Weinland Park Elementary School Travel Plan

Presented to the:

Ohio Department of Transportation (ODOT) - District 6

Prepared for the:

City of Columbus
Department of Public Services
Division of Mobility Options
Columbus City Schools

Prepared by:

Crawford, Murphy & Tilly, Inc.

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Mayor Michael B. Coleman

CITY OF COLUMBUS DEPARTMENT OF PUBLIC SERVICE DIVISION OF MOBILITY OPTIONS

CMT CRAWFORD, MURPHY & TILLY, INC.

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Section One
Target School & the SRTS Team

1.0 WEINLAND PARK ELEMENTARY SCHOOL

Weinland Park Elementary is a year-round elementary school located in the Weinland Park neighborhood in Columbus, Ohio. The School is included within the Columbus City Schools District (CCS) and located approximately two (2) miles north of downtown Columbus. Weinland Park Elementary School serves the Weinland Park, Short North and University District communities.

Weinland Park Elementary School
211 East 7th Avenue
Columbus, OH 43201

Principal: Monica Minor Gant, Ph.D.
Number of Students: 352
Grades: PK - 5

A recent report from *www.KidsOhio.org* entitled "Understanding Elementary Enrollment in Columbus' Weinland Park Area," released January 2011, offers a comprehensive and detailed analysis of enrollment issues and decisions for students and parents in the Weinland Park area. A notable finding is that "parents are generally very engaged in their children's education outcomes, and actively seeking the schools and programs that will provide the best opportunity for success."

The Weinland Park community has expressed great interest in improving the neighborhood in order to foster safer and more complete streets for the students and community members.

1.1 SAFE ROUTES TO SCHOOL (SRTS) TEAM

Table 1-1 provides a list of those individuals who have stepped forward representing their commitment to Weinland Park Elementary School and the neighborhood. They have agreed to serve on the Safe Routes to Schools (SRTS) team for Weinland Park Elementary.

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Table 1-1: Safe Routes to School Team

Name	Organization	Program Area	Email	Phone
Jodi Stefanik	City of Columbus	Engineering	JMStefanik@columbus.gov	724-0576
Terry Stewart	City of Columbus	Engineering	TLStewart@columbus.gov	645-5671
Greg Heaton	CMT (Crawford, Murphy & Tilly, Inc.)	Engineering	gheaton@cmtengr.com	468-1200
Steve Simmons	Columbus City Schools	Engineering	ssimmons@columbus.k12.oh.us	365-5074
Andrea Barrett	Columbus City Schools - Safety & Security	Engineering/ Enforcement	abarrett@columbus.k12.oh.us	365-5089
Steven Smith	Columbus Police	Enforcement	SCSmith@columbuspolice.org	645-1404
Sgt. Dennis Jeffrey	Columbus Police	Enforcement	djeffrey@columbuspolice.org	645-4140
Linda Tvorik	City of Columbus Health Dept	Education/Health	lltvorik@columbus.gov	645-6138
Sandy Gill	Columbus Public Health	Education/Health	smgill@columbus.gov	645-0743
Betsy Pandora	Columbus Public Health	Education/Health	EAPandora@columbus.gov	645-5318
Jamie Turner	Columbus Public Health	Education/Health	jbturner@columbus.gov	
Ellen Williams	Godman Guild	Education/ Encouragement	ellen.williams@godmanguild.org	294-5476
Anjanette Robertson	Godman Guild	Education/ Encouragement	anjanette.robertson@godmanguild.org	
Arch Bishop Cassian	St. Sophias Eastern Orthodox Church	Evaluation	vineadomini@yahoo.com	517-6255
Golden Jackson, Ph.D.	The Schoenbaum Family Center at Weinland Park	Education/ Encouragement	jackson-mergler.1@osu.edu	247-7488
Joyce Hughes	Weinland Park Community Civic Association	Evaluation	jhughes005@columbus.rr.com	291-0723
Chris Orban	Weinland Park Community Civic Association	Evaluation	chrisorban@yahoo.com	557-9387
Dr. Monica Minor Gant	Weinland Park Elementary School	Encouragement	mgant@columbus.k12.oh.us	365-5321
Merele Wilder	Weinland Park Elementary School	Enforcement	mwilder@columbus.rr.com	365-5321
Arla Lyles	Weinland Park Elementary School	Evaluation	arlalyles@yahoo.com	365-5321 x109
Kaci Harris	Weinland Park Elementary School	Evaluation		704-4383)
Steve Sterrett	Weinland Park Collaborative	Evaluation	sasterrett@gmail.com	262-4586

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Section Two

Introduction

2.0 SUMMARY

Throughout the recent years, the Weinland Park community and the City of Columbus has been diligently working on various programs to improve conditions for the residents of the area. This School Travel Plan is developed in recognition that increasing the ability of students and their families to safely walk to and from school will benefit the students, their families, and the community. With the Division of Mobility Options leading the effort to fulfill the vision to make the City of Columbus a national leader as a pedestrian and bike-friendly city, the City is committed to making its streets complete.

The City is in the process of completing a Community Mobility Study for the Weinland Park area. During this study, issues pertaining to pedestrian safety around Weinland Park Elementary School were identified and documented. To further address the concern regarding safe walking for students and their families, the City is pursuing this School Travel Plan to assist the local community in identifying problem areas of concern and solutions to improve the issues.

2.1 STAKEHOLDERS

A Safe Routes to School (SRTS) team was assembled to allow families, school personnel, organizations and community stakeholders an opportunity for representation during the development of the School Travel Plan. A list of all members on the SRTS team is provided on **Table 1-1**. Members of the team represent many of the groups and active organizations within the Weinland Park neighborhood. The following is a list of organizations which were invited to take part in the Weinland Park Elementary School Travel Plan:

- **Godman Guild** – A nonprofit social service organization with the mission to promote strong families and strong communities in Columbus, Ohio, primarily focusing on the near Northside. Since 2002, they have been a key force in the revitalization of the Weinland Park/South University District in Columbus. Programs at the Guild focus on Education, Employment and Leadership Development for youth and adults.
- **St. Sophia Eastern Orthodox Church** – Community church located at Indianola Avenue and 9th Avenue

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- **OSU Schoenbaum Family Center** – Provides a setting for teaching, research, and quality care and education with a commitment to a play-based, emergent curriculum that develops from the children's interests
- **Weinland Park Collaborative** – Comprised of over a dozen agencies and organizations helping to improve the Weinland Park area
- **Weinland Park Community Civic Association** – Comprised of several committees designed to improve and foster growth of the Weinland Park neighborhood
- **University Area Commission** (*declined SRTS invitation*) – Serves as local voice to provide City Council with recommended ideas
- **Columbus Division of Police**
- **City of Columbus Health Department**

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Section Three

Public Input Process

3.0 SUPPORTING STUDY REPORTS

The Weinland Park neighborhood has undergone several studies and reports investigating areas of concern, improvement strategies and potential layouts for future development. This Weinland Park School Travel Plan (STP) is building upon the various study reports in order to obtain a well rounded understanding of the existing issues facing the neighborhood and the concerns of local community members and stakeholders. Below is a list of existing and ongoing reports which this STP has utilized for supporting study material.

- Summit Street Corridor Complete Streets Traffic Study – *Draft 2011*
- United Way Weinland Park Collaborative – *2010*
- Weinland Park Community Mobility Plan – *Draft 2010*
- Weinland Park: Designing for people and Place, OSU LARCH Fall Studio - *2010*
- Columbus Bicentennial Bikeways Plan – *2008*
- Walk Audit – *2008*
- Columbus Public Health Weinland Park Walkability Study – *2007*
- Weinland Park Neighborhood Plan – *2006*
- Columbus Schools WalkSmart map – *1997*

3.1.1 Supporting Study Report Recommendations & Comments

Many of the study reports suggested various improvement strategies to improve the Weinland Park community. The following list contains a summary of suggested improvements listed for the reports which provided recommendations.

- Summit Street Corridor Complete Streets Traffic Study
  - Reduce the through lanes on Summit and North 4th Streets
  - Install an all pedestrian phase at the intersection of Summit Street and East 7th Avenue
  - Improve/retime intersections stop light signals
- Weinland Park Community Mobility Plan
  - Construct curb extensions
  - Construct intersection "mini circles" (i.e. roundabouts)

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- Construct raised medians
- Include additional on-street parking
- Visually or physically reduce road lanes
- Improve/retime intersections stop light signals
- Crosswalk and sidewalk upgrades
- Improve pedestrian lighting
- Construct bike lanes and parking
- Increase public transit service

- Columbus Bicentennial Bikeways Plan
  - Assign person a City Bikeway Planner
  - Publish a report documenting the status and ongoing actions for all bicycle and pedestrian projects
  - Annually review and update the non-motorized transportation plan project list
  - Update the bicycle master plan every five years
  - Adapt a bicycle facilities checklist, bicycle parking ordinance, complete streets policy to ensure bicycle and pedestrian facilities are included in major projects
  - Institute an "Adapt a Bikeway" program to enhance bikeway maintenance
  - Establish a method to measure the progress toward implementing the Bicentennial Bikeways Master Plan

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3.2 PUBLIC MEETINGS

3.2.1 Initial Safe Routes to Schools (SRTS) Team Meeting

The initial meeting of the SRTS team meeting was held May 16, 2011 at Weinland Park Elementary School at 4:30 P.M. After general introductions and an explanation of the SRTS program were given, attendees were given the opportunity to provide Crawford, Murphy & Tilly, Inc. (CMT) and City staff concerns and opinions based on their specific area of expertise. Minutes from that meeting can be found in **Appendix B**.

3.2.2 Second SRTS Meeting/Weinland Park Civic Association Meeting

Additional information regarding the second public neighborhood meeting to follow.

3.2.3 Initial Neighborhood Meeting

The first public neighborhood meeting was held June 7, 2011 at Weinland Park Elementary School at 6:00 P.M. CMT team members and City staff led a discussion of the known barriers and how these aligned with the SRTS program. A summary of this meeting along with copies of handouts, and sign-in sheets can be found in **Appendix B**.

3.2.4 Second Neighborhood Meeting

Additional information regarding the second public neighborhood meeting to follow.

3.3 KEY STAKEHOLDER INTERVIEWS

3.3.1 School Crossing Guards

On June 2, 2011, CMT conducted a brief informal interview with school crossing guards. The interview revealed that the intersections of North 4th Street and East 7th Avenue, and Summit Street and East 7th Avenue are the most problematic areas during morning arrival and afternoon dismissal. School personnel stated that a crossing guard is stationed at each intersection for 15 minutes. It was also stated that East 7th Avenue located along the north side of the School can cause issues as cars pass by busses which are stopped for student loading/unloading.

In addition, a conversation with Andrea Barrett with the Columbus City School's Office of Safety and Security indicated that school crossing guards are hired by Columbus City Schools (CCS) and report to the Office of Safety and Security. CCS requires a three hour in-service to receive a crossing guard certification good for four years. Crossing guards are directed to report any problems or concerns to the school safety office, Office of Safety and Security, or directly to the City Mobility Office.

3.3.2 Stakeholder Concerns

As mentioned, stakeholders were given an opportunity to voice their concerns regarding barriers to students walking and biking to and from school and other general concerns pertaining to pedestrian safety within the neighborhood. **Table 3-1** contains a list of the concerns and requests expressed along with a brief review action for each.

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Table 3-1:
Stakeholder Concerns

Concerns and/or Requests	Review Action
May the length of the school zone be extended?	Possibly, based on need and purpose for extension. Requires permission from the Ohio Department of Transportation. Additional information needed.
Vehicles that turn from 6th Avenue to 4th don't always comply with School Zone.	The City of Columbus is responding with additional school zone signs.
Request for a dedicated pedestrian phase at 7th & Summit.	Currently being evaluated and considering its consistency with other City efforts.
More painted crosswalks desired. Such as at 6th Ave and 4th Street, 8th Avenue and Summit Street, and 8th Avenue and4th Street.	In school zones, the city only marks crosswalks at non-signalized locations if the area is patrolled by a crossing guard or a student safety patrol. Additional signals stopping traffic along Summit Street and 4th Street would greatly affect traffic flow.
Will study allow for new development in area and possibly more families?	Considerations are being made, see Section 6.1.
May speed on one-way arterials be reduced from 35 MPH to 30 MPH?	Additional traffic studies necessary to evaluate this change on an arterial roadway.
Concern about responding to Lock Downs	Additional information from school needed.
Are traffic cameras available for school zone enforcement?	Yes, city and police have ongoing efforts to expand use of cameras.
What coordination may be done with other Health and Wellness activities?	Organizations continue to work together. See Section 3.4 and Section 7.
No bike racks at the school?	Possible secure bike storage is being investigated.
Cannot be safe when school is bounded by two 3-line highways, given the speed people drive.	Traffic calming, proper marking and signalization can enhance safety.

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Must be willing to reduce lanes, slow traffic, and enforce speed limits.	City is exploring all of these options for enhancing safety. See Section 7.
Do kids know to watch for cars turning left onto 7th Ave from Summit St.?	Continued education is needed. See Section 7.
Can crosswalks be made fun with animal footprints or something?	Yes, within guidelines of City standards to avoid confusion.
Condition of sidewalks and number of sidewalk obstructions a serious problem for walking.	Enhancing sidewalks to standards is a goal of the City.
Offset intersection at 7th and Summit Street is confusing for drivers and students and feels dangerous.	See Sections 6.1 and 7.1.
Because of the fast moving traffic on Summit and 4th, parked cars along these two streets and Indianola Avenue, riding bikes requiring travel north and south requires riders to be extra alert making elementary school bike riding difficult.	Community organizations can assist with bicycle safety education that will benefit riding in all locations. See Section 7.
Who is responsible for maintenance and clearing of sidewalks? Especially considering only about 10% of Weinland Park residents own the home they are living in.	See Section 7.
Columbus Coated Fabrics Site is being developed and will generate additional traffic.	Yes, this is being considered by this study and other City efforts. See Section 6.1.
School Zone pavement markings need repainting.	See Section 7.1
Cars run past stopped buses while loading on 7th Ave.	Continuing education for drivers, as well as students, regarding safety is indicated. Police available to enforce existing rules.
If walking safety was something that was drilled at school, I would feel more comfortable with my child walking and being more aware of his surroundings.	Education programs are available that specifically teach safety. Special events highlight continued safety awareness. See Section 7.

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3.4 PARENT SURVEYS & STUDENT TRAVEL TALLY

As part of the Weinland Park Elementary School Travel Plan, in class and parent surveys were conducted to gain an understanding of the typical modes of transportation used for student travel to/from school. The surveys also gauged parents' perception whether walking or bicycling to/from school is appropriate for their student. **Exhibit 3-1** depicts the locations of the students' homes in relation to the school.

3.4.1 Parent Surveys

A total of 34 parent surveys were returned and analyzed to produce the results summarized below. Although when conducting a survey it is generally desired to obtain a maximum number of results, it is important to note that school administration has indicated that the numerous surveys the community has been asked to complete throughout the various neighborhood reports has left many citizens and parents experiencing "survey fatigue." This is believed to be a cause for the relatively low number of returned parent surveys. Surveys were sent home with each student and copies of the surveys were handed out at various school functions and during the STP public open house. A copy of the parent survey report is contained in **Appendix A**.

At least one student from each grade level (Pre-Kindergarten through 6th) was represented in the survey with the greatest number of student representation in Pre-Kindergarten.[1]

- The majority of students live less than one mile from the School while 33% live one to two miles away.
- There is a reported equal percentage (33%) of the number of students which walk to/from school vs. ride the school bus. The remainder of the students report bicycling, riding in a family vehicle, or utilizing public transit.
- All students which live greater than one half mile from school report taking the school bus, riding in a family vehicle, or utilizing public transit to/from school.
- Of the students who do not walk or bike to/from school, parents report crime as the number one deterrent for not allowing their student to walk or bike.
- Of the students who do walk or bike to/from school, parents report the safety of the intersections and crossing, and the amount of traffic along the route as the greatest issues during their student's walk or bike ride to/from school.

[1] Although these statistics are based on the figures calculated from 34 parent surveys completed and returned, it is believed they are indicative of the experiences of the total school population with relative agreement between the Parent Surveys and the Student Travel Tally.

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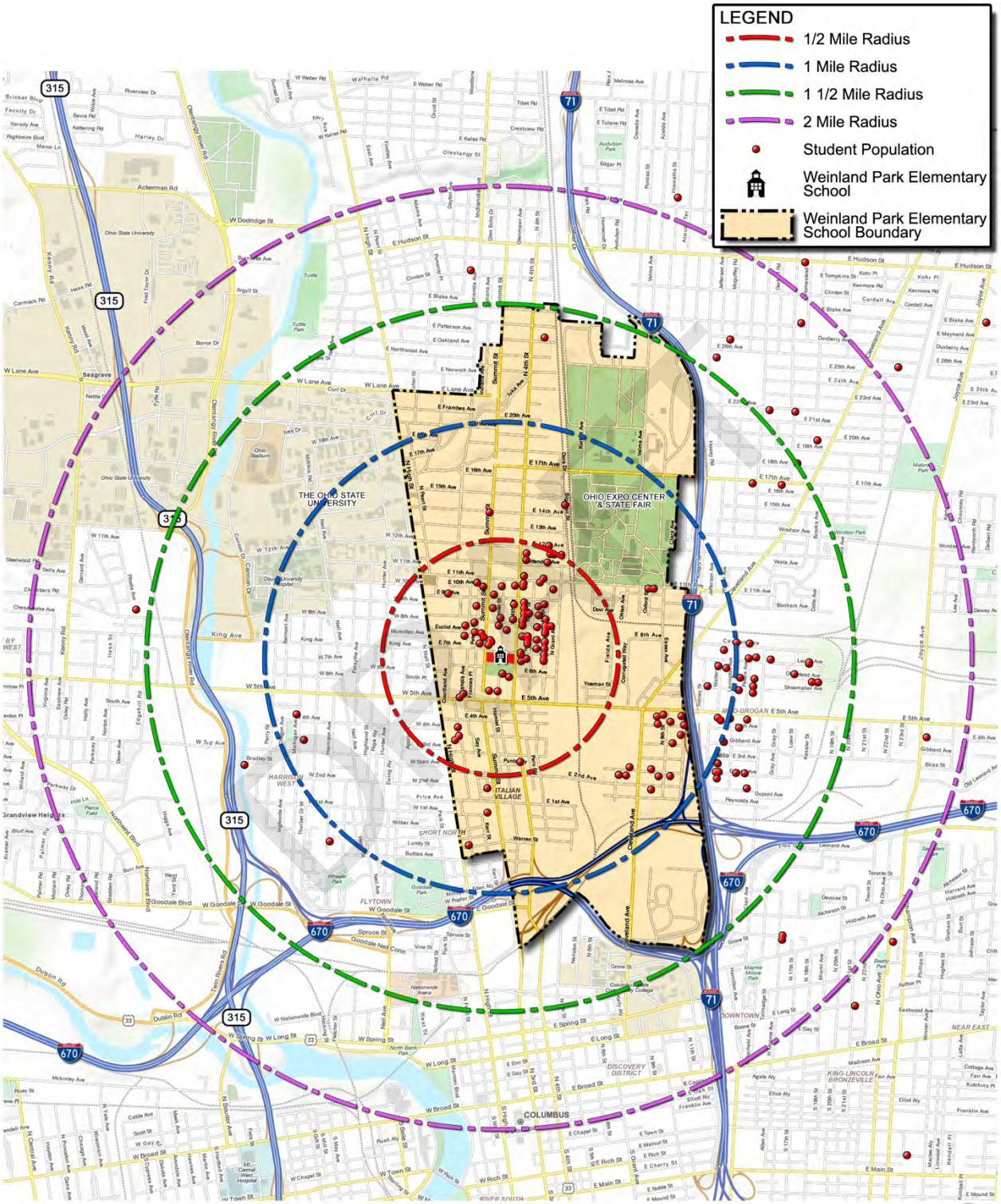
Exhibit 3-1
Weinland Park Elementary School - Student Populations



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- 73% of the surveyed parents report Weinland Park as neither encouraging nor discouraging the students from walking or biking to/from school.

3.4.2 Student Travel Tally

Students from a total of 16 classrooms at Weinland Park Elementary School were surveyed in class. The students were each asked how he or she travels to and from school. A summary of the student survey results is presented below. A copy of the student survey report is contained in **Appendix A**. Of the students surveyed:

- 33% responded they walk to and from school
- Between 40% - 46% responded they ride the school bus to and from school
- Between 19% - 27% responded they ride in a personal vehicle to and from school
- Less than 1% responded as utilizing public transit to and from school

3.5 EXISTING EDUCATION, ENFORCEMENT & ENCOURAGEMENT PROGRAMS

3.5.1 Weinland Park Community Civic Association

The Weinland Park Community Civic Association is an active organization committed to efforts aimed at improving the community and, in turn, the school and its families. Part of the Association's "Safe Neighborhood Initiative" includes a volunteer "Snow Brigade" for safer walks during the winter, and a walking club promoting physical activity to control weight and maintain health.

