

FRANKLIN, ISHAM MEMORIAL, OVERLOOK & VALLEY VIEW ELEMENTARY SCHOOLS

SAFE ROUTES TO SCHOOL TRAVEL PLAN

April 2013



**OHIO SAFE ROUTES TO SCHOOL
SCHOOL TRAVEL PLAN**



SECTION 1: OUR SCHOOL(S)

School District	School Name	School Address	Grades served
Wadsworth City School District	Franklin Elementary	200 Takacs Dr., Wadsworth, OH 44281	K-4

Your School's Students 2011-2012

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
292	NA	NA	NA	NA	NA	96.5%	35.3%	NA	14.8%	NA

School District	School Name	School Address	Grades served
Wadsworth City School District	Isham Memorial Elementary	325 Sunset Blvd., Wadsworth, OH 44281	K-4

Your School's Students 2011-2012

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
504	NA	NA	NA	2.7%	2.6%	93%	22.9%	NA	10.9%	NA

School District	School Name	School Address	Grades served
Wadsworth City School District	Overlook Elementary	650 Broad St., Wadsworth, OH 44281	K-4

Your School's Students 2011-2012

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
245	NA	NA	NA	NA	NA	94.1%	20%	NA	9.8%	NA

School District	School Name	School Address	Grades served
Wadsworth City School District	Valley View Elementary	625 Orchard St., Wadsworth, OH 44281	K-4

Your School's Students 2011-2012

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
387	NA	NA	NA	2.6%	NA	96.4%	21.9%	NA	14.9%	NA

Body Mass Index for Ohio's Third Grade Students

A review of the *Report on the Body Mass Index of Ohio's Third Graders*, conducted by the Ohio Department of Health, found that childhood obesity is one of the most important public health issues in Ohio with more than 30 percent of children and adolescents classified as overweight or obese. In a 2009-2010 study, it was reported that 25.4% of third grade students living in Medina County, where Franklin, Isham Memorial, Overlook and Valley View Elementary Schools are located, have a prevalence of being overweight or obese. A map showing the percentage of overweight and obese third graders by county can be found in Appendix A. Through physical activity, such as walking or biking to and from school, or educating youth about the importance of an active lifestyle, ODOT's Safe Routes to School Program hopes to foster awareness and prevention to combat this serious public health issue.

1A. Community Stakeholders and the Safe Routes to School Team:

School Representatives:

Name	Email address	5 E Role:
Joseph Magnacca	wadc.jmagnacca@wadsworths.org	Education, Encouragement, Evaluation

Community Representatives:

Name	Email address	5 E Role:
Ginger DeFilippo, WYHS President	gingerd@neo.rr.com	Education, Encouragement
Lisa Inestroza, WYHS	linestroza@yahoo.com	Education, Encouragement
Julie Batey, WYHS member	juliebatey@neo.rr.com	Education, Encouragement

Local Government Representatives:

Name	Email address	5 E Role:
Tom Tucker	ttucker@wadsworthcity.org	Engineering
Larry Jenkins	ljenkins@wadsworthcity.org	Engineering
Jim Bozigar	jbozigar@wadsworthcity.org	Engineering
Matthew Hiscock	mhiscock@wadsworthcity.org	Encouragement, Enforcement, Evaluation

Education Representative:

Name	Email address	5 E Role:
Debra Miller	wadc.dmiller@wadsworthschools.org	Education, Encouragement

Health Representatives:

Name	Email address	5 E Role:
Kristen Hildreth	khildreth@medinahealth.org	Encouragement, Education

Public Safety Representatives:

Name	Email address	5 E Role:
Randall M. Reinke, Chief, Police Department	rreinke@wadsworthcity.org	Enforcement

1B. The lead contact for our Plan is:

Name: **Matthew Hiscock**
 Affiliation: **Director of Public Safety, City of Wadsworth**
 Phone Number: **(330) 335-2705**
 Email address: mhiscock@wadsworthcity.org
 Mailing address: **120 Maple Street, Wadsworth, Ohio 44281**

SECTION 2: OUR SRTS VISION

The Wadsworth Safe Routes to School planning team is committed to improving our students' health and safety one step and one pedal at a time. We will identify unique and sustainable solutions to parents, students, teachers and our community in order to facilitate and encourage increases in the number of students walking and bicycling to school. These solutions include:

- Implementation of safety, quality and accessibility improvements to address deficiencies in the physical infrastructure of identified school walking and bicycling routes; and
- Introduction of dedicated and targeted programs designed to reduce vehicular traffic at schools and improvement of the local environment.

SECTION 3: CURRENT STUDENT TRAVEL

Franklin Elementary School

3A. How many students live within walking and bicycling distance of school?

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	42	14%
Within 1/2 mile of school	111	37%
Within 1 mile of school	164	55%
Within 2 miles of school	235	79%

This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

3B. How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips) - 548	7%	1%	47%	38%	6%	NA	0.4%
Number of students (afternoon trips) - 518	12%	1%	55%	27%	3%	NA	2%
Primary walking/ bicycling routes	Takacs to Main and either cross the street or disperse both directions on Main; from the rear of the school, across the ball fields to E. Bergey Steet.						

The full student travel tally aggregate is located in Appendix C.

3C. Are there any school or district policies that impact students walking or bicycling to school?

District Bus Policy

“It is the policy of the Board of Education to provide transportation for those students whose distance from their school makes this service necessary within the limitations established by State law. Children living beyond the following walking limits shall be entitled to bus transportation:

- A. Kindergarten at Noon one (1) mile
- B. Kindergarten in Morning, or afternoon one (1) mile
- C. Grades 1 through 6 one (1) mile
- D. Grades 7 through 12 one (1) mile

Exceptions to the foregoing limits may be made in the case of adverse safety conditions.”

How it affects student travel modes: The policy encourages students to walk and bicycle to school by not busing those who live less than a mile away from the school.

School Travel Policies

The school follows the district’s transportation policy (see Appendix D).

3D. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input checked="" type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input type="checkbox"/> No, students can use different entrances.</p>
<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p><i>If no, in two sentences or less, describe how dismissal is staggered at your school:</i> Student dismissal is staggered with two release phases: The first phase includes students who walk, ride the bus and/or are picked up by shuttle for an after-school program. The second phase, which occurs 5 minutes after the first phase, includes students who are picked up by parents.</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p><i>If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:</i> Staff are outside at arrival and dismissal to ensure students arrive and exit campus safely.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p><i>If yes, please list the locations for each adult crossing guard:</i> At High Street at Main Street/SR 94 and Takacs.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p>

3E. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Distance
Speed of Traffic Along Route
Amount of Traffic Along Route
Weather or Climate
Safety of Intersections and Crossings

The full results of the Parent Survey are located in Appendix E.

3F. Safety Issues and Concerns.

Parents’ overwhelming concern is the lack of sidewalks, followed by students’ distance from the school, volume of traffic along routes they would walk or bicycle to school. Other concerns were age of students, safety in general and specifically sex offenders in the area of the school, as well as speed of traffic along possible routes and lack of bike paths.

