

# Sandusky City Schools

SAFE ROUTES TO SCHOOL TRAVEL PLANS for  
Sandusky Middle, Hancock Elementary, Mills Elementary, Ontario  
Elementary, Osborne Elementary, and Venice Heights Elementary Schools  
February 2013



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# INTRODUCTION

## Safe Routes to School Program

Safe Routes to School (SRTS) program is a federally funded, community-based initiative to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools. The program has been designed to reverse the decline in children walking and bicycling to schools, and to help address the alarming nationwide trend toward childhood obesity and inactivity.

A task SRTS Team representing diverse sectors of the Sandusky community was convened in September of 2012 and has met regularly since that time to develop and implement a SRTS Improvement Plan for Sandusky Middle School, Hancock Elementary, Mills Elementary, Ontario Elementary, Osborne Elementary, and Venice Heights Elementary in the Sandusky City School District.

Using the five “E’s” in walking and bicycling safety: Engineering, Education, Enforcement, Encouragement and Evaluation, the task force identified how current conditions could be improved to make it safer and more attractive for children to walk and bicycle to school. Engineering refers to infrastructure projects that improve the pedestrian and bicycle environment within two miles of a school. The other E’s refer to non-infrastructure programs that are intended to affect student or driver behavior to result in more walking and biking to school.

## SECTION 1: OUR SCHOOLS

School District	School Name	School Address	Grades served
Sandusky City Schools	Sandusky Middle School	2130A Hayes Avenue, Sandusky, OH 44870-4740	7-8

### Your School’s Students 2010-2011

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
466	35.4%	-	-	3.7%	20.9%	40%	78.2%	-	21.9%	-

School District	School Name	School Address	Grades served
Sandusky City Schools	Hancock Elementary School	2314 Hancock Street Sandusky, Ohio 44870-4944	K - 6

### Your School’s Students 2010-2011

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
335	41.8%	--	--	3.6%	21.0%	32.9%	82.3%	3.1%	17.2%	--

School District	School Name	School Address	Grades served
Sandusky City Schools	Mills Elementary School	1918 Mills Street Sandusky, Ohio 44870-4560	K - 6

### Your School's Students 2010-2011

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
313	50.9%	--	--	5.1%	13.5%	30.5%	93.5%	--	18.7%	--

School District	School Name	School Address	Grades served
Sandusky City Schools	Ontario Elementary School	924 Ontario Street Sandusky, Ohio 44870-4049	K -6

### Your School's Students 2010-2011

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
419	29.8%	--	--	4.7%	18.0%	47.3%	76.6%	--	15.0%	--

School District	School Name	School Address	Grades served
Sandusky City Schools	Osborne Elementary School	920 West Osborne Street Sandusky, Ohio 44870 – 3228	K - 6

### Your School's Students 2010-2011

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
369	30.4%	--	--	3.3%	26.6%	39.6%	82.8%	--	13.8%	--

School District	School Name	School Address	Grades served
Sandusky City Schools	Venice Heights Elementary School	4501 Venice Heights Boulevard Sandusky, Ohio 44870-1630	K - 6

### Your School's Students 2010-2011

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
414	24.5%	--	--	2.6%	18.7%	53.7%	81.9%	--	13.9%	--

This information was obtained from the School's Local Report Card. More information can be found at <http://ilrc.ode.state.oh.us/Schools/default.asp>

### Community Stakeholders and the Safe Routes to School Team:

#### School Representatives:

Name	Email address	5 E Role:
Cheryl Bush	<a href="mailto:cbush@scs-k12.net">cbush@scs-k12.net</a>	Education, Encouragement

**Community Representatives:**

Name	Email address	5 E Role:
Carrie Whitaker	<a href="mailto:cwhitaker@eriecounty.oh.gov">cwhitaker@eriecounty.oh.gov</a>	Engineering
Steve Poggiali	<a href="mailto:stevep@eriecounty.oh.gov">stevep@eriecounty.oh.gov</a>	Evaluation
Nicole Grohe	<a href="mailto:ngrohe@eriecounty.oh.gov">ngrohe@eriecounty.oh.gov</a>	Encouragement
Mary Jane Hahler	<a href="mailto:mhahler@bgsu.edu">mhahler@bgsu.edu</a>	Encouragement

**Local Government Representatives:**

Name	Email address	5 E Role:
Diedre Cole, City of Sandusky Commissioner	<a href="mailto:diedre.cole@ci.sandusky.oh.us">diedre.cole@ci.sandusky.oh.us</a>	Evaluation, Encouragement
Jane Cullen, Engineer, City of Sandusky	<a href="mailto:jane.cullen@ci.sandusky.oh.us">jane.cullen@ci.sandusky.oh.us</a>	Engineering
John Hamilton, City of Sandusky Commissioner	<a href="mailto:jhamilton@ci.sandusky.oh.us">jhamilton@ci.sandusky.oh.us</a>	Evaluation
Wes Poole, City of Sandusky Commissioner	<a href="mailto:wpoole@ci.sandusky.oh.us">wpoole@ci.sandusky.oh.us</a>	Evaluation
Carrie Handy, City of Sandusky Chief Planner	<a href="mailto:Carrie.handy@ci.sandusky.oh.us">Carrie.handy@ci.sandusky.oh.us</a>	Evaluation

**Education Representative:**

Name	Email address	5 E Role:
Cheryl Bush	<a href="mailto:cbush@scs-k12.net">cbush@scs-k12.net</a>	Education, Encouragement
Dennis Muratori	<a href="mailto:dmuratori@scs-k12.net">dmuratori@scs-k12.net</a>	Education, Evaluation

**Health Representatives:**

Name	Email address	5 E Role:
Bob England, Erie County Health Department	<a href="mailto:rengland@eriecohealthohio.org">rengland@eriecohealthohio.org</a>	Encouragement, Evaluation

**Public Safety Representatives:**

Name	Email address	5 E Role:
Officer Chris Rankins	<a href="mailto:christopher.rankins@ci.sandusky.oh.us">christopher.rankins@ci.sandusky.oh.us</a>	Enforcement

**The Lead Contact for our Plan is:**

Name: Diedre Cole, City of Sandusky Commissioner  
 Affiliation: City of Sandusky  
 Phone Number: (419) 975-2793  
 Email address: [diedre.cole@ci.sandusky.oh.us](mailto:diedre.cole@ci.sandusky.oh.us)  
 Mailing address: 222 Meigs Street, Sandusky, OH 44870

## SECTION 2: OUR SRTS VISION

The Sandusky City School SRTS team’s vision is to create safe, walkable and bikable routes to school; to provide a positive environment for students, residents and visitors; and to improve the health of students and residents by reducing obesity rates and increasing exercise.



This section describes information obtained from each school, regarding the potential amount of students to walk or bicycle to school; the amount of students that currently walk or bicycle to school; the routes of students that currently walk or bicycle to school; and the issues preventing students from walking or bicycling to school.

### District Transportation Policy

The board provides school bus services to eligible students in the following categories:

- Kindergarten - Sixth Grade (6<sup>th</sup>) who reside beyond one half (0.5) mile from school
- Seventh (7<sup>th</sup>) - Twelfth Grade (12<sup>th</sup>) who reside beyond one (1) mile from school

A full copy of the District's, "Transportation" Policy can be found in Appendix A.

## SANDUSKY MIDDLE SCHOOL

### City Context

Sandusky Middle School is located in southern Sandusky, and shares a campus with the high school. Access points to the campus are provided on two routes, including State Route 4 (Hayes Avenue) and West Perkins Avenue.

### Students Living within Walking and Bicycling Distance of School

The Safe Routes to School program defines a reasonable distance to walk to school as one (1) mile and bicycle to school as two (2) miles or closer. To better determine the potential amount of students walking and bicycling to school, the table below lists the amount of students living within specified distances from the school. This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

Distance From School	Number of Students	% of Student Body
Within 1/4 Mile of School	1	0.2%
Within 1/2 Mile of School	31	7%
Within 1 Mile of School	162	36%
Within 2 Miles of School	401	89%

### Amount and Routes of Students that Currently Walk and Bicycle to School

The student travel tally report and discussions with school officials was used to determine travel modes and primary walking and bicycling routes to and from school. This information is summarized in the table below. The full student travel tally aggregate is located in Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	27%	0.9%	31%	38%	2%	0%	0.3%
Number of students (afternoon trips)	39%	4%	28%	26%	3%	0%	0.6%
Primary walking/bicycling routes	SR 4 (Hayes Avenue) – Railroad Underpass to West Perkins Avenue Camp Street – Railroad Underpass to West Perkins Avenue Johnson Street – SR 4 (Hayes Avenue) to Camp Street						

## District Policies that Impact Students Walking or Bicycling to School

The Sandusky City Schools bus eligibility policy is summarized on page 6. According to the policy, less than half of the students are not eligible for school bus services.