3.5.2 Safety Cameras

With legislation enacted in June of 2011, the City of Columbus has authorized and will be installing safety cameras in the Weinland Park area. This action reinforces the commitment of the City to increase the safety of its neighborhood citizens, including students walking to school.

3.5.3 Current Engineering Efforts

The City of Columbus Complete Streets program began in 2008. Since that time, engineering standards have included requirements for developers to provide sidewalks and bikeways to enhance pedestrian mobility. Efforts to modify or install curb ramps compliant with Americans with Disabilities Act (ADA) requirements are also continuing throughout the city as funds allow.

Recent ADA Compliant Curb Installation near North 4th Street

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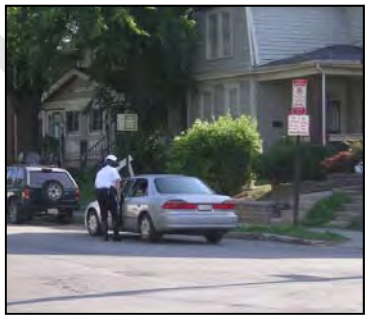
In addition, the Weinland Park Community Mobility Plan (WPCMP) highlighted many engineering recommendations and initiatives to enhance community features. Some of these recommendations and initiates were a part of a neighborhood sidewalk inventory assigning each sidewalk a grade level based on its condition, and a pedestrian/vehicle crash inventory examining crash points within the area.

3.5.4 Godman Guild Association

Godman Guild Association runs an after school program partly utilizing Weinland Park Elementary facilities. However, students have been encouraged to adopt healthy lifestyles, including occasionally walking to the Godman Guild facility located a few blocks away from the School in order to participate in the community garden.

3.5.5 Police Speed Stops

Columbus Police have stated that officers are frequently stationed near Weinland Park throughout the year with radar equipment to enforce the school zone speed limit. In fact, during pedestrian observations conducted in June of 2011, three police speeding stops during the morning student arrival period were observed at the intersection of North 4th Street and East 7th Avenue.



Police Speed Stop at Intersection of North 4th Street & East 7th Avenue

3.5.6 Columbus City School's Wellness Policy

The Columbus City School's wellness policy contains a list of several objectives and goals to enable students to establish good health and nutritional habits. The follow is a summary of the goals. A copy of CCS's wellness policy is located in **Appendix B**.

- Nutrition education and guidelines:
  - All foods available on school campus shall comply with standards approved by the School Health Advisory Council;
  - Nutrition education shall be included in the health curriculum so that instruction is sequential and standards based and provides students with the knowledge, skills, and abilities necessary to lead healthy lives;
  - A registered dietitian shall review and approve school cafeteria menus
- Physical activity
  - Provide a sequential, comprehensive physical education curriculum that provides students with opportunities to learn, practice, and be assessed on developmentally appropriate knowledge, attitudes, and skills necessary to engage in lifelong, health-enhancing physical activity;
  - Employ properly certificated, highly qualified teachers for all instruction in physical education;

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- Provide, in addition to planned physical education, age-appropriate physical activities (e.g., recess during the school day, intramurals and clubs before and after school, and

- School based activities:
  - Support the health of all students through the performance of State of Ohio mandated health screenings, communicable disease management, and immunization control;
  - Utilize electronic identification and payment systems, therefore, eliminating stigma or identification of students eligible to receive free and/or reduced meals.
- Efforts to enhance student health, well being and reduce childhood obesity:
  - The food service program shall comply with Federal and State regulations pertaining to the selection, preparation, consumption, and disposal of food and beverages as well as the fiscal management of the program;
  - The guidelines for reimbursable school meals shall not be less restrictive than the guideline issued by the U.S. Department of Agriculture (USDA);
  - The food service program will provide all student affordable access to varied and nutritious

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Section Four

School Demographics

4.0 OHIO DEPARTMENT OF EDUCATION DEMOGRAPHIC REPORTS

An inventory of the Ohio Department of Education's 2009 – 2010 report cards for Weinland Park Elementary School, Columbus City Schools (CCS) and the State of Ohio were reviewed. **Table 4-1** provides a summary of the reported demographics.

Table 4-1:
School Demographics for Weinland Park Elementary, CCS & State of Ohio

Student Subgroups	Weinland Park ES	Columbus City Schools	State of Ohio
Black, Non-Hispanic	89.7%	60.1%	16.1%
White, non-Hispanic	7.3%	27.2%	75.2%
American Indian or American Native	-	0.2%	0.1%
Asian or Pacific Islander	-	1.9%	0.0%
Hispanic	-	6.0%	2.8%
Multi-Racial	-	4.6%	4.1%
Economically Disadvantaged Students	93.7%	81.9%	42.9%
Students with Disabilities	18.2%	16.6%	15.0%

Source: Ohio Department of Education (2009 – 2010 Local Report Card)

As noted on **Table 4-1**, minority students comprise the majority of student enrollment at Weinland Park Elementary School. The table also notes the number of economically disadvantaged students enrolled at the School is higher than that reported for CCS and the State of Ohio.

In addition, Weinland Park Elementary School has three special education units designed to serve the needs of students. Therefore, **Table 4-1** further notes a slightly greater enrollment percentage of students with disabilities as compared to CCS and the State of Ohio.

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Section Five

Current School Travel Environment

5.0 ARRIVAL & DISMISSAL PROCEDURES

In order to obtain an understanding of the circulation surrounding Weinland Park Elementary School, observations of pedestrian intersection crossings were taken at two heavily trafficked areas. The pedestrian observations were conducted during both the morning arrival and afternoon dismissal periods at the intersections of East 7th Avenue and Summit Street, and East 7th Avenue and North 4th Street.

It was observed that while some students utilized bicycles to travel to and from school, the majority of non-bussed students walked. It was also observed that many of the students were escorted with adult supervision up and to the intersections crossing onto school property. School crossing guards were observed during both morning arrival and afternoon dismissal periods. The majority of students traveling to and from school, both with and without adult supervision, traveled in pairs or groups. An interview with school crossing guards revealed that during the afternoon dismissal period, students are escorted to the intersections mentioned above, and cross the street with crossing guard supervision.

According to Columbus City Schools (CCS) and the student surveys described in Section 3, it is estimated that approximately 33% of the students attending Weinland Park Elementary walk to/from school. Furthermore, the surveys also indicated that between 40% - 46% of the students ride the bus, 19% - 27% are driven to/from school and less than 1% utilize public transportation. It was noted during the pedestrian observations that some vehicles dropped off students at the east school entrance located by the school bus turnaround/staff parking area. In addition, this area was utilized during both morning arrival and afternoon dismissal for school bus loading and unloading. Busses were also observed loading and unloading students along East 7th Avenue across from the main north entrance.

5.1 PEDESTRIAN ROUTES

The primary entrance to Weinland Park Elementary School is located on the north side of the building across from East 7th Avenue. During the pedestrian observations, it was noted that students walking and bicycling to and from school primarily utilized the sidewalk along East 7th Avenue to the School entrance walkway.

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When noting specific pedestrian walking patterns, it was observed the majority of students walking and bicycling traveled from areas located north and east of the intersection of East 7th Avenue and North 4th Street, and north and west of the intersection of East 7th Avenue and Summit Street. Few students were observed walking or bicycling from areas located south of the School.

5.2 SCHOOL SPEED ZONE & SIGNAGE

Weinland Park Elementary School is located in between two heavily trafficked thoroughfares; North 4th Street (one-way northbound) and Summit Street (one-way southbound). Both streets provide direct access to/from downtown Columbus, and are also designated as part of the U.S. highway system (U.S. 23).

As required by Ohio Revised Code 4511.21, school speed limit zones are established along both of these roadways reducing the speed limit to 20 MPH during school recess and morning arrival and afternoon dismissal periods. **Exhibit 5-1** depicts a layout of the roads and signage within the immediate vicinity of the School. It has been noted that signage has been located along both streets to ensure vehicles turning onto either North 4th Street or Summit Street are aware of the school zone speed limit.

5.3 SCHOOL BOUNDARY AREA

Exhibit 5-2 depicts the limits of the Weinland Park Elementary School Boundary area. As depicted on the exhibit, many students are located outside of the depicted boundary area. The school attendance boundary extends north to East Blake Avenue, south to I-670, east to I-71 and west to High Street.

Through a major capital improvement program, the Columbus City School District rebuilt Weinland Park Elementary in 2007. Since that time the District has strategically closed certain schools resulting in a shift in school attendance boundaries over the past few years. When a shift in a school boundary occurs, parents are given the opportunity to have their student's attendance "grandfathered" into their current elementary school until the end of the student's 5th grade year. CCS also has a robust *School Choice* program which allows families to enter a school choice lottery for placement.

In addition, Weinland Park has three special education units. These units include students which reside outside of the school attendance boundary in order to address specific educational needs. As a result of these various placement issues, many students travel to Weinland Park Elementary from both within and outside the designated neighborhood attendance boundary.

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Exhibit 5-1
Weinland Park Elementary School Zones

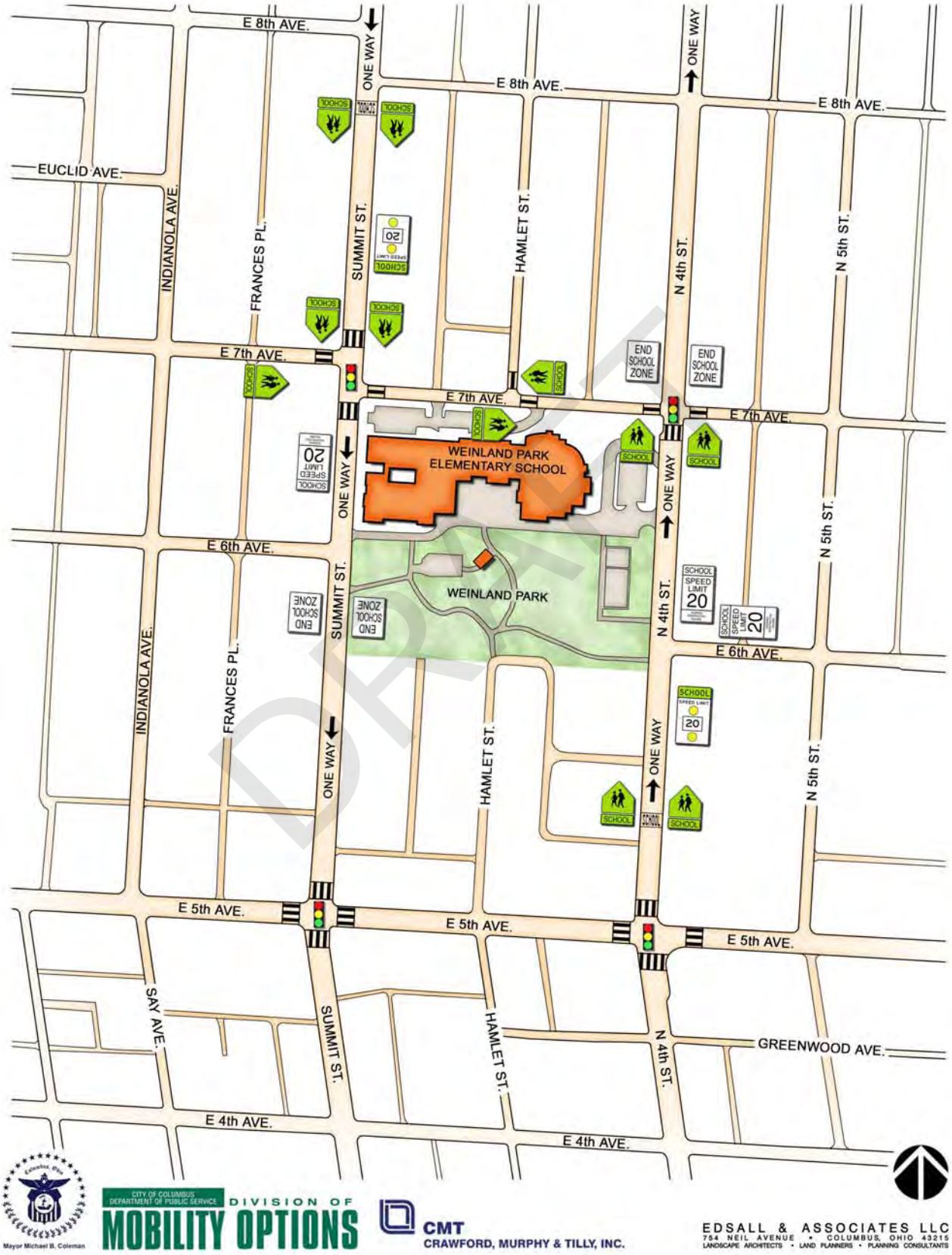
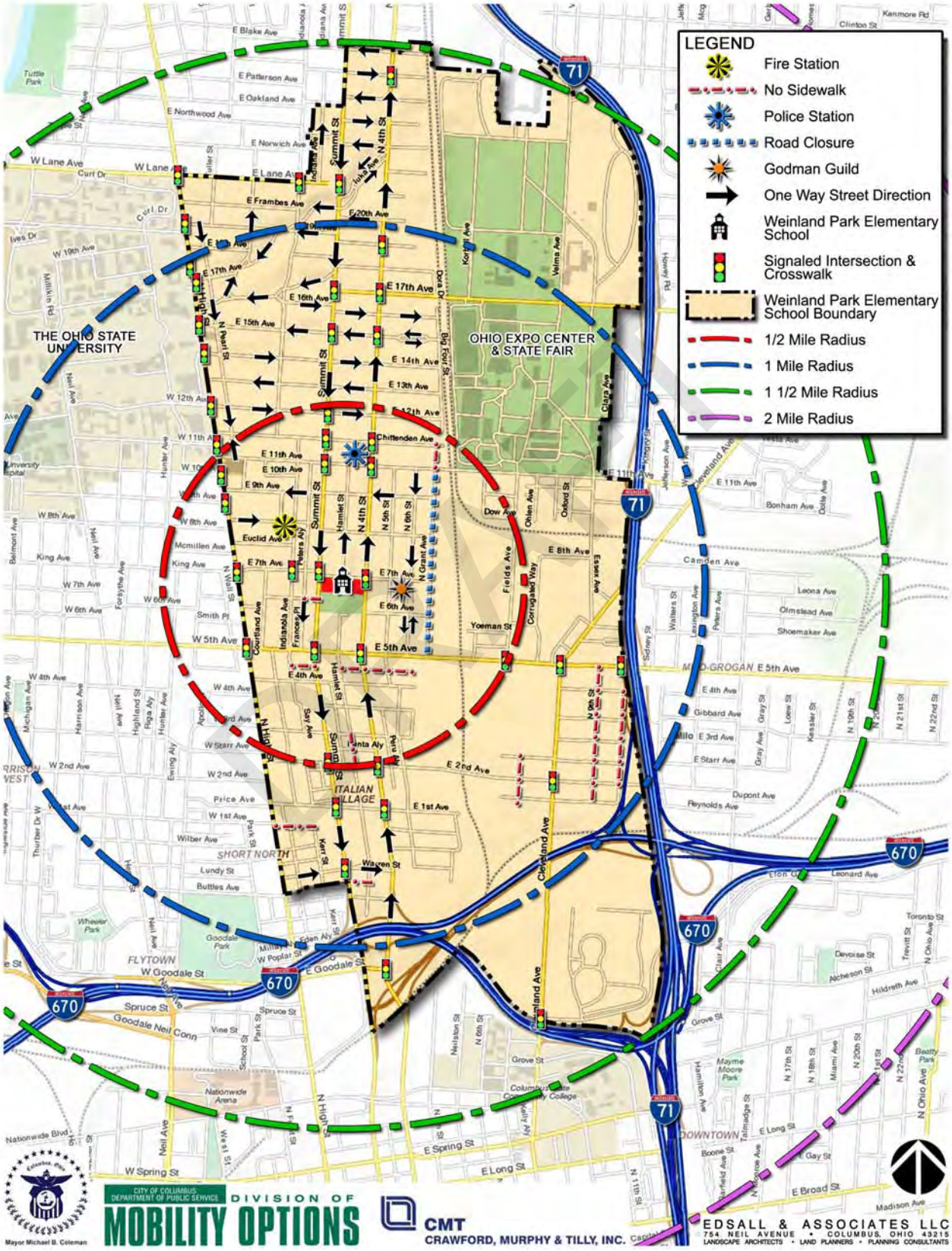


Exhibit 5-2
Weinland Park Elementary School Boundary



Section Six

Barriers to Active Transportation

6.0 BARRIERS

There are many elements which can deter pedestrians from utilizing public sidewalks. The follow is a compiled list of barriers to transportation surrounding the Weinland Park Elementary School and neighborhood.

6.1 TRAFFIC PATTERNS

As described previously, the intersections of East 7th Avenue and Summit Street, and East 7th Avenue and North 4th Street are heavily trafficked areas located on either sides of the School.

6.1.1 East 7th Avenue & Summit Street

Conversations with School personnel, Safe Routes to School (SRTS) team members, and information contained within the various Weinland Park reports have all identified this intersection as a major barrier to pedestrian safety. The offset layout between the two roads causes confusion for many drivers detracting from their attention to pedestrians in and around the intersection. Unfortunately, the recent construction of a Kroger supermarket located at East 7th Avenue and High Street, and the upcoming rehabilitation of Grant Street is anticipated to increase traffic through the intersection. According to the Mid Ohio Regional Planning Commission (MORPC), the average annual daily traffic count for the area adjacent to the intersection along Summit Street is 10,000 to 15,000 vehicles.

6.1.2 East 7th Avenue & North 4th Street

While this intersection maintains a typical intersection layout, it is also a heavily trafficked intersection and used as a main school crossing for students. According to the MORPC, this intersection experiences an average annual daily traffic count of 11,500 vehicles. For the same reasons mentioned above, this intersection is also anticipated to soon experience an increase in traffic.

In addition, due to the one-way configuration of the streets surrounding the School, this intersection experiences a high percentage of left-hand traffic turning off of North 4th Street onto East 7th Avenue for student drop off and/or access to Summit Street. It was observed that these vehicles, including school busses, often were let with insufficient space to execute the left turn due to vehicles stopped at the light on East 7th Avenue. This often resulted in stopped vehicles reversing in order to allow the turning vehicle sufficient space to execute the turn, or the turning vehicle making a wide left turn. In

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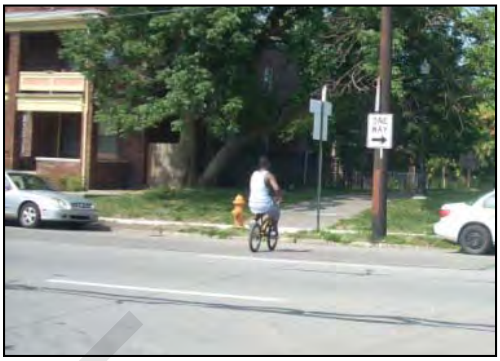
both circumstances, this detracts from the driver's attention to pedestrians in and around the busy intersection.

6.1.3 East 6th Avenue & North 4th Street

Because there is a paved entrance pathway to the park across North 4th Street from East 6th Avenue, many pedestrians would prefer to have a crosswalk at this location. Some jaywalking was observed near this area. However, students travelling with adults follow the safe use of crosswalks across this busy one-way by heading north on North 4th Street to reach the signalized crosswalk intersection at East 7th Avenue. Because of the heavy traffic on this main arterial, a crosswalk will not likely be added at this location.



Bicyclist observed crossing North 4th Street to park entrance

6.2 SIDEWALKS

A recent article published in *The Dailey Reporter* newspaper, reports that Columbus ranks 29th in "walkability" as compared to sidewalks within the nation's top 50 cities. In comparison to many other cities, the sidewalks within the City of Columbus are considered to be average to improving. Recently it was announced the City is preparing to release $4 million for pedestrian related improvements. According to the *Columbus Dispatch* newspaper, $635,000 of the $4 million will be spent on park features at Harrison West and Weinland Park.

However, despite the relatively positive report regarding pedestrian improvements, there are several streets within the Weinland Park School boundary area which either do not have adjacent sidewalks, or have sidewalks in need of repair. According to Columbus City Code 905.06, it is a landowner's responsibly to ensure proper maintenance of an abutting sidewalk. However, the construction of a new sidewalk is eligible for city funding.