Relevant traffic crashes.

Traffic crash totals listed below were obtained from ODOT during the 2008-2010 period.

There were 9 total crashes within the STP study area.
 The crashes resulted in 8 injuries and 0 fatalities.
 The number of crashes that involved bicycles was 2.
 The number of crashes that involved pedestrians was 7.

3G. Walking and bicycling encouragement activities at the school.

Activity	How it encourages walking or bicycling
Safety Town	Incoming kindergarteners can participate in this educational event hosted by the WHYS (PTA), City Police, Fire and EMS Departments in the summer each year. It teaches about general safety related walking, automobiles, buses, and strangers.
Safety Forces	Students in grades 4-6 can participate in this program hosted by the school district and presented by the City Police, Fire and EMS Departments.
5-2-1-0 Let’s Go!	This program is part of the Medina County Health Department Obesity Prevention Team’s school wellness program. It includes encouraging physical activity, including walking and bicycling to school, to help combat childhood obesity.

Isham Memorial Elementary School

3H. How many students live within walking and bicycling distance of school?

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	35	7%
Within 1/2 mile of school	81	16%
Within 1 mile of school	187	37%
Within 2 miles of school	243	48%

This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

3I. How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips) - 733	5%	2%	43%	46%	4%	NA	0.4%
Number of students (afternoon trips) - 733	9%	0.7%	47%	39%	4%	NA	.04%
Primary walking/bicycling routes	Sunset to Stratford and Waverly.						

The full student travel tally aggregate is located in Appendix C.

3J. Are there any school or district policies that impact students walking or bicycling to school?

Please see response to 3C above. The school follows the district's transportation policy (see Appendix D).

3K. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p><i>If no, describe how students enter the building:</i> Students can enter the building using multiple entrances. Bus riders, walkers and bicycle riders can enter different doors.</p>

<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p><i>If no, describe how dismissal is staggered at your school:</i> Student dismissal is staggered with two release phases: The first phase includes students who walk, ride the bus and/or are picked up by shuttle for an after-school program. The second phase, which occurs 5 minutes after the first phase, includes students who are picked up by parents.</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p><i>If yes, describe how school staff are involved in school arrival and dismissal:</i> Staff are outside at arrival and dismissal to ensure students arrive and exit campus safely.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p><i>If yes, please list the locations for each adult crossing guard:</i> On Sunset at Maylawn in front of the school building.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input checked="" type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input type="checkbox"/> No, we do not have a student safety patrol.</p> <p><i>If yes, describe the role of the student safety patrol at both arrival and dismissal:</i> Student safety patrol members remind students to stay on the sidewalks and wait until it is safe to cross.</p>

3L. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Distance
Amount of Traffic Along Route
Speed of Traffic Along Route
Safety of Intersections and Crossings
Sidewalks or Pathways

The full results of the survey are located in Appendix E.

3M. Safety Issues and Concerns.

Parents' overwhelming concern is the lack of sidewalks, followed by students' distance from the school. Other concerns were lack of crosswalks, speed of traffic along possible routes, age of students, safety in general and specifically sex offenders and driver behavior – distracted drivers.

Relevant traffic crashes.

Traffic crash totals listed below were obtained from ODOT during the 2008-2010 period.

There were 10 total crashes within the STP study area.

The crashes resulted in 9 injuries and 0 fatalities.

The number of crashes that involved bicycles was 2.

The number of crashes that involved pedestrians was 8.

3N. Walking and bicycling encouragement activities at the school.

Activity	How it encourages walking or bicycling
Safety Town	Incoming kindergarteners can participate in this educational event hosted by the WHYS (PTA), City Police, Fire and EMS Departments in the summer each year. It teaches about general safety related walking, automobiles, buses, and strangers.
Safety Forces	Students in grades 4-6 can participate in this program hosted by the school district and presented by the City Police, Fire and EMS Departments.
5-2-1-0 Let's Go!	This program is part of the Medina County Health Department Obesity Prevention Team's school wellness program. It includes encouraging physical activity, including walking and bicycling to school, to help combat childhood obesity.

Overlook Elementary School

30. How many students live within walking and bicycling distance of school?

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	30	20%
Within 1/2 mile of school	56	37%
Within 1 mile of school	120	79%
Within 2 miles of school	142	93%

This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

3P. How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips) - 770	7%	0.9%	39%	47%	6%	NA	0.8%
Number of students (afternoon trips) - 696	8%	0.9%	39%	45%	5%	NA	2 %
Primary walking/bicycling routes	Broad, Hartman and Kristy to the east; Broad, Overlook, Gordon, Baird and Durling to the west.						

The full student travel tally aggregate is located in Appendix C.

3Q. Are there any school or district policies that impact students walking or bicycling to school?

Please see response to 3C above. The school follows the district's transportation policy (see Appendix D).

3R. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input checked="" type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input type="checkbox"/> No, students can use different entrances.</p>

<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p><i>If no, describe how dismissal is staggered at your school:</i> Student dismissal is staggered with two release phases: The first phase includes students who walk, ride the bus and/or are picked up by shuttle for an after-school program. The second phase, which occurs 5 minutes after the first phase, includes students who are picked up by parents.</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p><i>If yes, describe how school staff are involved in school arrival and dismissal:</i> Staff are outside at arrival and dismissal to ensure students arrive and exit campus safely.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p><i>If yes, please list the locations for each adult crossing guard:</i> On Broad at the school's main entrance.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input checked="" type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input type="checkbox"/> No, we do not have a student safety patrol.</p> <p><i>If yes, describe the role of the student safety patrol at both arrival and dismissal:</i> Student safety patrol members help direct cars to line up single file for dismissal pick up.</p>

3S. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Distance
Weather
Amount of Traffic Along Route
Safety of Intersections and Crossings
Speed of Traffic Along Route

The full results of the survey are located in Appendix E.

3T. Safety Issues and Concerns.

Parents' overwhelming concern is safety in general and specifically a sex offender a ¼ mile away from the school, the lack of sidewalks, lack of crosswalks, followed by volume of traffic along routes they would walk or bicycle to school and students' distance from the school. Other concerns were lack of crossing guards, speed of traffic along possible routes, age of students, need for increased police presence in school zones and driver behavior. Several parents requested a path connecting the school to Pheasant Run, Fixler and Highpoint.

Relevant traffic crashes.

Traffic crash totals listed below were obtained from ODOT during the 2008-2010 period.

There were 11 total crashes within the STP study area.
 The crashes resulted in 10 injuries and 0 fatalities.
 The number of crashes that involved bicycles was 3.
 The number of crashes that involved pedestrians was 8.

3U. Walking and bicycling encouragement activities at the school.

