



City of Truman

Active Living Plan



TRUMAN

A Great Place To Call Home

A community that promotes a way of life in which **active living is a priority**; where walking and biking are the **safe, preferred options of residents** and the community is **connected to the surrounding region**.



August 2015

Executive Summary

This plan is dedicated to promoting, encouraging, and increasing walking and biking in the City of Truman. With meeting facilitation by the Region Nine Development Commission, the Truman Active Living Team participated in a series of three meetings from April through August 2015 to complete an active living plan for the community. These meetings consisted of defining active living, determining community visions and goals, and identifying barriers and challenges to walking and biking in Truman.

An important portion of this plan also includes a Safe Routes to School component that identifies strategies to make walking and biking to and from Truman Elementary School and St. Paul's Lutheran School the safe and chosen method of travel. The Truman Active Living Team, the City of Truman, and the schools participated in school observations, student tallies, and parent surveys to understand barriers.

Following information gathered at these active living meetings; community-wide and school strategies were created and prioritized using the Five E's of Planning. These planning areas include engineering, education, encouragement, enforcement, and evaluation.

The creation of an active living plan is the first step in creating a successful active living program. With this plan, the Truman Active Living Team, the City of Truman, and the schools can leverage resources for implementation for the strategies and recommendations identified in this plan. The team is encouraged to continue meeting to discuss implementation of the plan and evaluate progress.

Acknowledgments

A special thank you to the Truman Active Living Team for their time and effort in making this planning process a success.

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Purpose

The Truman Active Living Plan is designed to serve the city in identifying strategies to increase walking and biking in the community. By providing key recommendation methods and resources, the City of Truman can understand the needs of the community and encourage a way of life where active living is a priority.



Statewide Health Improvement Program

This active living project was possible due to a Statewide Health Improvement Program (SHIP) grant from the Minnesota Department of Health (MDH). SHIP works to prevent disease before it starts by helping to create healthier communities that support individuals seeking to make healthy choices in their daily lives. SHIP intends to reduce the prevalence of obesity and tobacco use in Minnesota through policy decisions, public motivation, and environmental changes.



Active Living Planning Process

Active living is a way of life in which people are physically active during their daily routines. The active living planning process provides a comprehensive plan to identify goals, strategies, and action steps that create a safer, healthier, and more active community.

A variety of techniques exist to make walking and biking more convenient, safe, and a priority in communities. Active living initiatives typically focus around the five core *E*'s of planning, which include evaluation, engineering, enforcement, education, and encouragement. These areas of planning each describe strategies to enhance active living in the City of Truman.

Evaluation identifies where health inequities exist and how to measure qualitative improvements in communities to support walking and biking

Engineering identifies infrastructure or facility improvements and provides resources on how they affect health improvement and support increased walking and biking

Enforcement works with local law enforcement to identify problem pedestrian or bicycle areas and enforce existing laws to increase safety and ensures existing practices and systems are followed

Education ensures decision-makers and partners have appropriate information and resources to understand how walking and biking affect their community and value its role in decision-making. It also helps the general public to be increasingly aware of how policies and practices facilitate and inhibit their choice to walk and/or bicycle thereby affecting their health and quality of life

Encouragement can be through strategic events or opportunities to engage partners and the general public around physical activity

Visioning

The Truman Active Living Team developed a vision of success for their plan. This vision statement outlines an overarching goal and identifies what a successful active living plan will accomplish in the community.

Vision

A community that promotes a way of life in which **active living is a priority**; where walking and biking are the **safe, preferred options of residents** and the community is **connected to the surrounding region**.

Community Assessment

A critical portion of the active living planning process is undertaking a community assessment to determine the assets and barriers to walking and biking in Truman. The community assessment consists of the existing city policies, S.W.O.T. analysis, community surveys, and walking audits. All of these helped in determining specific goals and strategies.

Existing Policies

The City of Truman has an ordinance, *302.06 Repair of Sidewalks and Alleys*, in place to ensure sidewalks or alleys are maintained in a reasonable expectation.

- It is the duty of the owner of the premises abutting any sidewalk to maintain public sidewalk to permit the safe use by the public.
- If sidewalk is not repaired within 30 days after receipt of notice, the City may repair the sidewalk and place a special assessment against the property.

Currently, the City of Truman does not have other policies, plans, or ordinances that relate to walking and biking or active living in the community.



S.W.O.T. Analysis

The Truman Active Living Team completed a S.W.O.T. (Strength, Weakness, Opportunity, and Threat) analysis to understand the assets and barriers to walking, biking, and active living in the community. The results are summarized below.

Strength

- Martin County will be paving all county road shoulders to allow for more people to comfortably walk or bike.
- Most streets are paved.
- With the exception of Highway 15, which runs through the east portion of Truman, traffic speeds are relatively slow throughout the community.
- There are many volunteers that take pride in keeping the community fun, active, and vibrant.

Weaknesses

- Several sidewalks are not maintained and dangerous for walkers or bikers.
- Several streets are in need of maintenance work and an increase in crosswalks and lighting.
- There may be some discrepancies between council members and the views of the city as a whole.

Opportunities

- With increased connectivity, citizens may be attracted to live, work, or play in the city.
- Creating safer paths for short walks outside of city limits.
- Improve pedestrian and bicycle safety.

Threats

- Being located along Highway 15, traffic safety and speeds are concerns.
- The existing mindset around physical activity and wellness may not be supportive.
- The cost of financing infrastructure improvements to improve walking and biking in the community is difficult.

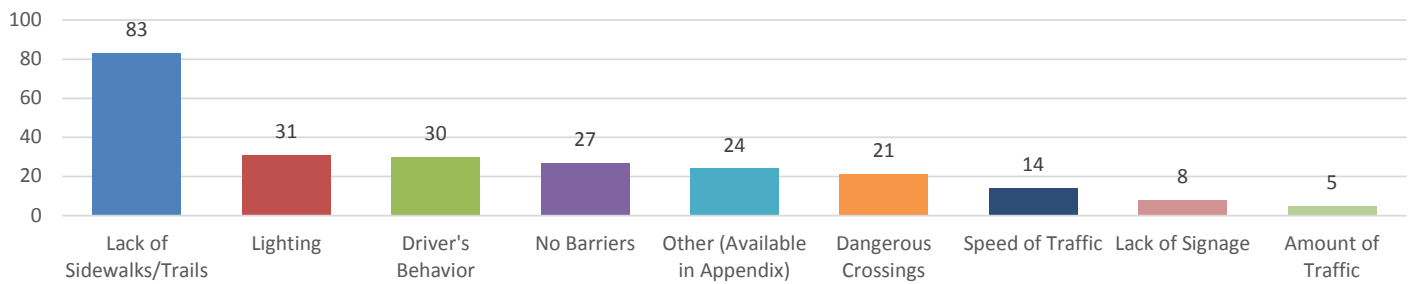


Community Survey Results

Region Nine Development Commission, with the assistance of the City of Truman, implemented a survey to better understand the needs of the community and the barriers to walking and biking. The results from the survey helped to develop comprehensive goals and strategies that are stated in this plan. The survey was available from April 22, 2015 through June 30, 2015 and collected a total of 137 responses.

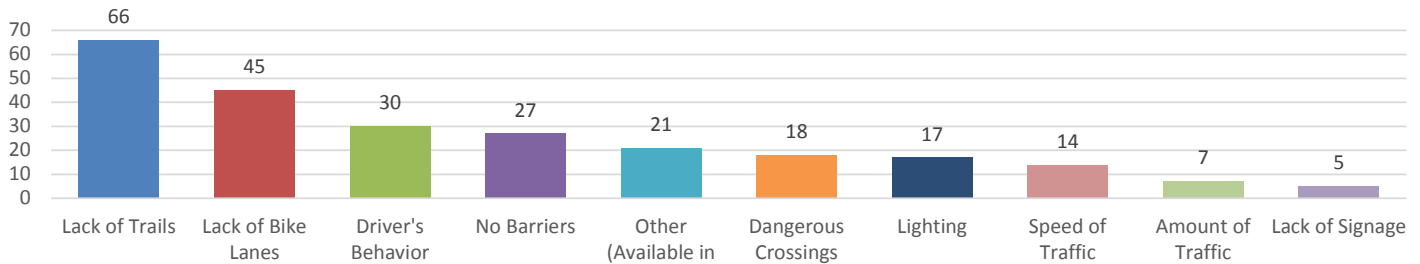
Participants were asked to select major barriers to walking and biking in the City of Truman. A majority of responses indicated that a lack of sidewalks/trails, inadequate lighting and poor driver behaviors were barriers to walking in Truman.

Barriers to Walking



Similar to walking, barriers to biking in the city included lack of trails/bike lanes and poor driver's behavior.

Barriers to Biking



Participants were also asked to select places in the city that need to be accessed on a regular basis. Participants were able to select their top three choices. These results provide a clearer picture of places that need to be considered and accessible for walking and biking. The top three locations include: Downtown (38%), Graf Park (34%), and the Library (32%).

Lastly, survey results indicated the type of surfaces that participants were most comfortable walking or biking on.

Citizens were most comfortable walking on sidewalks (78%) and biking on residential streets (61%)

Additional comments were collected from this survey, many of which focused on sidewalk and street maintenance/repair and increasing bike trails. The full results are located in the appendix of the plan.