### School Arrival and Dismissal Process

<p><b>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p><b>Do all students use the same entrance to the school building in the morning?</b></p> <p><input checked="" type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input type="checkbox"/> No, students can use different entrances.</p>
<p><b>Are all students released at the same time during dismissal?</b></p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>Students that walk or ride bicycles are released first. Students that ride buses are released shortly thereafter.</p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>Three to four teachers monitor student arrival and dismissal in the front and rear of the school.</p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input checked="" type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p>
<p><b>Are there police officers that help with arrival or dismissal procedures at this school?</b></p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p> <p>Although police officers do not direct traffic, they are present for general safety purposes.</p>
<p><b>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</b></p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p>

### Parent Attitudes towards Walking and Biking

The Safe Routes to School Standard Parent Survey was conducted in February 2012. This survey provided valuable insight on parent attitudes toward students walking or bicycling to school. The top five (5) reasons, cited on the survey, that parents do not allow their children to walk or bicycle to school are listed in the table below. The full results of the survey are located in Appendix D.

Reasons for not allowing children to walk or bicycle to school:
Weather/Climate (87%)
Distance (85%)
Violence/Crime (75%)
Time (69%)
Safety of Intersections and Crossings (68%)

### Safety Issues and Concerns

The following is a list of traffic safety issues and concerns that were gathered anecdotally from the team, parents and the community at large:

- There is an industrial plant near the middle school that lets out around the same time as the students. As a result, there is a high volume of traffic along main routes.
- Nearby intersections do not have pedestrian signals or the existing pedestrian signals are not adequate.
- The sidewalks along Camp Street are in poor condition and in some places no longer functional. This creates a tripping hazard for students that walk or bicycle along this route.
- Many of intersections along side streets and side street approaches are not striped.
- Many intersections along side streets do not have ADA compliant curb ramps.
- There are no school flashers along Hayes Avenue.
- There are no bicycle racks on campus.

### Relevant Traffic Crashes

Crash data reports were recorded for routes within two (2) miles of the school, and over the most recent three (3) years for which data was available. The results are summarized below:

- There were 53 total crashes within the STP study area.
- The crashes resulted in 48 injuries and 0 fatalities.
- The number of crashes that involved bicycles was 30.
- The number of crashes that involved pedestrians was 23.

### Walking and Bicycling Encouragement Activities at the School

There are currently no activities at the school that specifically encourage walking and bicycling.

## HANCOCK ELEMENTARY SCHOOL

### City Context

Hancock Elementary is situated in southern Sandusky, in a residential area. The school entrance is on a local roadway. However, Milan Road (US Route 250) is located one tenth of a mile to the east of the school.

### Students Living within Walking or Bicycling Distance of School

The Safe Routes to School program defines a reasonable distance to walk to school as one (1) mile and bicycle to school as two (2) miles or closer. To better determine the potential amount of students walking and bicycling to school, the table below lists the amount of students living within specified distances from the school. This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

Distance From School	Number of Students	% of Student Body
Within 1/4 Mile of School	35	10%
Within 1/2 Mile of School	100	29%
Within 1 Mile of School	202	59%
Within 2 Miles of School	331	96%

### Students Currently Walking or Bicycling to School

The student travel tally report and discussions with school officials was used to determine travel modes and primary walking and bicycling routes to and from school. This information is summarized in the table below. The full student travel tally aggregate is located in Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	6%	0.4%	52%	40%	2%	0.1%	0%
Number of students (afternoon trips)	9%	0.3%	58%	26%	6%	0.6%	0%
Primary walking/bicycling routes	East Parish Street – Columbus Avenue to Hancock Street 42 <sup>nd</sup> Street – Columbus Avenue to the Milan Road (US 250) underpass (including foot trail to Huntington Avenue) 44 <sup>th</sup> Street - Columbus Avenue to Hancock Street 46 <sup>th</sup> Street – Columbus Avenue to Hancock Street Hancock Street – East Parish Street to 46 <sup>th</sup> Street						

### District Policies that Impact Students Walking and Bicycling to School

The Sandusky City Schools Bus Eligibility Policy is summarized on page 6. According to the policy, 29% of the students are not eligible for school bus services.

### School Arrival and Dismissal Process

<p><b>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</b></p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p><b>Do all students use the same entrance to the school building in the morning?</b></p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p>There are multiple access points open during arrival and dismissal.</p>
<p><b>Are all students released at the same time during dismissal?</b></p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>Students that walk or bicycle are released first. Then bus riders and students who are picked up.</p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>Staff members monitor students as they arrive and exit campus.</p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input checked="" type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p>
<p><b>Are there police officers that help with arrival or dismissal procedures at this school?</b></p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>
<p><b>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</b></p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p>

### Parent Attitudes towards Walking and Biking

The Safe Routes to School Standard Parent Survey was conducted in February 2012. This survey provided valuable insight on parent attitudes toward students walking or bicycling to school. The top five (5)

reasons, cited on the survey, that parents do not allow their children to walk or bicycle to school are listed in the table below. The full results of the survey are located in Appendix D.

Reasons for not allowing children to walk or bicycle to school:
Safety of Intersections and Crossings (86%)
Weather/Climate (84%)
Speed of Traffic Along the Route (83%)
Amount of Traffic Along the Route (81%)
Violence/Crime (77%)

### Safety Issues and Concerns

The following is a list of traffic safety issues and concerns that were gathered anecdotally from the team, parents and the community at large:

- Students walk and bicycle under Milan Road (US 250) and across an active railroad track to Huntington Avenue. Currently the path is not paved, and there is no traffic control at the location where the students cross the track.
- There is an existing, deteriorating, pedestrian bridge that currently crosses the railroad tracks near the footpath. However, students cannot access the bridge, because it has no stairs or rails. It is unlikely that this bridge could be rehabbed for suitable use, or that students would use the bridge if it were reconstructed.
- The path under Milan Road (US 250) is not lit.
- The signal at the intersection of Columbus Avenue and Parish Street does not have pedestrian signals.
- There are no school flashers near Hancock Elementary
- Intersections near the campus either do not have curb ramps or striping or the existing curb ramps and striping is in disrepair and not ADA compliant.

### Relevant Traffic Crashes

Crash data reports were recorded for routes within two (2) miles of the school, and over the most recent three (3) years for which data was available. The results are summarized below:

- There were 42 total crashes within the STP study area.
- The crashes resulted in 38 injuries and 0 fatalities.
- The number of crashes that involved bicycles was 22.
- The number of crashes that involved pedestrians was 20.

### Walking and Bicycling Encouragement Activities at the School

Activity	How it encourages walking or bicycling
Walk Around the School Yard Program	After school, there is a program that allows students and community members to walk around the school yard as a form of exercise.

# MILLS ELEMENTARY SCHOOL

## City Context

Mills Elementary is located in south-eastern Sandusky. A golf course is located to the immediate west of the school. The remainder of the surround land is primarily residential.

## Students Living within Walking and Bicycling Distance of School

The Safe Routes to School program defines a reasonable distance to walk to school as one (1) mile and bicycle to school as two (2) miles or closer. To better determine the potential amount of students walking and bicycling to school, the table below lists the amount of students living within specified distances from the school. This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

Distance From School	Number of Students	% of Student Body
Within 1/4 Mile of School	25	8%
Within 1/2 Mile of School	101	33%
Within 1 Mile of School	191	62%
Within 2 Miles of School	287	93%

## Amount and Routes of Students Currently Walking and Bicycling to School

The student travel tally report and discussions with school officials was used to determine travel modes and primary walking and bicycling routes to and from school. This information is summarized in the table below. The full student travel tally aggregate is located in Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	18%	0%	52%	28%	2%	0%	0%
Number of students (afternoon trips)	20%	0%	57%	20%	1%	1%	0.1%
Primary walking/bicycling routes	Mills Street – Pierce Street to Perkins Avenue Buchanan Street – Mills Street to Camp Street Pierce Street – Mills Street to Camp Street Putnam Street – West Perkins Avenue North Forest Drive – Entire Route South Forest Drive – Entire Route Parkview Boulevard – Entire Route East Forest Drive – Entire Route Camp Street – West Perkins Avenue to Taylor Street						

## School Policies that Impact Students Walking and Bicycling to School

The Sandusky City Schools Bus Eligibility Policy is summarized on page 6. According to the policy, approximately 33% of students are not eligible for bus services.

