo; West Fargo Public Schools; Fargo Park District	High

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WEST FARGO PUBLIC SCHOOLS MEDIUM IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
DEER CREEK ELEMENTARY	Driveway (multiple)	Install high visibility crosswalk across driveways	City of Fargo; West Fargo Public Schools	Medium
INDEPENDENCE ELEMENTARY	Connection from main entrance to trails to the north	Install sidewalk or shared-use path to fill gap between existing on-campus sidewalk and shared-use path	West Fargo Public Schools	Medium
LIBERTY MIDDLE	36th Ave E / east parking lot entrance	Install curb extensions to decrease curb radii and crossing distance to a single lane; install high visibility crosswalk	City of Fargo; West Fargo Public Schools	Medium
LIBERTY MIDDLE	Pedestrian circulation between Liberty and Sheyenne High School	Install paved shared-use path that connects to existing sidewalk network; install high visibility crosswalk to connect to raised walkway in parking lot	West Fargo Public Schools	Medium
LIBERTY MIDDLE	Pedestrian circulation between Liberty and Sheyenne High School	Install separated and raised curb/sidewalk space that connects to existing sidewalk network	West Fargo Public Schools	Medium
OSGOOD ELEMENTARY	West side of school	Install sidewalk or shared-use path around the perimeter of school; coordinate with Location G & H	West Fargo Public Schools	Medium
OSGOOD ELEMENTARY	East side of school	Install sidewalk or shared-use path around perimeter of building; coordinate with Locations B & H	West Fargo Public Schools	Medium

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WEST FARGO PUBLIC SCHOOLS LOW IMPACT INFRASTRUCTURE OPPORTUNITIES

LOCATION		POTENTIAL SOLUTION	LEAD AGENCY	PRIORITY
DEER CREEK ELEMENTARY	Outside Door 9	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	West Fargo Public Schools	Low
INDEPENDENCE ELEMENTARY	South entrance of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional bicycle parking on west side of school	West Fargo Public Schools	Low
INDEPENDENCE ELEMENTARY	Green space connecting school to 54th St and 38th Ave	Install shared-use path connecting south school entrance to intersection of 54th St and 38th Ave	West Fargo Public Schools	Low
LIBERTY MIDDLE	Main entrance	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional bike parking on west side of school	West Fargo Public Schools	Low
OSGOOD ELEMENTARY	North side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	West Fargo Public Schools	Low
OSGOOD ELEMENTARY	North parking lot	Install curb extensions to narrow crossing and decrease curb radii in entrance/exit of parking lot; install high visibility crosswalk	West Fargo Public Schools	Low
WILLOW PARK ELEMENTARY	Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	West Fargo Public Schools	Low

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Appendix J. Bike Parking Guidance

Bicycle parking at schools does more than just provide space for storage during the school day. Depending on design, bicycle parking can actually encourage students and staff to choose to ride their bikes to school. The next two pages are some things to think about when planning bicycle parking at school.

HOW MUCH PARKING SHOULD BE PROVIDED?

The amount of bike parking needed will depend on the capacity of your school, the ages of students, and the number of staff. But remember: be aspirational! Provide parking for the number of students and staff you'd like to see biking! The following are some guidelines:

- Aim for 25 percent of the maximum student capacity of the school.
- Provide additional parking to encourage staff and faculty to bike to school

For example, if each classroom has a max capacity of 20 students and there are 10 classrooms, space for 50 bicycles should be provided. Don't forget to add some for faculty and staff!

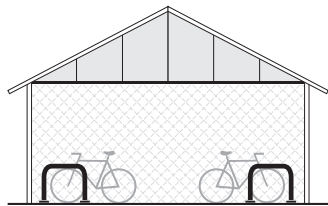
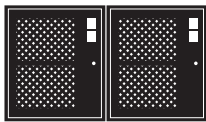
WHERE SHOULD PARKING BE LOCATED?

Well-located bike parking will be:

- visible to students, staff, and visitors
- near the primary school entrance/exit
- easily accessed without dismounting
- clear of obstructions which might limit the circulation of users and their bikes
- easily accessed without making a rider cross bus and car circulation
- installed on a hard, stable surface that is unaffected by weather
- often found near kindergarten and daycare entrance, which allows parents to conveniently pick up their children on their bikes

CAN MY SCHOOL PROVIDE ADDITIONAL AMENITIES?

