

New Ulm - Coalition for Active, Safe & Healthy Streets (CASHS) & Safe Routes to School (SRTS) Goals and Objectives *(updated 12/2023)*

Strategy	Category	Partners	Action Steps	Status	Notes/Next Steps:
Goal 1: Implement and sustain the SRTS plan and continue to monitor progress					
Implementing the SRTS plan and continuing to monitor progress	Evaluation	Schools and SHIP	1.1) Monitor success of the SRTS program through annual student travel tallies and periodic parent surveys		
	Engagement	Schools	1.2) Create school-specific SRTS workplans and assign resources to support the ongoing work		
	Engagement	Schools	1.3) Annual check-in with each school's designated administrator and local SRTS Coordinator to monitor progress to the plan		
	Engagement	Schools	1.4) Sustain local SRTS Coordinator role		
	Evaluation	HONU Leadership	1.5) Complete routine report-out on progress of SRTS/CASHS plan to the HONU Leadership team (annually)		
Goal 2: Improve the bicycle and pedestrian infrastructure around schools and in the surrounding neighborhoods					
Support infrastructure improvements that support safe walking and bicycling environments for people	Evaluation	City	2.1) Evaluate foot traffic crossings at new RRFB intersections		
	Evaluation/Equity	City	2.2) Complete student density map for neighborhoods on the East side of Broadway.		
	Engineering/Equity	City/Schools	2.3) Determine a short-term implementation plan for key crossing intersections: a) S Broadway (between 4th-20th St) b) Garden and Center St		Consider possible crossing guard pilot at S Broadway
Goal 3: Create safe and adequate routes to and from school					
Reduce conflicts during arrival & dismissal procedures between people who are walking/biking, and motorized traffic	Engagement/Encouragement	Schools	3.1) Sustain/hardwire and grow School Patrol program		
	Evaluation	Schools	3.2) Identify and prioritize hazards and areas of opportunity with current process - for each school		
	Evaluation	Schools/City	3.3) Establish pre- and post- metrics to evaluate changes to arrival/dismissal procedures - for each school		
	Engineering	Schools/City	3.4) Assemble cross-functional team to improve processes, where need is determined - for each school		

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Improve equitable access to safe routes for high-risk neighborhoods	Equity	City	3.5) Create and implement short- and long-term action plans for high-risk neighborhoods (as determined by the active transportation plan)		
Decrease traffic volume and speeds around the schools	Engineering	City	3.6) Implement slower speed limits on city owned streets in school zones		
Goal 4: Build safety skills and knowledge for all road users including proper habits, behaviors, and skills					
Equip students with skills to safely navigate commuting by foot or bike	Education	SHIP/ Schools	4.1) Implement Walk! Bike! Fun! SRTS curriculum through physical education classes		
	Education	Schools/ HONU/ NUMC	4.2) Offer educational opportunities outside of school hours such as bicycle rodeos, learn to ride classes, road riding classes, bike maintenance classes, or family walking and biking events.		
Build community knowledge of rules of the road for all road users, including people who walk and bike	Education	SHIP/ Schools	4.3) Create message campaign (See Safe Smart) to promote and educate all users of proper behaviors while driving, walking and biking		
	Encouragement	Police Dept/ SHIP	4.4) Work with Towards Zero Death program to discourage distracted driving		
	Encouragement	Police Dept/ SHIP	4.5) Conduct "Stop For Me" campaign in partnership with local law enforcement to reinforce See Safe Smart messaging campaign. Add rewards for positive behavior as well as tickets/warnings.		
Goal 5: Promote walking and biking to and from school with students, parents and the community - educating about the benefits of walking and bicycling, and teaching them about the broad range of transportation choices.					
Celebrate International walk and bike to school days	Encouragement	HONU Leadership Team/ MLC	5.1) Execute walking school bus program for fall & spring events 5.2) Execute story stroll program for winter event		

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Strategy	Category	Partners	Action Steps	Status	Notes/Next Steps:
Educate on local safe walking & biking practices and resources	Education	Schools	5.3) Create walking and biking information-- including the NU Safe Routes maps--to be distributed periodically throughout each school year.		
Incentivize and reward active transportation methods for students	Encouragement	Schools	5.4) Design student incentive program(s) and: a) Determine the cost b) Determine funding source c) Implement the program		
Increase active transportation participation across the community	Evaluation	SHIP	5.5) Develop and implement metric(s) to assess active transportation participation		
	Encouragement	HONU/ SHIP/ City	5.6) Design and implement active transportation strategy		Consider engaging local businesses and the Chamber; consider community support for employers who pursue bike-friendly workplace designations



Safe Routes to School: A Plan to Make Walking and Biking to School a Safe, Fun Activity

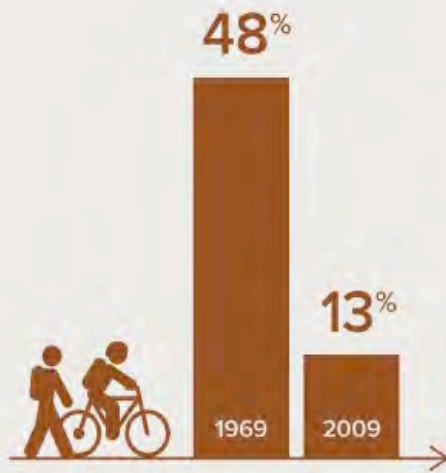
2018 Update: New Ulm Safe Routes to School Background & Accomplishments





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



MOST KIDS ARE NOT GETTING ENOUGH PHYSICAL ACTIVITY



ROADS NEAR SCHOOLS ARE CONGESTED, DECREASING SAFETY AND AIR QUALITY FOR CHILDREN

KIDS WHO WALK OR BIKE TO SCHOOL:



Arrive alert and able to focus on school



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



Are more likely to be a healthy body weight



Demonstrate improved test scores and better school performance*



Are less likely to suffer from depression and anxiety

THE VICIOUS CYCLE OF INCREASED TRAFFIC LEADING TO REDUCED WALKING AND BICYCLING:

Fewer students walking & biking to school

More parents driving children to school

Rising concern about safety of walking & biking

Increased traffic at and around school



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



The Six E Approach

Safe Routes to School programs use a variety of strategies to make it easy, fun and safe for children to walk and bike to school. These strategies are often called the “Five Es.”

Equity

Equity is often overlaps with all of the Es. Equity in SRTS means that the SRTS program is inclusive, celebrates the diversity of students, allocates resources to overcome inequities, and supports a community where walking and biking is safe, comfortable, and convenient for every student.



Education

Programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.



Encouragement

Programs that make it fun for kids to walk and bike, including incentive programs, regular events or classroom activities.



Engineering

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



Enforcement

Strategies, often involving law enforcement, that promote compliance with laws or rules.



Evaluation

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

Updated Executive Summary

The creation of the SRTS plan was the first step to creating a successful SRTS program. With this plan, the SRTS team has leveraged resources for implementation of the strategies and recommendations identified in this plan. The success of the SRTS program required the continuation of partnerships created during the planning process. The SRTS team meets regularly and discusses implementation of the plan and evaluates our progress using the parent survey and student travel tally tools. The SRTS Team has been successful in bringing increased awareness to the residents of New Ulm for the need to create a community that supports safe walking and biking for the students and residents.

Acknowledgement

A special thank you to the following members of the New Ulm Safe Routes to School Action Team, the City of New Ulm and the Statewide Health Improvement Partnership (Brown, Nicollet, LeSueur and Waseca).

Updated Safe Routes to School Action Team

Rachel Suess, New Ulm Police Department

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Jean Schroeder, St. Paul's Elementary School Teacher

Pete Markgraf, St. Paul's Elementary School Principal

Amanda Groebner, Parent

Sara Schauer, Parent

Cindy Winters, Heart of New Ulm Project

The New Ulm SRTS Team continues to operate with the same vision statement and goals developed during the planning process. Six goals were identified as the priorities to the New Ulm SRTS Plan.

Vision

The Safe Routes to School program for the community of New Ulm will be a dynamic, long-term strategy which will address the growing trends of childhood obesity and inactivity by making walking and biking to and from school a safe, healthy, viable and appealing option for children and their parents.

GOALS

1. Promote walking and biking to and from school with the support of students, parents, and the community.
2. Improve the pedestrian and bicycle infrastructure around schools and in the surrounding neighborhoods.
3. Create safe and adequate routes to and from school.
4. Encourage and educate proper habits, behaviors, and roadway skills for all users.
5. Reduce traffic and speeds around the schools.
6. Minimize conflict between pedestrians, bicyclists and motorists.