## School Arrival and Dismissal Process

<p><b>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</b></p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p><b>Do all students use the same entrance to the school building in the morning?</b></p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p>Students that ride the bus use the entrance in the front of the school. Students that walk, ride a bicycle, or use a family vehicle use the rear entrance of the school.</p>
<p><b>Are all students released at the same time during dismissal?</b></p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>Walkers and bicyclists are released first, followed by students that ride the bus or use a family vehicle.</p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>School staff members monitor arrival and dismissal.</p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input checked="" type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p>
<p><b>Are there police officers that help with arrival or dismissal procedures at this school?</b></p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>
<p><b>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</b></p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p>

## Parent Attitudes towards Walking and Biking

Reasons for not Allowing Children to Walk or Bicycle to School:
Violence/Crime (88%)
Weather/Climate (85%)
Speed of Traffic Along the Route (78%)
Amount of Traffic Along the Route (78%)
Safety of Intersections and Crossings (77%)

## Safety Issues and Concerns

The following is a list of traffic safety issues and concerns that were gathered anecdotally from the team, parents and the community at large:

- Currently, parents are picking up and dropping off students on Putnam Street. Students are erroneously crossing the roadway.
- The faded crosswalk and the congestion caused by parked family vehicles contribute to the safety concerns along Putnam Street.
- Students that live north of the railroad tracks are routed along Camp Street. There is an increased speed and volume of traffic along this roadway.
- There is not working lighting in the Camp Street, railroad underpass.
- There are no pedestrian signals at the existing traffic signals along Camp Street.

## Relevant Traffic Crashes

Crash data reports were recorded for routes within two (2) miles of the school, and over the most recent three (3) years for which data was available. The results are summarized below:

- There were 41 total crashes within the STP study area.
- The crashes resulted in 39 injuries and 0 fatalities.
- The number of crashes that involved bicycles was 22.
- The number of crashes that involved pedestrians was 19.

## Walking and Bicycling Encouragement Activities at the School

Activity	How it encourages walking or bicycling
Walk Around the School Yard Program	After school, there is a program that encourages students and community members to walk around the school yard as a form of exercise.
Recess	Instead of typical play during recess, some students walk around the playground like a track.

# ONTARIO ELEMENTARY SCHOOL

## Students Living within Walking and Bicycling Distance of School

The Safe Routes to School program defines a reasonable distance to walk to school as one (1) mile and bicycle to school as two (2) miles or closer. To better determine the potential amount of students walking and bicycling to school, the table below lists the amount of students living within specified distances from the school. This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

Distance From School	Number of Students	% of Student Body
Within 1/4 Mile of School	71	16%
Within 1/2 Mile of School	160	37%
Within 1 Mile of School	306	71%
Within 2 Miles of School	320	75%

## Amount and Routes of Students Currently Walking and Bicycling to School

The student travel tally report and discussions with school officials was used to determine travel modes and primary walking and bicycling routes to and from school. This information is summarized in the table below. The full student travel tally aggregate is located in Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	16%	0.2%	34%	48%	2%	0.1%	0%
Number of students (afternoon trips)	18%	0.2%	46%	32%	2%	0.3%	9%

**Primary walking/bicycling routes**

Ontario Street – First Street to Fifth Street  
 Fourth Street – Ontario Street to Sycamore Line  
 Fifth Street – Sycamore Line to McKinley Street

**District Policies that Impact Walking and Bicycling to School**

The Sandusky City Schools Bus Eligibility Policy is summarized on page 6. According to the policy, 71% of students are not eligible for bus services.

**School Arrival and Dismissal Process**

<p><b>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p><b>Do all students use the same entrance to the school building in the morning?</b></p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p>Students who are bused use one entrance, and students that walk or use a family vehicle use another entrance.</p>
<p><b>Are all students released at the same time during dismissal?</b></p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>Walkers and bicyclists are released first; followed by bus riders and students that use a family vehicle.</p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>Staff members monitor arrival and dismissal.</p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>The intersection of Fifth Street and Ontario.</p>
<p><b>Are there police officers that help with arrival or dismissal procedures at this school?</b></p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>
<p><b>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</b></p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p>

**Parent Attitudes towards Walking and Biking**

<b>Reasons for not allowing children to walk or bicycle to school:</b>
Weather/Climate (69%)
Violence/Crime (66%)
Distance (60%)
Safety of Intersections and Crossings (53%)
Amount and Speed of Traffic Along the Route (46%) – <i>Parent survey indicated each had equal importance.</i>

## Safety Issues and Concerns

The following is a list of traffic safety issues and concerns that were gathered anecdotally from the team, parents and the community at large:

- Deteriorating sidewalks were noted along primary walking routes. This is a particular problem along First Street and 5<sup>th</sup> Avenue.
- There are increased speeds and volumes of traffic along First Street and Fifth Street.
- Students have difficulty crossing First Street and Fifth Street at Ontario Street.
- Many intersections along primary walking routes have faded striping and were not ADA compliant.
- Many family vehicles are parked illegally near the school, creating congestion and safety issues for students.
- There was not sufficient bicycle storage on campus.

## Relevant Traffic Crashes

Crash data reports were recorded for routes within two (2) miles of the school, and over the most recent three (3) years for which data was available. The results are summarized below:

- There were 42 total crashes within the STP study area.
- The crashes resulted in 38 injuries and 0 fatalities.
- The number of crashes that involved bicycles was 22.
- The number of crashes that involved pedestrians was 20.

## Walking and Bicycling Encouragement Activities at the School

Activity	How it encourages walking or bicycling
Walking Club	After school, there is a program that encourages students and community members to walk around the school yard as a form of exercise.
Recess	Instead of typical play during recess, some students walk around the playground like a track.

# OSBORNE ELEMENTARY SCHOOL

## Students Living within Walking or Bicycling Distance of School

The Safe Routes to School program defines a reasonable distance to walk to school as one (1) mile and bicycle to school as two (2) miles or closer. To better determine the potential amount of students walking and bicycling to school, the table below lists the amount of students living within specified distances from the school. This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

Distance From School	Number of Students	% of Student Body
Within 1/4 Mile of School	9	2%
Within 1/2 Mile of School	32	7%
Within 1 Mile of School	132	31%
Within 2 Miles of School	363	85%

## Amount and Routes of Students Currently Walking and Bicycling to School

The student travel tally report and discussions with school officials was used to determine travel modes and primary walking and bicycling routes to and from school. This information is summarized in the table below. The full student travel tally aggregate is located in Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	22%	0%	15%	59%	5%	0.3%	0%
Number of students (afternoon trips)	32%	0%	22%	41%	4%	0.1%	0.4%
Primary walking/bicycling routes	North Depot Street – Carr Street to Prospect Street Central Street – McDonough Street to Prospect Street Ransom Street – Carr Street to Shelby Street West Osborne Street - Camp Street to Prospect Street Vine Street – West Monroe Street to Polk Street Central Avenue – West Monroe to North Depot Street Maple Avenue – West Monroe Street to Tyler Street						

## District Policies that Impact Walking and Bicycling to School

The Sandusky City School Bus Eligibility Policy is summarized on page 6. According to the policy, 7% of students are not eligible for bus services due to their proximity to the school. However, students that live south of the railroad tracks are also provided bus services.

## School Arrival and Dismissal Process

<p><b>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p><b>Do all students use the same entrance to the school building in the morning?</b></p> <p><input checked="" type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input type="checkbox"/> No, students can use different entrances.</p>
<p><b>Are all students released at the same time during dismissal?</b></p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>Walkers are released first; followed by bus riders and students that use a family vehicle.</p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>Staff members monitor student arrival and dismissal.</p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>Crossing guards serve at two intersections:                      West Osborne @ Central Avenue                      West Osborne @ McDonough Street</p>

**Are there police officers that help with arrival or dismissal procedures at this school?**

- Yes, we have at least one police officer helping direct traffic around our school.  
 No we do not have police officers who help direct traffic around the school.