Activity	How it encourages walking or bicycling
Safety Town	Incoming kindergarteners can participate in this educational event hosted by the WHYS (PTA), City Police, Fire and EMS Departments in the summer each year. It teaches about general safety related walking, automobiles, buses, and strangers.
Safety Forces	Students in grades 4-6 can participate in this program hosted by the school district and presented by the City Police, Fire and EMS Departments.
5-2-1-0 Let's Go!	This program is part of the Medina County Health Department Obesity Prevention Team's school wellness program. It includes encouraging physical activity, including walking and bicycling to school, to help combat childhood obesity.

Valley View Elementary School

3V. How many students live within walking and bicycling distance of school?

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	27	0.7%
Within 1/2 mile of school	115	30%
Within 1 mile of school	185	48%
Within 2 miles of school	359	93%

This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

3W. How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips) - 712	5%	NA	53%	37%	5%	NA	NA
Number of students (afternoon trips) - 706	6%	NA	59%	29%	5%	NA	NA
Primary walking/bicycling routes	Good to West, Wolf and High.						

The full student travel tally aggregate is located in Appendix C.

3X. Are there any school or district policies that impact students walking or bicycling to school?

Please see response to 3C above. The school follows the district's transportation policy (see Appendix D).

3Y. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p><i>If no, describe how students enter the building:</i> Students can enter the building using multiple entrances. Bus riders, walkers and bicycle riders can enter different doors.</p>

<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p><i>If no, describe how dismissal is staggered at your school:</i> Student dismissal is staggered with two release phases: The first phase includes students who walk, ride the bus and/or are picked up by shuttle for an after-school program. The second phase, which occurs 5 minutes after the first phase, includes students who are picked up by parents.</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p><i>If yes, describe how school staff are involved in school arrival and dismissal:</i> Staff are outside at arrival and dismissal to ensure students arrive and exit campus safely.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p><i>If yes, please list the locations for each adult crossing guard:</i> At Good and High Streets, and at Good and West Streets.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input checked="" type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input type="checkbox"/> No, we do not have a student safety patrol.</p>

3Z. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Distance
Amount of Traffic Along Route
Speed of Traffic Along Route
Safety of Intersections and Crossings
Weather or Climate

The full results of the survey are located in Appendix E.

3AA. Safety Issues and Concerns.

Parents’ overwhelming concern is students’ distance from the school, followed by students’ age, volume of traffic along routes they would walk or bicycle to school, safety in general and sex offenders in particular and the lack of sidewalks. Other concerns were lack of crossing guards and lack of a bike rack at the school.

Relevant traffic crashes.

Traffic crash totals listed below were obtained from ODOT during the 2008-2010 period.

There were 11 total crashes within the STP study area.

The crashes resulted in 10 injuries and 0 fatalities.

The number of crashes that involved bicycles was 3.

The number of crashes that involved pedestrians was 8.

3BB. Walking and bicycling encouragement activities at the school.

Activity	How it encourages walking or bicycling
Safety Town	Incoming kindergarteners can participate in this educational event hosted by the WHYS (PTA), City Police, Fire and EMS Departments in the summer each year. It teaches about general safety related walking, automobiles, buses, and strangers.
Walk to School Day	The school participates in International Walk to School Day in October. It teaches students how to walk to school safely and educates parents and students about the benefits of walking/ bicycling to school.
Safety Forces	Students in grades 4-6 can participate in this program hosted by the school district and presented by the City Police, Fire and EMS Departments.
5-2-1-0 Let's Go!	This program is part of the Medina County Health Department Obesity Prevention Team's school wellness program. It includes encouraging physical activity, including walking and bicycling to school, to help combat childhood obesity.

SECTION 4: KEY ISSUES IMPACTING SAFE WALKING AND BICYCLING TO SCHOOL

Issue/Description
<p>1. Issue: High traffic volumes in school zones and surrounding areas.</p> <ul style="list-style-type: none"> • Lack of existing pedestrian and bicycling infrastructure. • Hinders parental encouragement of walk and bicycle to school programs.
<p>2. Issue: High traffic speeds in school zones.</p> <ul style="list-style-type: none"> • Mix of slower school arrival and departure traffic with morning commuter traffic. • Narrow roadway geometry is not conducive to traffic enforcement efforts.
<p>3. Issue: Lack of existing or adequate sidewalk infrastructure in school zones and surrounding areas.</p> <ul style="list-style-type: none"> • Neighborhood schools force students to walk or bicycle on narrow residential roads. • Possible access to right of way areas.
<p>4. Issue: Lack of existing or adequate crosswalk infrastructure in school zones and surrounding areas.</p> <ul style="list-style-type: none"> • Current walking and bicycling routes require students to cross major thoroughfares or/ and primary collector roadways. • Lack of adult crossing guards at several high volume traffic crosswalks.
<p>5. Issue: Distance and time concerns of walking routes.</p> <ul style="list-style-type: none"> • Current school policies limit walking and bicycling distances. • Concerns about students' safety and weather.
<p>6. Issue: Lack of connection between City sidewalks and City park trails.</p> <ul style="list-style-type: none"> • Lack of access to shared multi-purpose paths between the City sidewalks and the City multi-purpose trail master plan and public parks/spaces.

SECTION 5: RECOMMENDED SRTS COUNTERMEASURES

5A. Non-infrastructure Countermeasure Recommendations

EDUCATION COUNTERMEASURES: A description of the education strategies to be implemented within the next 12 months.

EDUCATION	
Issue	Countermeasure
High traffic speeds in school zones and surrounding areas.	Public driver education campaign to remind and educate drivers about school zone traffic laws.
High traffic speeds in school zones and surrounding areas.	Emphasize school zone traffic laws in local driver's education and youth driver intervention programs.
Increase awareness of how to walk and bicycle to school safely.	Produce a show to air on the local access TV station.
Increase awareness of how to walk and bicycle to school safely.	Air ODOT's "Every Move You Make" video on the local access TV station.
Improve safety of pedestrians and bicyclists.	Classes and an education campaign to teach walking and bicycling safety, including "ABCs" and "WITCH" programming.

Medium and Long Term Strategies (past 12 months):

1. Improve preferred route knowledge. Once preferred walking and bicycling routes are identified, create a preferred routes document to distribute to students, parents and residents.
2. Add bicycle safety education in physical education curriculum.
3. Create a permanent Safety Town education complex at a future city firehouse location.
4. Health and wellness initiatives to educate students and parents on safe walking and bicycling to school.

ENCOURAGEMENT COUNTERMEASURES: A description of the encouragement strategies to be implemented within the next 12 months.

ENCOURAGEMENT	
Issue	Countermeasure
Students do not walk or bicycle to school.	Create and implement Walking Wednesdays and Fitness Fridays to encourage students to walk and bicycle to school with parents participating.