2015-2018 Accomplishments: Three Years of Improving Safety for Kids

The Safe Routes to School (SRTS) Plan was launched in June 2015 through a cooperative effort between St. Paul Lutheran and St. Anthony Elementary Schools, New Ulm Public Schools and River Bend Education District. Region Nine Development Commission facilitated the planning process and presented the written plan to SRTS planning committee. Since that time, the SRTS planning committee has evolved into one of The Heart of New Ulm Project's Action Teams and The Heart of New Ulm Project facilitates the meetings and monitors progress on the plan.

Over the last three years, the SRTS team has been successfully addressing the six Es approach. A recap of the 14 SRTS team accomplishments since 2015 are listed below in no particular order.

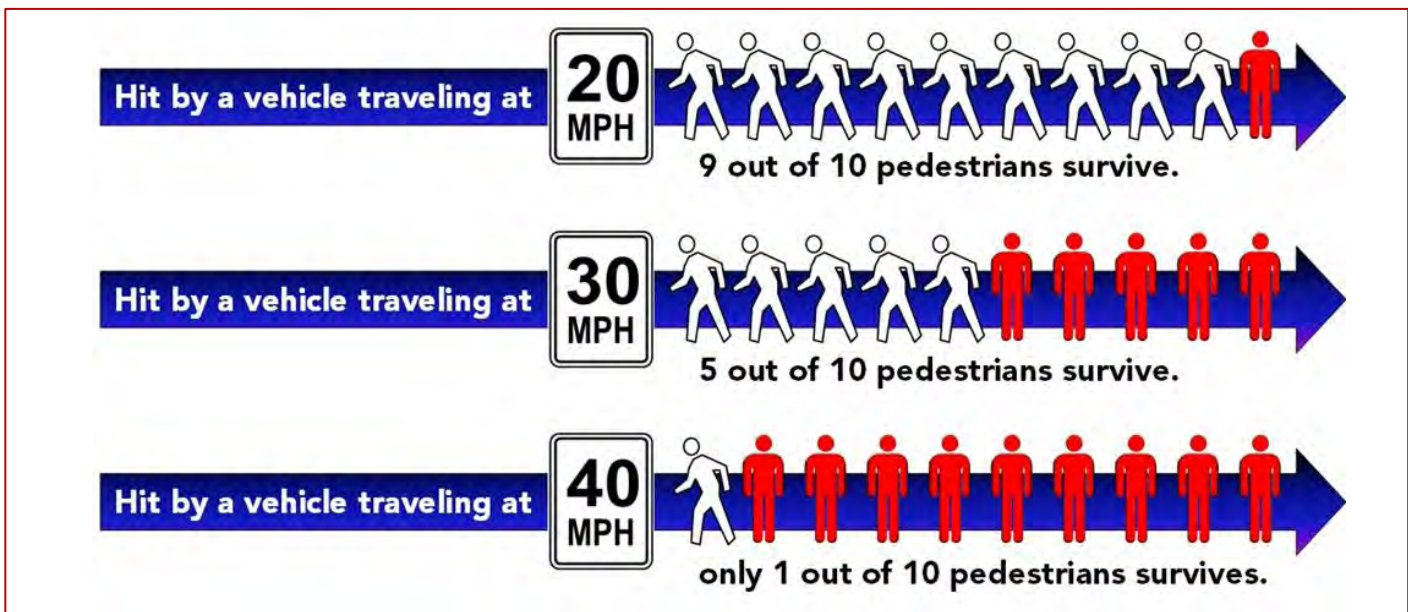
1. Safe walking and biking routes: These routes were created in 2016 and have been printed and published in a variety of different places in New Ulm. The routes are posted on The Heart of New Ulm website and the various school websites for easy access for parents and children. Some of the biking routes include streets with painted bike sharrows that connect to the Bike Circle Route in numerous locations throughout town.

2. Annual Walk/Bike to School Day celebrations: Each May and October, all of the schools promote and participate in the National Walk and Bike to School Days. Rather than drop their children off at school, parents are encouraged to drop their children off at one of three remote locations that are maned by volunteers and parents. The children then walk in a "walking school bus" formation to their schools. The children love to participate in this event (when the weather cooperates) and often ask to do it more often.



3. Enhanced crosswalks near all schools: All of the schools now have at least one enhanced (diagonal) crosswalk painted at their location. These crosswalks are more visible to approaching vehicles and have been proven to increase yielding behavior.

4. City adoption of a Complete Streets Policy: In October 2016, the City of New Ulm adopted a Complete Streets Policy. Complete Streets is a transportation network approach that considers the needs of pedestrians, bicyclists, transit users, motorists and commercial and emergency vehicles — generally referred to as all users. The goal of Complete Streets is a transportation system that is accessible, equitable and adapted to serve the needs of individuals regardless of how they choose to travel. Placing a focus on all users when street work is done has allowed the city to think differently about how to move people through the community.



5. Traffic calming measures at key locations: The installation of the mid-block crossing on Garden Street near the Recreation Center is an example of a traffic calming measure; it has improved safety for people crossing Garden Street. In September 2017, a demonstration curb extension project was tested at St. Anthony Elementary School at 5th North and Washington St. to make it safer for children to walk or bike to school. The demonstration project was a success in slowing traffic and improving safety, and the team is now working with the city to install permanent curb extensions when street work is planned for Washington St. Two “Stop for Pedestrians in the Crosswalk” signs were purchased and placed at 4th South St. and South Payne and 5th North St. and North Washington to remind drivers to stop for people waiting to cross the street. This has helped improve yielding the right of way in both locations.

6. Annual Bike Expo to teach bike safety skills: For the past several years, The Heart of New Ulm has incorporated a bike rodeo into the Day of Play events, and more recently the Bike Expo. The New Ulm Police Department has volunteered their time and staff to teach children proper bike handling skills and how to ride safely on the road.

7. Bike fleet and trailer: With funding from SHIP, New Ulm Community Education was able to secure a fleet of bikes sized for students in grades 4 thru 6 along with a trailer to store the bikes and transport them between the schools and organizations offering bike safety skills training.

8. “Walk! Bike! Fun!” curriculum: The SHIP program has trained physical education teachers at most of New Ulm elementary schools in the Walk! Bike! Fun! Curriculum that teaches students in kindergarten thru grade 3 how to be safe pedestrians and students in grades 4 thru 6 students how to be a safe bicyclist. The curriculum is generally taught during the physical education classes and access to the bike fleet allows students to participate without having to bring their own bikes.





9. SEE.SAFE.SMART. campaign: To help ensure everyone's safety on New Ulm's sidewalks and streets, and encourage people to make smart decisions when encountering people walking and riding their bikes, the SRTS Action Team launched a year-long public safety campaign in September 2017. The campaign reminded people to SEE people walking and bicycling, act SAFE, and be SMART. Each month, a different safety message reminded people to be aware of and alert to people who are out walking and biking in the community — especially kids. The safety messages featured photos of kids and adults from New Ulm and highlighted specific problem areas and all of the schools in New Ulm participated in the campaign. The team plans to implement a similar campaign again in a few years.

10. Improved arrival and dismissal process at Middle School campus: Before construction started on repurposing the former New Ulm High School and Jefferson Elementary School campus, a demonstration project tested a new arrival and departure process for the schools. The purpose of the demonstration project was to separate the different modes of traffic and to improve safety in the area to encourage more walking and biking to school. After the project was completed, feedback was gathered from everyone involved and the process today is the result of testing and implementing lessons learned. Today's process is more organized and safer for everyone involved.

11. Safe walking and biking tip sheet: To encourage more walking and biking, the SRTS team created a tip sheet with safety tips for parents to share with their children about safe walking and biking techniques. The tip sheet was distributed through all of the schools prior to the beginning of the 2018-19 school year.

12. Reflective zipper pulls: With the majority of the school year occurring during the darker months of the year, the schools felt it was important to provide the students with light reflective gear so they would be seen more easily when walking to the bus or walking and or biking to school. Reflective Minnesota-shaped zipper pulls featuring the SHIP logo were distributed to many of the students in New Ulm.

13. Wayfinding signs: Wayfinding signs were installed at five- and 10-minute intervals from St. Paul Lutheran Elementary, St. Anthony Elementary and the Middle School campus. The signs remind parents and children that it's only a short walk from each location to their school. The signs contain a QR code that can bring up a map on their smartphone of the identified safe route to their school.



14. New Speed Safety Sign: The SHIP program provided funding to the New Ulm Police Department to replace their old “speed buggy” and replace it with a new model that collects speed, vehicle counts and time of day data as well as flashes the current speed. The SRTS Action Team uses the information to identify which streets need further traffic calming measures to help reduce the speed of traffic. The speed of traffic is one of the main reasons parents in New Ulm have cited for not allowing their children to walk or bike to school.

The team is working with the city to install a Rectangular Rapid Flashing Beacon at 4th South Street and South Broadway to give students living on the east side of town a safe place to cross South Broadway. The team also plans to work with a neighborhood this spring to test a neighborhood “walking school bus” that will be run by parents in the neighborhood on a regular basis in the spring and fall. Lastly, it will continue to conduct parent surveys and student tally sheets on a regular basis so we can measure our progress and update our goals and objective.