**Are students involved in any arrival or dismissal process (i.e. student safety patrol)?**

- Yes, we have a student safety patrol.  
 No, we do not have a student safety patrol.

**Parent Attitudes towards Walking and Biking****Reasons for not allowing children to walk or bicycle to school:**

Weather/Climate (74%)

Violence/Crime (74%)

Safety of Intersections and Crossings (74%)

Amount of Traffic Along the Route (72%)

Speed of Traffic Along the Route (70%)

**Safety Issues and Concerns**

The following is a list of traffic safety issues and concerns that were gathered anecdotally from the team, parents and the community at large:

- Many parents pick up and drop off students along McDonough Street. As a result, students erroneously cross the roadway, creating a safety concern.
- There is a high volume of traffic at the intersection of West Osborne Street and Central Avenue. As a result, students have a difficult time crossing this intersection.
- There is insufficient bicycle storage on campus.
- Signals along Hayes Avenue do not adequately accommodate pedestrians.
- There is an increased volume and speed of vehicles along West Osborne Street.
- Intersections along primary walking routes are not well marked or ADA compliant.
- There is no place provided for family vehicles to drop off or pick up students. This creates congestion and safety issues for students walking and bicycling near school.

**Relevant Traffic Crashes**

Crash data reports were recorded for routes within two (2) miles of the school, and over the most recent three (3) years for which data was available. The results are summarized below:

- There were 43 total crashes within the STP study area.
- The crashes resulted in 40 injuries and 0 fatalities.
- The number of crashes that involved bicycles was 22.
- The number of crashes that involved pedestrians was 21.

**Walking and Bicycling Encouragement Activities at the School**

Activity	How it encourages walking or bicycling
Railroad Safety Training	The Principal and teachers train students on general railroad safety training at the beginning of each school year.
Jay Walking Enforcement	Teachers enforce jaywalking near the school.
Bicycling Enforcement	Bicycling at Osborne Elementary is seen as a privilege. If the rules are broken, they are not allowed to bicycle to school.

# VENICE HEIGHTS ELEMENTARY SCHOOL

## Students Living within Walking and Bicycling Distance of School

The Safe Routes to School program defines a reasonable distance to walk to school as one (1) mile and bicycle to school as two (2) miles or closer. To better determine the potential amount of students walking and bicycling to school, the table below lists the amount of students living within specified distances from the school. This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in Appendix B.

Distance From School	Number of Students	% of Student Body
Within 1/4 Mile of School	15	4%
Within 1/2 Mile of School	54	14%
Within 1 Mile of School	63	16%
Within 2 Miles of School	134	34%

## Amount and Routes of Students Currently Walking and Bicycling to School

The student travel tally report and discussions with school officials was used to determine travel modes and primary walking and bicycling routes to and from school. This information is summarized in the table below. The full student travel tally aggregate is located in Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	2%	0%	76%	20%	2%	0%	0%
Number of students (afternoon trips)	3%	0%	81%	15%	0.5%	0.3%	0%
Primary walking/bicycling routes	Venice Heights Boulevard – Bardshar Road to Thorpe Drive Dorn Drive – Venice Heights Boulevard to Ferndale Drive Thorpe Drive – Venice Heights Boulevard to Ferndale Drive						

## District Policies that Impact Walking and Bicycling to School

The Sandusky City School Bus Eligibility Policy is summarized on page 6. According to the policy, approximately 14% of the student body is not eligible for bus services. However, approximately 95% are provided bus services due to the lack of pedestrian facilities surrounding the school.

## School Arrival and Dismissal Process

### Do school buses and parent vehicles use the same driveway for arrival and dismissal?

- Yes, all vehicles use the same driveway.
- No, there are separate driveways for family vehicles and school buses.

### Do all students use the same entrance to the school building in the morning?

- Yes, all students enter the building at the same location.
- No, students can use different entrances.

Students that walk or ride in family vehicles use the side (east) doors. Students that ride buses use the front (south) door.

**Are all students released at the same time during dismissal?**

- Yes, all students are released at the same time.
- No, we use a staggered release process (walkers are released first, bus riders second, etc.).

Students that walk or bicycle are released first, followed by students that ride in busses or family vehicles.

**Is school staff involved in either arrival or dismissal?**

- Yes, we have school staff help students enter and exit the campus safely.
- No, school staff is not involved in either arrival or dismissal.

Staff members monitor student arrival and dismissal. Also, parents that pick up students are required to park their vehicle and walk inside to get their children. Parents are responsible to escort their child to their car through the parking lot.

**Are there any adult crossing guards located along student walking routes?**

- Yes, we have at least one adult crossing guard that helps students on their walking routes.
- No, we do not have any adult crossing guards serving our school.

**Are there police officers that help with arrival or dismissal procedures at this school?**

- Yes, we have at least one police officer helping direct traffic around our school.
- No we do not have police officers who help direct traffic around the school.

**Are students involved in any arrival or dismissal process (i.e. student safety patrol)?**

- Yes, we have a student safety patrol.
- No, we do not have a student safety patrol.

**Parent Attitudes towards Walking and Biking****Reasons for not allowing children to walk or bicycle to school:**

Distance (85%)
Amount of Traffic Along the Route (76%)
Weather/Climate (74%)
Violence/Crime (70%)
Safety of Intersections and Crossings (67%)

**Safety Issues and Concerns**

The following is a list of traffic safety issues and concerns that were gathered anecdotally from the team, parents and the community at large:

- There is poor sidewalk connectivity along Venice Heights Boulevard.
- Many intersections around the school are not striped. Also, the curb ramps are in disrepair and not ADA compliant.
- Venice Heights Boulevard, near the school, is not well lit.

**Relevant Traffic Crashes**

Crash data reports were recorded for routes within two (2) miles of the school, and over the most recent three (3) years for which data was available. The results are summarized below:

- There were 4 total crashes within the STP study area.
- The crashes resulted in 4 injuries and 0 fatalities.
- The number of crashes that involved bicycles was 3.
- The number of crashes that involved pedestrians was 1.

**Walking and Bicycling Encouragement Activities at the School**

There are currently no walking and bicycling encouragement activities at the school. This is primarily due to the remote location of the school and the lack of pedestrian facilities.

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

### Sandusky Middle School

#### Intersections

- Intersections along primary walking routes are either not striped or the striping is fading
- Curb ramps at intersections along primary walking routes are deteriorating and not ADA compliant
- Signalized intersections along primary walking routes either do not have a pedestrian signal, or the pedestrian signal is outdated.

#### Sidewalks

- Many students use Camp Street as a primary walking route. However, the sidewalks along the roadway are deteriorated to the point that they are no longer functional and create a tripping hazard.

#### Camp Street Railroad Underpass

- Students that live north of the railroad tracks primarily cross under the tracks along the Camp Street Underpass. There is currently no lighting in the underpass. This creates potential safety issues and discourages parents from allowing their students to walk along this route.

#### Traffic on Main Routes

- There is a significant amount of traffic along primary walking routes.
- Nearby industrial plants that let out at similar times as the school add to the amount of traffic along walking routes.

#### Crime

- Parents are concerned about potential criminal activity along primary walking routes. Parents specifically mention the proximity of the prison on Superior Street to the walking routes in the parent surveys.

### Hancock Elementary School

#### Intersections

- Many intersections along primary routes do not have ADA compliant curb ramps or striping.
- There are no pedestrian signals at the traffic signal at the intersection of Columbus Avenue and Parish Street.

#### Traffic on Main Routes

- Parents are concerned about the amount and speed of traffic along walking routes, particularly Columbus Avenue and US 250 (Milan Road)

#### Pathway Under US 250 (Milan Road)

- There is an existing footpath delineating the route of many students between 42<sup>nd</sup> Street and Huntington Avenue
- The existing footpath is not lit, creating a safety issue.
- The path crosses an active railroad track. Since this is an unofficial crossing, there is no traffic control.

#### Education

- Parents are concerned about students' level of maturity and education crossing roadways, railroad tracks, and general walking/bicycling to school.