Walking Audit Summary

A walking audit was conducted by Region Nine Development Commission to gather information about the assets and barriers to walking and biking safely in the community. Upon returning from the walkability audit the attendees were asked to write down their ideas for improving the walkability and bikability of the city. Region Nine staff and the team discussed potential projects, programs, and policies that the city could move forward with to promote safe walking and biking. The following ideas were discussed and of interest to the group:

- Positive features for pleasant and safe walking
 - ♦ Trees
 - ♦ Wide sidewalks in some areas (i.e. Graf Park, downtown)
 - ♦ Sculptures
 - ♦ JC Park (downtown) is attractive
 - ♦ Planters
- Improvements needed
 - ♦ Very poor curb ramps at some locations which aren't Americans with Disabilities Act compliant
 - ♦ Many sidewalks in need of repair or are very narrow
 - ♦ No crosswalk at the pool corner/school parking lot
 - ♦ Existing crosswalk markings are fading
 - ♦ Confusing crossing at light on Ciro Street
 - ♦ Many areas lack sidewalks
 - ♦ Curb extensions at the intersections downtown
 - ♦ High visibility crossings along Highway 15
 - ♦ Painting of curbs and crosswalks throughout the community



Recommendations

The following recommendations were developed using the *Five E's* of active living planning. These strategies are short and long term initiatives to improve and enhance walking and biking in the City of Truman.

Engineering

Sidewalks and Trails

- Continue expanding sidewalks throughout the city.
- Establish a curb cut replacement program and ensure walkways are American with Disabilities Act compliant.
- Develop and implement a trail plan that connects the community to major destinations and recreational areas and also links to surrounding communities.
- Ensure that popular destinations are walking and biking accessible and safe.

Street Improvements

- Work with city, county, and state agencies to consider the installation of various traffic calming measures (stop signs, narrow roads, roundabouts, bump outs) along major highways (15 and 52) and local streets (Ciro Street).
- Work with the county and state to expand the shoulders on all highways.
- Work with the City and County to increase signage along Ciro Street/Highway 15.
- Identify key intersections to establish high visibility crosswalks (including: continental, zebra, or ladder striping) especially focusing on areas nearby popular destinations.
- Improve lighting in high pedestrian areas.

Downtown

- Reinvest in the downtown by creating safe, walkable, and bikable downtown that is vibrant and attractive to all age groups.
- Consider installation of various traffic calming techniques such as curb extensions and high visibility crosswalks.
- Ensure that all sidewalks are American with Disabilities Act compliant and install appropriate curb ramps.

Policy Formation

- Work with city leaders to develop ordinances and policies that will help promote active living. Examples include comprehensive plans, capital improvement programs, and complete street policies that account for things such as sidewalk and trail placement and implementation.
- Work with the city, county, and state to develop a comprehensive sidewalk/trail plan that accommodates people of every age and ability.
- Encourage the city to adopt a complete streets policy. Complete streets considers the needs of all transportation users for future transportation projects. The goal is to create an integrated transportation system that includes all modes of transportation and serves all types of users, regardless of their age or ability.

Education

- Residents need to be educated about the concept of a walkable/bikeable community. As the community begins developing signage, striping, sidewalk, trails, and street improvements – it will be important to educate the public about the development.

Enforcement

- Continual enforcement of ordinance *302.06 Repair of Sidewalks and Alleys* to ensure sidewalks are safe for all users.

- Use speed feedback signs followed up with enforcement to reduce traffic speeds and compliance near key destinations.

Encouragement

- Increase city and county participation on the Truman Active Living Team.
- Holding community walking and biking events such as bike rides, rack attacks, open streets, or fun runs, to promote physical activity.
- Coordinate with city and county on potential grant opportunities.
- Publish regular newspaper articles on safe walking and biking laws, policies, active living progress, and walking/biking improvements.
- Sponsor safety programs during community events, such as Truman Days.
- Encourage people to be courteous and respectful of bicyclists and walkers.

Evaluation

- Continue meeting with the active living team as implementation occurs to ensure that desired results are being achieved. This team can inform and support city efforts to improve conditions.
- Continue updating the active living plan as vision, goals, and strategies change.

Action Plan

The following one year action plan was determined by the Truman Active Living Team as high priority strategies that were reasonably attainable within one year of implementation of this plan:

- Increase signage along Ciro Street and Highway 15
- Work with City to identify intersections of concern and paint high visibility crosswalks
- Continue meeting and increase participation on the active living team
- Work with city and county to develop a plan to renovate Ciro Street to be completely walking and biking accessible

Safe Routes to School

A portion of this plan is dedicated to increasing the safety and amount of children that walk or bike to schools in Truman. The planning process involves assessing existing school conditions through community surveys, student travel tallies, and school observations. An action plan with specific recommendations has been developed using these tools.

Please note that the term Safe Routes to School is a federal program through the Department of Transportation. This document is not an official Safe Routes to School document.

Truman Elementary School



School Overview

Truman Elementary School is a kindergarten through sixth grade school located at 401 East 1st Street South, Truman. According to the Minnesota Department of Education, Truman Elementary School has a total enrollment of 98 students (2013-2014 School Year). The normal school hours for Truman Elementary School are 8:20 a.m. to 3:05 p.m.

School Site

Truman Elementary School is located in the south central portion of Truman. The school is bordered by South 2nd Avenue East, East 1st Street South, and South 4th Avenue East. There are no roadways south of the school. The zoning surrounding the school is primarily residential with an industrial zone west of the site. A track, baseball, softball, football field, and tennis court occupy the south and west portion of the school site.



Walking and Biking Conditions

Several streets surrounding the school have sidewalks on one or both sides of the streets. However, some sidewalks are crumbling or incomplete. Sidewalks were observed at the following locations surrounding the school:

- East 1st Street South: Sidewalks are present on the south side of street and sporadically on the north side of street.
- South 4th Avenue East: Sidewalks are present on the west side of the street. East of the street sidewalks are incomplete.
- 1st Avenue East, South 2nd Avenue East, South 3rd Avenue East: Incomplete sidewalks exist.
- Highway 15: Sidewalks are not present along this roadway.

Signage is present along East 1st Street South to inform drivers of parking procedures during school hours. There are stop signs at most of the intersections surrounding the school; however, there are few pedestrian crossing signs.

School Observations

Morning arrivals and afternoon dismissals at Truman Elementary School were observed on May 12, 2015 by representatives from the schools, community members, and Region Nine Development Commission. Participants were placed strategically at the school and recorded what they observed at their location. The results are summarized below.

Arrival

Participants observed student arrival at Truman Elementary School from 7:45 a.m. – 8:15 a.m. The weather was 42 degrees, sunny and cool

Walkers/Bicyclists: Students were seen walking and biking to Truman Elementary School. Most children used the sidewalks and crosswalks safely and appropriately. Those with bicycles locked them to the bike racks located at the front of the school.

Bus System: The bus system was observed to be orderly, with the first bus arriving at 7:54 a.m. and the last bus at 8:04 a.m. Buses park in the front of the school when dropping students off. These buses did not appear to carry many students and some students were shuttled to St. Paul's Lutheran School.

Car Loop/Lot: Many vehicles were seen accessing the school parking lot or dropping students off in front of the elementary or high school doors. Some vehicles were not obeying the rules of the road (rolling stops and fast speeds).

Crossing Guards/Patrols: No crossing guards or patrols were observed in the morning.



Dismissal

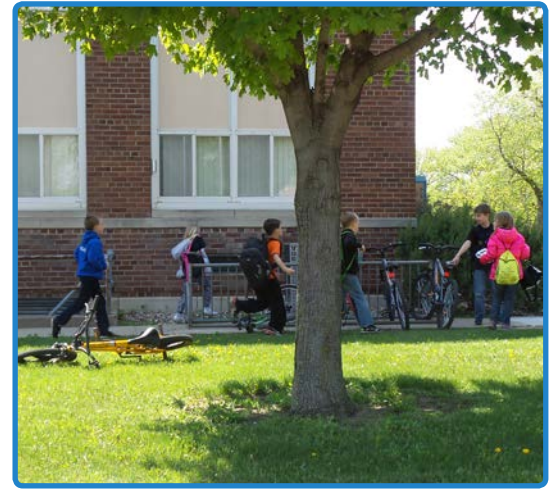
Participants observed student dismissal at Truman Elementary School from 2:45 p.m. – 3:20 p.m. The weather was 57 degrees, cool and sunny

Walkers/Bicyclists: Many walkers and bicyclists were seen leaving the school at dismissal. Some of the students walking were seen jaywalking (sometimes due to a lack of sidewalks).

Bus System: The first bus arrived at 2:58 p.m. and the last bus at 3:03 p.m., with a total of five buses picking up students.

Car Loop/Lot: There were several vehicles that picked students up, with a few not observing the rules of the road (rolling stops, stopping in crosswalks, no signals, or making U-turns).

Crossing Guards/Patrols: Students that were walking or biking home would gather in front of the school and wait to be assisted by the crossing guards. There were a total of six crossing guards. The crossing guards helped the students cross at East 1st Street South and then moved to the next intersection at East Ciro Street to assist in crossing.



Parent Survey Results

A community survey including the parent survey was available during the Spring of 2015 to understand the factors affecting a parent's decision to allow children to walk or bike to school. The survey was available in paper format and electronically. The parent survey received 44 complete survey responses of which 60% of participants live within one mile of school. The results of the survey helped to identify improvements needed to increase the amount of students walking or biking to school and the safety of these students.