New Ulm Student Density Map





New Ulm High School

The New Ulm High School opened its doors to students in the fall of 2016. The new school houses ninth through twelfth grade with a total enrollment of 660 students. The normal school day is 8:00 a.m. to 3:00 p.m.

School Site

The New Ulm High School is located in the northwest portion of town at 1600 Oak Street and sits on a 56-acre site. The school site is situated northwest of a more recent residential area of the city, while housing to the southwest of the school is beginning to expand. North Highland Avenue borders the high school to the east and is a two lane collector street for residents living in this section of town. There are no roadways constructed to the north or west at this time. The New Ulm Airport is located north and west of the high school site. The 56-acre site provides space for physical education, athletic fields for baseball, softball, football, practice areas, a track and tennis courts.

As is the case for all schools in New Ulm, the high school is a shuttle site for children living within the two-mile no busing limit. Children living in the no busing area have the option to be “shuttled” from the school nearest their home to their school attendance location.

Walking and Biking Conditions

The New Ulm High School can be accessed by the Bike Circle Route that circles New Ulm and runs the length of North Highland Avenue in this section of town. North Highland Avenue is a wide two lane street with parking on both sides. Both Oak Street and North Highland Avenue are lined with sidewalks that are maintained by the City of New Ulm. There are crosswalks painted across North Highland Avenue, a double striped crosswalk on the east side of Oak Street and North Highland Avenue and a high-visibility diagonal pattern crosswalk on the west side of the Oak Street and N. Highland Avenue intersection. Stop signs are found on Oak Street at the

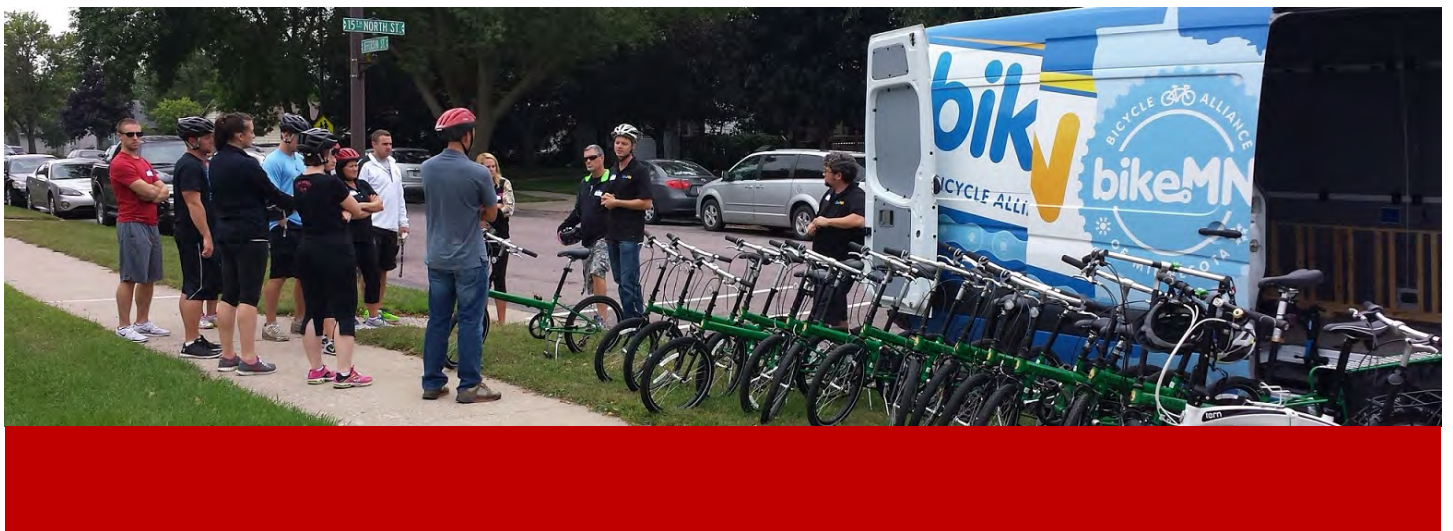
North Highland Avenue intersection. There are no crossing guards present at the Oak Street and North Highland Avenue intersection. The city commissioned a safety study of the Oak Street and North Highland Avenue intersection in September 2017 due to safety concerns expressed by local residents. The executive summary of the final report is contained in the Appendix. 18

Bike racks are found near the main entrance of the school. During observations, there were a few bikes found in the racks. In a meeting with the school principal he stated very few students walk to school even though it is a shuttle site to all of the other schools in New Ulm. Parents living close to the new high school have stated it isn't safe to cross North Highland Avenue so they drive their children to school rather than let them walk.

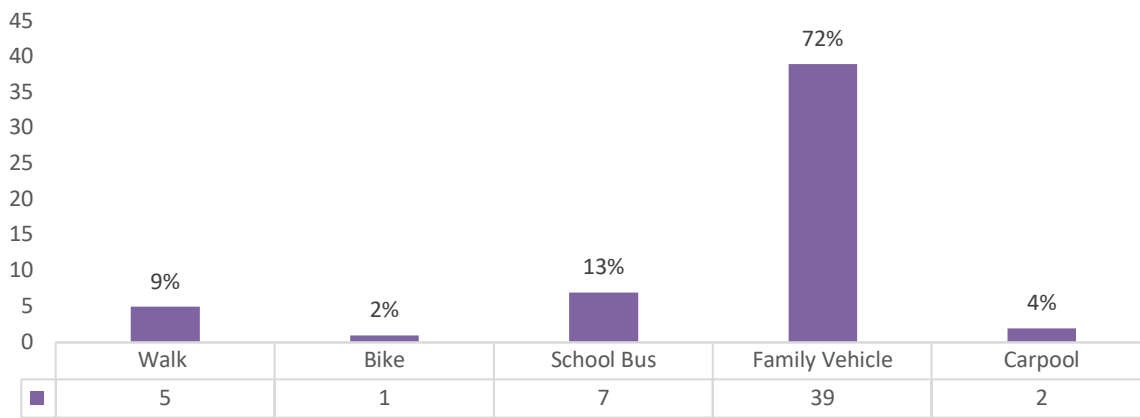
Parent Survey Results

Links to parent surveys were sent out through an e-newsletter sent out by the ISD 88 Superintendent in the fall of 2017. This resulted in 14 parents of high school students completing the survey. Further attempts to get more parents to complete the survey were held during parent-teacher conferences at the high school in October 2018. Computers were set up in the area where parents were meeting with teachers and student volunteers were recruited to help recruit parents to complete the survey. This resulted in an additional 41 surveys being completed. The results of the survey show the majority of parents completing the survey:

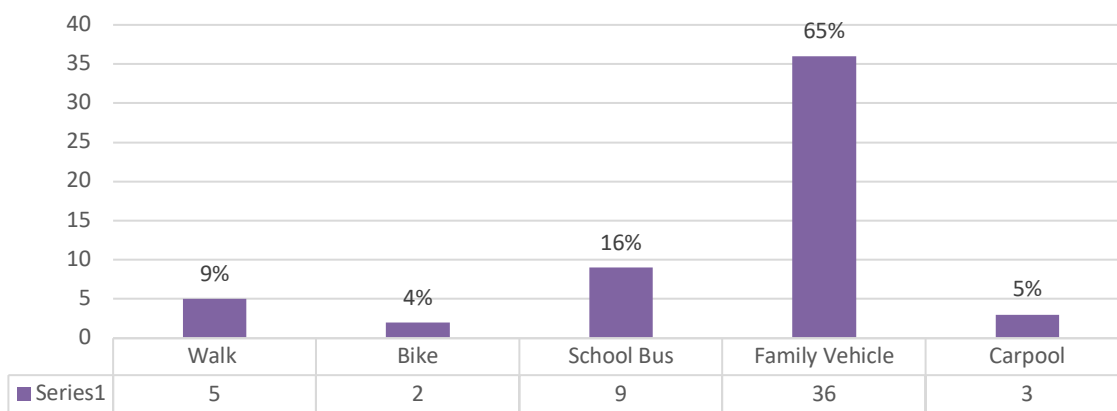
- had children that were either freshman (36%) or seniors (34%)
- lived more than a mile from school; 1-2 miles (29%) or more than 2 miles (42%)