Students do not walk or bicycle to school.	Create and use incentives for students who participate in Walking Wednesdays and Fitness Fridays such as bike helmets, air pumps, reflective clothing and school logo accessories – “Grizzly Gear”.
Students do not walk or bicycle to school.	Continue and increase participating in international Walk to school Day in October.
Students do not walk or bicycle to school.	Create and implement a walk to school event in tandem with Earth Day.
Students do not walk or bicycle to school.	Begin to participate in International Bike to School Day in May.
Students do not walk or bicycle to school.	Expand schools’ bike rodeo program with addition of a WHYS (PTA)-sponsored Wadsworth Bike Fest-Ride-Along Event.
Concerns about traffic volume, traffic speed and route safety.	Create and implement a walking school bus program.

Medium and Long Term Strategies (past 12 months):

1. Create and implement a car free choice program to encourage students to walk and bicycle to school.
2. Create and implement an after school bike club.

ENFORCEMENT COUNTERMEASURES: A description of the enforcement strategies to be implemented within the next 12 months.

ENFORCEMENT	
Issue	Countermeasure
Speed in school zones, driver behavior in school zones.	Have student safety patrol members issue education tickets to make parents and other drivers in school zones aware of school zone laws.
Speed in school zones, driver behavior in school zones.	Implement a Report Aggressive Driving (RAD) program.
Speed in school zones, driver behavior in school zones.	Acquire additional “Your Speed” signs that are mounted on signposts around the city.
Speed in school zones, driver behavior in school zones.	Require school zone offenders to attend and complete a motorist, bicyclist and pedestrian safety education class and participate in six encouragement activities outlined above.
Speed in school zones, driver behavior in school zones.	Staff WPD bike unit to focus on targeted enforcement activities in school zones.
Concerns for pedestrian and bicyclist safety.	Use WPD bike patrols to attend Walking Wednesday and Fitness Fridays.
Concerns for pedestrian and bicyclist safety.	Training for WPD bike officers, school bus drivers and crossing guards on pedestrian and bicycling safety.

Medium and Long Term Strategies (past 12 months):

1. Purchase WPD bike officer helmet cameras for officer safety and evidentiary purposes during participation in encouragement and enforcement activities.
2. Secure sustainable source of funding for additional adult school crossing guards.
3. Partner with WHYS (PTA) and other community groups to fund permanent safety town complex for enforcement training and educational safety programming.

EVALUATION COUNTERMEASURES: A description of the evaluation strategies to be implemented within the next 12 months.

EVALUATION	
Issue	Countermeasure
SRTS Program Sustainability.	Parent Surveys – conduct annually
SRTS Program Sustainability.	Student Travel Tallies – conduct annually.
Sustainability SRTS Program Sustainability.	Review school policies annually.

Medium and Long Term Strategies (past 12 months):

1. Conduct Student Travel Tallies and Parent Surveys annually.
2. Review school policies and pedestrian/bicycling programming annually.
3. Evaluate and update the SRTS travel plan as needed.

5B. Your 12-Month SRTS Non-Infrastructure Activity Calendar.

Non-Infrastructure Countermeasure		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
<i>Participate in International Walk to School Month</i>	PLAN												
<i>Lead: Joseph Magnacca, Wadsworth City Schools</i>	IMPLEMENT												
<i>Conduct student travel tallies and Parent Surveys</i>	PLAN												
<i>Lead: Joseph Magnacca, Wadsworth City Schools</i>	IMPLEMENT												
<i>Participate in International Bike to School Month</i>	PLAN												
<i>Lead: Joseph Magnacca, Wadsworth City Schools</i>	IMPLEMENT												
<i>Create and participate in Earth Day Event</i>	PLAN												
<i>Lead: Health Department</i>	IMPLEMENT												
<i>Create and participate in Walking Wednesdays and Fitness Fridays program, create and use logo incentives for program</i>	PLAN												
<i>Lead: Health Department</i>	IMPLEMENT												
<i>Review school policies related to walking and bicycling to school</i>	PLAN												
<i>Lead: Joseph Magnacca, Wadsworth City Schools</i>	IMPLEMENT												
<i>Expand current bike rodeo program</i>	PLAN												
<i>Lead: WHYS President</i>	IMPLEMENT												
<i>Create walking school bus program</i>	PLAN												
<i>Lead: Joseph Magnacca, Wadsworth City Schools</i>	IMPLEMENT												
<i>Issue "educational" tickets in school zones</i>	PLAN												
<i>Lead: Wadsworth City Schools</i>	IMPLEMENT												

Non-Infrastructure Countermeasure		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Create RAD program	PLAN												
Lead: Matthew Hiscock, City of Wadsworth	IMPLEMENT												
Purchase and install additional "Your Speed" signs on poles	PLAN												
Lead: Matthew Hiscock, City of Wadsworth	IMPLEMENT												
Create materials for student drivers' ed and youth driver intervention programs	PLAN												
Lead: Police Chief	IMPLEMENT												
Produce and air a local show on SRTS on local TV access channel	PLAN												
Lead: Matthew Hiscock, City of Wadsworth	IMPLEMENT												
Air ODOT's "Every Move you Make" video on local access TV station	PLAN												
Lead: Matthew Hiscock, City of Wadsworth	IMPLEMENT												
Create and implement a public awareness campaign focused on drivers in school zones	PLAN												
Lead: Matthew Hiscock, City of Wadsworth	IMPLEMENT												
Create and implement a public awareness campaign targeting students to encourage them to walk and bicycle to school	PLAN												
Lead: Wadsworth City Schools	IMPLEMENT												
Train and use bike patrol officers at SRTS events	PLAN												
Lead: Police Chief	IMPLEMENT												

5C. Infrastructure Countermeasure Recommendations.

After identifying the engineering strategies that are appropriate and feasible, the team developed a list of infrastructure countermeasure recommendations for each school, which are included in the tables below. See Appendix F for aerial mapping of the Infrastructure Countermeasure Recommendations. Estimated costs shown below are planning level estimates including major construction items such as concrete walk, excavation, embankment, and curb ramps. Miscellaneous costs such as erosion control, maintaining traffic, construction layout and mobilization have also been included. A 20% engineering design fee and an additional 15% for construction contingencies is also included in the estimates. Costs for right of way (if any) have not been included.

Franklin Elementary School

Map ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source(s)	Status
A	Intersections of Main Street and Takacs Drive and Main Street and Santee Court.	There is an advance school speed limit warning sign with flashers and school crosswalk signing package in place for both approaches of Main Street. The advance sign package on the Takacs Drive approach needs to be upgraded to match the approaches on Main Street. There is a marked crosswalk to cross Main Street south of Takacs Drive and a marked crosswalk for Takacs Drive. This intersection is a dangerous school crossing. Also, there are broken sidewalks, non-compliant curb ramps, and insufficient signing and markings at the intersection of Main Street and Santee Court.	Install an RRFB (Rectangular Rapid Flashing Beacon) sign assembly at the intersection for the crossing of Main Street at Takacs Drive; along with appropriate advance signing. Upgrade the advance sign package on Takacs Drive to match the advance school speed limit warning signs and school crosswalk signing package on both approaches of Main Street. Upgrade sidewalk curb ramps to ADA standards and add new crosswalk marking on both crosswalks. Also, repair sidewalks, repaint crosswalk, replace curb ramps, and upgrade signing package at the intersection of Main Street and Santee Court.	Short Term	High	City of Wadsworth	\$54,000	- Wadsworth CIP - ODOT SRTS funds	Community Stakeholders Priority #2: Install Rectangular Rapid Flashing Beacon (RRFB) signage on main routes near Franklin, Isham Memorial & Valley View Elementary Schools.