As depicted on **Exhibit 5-2**, the majority of the area located north of the School has adequate sidewalk coverage. However, many residential areas south of East 5th Avenue are lacking sidewalks. This lack of sidewalk coverage forces pedestrians to walk along roadways.

Sidewalk mobility does not only require proper maintenance and vegetation clearing, but also removal of permanent obstacles located within the sidewalk itself. Because

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many of the sidewalks in the neighborhood are placed next to the street, utility and signage poles are located in the middle of many of the sidewalks. Although a person may walk around such obstructions, wheelchairs, strollers, and tricycles would be prevented from passing through.

As noted in the 2008 Weinland Park Walkability study, there are many areas within the school boundary where sidewalks are present, but in need of repair or improvement. Sidewalk safety issues noted within the Walkability study include:

- Lack of pedestrian crosswalks
- Holes in sidewalk concrete
- Overgrown vegetation reducing usable sidewalk width
- Poles or fire hydrants located in the middle of the sidewalk
- Glass on sidewalks
- Broken, damaged or uneven sidewalk pavement

As mentioned previously, the Weinland Park Community Mobility Plan (WPCMP) contains a detailed inventory of all sidewalks and curb ramps located within the immediate Weinland Park neighborhood area. The inventory rated each section of sidewalk based on the size of cracks the concrete, objects located in the middle of the sidewalk, less than standard sidewalk widths and nearby trash and debris. According to the WPCMP, 65% of the sidewalks in Weinland Park and along the North 4th and Summit Street corridors received a rating of poor or worse. The plan also noted that many objects (utility poles, parking signs, fire hydrants, etc.) are located in the middle of the sidewalks along North 4th and Summit Streets.

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6.3 PUBLIC SAFETY

6.3.1 Speeding Concerns

Speeding is an issue on several streets within the area. Specifically, the WPCMP states that a recent speed data collection along North 4th and Summit Streets revealed that vehicle speeds along these roadways average at or above 40 MPH with some locations exceeding 45 MPH. The posted speed limit along these corridors is 35 MPH, and 20 MPH inside the Weinland Park Elementary School zone (See **Exhibit 5-1**).

The WPCMP additionally states that many signalized intersections along North 4th and Summit Streets are controlled via a pre-timed system. This system coordinates the timing of the green light signals and is designed for most vehicles to travel the corridor at 35 MPH. Unfortunately, speeding occasionally occurs when motorists increase their

speed toward the end of the green light phase to stay within the green signal progression.

6.3.2 Crash Concerns

Analysis of crash data supplied by the Ohio Department of Transportation indicates that the majority of nearby vehicle crashes within the area have occurred along High Street, although various crash locations are noted elsewhere. **Exhibit 6-1** depicts the locations of vehicle crashes within the Weinland Park area. According to the crash data, there have been many crashes involving pedestrians and bicyclists. Because of high profile collisions between cars and pedestrians, including one involving a Weinland Park Elementary School staff member, parents and educators are understandably concerned about the safety of crossing streets in the neighborhood.

6.3.3 Crime Concerns

According to the WPCMP, as many families moved to outlying city suburbs throughout the 20th century, the area experienced a gradual decrease in neighborhood investment resulting in an increase in neighborhood crime. Furthermore, a neighborhood survey conducted as part of the WPCMP indicated crime is considered one of the deterrents for biking and walking within the area. As mentioned previously in Section Three and in the parent surveys contained in **Appendix A**, crime is also listed as the number one deterrent for a parent's decision to not allow their student to walk to school.

Additionally, the principal of Weinland Park Elementary has discouraged riding bicycles to and from school due to concern about the safety of students as they travel the neighborhood and cross the heavily trafficked intersections surrounding the School. She has further expressed concerned about the management of the bicycles and helmets due to the potential for bicycle and helmet theft. There is currently no bicycle parking available at the school.

6.4 BEFORE/AFTER SCHOOL ACTIVITIES

Weinland Park elementary offers a variety of before and after school programs for the students. These programs range from assisting students with tutoring needs to offering after school childcare. The programs can be extremely beneficial to a student's development and wellbeing. However, getting the students to and from school for these programs can also pose an issue for parents as they require early arrival and/or late departure from school. Families have expressed concern about allowing students to walk at these early and late times. Often these times require students to walk in smaller groups or even alone. Since families have specifically requested that the Godman Guild provide busing for their after school programs, they now transport those that live farther than three blocks from the school but within the Godman Guild service area.

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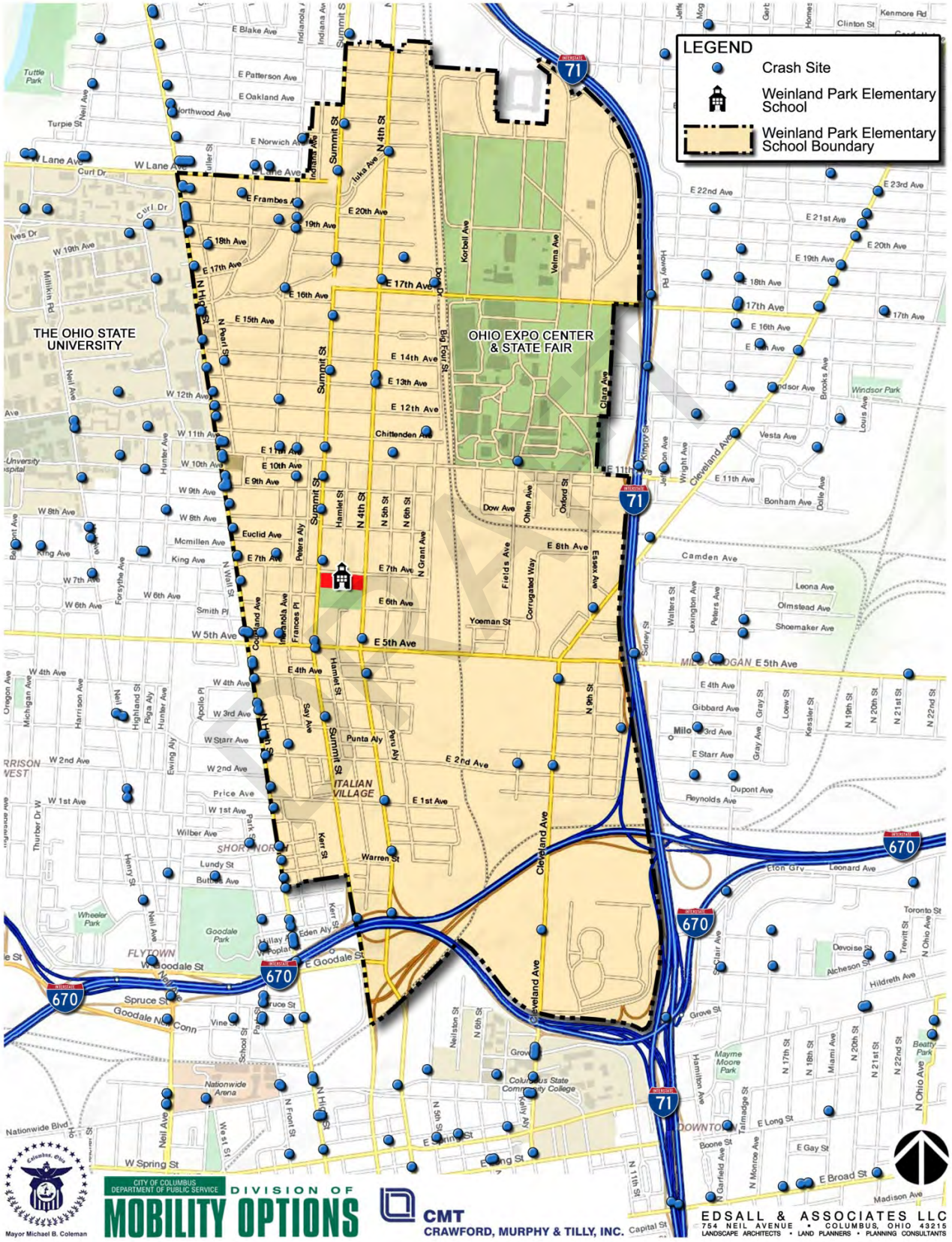
Exhibit 6-1
Vehicle Crashes Within the Weinland Park Area



Section Seven

Creating Solutions

7.0 THE FIVE E'S

In order to identify solutions to the safety barriers discussed in Section Six, ideas to aid in the mobility of student travel is given by providing engineering, education, enforcement, encouragement and evaluation suggestions.

7.1 ENGINEERING

7.1.1 Signal Timing

As identified in the Weinland Park Community Mobility Plan (WPCMP), the residents are strongly in favor of reducing the "green band" of the signal timing at the intersections of East 7th Avenue and Summit Street, and East 7th Avenue and North 4th Street. As discussed previously, the light signals at these intersections are timed for minimal vehicle stops along these roadways. Unfortunately this allows motorists to travel above the posted speed limit. Re-timing of the intersection lights may require motorists traveling through these intersections to travel at slower speeds due to increased red light signals at the intersections leading up to East 7th Avenue.

7.1.2 Intersection Stop Bar at East 7th Avenue

As discussed in Section Six, some vehicles turning east onto East 7th Avenue off of North 4th Street were observed experiencing difficulty executing the turn due to vehicles along East 7th Avenue stopped at the light. It was observed during both the morning arrival and afternoon dismissal eastbound vehicles stopped at the intersection reversing in order to provide a sufficient turn radius for school busses. If at this intersection the East 7th Avenue stop bar on the eastbound lane were shifted or moved further west, a greater turn radius would be provided for school busses and other turning vehicles.

7.1.3 Curb Extensions

As described in the WPCMP, curb extensions are typically located in locations with on street parking and are extensions of the sidewalk area. Curb extensions improve pedestrian crossing safety and are considered a method of traffic calming.

The WPCMP recommends several nearby (within ¼ mile of the School) intersections where curb extensions would be beneficial. These intersections are:

- East 5th Avenue and East 5th Street
- East 6th Avenue and East 5th Street

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- East 6th Avenue and Courtland Avenue
- East 7th Avenue and Courtland Avenue
- East 7th Avenue and Hamlet Street
- East 7th Avenue and Indianola Avenue
- East 8th Avenue and East 5th Street
- East 8th Avenue and Hamlet Street
- Euclid Avenue and Indianola Avenue

7.1.4 All-Red Pedestrian Phase

A 10 second all-red pedestrian phase may be added to the intersection of East 7th Avenue and Summit Street allowing pedestrians to cross safely at the corners without confusion and concern of turning vehicles at this offset intersection. **Appendix C** contains an engineering analysis of this intersection. The pedestrian phase could possibly be linked to a pedestrian call button so it does not disrupt flow when there are not pedestrians present, or only included during school arrival and departure times. Implementation of the new phasing would require timing updates at the intersections north and south on Summit Street. The engineering analysis shows that the minor inconvenience to drivers would be offset by the increased safety to pedestrians.

As part of the Complete Streets plan, a draft 2010 traffic study also suggests the installation of an actuated phase so the pedestrian signal is only called when pedestrians are present.

7.1.5 Pedestrian Countdown Heads & Accessible Pedestrian Signals

Crosswalk countdown heads provide pedestrians with a visual indication of the remaining time on a pedestrian crossing phase. According to the Manual on Uniform Traffic Control Devices (MUTCD), countdown heads are required for pedestrian crossing phases lasting more than seven (7) seconds. It was noted that pedestrian crossing signals located at nearby intersections, such as East 7th Avenue and Summit Street, and East 7th Avenue and North 4th Street, do not currently have countdown heads installed. The installation of crosswalk countdown heads would help to inform students and other pedestrians how much time they have remaining to cross the street. Countdown heads may also encourage pedestrians to wait until the pedestrian crossing phase to cross by providing an indication of the signal timing.

Another method of information to inform pedestrians about crosswalk timing is accessible pedestrian signal (APS) equipment. APS equipment communicates signal timing information to pedestrians through non-visual format. The MUTCD manual includes audible tones, verbal messages and/or vibrating surfaces as types of APS

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equipment. In most cases, this equipment is installed at intersections which have presented difficulty for pedestrians with visual disabilities. As stated previously, Weinland Park Elementary has three units serving students with disabilities. It is important to note these students are typically bused to and from school and do not walk or bike through the nearby intersections. If, however, APS equipment is desired, the MUTCD manual recommends an engineering study to identify the type of equipment recommended for the intersection and pedestrians utilizing it.

7.1.6 Sidewalk Clearance

As sidewalks are constructed around new development, and as the City continues Americans with Disabilities Act (ADA) compliant ramp installations, care should be taken to insist that all possible permanent obstacles be removed from the sidewalk path. Whenever possible, street signs, utility poles, and fire hydrants should be located or relocated outside of the sidewalk.

7.1.7 School Zone Signage

The pavement markings for the school zone and crosswalks need to be repainted on a regular basis to clearly indicate to drivers the need for caution.

7.1.8 Additional Sidewalks

As depicted on **Exhibit 5-2**, most of the streets within the Weinland Park School boundary area have adequate sidewalk coverage. However, some streets south of 5th Avenue are lacking adjacent sidewalks. According to the City of Columbus, requests and additional information regarding the construction of sidewalks can be placed utilizing the City's 311 hotline.

7.1.9 Enhancement to Current Sidewalk Standards

The City of Columbus and the Ohio Department of Transportation (ODOT) has published design standards which specify sidewalks requirements. These standards should be referenced to determine if a funding source could be utilized to update non-compliant sidewalks to current standards. These documents are:

- City of Columbus Department of Public Service Transportation Division Standards Drawings 2300, 2301
- ODOT Location and Design Manual, Volume 1, Section 305 and 306

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7.1.10 Construct Secured Bicycle Storage

Having a bicycle securely stored during school hours brings peace of mind to students, their parents, their teachers, and their principal. The investment in a bicycle and helmet can be significant. Therefore, providing a secure bicycle storage facility which can limit access to only those with bikes can promote more use of bicycle transportation. A locked cycle shed could be opened during morning arrival, locked securely during school hours, and unlocked after school during dismissal.

Example of Bicycle Storage Locker

7.2 EDUCATION

7.2.1 Teach Students about Street Smarts & Safety Risks

Many younger students may not always be aware of a potential safety risk (e.g. busy intersection, walking on a roadway), and may not exercise added caution near high risk areas. Educating students about proper intersection signage and signals can aid in a student's safe passage across a busy roadway. When signals and signage within an area change, students should also receive specific instructions on best and safe practices related to the changes, as well as refreshers on areas that have not changed.

Students should also be taught the importance of avoiding ominous areas where the potential for crime or other hazards may exist.

7.2.2 Family & Community Education

The North Carolina Safe Routs to School Team (SRTS) has a variety of educational materials that would be useful in planning educational events for the entire family. Parents and their students need information and reminders on best practices when walking through the neighborhood. At Weinland Park Elementary School these educational events for parents may be scheduled at the Friday Parent Meetings, or the monthly Family Night Activities at the school, or on special weekends. Community education is a continual process helping to bring heightened awareness to student travel to and from school.

7.2.3 Student Mentoring

Godman Guild's Youth Activities Team might have older students develop educational and encouragement activities for younger students, tied to their Health and Wellness projects.

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Columbus Public Health currently has a "Bike Ambassador" where high school students are identified to mentor younger cyclists.

7.2.4 Wellness Education

Columbus City School staff will be converting Nebraska SRTS curriculum to national health education standards which may be offered at Weinland Park Elementary School is the coming years.

7.3 ENFORCEMENT

7.3.1 Speeding Stops

During the pedestrian observations, three speeding stops were observed at the intersection of East 7th Avenue and North 4h Street. It is recommended that Columbus Police continue to patrol the Weinland Park area for speeding violations.

7.3.2 Red Light Cameras

According to Columbus Police, nearby red light cameras are located at the intersections of North 4th Street and East 5th Avenue and Summit Street and Chittenden Avenue.

7.3.3 311 Hotline

The City of Columbus offers a 311 hotline which is intended to serve as a direct line for city services. This service is accessible via phone, internet or email. Users may request sidewalk inspections, code enforcement, request a traffic study, etc. (http://311.columbus.gov/)

7.3.4 Sidewalk Maintenance

The City should continue to work with landowners to maintain their sidewalks as unobstructed walkways. Notices of problems should be sent in a timely manner, with an explanation of the City Code governing the issue involved (Code of Ordinances Chapter 905). The City should follow-up to the fullest extent possible, even with out-of-state landowners, to enforce compliance.

7.4 ENCOURAGEMENT

7.4.1 Group Walks

It was observed that many of the students walking to and from school travel in groups. However, one option to development a better sense of safety is to encourage the establishment of "walking school busses" whereby an adult leads a group of students to/from school. In addition, Columbus Public Health promotes "walkabouts" where students help identify walking maps for the walking school buses.

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There are other schools in the central Ohio area which have already begun organizing such efforts and may be a resource. A great place to start for Weinland Park may be during Friday Parent Meetings organized by the Parent Consultants. During the meeting, parents interested in helping organize various "walking school buses" can identify specific locations for walk routes, time may be spent in determining the best way to organize these groups at Weinland Park, and leaders will have a place to share concerns and successes as the program moves forward. Adult volunteers are imperative to this program as the Center for Disease Control and Prevention (CDC) recommends the following ratios: 1 adult/3 children ages 4-6 yrs, and 1 adult/6 children ages 7-9 yrs.

7.4.2 Adult Supervised Corners

Adults stationed at heavily trafficked street corners can serve as an extra set of eyes and aid in supervising the student's walk to and from school. Adults can keep an eye on the students and help to ensure they are properly crossing intersections and not playing in the streets.

7.4.3 Speed Measuring Devices

To remind motorists of the Weinland Park Elementary School zone, request the Columbus Police set up traffic speed measuring devices periodically through the school year. Weinland Park Elementary School is a year-round school. Therefore, this would be particularly helpful during the times when school is in session while many of other public schools are not (i.e. July and beginning of August).

7.4.4 Message Trailer

Electronic signs on trailers may be helpful at key periods during the year to reminder drivers of the importance of school zone awareness. One such key period would be in July when Weinland Park is beginning its new school year while most other schools in the area are still in summer break.

7.4.5 Park & Walk

For those families who drive their children to school for various reasons, a Park and Walk may be set up. Families meet at a designated parking lot and have various adult volunteers take turns escorting the children to and from the school via sidewalks. Traffic congestion at the school loading zones can be avoided and physical activity is encouraged. One such location may be a parking lot in the vicinity of the Neighborhood Policing Center on East 11th Avenue. A Walking School Bus could then travel via Hamlet Street to and from the school.

7.4.6 Healthy Heart Month

February might be an exciting month to emphasize physical activity and walking to increase heart health. Along with health education activities, students and their families

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will be reminded of the benefits of walking to school, looking forward to even more time spent outdoors as Spring approaches.

In addition, the Mid Ohio Regional Planning Commission (MORPC) promotes several walk to school months. Weinland Park Elementary could utilize the support of MORPC and the Columbus Health Department to organize and promote such an even at the school. According to the Columbus Health Department, funding is available for the promotion of these types of events.

7.4.7 Poster Contest

A Poster Contest might encourage all students to assimilate the information they have been learning about fitness and safety.

7.4.8 Sidewalk Maintenance Campaign

The Weinland Park Community Civic Association may be able to team with local businesses and leaders to lead a sidewalk maintenance campaign with educational materials and encouragement of civic responsibility. Working with the school they might target those routes most used by students walking to and from school.

7.5 EVALUATION

As part of the implementation of this School Travel Plan, the parent surveys and the classroom tallies will be completed yearly, per the program guidelines. The Weinland Park Elementary School staff will administer these surveys and submit the data to Safe Routes to Schools (SRTS). A Weinland Park SRTS Committee (WP SRTS) will be identified that will continue to meet at least once per year to assess the success of implemented solutions and to determine the opportunity for trying additional solutions. The WP SRTS Committee will continue to work with the City on identifying funding sources as needed for desired solutions and completing necessary applications.

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Section Eight

Improvement Maps

Section Six discussed several existing barriers to active transportation which are found within the Weinland Park neighborhood. Section Seven examined these issues and provided suggested solutions to either improve or eliminate the barriers. These solutions assigned each action item into one of five categories:

- Engineering
- Education
- Enforcement
- Encouragement
- Evaluation

To aid in identifying where the solutions are suggested to occur, an Improvement Solutions Map (**Exhibit 8-1**) will be provided following further coordination with the stakeholders.