Parents were asked to select their top concerns in allowing their children to walk or bike to school. They were asked to select all that applied. Parents responded their highest concerns included:

- Distance (62%)
- Weather or Climate (38%)
- Inadequate Adult Supervision (31%)

Parents were asked whether or not they would allow their child to walk or bike to school if their concerns were improved upon. Taking into account all of the concerns the parents listed, the following percentages of parents answered they would allow their child to walk or bike to school if conditions were improved:

- Distance (70%)
- Weather or Climate (59%)
- Inadequate Adult Supervision (81%)

Student Tally

Truman Elementary School completed a student tally during the week of April 27, 2015 on Tuesday, Wednesday, and Thursday. Students were asked to share how they arrived and planned on leaving school. The response totals were 208 responses for the morning arrival and 208 responses for dismissal.

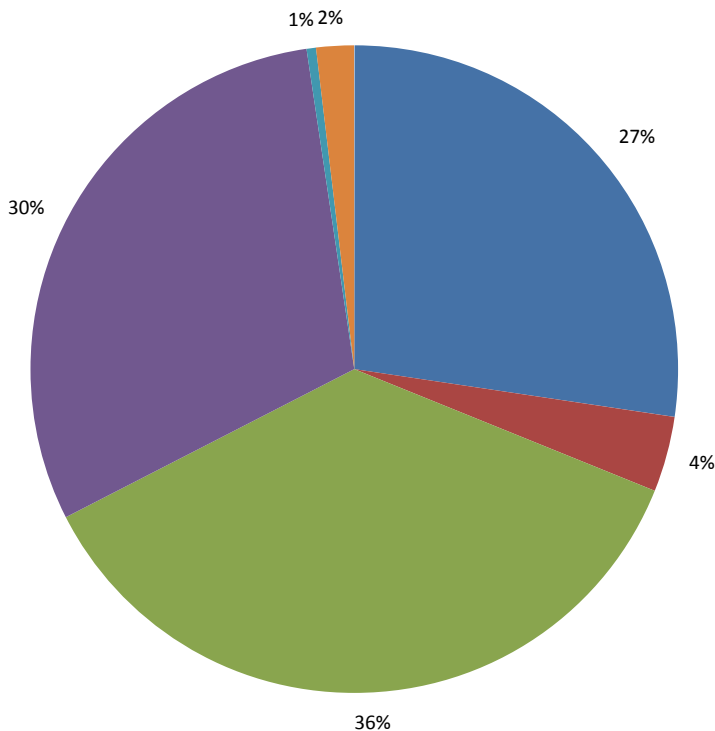
Morning arrivals were summarized for each mode of transportation or activity:

- School Bus (36%)
- Family Vehicle (30%)
- Walk (27%)
- Bike (4%)
- Before School Activity (2%)
- Carpool (1%)

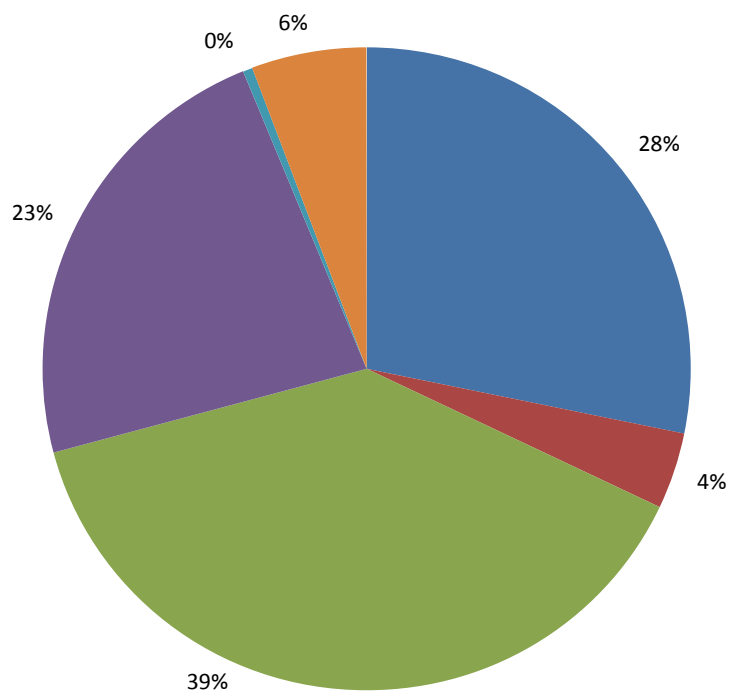
Afternoon dismissals were summarized for each mode of transportation or activity:

- School Bus (39%)
- Walk (28%)
- Family Vehicle (23%)
- After School Activity (6%)
- Bike (4%)
- Carpool (<1%)

Truman Elementary School
Arrival Results



Truman Elementary School
Dismissal Results



■ Walk ■ Bike ■ School Bus ■ Family Vehicle ■ Carpool ■ Before/After School

St. Paul's Lutheran School



School Overview

St. Paul's Lutheran School is a non-public, pre-kindergarten through eighth grade school with a total enrollment of 53 students. The normal school hours are 8:20 a.m. to 3:05 p.m.

School Site

St. Paul's Lutheran School is located in the north central portion and at 114 E 4th Street North, Truman. The school is bordered by East 5th Street North, North Central Avenue, East 4th Street North, and North 2nd Avenue East. The zoning surrounding the school is primarily residential. A playground occupies the east portion of the school site. Athletic fields and a gravel parking lot are located across East 4th Street North.

Walking and Biking Conditions

St. Paul's Lutheran School has very little sidewalk infrastructure surrounding the school. Sidewalks are visible in front of St. Paul's Church and obsolete the remaining portion of the block. Sidewalks are also missing on both sides of East 5th Street North, the north side of North Central Avenue, the west side of North 2nd Avenue East. St. Paul's Lutheran School has no crosswalks near the school.

Minimal signage is present along North 2nd Avenue East to inform drivers that children may be at play. Fourth Street North contains pedestrian signage and "no parking" signs in the front of school. Few stop signs are located at the intersections near the school.

School Observations

Morning arrivals and afternoon dismissals at St. Paul's Lutheran School were observed on May 12, 2015 by a community member and Region Nine Development Commission. Participants were placed strategically at the school and recorded what they observed at their location. The results are summarized below.

Arrival

The Active Living team observed student arrival at St. Paul's Lutheran School from 7:30 a.m. – 8:10 a.m. The weather was 42 degrees, sunny and cool

Walkers/Bicyclist: Very few students were seen walking and no students were seen biking to St. Paul's Lutheran School. There are no sidewalks present east of the school, which requires students to walk in the road.



Bus System: The buses arrived and dropped students off near the front entrances of the school. Some students shuttle over to Truman Elementary School from St. Paul's Lutheran School.

Car Loop/Lot: Many of the vehicles parked diagonally near the front entrances of the school. Very few vehicles used the staff and visitor gravel parking lot.

Crossing Guards/Patrols: There were no crossing guards seen at this location, however, students placed orange barricades at the intersection of East 4th Street North/North 1st Avenue East and East 4th Street North/North 2nd Avenue East, which blocked traffic from entering during the school day.

Dismissal

The active living team observed student dismissal at St. Paul's Lutheran School from 2:45 p.m. – 3:10 p.m. The weather was 57 degrees, cool and sunny

Walkers/Bicyclists: There were no students observed biking and only a few students were observed walking home. Students that walked home or to their parents vehicles in the staff and visitor parking were seen jaywalking (due to an absence of crossing walks and sidewalks).



Bus System: Teachers were present to assist with getting students to their appropriate buses. Two buses picked students up in front of the school.

Car Loop/Lot: Vehicles parked diagonally in front of the school and the parents walked inside the school to pick up their children. Very few vehicles park in the staff and visitor gravel parking lot.

Crossing Guards/Patrols: Orange barriers along East 4th Street North/North 1st Avenue East and East 4th Street North/North 2nd Avenue East were removed by two students shortly before school ended.

Parent Survey Results

A portion of the community survey included the parent survey to understand and identify factors affecting a parent's decision to allow children to walk or bike to school. The survey was available in paper form and electronically through an online survey website. The survey received 16 parent survey responses of which 38% of participants live within one mile of school. The results of the survey helped to identify improvements needed to increase the amount of students walking or biking to school and the safety of these students.

Parents were asked to select their top concerns in allowing their children to walk or bike to school. They were asked to select all that applied. Parents responded their highest concerns included:

- Distance (83%)
- Time (33%)
- Sidewalks and Pathways (33%)

Parents were asked whether or not they would allow their child to walk or bike to school if their concerns were improved upon. Taking into account all of the concerns the parents listed, the following percentages of parents answered they would allow their child to walk or bike to school if conditions were improved:

- Distance (50%)
- Time (56%)
- Sidewalks and Pathways (63%)

Student Tally

St. Paul's Lutheran School completed a student tally during the weeks of April 27 and May 4, 2015 on Tuesday, Wednesday, and Thursday. Students were asked to share how they arrived and planned on leaving school. The response totals were 242 responses for the morning arrival and 212 responses for dismissal.