#### Crime

- Parents are concerned about potential criminal activity along primary walking routes.

<b>Mills Elementary School</b>
<p><b>Putnam Street</b></p> <ul style="list-style-type: none"> <li>• The entrance to the school along Putnam Street is used by students that walk, ride bicycles, or ride in a family vehicle.</li> <li>• Since many students live behind (to the east) of school, and many parents use Putnam Street to drop off students, there is an increased amount of potential conflict points along the street.</li> <li>• There is a small, faded crosswalk that students do not typically use to cross the street.</li> <li>• This section of Putnam Street is not well lit, creating a safety concern particularly in the morning prior to sunrise.</li> <li>• There is no official parking lane along this roadway. As a result parents are parking in the street, and creating congestion issues. This is dangerous for both family vehicles and students that walk or bicycle to school.</li> </ul>
<p><b>Lack of Sidewalks</b></p> <ul style="list-style-type: none"> <li>• Most students live to the east of the school. However, there are many routes in this area that do not have sidewalk.</li> <li>• Many students use Camp Street to walk home. The sidewalks along this route are in poor condition, creating a tripping hazard.</li> </ul>
<p><b>Camp Street Railroad Underpass</b></p> <ul style="list-style-type: none"> <li>• Students that live north of the railroad are directed to cross the railroad by walking through the Camp Street underpass. Currently the underpass is not lit, creating a safety concern and discouraging parents from letting their students walk or bicycle to school.</li> </ul>
<p><b>Intersections</b></p> <ul style="list-style-type: none"> <li>• Many intersections along primary routes were not striped and do not have ADA compliant curb ramps.</li> <li>• There are currently no pedestrian signals at signalized intersections along Camp Street.</li> </ul>
<p><b>Crime</b></p> <ul style="list-style-type: none"> <li>• Parents are concerned about potential criminal activity along primary walking routes. This includes the potential for students fighting and bullying each other on the walk to school.</li> </ul>

<b>Ontario Elementary School</b>
<p><b>Deteriorating Sidewalks</b></p> <ul style="list-style-type: none"> <li>• The sidewalks along Ontario Street and Fifth Street are deteriorating, and creating a tripping hazard for students that walk along these routes.</li> <li>• Parent surveys indicated that the poor condition of sidewalks along these routes is a major problem.</li> </ul>
<p><b>Intersections</b></p> <ul style="list-style-type: none"> <li>• Intersections along primary walking routes are not striped or the existing striping is worn.</li> <li>• Curb ramps at intersections along primary walking routes are not ADA compliant.</li> <li>• Students have difficulty crossing Fifth Street and First Street at the Ontario Street intersections.</li> </ul>
<p><b>Traffic on Main Routes</b></p> <ul style="list-style-type: none"> <li>• Parents are concerned about the amount and speed of traffic along primary walking routes. First Street and Fifth Street are particularly concerning.</li> </ul>
<p><b>Lighting</b></p> <ul style="list-style-type: none"> <li>• Parent surveys indicate a concern about lighting levels of primary walking routes and the Ontario Elementary School campus.</li> <li>• Students that walk or bicycle to school or home from evening activities are often walking and bicycling in the dark.</li> </ul>
<p><b>Crime</b></p> <ul style="list-style-type: none"> <li>• Parents are concerned about potential criminal activity along primary walking routes. This includes the potential for students fighting and bullying each other on the walk to school.</li> </ul>

Osborne Elementary School	
<b>McDonough Street</b>	<ul style="list-style-type: none"> <li>• Many parents drive south on McDonough Street and park to pick-up/drop-off students. Students must cross traffic to arrive at school to the east of McDonough Street. This increases potential pedestrian-vehicle conflicts.</li> <li>• The congestion along McDonough Street created by parked family vehicles creates safety issue for students that walk or bicycle, and also discourages walking and bicycling along the route.</li> <li>• McDonough Street is not well lit. This is especially a concern for students that cross this roadway, walk, or bicycle along this route.</li> </ul>
<b>Intersections</b>	<ul style="list-style-type: none"> <li>• Many intersections along primary walking routes are not striped or the existing striping is faded.</li> <li>• Curb ramps at intersections along primary walking routes are not ADA compliant.</li> <li>• There is heavy traffic volume at the intersection of Osborne Street and Central Avenue. This causes problems with both vehicular and pedestrian traffic.</li> </ul>
<b>Camp Street Underpass</b>	<ul style="list-style-type: none"> <li>• Students that live south of the railroad are crossing the railroad by walking through the Camp Street underpass. Currently the underpass is not lit, creating a safety concern and discouraging parents from letting their students walk or bicycle to school.</li> </ul>
<b>Traffic on Main Routes</b>	<ul style="list-style-type: none"> <li>• The speed of traffic along primary routes, particularly Central Avenue, concerns parents and faculty.</li> <li>• There is a large volume of traffic along Osborne Street, Central Avenue, and McDonough Street). The volume of traffic along these routes creates a safety concern, and discourages students from walking or bicycling.</li> <li>• Illegal parking along Osborne Street compounds the safety issue relating to traffic on main routes.</li> </ul>
<b>Crime</b>	<ul style="list-style-type: none"> <li>• Parents are concerned about potential criminal activity along primary walking routes.</li> </ul>

Venice Heights Elementary School	
<b>Sidewalk Connectivity</b>	<ul style="list-style-type: none"> <li>• There is no sidewalk along Venice Heights Boulevard that connects the school to the existing sidewalk infrastructure on the north side of the roadway, west of the school.</li> <li>• There is limited sidewalk connectivity to students that live within walking and bicycling distance of school.</li> </ul>
<b>Traffic on Main Routes</b>	<ul style="list-style-type: none"> <li>• There is heavy traffic volume along US 6 (Venice Road), somewhat isolating students that would potentially walk or bicycle to school.</li> <li>• There are long stretches of roadway without traffic control in the area surrounding the school. As a result, the speed of traffic has become a safety concern for students that walk or bicycle.</li> </ul>
<b>Intersections</b>	<ul style="list-style-type: none"> <li>• Many intersections along primary walking routes are not striped, or the striping is worn.</li> <li>• Curb ramps at intersections along primary walking routes are not ADA compliant.</li> </ul>
<b>Lighting</b>	<ul style="list-style-type: none"> <li>• There is no lighting along Venice Heights Boulevard, near the school. It is often dark when students walk and bicycle to school or after evening activities.</li> </ul>
<b>Crime</b>	<ul style="list-style-type: none"> <li>• Parents are concerned about potential criminal activity along primary walking routes.</li> </ul>

## SECTION 5: RECOMMENDED SRTS COUNTERMEASURES

This chapter discusses issues that impact walking and bicycling to Sandusky City Schools, and proposes countermeasures for addressing them.

The issues covered in this chapter were identified through discussions with the SRTS Team; responses to principal and parent surveys; walk audits at each school; evaluation of written documents detailing city and school district plans, policies, procedures, and programs; and evaluation of data provided by the state, city and school district.

### Non-infrastructure Countermeasure Recommendations

In order to emphasize the multifaceted approach necessary to address identified issues, countermeasures are categorized based on the “5 Es” (education, enforcement, encouragement, engineering, and evaluation). Non-infrastructure countermeasures represent four of the “5 Es” (education, enforcement, encouragement, and evaluation). A calendar is provided to show the months anticipated to implement the non-infrastructure countermeasures planned for the next 12 months.

The last of the “5 Es,” Engineering, is represented in the recommended infrastructure countermeasure tables. These tables provide information on the approximate cost, priority, and a general timeframe anticipated for implementation.

### EDUCATION COUNTERMEASURES:

EDUCATION	
Issue	Countermeasure
Bicycle Safety Education	BMX Rider school assembly program
Bicycle Safety Education	Bicycle Rodeo
Railroad Safety Education	Establish and implement a railroad safety program in all schools
Walking and Bicycling Safety Education	ODOT’s, “Every Move You Make, Keep It Safe” campaign
Educate Benefits of Bicycling and Walking	Partner with the MPO to educate students on active forms of transportation. Incorporate the MPO’s active transportation month into the school’s curriculum.

List the medium and long term strategies (those that your team will undertake beyond 12 months) below:

1. Continue to implement and improve education countermeasures.
2. Consider the Safety Town program, as the community and students become more involved with walking and bicycling.