In addition, a Preferred Student Travel Route map (**Exhibit 8-2**) is provided as a suggested route for student's traveling to and from Weinland Park Elementary School. **Exhibit 8-2** depicts both the suggested route, shown with bold arrows, to avoid the main arterial roadways, and the secondary routes, shown with lighter arrows, for the students located away from the suggested routes. The primary objective of the Preferred Student Travel Route Map is to encourage students to use the less trafficked residential roadways to travel to and from school rather than utilizing major arterial streets, such as North 4th and Summit Streets, if possible.

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Exhibit 8-1
Improvement Solutions Map

An improvements solutions map to be completed and inserted in this section upon coordination with stakeholders.

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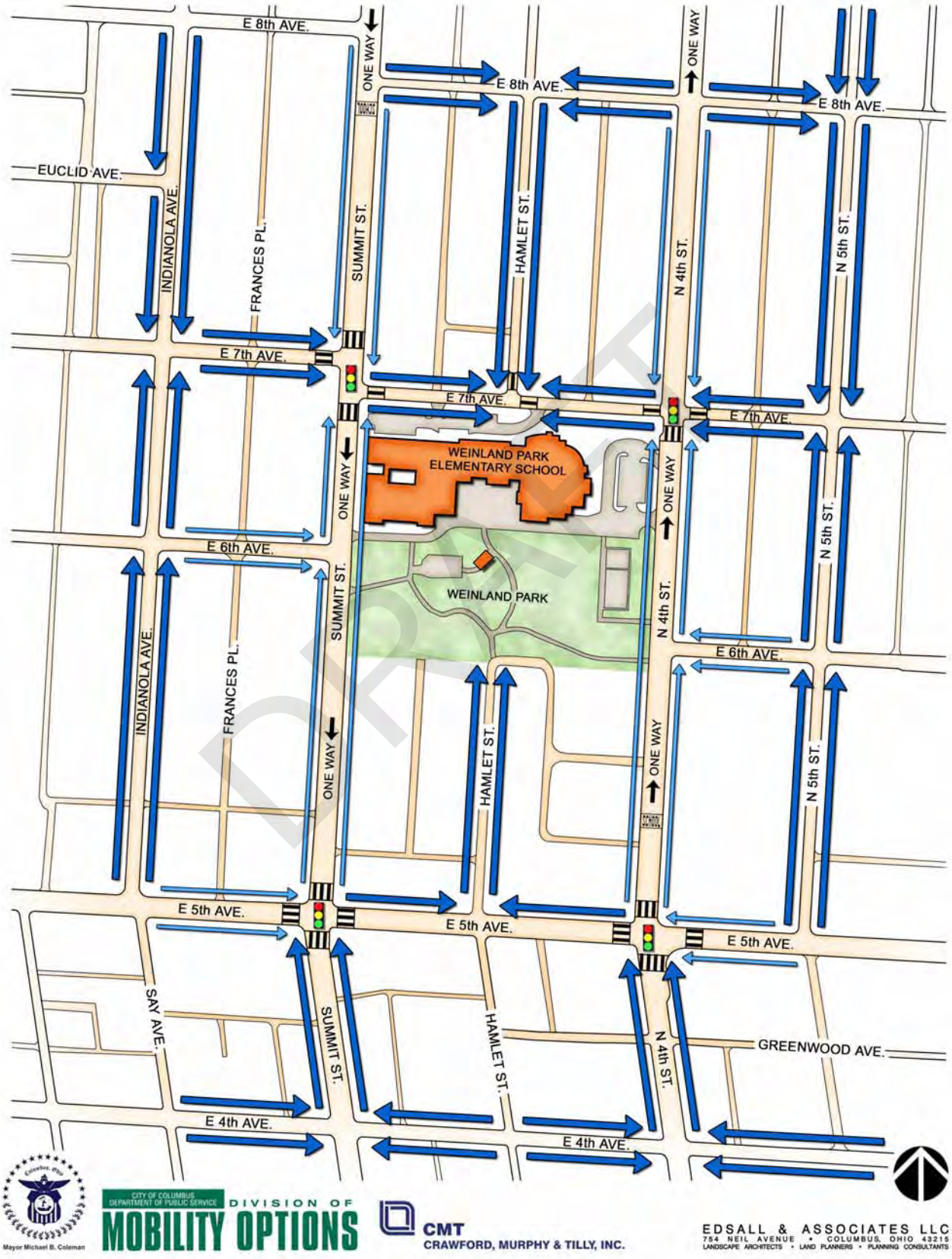
Exhibit 8-2
Preferred Student Travel Routes



Section Nine
The Action Plan

Strategy Type (5 E's)	Strategy Detail	Time Frame	Responsible Party	Status	Estimated Cost*	Possible Funding Source	Percent of Students Affected
Engineering	Signal Timing	6 - 12 Months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	Shift of Intersection Stop Bar on E. 7th Ave.	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	E. 5th Ave. & E. 5th Ave Curb Extension	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	E. 6th Ave. & E. 5th St. Curb Extension	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	E. 6th Ave. & Courtland Ave. Curb Extension	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	E. 7th Ave. & Courtland Ave. Curb Extension	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	E. 7th Ave. & Hamlet St. Curb Extension	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	E. 7th Ave. & Indianola Ave. Curb Extension	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	E. 8th Ave. & E. 6th St. Curb Extension	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	E. 8th Ave. & Hamlet St. Curb Extension	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	Euclid Ave. & Indianola Ave. Curb Extension	6-12 months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	100%
Engineering	All-Red Ped. Phase on E. 7th Ave & Summit St.	6 - 12 Months	City of Columbus Division of Mobility Options	Planning Stage	Low	City of Columbus/ SRTS	100%
Engineering	Countdown Heads - E. 7th Ave & Summit St. & E. 7th Ave. & North	1-4 Months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus/ SRTS	30%
Engineering	Construct New Sidewalks with ADA Compliance	Ongoing	City of Columbus Division of Mobility Options	Planning Stage	Low	City of Columbus / Developers	50%
Engineering	Repaint School Zone & Crosswalk Markings	1-4 Months	City of Columbus Division of Mobility Options	Planning Stage	Low	City of Columbus	50%
Engineering	Construct Additional Sidewalks Where Missing	1-24 Months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus / SRTS	50%
Engineering	Enhance Current Sidewalks to Standards Where Applicable	1-24 Months	City of Columbus Division of Mobility Options	Planning Stage	Medium	City of Columbus / SRTS	100%
Engineering	Secure Bike Storage	12-24 months	Columbus City Schools	Planning Stage	Medium	Columbus City Schools / SRTS	10%

**High Cost: $150,000 or above*
Medium Cost: $20,000 to $15,000
Low Cost: $$20,000 or below

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Strategy Type (5 E's)	Strategy Detail	Time Frame	Responsible Party	Status	Estimated Cost*	Possible Funding Source	Percent of Students Affected
Education	Teach Street Smarts	Ongoing	Columbus City Schools	Active	Low	Columbus City Schools	100%
Education	Family Education Nights	Ongoing	Columbus City Schools	Active	Low	Columbus City Schools/ SRTS	100%
Education	Older Student Mentoring	Ongoing	Godman Guild/ Columbus Public Health	Active	Low	Godman Guild / Columbus Public Health	100%
Education	Wellness Education	Ongoing	Columbus Public Health/Columbus City School	Active	Low	Columbus Public Health / SRTS/Columbus City Schools	100%
Education	Crossing Guard Inservice	12-24 months	Columbus City Schools/Columbus Divison of Police	Planning Stage	Low	SRTS	100%
Education/ Encouragement	Bike Rodeo	0-12 months	Columbus Public Health	Planning Stage	Low	Columbus Division of Police / SRTS	100%
Enforcement	School Zone Enforcement	Ongoing	Columbus Division of Police	Active	Low	Columbus Division of Police	100%
Enforcement	Red Light Cameras	Ongoing	Columbus Division of Police	Active	Medium	Columbus Division of Police	100%
Enforcement	311 Hotline	Ongoing	City of Columbus	Active	Low	City of Columbus	100%
Enforcement	Sidewalk Maintenance	Ongoing	City of Columbus	Active	Medium	City of Columbus	100%
Encouragement	Group Walks	1-12 months	Columbus City Schools	Planning Stage	Low	Columbus City Schools	30%
Encouragement	Adult Supervised Corner	1-12 months	Columbus City Schools	Planning Stage	Low	Columbus City Schools	30%
Encouragement	Speed Measuring Devises	1 month	Columbus Division of Police	Active	Low	Columbus Division of Police	100%
Encouragement	Message Trailer	1 month	Columbus Public Health	Planning Stage	Low	City of Columbus/ODOT	100%
Encouragement	Park & Walk	Ongoing	Columbus City Schools	Planning Stage	Low	Columbus Public Health	30%
Encouragement	Heart Healthy Month	1 Month	Columbus City Schools	Active	Low	Columbus Public Health / SRTS	100%
Encouragement	Poster Contest	1 Month	Columbus City Schools	Planning Stage	Low	Columbus Public Health	100%
Encouragement	Sidewalk Maintenance Campaign	1-24 months	Weinland Park Community Civic Association	Planning Stage	Low	City of Columbus / SRTS	30%
Evaluation	Parent Surveys & Student Travel	6 - 12 Months	SRTS Team	Active	Low	Columbus City Schools/ NC SRTS	100%

**High Cost: $150,000 or above*
Medium Cost: $20,000 to $15,000
Low Cost: $$20,000 or below

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Section 10: Plan Endorsements

As part of the Weinland Park Elementary School Travel Plan, a school travel team has been assembled to ensure continued review, implementation and evaluation of the efforts to enable and encourage students to safely walk and ride to school.

As a member of the Safe Routes to School travel team, I endorse the Weinland Park Elementary School Travel Plan, and support the goals and solutions contained within.

Signature: _____

Name: _____

Organization: _____

Title: _____

Date: _____

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Mayor Michael B. Coleman

CITY OF COLUMBUS DEPARTMENT OF PUBLIC SERVICE DIVISION OF MOBILITY OPTIONS

CMT CRAWFORD, MURPHY & TILLY, INC.

Appendix A

Meeting Minutes

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City of Columbus- Weinland Park Elementary STP
PROJECT KICKOFF MEETING MINUTES – April 26, 2011

Attendees: Jodi Stefanik, Terry Stewart Don Glosser, Kathy Jackson

I. **Project Contact List – Update**

Jodi provided a Contact List. This list was reviewed for completeness, with comments on what information might be best provided by different individuals. Per our discussion, Jodi identified additional names that she would add to the list with their contact information, and then would send CMT the update.

a. City of Columbus
Jodi Stefanik – Div of Mobility Options, City of Columbus
Terry Stewart – Div of Mobility Options, City of Columbus
b. Columbus Schools Trans. Dir. – Steve Simmons
c. Columbus Schools Safety Dir. – Andrea Barrett
d. ODOT District 6 SRTS Contact – Brenda Moore

II. **Establish Project Stakeholder List**

a. Weinland Park Elementary School staff members – Principal, Teachers
b. Weinland Park Elementary Parents – ask principal
c. Local Business leaders—CMT will contact Joyce Hughes for recommendations
d. Weinland Park Elementary Parent/Teacher Association members
e. Crossing guards – Andrea Barrett or Dr. Monica Gant may provide contact
f. Safety/Law enforcement officers – CMT initial contact to Steven Smith to confirm connection with local substation
g. Weinland Park Community Civic Association – Joyce Hughes, President
h. Weinland Park Community Civic Association – Chris Orban, Mobility Chair
i. OSU Schoenbaum Family Center at Weinland Park
j. CCS Administration – CMT will contact Keith Bell, Chief Academic Officer, who has worked on safety issues at other school.
k. Columbus Health Department – CMT will contact Linda Tvorik. Also check with Betsy Pandora, Healthy Places Coordinator.
l. St. Sophias Eastern Orthodox Church – Arch Bishop
m. Godman Guild – Wendy Hansen-Smith
n. University Area Commission – CMT will contact to see if Weinland Park Community Civic Association will represent their interests in this endeavor.

III. **Project Schedule**

a. Reviewed 4/25/11 Gantt chart. Adjustments were suggested to schedule. Should give the schools a two-week window for completing survey. Field Observations before school is out. Collect all data before school is out, process data during summer break, and hold meeting to share draft results after school reconvenes.
b. Invoice Requirements

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CMT will provide invoice per City of Columbus requirements. Attachments will include project narrative of work to date, and an updated Gantt schedule with percent completion indicated for main headings.

IV. **Existing Planning Documents**

a. Jodi provided a CD with various data records for CMT use in planning.

b. Terry discussed the current ODOT study of 4th and Summit Complete Streets. The two-way conversion of the one-ways is off the table at this time. Current considerations include full-time parking lane, signal changes, signalized pedestrian-only crossing, bike lanes, and turn lanes. Don requested to be made aware of any meetings or updates provided by this work so that the STP incorporates the work of this project.

c. CIP 590105-100039 Pedestrian Safety Improvement – Weinland Park Community Mobility Plan. This is a design project planned for after the Weinland Park Community Mobility Plan is completely finished. Current estimate is October 2011.

d. There is an RFP for bikeways development on 5th avenue. Nick Pope is the contact.

V. **Initial Joint Steering Committee Meeting.**

a. Time and location: CMT will schedule using email contacts.

Consider school or police substation as location.

Aim for 2nd week in May.

b. Invitations

City will send invitation

CMT will send draft of invitation to City for review. Also CMT will provide for review the draft handouts for meeting.

c. Material to cover:

Welcome. Background of study. Objective of the Meeting and the Study. Description of Study process and how involvement will be possible by various stakeholders. Review WalkSmart and School Boundary. Reference link to Draft Mobility Plan on website instead of making copies.

Jodi will send CMT a sample Initial Meeting Agenda.

VI. **Information Gathering**

a. Parent-Teacher Surveys: Procedure and timing of distribution.

CMT will contact Principal to coordinate timing with school schedule. CMT will print surveys and provide to school. CMT will be sending to National Center for Safe Routes to Schools for data input and summation.

b. Field Observations

Terry reviewed primary locations for collecting data that would support opinions from various previous inputs. Data needs to focus on school travel routes coming to and leaving school during the times when children attend normal school hours, not after school activities at school.

c. Establish and share procedure for non-school feedback, including format and deadline.

A City email address will be provided at a later date.

VII. **Other Miscellaneous Items**

a. CMT will check with principal to determine need for language translations.

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b. Stakeholder Endorsements will be gathered after they have reviewed the DRAFT copy of the STP.
c. After initial Steering Meeting, get Stakeholder input on prime field observation locations of interest.
d. Terry requested that we obtain data on pedestrian demand to better evaluate a pedestrian-only crossing on Summit.
e. The WalkSmart map is no longer current. Specifically noted were some new crosswalks.
f. Terry requested data to evaluate need for HAWK at 6th and ????. We want elementary students to cross at signals.
g. Need to check with Principal on actual unlocked entrances used by students to enter and exit to document actual student flow/path. Observe 5th –7th and watch for jaywalkers.
h. CMT will copy Julie Walcott, ODOT SRTS, on information to keep her informed.

Next Project Meeting: June 2011. Will use email contacts and conference calls in the interim.

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WEINLAND PARK ELEMENTARY SCHOOL TRAVEL PLAN
Steering Committee Minutes
May 16, 2011

The meeting was opened at 4:40pm by Don Glosser, CMT. Sign-in sheets with places to provide additional contact information were circulated. Attendees were each given an Agenda packet. The meeting was held in the Art Room of Weinland Park Elementary School.

Attendees: Don Glosser, CMT; Kathy Jackson, CMT; Jodi Stefanik, City of Columbus; Terry Stewart, City of Columbus; Andrea Barrett, CCS Transportation; Steve Simmons, CCS Transporation; Sandy Gill, Columbus Public Health; Betsy Pandora, Columbus Public Health; Steve Sterrett, Weinland Park Collaborative; Kaci Harris, Weinland Park ES; Chris Orban, Weinland Park Community Civic Association; Dennis Jeffrey, Columbus Police; Monica Minor Gant, Weinland Park ES; Arla Lyles, Weinland Park ES; Golden Jackson, OSU Schoenbaum Family Center; Ellen Williams, Godman Guild; Anjanette Robertson, Godman Guild

I. **Welcome** by Jodi Stefanik and Terry Stewart, both of City of Columbus.

As introductions were made around the table attendees shared their relationship to and previous involvement with the Weinland Park School Community and the upcoming School Travel Plan (STP).

T.Stewart brought the group up-to-date on the status of the Weinland Park Community Mobility Plan (CMP). The City is currently working with ODOT on issues related to 4th and Summit streets. The final CMP will be prepared once further data is collected for the STP, so that the two plans are supporting each other.

D.Glosser provided a background of the Safe Routes to Schools Program (SRTS) and the School Travel Plan (STP), specifying that the families of children are the end users of the STP and that the focus on any transportation planning is on the routes taken by students to and from school. The STP is a mechanism for securing funding through SRTS. Don introduced the 5 E's of SRTS: Engineering, Education, Encouragement, Enforcement, and Evaluation.

II. **Program Highlights** by Don Glosser

Public input is crucial to the process and CMT will be seeking direction from the Steering Committee on how to involve as many as possible. CMT will be evaluating existing conditions, using new input as well as previous studies by the community. There will be help sought with walk audits. CMT will be observing traffic patterns. CMT will develop an action plan, which will be reviewed and endorsed by members of the Steering Committee. After public input and review, the STP will be reviewed and approved by ODOT. Information is currently being gathered. Field observations will happen in the next few weeks.

The first Public Meeting will be scheduled for Tuesday, June 7th. This will give the City time to give appropriate notice of the meeting and will also give the schools and the Civic Association time to publicize the meeting. Dr. Gant offered the use of the Multipurpose Room of the school. The purpose of the meeting will be to let the public know what is happening for the School Travel Plan and to solicit further public input for the Plan.

The Walk Smart mapping will be updated.

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III. **Public Involvement** includes those in the Steering Committee and the community groups which they represent. As discussion progressed, those around the table shared some of their concerns about school travel. D.Glosser explained that the Stakeholders represented by those in the Steering Committee will be able to review and give their endorsement to the final STP. As several noted, the Weinland Park community members are active and involved and concerned about their community. Efforts will be made to continue to seek input in the STP.

IV. **Existing Conditions**

1. Godman Guild wonders whether travel to and from school can consider travel associated with their program. There is a path the students follow. Godman Guild has had to provide transportation in the Winter because of various conditions.

2. A.Lyles. wondered whether the designated and marked "School Zone" might be expanded. Those discussing around the table agreed that the school property boundary usually set the zone area. However, the offset corner would benefit from extending the zone. Also, M.M.Gant noted there were problems with vehicles entering the "School Zone" from side streets and not being aware of the current zone reduced speed; i.e. if turning from 6th onto 4th there is no sign saying that already in a school zone. J.Stefanik said that the City can add a static sign and does so when their attention is brought to the concern.

3. C.Orban remarked that during the discussions for the Mobility Plan a suggestion was made for changing the speed limit in the school area on 4th and Summit to 30mph so that the drop during school travel in the Zone would be from 30 to 20mph instead of from 35 to 20 mph. Note: This speed reduction is not a recommendation of the Draft Community Mobility Plan.

4. M.M.Gant expressed the belief that a walking-only light signal could be a huge difference on 4th and Summit Streets, especially at 7th and Summit. T.Stewart shared that the ODOT Study is considering this change with modeling and timing review. The signal would be pedestrian activated. Probably not a 'scattered' crossing, but would continue to require crossing at right angles; taking into consideration the need to continue to model and educate children about safely crossing all streets.

5. A.Lyles suggested that more crosswalks up and down need to be painted and identified. J.Stefanik mentioned that supervision and patrol of crosswalks may be an issue, with supervision being a funding issue at some level. In school zones the City only marks crosswalks at unsignalized locations if the location is patrolled by a crossing guard or a student safety patrol.

6. C. Orban asked whether 8th & Summit and 8th & 4th intersections are still in the scope of the STP. There is not currently a crosswalk. The City wants to have kids to continue to use traffic signals.

7. S.Gill spoke to the Education and Encouragement aspects of the Plan. Her office is currently working with other areas on SRTS proposals, including Walking Schoolbus, Bike Rodeos, and a classroom curriculum which Diane Barnes has adapted from a Nebraska curriculum in order to meet CCS standards. The new curriculum targets 1st, 3rd, and 5th graders.

8. G.Jackson expressed concern about lock downs and responding to these.

9. K.Harris wondered whether the STP would incorporate the new development planned as new housing along Grant. The Civic Association may have some additional information. CMT will also contact the developer.