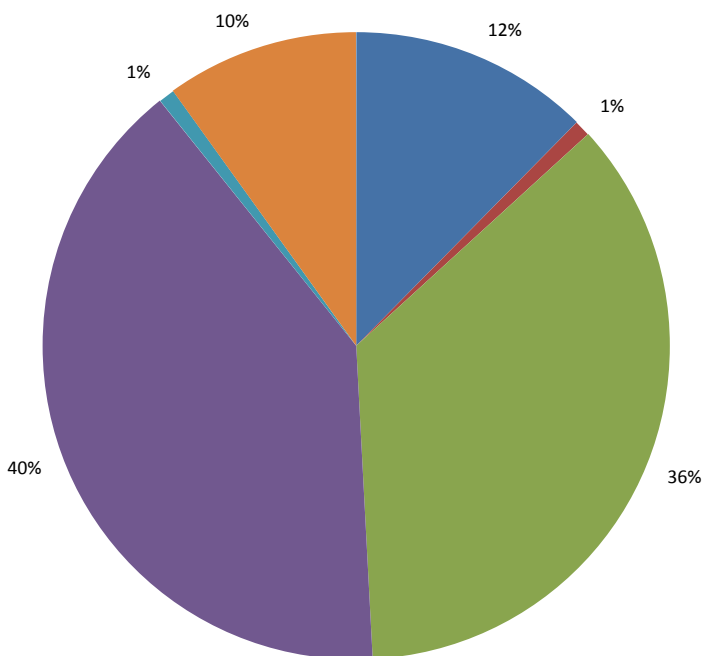
Morning arrivals were summarized for each mode of transportation or activity:

- Family Vehicle (40%)
- School Bus (36%)
- Walk (12%)
- Before School Activity (10%)
- Bike (1%)
- Carpool (1%)

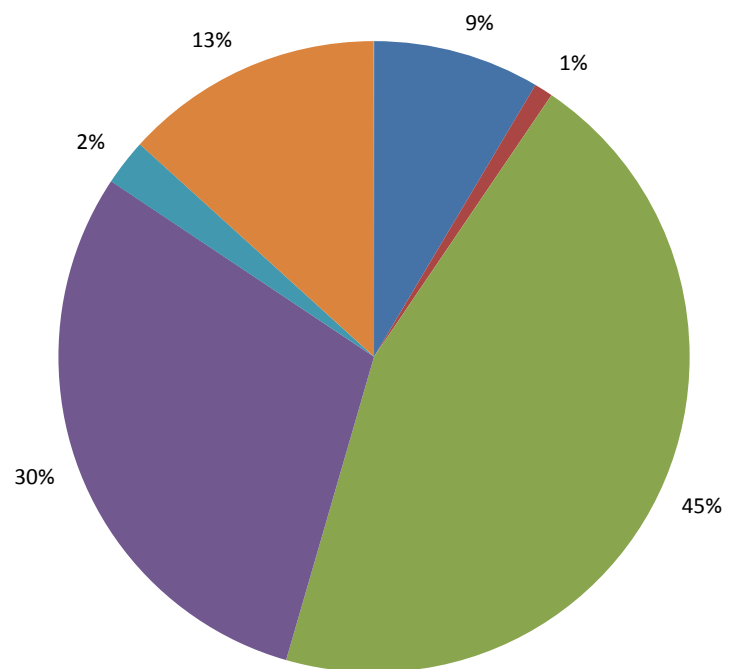
Afternoon dismissals were summarized for each mode of transportation or activity:

- School Bus (45%)
- Family Vehicle (30%)
- After School Activity (13%)
- Walk (9%)
- Carpool (2%)
- Bike (1%)

St. Paul's Lutheran School
Arrival Results



St. Paul's Lutheran School
Dismissal Results



■ Walk ■ Bike ■ School Bus ■ Family Vehicle ■ Carpool ■ Before/After School

Recommended Strategies

The following strategies are possible solutions to alleviate, improve, or mitigate existing concerns, conditions, or barriers for children to be able to walk and bike to school safely. These strategies have been suggested by Region Nine Development Commission to improve safety around the schools and neighborhoods based on the vision statement, community assessment, and identification of barriers and concerns. They include infrastructure and non-infrastructure recommendations.

Truman Public Schools and St. Paul's Lutheran School

Strategies:

- Develop a Safe Routes to School walking route and work with the city and/or county to construct, maintain, and connect sidewalks.
 - ♦ Educate and encourage students to use these routes for their safety, health, and enjoyment.
- Incorporate walking and biking education programs into the school curriculum.
- Host a Walk/Bike-to-School day.
- Encourage city and school leaders to apply for the Safe Routes to School program through Minnesota Department of Transportation to develop an official Safe Routes to School plan.
- Continue collecting student tallies twice a year (fall and spring) and parent surveys once a year. This will help to understand any behavioral changes and track the effectiveness of strategies implemented in this plan.
- Create a remote drop off program for students who are unable to walk or bike to school due to distance or other concerns.
 - ♦ A remote drop off is a predetermined area where students can be dropped off and then walked with an adult supervisor to their school.
- Work with the city, county, and state agencies to develop safe access and traffic calming techniques across Highway 15 and Highway 52/Ciro Street.

Truman Public Schools

Strategies:

- Enhance current crossing guard program to include morning crossing guards.
- Enforcement of rules of the road and continued police presence during morning arrival and afternoon dismissal.
- Work with the city to complete the sidewalk network around the entire school: South 2nd Avenue East, South 3rd Avenue East, South 4th Avenue East, East 1st Street South, and 2nd Street South.
- Work with the city to ensure crosswalks are highly visible to drivers and included at all intersections surrounding the school.

St. Paul's Lutheran School

Strategies:

- Create a student or adult crossing guard program to assist with crossing the street at the intersections of: East 4th Street North/North 1st Avenue East and North Central Avenue/East 4th Street North.
- Work with the city to complete the sidewalk network around the entire school: East 5th Street North, North Central Avenue, East 4th Street North, North 2nd Avenue East, and North 1st Avenue East.
- Work with the city to ensure crosswalks are highly visible to drivers.
- Relocate parent pick up and drop off area away from front entrance of school.
- Purchase bike racks for storage of bicycles during school hours and to promote biking.

Implementation and Resources

State Funding

Transportation Alternatives Program (TAP)

This is a federally-funded program through the Federal Transportation Bill called the Transportation Alternative Program (TAP). Eligible uses of TAP funds are pedestrian and bicycle-ways, including trails, sidewalks, bike lanes, crossing facilities, and signage. Currently, TAP is solicited by MnDOT District Area Transportation Partnerships (ATP) typically on a yearly basis with announcement of the solicitation in the fall. The City of Truman is located in MnDOT District 7 ATP. Each ATP sets their own maximums and minimums for the amount of TAP funding that can be requested by project.

District 7 ATP website: www.dot.state.mn.us/d7/atp/index.html

Statewide Health Improvement Program

Statewide Health Improvement Program (SHIP) is a statewide program funded by the Minnesota Department of Health and managed by the local county public health or county health boards. SHIP has funded smaller non-infrastructure projects for SRTS school programs and activities. Solicitations and timelines vary by SHIP group. Interested applicants should contact their county public health departments to receive specific information and timelines.

Minnesota Department of Health's SHIP website: <http://www.health.state.mn.us/ship/>

Faribault, Martin, and Watonwan County SHIP website: <http://shipfmw.blogspot.com>

Minnesota Safe Routes to School Funding

In 2013, state lawmakers supplied funding for a state program with funding potentially available for planning assistance and non-infrastructure implementation activities. In 2014, the state legislature included funding for state Safe Routes to School infrastructure projects as a part of the capital improvement bonding bill.

Minnesota Safe Routes to School website: www.dot.state.mn.us/saferoutes/grants.html

Parks and Trails Legacy Grant Program

The Parks and Trails Legacy Grant Program, dedicated for arts, culture, and natural resource projects, was

created by state referendum. The Department of Natural Resources manages the trails portion of this fund, delivering grants for regionally significant trails and parks. The solicitation for these grants is statewide, making the funding competitive.

Legacy Funding website: www.legacy.leg.mn/gmrptc

Local Trail Connections Program

The Local Trail Connections Program offers grants to local units of government to promote relatively short trail connections between residential neighborhoods and desirable locations. Eligible projects include acquisition and development of trails facilities. Projects must result in a trail linkage that is immediately available for use by the general public. The program is managed by the Minnesota Department of Natural Resources (DNR) and is solicited on an annual basis in the fall/winter.

DNR Local Connections website: www.dnr.state.mn.us/grants/recreation/trails_local.html

Regional Trails Grant Program

Trail projects located outside of the seven county Minneapolis-St. Paul metropolitan area are eligible to apply for the Regional Trails Grant Program funding if the project has regional significance. Regional significant trails draw users from not only the community but from the region and state. Trails connecting to a larger network or neighboring community may be considered regionally significant. Counties, cities, and townships are eligible applicants. The DNR manages this program with the solicitation, generally in the fall/winter.

Regional Trails website: www.dnr.state.mn.us/grants/recreation/trails_regional.html

Federal Recreational Trail Program

The Federal Recreational Trail Program is used for development of motorized, non-motorized, and diversified trails by providing funding assistance. Eligible uses include maintenance/restoration of existing trails, development of trails, and safety education programs related to trail use. Local units of government must be sponsors of the project and are encouraged to coordinate with a local trails organization. The program is managed by the DNR in the Division of Parks and Trails and is solicited on an annual basis.

Federal Trails website: www.dnr.state.mn.us/grants/recreation/trails_federal.html

Local Funding

Use of local funds is required by nearly all funding sources to match the grants. Local governments need to consider how a match will be acquired before an application is submitted for infrastructure funding.