### ENCOURAGEMENT COUNTERMEASURES:

ENCOURAGEMENT	
Issue	Countermeasure
Walking Encouragement	Incorporate the Health Department’s, “Look Who’s Walking” program into the schools. This program tracks individuals and their health statistics as they increase walking and physical activity.
Volume of Students erroneously crossing Putnam Street to get to family vehicles	Convert Putnam Street between Pierce Street and Buchanan Street into a one way street, southbound, during pick-up and drop-off times. Allow parking along the roadway on the west side of the roadway, so students are not crossing the roadway to get to family vehicles. The one way conversion will also encourage students to walk or bicycle by creating an environment that is safer and more orderly. Portable signage and cones may be needed to execute this countermeasure.

Bullying	Establish a bullying counseling and prevention program
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List the medium and long term strategies (those that your team will undertake beyond 12 months) below:

1. Continue to implement and improve encouragement countermeasures
2. Consider converting McDonough Street near Osborne Elementary School one way north during pick-up and drop-off times, based on the results of the Putnam Street one way conversion.
3. Consider permanently making Putnam Street one way, south, based on the results of the temporary one way conversion. This may require additional community involvement.
4. Consider expanding walking clubs to all schools. Tie the walking clubs to the PE curriculum.
5. Consider tying Walking School Bus Volunteers to citizens with weight loss goals at the health department.

**ENFORCEMENT COUNTERMEASURES:**

ENFORCEMENT	
Issue	Countermeasure
Safety Issues Preventing Walking and Bicycling to School	Target enforcement/"Campaign"

List the medium and long term strategies (those that your team will undertake beyond 12 months) below:

1. Continue to observe locations of speeding vehicles and rotating speed trailers.
2. Campaign annually to remind the community of students potentially walking and bicycling to school.

**EVALUATION COUNTERMEASURES:**

EVALUATION	
Issue	Countermeasure
Student Travel Plan Sustainability	Conduct Parent Surveys
Student Travel Plan Sustainability	Conduct Student Travel Tallies

List the medium and long term strategies (those that your team will undertake beyond 12 months) below:

1. Conduct Parent Surveys Annually
2. Conduct Student Travel Tallies Annually
3. Update Student Travel Plan as necessary

### Your 12-Month SRTS Non-Infrastructure Activity Calendar

Non-Infrastructure Countermeasure		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
BMX Rider School Assembly/Bicycle Safety Education	PLAN												
Lead: Sandusky City Schools	IMPLEMENT												
Bicycle Rodeo	PLAN												
Lead: Sandusky City Schools, Sandusky Police, MPO, City of Sandusky	IMPLEMENT												
Railroad Safety Program	PLAN												
Lead: Sandusky City Schools	IMPLEMENT												
Every Move You Make, Keep It Safe	PLAN												
Lead: Sandusky City Schools	IMPLEMENT												
ActiveTransportation Month													
Lead: MPO													
Look Who's Walking	PLAN												
Lead: Health Department	IMPLEMENT												
Putnam Street One Way Conversion	PLAN												
Lead: City of Sandusky	IMPLEMENT												
Bullying Counseling and Prevention Program	PLAN												
Lead: Sandusky City Schools	IMPLENT												
Target Enforcement/"Campaign"	PLAN												
Lead: Sandusky Police	IMPLEMENT												
Speed Trailers	PLAN												
Lead: Sandusky Police	IMPLEMENT												
Conduct Parent Surveys	PLAN												
Lead: Sandusky City Schools	IMPLEMENT												
Conduct Student Travel Tallies	PLAN												
Lead: Sandusky City Schools	IMPLEMENT												

### Infrastructure Countermeasure Recommendations

The team has identified engineering strategies that appropriate and feasible. The table below summarized this information and provides a preliminary cost estimate. Each strategy is classified by timeframe, priority and estimated cost:

- Timeframes indicate the time it will take to implement the strategy (Short Term: 0-3 years, Medium Term: 4-7 years or Long Term: 8+ years).
- The priority of the project was determined through public and stakeholder input and classified as High, Medium or Low Priority.
- The estimated cost is classified as High, Medium or Low cost (Low Cost: \$20,000 or less, Medium Cost: \$20,000 to \$150,000 and High Cost: \$150,000 or above).

A map of the recommended countermeasures for each school is provided in Appendix E.

## SANDUSKY MIDDLE SCHOOL

Location	Need	Countermeasure	Timeframe	Priority	Responsible Party	Estimated Cost	Possible Funding Source	Status
Sandusky Middle School Campus	There is not sufficient bicycle storage on campus	Install bicycle racks on campus with concrete pads.	Short Term	High Priority	City of Sandusky	\$5,000 (Low)	ODOT SRTS Sandusky City ODOT STP	
SR 4 (Hayes Avenue) near Sandusky Middle School and Perkins Avenue	There are no school flashers along this route near the Sandusky Middle School campus.	Install school flashers with radar feedback on SR 4 (Hayes Avenue) and Perkins Avenue near Sandusky Middle School.	Short Term	High Priority	City of Sandusky	\$10,000 (Low)	ODOT SRTS Sandusky City	
Buchanan Street at the intersections of: Camp Street Carr Street Shelby Street McDonough Street SR 4 (Hayes Avenue)	There is either inadequate or no striping, and curb ramps are not ADA compliant at the intersections.	Install ADA compliant curb ramps, stop bars, and crosswalks as applicable at the intersections.	Medium Term	Medium Priority	City of Sandusky	\$1,000 \$3,000 \$3,000 \$3,000 \$1,000 <b>Total = \$11,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
Johnson Street at the intersections of: Camp Street Carr Street Shelby Street McDonough Street SR 4 (Hayes Avenue)	There is either inadequate or no striping, and curb ramps are not ADA compliant at the intersections.	Install ADA compliant curb ramps, stop bars, and crosswalks as applicable at the intersections.	Medium Term	High Priority	City of Sandusky	\$3,000 \$3,000 \$3,000 \$3,000 \$1,000 <b>Total = \$19,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
Camp Street at the intersections of: Forest Drive Grant Street	There is either inadequate or no striping, and curb ramps are not ADA compliant at the intersections.	Install ADA compliant curb ramps, stop bars, and crosswalks as applicable at the intersections.	Short Term	Medium Priority	City of Sandusky	\$3,000 \$3,000 <b>Total = \$6,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	

SR 4 (Hayes Avenue) at the intersections of: Grant Street Rockwell Street	There is either inadequate or no striping, and curb ramps are not ADA compliant at the intersections.	Install ADA compliant curb ramps, stop bars, and crosswalks as applicable at the intersections.	Medium Term	Medium Priority	City of Sandusky	\$1,000 \$3,000 <b>Total = \$4,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
SR 4 (Hayes Avenue) at the intersections of: West Perkins Avenue Pierce Street	The existing traffic signals at the intersections either do not have pedestrian signals or the pedestrian signals are outdated. Also, the striping at the intersections is faded and difficult to see.	Install countdown pedestrian signals at the existing traffic signals, and upgrade striping at the intersections.	Short Term	High Priority	City of Sandusky	\$23,000 \$25,000 <b>Total = \$48,000 (Medium)</b>	ODOT SRTS Sandusky City CMAQ	
Camp Street from West Perkins Avenue to Pierce Street on both sides of the roadway	The existing sidewalk has deteriorated, and in some places no longer functional or ADA compliant.	Replace the existing sidewalk as needed for approximately 1,700 feet along Camp Street as needed between West Perkins Avenue and Pierce Street on both sides of the roadway.	Short Term	High Priority	City of Sandusky	\$165,000 (High)	ODOT SRTS Sandusky City CMAQ	