B	Seville Road from the western terminus (residential property on the south side of Seville ¼ mile from the intersection with Main Street) and Main Street.	There are no sidewalks on either side of Seville Road in this area which creates conflicts between vehicles and pedestrians.	Construct 1,267' of 5' sidewalk on the south side of the street from the home ¼ mile west of Main Street to Main Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$72,700	- Wadsworth CIP - ODOT SRTS funds
C	Main Street between Seville Road and Johnson Road.	There are no sidewalks on either side of Main Street from Seville Road to Johnson Road. Therefore, there are conflicts between vehicles and pedestrians.	Construct 1,139' of 5' sidewalk along the east side of Main Street from Seville Road to Johnson Road. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$72,700	- Wadsworth CIP - ODOT SRTS fund
D	Terraceview Avenue between the west terminus of Terraceview Avenue, west of Hard Street, and Main Street.	There are no sidewalks on either side of Terraceview Avenue in this area which creates conflicts between vehicles and pedestrians.	Construct 970' of 5' sidewalk along the south side of Terraceview Avenue between the west end of Terraceview Avenue, west of Hard Street, and Main Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$64,800	- Wadsworth CIP - ODOT SRTS funds
E	Bartlett Street between E. Bergey Street and E. Walnut Street.	There are no sidewalks on either side of Bartlett Street in this area which creates conflicts between vehicles and pedestrians.	Construct 330' of 5' sidewalk along the west side of Bartlett Street from E. Bergey Street to E. Walnut Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$34,800	- Wadsworth CIP - ODOT SRTS funds
F	Hartman Street between E. Bergey Street and E. Walnut Street.	There are no sidewalks on either side of Hartman Street in this area which creates conflicts between vehicles and pedestrians.	Construct 330' of 5' sidewalk along the west side of Hartman Street from E. Bergey Street to E. Walnut Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$34,800	- Wadsworth CIP - ODOT SRTS funds
G	Bird Street between Samantha Lane and Yonkers Road.	There are no sidewalks on the west side and missing sections on the east side just north of Samantha Lane of Hillcrest Drive in this area which creates conflicts between vehicles and pedestrians.	Construct 808' of 5' sidewalk along the west side and complete the missing sections on the east side of Hillcrest Drive between Samantha Lane and Yonkers Road. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$48,100	- Wadsworth CIP - ODOT SRTS fund

H	E. Bergey Street between Bird Street and Sparrow Way.	There are no sidewalks on either side of E. Bergey Street in this area which creates conflicts between vehicles and pedestrians.	Construct 480' of 5' sidewalk along the north side of E. Bergey Street from Bird Street to Sparrow Way. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$41,900	- Wadsworth CIP - ODOT SRTS fund
I	Johnson Road between Main Street and the start of the sidewalk on the north side of Johnson Road. Then, where the existing sidewalk ends on the north side of Johnson Road, complete rest of sidewalk to where it meets the sidewalk just west of Whippoorwill Lane.	There are sidewalks on both sides of Johnson Road in this area but there are gaps which creates conflicts between vehicles and pedestrians.	Construct 1,372' of 5' sidewalk along the north side of Johnson Road and fill in the gaps in the sidewalks between Main Street and just west of Whippoorwill Lane. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$83,700	- Wadsworth CIP - ODOT SRTS fund
J	Pleasantview Avenue between the west terminus of Pleasantview Avenue and Terraceview Avenue.	There are no sidewalks on either side of Pleasantview Avenue in this area which creates conflicts between vehicles and pedestrians.	Construct 532' of 5' sidewalk along the north side of Pleasantview Avenue from the west terminus to Terraceview Avenue. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$44,300	- Wadsworth CIP - ODOT SRTS fund
K	Hard Street between Pleasantview Avenue and E. Bergey Street.	There are no sidewalks on either side of Hard Street in this area which creates conflicts between vehicles and pedestrians.	Construct 472' of 5' sidewalk along the west side of Hard Street from Pleasantview Avenue to E. Bergey Street.. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$47,600	- Wadsworth CIP - ODOT SRTS fund
L	W. Bergey Street from the west terminus to Main St.	There are no sidewalks on either side of W. Bergey Street, except for a couple of sections on the north and south side between Hard Street and Main Street. Therefore, there are conflicts between vehicles and pedestrians.	Construct 905' of 5' sidewalk along the south side of W. Bergey Street to create a continuous sidewalk from the west terminus to Main Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$61,800	- Wadsworth CIP - ODOT SRTS fund

M	L Street between W. Walnut Street and State Street.	There are no sidewalks on either side of L Street in this area which creates conflicts between vehicles and pedestrians.	Construct 555' of 5' sidewalk along the west side of L Street between W. Walnut Street and State Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$45,400	- Wadsworth CIP - ODOT SRTS fund	
N	Mill Street from State Street to Rainbow Street.	There are no sidewalks on either side of Mill Street which creates conflicts between vehicles and pedestrians.	Construct 340' of 5' sidewalk along the east side of Mill Street and continue to the east to connect with sidewalk on the north side of State Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$35,300	- Wadsworth CIP - ODOT SRTS fund	
O	Rainbow Street between approximately 500' west of Mill Street to existing sidewalk west of Main street.	There are no sidewalks on either side of Rainbow Street except for the existing section on the south side of Rainbow Street west of Main Street in this area which creates conflicts between vehicles and pedestrians.	Construct 1,184' of 5' sidewalk along the south side of Rainbow Street from approximately 500' west of Mill Street to meet up with the existing sidewalk on the south side of Rainbow Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$68,800	- Wadsworth CIP - ODOT SRTS fund	
P	Water Street between about 300' east of East Street to First Street.	There are no sidewalks on either side of Water Street except for a section on the south side just east of East Street which creates conflicts between vehicles and pedestrians.	Construct 1,558' of 5' sidewalk along the south side of Water Street from approximately 300' east of East Street to First Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$86,300	- Wadsworth CIP - ODOT SRTS fund	
Q	Chestnut Street between about 300' east of Fairview Avenue to First Street.	There are no sidewalks on either side of Chestnut Street in this area except a short section on the south side just east of Fairview Avenue which creates conflicts between vehicles and pedestrians.	Construct 1,240' of 5' sidewalk along the south side of Chestnut Street from approximately 300' east of Fairview Avenue to First Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$71,400	- Wadsworth CIP - ODOT SRTS fund	