Capital Improvement Projects

Capital Improvement Projects (CIPs) are new infrastructure projects implemented using local public funds. These projects are identified through a capital improvement planning process which is tied to the local budget. During the planning process, the local government identifies and prioritizes capital improvements such as new roads and sidewalks, and then allocates funding for construction at least one year before the project is implemented.

CIPs may take a couple of years to complete because they tend to have multi-year budgets. However, most CIPs have the capacity to make changes and fund newly identified projects and pressing needs.

Local Operating Budgets

Operating budgets may provide avenues for non-infrastructure programs and infrastructure maintenance and repair. Most operating budgets include funding for general maintenance and repair of infrastructure. Depending on the size of the budget, these funds can be used for inexpensive projects such as striping crosswalks or installing signage, or more costly projects such as installing curb ramps.

Other Funding Opportunities

Foundations

There are institutions throughout the country that provide funding to non-profit organizations. The Foundation Center is an excellent source of potential funding sources. Narrow funding possibilities by first using the geographic region of giving tab. Look under categories for transportation, health, environment, and community building.

Businesses

Businesses may support programs with cash, prizes, event sponsorships, and/or donations. When contacting a company, asks for information about their community giving programs.

Fundraising

Statistically speaking, individuals give more money than corporations and foundations combined. An option is to begin a local fund drive by working within the existing network of team leaders, and outreach to the larger community. Many programs have raised funds by holding special events.

Conclusion

The City of Truman has taken a proactive approach to become walking, biking, and active living friendly. With the assistance of Region Nine Development Commission, the Statewide Health Improvement Project, and community members, an active living plan has been created to guide in the development of projects and programs in the community. The planning process consisted of completing a walking audit; conducting observations; collecting and analyzing information; determining barriers, challenges and strategies; and developing an action plan for implementation.

The success of this active living plan relies on the continued work and support of the community and active living team members. It is also dependent on the continued evaluation of the effectiveness of the determined strategies. With successful implementation, more residents will feel comfortable walking and biking in the community and a new quality of life will be achieved.

City of Truman

A community that promotes a way of life in which
active living is a priority; where walking and biking are the
safe, preferred options of residents
and the community is **connected to the surrounding region.**

Appendix Active Living Plan

Walking and Biking Audit Form

Walking Audit Summary

Community/Parent Survey

Community/Parent Survey Results

Student Tally Worksheet

Student Tally Results

WALKING AND BIKING AUDIT:

Factors:		Scale Safe (1) through Dangerous(5)				
1.	Sidewalks Explain:	1	2	3	4	5
2.	Crossings Explain:	1	2	3	4	5
3.	Traffic Explain:	1	2	3	4	5
4.	Walking Safety Explain:	1	2	3	4	5
5.	Ambience Explain:	1	2	3	4	5
6.	General Atmosphere Explain:	1	2	3	4	5

Other factors that hinder safe walking:

Road Safety in Absence of Sidewalks:

Adequate Traffic Control Devices:

Identify specific areas where changes are needed:

Walking Audit Summary

October 6, 2014

Truman Residents Present: Elliot Belgard-County Commissioner, Justin Jobe-Police Chief, Kirsten Bressler-City Council, Chris Hiller-Chamber of Commerce, Vicki Lewis and Lorna Craig-Paulson-Truman Senior Living, Courtney Studer-Random Acts of Kindness, Gary and Linda Wassman, Dave and Cathy Sorenson, Priscilla Horsman, Pat Jones

Chera Sevcik and Sandy Lorenz -SHIP, Josh Pearson-Region Nine, Amber Dallman-MN Dept of Health, MDH representatives in training.

After the presentation on *Walkable Communities* we walked around Truman to assess its walkability. The following is a summary of observations and small group discussions:

A. Positive features for pleasant and safe walking

- a. Nice trees
- b. Some wide sidewalks (i.e. Graf Park, downtown)
- c. Sculptures
- d. JC Park (downtown) bright colors, attractive
- e. Planters

B. Improvement needed

- a. Some very poor ADA corner ramps
- b. Many sidewalks in need of repair or are very narrow
- c. No crosswalk at the pool corner, school parking lot
- d. Existing crosswalk markings are not easily visible
- e. Confusing crossing at light on Ciro
- f. Many areas no sidewalks

C. Suggested Projects

- a. Safe walking and bike trails (Track and Cross Country could also use)
- b. Use ladder marking crosswalks especially in school area and downtown
- c. Repair damaged sidewalks
- d. Complete some sidewalks so they are continuous
- e. Use of curb extensions on some intersections downtown
- f. Use of ladder crosswalks on Highway 15
- g. Pave shoulder around the section
- h. Painting curbs and crosswalks
- i. Develop an Active Living Program for Truman
- j. Repair some curb cuts
- k. Replace some ADA sidewalk ramps especially downtown

D. Possible Programs

- a. Newspaper article on safe walking and biking laws and policies and a safety program at school
- b. Host a “Walk/Ride Bike to School and Work Day”
- c. Ask employers to encourage employees to become more active (some are walking on their lunch breaks) Healthier employees reduce health care costs; incentive program such as provide pedometers; host fitness competitions (by dept or company vs company challenges)
- d. Encourage more walking to/from school by students and families in town
- e. Have some sort of safety program during Truman Days
- f. Encourage people to be courteous and respectful of bikers and walkers

E. Policies

- a. Enforce speed limits especially on Ciro Street
- b. Create an awareness of safety laws and homeowners/businesses responsibilities regarding sidewalks
- c. Encourage proper use of crosswalks

Truman Active Living Community/Parent Survey

The City of Truman and the surrounding area is interested in making the City more active, safe, and walkable/bikeable for all ages. In order to move forward with our planning efforts, we need your help! Please take a few minutes to complete this survey. Your responses will help us determine our future direction.

1. What is your gender?

- ☐ Male
☐ Female

2. What is your age?

- ☐ Under 18
☐ 18-29
☐ 30-39
☐ 40-49
☐ 50-59
☐ 60-69
☐ 70+

* 3. How often do you walk in:

	Everyday	A few times a week	Once a week	Once a month	Never
Spring	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Summer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Winter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 4. How often do you bike during:

	Everyday	A few times a week	Once a week	Once a month	Never
Spring	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Summer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Winter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 5. What is the main reason you walk or bike?(Select 1 Answer)

- ☐ Recreation
- ☐ Exercise
- ☐ Commuting
- ☐ Errands
- ☐ Other (please specify)

* 6. How important are sidewalks and trails to you?

Important	Somewhat Important	Neutral	Somewhat Unimportant	Not Important	No Opinion
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 7. How would you rate the conditions of the sidewalks and trails in your neighborhood or the City of Truman? (1 is poor and 5 is excellent)

1	2	3	4	5	N/A
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. What are your major barriers to walking in Truman?(Select all the apply)

- ☐ Lack of sidewalks/trails
- ☐ Speed of traffic
- ☐ Amount of traffic
- ☐ Lack of Signage/Wayfinding
- ☐ Safety of safe crossings
- ☐ Driver's behavior/failure to yield
- ☐ Lighting
- ☐ There are no barriers to walking in Truman.

Other (please specify)

9. What are your major barriers to biking in Truman?(Select all that apply)

- ☐ Lack of trails
- ☐ Lack of bike lanes
- ☐ Amount of traffic
- ☐ Speed of traffic
- ☐ Lack of Signage/Wayfinding
- ☐ Lack of safe crossings
- ☐ Driver's behavior
- ☐ Lighting
- ☐ There are no barriers to biking in Truman.

Other (please specify)

10. When you think about all the places in and around Truman that you need to access, on a regular basis, select the top 3 that are the most important for you to walk or bike to? *(Select up to 3)*

- | | | |
|------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|
| <input type="checkbox"/> Truman Elementary School | <input type="checkbox"/> Library | <input type="checkbox"/> City Pool |
| <input type="checkbox"/> Truman High School | <input type="checkbox"/> Truman Clinic/Truman Senior Living | <input type="checkbox"/> Ball Parks |
| <input type="checkbox"/> St. Paul's Lutheran School | <input type="checkbox"/> Churches | <input type="checkbox"/> Surrounding Communities |
| <input type="checkbox"/> Graf Park | <input type="checkbox"/> Restaurants | (Winnebago, Huntley, Granada, Fairmont, |
| <input type="checkbox"/> Downtown (Post Office, businesses, City Hall) | <input type="checkbox"/> Casey's | Trimont, St. James, Lewisville) |

Other (please specify)

11. What type of facilities are you comfortable walking on? *(Select all that apply)*

- | | | | | |
|----------------------------------------------|--------------------------------------------|------------------------------------|-------------------------------------------|-------------------------------------------------------------------------|
| <input type="checkbox"/> Residential Streets | <input type="checkbox"/> Roadway Shoulders | <input type="checkbox"/> Sidewalks | <input type="checkbox"/> Multi-Use Trails | <input type="checkbox"/> I am not comfortable walking in the community. |
|----------------------------------------------|--------------------------------------------|------------------------------------|-------------------------------------------|-------------------------------------------------------------------------|

12. What type of facilities are you comfortable biking on? *(Select all that apply)*

- | | | | | | |
|----------------------------------------------|---------------------------------------|--------------------------------------------|-------------------------------------|-------------------------------------------|------------------------------------------------------------------------|
| <input type="checkbox"/> Residential Streets | <input type="checkbox"/> Driving Lane | <input type="checkbox"/> Striped Shoulders | <input type="checkbox"/> Bike Lanes | <input type="checkbox"/> Multi-Use Trails | <input type="checkbox"/> I am not comfortable biking in the community. |
|----------------------------------------------|---------------------------------------|--------------------------------------------|-------------------------------------|-------------------------------------------|------------------------------------------------------------------------|

* 13. Do you have children that attend Truman Public Schools or St. Paul's Lutheran School?