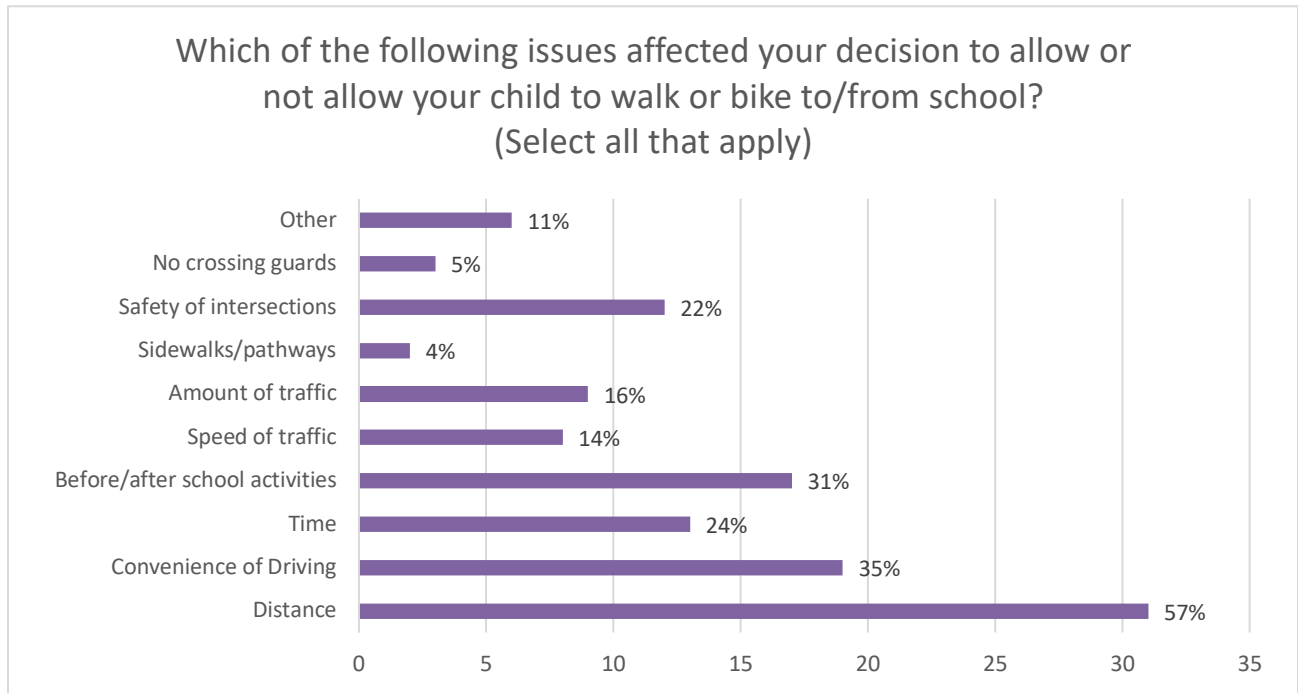


On most days how does your child travel to school?



On most days how does your child travel from school?





When asked which intersection is the most dangerous one your child would have to cross if they walked or biked to school, the following intersections were listed with the number of times they were mentioned.

Street or Intersection	# of Times Mentioned
North Highland Ave. and Oak Street	9
North Highland Ave. and Center Street	4
Broadway/Highway 14	4
North Highland Ave. and 5th North Street	3
Center Street and Garden Street	3
Center Street and Summit Street	2
5th North Street and Broadway	2
10th North Street and Payne	1
10 th North Street and Garden	1
7th North Street and Highland	1

A community resident survey was conducted in May 2017 to determine if residents living in the vicinity of 4th South Street and Broadway would use a Rectangular Rapid Flashing Beacon to cross Broadway. The survey was sent to 1,300 residents living in the area with 289 people completing the survey. Of those that responded to the survey, 107 respondents said they would use it personally or allow their children to use it to get to and from school. When asked if they would use the RRFB to access amenities on the other side of Broadway from their residence, 115 respondents stated they would.

Another question on the survey asked respondents to list which intersections in town prevented them from either walking or biking to amenities that could easily be accessed by walking or biking? The intersections listed below are in the order of times they were mentioned.

Intersection	# of Times Mentioned
Garden and Center Street	36
Anywhere on Broadway that doesn't have a light	24
5 th North Street and Broadway/Hwy. 14	6
N. Highland Ave. and Highway 14	6
12 th North Street and Broadway	5
4 th South Street and Broadway	4
Center Street and N. Highland Ave.	4

A third question on the survey asked respondents to list which streets in town they were hesitant to cross as a pedestrian or bicyclist due to the speed of traffic or width of the street or a combination of both.

Street	# of Times Mentioned
Broadway/Highway 14	98
Center Street	60
Garden Street	38
North Highland Ave.	20
5 th North Street	14
20 th South Street	9

Jefferson Elementary School

In the fall of 2016, Jefferson Elementary School located at 318 South Payne Street became a first through fourth grade school with an enrollment of 646 students. The normal school hours are 8:10 am to 3:10 pm (walkers, bicyclists, vehicle, and early bus students).

School Site

The site was changed with the removal of the modular classroom facility and the half circle driveway between Jefferson and what is now the Middle School. This area was re-purposed into green space with tables, playground equipment and open areas where students can be physically active throughout the school day. The crosswalks at South Payne and 4th South Street have been painted in a highly visible diagonal pattern. A stop for pedestrians in the crosswalk sign was installed at this intersection and middle school students provide crossing guard services at this location.

To improve safety a new arrival and dismissal process was incorporated at Jefferson Elementary School with the addition of a new road to the north of the school to separate the different modes of travel.



Morning Student Arrival Process

- Parents may drop off students at the multipurpose vestibule (Door #10) from 7:30 am until 8:00 a.m. Cars are to enter from Garden street onto the new one-way road and exit on South Payne Street. At 8:00 a.m. the multipurpose vestibule will lock, at which time students will need to enter at the main entrance (Door #1).
- Parents may drop off students at the main entrance (Door #1). Parents must enter the Middle School parking lot, drive up alongside the annex and drop students off at the sidewalk by Jefferson.
- Bus drop off will be on South Payne Street. There will be no parent drop off on South Payne Street in the morning.



Walk/Bike to School

- Any students who will be walking to school are to cross at the crosswalk on 3rd South and South Payne or 4th South and South Payne where there are crossing guards.
- Jefferson students may ride bikes to school and park bikes in the bicycle rack near the main entrance. For student's safety, please review bicycle safety rules. If parents choose to have some type of security system for your child's bike, please practice this system before school begins.



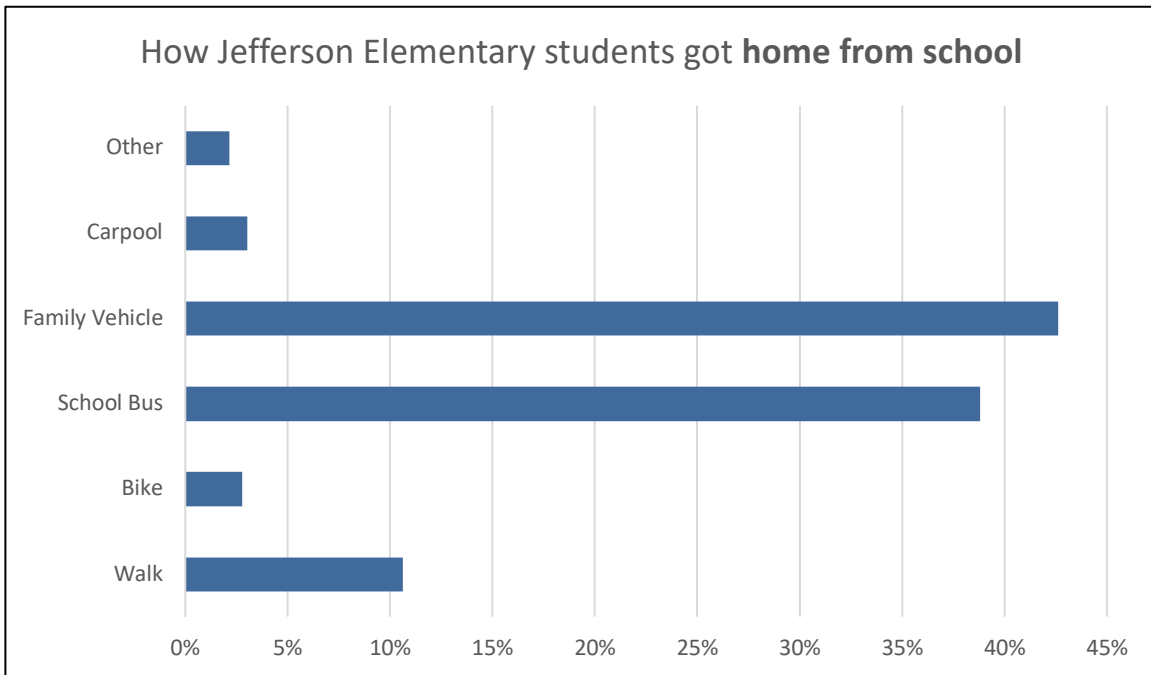
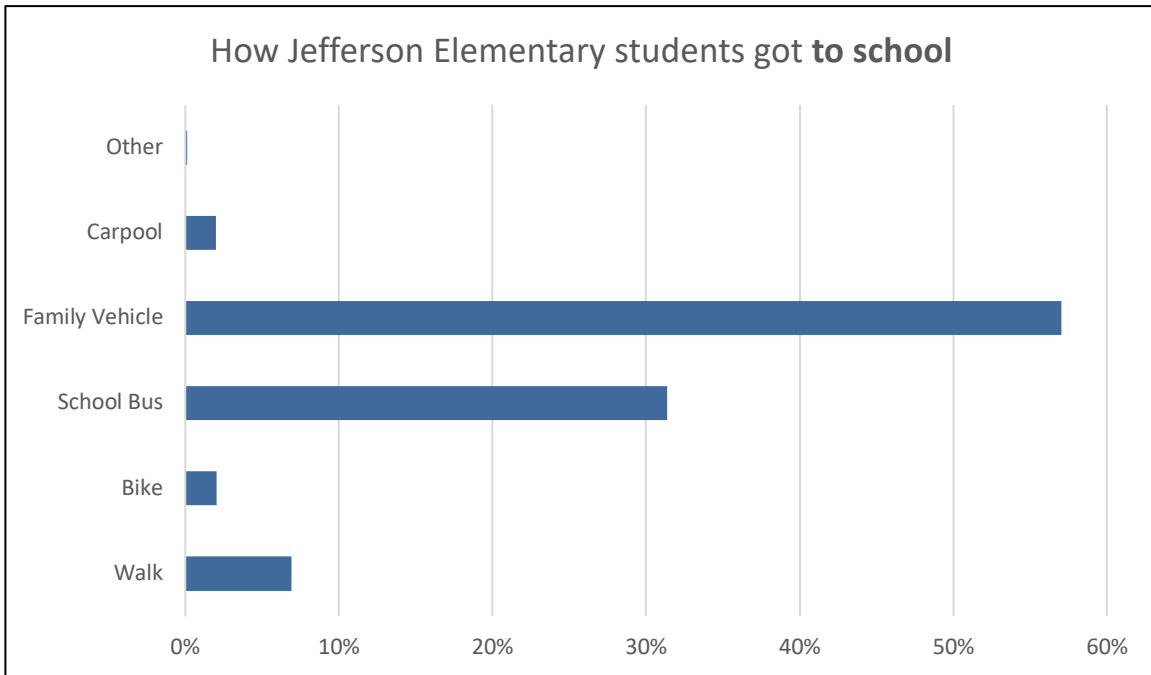
Afternoon Student Dismissal Process