Isham Memorial Elementary School

Map ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source(s)	Status
A	Sunset Boulevard between Waverly Avenue and Isham Memorial Elementary School.	There are no sidewalks on Sunset Boulevard to the west of Isham Memorial Elementary School so there is congestion and safety issues for both vehicles and pedestrians.	Construct 1,187' of 5' sidewalk along the north side of Sunset Boulevard. Most of the storm sewer has been installed. There is approximately 60' left to install. Also, meet the existing walk on the east side of this area. There are little grading or obstruction issues. Also include ADA ramps.	Short Term	High	City of Wadsworth	\$81,000	- Wadsworth CIP - ODOT SRTS funds	Community Stakeholders Priority #1: Complete sidewalks near Isham Memorial Elementary School.
B	Sunset Boulevard between College Street and Waverly Avenue.	There are no sidewalks on Sunset Boulevard which creates conflicts between vehicles and pedestrians.	Construct 1,169' of 5' sidewalk along the south side of Sunset Boulevard. This is a more open area and will encounter less construction issues. Also include ADA ramps.	Short Term	High	City of Wadsworth	\$74,100	- Wadsworth CIP - ODOT SRTS funds	Community Stakeholders Priority #1: Complete sidewalks near Isham Memorial Elementary School.
C	Waverly Avenue between Sunset Boulevard and Rosalind Avenue.	There are sidewalks on a portion of Waverly Avenue but not along the whole street which creates conflicts between vehicles and pedestrians.	Construct 1,156' of 5' sidewalk along the east side of Waverly Avenue from Sunset Boulevard to Rosalind Avenue. Connect to existing section of sidewalk on east side of Waverly Avenue. Also include ADA ramps.	Short Term	High	City of Wadsworth	\$67,500	- Wadsworth CIP - ODOT SRTS fund	Community Stakeholders Priority #1: Complete sidewalks near Isham Memorial Elementary School.
D	Rosalind Avenue between Waverly Avenue and just east of Stratford Avenue.	There are sidewalks on Rosalind Avenue but not along the whole street which creates conflicts between vehicles and pedestrians.	Construct 1,052' of 5' sidewalk along the south side of Rosalind Avenue from Waverly Avenue to Stratford Avenue, then cross north, to meet existing walk on Rosalind Avenue. Also include ADA ramps.	Short Term	High	City of Wadsworth	\$62,600	- Wadsworth CIP - ODOT SRTS funds	Community Stakeholders Priority #1: Complete sidewalks near Isham Memorial Elementary School.

<p>E</p>	<p>Stratford Avenue, between College Street and Rosalind Avenue; and North Avon Street, between College Street and Sunset Boulevard.</p>	<p>There are no sidewalks on Stratford Avenue and only a portion of sidewalk on the west side of North Avon Street is installed which creates conflicts between vehicles and pedestrians.</p>	<p>Construct 2,652' of 5' sidewalk along the west side of Stratford Avenue, from College Street to Rosalind Avenue; and 696' of 5' sidewalk on the west side of North Avon Street, from just north of College Street to Sunset Boulevard. Meet existing sidewalk on the west side of North Avon Street. Also include ADA ramps.</p>	<p>Short Term</p>	<p>High</p>	<p>City of Wadsworth</p>	<p>Stratford Avenue cost \$155,800 North Avon Street cost \$52,000</p>	<p>- Wadsworth CIP - ODOT SRTS funds</p>	<p>Community Stakeholders Priority #1: Complete sidewalks near Isham Memorial Elementary School.</p>
<p>F</p>	<p>Intersection of College Street at Stratford Avenue and Ault Street.</p>	<p>There are no crosswalk signs at this intersection. There is a marked crosswalk to cross Stratford Avenue and Ault Street. There are no marked crosswalks to cross College Street. This is a dangerous crossing in that it is signed and marked in an inefficient manner.</p>	<p>Install a RRFB (Rectangular Rapid Flashing Beacon) sign assembly at the intersection for the crossing of College Street. Add the appropriate advance signing package to the approaches of Stratford Avenue and Ault Street. Also, upgrade sidewalk curb ramps to ADA standards and add new crosswalk marking on all four (4) crosswalks. This is a dangerous crossing that is not signed and marked.</p>	<p>Short Term</p>	<p>High</p>	<p>City of Wadsworth</p>	<p>\$40,500</p>	<p>- Wadsworth CIP - ODOT SRTS fund</p>	<p>Community Stakeholders Priority #2: Install Rectangular Rapid Flashing Beacon (RRFB) signage on main routes near Franklin, Isham Memorial & Valley View Elementary Schools.</p>
<p>G</p>	<p>Northeast bend in Wolf Avenue near Holmesbrook Park.</p>	<p>There is a lack of access to the shared multi-purpose paths between the City sidewalks and the City multi-purpose trail master plan and public parks/spaces.</p>	<p>Construct 200' of 10' shared-use path from northeast bend in Wolf Avenue to Holmesbrook Park, pursuant to City's multi-purpose trail master plan.</p>	<p>Short Term</p>	<p>High</p>	<p>City of Wadsworth</p>	<p>\$15,000</p>	<p>- Wadsworth CIP - ODOT SRTS fund</p>	<p>Community Stakeholders Priority #3: Create a shared-use path to connect City sidewalks from the northeast bend in Wolf Avenue to Holmesbrook Park.</p>

Overlook Elementary School

Map ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source(s)	Status
A	Oak Street between Summit Street and Tanglewood Trail.	There are no sidewalks on the north side of Oak Street from Summit Street to just east of Overlook Avenue and none on the south side from Overlook Avenue to just west of Tanglewood Trail. Therefore, there are conflicts between vehicles and pedestrians.	Construct 1,849' of 5' sidewalk along the north side of Oak Street from Summit Street to just east of Overlook Avenue and on the south side from Overlook Avenue to just west of Tanglewood Trail. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$106,000	- Wadsworth CIP - ODOT SRTS funds	
B	Fixler Drive and the north side of Overlook Elementary School.	Fixler Drive is a street just north of Overlook Elementary School that terminates just east of Pheasant Run. A connection to this street from Overlook Elementary School would be beneficial for pedestrians.	Construct 298' of 10' shared-use path from Fixler Drive to the north side of Overlook Elementary School. Also include ADA ramps.	Short Term	High	City of Wadsworth	\$30,000	- Wadsworth CIP - ODOT SRTS funds	Community Stakeholders Priority #3: Create a shared-use path to connect Overlook Elementary School with the neighborhoods to the North.
C	Hartman Road between Broad Street and Farr Avenue.	There are no sidewalks on the west side of Hartman Road from Broad Street to Farr Avenue and the east side from Brook Road to Farr Avenue. Therefore, there are conflicts between vehicles and pedestrians.	Construct 3,551' of 5' sidewalk along the west side of Hartman Road from Broad Street to Farr Avenue and on the east side of Hartman Road from Brook Road to Farr Avenue. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$185,700	- Wadsworth CIP - ODOT SRTS fund	
D	Broad Street traffic signal on south side of new Overlook Elementary School.	The vehicles exiting the high school and middle school that are making a left turn conflict with the pedestrians crossing Broad Street.	Add a separate pedestrian crossing phase to the signal which will show an "all red" to all approaches while the pedestrians are given exclusive right of way to cross Broad Street.	Short Term	High	City of Wadsworth	\$1,400	- Wadsworth CIP - ODOT SRTS funds	Community Stakeholders Priority #5: Include a separate pedestrian phase to the existing signal so pedestrians can safely cross Broad Street.