- ☐ Yes, Truman Public Schools
- ☐ Yes, St. Paul's Lutheran School
- ☐ No (Please skip to Question #19)

14. How far does your child live from school?

- ☐ Less than a 1/4 mile (under 4 blocks)
- ☐ 1/4 mile up to 1/2 mile (4 - 8 blocks)
- ☐ 1/2 mile up to 1 mile (8 - 12 blocks)
- ☐ 1 mile up to 2 miles (12 - 24 blocks)
- ☐ More than 2 miles (More than 24 blocks)
- ☐ Unsure

15. On most days, how does your child travelto school?

- ☐ Walk
- ☐ Bike
- ☐ School Bus
- ☐ Family Vehicle
- ☐ Carpool
- ☐ Other (Skateboard, rollerblades, etc.)

16. On most days, how does your child travelfrom school?

- ☐ Walk
- ☐ Bike
- ☐ School Bus
- ☐ Family Vehicle
- ☐ Carpool
- ☐ Other (Skateboard, rollerblades, etc.)

17. If your child does not walk/bicycle to/from school, which of the following issues affected your decision?
(Select ALL that apply)

- ☐ Distance
- ☐ Convenience of Driving
- ☐ Time
- ☐ Child's Before or After School Activity
- ☐ Speed of Traffic
- ☐ Amount of Traffic
- ☐ Inadequate Adult Supervision
- ☐ Sidewalks and Pathways
- ☐ Safety of Intersection
- ☐ No Crossing Guards
- ☐ Violence or Crime
- ☐ Weather or Climate

Other (please specify)

18. Would you allow your child to walk or bike to/from school if this problem were changed or improved?

	Yes	No
Distance	<input type="radio"/>	<input type="radio"/>
Convenience of Driving	<input type="radio"/>	<input type="radio"/>
Time	<input type="radio"/>	<input type="radio"/>
Child's Before or After School Activity	<input type="radio"/>	<input type="radio"/>
Speed of Traffic	<input type="radio"/>	<input type="radio"/>
Inadequate Adult Supervision	<input type="radio"/>	<input type="radio"/>
Sidewalk or Pathways	<input type="radio"/>	<input type="radio"/>
Safety of Intersections	<input type="radio"/>	<input type="radio"/>
Crossing Guards	<input type="radio"/>	<input type="radio"/>
Violence or Crime	<input type="radio"/>	<input type="radio"/>
Weather or Climate	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>

19. Please provide any additional comments.

Thank you for taking your time to complete this survey! If you completed this survey in paper format, please return to City Hall at 101 East Ciro Street.

Truman Active Living Community/Parent Survey Results

Q1 What is your gender?

Answered: 136 Skipped: 1

Answer Choices	Responses
Male	26.47% 36
Female	73.53% 100
Total	136

Q2 What is your age?

Answered: 137 Skipped: 0

Answer Choices	Responses
Under 18	2.19% 3
18-29	13.14% 18
30-39	22.63% 31
40-49	18.25% 25
50-59	14.60% 20
60-69	13.87% 19
70+	15.33% 21
Total	137

Q3 How often do you walk in:

Answered: 137 Skipped: 0

	Everyday	A few times a week	Once a week	Once a month	Never	Total	Weighted Average
Spring	20.00% 27	57.78% 78	10.37% 14	5.19% 7	6.67% 9	135	2.21
Summer	31.30% 41	51.15% 67	6.11% 8	6.11% 8	5.34% 7	131	2.03
Fall	18.05% 24	54.89% 73	12.03% 16	7.52% 10	7.52% 10	133	2.32
Winter	8.21% 11	17.16% 23	8.96% 12	12.69% 17	52.99% 71	134	3.85

Q4 How often do you bike during:

Answered: 137 Skipped: 0

	Everyday	A few times a week	Once a week	Once a month	Never	Total	Weighted Average
Spring	7.35% 10	27.94% 38	13.97% 19	13.24% 18	37.50% 51	136	3.46
Summer	12.59% 17	25.93% 35	14.07% 19	11.85% 16	35.56% 48	135	3.32
Fall	5.19% 7	28.15% 38	16.30% 22	10.37% 14	40.00% 54	135	3.52
Winter	0.76% 1	1.53% 2	2.29% 3	3.05% 4	92.37% 121	131	4.85

Q5 What is the main reason you walk or bike? (Select 1 Answer)

Answered: 137 Skipped: 0

Answer Choices	Responses
Recreation	30.66% 42
Exercise	60.58% 83
Commuting	1.46% 2
Errands	2.19% 3
Other (please specify)	5.11% 7
Total	137

#	Other (please specify)	Date
1	Work	7/6/2015 12:39 PM
2	Not Answered	7/6/2015 12:24 PM
3	Not Answered	7/6/2015 12:09 PM
4	Pretty much all the above	6/3/2015 1:23 PM
5	no reason	5/17/2015 8:22 PM
6	None	5/12/2015 11:21 AM
7	I said I dont walk or bike	5/8/2015 11:25 PM

Q6 How important are sidewalks and trails to you?

Answered: 137 Skipped: 0

	Important	Somewhat Important	Neutral	Somewhat Unimportant	Not Important	No Opinion	Total	Weighted Average
(no label)	58.39% 80	21.17% 29	9.49% 13	4.38% 6	6.57% 9	0.00% 0	137	1.80

Q7 How would you rate the conditions of the sidewalks and trails in your neighborhood or the City of Truman? (1 is poor and 5 is excellent)

Answered: 137 Skipped: 0

	1	2	3	4	5	N/A	Total	Weighted Average
(no label)	23.36% 32	31.39% 43	30.66% 42	8.03% 11	0.73% 1	5.84% 8	137	2.49

Q8 What are your major barriers to walking in Truman? (Select all the apply)

Answered: 126 Skipped: 11

Answer Choices	Responses
Lack of sidewalks/trails	65.87% 83
Speed of traffic	11.11% 14
Amount of traffic	3.97% 5
Lack of Signage/Wayfinding	6.35% 8
Safety of safe crossings	16.67% 21
Driver's behavior/failure to yield	23.81% 30
Lighting	24.60% 31
There are no barriers to walking in Truman.	21.43% 27
Total Respondents: 126	

#	Other (please specify)	Date
1	Bad sidewalks (cracks/etc.)	7/6/2015 1:25 PM
2	Construction area	7/6/2015 12:24 PM
3	dogs	7/6/2015 12:23 PM
4	Not so much lack of sidewalks as condition of many of them	7/6/2015 12:20 PM
5	Dogs	7/6/2015 12:14 PM
6	The sidewalks we have are in need of repair	6/2/2015 8:29 AM
7	Live in Country	6/2/2015 8:24 AM
8	Poor sidewalks - broken and uneven	6/2/2015 8:23 AM
9	The overall poor condition of sidewalks makes it hard for my girls to use there scooters and at times their bikes	5/14/2015 9:49 AM
10	condition of sidewalks	5/12/2015 9:37 PM
11	Lack of good sidewalks	5/12/2015 11:23 AM
12	Don't live in town	5/12/2015 11:21 AM
13	Sidewalks that are here are not taken care of. (cracked, uneven)	5/12/2015 11:20 AM

14	Not in Truman much	5/12/2015 11:16 AM
15	Poor condition of sidewalks	5/12/2015 11:09 AM
16	Live out of town	5/12/2015 10:59 AM
17	I usually walk in street.	5/12/2015 10:53 AM
18	Many broken or non-existent sidewalks, children crossing 15 is not safe at any intersection. Speed of traffic on 15.	5/12/2015 10:44 AM
19	Pot holes are horrible. Street conditions need update.	5/12/2015 10:40 AM
20	Unleased dogs everywhere you go in town	5/11/2015 10:43 AM
21	The sidewalk conditions require for most people walking and/or pushing strollers to walk in the street	4/24/2015 11:02 AM
22	roads are more even than sidewalks	4/23/2015 3:53 PM
23	There are NO TRAILS!!!!	4/23/2015 2:16 PM
24	the sidewalks we do have are not in good condition	4/22/2015 3:37 PM

Q9 What are your major barriers to biking in Truman? (Select all that apply)

Answered: 104 Skipped: 33

Answer Choices	Responses	
Lack of trails	63.46%	66
Lack of bike lanes	43.27%	45
Amount of traffic	6.73%	7
Speed of traffic	13.46%	14
Lack of Signage/Wayfinding	4.81%	5
Lack of safe crossings	17.31%	18
Driver's behavior	28.85%	30
Lighting	16.35%	17
There are no barriers to biking in Truman.	25.96%	27
Total Respondents: 104		

#	Other (please specify)	Date
1	dogs	7/6/2015 12:23 PM
2	I don't know how to ride!!	7/6/2015 12:20 PM
3	Lack of a bike	7/6/2015 12:14 PM
4	Don't bike	7/6/2015 12:10 PM
5	Sidewalks need to be fixed in several neighborhoods	6/2/2015 8:40 AM
6	Live in Country	6/2/2015 8:24 AM
7	I don't have a bike. If I did have a bike, I'd say the barrier is a lack of trails.	5/17/2015 12:39 PM
8	Storm drains that will wipe you out	5/14/2015 8:41 PM