10. CMT was asked about MORPC involvement. K.Jackson explained that Amanda McEldowney had declined an invitation to attend today's meeting saying they had decided not to try to sit in on all STP planning for the region because of lack of time. Someone shared that MORPC does have a good informational presentation on SRTS with the next one scheduled for June 7th, at 10:00-12:00.

11. Weinland Park staff will be responsible for getting the Parent Surveys and the Classroom Tallys completed, with the support of CMT as needed. CMT will provide copies of the documents. The Parent Survey will be sent home with each students in backpacks. The Parent Consultants will also plan

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time to encourage completion of the Surveys at Friday Parent Meetings and at the Family Night on May 27th. Dr. Gant and her staff will determine the best two days to complete the classroom tally.

12. CMT will review the CMP data collection to determine whether additional Walk/Ride Audits are necessary.

V. **Possible Solutions and Countermeasures**. D.Glosser reviewed the 5 E's in terms of the development of possible solutions and initiatives within the STP. T.Stewart shared that SRTS likes to fund innovation and encouraged all those on the Steering Committee to consider what they would like to see tried in the area. Events for the community might be considered.

1. In the area of Enforcement, Crossing Guard training might be covered. Several around the table asked about traffic camera availability. D.Jeffrey explained briefly about school zone enforcement vehicles and their use.

2. E.Williams recommends coordination with Health Wellness and Food Wellness projects as they relate to a healthy life style. There might be ways to incorporate training the Youth Activities Team to help older students train younger.

3. C.Orban believes that the CMP has been successful because of the energy of the Community Civic Association and that continuing to involve the Association in the solution development will be important. Food and wellness are good, cohesive issues.

4. Barb Seckler, B.Pandora, and S.Gill work closely and continue to share information across communities that are working health-related issues for STP's. S.Gill offered to add any names interested to their Health and Nutrition Flash.

V. **What's Next**

1. C.Orban asked whether the CMP will be updated at the Public Meeting? T.Stewart shared that the final CMP is awaiting input from the STP so that the solutions proposed support and complement each other. However, T.Stewart agreed to be available to the community to answer questions about the current status of the CMP at the June 7th Public Meeting. He will set up a separate table at this event. C.Orban noted that the CMP is now available at the Library.

2. Arrival and Dismissal Observations will be completed near the end of May.

3. D.Glosser explained the anticipated STP overall timeline. The Draft STP should be completed by the beginning of August. Another Steering Committee meeting will be scheduled for the end of June or beginning of July to review data collected by CMT. The draft STP will be available for public review and comment in September. The City will submit the final STP to ODOT at the end of October. Applications for SRTS funding are due at the end of January.

4. C.Orban invited the City and CMT to Civic Association meetings, which occur the 4th Wednesday of each month.

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Appendix B

Parent Surveys & Student Travel Tally

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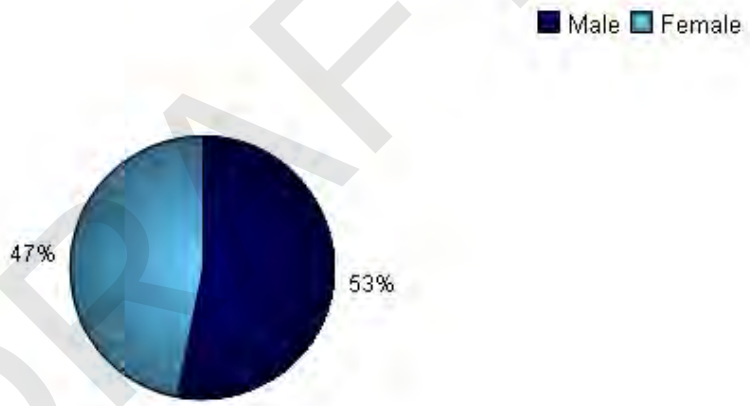
Parent Survey Summary

Program Name:	Weinland Park School Travel Plan	**Month and Year Collected:**	June 2011
School Name:	Weinland Park Elementary School	**Set ID:**	6054
School Enrollment:	352	**Date Report Generated:**	08/01/2011
Enrollment within Grades Targeted by SRTS Program:	352	**Number of Questionnaires Analyzed for Report:**	34
Number of Questionnaires Distributed:	352		

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

Sex of children for parents that provided information



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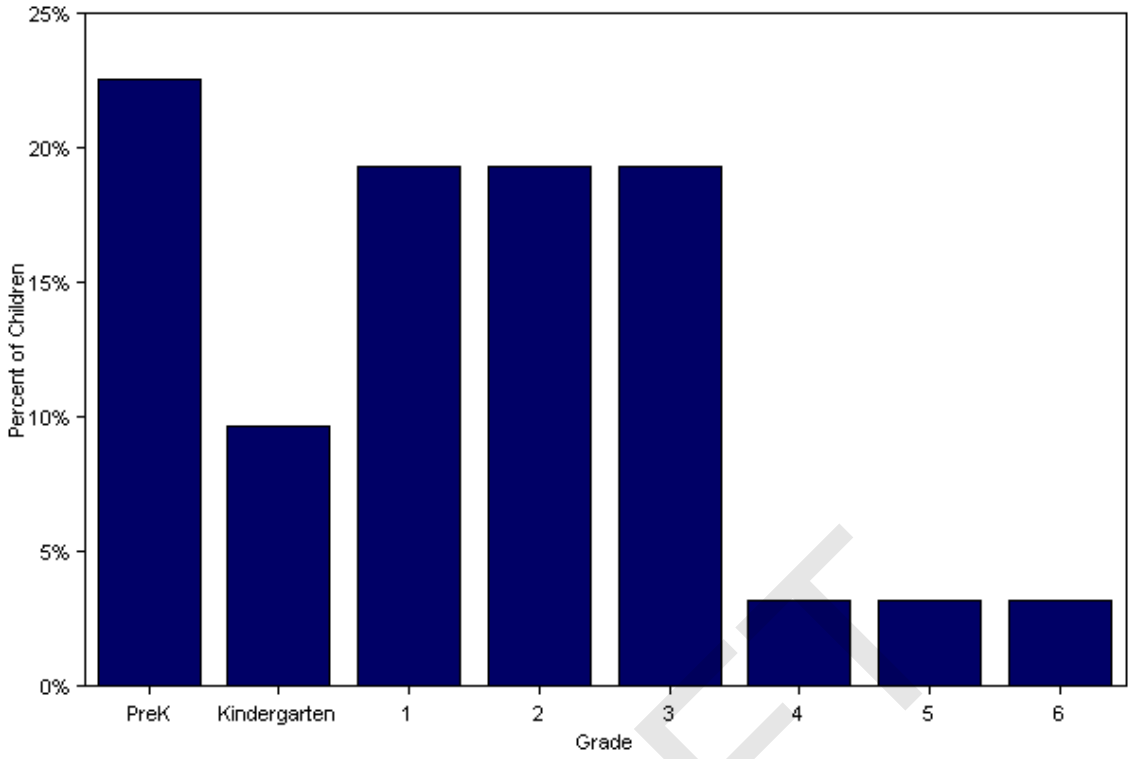
Grade levels of children represented in survey



Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	7	23%
Kindergarten	3	10%
1	6	19%
2	6	19%
3	6	19%
4	1	3%
5	1	3%
6	1	3%

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

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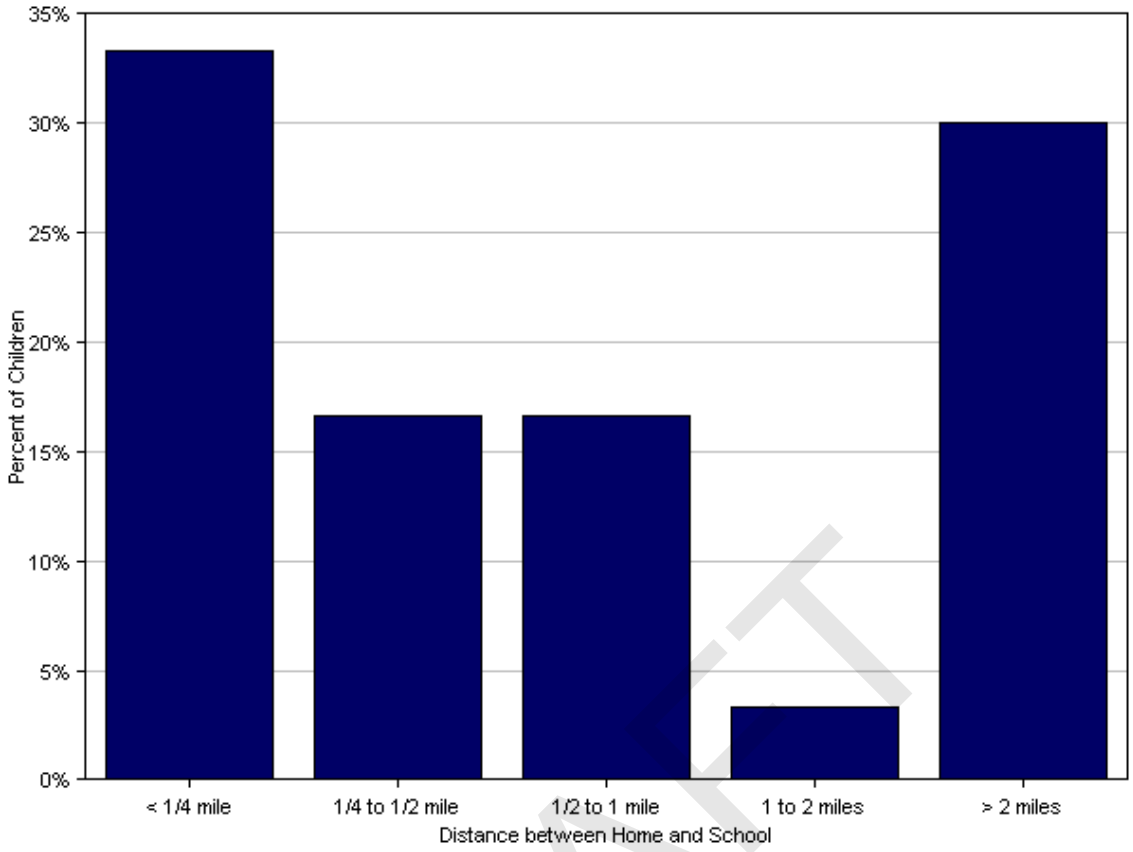
Parent estimate of distance from child's home to school



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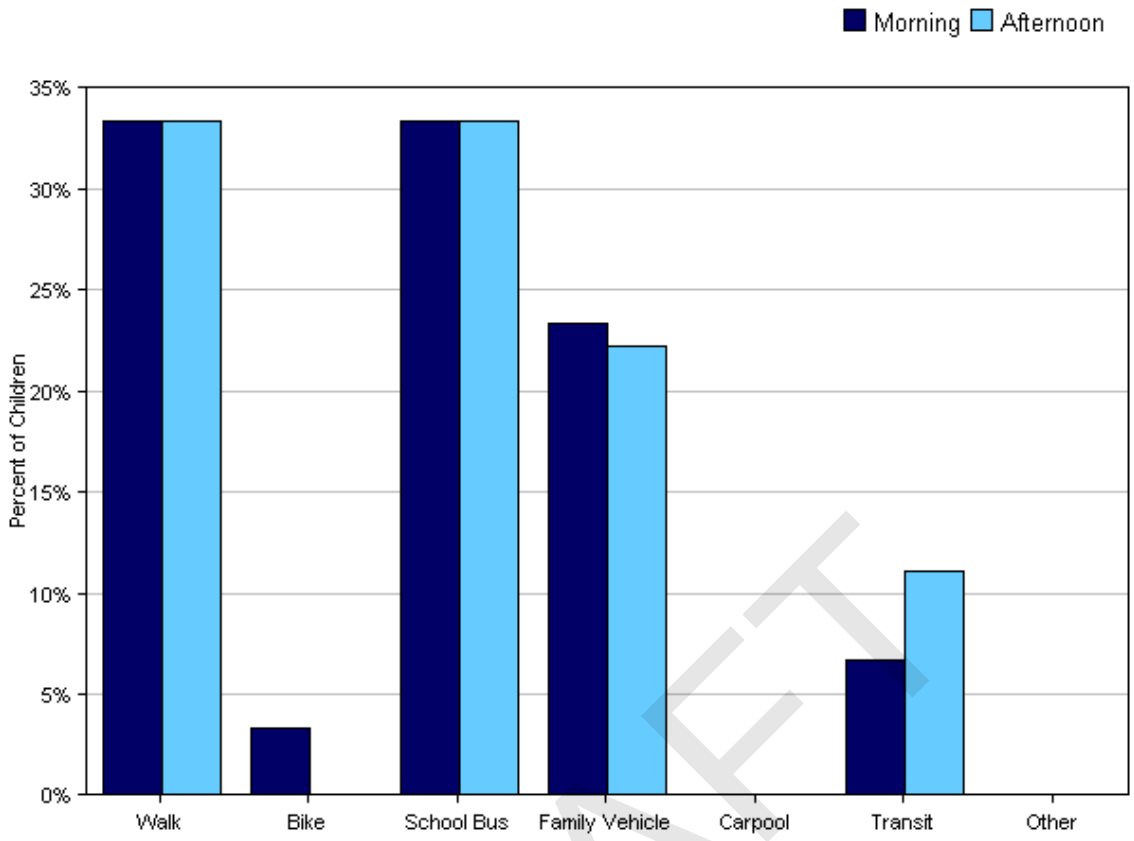
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	10	33%
1/4 mile up to 1/2 mile	5	17%
1/2 mile up to 1 mile	5	17%
1 mile up to 2 miles	1	3%
More than 2 miles	9	30%

Don't know or No response: 4
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	30	33%	3%	33%	23%	0%	7%	0%
Afternoon	27	33%	0%	33%	22%	0%	11%	0%

No Response Morning: 4
No Response Afternoon: 7
Percentages may not total 100% due to rounding.

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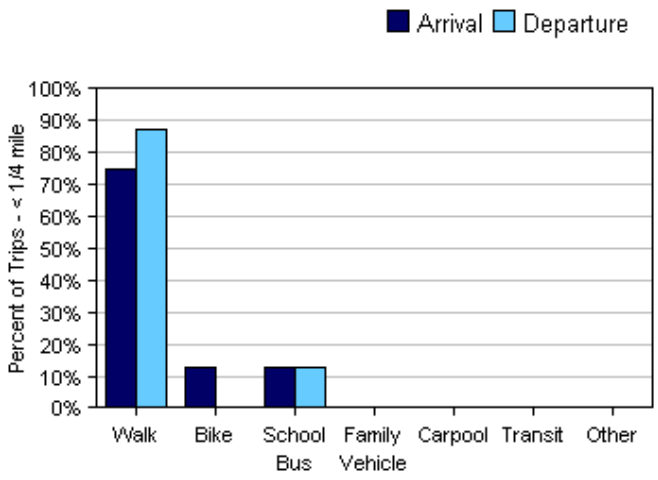
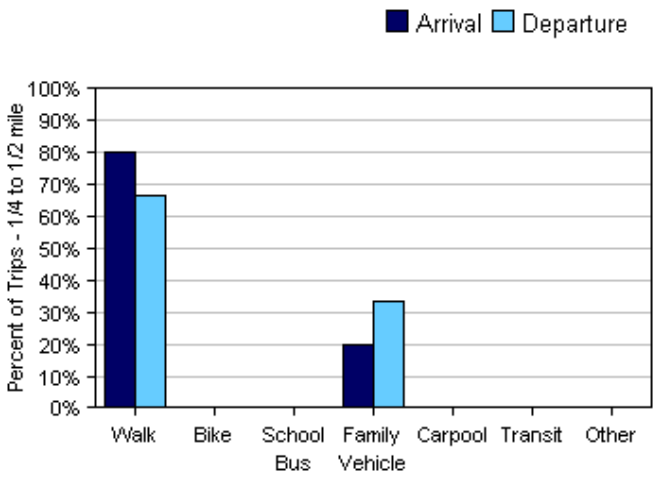
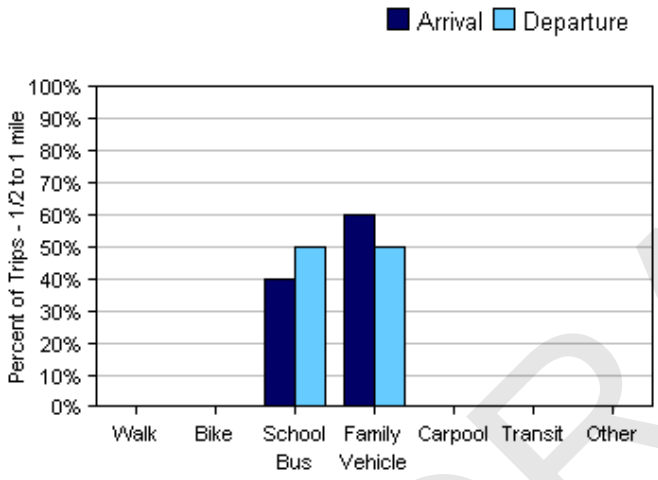
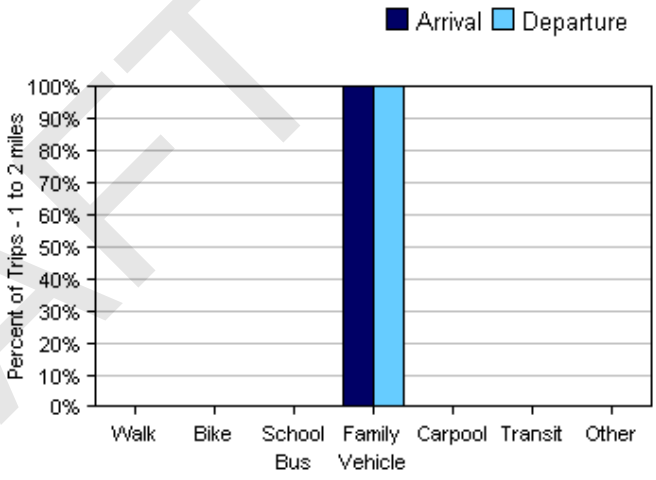
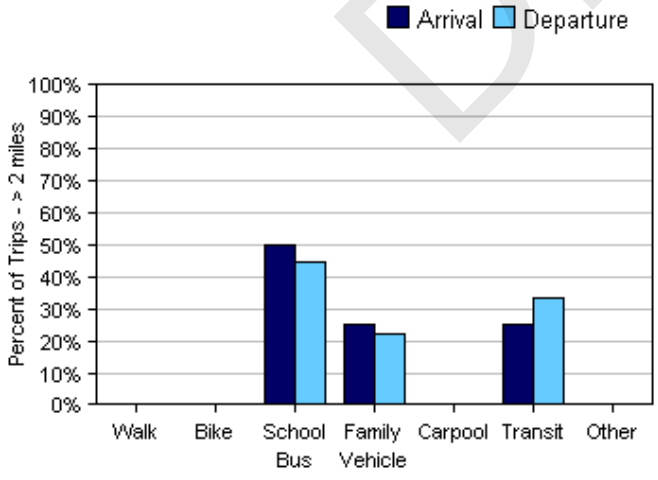
Typical mode of school arrival and departure by distance child lives from school











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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	75%	13%	13%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	5	80%	0%	0%	20%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	40%	60%	0%	0%	0%
1 mile up to 2 miles	1	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	8	0%	0%	50%	25%	0%	25%	0%

Don't know or No response: 7
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	88%	0%	13%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	3	67%	0%	0%	33%	0%	0%	0%
1/2 mile up to 1 mile	4	0%	0%	50%	50%	0%	0%	0%
1 mile up to 2 miles	1	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	9	0%	0%	44%	22%	0%	33%	0%

Don't know or No response: 9
Percentages may not total 100% due to rounding.