E	Silvercreek Road from the east drive entrance to the Middle School and High School to just south of Broad Street.	There are no sidewalks on the east side of Silvercreek Road in this area which creates conflicts between vehicles and pedestrians.	Construct 405' of 5' sidewalk along the east side of Silvercreek Road from the east drive entrance to the Middle School and High School to just south of Broad Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$26,200	- Wadsworth CIP - ODOT SRTS funds	
F	Silvercreek Road from the railroad to just south of Longbrook Drive.	There are no sidewalks on the west side of Silvercreek Road from the railroad grade crossing to just south of Longbrook Drive and no sidewalk on the east side from the railroad to just north of Robin Drive. Therefore, there are conflicts between vehicles and pedestrians.	Construct 4,748' of 5' sidewalk along the west side of Silvercreek Road from the railroad grade crossing to meet the sidewalk just south of Longbrook Drive. Also, construct a sidewalk on the east side of Silvercreek Road from the railroad grade crossing to meet the sidewalk just north of Robin Drive. Also, construct the missing section of sidewalk on the east side of Silvercreek Road just south of Hillcrest Drive. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$247,900	- Wadsworth CIP - ODOT SRTS funds	
G	Hillcrest Drive from just east of Wintergreen Drive to Silvercreek Road.	There are no sidewalks on either side of Hillcrest Drive in this area which creates conflicts between vehicles and pedestrians.	Construct 1,530' of 5' sidewalk along the north and south side of Hillcrest Drive from the sidewalks just east of Wintergreen Drive to Silvercreek Road. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$91,100	- Wadsworth CIP - ODOT SRTS fund	
H	Meadow Drive from just south of Woodcrest Drive to Hillcrest Drive.	There are no sidewalks on either side of Meadow Drive in this area which creates conflicts between vehicles and pedestrians.	Construct 1,755' of 5' sidewalk along the east side of Meadow Drive from just south of Woodcrest Drive to accommodate the homes along Meadow Drive and to the north to Hillcrest Drive. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$107,700	- Wadsworth CIP - ODOT SRTS fund	

I	Robin Drive between Meadow Drive and Silvercreek Road.	There are no sidewalks on either side of Robin Drive in this area which creates conflicts between vehicles and pedestrians.	Construct 502' of 5' sidewalk along the north side of Robin Drive from Meadow Drive to Silvercreek Road .Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$36,800	- Wadsworth CIP - ODOT SRTS fund	
J	Woodcrest Drive from just east of Wintergreen Drive to Meadow drive.	There are no sidewalks on either side of Woodcrest Drive in this area which creates conflicts between vehicles and pedestrians.	Construct 434' of 5' sidewalk along the north and south side of Woodcrest Drive to the west to meet sidewalks just east of Wintergreen Drive to Silvercreek Road. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$33,600	- Wadsworth CIP - ODOT SRTS fund	
K	Silvercrest Drive from just east of Royal Woods Drive to Silvercreek Road.	There are no sidewalks on either side of Silvercrest Drive in this area which creates conflicts between vehicles and pedestrians.	Construct 2,772' of 5' sidewalk along the north side of Silvercrest Drive to meet sidewalk just east of Royal Woods Drive to Silvercreek Road. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$149,200	- Wadsworth CIP - ODOT SRTS fund	
L	E. Bergey Street from just east of Sparrow Way to Durling Drive.	There are no sidewalks on either side of E. Bergey Street in this area which creates conflicts between vehicles and pedestrians.	Construct 2,200' of 5' sidewalk along the south side of E. Bergey Street to meet the sidewalk just east of Sparrow Way to Durling Drive. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$122,400	- Wadsworth CIP - ODOT SRTS fund	
M	Durling Drive between E. Bergey Street and Ardale Avenue.	There are no sidewalks on either side of Durling Drive in this area which creates conflicts between vehicles and pedestrians.	Construct 719' of 5' sidewalk along the east side of Durling Drive from E. Bergey Street to Ardale Avenue. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$47,000	- Wadsworth CIP - ODOT SRTS fund	
N	3 rd Street from Ardale Avenue to Oakwood Avenue. The short spur on the west side of 3 rd Street between Oakwood Avenue and Fernwood Avenue. 3 rd Street from Springdale Avenue to south of Broad Street.	There are missing sections of sidewalks on either side of 3 rd Street in this area which creates conflicts between vehicles and pedestrians.	Construct 2,196' of 5' sidewalk along the west side of 3 rd Street from Ardale Avenue to Oakwood Avenue and from Springdale Avenue to meet sidewalk just south of Broad Street. Also, construct section of sidewalk between Oakwood Avenue and Fernwood avenue. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$128,300	- Wadsworth CIP - ODOT SRTS fund	

O	Springdale Avenue between 1 st Street and Durling Drive	There are no sidewalks on either side of Springdale Avenue in this area which creates conflicts between vehicles and pedestrians.	Construct 1,127' of 5' sidewalk along the south side of Springdale Avenue from 1 st Street to Durling Drive. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$72,200	- Wadsworth CIP - ODOT SRTS fund	
P	Wood Street between 1 st Street and 2 nd Street and along a short distance on the west side of 2 nd Street.	There are no sidewalks on the north side of Wood Street and the west side of 2 nd Street just north of Wood Street which creates conflicts between vehicles and pedestrians.	Construct 447' of 5' sidewalk along the north side of Wood Street from 1 st Street to 2 nd Street and along the west side of 2 nd Street from Wood Street north to meet sidewalk on west side just north of Wood Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$34,300	- Wadsworth CIP - ODOT SRTS fund	
Q	Oakwood Avenue between 1 st Street and 3 rd Street.	There are no sidewalks on either side of Oakwood Avenue in this area , except a short section on the north side, which creates conflicts between vehicles and pedestrians.	Construct 797' of 5' sidewalk along the south side of Oakwood Avenue from 1 st Street to 3 rd Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$50,700	- Wadsworth CIP - ODOT SRTS fund	
R	Woodlawn Avenue between South Boulevard and Durling Drive.	There are no sidewalks on either side of Woodlawn Avenue in this area which creates conflicts between vehicles and pedestrians.	Construct 894' of 5' sidewalk along the south side of Woodlawn Avenue from South Boulevard to Durling Drive. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$61,300	- Wadsworth CIP - ODOT SRTS fund	
S	Ardale Avenue between South Boulevard and Durling Drive.	There are no sidewalks on either side of Ardale Avenue in this area which creates conflicts between vehicles and pedestrians.	Construct 326' of 5' sidewalk along the north side of Ardale Avenue from South Boulevard to Durling Drive. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$28,600	- Wadsworth CIP - ODOT SRTS fund	
T	South Boulevard between Ardale Avenue and Oakwood Avenue.	There are no sidewalks on either side of South Boulevard in this area which creates conflicts between vehicles and pedestrians.	Construct 1,436' of 5' sidewalk along the east side of South Boulevard from Ardale Avenue to Oakwood Avenue. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$86,700	- Wadsworth CIP - ODOT SRTS fund	