9	A trail from Truman to Perch Lake would be awesome!	5/14/2015 9:49 AM
10	Lack of good trails	5/12/2015 11:23 AM
11	Don't live in town	5/12/2015 11:21 AM
12	Not much in Truman much	5/12/2015 11:16 AM
13	Live out of town	5/12/2015 10:59 AM
14	It would be nice to have trails throughout town.	5/12/2015 10:56 AM
15	HWY 15 crossings, driver's behavior.	5/12/2015 10:44 AM
16	Potholes on streets.	5/12/2015 10:40 AM
17	no bike	5/11/2015 12:06 PM
18	n/a	5/8/2015 3:18 PM
19	N/A	5/4/2015 3:47 PM
20	potholes and other hazards in the roadways.	4/22/2015 3:37 PM
21	Currently a lack of bike (which I hope to remedy soon!), though there are few interesting or easily accessible places to bike where gravel or high speed traffic isn't a concern.	4/22/2015 2:33 PM

Q10 When you think about all the places in and around Truman that you need to access, on a regular basis, select the top 3 that are the most important for you to walk or bike to? (Select up to 3)

Answered: 127 Skipped: 10

Answer Choices	Responses
Downtown (Post Office, businesses, City Hall)	37.80% 48
Graf Park	33.86% 43
Library	31.50% 40
Casey's	29.92% 38
City Pool	29.13% 37
Truman Elementary School	28.35% 36
Truman High School	18.90% 24
Ball Parks	17.32% 22
St. Paul's Lutheran School	14.17% 18
Surrounding Communities (Winnebago, Huntley, Granada, Fairmont, Trimont, St. James, Lewisville)	14.17% 18
Restaurants	9.45% 12
Truman Clinic/Truman Senior Living	8.66% 11
Churches	7.09% 9
Total Respondents: 127	

#	Other (please specify)	Date
1	Truman Museum, Antique Shops	7/6/2015 12:09 PM
2	None of the above if walking it's to exercise not a detination	5/16/2015 12:15 PM
3	Aardvark's	5/14/2015 8:41 PM
4	Don't lie in town	5/12/2015 11:21 AM
5	Bank	5/12/2015 10:15 AM
6	profinium bank	5/11/2015 11:08 AM

Q11 What type of facilities are you comfortable walking on? (Select all that apply)

Answered: 134 Skipped: 3

Answer Choices	Responses	
Residential Streets	61.19%	82
Roadway Shoulders	23.88%	32
Sidewalks	78.36%	105
Multi-Use Trails	39.55%	53
I am not comfortable walking in the community.	2.99%	4
Total Respondents: 134		

Q12 What type of facilities are you comfortable biking on? (Select all that apply)

Answered: 122 Skipped: 15

Answer Choices	Responses	
Residential Streets	60.66%	74
Driving Lane	13.11%	16
Striped Shoulders	21.31%	26
Bike Lanes	50.00%	61
Multi-Use Trails	40.16%	49
I am not comfortable biking in the community.	13.93%	17
Total Respondents: 122		

Q13 Do you have children that attend Truman Public Schools or St. Paul's Lutheran School?

Answered: 137 Skipped: 0

Answer Choices	Responses	
Yes, Truman Public Schools	33.58%	46
Yes, St. Paul's Lutheran School	11.68%	16
No (Please skip to Question #19)	54.74%	75
Total		137

Q14 How far does your child live from school?

Answered: 64 Skipped: 73

Answer Choices	Responses	
Less than a 1/4 mile (under 4 blocks)	26.56%	17
1/4 mile up to 1/2 mile (4 - 8 blocks)	17.19%	11
1/2 mile up to 1 mile (8 - 12 blocks)	9.38%	6
1 mile up to 2 miles (12 - 24 blocks)	1.56%	1
More than 2 miles (More than 24 blocks)	43.75%	28
Unsure	1.56%	1
Total		64

Q15 On most days, how does your child travel to school?

Answered: 60 Skipped: 77

Answer Choices	Responses	
Walk	25.00%	15
Bike	3.33%	2
School Bus	36.67%	22
Family Vehicle	35.00%	21
Carpool	0.00%	0
Other (Skateboard, rollerblades, etc.)	0.00%	0
Total		60

Q16 On most days, how does your child travel from school?

Answered: 60 Skipped: 77

Answer Choices	Responses
Walk	26.67% 16
Bike	3.33% 2
School Bus	45.00% 27
Family Vehicle	21.67% 13
Carpool	3.33% 2
Other (Skateboard, rollerblades, etc.)	0.00% 0
Total	60

Q17 If your child does not walk/bicycle to/from school, which of the following issues affected your decision? (Select ALL that apply)

Answered: 42 Skipped: 95

Answer Choices	Responses
Distance	66.67% 28
Weather or Climate	28.57% 12
Inadequate Adult Supervision	23.81% 10
Sidewalks and Pathways	21.43% 9
Time	19.05% 8
Safety of Intersection	19.05% 8
Convenience of Driving	14.29% 6
Child's Before or After School Activity	14.29% 6
Speed of Traffic	11.90% 5
Amount of Traffic	11.90% 5
No Crossing Guards	11.90% 5
Violence or Crime	2.38% 1
Total Respondents: 42	

Q18 Would you allow your child to walk or bike to/from school if this problem were changed or improved?

Answered: 43 Skipped: 94

	Yes	No	Total
Distance	62.86% 22	37.14% 13	35
Convenience of Driving	65.38% 17	34.62% 9	26
Time	60.00% 15	40.00% 10	25
Child's Before or After School Activity	64.00% 16	36.00% 9	25
Speed of Traffic	60.87% 14	39.13% 9	23
Inadequate Adult Supervision	62.50% 15	37.50% 9	24
Sidewalk or Pathways	71.43% 20	28.57% 8	28
Safety of Intersections	75.86% 22	24.14% 7	29
Crossing Guards	73.08% 19	26.92% 7	26
Violence or Crime	36.36% 8	63.64% 14	22
Weather or Climate	48.00% 12	52.00% 13	25
Other	66.67% 4	33.33% 2	6

Q19 Please provide any additional comments.

Answered: 26 Skipped: 111

#	Responses	Date
1	Fix bad sidewalks	7/6/2015 1:25 PM
2	Untrustworthy dogs around town.	7/6/2015 12:23 PM
3	I'm afraid of dogs that lunge at me.	7/6/2015 12:21 PM
4	I am more concerned that the children and youth on bikes and roller blades, skate boards, etc seem to have little concern for or knowledge about general safety rules than I am about the condition of the sidewalks. I am as concerned or more so about how they ride than I am about what they ride on. The streets and sidewalks could be in perfect safety condition but if the persons using them do not know and/or observe even the most basic safety rules it really doesn't matter how well lighted or free-of-potholes they are, does it?	7/6/2015 12:20 PM
5	In order for Truman to survive is to bring more things into Truman and find things to do in the community.	7/6/2015 12:04 PM

6	Business located on Highway 15 that has a large sign, blocking view of traffic from the north, when traffic is trying to turn south or cross Highway 15 to the west.	7/6/2015 11:58 AM
7	I think trails around town and out to and around perch lake would be very useful!	6/18/2015 2:55 PM
8	fix the sidewalks	6/2/2015 9:15 AM
9	Bike safety needs to be brought back to the school for the kids, they don't watch where they are riding at all. Graf Parks needs to be maintained. It's very dirty with litter from older kids and the things they write on the equipment is ridiculous! I have two small boys and refuse to take them there. Instead we take them to other parks in town. Very disappointing.	6/2/2015 8:40 AM
10	As my child is older and is able to walk alone is when he can begin to do so.	6/2/2015 8:23 AM
11	Brining high paying jobs to Truman should be the top priority of anyone trying to make Trumann a better place to live.	5/17/2015 8:22 PM
12	Providing walking/bike trails should not be a priority over fixing our city streets. Truman's main street (and almost all other streets) is in horrible condition and needs to be attended to and fixed before we, as a city, should even consider making walking/bike trails.	5/17/2015 10:09 AM
13	Any use of transpiration funds are better used on streetand or highways projects that benefit all not just a small few	5/16/2015 12:15 PM
14	The 55 mph speed zone should NOT start BEFORE the last street of town on the north side of town. The 35 mph zone should be extended 1/4 mile north. It would be nice to have a controlled intersection to get across highway 15 or a park on the east side of town. A bike path around town and to Perch Lake Campground would be nice and maybe draw campers into town. Thank you!	5/14/2015 4:16 PM
15	The downtown sidewalks are in very poor shape we like to bike or take our scooters through downtown to get mail. The slabs are not level often with several potholes. I highly recommend a new building for the pool. My family loves the pool and think the pool itself is in great shape. The Pool building is very poor and not friendly to use	5/14/2015 9:49 AM
16	It would be nice if there were side walks everywhere. Even if it were only one side of the street. To at any point have a sidewalk to walk on should be a minimum. On top of that they shouldn't have cracks or heaves greater than maybe an 1" in them. Many of them are unusable in their current state.	5/12/2015 11:19 AM
17	A lot of the sidewalks and roads are an obstacle for wheelchair use.	5/12/2015 11:17 AM
18	We don't live in Truman.	5/12/2015 10:37 AM
19	We live about 15 miles away so walking would never be a choice - but I'm sure everyone that lives in town would like better conditions.	5/12/2015 10:33 AM
20	It would be nice to have safe, well-marked accessibility to nearby countryside.	5/12/2015 10:13 AM
21	The only obstacle to walking or biking in and around Truman is laziness. People complain, but they wouldn't do it anyway if they aren't already. The situation doesn't need to be "perfect" to go out and walk or bike. This is a small community with limited traffic, if they aren't already doing it, they won't with special trails or paths. I personally feel safer on city streets or roads than on a secluded path. The average age of the citizens isn't getting younger, so if the path is secluded their could be medical problems and no one would be around to help.	5/11/2015 2:49 PM
22	Truman has a leash ordinance for dogs that is never enforced. Everywhere a person walks in town there is the constant threat of being confronted by hostile barking and threatening dogs not on a leash. The police do nothing about this until somebody is mauled some day and the city is sued over it.	5/11/2015 10:43 AM
23	WOULD LIKE TO SEE BIKE TRAILS AROUND THE 4MILE RADIUS OF TRUMAN FOR NOW THEN MAYBE FROM TRUMAN TO FAIRMONT	5/10/2015 8:56 AM
24	In truman it is easy to walk and bike around. However, what we need is a destination trail, to the lake to Lewisville north or the Northrup south. Safe off the highways.	4/23/2015 2:16 PM
25	roadways and sidewalks in this town are downright dangerous, there are holes, broken pieces, etc. They do need more lights on side roads, and streets should be patrolled more often.	4/22/2015 3:37 PM
26	Love the pedestrian crossing signs in town. Right now we're stroller pushers, and the condition of the sidewalks make that very difficult. We usually walk in the road (though Ciro isn't much better!) Would love to see some biking trails as our family gets older - we love spending time outside!	4/22/2015 2:33 PM