Bike parking shelters and lockers provide extra comfort and security for those choosing to ride to school. They're also a great project for a shop class. Both can be very simple in construction and go a long way towards making biking attractive and prioritized!



WHICH RACKS ARE BEST?



INVERTED U



POST & RING



WHEELWELL SECURE

These racks provide two points of contact with the bicycle, accommodate varying styles of bike, allow for at least one wheel to be U-locked, and are intuitive to use!

WHICH RACKS ARE NOT RECOMMENDED?



WAVE



COMB



SPIRAL

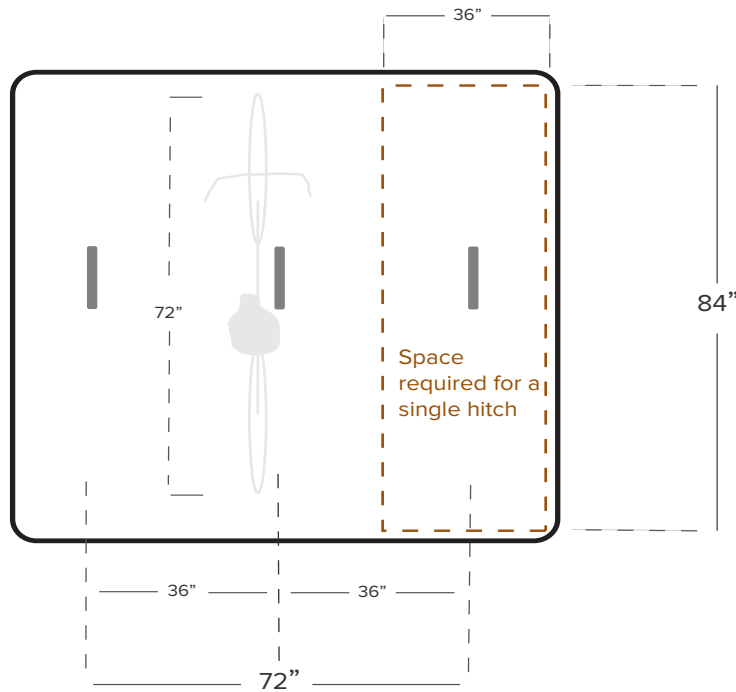


WHEELWELL

These racks do not provide support at two places on the bike, can damage the wheel, do not provide adequate security, and are not intuitive to use!

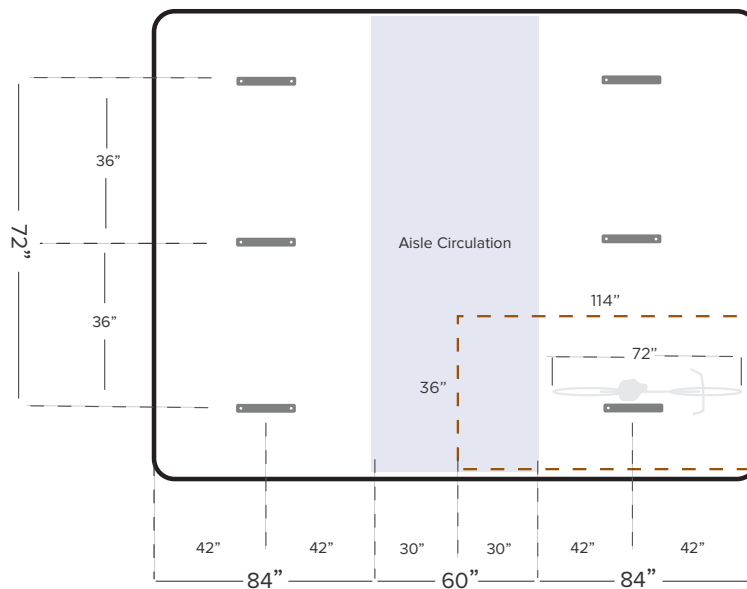
Graphics courtesy of Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking report (2015).