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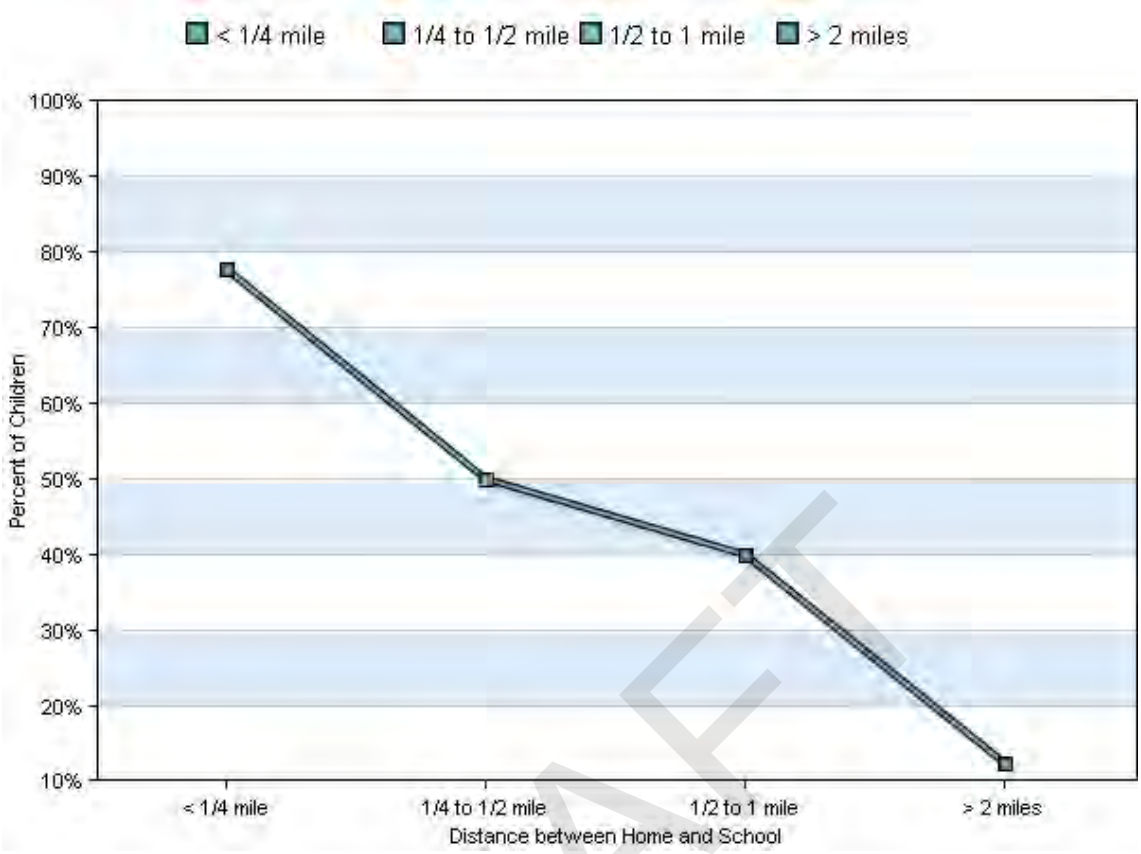
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school



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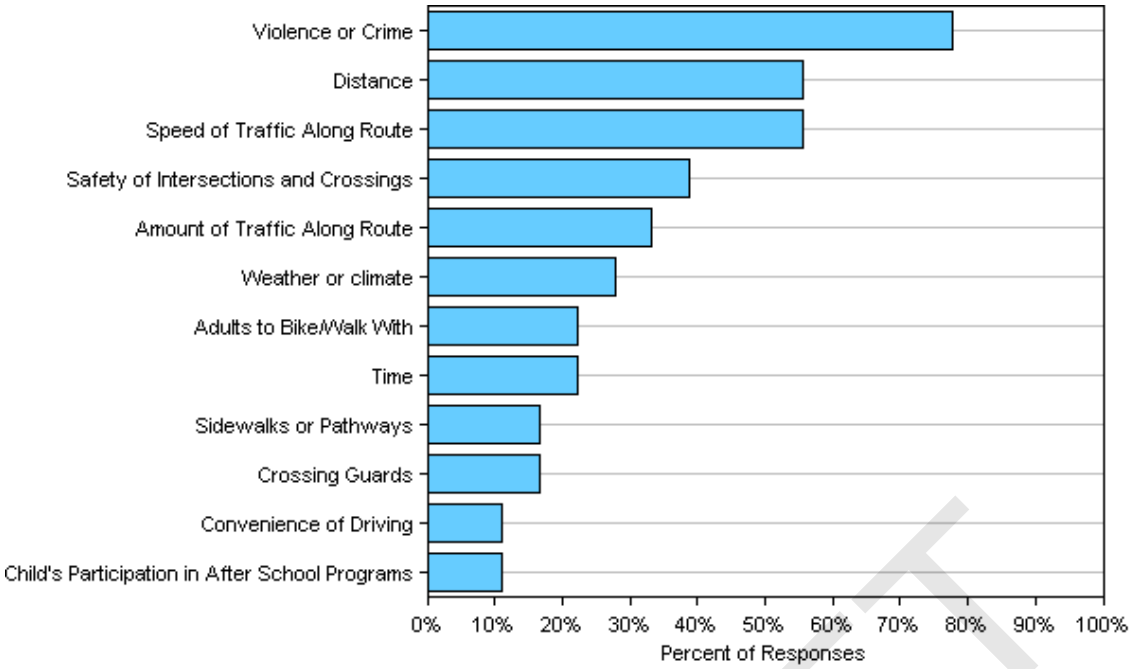
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

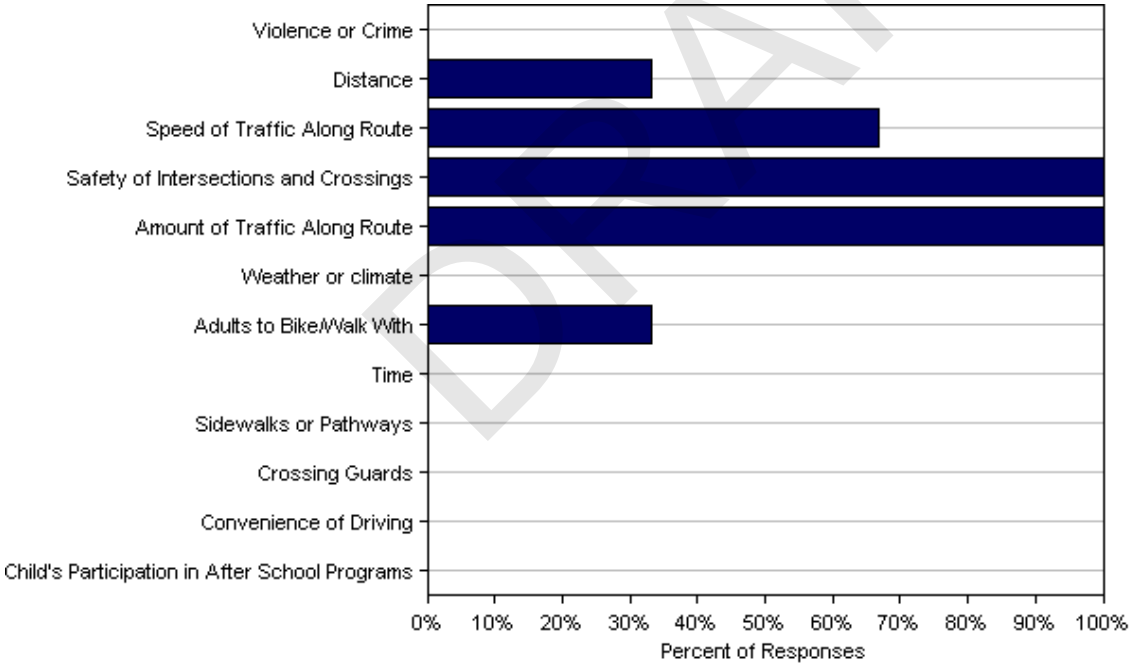
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	12	78%	50%	40%	0%	13%
No	14	22%	50%	60%	0%	88%

Don't know or No response: 8
Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Violence or Crime	78%	0%
Distance	56%	33%
Speed of Traffic Along Route	56%	67%
Safety of Intersections and Crossings	39%	100%
Amount of Traffic Along Route	33%	100%
Weather or climate	28%	0%
Adults to Bike/Walk With	22%	33%
Time	22%	0%
Sidewalks or Pathways	17%	0%
Crossing Guards	17%	0%
Convenience of Driving	11%	0%
Child's Participation in After School Programs	11%	0%
Number of Respondents per Category	**18**	**3**

No response: 13
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

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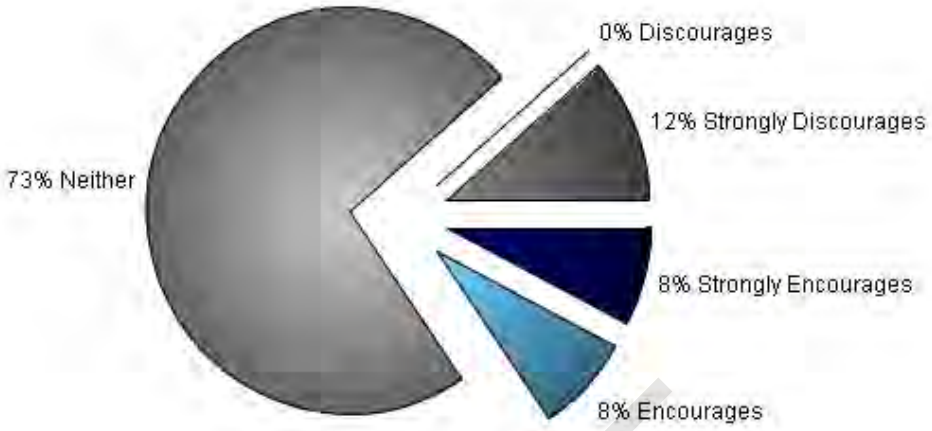
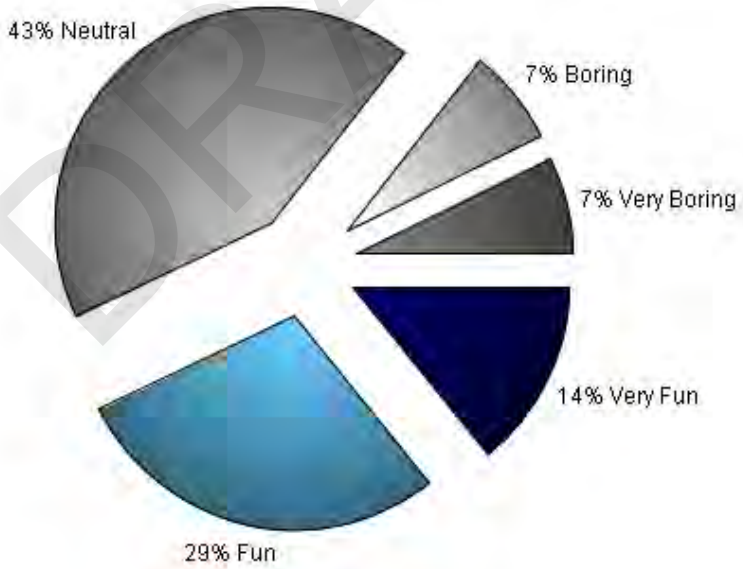
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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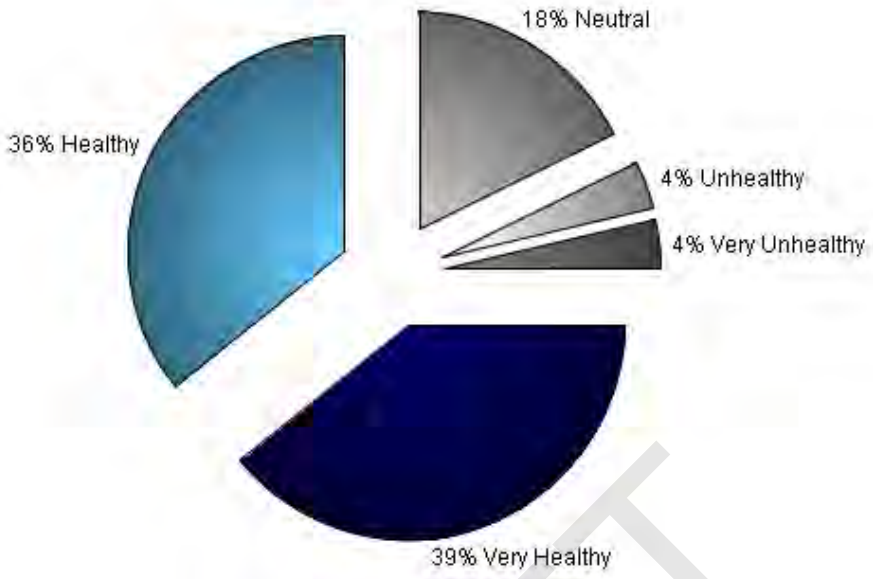
Parents' opinions about how healthy walking and biking to/from school is for their child



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Comments Section

SurveyID	Comment
655961	IF WALKING SAFETY WAS SOMETHING THAT WAS DRILLED AT SCHOOL I WOULD FEEL MORE COMFORTABLE WITH MY SON WALKING AND BEING MORE AWARE OF HIS SURROUNDINGS
655958	N/A
655954	WE DON'T LIVE CLOSE TO THE SCHOOL SO SOME OF THE ISSUES ASK DOES NOT AFFECT US AS MUCH

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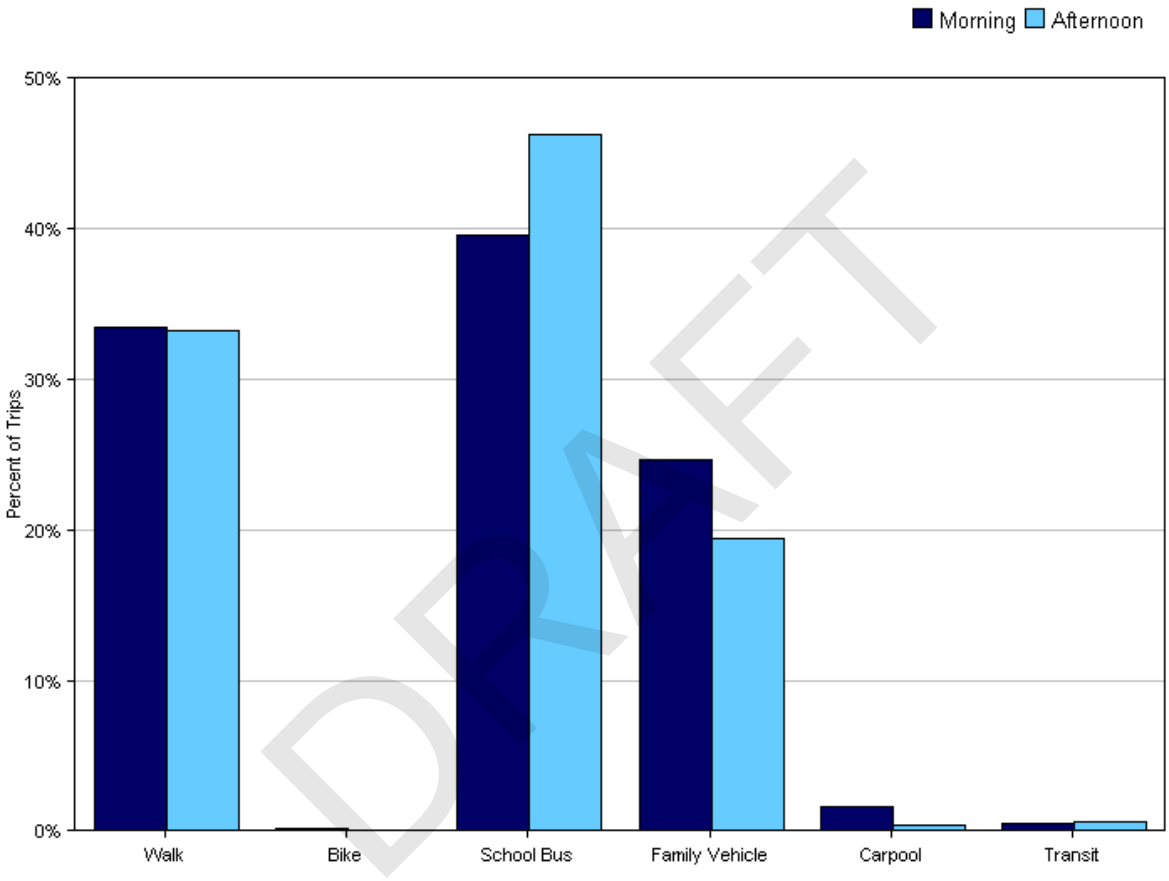
Tally Report

Program Name:	Weinland Park School Travel Plan	**Month and Year Collected:**	June 2011
School Name:	Weinland Park Elementary School	**Set ID:**	7135
School Enrollment:	352	**Date Report Generated:**	08/01/2011
Enrollment within Grades Targeted by SRTS Program:	352	**Number of Classrooms Included in Report:**	16
Number of Classrooms in School:	17		

Morning and Afternoon Travel Mode Comparison

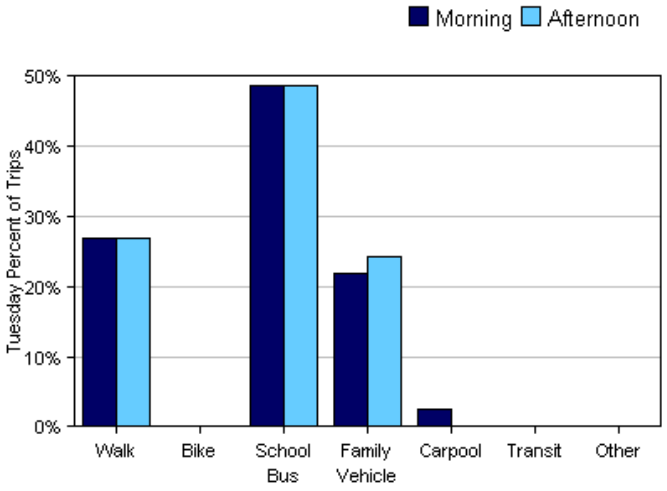


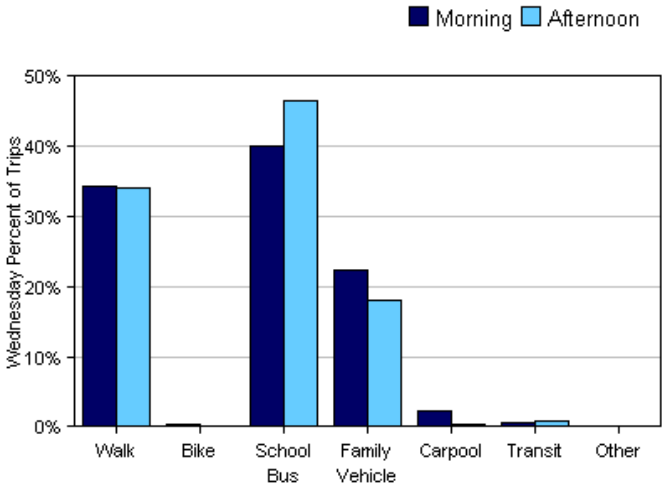
Morning and Afternoon Travel Mode Comparison

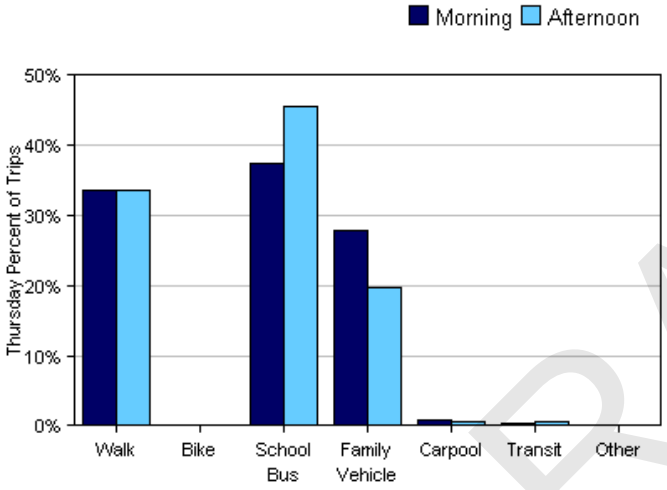
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	627	33%	0.2%	40%	25%	2%	0.5%	0%
Afternoon	469	33%	0%	46%	19%	0.4%	0.6%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day