Safe Routes to School Students Arrival and Departure Tally Sheet

School Name: _____ Teachers Name: _____

Grade: _____ Number of Students Enrolled in Class: _____

Monday's Date (Week count was conducted): _____

- Please conduct these counts on **two of the following three days: Tuesday, Wednesday, or Thursday. Three days provides better data.**
- Please do not conduct these counts on **Mondays or Fridays.**
- Before asking your students to raise their hands to indicate the one answer that is correct for them, read through all potential answers so they will know what their choices are.
- Ask your students as a group the question: **"How did you arrive at school today?"**
- Read each answer and record the number of students that raised their hands for each.
- Place **one character or number in each box.**
- Follow the same procedure for the question **"How do you plan to leave for home after school?"**
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Truman Elementary School									
Kindergarten	Weather	Student Ta	Walk	Bike	School Bus	Family Vehicle	Carpool	Before/After School	Other
Tuesday, AM		13	1	0	3	9	0	0	0
Tuesday, PM		13	2	0	6	5	0	0	0
Wednesday, AM		14	2	0	4	8	0	0	0
Wednesday, PM		14	2	0	8	4	0	0	0
Thursday, AM		14	2	0	5	7	0	0	0
Thursday, PM		14	3	0	7	4	0	0	0
Grade 1	Weather	Student Ta	Walk	Bike	School Bus	Family Vehicle	Carpool	Before/After School	Other
Tuesday, AM		11	2	0	4	5	0	2	0
Tuesday, PM		11	3	0	3	4	0	1	0
Wednesday, AM		11	2	1	5	3	0	2	0
Wednesday, PM		11	3	1	4	3	0	2	0
Thursday, AM		0	0	0	0	0	0	0	0
Thursday, PM		0	0	0	0	0	0	0	0
Grade 2	Weather	Student Ta	Walk	Bike	School Bus	Family Vehicle	Carpool	Before/After School	Other
Tuesday, AM		9	4	0	3	2	0	0	0
Tuesday, PM		9	4	0	2	1	0	2	0
Wednesday, AM		12	4	0	6	2	0	0	0
Wednesday, PM		12	4	0	6	1	0	1	0
Thursday, AM		12	4	0	6	2	0	0	0
Thursday, PM		12	4	0	5	1	0	2	0
Grade 3	Weather	Student Ta	Walk	Bike	School Bus	Family Vehicle	Carpool	Before/After School	Other
Tuesday, AM		0	0	0	0	0	0	0	0
Tuesday, PM		0	0	0	0	0	0	0	0
Wednesday, AM		21	4	2	12	3	0	0	0
Wednesday, PM		21	4	2	14	1	0	0	0
Thursday, AM		21	4	4	11	2	0	0	0
Thursday, PM		21	2	4	11	4	0	0	0
Grade 4	Weather	Student Ta	Walk	Bike	School Bus	Family Vehicle	Carpool	Before/After School	Other
Tuesday, AM		11	4	0	1	6	0	0	0
Tuesday, PM		11	5	0	3	3	0	0	0
Wednesday, AM		11	5	0	2	4	0	0	0
Wednesday, PM		11	5	0	2	3	1	0	0
Thursday, AM		10	3	0	2	4	1	0	0
Thursday, PM		10	4	0	1	5	0	0	0
Grade 5	Weather	Student Ta	Walk	Bike	School Bus	Family Vehicle	Carpool	Before/After School	Other
Tuesday, AM		0	0	0	0	0	0	0	0
Tuesday, PM		0	0	0	0	0	0	0	0
Wednesday, AM		14	3	1	6	4	0	0	0
Wednesday, PM		14	3	1	6	3	0	0	0
Thursday, AM		0	0	0	0	0	0	0	0
Thursday, PM		0	0	0	0	0	0	0	0
Grade 6	Weather	Student Ta	Walk	Bike	School Bus	Family Vehicle	Carpool	Before/After School	Other
Tuesday, AM		8	4	0	3	1	0	0	0
Tuesday, PM		8	3	0	1	2	0	2	0
Wednesday, AM		8	5	0	2	1	0	0	0
Wednesday, PM		8	5	0	0	3	0	0	0
Thursday, AM		8	5	0	2	1	0	0	0
Thursday, PM		8	3	0	2	1	0	2	0
Total	Weather	Student Ta	Walk	Bike	School Bus	Family Vehicle	Carpool	Before/After School	Other
Tuesday, AM		52	15	0	14	23	0	2	0
Tuesday, PM		52	17	0	15	15	0	5	0
Wednesday, AM		91	25	4	37	25	0	2	0
Wednesday, PM		91	26	4	40	18	1	3	0
Thursday, AM		65	18	4	26	16	1	0	0
Thursday, PM		65	16	4	26	15	0	4	0
Total:			Walk	Bike	School Bus	Family Vehicle	Carpool	Before School	Other
Total AM		208	58	8	77	64	1	4	0
			Walk	Bike	School Bus	Family Vehicle	Carpool	After School	Other
Total PM		208	59	8	81	48	1	12	0

ST. PAUL'S LUTHERAN SCHOOL									
	Weather	Student Ta	Walk	Bike	School Bus	Family Veh	Carpool	Before/After School	Other
Kindergarten									
Tuesday, AM		8	0	0	2	4	0	2	0
Tuesday, PM		8	0	0	2	0	0	6	0
Wednesday, AM		8	0	0	2	4	0	2	0
Wednesday, PM		8	0	0	2	1	0	5	0
Thursday, AM		8	0	0	2	4	0	2	0
Thursday, PM		8	0	0	2	2	0	4	0
Grade 1 & 2									
Tuesday, AM		21	2	1	5	7	0	6	0
Tuesday, PM		21	1	1	7	5	3	4	0
Wednesday, AM		22	2	1	6	7	0	6	0
Wednesday, PM		22	0	1	11	6	0	4	0
Thursday, AM		22	2	0	6	8	0	6	0
Thursday, PM		22	1	0	8	8	0	5	0
Grade 3 & 4									
Tuesday, AM		20	4	0	9	7	0	0	0
Tuesday, PM		20	2	0	11	7	0	0	0
Wednesday, AM		19	4	0	8	7	0	0	0
Wednesday, PM		19	3	0	9	7	0	0	0
Thursday, AM		20	4	0	9	7	0	0	0
Thursday, PM		20	4	0	9	7	0	0	0
Grade 5 & 6									
Tuesday, AM		13	2	0	4	7	0	0	0
Tuesday, PM		13	2	0	5	4	2	0	0
Wednesday, AM		25	4	0	7	14	0	0	0
Wednesday, PM		25	2	0	15	8	0	0	0
Thursday, AM		26	4	0	9	13	0	0	0
Thursday, PM		26	3	0	14	8	0	0	0
Grade 7 & 8									
Tuesday, AM		15	1	0	9	4	1	0	0
Tuesday, PM		0	0	0	0	0	0	0	0
Wednesday, AM		0	0	0	0	0	0	0	0
Wednesday, PM		0	0	0	0	0	0	0	0
Thursday, AM		15	1	0	9	4	1	0	0
Thursday, PM		0	0	0	0	0	0	0	0
Total									
Tuesday, AM		77	9	1	29	29	1	8	0
Tuesday, PM		62	5	1	25	16	5	10	0
Wednesday, AM		74	10	1	23	32	0	8	0
Wednesday, PM		74	5	1	37	22	0	9	0
Thursday, AM		91	11	0	35	36	1	8	0
Thursday, PM		76	8	0	33	25	0	9	0
Total:			Walk	Bike	School Bus	Family Veh	Carpool	Before School	Other
Total AM			242	30	2	87	97	2	24
Total PM			212	18	2	95	63	5	28
			Walk	Bike	School Bus	Family Veh	Carpool	After School	Other