SPACE REQUIREMENTS



The space requirements shown here assume a person parking their bike would have open access forward and from behind.

The space requirements shown here assume the area is confined on either side (left and right). Access is located at the top and bottom of the image, requiring a center aisle for circulation.



RESOURCES FOR EQUIPMENT

[Dero Sportworks Urban Racks](#)

MORE INFORMATION

[APBP Essentials of Bike Parking Bike Shelter Development Guide -Portland Public Schools](#)

Appendix K. School Siting Characteristics and Campus Design Checklists

The following pages provide information and guidance for school siting and campus design to promote walking and biking to school.

This document includes checklists to help guide decision making regarding school siting and campus and street design to support safe and comfortable walking and biking to school in the City of Fargo. Checklists include:

- School siting
- Streets
- Crossings
- Drop-off zones
- Parking lots
- Front doors
- Bicycle parking
- Outdoor spaces

This guidance may be used to:

- Reviewing and selecting potential school sites
- Provide guidance when soliciting school building designs, including requirements for respondents to address SRTS in their proposals.
- Foster discussion between decision makers and project teams early in the school design process.
- Guide designers including architects, landscape architects, and civil engineers as they develop and evaluate design concepts.
- Inform parents, advocates, and other community members about campus and street design decisions.

DESIRABLE SCHOOL SITE CHARACTERISTICS		
FEATURE	DISTANCE	RECOMMENDATION
ATTENDANCE BOUNDARY Area in which most students live	0.5 mile to 2 miles	Locate school so that a large portion of the student body lives within 0.5 mile (elementary), 1 mile (middle), or 2 miles (high school)
ACREAGE Size of the school campus	School site	Locate schools on smaller sites to better integrate schools into surrounding neighborhoods and make schools more accessible and inviting for walking and biking
PEDESTRIAN AND BICYCLE CONNECTIVITY Presence of sidewalks, trails, bike lanes, crosswalks, etc.	School site to 1 mile	Ensure that convenient, safe, and comfortable walking and biking routes are available for students
ACCESS AND STREET CONNECTIVITY Connection between campus and adjacent transportation network	School site to 1/2 mile	Locate school so that there is access from three or more sides of the building for people walking, biking, and driving
VEHICULAR CIRCULATION & PARKING Minimizing the amount of space dedicated to vehicular parking and circulation	School site	Minimize the amount of space dedicated to vehicular parking on campus, and carefully design access points to minimize conflicts with people walking and biking
COMMUNITY FACILITIES Near parks, community facilities, libraries, public pools, etc.	1/2 mile	Locate school so that neighborhood resources are within walking/biking distance of schools and/or joint use is available onsite
HAZARDOUS ROADS Away from roads that are barriers for walking/biking	1/4 mile	Avoid locating school campuses within a 1/4 mile of arterial roadways, which can be barriers for students walking and bike to school

STREET CHARACTERISTICS CHECKLIST

MEETS REQUIREMENT	REQUIREMENT	DETAILS OF REQUIREMENT
Note if requirement is met		To meet the requirement, the design must meet at least one of the listed details of the requirement
	Sidewalk & Bikeway Network	<ul style="list-style-type: none"> • Continuous sidewalks on both sides of the street that connect the school to residential and nearby destinations. • Do a significant number of students attend an after-school program nearby? If yes, evaluate the pedestrian link between the school and the after-school destination.
	Sidewalk Width	<ul style="list-style-type: none"> • Sidewalk is 8 to 10-feet wide or greater • A buffer zone (boulevard) greater than 5-feet wide is provided with planted trees
	Lighting	<ul style="list-style-type: none"> • Street lighting provided along sidewalks and at crosswalks. • Pedestrian scale lighting is preferred. • Lighting provided along shared use paths that connect to the school.
	Sidewalk Maintenance Schedule	<ul style="list-style-type: none"> • Winter maintenance program: Identifies which sidewalks and curb ramps need to be cleared of snow and by whom and by when (City of Fargo, Fargo Public School District, or West Fargo Public School District) • Spring and fall maintenance program: Trim foliage, collect fallen leaves and branches, and sweep sidewalks of sand and debris – identifies who is responsible and when they responsible (City of Fargo, Fargo Park District, Fargo Public School District, or West Fargo Public School District)
	Traffic Calming	<ul style="list-style-type: none"> • Curb extensions or median safety islands • Raised crossings • Speed bumps • Chicanes • Neighborhood traffic circles
	School Speed Zone	<ul style="list-style-type: none"> • Implemented on all roads adjacent to elementary, middle, and high school campuses • Signs supplemented with language specifying when the school speed limit is in effect, including specific dates and times or "when flashing" along with a flashing beacon.
TOTAL:	/6	