- All students will be dismissed at 3:10 p.m. from Door #1 or #2.
- Parent pickup will be along South Payne Street.
- Buses will park in the Jefferson parking lot along the sidewalk near Garden Street.
- There will be no dismissals or parent pick up at the multipurpose vestibule – Door #10.
- For student safety, entrances to Jefferson Elementary School will be locked and remain locked throughout the day, with the exception of Doors #1 and #10 from 7:30 a.m. – 8:00 a.m. for student entry. Therefore, anyone entering the building during school hours must enter through the main entrance – Door #1.





October Walk to School Day 2018 Jefferson Classroom Tallies



New Ulm Middle School

In the fall of 2016 the former New Ulm High School became the New Ulm Middle School housing students in the fifth through eighth grades. The normal school day is 8:10 a.m. to 3:10 p.m. The school shares the campus as Jefferson Elementary School referred to as the main campus. The outdoor area has been expanded allowing for more physical activities due to the removal of the temporary classroom module and driveway off of South Payne Street.



Walking and Biking Conditions

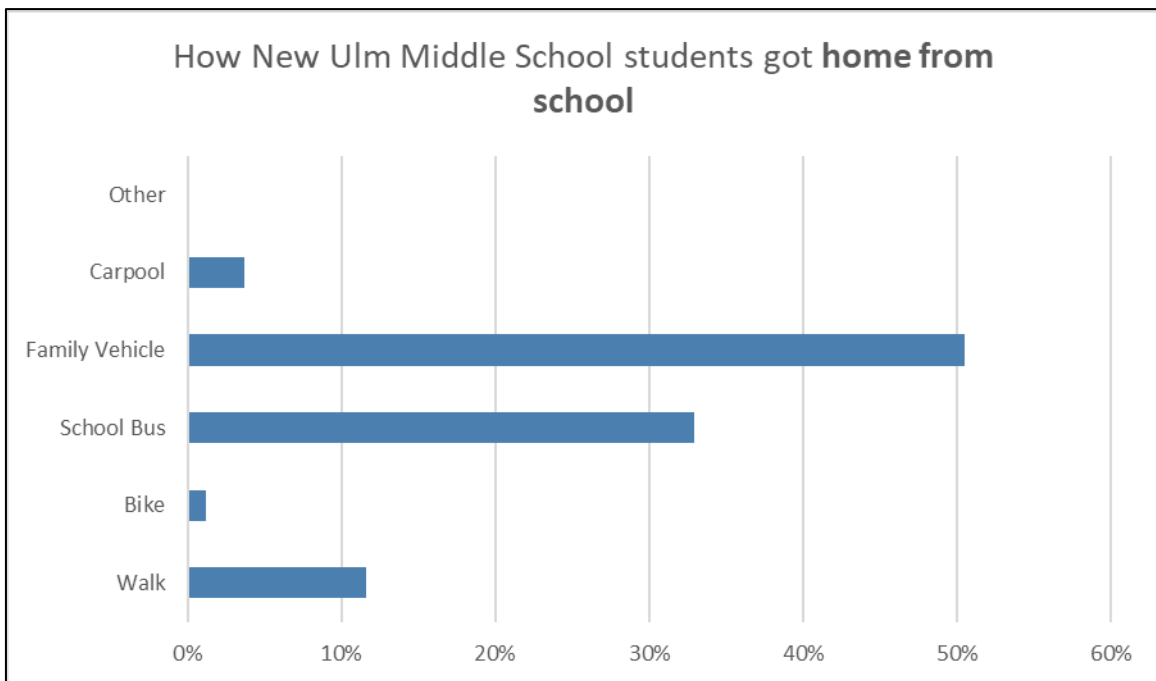
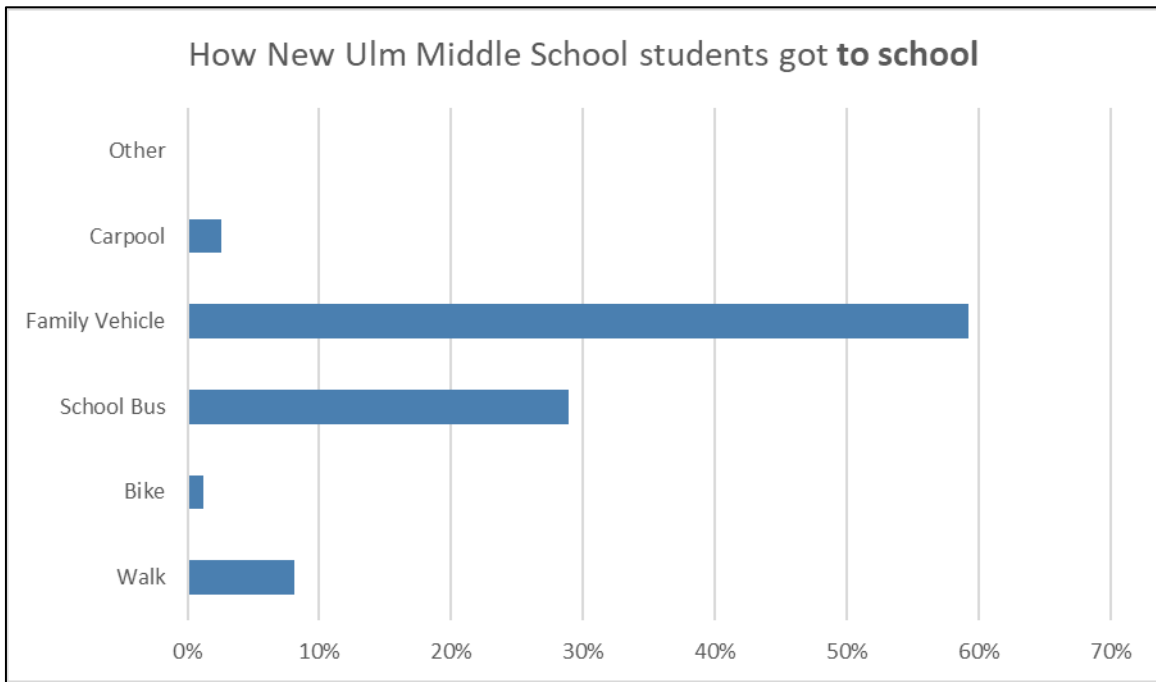
The main campus has a well-connected network of sidewalks and designated bike routes to support walking and biking. Bike racks are located near the front entrance of both buildings and are often full to overflowing during the spring and fall months.