## HANCOCK ELEMENTARY SCHOOL

Location	Need	Countermeasure	Timeframe	Priority	Responsible Party	Estimated Cost	Possible Funding Source	Status
Hancock Elementary School Campus	There is not sufficient bicycle storage on campus.	Install bicycle rack on campus with concrete pads.	Short Term	High Priority	City of Sandusky	\$5,000 (Low)	ODOT SRTS STP	
Hancock Street near Hancock Elementary School.	The existing school flashers along this route are outdated.	Install new school flashers with radar feedback along Hancock Street.	Short Term	Medium Priority	City of Sandusky	\$10,000 (Low)	ODOT SRTS Sandusky City	
Columbus Avenue at the intersection of Parish Street	There are no pedestrian signals at the existing traffic signal. Also, curb ramps are not ADA compliant, and the striping at the intersection is worn and difficult to see.	Install countdown pedestrian signals, ADA compliant curb ramps, and new striping at the intersection.	Short Term	High Priority	City of Sandusky	\$25,000 (Medium)	ODOT SRTS Sandusky City CMAQ	
Columbus Avenue at the intersections of: 42 <sup>nd</sup> Street West Cowdery Street 44 <sup>th</sup> Street 46 <sup>th</sup> Street	There is no striping, and curb ramps are not ADA compliant at intersections along this route.	Install stop bars, crosswalks and ADA compliant curb ramps at applicable locations at intersections along the route.	Medium Term	Medium Priority	City of Sandusky	\$3,000 \$3,000 \$3,000 \$6,000 <b>Total = \$15,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	

Hancock Street at the intersections of: East Parish Street 42 <sup>nd</sup> Street 44 <sup>th</sup> Street 46 <sup>th</sup> Street	Striping is not complete, and curb ramps are not ADA compliant at intersections along this route.	Install stop bars, crosswalks and ADA compliant curb ramps at applicable locations at intersections along the route.	Medium Term	Medium Priority	City of Sandusky	\$3,000 \$8,000 \$8,000 \$12,000 <b>Total = \$38,000 (Medium)</b>	ODOT SRTS Sandusky City CMAQ	
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## MILLS ELEMENTARY SCHOOL

Location	Need	Countermeasure	Timeframe	Priority	Responsible Party	Estimated Cost	Possible Funding Source	Status
Mills Street, Pierce Street and Buchanan Street near the Mills Elementary School campus	Drivers need additional warning that they are entering a school zone.	Install new school zone flashers with radar feedback and pavement markings.	Short Term	High Priority	City of Sandusky	\$20,000 (Medium)	OSOT SRTS Sandusky City	
Mills Elementary School Campus	There is not sufficient bicycle storage on campus.	Install bicycle racks.	Short Term	High Priority	City of Sandusky	\$5,000 (Low)	ODOT SRTS Sandusky City STP	
Pierce Street at the intersections of: Mills Street Putnam Street Harrison Street Clay Street Clinton Street Pearl Street	Intersections along primary walking routes are damaged, not ADA compliant and not clearly marked. Some intersections have ponding water in walking paths.	Install new ADA compliant curb ramps, stop lines and crosswalks. Some intersections will require the relocation of curb box inlets. Consider traditional and green alternates.	Short Term	High Priority	City of Sandusky	\$1,000 \$20,000 \$13,000 \$17,000 \$17,000 \$11,000 <b>Total = \$79,000 (Medium)</b>	ODOT SRTS Sandusky City CMAQ	
Buchanan Street at the intersections of: Mills Street Putnam Street (south) Putnam Street (north) Harrison Street Clay Street Clinton Street Pearl Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Short Term	High Priority	City of Sandusky	\$1,000 \$3,000 \$5,000 \$4,000 \$6,000 \$4,000 \$4,000 <b>Total = \$27,000 (Medium)</b>	ODOT SRTS Sandusky City CMAQ	
West Perkins Avenue at the intersections of: Stalwood Drive Karl-Ann Drive Forrest Drive	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Medium Term	Medium Priority	City of Sandusky	\$3,000 \$3,000 \$3,000 <b>Total - \$9,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
Camp Street at the intersections of West Perkins Avenue and Pierce Street	Existing traffic signals do not adequately accommodate pedestrians.	Install new ADA compliant curb ramps, crosswalks, updated striping, and countdown pedestrian signals at the existing traffic signals.	Short Term	High Priority	City of Sandusky	\$20,000 \$20,000 <b>Total = \$40,000 (Medium)</b>	ODOT SRTS Sandusky City CMAQ	

Camp Street at the intersections of: Frantz Street Filmore Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Short Term	Medium Priority	City of Sandusky	\$3,000 \$3,000 <b>Total = \$6,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
Camp Street at the Railroad Underpass	There is no lighting in the Camp Street railroad underpass.	Install lighting along the Camp Street at the railroad underpass	Short Term	High Priority	City of Sandusky	\$75,000 (Medium)	ODOT SRTS Sandusky City CMAQ	
Putnam Street from Pierce Street to Buchanan Street	There is no lighting along the portion of Putnam Street adjacent to Mills Elementary School.	Install lighting along the route.	Medium Term	Medium Priority	City of Sandusky	\$30,000 (Medium)	ODOT SRTS Sandusky City CMAQ	
Buchanan Street -Mills Street to Putnam Street (approximately 400')	There is no existing sidewalk along the route.	Install approximately 400 feet of new sidewalk along the route.	Medium Term	High Priority	City of Sandusky	\$55,000 (Medium)	ODOT SRTS Sandusky City CMAQ	
Putnam Street – Both sides from Filmore Street to Pierce Street (approximately 500') East side from Pierce Street to Buchanan Street (approximately 400')	There is no existing sidewalk along the route.	Install approximately 1,400 feet of new sidewalk along the route.	Short Term	High Priority	City of Sandusky	\$225,000 (High)	ODOT SRTS Sandusky City CMAQ	
Harrison Street – Both sides from Filmore Street to Pierce Street (approximately 500')	There is no existing sidewalk along the route.	Install approximately 1,000 feet of new sidewalk along the route.	Long Term	Low Priority	City of Sandusky	\$160,000 (High)	ODOT SRTS Sandusky City CMAQ	
Clay Street – West side from Pierce Street to Buchanan Street (approximately 400') Both sides from Buchanan Street to North Forest Drive (approximately 500')	There is no existing sidewalk along the route.	Install approximately 1,400 feet of new sidewalk along the route.	Long Term	Low Priority	City of Sandusky	\$195,000 (High)	ODOT SRTS Sandusky City CMAQ	
West Forest Drive- East side from North Forest Drive to South Forest Drive (approximately 700')	There is no existing sidewalk along the route.	Install approximately 700 feet of new sidewalk along the route.	Medium Term	Medium Priority	City of Sandusky	\$115,000 (Medium)	ODOT SRTS Sandusky City CMAQ	
South Forest Drive – Both sides from West Forest Drive to East Forest Drive (approximately 700'), including approach (approximately 250')	There is no existing sidewalk along the route.	Install approximately 1,900 feet of new sidewalk along the route.	Medium Term	Medium Priority	City of Sandusky	\$300,000 (High)	ODOT SRTS Sandusky City CMAQ	
East Forest Drive – Both sides from North Forest Drive to South Forest Drive (approximately 700'), including approach (approximately 250')	There is no existing sidewalk along the route.	Install approximately 1,900 feet of new sidewalk along the route.	Medium Term	Medium Priority	City of Sandusky	\$300,000 (High)	ODOT SRTS Sandusky City CMAQ	

North Forest Drive – Both sides from West Forest Drive to East Forest Drive (approximately 700')	There is no existing sidewalk along the route.	Install approximately 1,400 feet of new sidewalk along the route.	Medium Term	Medium Priority	City of Sandusky	\$230,000 (High)	ODOT SRTS Sandusky City CMAQ	
Parkview Boulevard – Both sides from North Forest Drive to South Forest Drive (approximately 700')	There is no existing sidewalk along the route.	Install approximately 1,400 feet of new sidewalk along the route.	Long Term	Low Priority	City of Sandusky	\$225,000 (High)	ODOT SRTS Sandusky City CMAQ	
Pearl Street – Both sides from Pierce Street to Buchanan Street (approximately 400')	There is no existing sidewalk along the route.	Install approximately 800 feet of new sidewalk along the route.	Long Term	Medium Priority	City of Sandusky	\$130,000 (Medium)	ODOT SRTS Sandusky City CMAQ	