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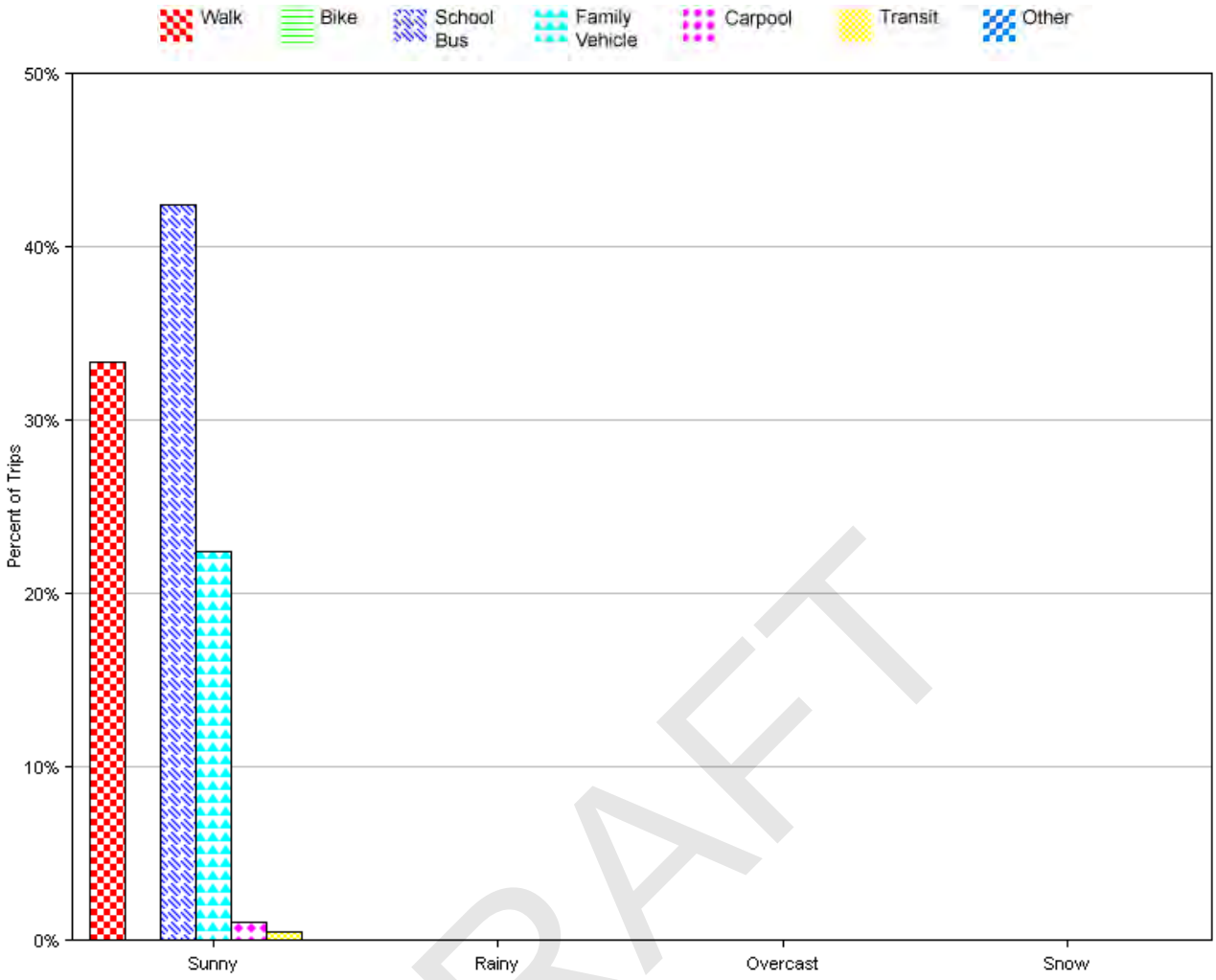
Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	41	27%	0%	49%	22%	2%	0%	0%
Tuesday PM	41	27%	0%	49%	24%	0%	0%	0%
Wednesday AM	309	34%	0.3%	40%	22%	2%	0.6%	0%
Wednesday PM	226	34%	0%	46%	18%	0.4%	0.9%	0%
Thursday AM	277	34%	0%	38%	28%	0.7%	0.4%	0%
Thursday PM	202	34%	0%	46%	20%	0.5%	0.5%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



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Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1096	33%	0.1%	42%	22%	1%	0.5%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Walkability Checklist

How walkable is your community?

Take a walk with a child and decide for yourselves.

Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a friendly place to walk. Take heart if you find problems, there are ways you can make things better.

Getting started:

First, you'll need to pick a place to walk, like the route to school, a friend's house or just somewhere fun to go. The second step involves the checklist. Read over the checklist before you go, and as you walk, note the locations of things you would like to change. At the end of your walk, give each question a rating. Then add up the numbers to see how you rated your walk overall.After you've rated your walk and identified any problem areas, the next step is to figure out what you can do to improve your community's score. You'll find both immediate answers and long-term solutions under "Improving Your Community's Score..." on the third page.

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U.S. Department of Transportation Federal Highway Administration
U.S. Department of Transportation National Highway Traffic Safety Administration
United States Environmental Protection Agency
SafeRoutes National Center for Safe Routes to School
Pedestrian and Bicycle Information Center

Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk

Rating Scale:

1	2	3	4	5	6
awful	many problems	some problems	good	very good	excellent

1. Did you have room to walk?

- [ ] Yes
- [x] Some problems:
  - [ ] Sidewalks or paths started and stopped
  - [x] Sidewalks were broken or cracked
  - [x] Sidewalks were blocked with poles, signs,shrubbery, dumpsters, etc.
  - [ ] No sidewalks, paths, or shoulders
  - [ ] Too much traffic
  - [ ] Something else _____

Rating: (circle one)
1 2 [3] 4 5 6

Locations of problems: _____

2. Was it easy to cross streets?

- [ ] Yes
- [x] Some problems:
  - [ ] Road was too wide
  - [ ] Traffic signals made us wait too long or did not give us enough time to cross
  - [ ] Needed striped crosswalks or traffic signals
  - [x] Parked cars blocked our view of traffic
  - [ ] Trees or plants blocked our view of traffic
  - [x] Needed curb ramps or ramps needed repair
  - Something else _____

Rating: (circle one)
1 2 3 [4] 5 6

Locations of problems: _____

3. Did drivers behave well?

- [ ] Yes
- [x] Some problems: Drivers ...
  - [ ] Backed out of driveways without looking
  - [ ] Did not yield to people crossing the street
  - [ ] Turned into people crossing the street
  - [x] Drove too fastp
  - [x] Sped up to make it through traffic lights or drove through traffic lights?
  - [ ] Something else _____

Rating: (circle one)
1 2 [3] 4 5 6

Locations of problems: _____

4. Was it easy to follow safety rules? Could you and your child...

[x] Yes	[ ] No	Cross at crosswalks or where you could see and be seen by drivers?
[x] Yes	[ ] No	Stop and look left, right and then left again before crossing streets?
[ ] Yes	[x] No	Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
[x] Yes	[ ] No	Cross with the light?

Rating: (circle one)
1 2 3 [4] 5 6

Locations of problems: _____

5. Was your walk pleasant?

- [ ] Yes
- [x] Some problems:
  - [ ] Needed more grass, flowers, or trees
  - [ ] Scary dogs
  - [ ] Scary people
  - [ ] Not well lighted
  - [x] Dirty, lots of litter or trash
  - [ ] Dirty air due to automobile exhaust
  - [ ] Something else _____

Rating: (circle one)
1 2 3 [4] 5 6

Locations of problems: _____

How does your neighborhood stack up? Add up your ratings and decide.

1. _____
2. _____
3. _____
4. X
5. _____

Total: _____

26–30	Celebrate! You have a great neighborhood for walking.
21–25	Celebrate a little. Your neighborhood is pretty good.
16–20	Okay, but it needs work.
11–15	It needs lots of work. You deserve better than that.
5–10	It's a disaster for walking!

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Now that you've identified the problems, go to the next page to find out how to fix them.

Now that you know the problems, you can find the answers.

Improving your community's score

1. Did you have room to walk?	What you and your child can do immediately	What you and your community can do with more time
Sidewalks or paths started and stopped Sidewalks broken or cracked Sidewalks blocked No sidewalks, paths or shoulders Too much traffic	• pick another route for now • tell local traffic engineering or public works department about specific problems and provide a copy of the checklist	• speak up at board meetings • write or petition city for walkways and gather neighborhood signatures • make media aware of problem • work with a local transportation engineer to develop a plan for a safe walking route

2. Was it easy to cross streets?		
Road too wide Traffic signals made us wait too long or did not give us enough time to cross Crosswalks/traffic signals needed View of traffic blocked by parked cars, trees, or plants Needed curb ramps or ramps needed repair	• pick another route for now • share problems and checklist with local traffic engineering or public works department • trim your trees or bushes that block the street and ask your neighbors to do the same • leave nice notes on problem cars asking owners not to park there	• push for crosswalks/signals/ parking changes/curb ramps at city meetings • report to traffic engineer where parked cars are safety hazards • report illegally parked cars to the police • request that the public works department trim trees or plants • make media aware of problem

3. Did drivers behave well?		
Backed without looking Did not yield Turned into walkers Drove too fast Sped up to make traffic lights or drove through red lights	• pick another route for now • set an example: slow down and be considerate of others • encourage your neighbors to do the same • report unsafe driving to the police	• petition for more enforcement • request protected turns • ask city planners and traffic engineers for traffic calming ideas • ask schools about getting crossing guards at key locations • organize a neighborhood speed watch program

4. Could you follow safety rules?		
Cross at crosswalks or where you could see and be seen Stop and look left, right, left before crossing Walk on sidewalks or shoulders facing traffic Cross with the light	• educate yourself and your child about safe walking • organize parents in your neighborhood to walk children to school	• encourage schools to teach walking safely • help schools start safe walking programs • encourage corporate support for flex schedules so parents can walk children to school

5. Was your walk pleasant?		
Needs grass, flowers, trees Scary dogs Scary people Not well lit Dirty, litter Lots of traffic	• point out areas to avoid to your child; agree on safe routes • ask neighbors to keep dogs leashed or fenced • report scary dogs to the animal control department • report scary people to the police • report lighting needs to the police or appropriate public works department • take a walk wih a trash bag • plant trees, flowers in your yard • select alternative route with less traffic	• request increased police enforcement • start a crime watch program in your neighborhood • organize a community clean-up day • sponsor a neighborhood beautification or tree-planting day • begin an adopt-a-street program • initiate support to provide routes with less traffic to schools in your community (reduced traffic during am and pm school commute times)

A Quick Health Check		
Could not go as far or as fast as we wanted Were tired, short of breath or had sore feet or muscles Was the sun really hot? Was it hot and hazy?	• start with short walks and work up to 30 minutes of walking most days • invite a friend or child along • walk along shaded routes where possible • use sunscreen of SPF 15 or higher, wear a hat and sunglasses • try not to walk during the hottest time of day	• get media to do a story about the health benefits of walking • call parks and recreation department about community walks • encourage corporate support for employee walking programs • plant shade trees along routes • have a sun safety seminar for kids • have kids learn about unhealthy ozone days and the Air Quality Index (AQI)

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Need some guidance? These resources might help...

Great Resources

WALKING INFORMATION

Pedestrian and Bicycle Information Center (PBIC)
UNC Highway Safety Research Center
Chapel Hill, NC
www.pedbikeinfo.org
www.walkinginfo.org

National Center for Safe Routes to School
Chapel Hill, NC
www.saferoutesinfo.org

For More Information about Who Can Help Address Community Problems
www.walkinginfo.org/problems/help.cfm

State Bicycle & Pedestrian Coordinators
http://www.walkinginfo.org/assistance/contacts.cfm

FEDERAL POLICY, GUIDANCE AND FUNDING SOURCES FOR WALKING FACILITIES

Federal Highway Administration
Bicycle and Pedestrian Program
Office of Natural and Human Environment
Washington, DC
www.fhwa.dot.gov/environment/bikeped/index.htm

PEDESTRIAN SAFETY

Federal Highway Administration
Pedestrian and Bicycle Safety Team
Office Of Safety
Washington, DC
http://safety.fhwa.dot.gov/ped_bike/

National Highway Traffic Safety Administration
Traffic Safety Programs
Washington, DC
www.nhtsa.dot.gov/people/injury/pedbimot/pedSAFE

SIDEWALK ACCESSIBILITY INFORMATION

US Access Board
Washington, DC
Phone: (800) 872-2253;
(800) 993-2822 (TTY)
www.access-board.gov

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U.S. Department of Transportation Federal Highway Administration

U.S. Department of Transportation National Highway Traffic Safety Administration

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

SafeRoutes National Center for Safe Routes to School

Pedestrian and Bicycle Information Center

Bikeability Checklist

How bikeable is your community?

Riding a bike is fun!

Bicycling is a great way to get around and to get your daily dose of physical activity. It's good for the environment, and it can save you money. No wonder many communities are encouraging people to ride their bikes more often!

Can you get to where you want to go by bike?

Some communities are more bikeable than others: how does yours rate? Read over the questions in this checklist and then take a ride in your community, perhaps to the local shops, to visit a friend, or even to work. See if you can get where you want to go by bicycle, even if you are just riding around the neighborhood to get some exercise.

At the end of your ride, answer each question and, based on your opinion, circle an overall rating for each question. You can also note any problems you encountered by checking the appropriate box(es). Be sure to make a careful note of any specific locations that need improvement.

Add up the numbers to see how you rated your ride. Then, turn to the pages that show you how to begin to improve those areas where you gave your community a low score.

Before you ride, make sure your bike is in good working order, put on a helmet, and be sure you can manage the ride or route you've chosen. Enjoy the ride!

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National Highway Traffic Safety Administration

Pedestrian and Bicycle Information Center

U.S. Department of Transportation

Go for a ride and use this checklist to rate your neighborhood's bikeability.

How bikeable is your community?

Location of bike ride (be specific): _____

Rating Scale:

1	2	3	4	5	6
awful	many problems	some problems	good	very good	excellent

1. Did you have a place to bicycle safely?

a) On the road, sharing the road with motor vehicles?

☐ Yes ☒ Some problems (please note locations):

- ☒ No space for bicyclists to ride
- ☐ Bicycle lane or paved shoulder disappeared
- ☒ Heavy and/or fast-moving traffic
- ☐ Too many trucks or buses
- ☐ No space for bicyclists on bridges or in tunnels
- ☐ Poorly lighted roadways

Other problems: _____

b) On an off-road path or trail, where motor vehicles were not allowed?

☐ Yes ☐ Some problems:

- ☐ Path ended abruptly
- ☐ Path didn't go where I wanted to go
- ☐ Path intersected with roads that were difficult to cross
- ☐ Path was crowded
- ☐ Path was unsafe because of sharp turns or dangerous downhills
- ☐ Path was uncomfortable because of too many hills
- ☐ Path was poorly lighted

Other problems: N/A

Overall "Safe Place To Ride" Rating: (circle one)

[1] 2 3 4 5 6

2. How was the surface that you rode on?

☐ Good ☒ Some problems, the road or path had:

- ☒ Potholes
- ☒ Cracked or broken pavement
- ☒ Debris (e.g. broken glass, sand, gravel, etc.)
- ☐ Dangerous drain grates, utility covers, or metal plates
- ☒ Uneven surface or gaps
- ☐ Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
- ☐ Bumpy or angled railroad tracks
- ☐ Rumble strips

Other problems: _____

Overall Surface Rating: (circle one)

1 2 [3] 4 5 6

3. How were the intersections you rode through?

☐ Good ☒ Some problems:

- ☐ Had to wait too long to cross intersection
- ☐ Couldn't see crossing traffic
- ☐ Signal didn't give me enough time to cross the road
- ☐ Signal didn't change for a bicycle
- ☒ Unsure where or how to ride through intersection

Other problems: _____

Overall Intersection Rating: (circle one)

1 2 3 [4] 5 6

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Continue the checklist on the next page...

4. Did drivers behave well?

☐ Yes ☒ Some problems, drivers:

- ☒ Drove too fast
- ☐ Passed me too close
- ☐ Did not signal
- ☐ Harassed me
- ☐ Cut me off
- ☐ Ran red lights or stop sign

Other problems: _____

_____

Overall Driver Rating: (circle one)

1 2 3 4 5 6

5. Was it easy for you to use your bike?

☐ Yes ☒ Some problems:

- ☐ No maps, signs, or road markings to help me find my way
- ☒ No safe or secure place to leave my bicycle at my destination
- ☐ No way to take my bicycle with me on the bus or train
- ☐ Scary dogs
- ☐ Hard to find a direct route I liked
- ☐ Route was too hilly

Other problems: _____

_____

Overall Ease of Use Rating: (circle one)

1 2 3 [4] 5 6

6. What did you do to make your ride safer?

Your behavior contributes to the bikeability of your community. Check all that apply:

- ☐ Wore a bicycle helmet
- ☐ Obeyed traffic signal and signs
- ☐ Rode in a straight line (didn't weave)
- ☐ Signaled my turns
- ☐ Rode with (not against) traffic
- ☐ Used lights, if riding at night
- ☐ Wore reflective and/or retroreflective materials and bright clothing
- ☐ Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

7. Tell us a little about yourself.

In good weather months, about how many days a month do you ride your bike?

- ☐ Never
- ☐ Occasionally (one or two)
- ☐ Frequently (5-10)
- ☐ Most (more than 15)
- ☐ Every day

Which of these phrases best describes you?

- ☐ An advanced, confident rider who is comfortable riding in most traffic situations
- ☐ An intermediate rider who is not really comfortable riding in most traffic situations
- ☐ A beginner rider who prefers to stick to the bike path or trail

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How does your community rate? Add up your ratings and decide.

(Questions 6 and 7 do not contribute to your community's score)

1. _____	**26-30**	Celebrate! You live in a bicycle-friendly community.
2. _____	**21-25**	Your community is pretty good, but there's always room for improvement.
3. _____	**16-20**	Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.
4. _X_	**11-15**	Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away.
5. _____		
Total _____	**5-10**	Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.

Did you find something that needs to be changed?

On the next page, you'll find suggestions for improving the bikeability of your community based on the problems you identified. Take a look at both the short- and long-term solutions and commit to seeing at least one of each through to the end. If you don't, then who will?

During your bike ride, how did you feel physically? Could you go as far or as fast as you wanted to? Were you short of breath, tired, or were your muscles sore? The next page also has some suggestions to improve the enjoyment of your ride.

Bicycling, whether for transportation or recreation, is a great way to get 30 minutes of physical activity into your day. Riding, just like any other activity, should be something you enjoy doing. The more you enjoy it, the more likely you'll stick with it. Choose routes that match your skill level and physical activities. If a route is too long or hilly, find a new one. Start slowly and work up to your potential.

Now that you know the problems, you can find the answers.

Improving your community's score...

1. Did you have a place to bicycle safely?

	What you can do immediately	What you and your community can do with more time
a) On the road?		
No space for bicyclists to ride (e.g. no bike lane or shoulder; narrow lanes) Bicycle lane or paved shoulder disappeared Heavy and/or fast-moving traffic Too many trucks or buses No space for bicyclists on bridges or in tunnels Poorly lighted roadways	• pick another route for now • tell local transportation engineers or public works department about specific problems; provide a copy of your checklist • find a class to boost your confidence about riding in traffic	• participate in local planning meetings • encourage your community to adopt a plan to improve conditions, including a network of bike lanes on major roads • ask your public works department to consider "Share the Road" signs at specific locations • ask your state department of transportation to include paved shoulders on all their rural highways • establish or join a local bicycle advocacy group
b) On an off-road path or trail?		
Path ended abruptly Path didn't go where I wanted to go Path intersected with roads that were difficult to cross Path was crowded Path was unsafe because of sharp turns or dangerous downhills Path was uncomfortable because of too many hills Path was poorly lighted	• slow down and take care when using the path • find an on-street route • use the path at less crowded times • tell the trail manager or agency about specific problems	• ask the trail manager or agency to improve directional and warning signs • petition your local transportation agency to improve path/roadway crossings • ask for more trails in your community • establish or join a "Friends of the Trail" advocacy group

2. How was the surface you rode on?

Potholes Cracked or broken pavement Debris (e.g. broken glass, sand, gravel, etc.) Dangerous drain grates, utility covers, or metal plates Uneven surface or gaps Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings) Bumpy or angled railroad tracks Rumble strips	• report problems immediately to public works department or appropriate agency • keep your eye on the road/path • pick another route until the problem is fixed (and check to see that the problems are fixed) • organize a community effort to clean up the path	• work with your public works and parks department to develop a pothole or hazard report card or online link to warn the agency of potential hazards • ask your public works department to gradually replace all dangerous drainage grates with more bicycle-friendly designs, and improve railroad crossings so cyclists can cross them at 90 degrees • petition your state DOT to adopt a bicycle-friendly rumble-strip policy

3. How were the intersections you rode through?

Had to wait too long to cross intersection Couldn't see crossing traffic Signal didn't give me enough time to cross the road The signal didn't change for a bicycle Unsure where or how to ride through intersection	• pick another route for now • tell local transportation engineers or public works department about specific problems • take a class to improve your riding confidence and skills	• ask the public works department to look at the timing of the specific traffic signals • ask the public works department to install loop-detectors that detect bicyclists • suggest improvements to sightlines that include cutting back vegetation; building out the path crossing; and moving parked cars that obstruct your view • organize community-wide, on-bike training on how to safely ride through intersections

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Improving your community's score...