Student Arrival and Dismissal Process

- The drop off and pick up process is the same as the process described for Jefferson Elementary with the exception of entrances into the school building.
- Parents/drivers are to drop off students in the main parking lot, following the established lanes.
- Buses will unload students along South Payne Street in the morning to keep cars and buses from interfering with each other.
- In the afternoon, parents/drivers are encouraged to use South Payne Street to pick up students and the busses will be in the parking lot to load students for shuttles and rural routes.
- The first row of parking nearest the Annex has been removed to allow buses to come in and park in their assigned lane. Parking lines and recommended crosswalks from the parking lot to Jefferson and the Annex have been painted to improve safety in the parking lot.

October Walk to School Day 2018

New Ulm Middle School Classroom Tallies





Washington Learning Center School

Washington Elementary School located at 910 14th North Street was converted to the Washington Learning Center in the fall of 2016. The Learning Center houses six different types of pre-school programs: Learning Together, Together We Grow, Early Childhood Special Education (ECSE), Early Childhood Family Education (ECFE) program, Early Childhood Family Education and the Learning Readiness Program along with kindergarten. The Community Education program is housed in this facility as well. The normal school day is 8:00 am to 3:00 pm for all students.

School Site

To improve safety in the area for children walking and biking to school, a stop sign was added at the intersection of North Franklin and 14th North Street. Enhanced diagonal crosswalks have been painted at 14th North Street at North Jefferson and North Franklin Streets to increase visibility and improve yielding behavior.

Morning Student Arrival Process

- Students arriving by bus will be dropped off on 14th North Street. No parent parking in this area.
- Children enter through Door #8 (adults not allowed through Door #8).
- Parents drop off on the one way drive through lane provided in the parking lot along North Franklin Street. Children should not be dropped off at any other door.
- Kindergarteners will be greeted by staff and will enter Door #2.
- Parents escorting children (kindergarten and preschool) will enter and exit through the main entrance Door #1.
- Parents will need to sign in and sign out.
- Kids Connection students and parents will enter Door #1.



Afternoon Student Dismissal Process

- Buses will pick up teacher escorted students on 14th North Street.
- The one way drive through/parking lot along North Franklin Street is designed to drive up and receive children curbside. Kindergarteners will be waiting with staff.
- Approved preschool children will be waiting with staff.
- Parents must notify teachers of parent pick up prior to the end of the school day.
- Parents escorting kindergarten children will wait under the canopy at Door #9.
- Parents picking up preschool children will enter Door #1 and proceed to parent waiting area.
- Staff will bring children to the designated areas.

Morning/Noon Preschool Arrival Process

Children must arrive after 7:45 a.m. for morning session and after 11:50 a.m. for the afternoon session. The following are the only drop off locations permitted

- Door #1
 - Children enter the building with their parent/guardian.
 - All adults need to sign in prior to entering the building.
 - Bring your child to the “waiting” area until 7:50 a.m. or 11:50 a.m. depending on the session at which time children may be escorted to their designated classrooms by a staff member or parent.
- Door #2
 - Curbside drop off (by special permission only).
 - Parents drive up curbside and remain in car.
 - Staff will help students out of the car and enter the building.
 - Parents drive away, preschool students go to “waiting” area.
- Door #8
 - Child entrance only.
 - Children entering the building on their own – no parents or guardians.
 - Children coming in from the bus.

Late Morning/Afternoon Preschool Dismissal Process

Parent Waiting Room – Enter Door #1

- Walk Up Parents –all parents who walk up to meet and greet their child.
 - Parents/guardians picking up preschoolers enter Door #1 and proceed to parent waiting area.
 - Students will enter from the cafeteria side of the “waiting” area.
 - This allows the teachers to see and find parents quickly.
- Use the **sidewalks** to walk to and from the building to ensure safety and preserve our green space for classroom and students.

Door #2

- Curbside pick up ONLY
 - **No foot traffic** during pick up time.
 - Please notify classroom teacher if you would like your child picked up curbside.
 - All cars will enter from the NORTH on Franklin.
 - Waiting cars should be pulled to curb along Franklin to allow regular traffic flow.
 - Parents drive up curbside and **remain in the car.**
 - **Pull forward.**
 - Keep the driveway open.
 - Staff help students into the car.
 - Parents drive away.

*Anyone parking in the parking lot during pick up time **must use the sidewalk** to walk to the door. Foot traffic in the parking lot is not safe and will interfere with the curbside process.

St. Anthony Elementary School

St. Anthony Elementary School located at 514 North Washington Street is pre-kindergarten through sixth grade with approximately 300 students. The normal school day is 8:00 a.m. to 3:00 p.m.

School Site

The school is bordered by North Washington Street, 6th North Street, North State Street, and 5th North Street. Fifth North Street is a busy collector street with a 30 mph speed limit and averages 3600 vehicles per day. The New Ulm Police Department has collected speed data near the school on two different occasions and the majority of drivers stay within the 30 mph limit.

Walking and Biking Conditions

St. Anthony Elementary School is located in a well-connected area of New Ulm that supports walking and biking on all sides of the school. The older students serve as crossing guards at 5th North Street and North Washington Street prior to the start of the school day and ten minutes after dismissal.



Updated Student Arrival and Dismissal Process

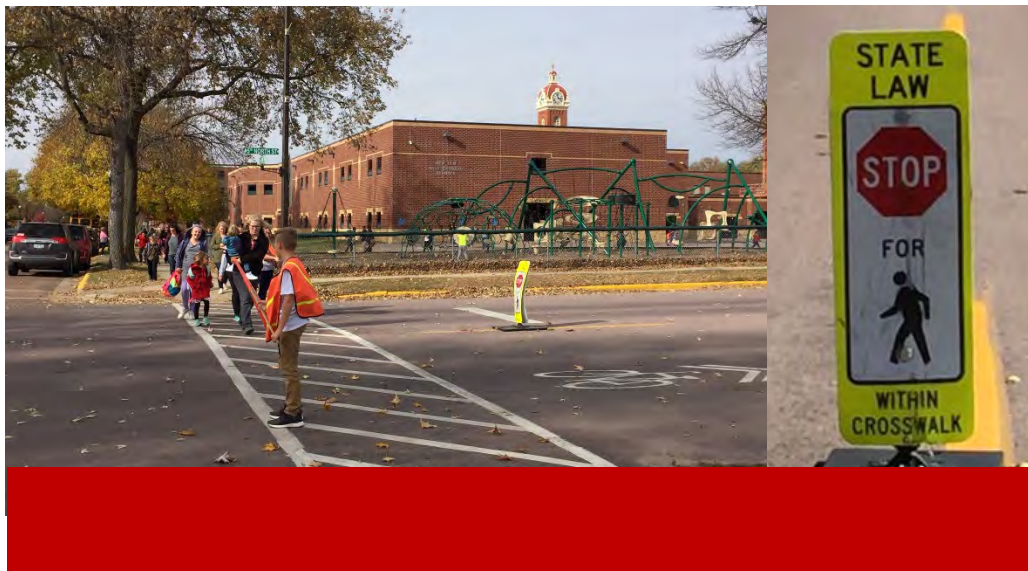
The safety of students at the New Ulm Area Catholic School (NUACS) is first priority, and new processes have been put into place to address the safety concerns.

- The bus drop-off and pick-up is on North Washington Street.
- Parents may drop off and pick up students on 6th North Street (the main entry to St. Anthony Elementary). Supervision is provided from 7:30 a.m. – 8:00 a.m. before school.
- Students should walk on the North Washington Street sidewalk to the St. Anthony Elementary School playground or enter the front doors and walk to the playground down the first-floor hallway or to the cafeteria, if your child will be eating breakfast at NUACS.