CROSSING CHARACTERISTICS CHECKLIST

MEETS REQUIREMENT	REQUIREMENT	DETAILS OF REQUIREMENT
Note if requirement is met		To meet the requirement, the design must meet at least one of the listed details of the requirement
	Safe & Child-friendly	<ul style="list-style-type: none"> • Pedestrian countdown signals and leading pedestrian intervals at signalized intersections. • Shortened crossing distances: narrowed travel lanes, curb extensions, median safety islands, minimizing turning radii • Clear lines of site • School crossing signage or flashing beacons highlight crossing locations
	Parking Prohibited	<ul style="list-style-type: none"> • Parking prohibited near intersections or crosswalks • Parking restrictions prohibit parking within 20 feet of a school crossing
	Front Door Access	<ul style="list-style-type: none"> • Minimize the number and width of campus driveways • Provide on-campus sidewalk connections that enable students to avoid crossing campus driveways altogether.
	Continuous Sidewalks	<ul style="list-style-type: none"> • Retain sidewalk paving material • Maintain gentle cross-slope to maintain level walking path • Raised crossings at driveways • Yield to pedestrian signage
	Marked Street Crossings	<ul style="list-style-type: none"> • High visibility crosswalk ladder markings within ½-mile of school • Crosswalk markings with treatments such as curb extensions, median safety islands, raised crosswalks, flashing beacons • Mid-block crosswalks, where it's the most direct route to a point of interest (such as the school's main entrance), or when neighborhood blocks are long. • Maintenance schedule to re-paint crosswalks near schools annually to ensure visibility. If using thermoplastic paint, reapply on the manufacturer's recommended timeline.
TOTAL:	/5	

DROP-OFF ZONE CHARACTERISTICS CHECKLIST

MEETS REQUIREMENTS	REQUIREMENT	DETAILS OF REQUIREMENT
Note if requirement is met		To meet the requirement, the design must meet at least one of the listed details of the requirement
GENERAL DROP-OFF ZONES		
	Separate Routes	<ul style="list-style-type: none"> Primary walking and biking routes are separated from bus and vehicular traffic
	Signs	<ul style="list-style-type: none"> Signs define drop-off and pick-up areas and their proper use
	One-way Conversion	<ul style="list-style-type: none"> Converting existing two-way streets adjacent to drop-off / pick-up areas to one-way streets in coordination with the City of Fargo when applicable
PARENT/CAREGIVER DROP-OFF ZONE		
	Simple Approach	<ul style="list-style-type: none"> Curb striping and pavement markings Signs indicating drop-off and pick-up locations and appropriate behavior One-way circulation pattern, with students dropped-off on the curbside of the travel lane
	Separated	<ul style="list-style-type: none"> Parent / caregiver drop-off area is separated from the primary walking, biking, and bus circulation areas Connected to primary walking path
	Loading / Unloading area	<ul style="list-style-type: none"> Locate at the far end of the car drop-off lane to maximize the number of vehicles at the curb at a time
	Safety	<ul style="list-style-type: none"> Prevent students from walking between vehicles in the car drop-off lane. Use a crossing guard if needed. Reduce potential conflicts between walkers and drivers.
BUS DROP-OFF ZONE		
	Bus Only Lanes / Driveways	<ul style="list-style-type: none"> Separate from car drop-off Signs, gates, pavement markings, or cones may be used Education and enforcement may also be needed
	Safety	<ul style="list-style-type: none"> Design so that students do not need to walk between buses
	Location	<ul style="list-style-type: none"> Does not conflict with pedestrian crossings
TOTAL:	/3	General Requirements
TOTAL:	/4	Parent/Caregiver Drop-off Zone
TOTAL:	/3	Bus Drop-off Zone