(continued)

	What you can do immediately	What you and your community can do with more time
4. Did drivers behave well?		
Drivers: Drove too fast Passed me too close Did not signal Harassed me Cut me off Ran red lights or stop signs	• report unsafe drivers to the police • set an example by riding responsibly; obey traffic laws; don't antagonize drivers • always expect the unexpected • work with your community to raise awareness to share the road	• ask the police department to enforce speed limits and safe driving • encourage your department of motor vehicles to include "Share the Road" messages in driver tests and correspondence with drivers • ask city planners and traffic engineers for traffic calming ideas • encourage your community to use cameras to catch speeders and red light runners
5. Was it easy for you to use your bike?		
No maps, signs, or road markings to help me find my way No safe or secure place to leave my bicycle at my destination No way to take my bicycle with me on the bus or train Scary dogs Hard to find a direct route I liked Route was too hilly	• plan your route ahead of time • find somewhere close by to lock your bike; never leave it unlocked • report scary dogs to the animal control department • learn to use all of your gears!	• ask your community to publish a local bike map • ask your public works department to install bike parking racks at key destinations; work with them to identify locations • petition your transit agency to install bike racks on all their buses • plan your local route network to minimize the impact of steep hills • establish or join a bicycle user group (BUG) at your workplace
6. What did you do to make your ride safer?		
Wore a bicycle helmet Obeyed traffic signals and signs Rode in a straight line (didn't weave) Signaled my turns Rode with (not against) traffic Used lights, if riding at night Wore reflective materials and bright clothing Was courteous to other travelers (motorists, skaters, pedestrians, etc.)	• go to your local bike shop and buy a helmet; get lights and reflectors if you are expecting to ride at night • always follow the rules of the road and set a good example • take a class to improve your riding skills and knowledge	• ask the police to enforce bicycle laws • encourage your school or youth agencies to teach bicycle safety (on-bike) • start or join a local bicycle club • become a bicycle safety instructor

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Need some guidance?
These resources might help...

Great Resources

STREET DESIGN AND BICYCLE FACILITIES

American Association of State Highway and Transportation Officials
444 North Capitol Street, NW, Suite 249
Washington, DC 20001
Tel: (202) 624-5800
www.aashto.org

Institute of Transportation Engineers
1099 14th Street, NW, Suite 300 West
Washington, DC 20005-3438
Tel: (202) 289-0222
www.ite.org

Association of Pedestrian and Bicycle Professionals (APBP)
P.O. Box 23576
Washington, DC 20026
Tel: (202) 366-4071
www.apbp.org

Pedestrian and Bicycle Information Center (PBIC)
UNC Highway Safety Research Center
730 Airport Road, Suite 300
Campus Box 3430
Chapel Hill, NC 27599-3430
Tel: (919) 962-2202
www.pedbikeinfo.org
www.bicyclinginfo.org

Federal Highway Adminisrtation
400 Seventh Street, SW
Washington, DC 20590
www.fhwa.dot.gov/environment/bikeped/index.htm

EDUCATION AND SAFETY

National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, D.C. 20590
Tel: (202) 366-1739
www.nhtsa.dot.gov/people/injury/pedbimot/bike/

League of American Bicyclists
1612 K Street NW, Suite 401
Washington, DC 20006
Tel: (202) 822-1333
www.bikeleague.org

National Bicycle Safety Network
www.cdc.gov/ncipc/bike/default.htm

National Safe Kids Campaign
1301 Pennsylvania Ave NW, Suite 1000
Washington, DC 20004
Tel: (202) 662-0600
www.safekids.org

PATHS AND TRAILS

Rails to Trails Conservancy
1100 17th Street SW, 10th Floor
Washington, DC 20036
Tel: (202) 331-9696
www.railtrails.org

National Park Service
Rivers, Trails and Conservation Assistance Program
1849 C Street, NW, MS-3622
Washington, DC 20240
www.ncrc.nps.gov/rtca/rtca-ofh.htm

HEALTH

Centers for Disease Control and Prevention
Division of Nutrition and Physical Activity
4770 Buford Highway, NE
Atlanta, GA 30341-3724
www.cdc.gov/nccdphp/dnpa
Tel: (770) 488-5692

National Center for Injury Prevention and Control
Childhood Injury Prevention
4770 Buford Highway, NE
Atlanta, GA 30341
www.cdc.gov/ncipc

ADVOCACY AND USER GROUPS

Thunderhead Alliance
1612 K Street, NW, Suite 401
Washington, DC 20006
Tel: (202) 822-1333
www.thunderheadalliance.org

League of American Bicyclists
1612 K Street, NW, Suite 401
Washington, DC 20006
Tel: (202) 822-1333
www.bikeleague.org

National Center for Bicycling and Walking
1506 21st Street, NW, Suite 200
Washington, DC 20036
Tel: (202) 463-6622
www.bikewalk.org

Surface Transportation Policy Project
1100 17th Street, NW, 10th Floor
Washington, DC 20036
Tel: (202) 466-2636
www.transact.org

OTHER USEFUL RESOURCES

Bikes and transit: www.bikemap.com

Bicycle information: www.bicyclinginfo.org

Bicycle-related research:
www.tfhrc.gov/safety/pedbike/pedbike.htm

Bicycling Magazine: www.bicycling.com/

Bicycle touring:
Adventure Cycling Association
P.O. Box 8308
Missoula, MT 59807
(800) 755-2453
(406) 721-8754
www.adv-cycling.org

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Appendix C

Columbus City School's Wellness Policy

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FINANCE, BUSINESS, AND NONINSTRUCTIONAL OPERATIONS

Business Operations

WELLNESS

The Board recognizes that good nutrition and regular physical activity affect the health and well being of the District's students. Furthermore, research suggests that there is a positive correlation between a student's health and well being and his/her ability to learn. Moreover, schools can play an important role in the developmental process by which students establish their health and nutrition habits by providing nutritious meals and snacks through the schools' meal programs, by supporting the development of good eating habits, and by promoting increased physical activity both in and out of school.

The Board believes this effort to support the students' development of healthy behaviors and habits with regard to eating and exercise cannot be accomplished by the schools alone. It will be necessary for not only the staff, but also parents and the public at large to be involved in a community-wide effort to promote, support, and model such healthy behaviors and habits.

Because of the foregoing and in compliance with Section 204 of the Child Nutrition and WIC Authorization Act of 2004, which requires that any local educational agency participating in the National School Lunch Program shall establish a local school wellness policy, the Board sets the following goals in an effort to enable students to establish good health and nutrition habits:

A. With regard to nutrition education and nutrition guidelines:

   1. All foods available on school campus shall comply with standards approved by the School Health Advisory Council;

   2. Nutrition education shall be included in the health curriculum so that instruction is sequential and standards based and provides students with the knowledge, skills, and abilities necessary to lead healthy lives;

   3. A registered dietitian shall review and approve school cafeteria menus and menus for students on special diets.

B. With regard to physical activity, the District shall:

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1. Provide a sequential, comprehensive physical education curriculum that provides students with opportunities to learn, practice, and be assessed on developmentally appropriate knowledge, attitudes, and skills necessary to engage in lifelong, health-enhancing physical activity;

2. Employ properly certificated, highly qualified teachers for all instruction in physical education;

3. Provide, in addition to planned physical education, age-appropriate physical activities (e.g., recess during the school day, intramurals and clubs before and after school, and interscholastic sports) that meet the needs of all students.

C. With regard to other school-based activities the District shall:

1. Support the health of all students through the performance of State of Ohio mandated health screenings, communicable disease management, and immunization control;

2. Utilize electronic identification and payment systems, therefore, eliminating stigma or identification of students eligible to receive free and/or reduced meals.

D. With the objectives of enhancing student health and well being, and reducing childhood obesity, the following guidelines are established:

1. The food service program shall comply with Federal and State regulations pertaining to the selection, preparation, consumption, and disposal of food and beverages as well as the fiscal management of the program;

2. The guidelines for reimbursable school meals shall not be less restrictive than the guideline issued by the U.S. Department of Agriculture (USDA);

3. The food service program will provide all student affordable access to varied and nutritious foods they need to be healthy and to learn well.

The Superintendent shall report on the District’s compliance with this policy and its progress toward achieving the goals set forth herein when requested to do so by the Board. The policy will be administered and

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enforced by the district superintendent, with input from the school health advisory council.

42 U.S.C. 1751, SEC. 204
42 U.S.C. 1771

POLICY
ADOPTED: 05-16-06

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Appendix D

Engineer's Analysis of East 7th Avenue & Summit Street

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Appendix D

Engineer's Analysis of E. 7th Ave. & Summit St.

An engineer's analysis of the intersection of East 7th Avenue and Summit Street was conducted for the existing cross section and traffic volumes. During the analysis, it was indicated that an improvement which could help pedestrian safety is an exclusive pedestrian phase. This improvement would allow students to cross the offset intersection of East 7thAvenue and Summit Street during a phase without the movement of traffic through the intersection. A 10 second, all-red pedestrian phase was investigated. The existing phasing and timing plan was taken from the *Fourth Street and Summit Street Corridor Complete Streets Traffic Study*. Recent pedestrian counts taken around Weinland Park Elementary School during school arrival and dismissal were added to the model. Highway Capacity Software (HCS) was used to model the platooned arrival pattern without building a system-wide model.

The cycle lengths were kept constant between the existing and pedestrian timing plans, as only the relative lengths of green and red time were changed. Per standards contained within the Manual of Uniform Traffic Control Devices, a pedestrian speed of 3.5 feet per second was utilized.

Table 1 below summarizes the impacts to the delay after adding a 10 second, all-red pedestrian phase to the intersection.[2] Morning (A.M.) peak hour traffic experiences an extra 4.3 seconds of delay compared to 3.3 seconds for the afternoon (P.M.) peak hour.

Table 1: Intersection LOS and Delay

Summit Street at 7th Avenue	A.M. Peak Hour		P.M. Peak Hour	
	Existing Timing	10 sec. Ped Phase	Existing Timing	10 sec. Ped Phase
	A (5.6)	A (9.9)	A (7.0)	B (10.3)

Another concern is the queue length of the westbound approach blocking the entrance to the School's circle drive on East 7th Avenue. A 120 foot long queue from the stop bar will impact the entrance to the circle drive. The analysis shows that the inclusion of a 10 second, all-red pedestrian phase does not cause a blocking queue at the school entrance.

Note that queue lengths were established utilizing traffic information (e.g. turning movement counts, signal phasing, etc.) taken from the *Summit Street Corridor Complete Streets Traffic Study*. This information was coupled with proposed timing of the

[2] Delay is defined as time lost to vehicle deceleration, time waiting at the signal, and acceleration.

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pedestrian phase. Calculations assume a distribution of arriving vehicles to estimate the 95th percentile queue.

Table 2 below shows the outputs for 95th percentile queues.

Table 2: 95th Percentile Queue, Westbound Approach

Summit Street at 7th Avenue	A.M. Peak Hour		P.M. Peak Hour	
	Existing Timing	10 sec. Ped Phase	Existing Timing	10 sec. Ped Phase
	2.4 veh (60 ft)	2.8 veh (70 ft)	4.3 veh (108 ft)	4.6 veh (115 ft)

From the preceding analysis, a 10 second all-red pedestrian phase will have minimal impacts on traffic operations and improve pedestrian safety for existing cross section and traffic volumes. The pedestrian phase could possibly be linked to a pedestrian call button to ensure traffic flow is not interrupted when there are no pedestrians. If the phase is timed, an additional option may be to only include the phase during school arrival and dismissal periods. Implementation of the new phasing would require timing updates at the intersections north and south on Summit Street.

It is important to note that this analysis is for the existing intersection layout and traffic volumes. According to the Weinland Park Community Mobility Plan, a potential two (2) lane cross section using future projected traffic volumes on Summit Street with an all pedestrian crossing phase would cause excessive delay.

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SHORT REPORT

General Information		Site Information	
Analyst	ARS	Intersection	7TH & SUMMIT
Agency or Co.	CMT	Area Type	All other areas
Date Performed	7/28/2011	Jurisdiction	
Time Period	AM PEAK - EX TIMING PLAN	Analysis Year	2010

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					0	3	0
Lane Group		TR			LT						LTR	
Volume (vph)		40	90	30	30					30	1270	70
% Heavy Vehicles		3	3	3	3					3	3	3
PHF		0.92	0.92	0.92	0.92					0.92	0.92	0.92
Pretimed/Actuated (P/A)		P	P	P	P					P	P	P
Startup Lost Time		2.0			2.0						2.0	
Extension of Effective Green		2.0			2.0						2.0	
Arrival Type		3			3						5	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume	44	10	31	0	0		0	0		40	10	16
Lane Width		12.0			12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0						0	
Minimum Pedestrian Time		3.4			3.2			3.2			3.4	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 25.3	G = 0.0	G = 0.0	G = 0.0	G = 39.2	G = 0.0	G = 0.0	G = 0.0
	Y = 4.7	Y = 0	Y = 0	Y = 0	Y = 5.8	Y = 0	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 Cycle Length C = 75.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		107			66						1472	
Lane Group Capacity		553			524						2601	
v/c Ratio		0.19			0.13						0.57	
Green Ratio		0.34			0.34						0.52	
Uniform Delay d_1		17.6			17.2						12.1	
Delay Factor k		0.50			0.50						0.50	
Incremental Delay d_2		0.8			0.5						0.9	
PF Factor		1.000			1.000						0.270	
Control Delay		18.4			17.7						4.2	
Lane Group LOS		B			B						A	
Approach Delay	18.4			17.7						4.2		
Approach LOS	B			B						A		
Intersection Delay	5.6			Intersection LOS						A		

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General Information		Site Information	
Analyst	*ARS*	Intersection	*7TH & SUMMIT*
Agency or Co.	*CMT*	Area Type	*All other areas*
Date Performed	*7/28/2011*	Jurisdiction	
Time Period	*AM PEAK - PED TIMING PLAN*	Analysis Year	*2010*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					0	3	0
Lane Group		TR			LT						LTR	
Volume (vph)		40	90	30	30					30	1270	70
% Heavy Vehicles		3	3	3	3					3	3	3
PHF		0.92	0.92	0.92	0.92					0.92	0.92	0.92
Pretimed/Actuated (P/A)		P	P	P	P					P	P	P
Startup Lost Time		2.0			2.0						2.0	
Extension of Effective Green		2.0			2.0						2.0	
Arrival Type		3			3						5	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume	44	10	31	0	0		0	0		40	10	16
Lane Width		12.0			12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0						0	
Minimum Pedestrian Time		3.4			3.2			3.2			3.4	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 20.3	G = 0.0	G = 0.0	G =	G = 34.2	G = 0.0	G = 0.0	G = 0.0
	Y = 14.7	Y = 0	Y = 0	Y =	Y = 5.8	Y = 0	Y = 0	Y = 0

Duration of Analysis (hrs) = *0.25* Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		107			66						1472	
Lane Group Capacity		441			385						2269	
v/c Ratio		0.24			0.17						0.65	
Green Ratio		0.27			0.27						0.46	
Uniform Delay d_1		21.3			20.9						15.8	
Delay Factor k		0.50			0.50						0.50	
Incremental Delay d_2		1.3			1.0						1.5	
PF Factor		1.000			1.000						0.441	
Control Delay		22.7			21.9						8.4	
Lane Group LOS		C			C						A	
Approach Delay	22.7			21.9						8.4		
Approach LOS	C			C						A		
Intersection Delay	9.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	ARS	Intersection	7TH & SUMMIT
Agency or Co.	CMT	Area Type	All other areas
Date Performed	7/28/2011	Jurisdiction	
Time Period	PM PEAK - EX TIMING PLAN	Analysis Year	2010

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					0	3	0
Lane Group		TR			LT						LTR	
Volume (vph)		60	80	50	40					30	600	70
% Heavy Vehicles		3	3	3	3					3	3	3
PHF		0.92	0.92	0.92	0.92					0.92	0.92	0.92
Pretimed/Actuated (P/A)		P	P	P	P					P	P	P
Startup Lost Time		2.0			2.0						2.0	
Extension of Effective Green		2.0			2.0						2.0	
Arrival Type		3			3						5	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume	64	10	31	0	0		0	0		60	10	16
Lane Width		12.0			12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0						0	
Minimum Pedestrian Time		3.6			3.2			3.2			3.6	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 31.3	G = 0.0	G = 0.0	G = 0.0	G = 48.2	G = 0.0	G = 0.0	G = 0.0
	Y = 4.7	Y = 0	Y = 0	Y = 0	Y = 5.8	Y = 0	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 Cycle Length C = 90.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		118			97						744	
Lane Group Capacity		583			507						2636	
v/c Ratio		0.20			0.19						0.28	
Green Ratio		0.35			0.35						0.54	
Uniform Delay d_1		20.6			20.5						11.4	
Delay Factor k		0.50			0.50						0.50	
Incremental Delay d_2		0.8			0.8						0.3	
PF Factor		1.000			1.000						0.231	
Control Delay		21.4			21.3						2.9	
Lane Group LOS		C			C						A	
Approach Delay	21.4			21.3						2.9		
Approach LOS	C			C						A		
Intersection Delay	7.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*ARS*	Intersection	*7TH & SUMMIT*
Agency or Co.	*CMT*	Area Type	*All other areas*
Date Performed	*7/28/2011*	Jurisdiction	
Time Period	*PM PEAK - PED TIMING PLAN*	Analysis Year	*2010*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					0	3	0
Lane Group		TR			LT						LTR	
Volume (vph)		60	80	50	40					30	600	70
% Heavy Vehicles		3	3	3	3					3	3	3
PHF		0.92	0.92	0.92	0.92					0.92	0.92	0.92
Pretimed/Actuated (P/A)		P	P	P	P					P	P	P
Startup Lost Time		2.0			2.0						2.0	
Extension of Effective Green		2.0			2.0						2.0	
Arrival Type		3			3						5	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume	64	10	31	0	0		0	0		60	10	16
Lane Width		12.0			12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0						0	
Minimum Pedestrian Time		3.6			3.2			3.2			3.6	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 26.3	G = 0.0	G = 0.0	G = 0.0	G = 43.2	G = 0.0	G = 0.0	G = 0.0
	Y = 14.7	Y = 0	Y = 0	Y = 0	Y = 5.8	Y = 0	Y = 0	Y = 0

Duration of Analysis (hrs) = *0.25* Cycle Length C = *90.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		118			97						744	
Lane Group Capacity		487			398						2362	
v/c Ratio		0.24			0.24						0.31	
Green Ratio		0.29			0.29						0.48	
Uniform Delay d_1		24.3			24.3						14.3	
Delay Factor k		0.50			0.50						0.50	
Incremental Delay d_2		1.2			1.5						0.4	
PF Factor		1.000			1.000						0.385	
Control Delay		25.4			25.7						5.9	
Lane Group LOS		C			C						A	
Approach Delay	25.4			25.7						5.9		
Approach LOS	C			C						A		
Intersection Delay	10.3			Intersection LOS						B		

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Appendix E

Photo Log

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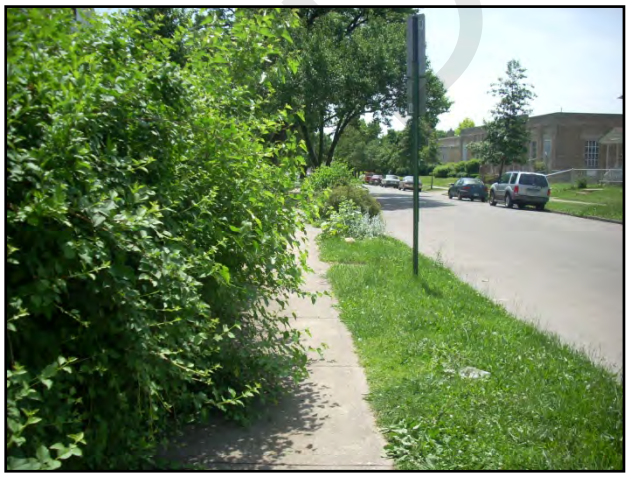
Overgrown Vegetation Along Sidewalks in the Neighborhood



Areas in Need of Sidewalk Maintenance

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Objects Located in Sidewalk Concrete

Additional Examples of Pedestrian Safety Barriers

The odd alignment of East 7th Avenue and Summit Street causes confusion for motorists and requires caution when crossing.

The intersection of East 7th Street and North 4th Street is a heavily trafficked area for both motorists and pedestrians. Caution should be exercised when crossing. A police stop is shown in the above picture.

Construction zones can be a safety barrier to students due to hazardous construction debris and moving equipment. This portion of Grant Street is closed to the public while under construction. Students should be aware of the dangers near construction zones.

A portion of the sidewalks are closed along East 6th Avenue and North 4th Street during building construction. Pedestrians must use the opposite side of the road.