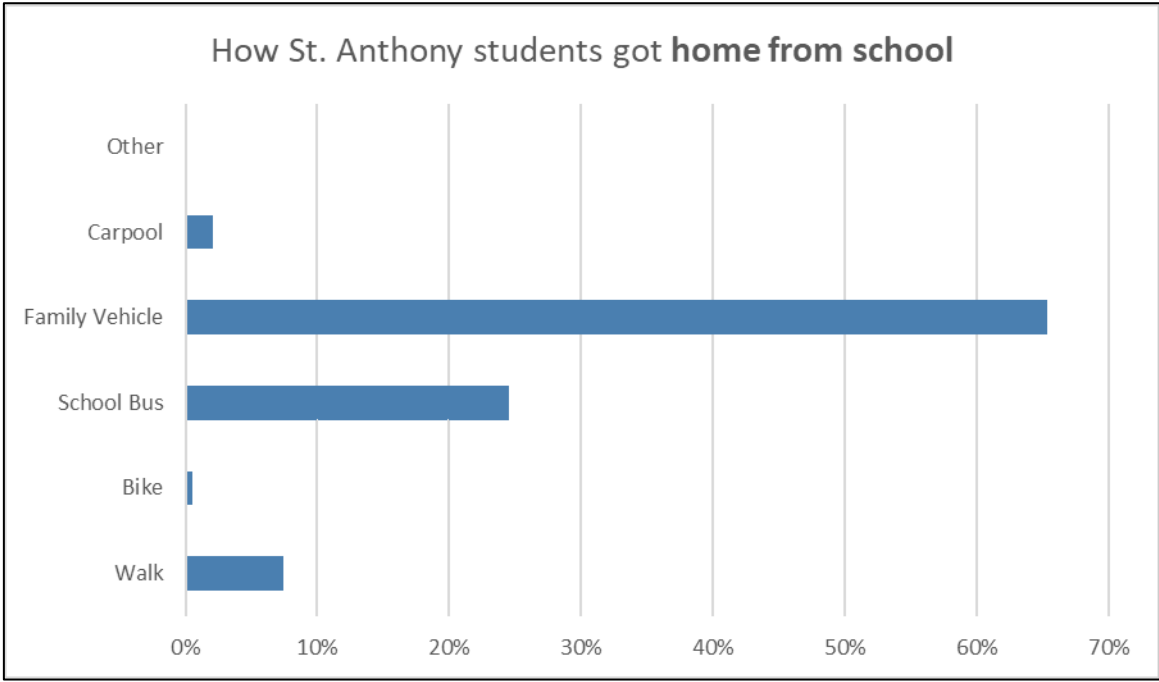
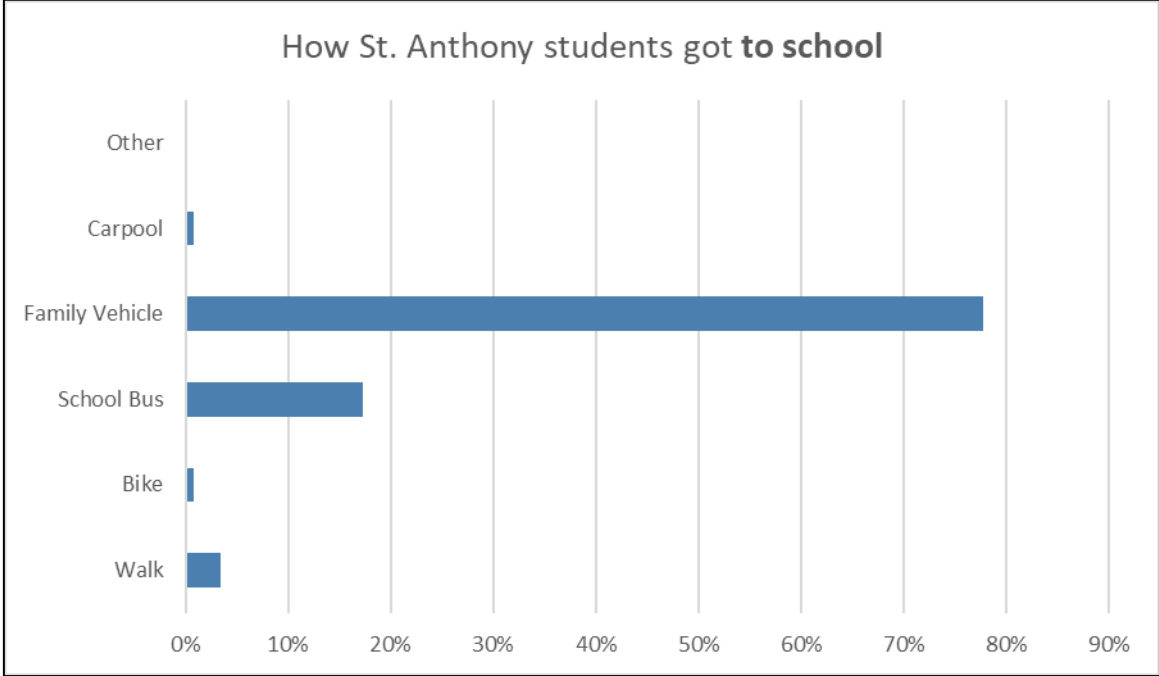
- At the end of the day, the students will walk down the sidewalk on North Washington Street to get in line for their bus.
- Students being picked up will continue to walk with staff members to 6th North Street to meet their rides.
- Children who are walking home should leave the school grounds after dismissal. If you pick up on the 5th North Street parking lot, please enter on North State Street and exit on 5th North Street. The 5th North Street parking lot will not be open in the morning for drop-off. Supervision after school will be provided from 3:00 pm – 3:10 pm.

In addition to improving the arrival and dismissal process, a stop for pedestrians in the crosswalk sign was installed at 5th North Street and North Washington Street. School personnel as well as the student crossing guards feel this has helped with driver's yielding behavior. The crosswalk at 5th North Street and North Washington Street has been painted with an enhanced diagonal pattern that also helps improve the yielding behavior of drivers. The SRTS team continues to work with the city to install permanent curb extensions at the



intersection of 5th North Street and North Washington Street when North Washington Street is scheduled for street reconstruction work, in the next few years.

October Walk to School Day 2018 St. Anthony Classroom Tallies



St. Paul's Lutheran School

St. Paul's Lutheran School located at 126 South Payne Street is a pre-kindergarten through eighth grade school that has an approximate enrollment of 319 students. The normal school day is 8:00 a.m. to 3:00 p.m.

School Site

The school is located between South Payne and South Garden Street. A parking lot is located off of South Payne Street and connects to the newly installed one way street between Jefferson Elementary and St. Paul's school.

Walking and Biking Conditions

St. Paul's Lutheran School is located within a well-connected sidewalk network and is located along the designated bike route in New Ulm. Student crossing guards are present at the entrance into the school parking lot at 2nd South Street and South Payne Street after school. All crosswalks located at the intersection of 2nd South Street and South Payne Street have been painted with an enhanced diagonal pattern which has been proven to improve driver's yielding behavior.



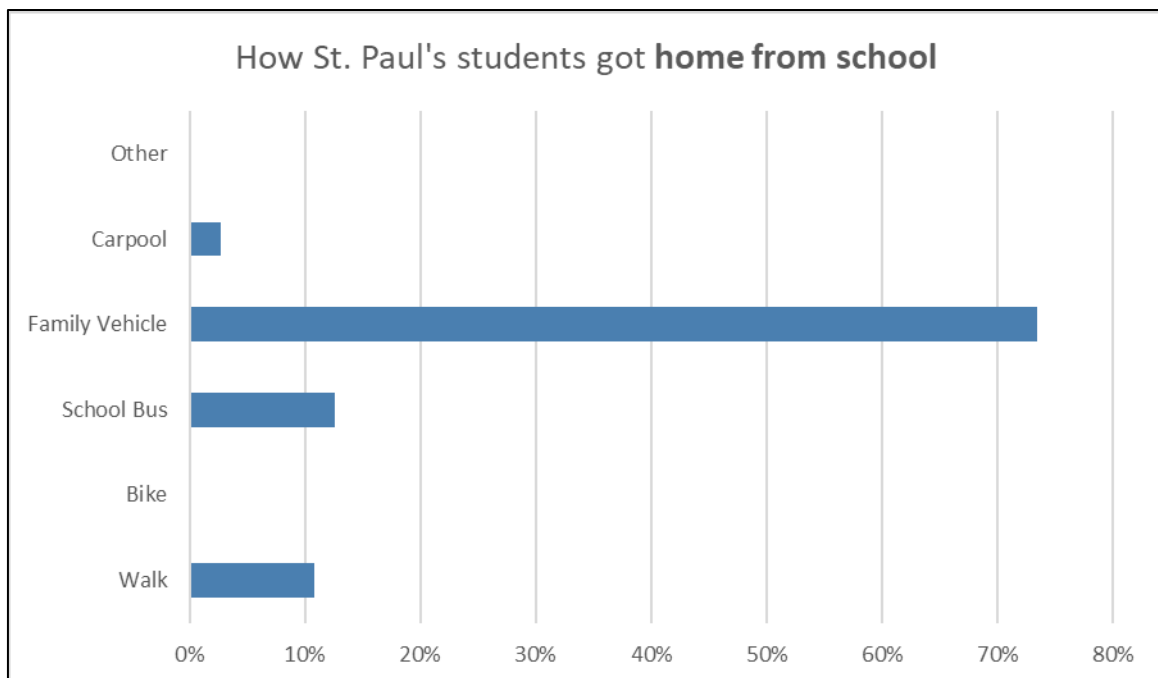
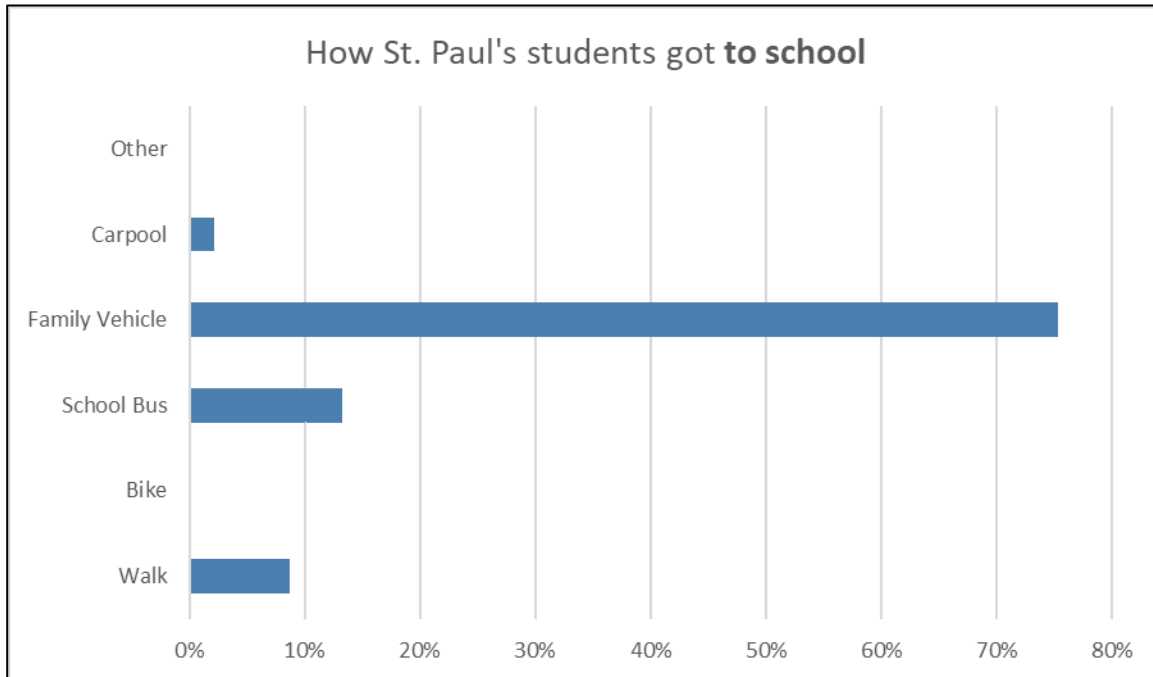
With the addition of the road between the school parking lot and Jefferson Elementary School, the student arrival and dismissal process has been revised to improve safety for students that chose to walk or bike to school.