PARKING LOT CHARACTERISTICS CHECKLIST

MEETS REQUIREMENT	REQUIREMENT	DETAILS OF REQUIREMENT
Note if requirement is met		To meet the requirement, the design must meet at least one of the listed details of the requirement
	Parking Location	<ul style="list-style-type: none"> • Locate parking lots and driveways away from walking routes • Eliminate parking spaces near driveways and crossings to maintain good visibility
	Driveway Location	<ul style="list-style-type: none"> • Avoid locating driveways that encourage vehicular shortcuts through parking lots
	Number of Parking Spaces	<ul style="list-style-type: none"> • Reduce the number of parking spaces • Plan parking for daily needs, not major events • Is staff able to park on neighborhood streets during school hours to reduce the need for a large, on-site parking lot? • Can you share a parking lot with an adjacent facility, such as a church, during school hours?
	Safety	<ul style="list-style-type: none"> • Marked crosswalks through parking lots • Traffic calming strategies including raised crosswalks and contrasting pavement types/colors
TOTAL:	/4	

FRONT DOOR CHARACTERISTICS CHECKLIST

MEETS REQUIREMENT	REQUIREMENT	DETAILS OF REQUIREMENT
Note if requirement is met		To meet the requirement, the design must meet at least one of the listed details of the requirement
	Location / Visibility	<ul style="list-style-type: none"> • Building entrances are located along obvious pedestrian desire lines • Pedestrian paths are welcoming and lead to the school's main entrance • Optional: Welcoming plaza that is well-lit and furnished with benches, planters, and conveniently located bicycle parking
	Identifiable	<ul style="list-style-type: none"> • Easily identifiable from the street • Design the facade to be welcoming to walkers and bikers • Post a sign with the school's name
	Street Access	<ul style="list-style-type: none"> • Design entrance to be located as close to the street/sidewalk as feasible
TOTAL:	/3	

BICYCLE PARKING CHARACTERISTICS CHECKLIST

MEETS REQUIREMENT	REQUIREMENT	DETAILS OF REQUIREMENT
Note if requirement is met		To meet the requirement, the design must meet at least one of the listed details of the requirement
	Quantity	<ul style="list-style-type: none"> • Provide bicycle parking for 25 percent of the maximum student capacity at the school • Optional: Provide additional parking to encourage staff and faculty to bike to school
	Location	<ul style="list-style-type: none"> • Area is visible and convenient to access for students, staff, and visitors • Near the main doors • Easily accessed without dismounting • Clear of obstructions that might limit the circulation of users and their bikes • Installed on a hard, stable surface that is unaffected by weather.
	Safety	<ul style="list-style-type: none"> • Easy to access without crossing driveways, parking lots, and drop-off areas
	Security	<ul style="list-style-type: none"> • Bike racks provide two points of contact with the bicycle, accommodate varying styles of bike, allow for at least one wheel and frame to be U-locked, and are intuitive to use. Inverted-U and post & ring style bike racks are recommended. Comb (common at schools), wave, and spiral racks are discouraged. • Optional: Bike parking shelters and lockers. Consider partnering with shop classes to fabricate custom shelters.
TOTAL:	/4	

OUTDOOR SPACES CHARACTERISTICS CHECKLIST

MEETS REQUIREMENT	REQUIREMENT	DETAILS OF REQUIREMENT
Note if requirement is met		To meet the requirement, the design must meet at least one of the listed details of the requirement
	Lighting	<ul style="list-style-type: none"> • Lighting along walkways, trails, parking lots, building entrances, and play fields
	Location	<ul style="list-style-type: none"> • Do not have to cross active driveways or parking lots to access outdoor play spaces • Reclaim spaces previously dedicated to cars for outdoor education and play
	Safety	<ul style="list-style-type: none"> • Use design principles that promote eyes on the street • Locate walkways and gathering spaces in areas that are visible and central to school activity • Gate locations of fenced areas correspond to pedestrian paths and are unlocked during arrival and dismissal
TOTAL:	/3	