Valley View Elementary School

Map ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source(s)	Status
A	On the property of Valley View Elementary School.	At the main entrance of Valley View Elementary School - conflicts between pedestrians, buses, and vehicles are quite prevalent.	Construct 290' of 10' shared-use path along the east end of the school property between the baseball field and the property limits. The path would extend to the north around the back of the baseball backstop to the west and connect with the sidewalk in front of the school.	Short Term	High	Wadsworth City Schools	\$12,000	- Wadsworth City Schools - ODOT SRTS funds	Community Stakeholders Priority #4: Install a shared-use path for pedestrians and bicyclists traveling to and from the east of Valley View Elementary School.
B	Intersection of W. Good Avenue and West Street.	Though there is a marked crosswalk to cross W. Good Avenue and to cross the north crosswalk on West Street; there are no crosswalk signs at this intersection This is a dangerous crossing that is signed and marked in an inefficient manner.	Install a RRFB (Rectangular Rapid Flashing Beacon) sign assembly at the intersection for the crossing of West Street. Add the appropriate advance signing package to the approach of W. Good Avenue. Also, upgrade sidewalk curb ramps to ADA standards and add new crosswalk markings on both crosswalks.	Short Term	High	City of Wadsworth	\$33,800	- Wadsworth CIP - ODOT SRTS funds	Community Stakeholders Priority #2: Install Rectangular Rapid Flashing Beacon (RRFB) signage on main routes near Franklin, Isham Memorial & Valley View Elementary Schools.
C	Orchard Street between Simcox Street and Euclid Avenue.	There are no sidewalks on either side of Orchard Street from Simcox Street to Euclid Avenue. Therefore, there are conflicts between vehicles and pedestrians.	Construct 762' of 5' sidewalk along the west side of Orchard Street from Simcox Street to Euclid Avenue. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$61,200	- Wadsworth CIP - ODOT SRTS fund	
D	Lake Street between W. North Street and Simcox Street.	There is an existing section of sidewalk on the west side of Lake Street beginning at W. North Street. The remaining portion of sidewalk needs constructed. Therefore, there are conflicts between vehicles and pedestrians	Construct 153' of 5' sidewalk along the west side of Lake Street (filling in the remaining missing portion) so the sidewalk is continuous from W. North Street to Simcox Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$26,600	- Wadsworth CIP - ODOT SRTS funds	

E	Franks Avenue from Bicksler Drive to West Street.	There are no sidewalks on the either side of Franks Avenue in this area which creates conflicts between vehicles and pedestrians.	Construct 387' of 5' sidewalk along the south side of Franks Avenue from Bicksler Drive to West Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$31,400	- Wadsworth CIP - ODOT SRTS funds	
F	Bicksler Drive from Tolbert Street to Franks Avenue.	There are no sidewalks on the either side of Bicksler Drive in this area which creates conflicts between vehicles and pedestrians.	Construct 673' of 5' sidewalk along the east side of Bicksler Drive from Tolbert Street to Franks Avenue. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$44,800	- Wadsworth CIP - ODOT SRTS funds	
G	Tolbert Street from Stratford Avenue to West Street.	There are no sidewalks on the either side of Tolbert Street in this area which creates conflicts between vehicles and pedestrians.	Construct 831' of 5' sidewalk along the south side of Tolbert Street from Stafford Avenue to West Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$58,300	- Wadsworth CIP - ODOT SRTS fund	
H	Simcox Street from Stratford Avenue to 170' east of Stratford Avenue	There are sidewalks on both sides of Simcox Street but they terminate approximately 170' east of Stratford Avenue. Therefore, there are conflicts between vehicles and pedestrians.	Construct 169' of 5' sidewalk along the south side of Simcox Street from Stratford Avenue to connect with existing sidewalk on Simcox Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$21,200	- Wadsworth CIP - ODOT SRTS fund	
I	Stratford Avenue between Rosalind Avenue and Tolbert Street.	There are no sidewalks on the either side of Stratford Avenue in this area which creates conflicts between vehicles and pedestrians.	Construct 840' of 5' sidewalk along the east side of Stratford Avenue from Rosalind Avenue to Tolbert Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$58,700	- Wadsworth CIP - ODOT SRTS fund	
J	Rosalind Avenue between the terminus of the sidewalk east of Ivanhoe Avenue to Stratford Avenue.	There are portions of sidewalks on both sides of Rosalind Avenue in this area but there are gaps in the sidewalk which creates conflicts between vehicles and pedestrians.	Construct 730' of 5' sidewalk along the north side of Rosalind Avenue to fill the gap between east of Ivanhoe Avenue and east of Stratford Avenue. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$47,500	- Wadsworth CIP - ODOT SRTS fund	
K	N. Avon Avenue between Rosalind Avenue and the north terminus of N. Avon Avenue.	There are no sidewalks on either side of N. Avon Avenue in this area which creates conflicts between vehicles and pedestrians.	Construct 795' of 5' sidewalk along the east side of N. Avon Street between Rosalind Avenue and the north terminus of N. Avon Street. Also include ADA ramps.	Medium Term	Medium	City of Wadsworth	\$44,500	- Wadsworth CIP - ODOT SRTS fund	

SECTION 6: PUBLIC INPUT

Public Input Process: Public Meeting
Date: April 24, 2013
Target Audience: School community, residents, elected and appointed officials and task force members.
Key Input Received: To be added following the Public Meeting. See Appendix G for public input materials.

SECTION 7: FINAL PLAN – PLEDGE OF SUPPORT

Parents and staff at Franklin, Isham Memorial, Overlook and Valley View Elementary Schools, the City of Wadsworth and the Wadsworth Safe Routes to School planning team are joining together to improve safety and encourage more students to walk and bicycle to school. By implementing our Safe Routes to School Travel Plan, our vision is committed to improving our students' health and safety one step and one pedal at a time. We will identify unique and sustainable solutions to parents, students, teachers and our community in order to facilitate and encourage increases in the number of students walking and bicycling to school. These solutions include:

- Implementation of safety, quality and accessibility improvements to address deficiencies in the physical infrastructure of identified school walking and bicycling routes; and
- Introduction of dedicated and targeted programs designed to reduce vehicular traffic at schools and improvement of the local environment.

The undersigned are fully supportive of Franklin, Isham Memorial, Overlook and Valley View Elementary School's Safe Routes to School Travel Plan and program, and pledge to support their efforts and provide resources as appropriate.

Signature:
Name Title
Signature:
Name Title
Signature:
Name Title