- The construction of a new exit road from the St. Paul's parking lot provides more options for exiting the property with motor vehicles which helps reduce the vehicle chaos in the parking lot.
- Orange cones are placed in the lot near the entrance to create a drop off or pick up lane zone. Parents/drivers are encouraged to use this zone to drop off or pick up their children without exiting the vehicle.
- If they choose to escort their children into the school, they are asked to park in a marked parking space and walk their child into the school. When ready to exit they have two choices:
 - Loop around the perimeter of the parking lot then exit with a left or right turn onto South Payne Street.
 - Use the road that connects the southwest corner of the parking lot to Garden Street and exit with a left or right turn to Garden Street.
- Drivers are asked to not make "U-turns" in the parking lot during heavy traffic times (7:30 – 8:00 a.m. and 2:45 – 3:15 p.m.).



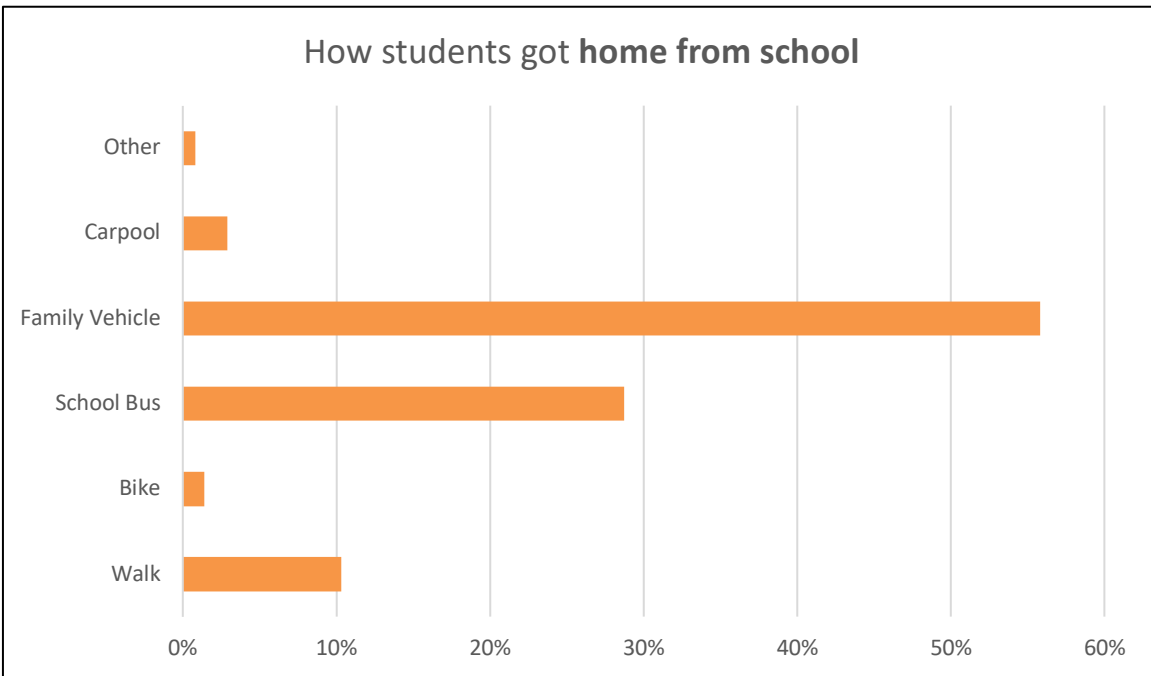
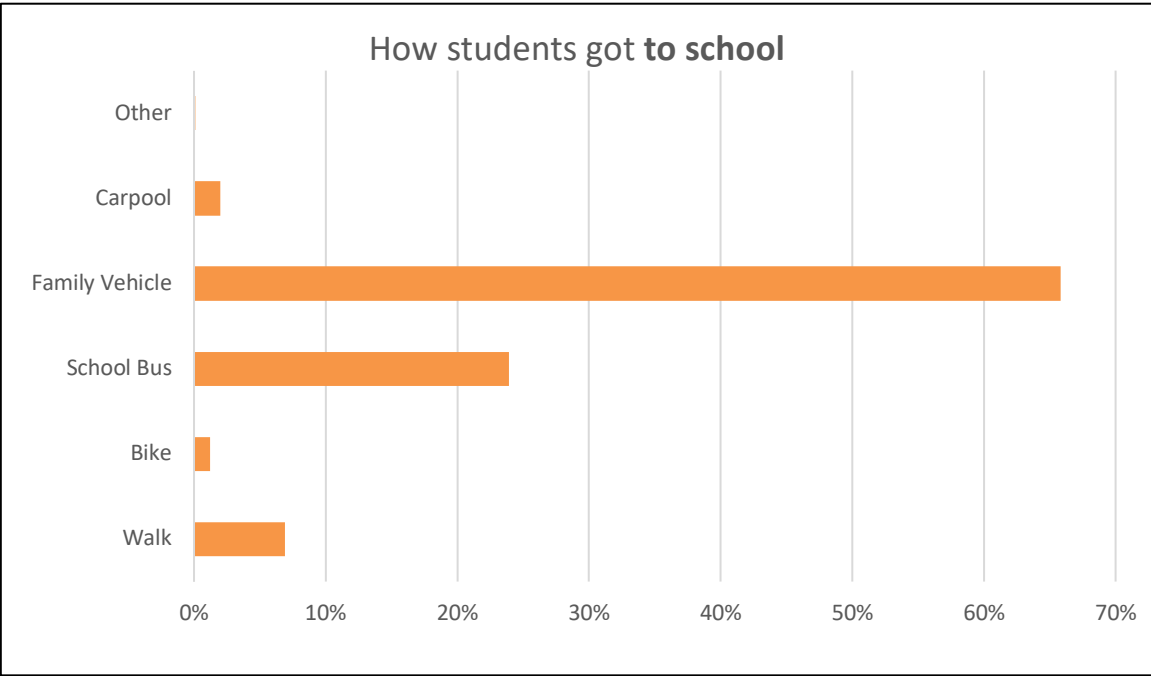
October Walk to School Day 2018

St. Paul Classroom Tallies



October Walk to School Day 2018 Classroom Tallies

All Schools Combined



Classroom Tallies 2014, 2015, and 2018 Data Combined