## ONTARIO ELEMENTARY SCHOOL

Location	Need	Countermeasure	Timeframe	Priority	Responsible Party	Estimated Cost	Possible Funding Source	Status
Ontario Elementary School Campus	There is no bicycle storage on campus.	Install bicycle racks.	Short Term	Medium Priority	City of Sandusky	\$5,000 (Low)	ODOT SRTS Sandusky City STP	
First Street and Fifth Street	Drivers need additional warning that they are entering a school zone.	Install new school zone flashers with radar feedback along First and Fifth Street.	Short Term	High Priority	City of Sandusky	\$20,000 (Medium)	ODOT SRTS Sandusky City	
Ontario Street near Ontario Elementary School	Parking zones are not clearly marked along Ontario Street	Install No Parking signs with time restrictions along the route.	Short Term	High Priority	City of Sandusky	\$3,000 (Low)	ODOT SRTS Sandusky City	
Fifth Street at the intersections of: Erie Street Ogontz Street Buckingham Street Ontario Street Marlboro Street Waverly Road Hollywood Road McKinley Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Short Term	Medium Priority	City of Sandusky	\$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 <b>Total=\$48,000 (Medium)</b>	ODOT SRTS Sandusky City CMAQ	
Fourth Street at the intersections of: Sycamore Line Erie Street Ogontz Street Ontario Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Short Term	High Priority	City of Sandusky	\$6,000 \$8,000 \$8,000 \$8,000 <b>Total=\$30,000 (Medium)</b>	ODOT SRTS Sandusky City CMAQ	

Ontario Street at the intersections of: Third Street Second Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Short Term	Medium Priority	City of Sandusky	\$8,000 \$8,000 <b>Total=\$16,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
Ontario Street at the intersection of First Street	Students have difficulty crossing the intersection.	Install new ADA compliant curb ramps and striping. Also, study the intersection for a flashing beacon.	Short Term	High Priority	City of Sandusky	\$26,000 (Medium)	ODOT SRTS Sandusky City CMAQ	
Fifth Street – Both sides from Sycamore Line to Ontario Street (approximately 1,300') and the south side from Ontario Street to McKinley Street (approximately 1,300')	The existing sidewalk is in disrepair and is not ADA compliant, creating a safety hazard.	Replace approximately 3,900 feet of sidewalk along the route.	Medium Term	Medium Priority	City of Sandusky	\$195,000 (High)	ODOT SRTS Sandusky City CMAQ	
Ontario Street – Both sides from Fifth Street to First Street (approximately 1,500')	The existing sidewalk is in disrepair and is not ADA compliant, creating a safety hazard.	Replace sidewalk for approximately 1,500 feet along both sides of Ontario Street	Short Term	High Priority	City of Sandusky	\$145,000 (Medium)	ODOT SRTS Sandusky City CMAQ	

## OSBORNE ELEMENTARY SCHOOL

Location	Need	Countermeasure	Timeframe	Priority	Responsible Party	Estimated Cost	Possible Funding Source	Status
Osborne Elementary School Campus	There is not sufficient bicycle storage on campus.	Install bicycle racks.	Short Term	High Priority	City of Sandusky	\$5,000 (Low)	ODOT SRTS Sandusky City STP	
West Osborne Street and McDonough Street	Drivers need additional warning that they are entering a school zone.	Install new school zone flashers and pavement markings.	Short Term	High Priority	City of Sandusky	\$15,000 (Low)	ODOT SRTS Sandusky City	
McDonough Street – from West Osborne Street to North Depot Street	This section of roadway is not well lit, and students cross it frequently at uncontrolled locations.	Install lighting along the route.	Medium Term	High Priority	City of Sandusky	\$50,000 (Medium)	ODOT SRTS Sandusky City	
North Depot Street at the intersections of: Carr Street Shelby Street McDonough Street Central Avenue Prospect Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Short Term	High Priority	City of Sandusky	\$3,000 \$3,000 \$3,000 \$3,000 <b>Total = \$15,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	

Central Street at the intersections of: McDonough Street Central Avenue Prospect Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Short Term	High Priority	City of Sandusky	\$4,000 \$7,000 \$4,000 <b>Total = \$15,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
Ransom Street at the intersection of: Carr Street Shelby Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Long Term	Low Priority	City of Sandusky	\$7,000 \$7,000 <b>Total = \$14,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
West Osborne Street at the intersections of: Camp Street Carr Street Shelby Street McDonough Street Prospect Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Medium Term	High Priority	City of Sandusky	\$4,000 \$6,000 \$6,000 \$7,000 \$6,000 <b>Total = \$29,000 (Medium)</b>	ODOT SRTS Sandusky City CMAQ	
Polk Street at the intersections of: McDonough Street Vine Street Central Avenue	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Medium Term	Medium Priority	City of Sandusky	\$4,000 \$4,000 \$6,000 <b>Total = \$14,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
Tyler Street at the intersections of: Vine Street Central Avenue Maple Avenue	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Medium Term	Medium Priority	City of Sandusky	\$6,000 \$7,000 \$4,000 <b>Total = \$17,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
West Monroe Street at the intersections of: Vine Street Maple Street	Intersections along primary walking routes are damaged, not ADA compliant, and not clearly marked.	Install new ADA compliant curb ramps, stop lines and crosswalks.	Long Term	Medium Priority	City of Sandusky	\$4,000 \$4,000 <b>Total = \$8,000 (Low)</b>	ODOT SRTS Sandusky City CMAQ	
West Monroe Street at the intersection of Central Avenue/Lawrence Street	Existing traffic signal and intersection does not adequately accommodate pedestrians.	Install new ADA compliant curb ramps, crosswalks, updated striping, and a countdown pedestrian signal at the existing traffic signal.	Short Term	High Priority	City of Sandusky	\$30,000 (Medium)	ODOT SRTS Sandusky City CMAQ	
Maple Avenue – West Side from West Monroe Street to Tyler Street (approximately 1300')	There is no existing sidewalk along the route.	Install approximately 1300 feet of new sidewalk along the route.	Medium Term	Medium Priority	City of Sandusky	\$70,000 (Medium)	ODOT SRTS Sandusky City CMAQ	
Central Street – Both Sides from McDonough Street to Central Avenue (400') and the south side from Central Avenue to Prospect Street (500')	There is no existing sidewalk along the route.	Install approximately 1,300 feet of new sidewalk along the route.	Medium Term	Medium Priority	City of Sandusky	\$70,000 (Medium)	ODOT SRTS Sandusky City CMAQ	

The intersection of Central Avenue and West Osborne Street	Curb ramps are damaged, not ADA compliant, and not clearly marked. Also, the high traffic volumes combined with the speed of traffic and substandard pedestrian accommodations creates a safety concern for students that cross this intersection.	Install new ADA compliant curb ramps, stop lines and crosswalks. Study the intersection to convert the 2-way stop condition to a 4-way stop condition.	Short Term	High Priority	City of Sandusky	\$22,000 (Medium)	ODOT SRTS Sandusky City	
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## VENICE HEIGHTS ELEMENTARY SCHOOL

Location	Need	Countermeasure	Timeframe	Priority	Responsible Party	Estimated Cost	Possible Funding Source	Status
Venice Heights Elementary School Campus near the eastern door	A student that rides a bicycle to school is required to cross the parking lot in order to use the bicycle rack.	Install a bicycle pad and bicycle racks near the eastern door of the school.	Short Term	Medium Priority	City of Sandusky	\$5,000 Low Cost	ODOT SRTS Sandusky City STP	
Venice Heights Boulevard from Pinewood Drive to Thorpe Drive	The existing Venice Heights Boulevard is not well lit, creating a safety issue for students that walk in the morning or after sunset.	Install lighting for approximately 1,500 feet along Venice Heights Boulevard, between Pinewood Drive and Thorpe Drive.	Medium Term	Medium Priority	City of Sandusky	\$150,000 High Cost	ODOT SRTS Sandusky City Funds	
Along the north side of Venice Heights Boulevard, approximately 150 feet west of Pinewood Drive to the western entrance to the campus.	The sidewalk along the north side of Venice Heights Boulevard is not continuous. Students that walk along this route are required to cross the roadway two additional times.	Install approximately 850 feet of new sidewalk to connect the existing sidewalk along the north side of Venice Heights Boulevard.	Short Term	High Priority	City of Sandusky	\$60,000 Medium Cost	ODOT SRTS Sandusky City CMAQ	
Venice Heights Boulevard at the intersections of: Bardshar Road Pinewood Drive Dorn Drive Thorpe Drive	The intersections do not have pavement markings or ADA compliant curb ramps.	Install new curb ramps, stop bars and crosswalks at the intersections.	Short Term	High Priority	City of Sandusky	\$3,000 \$3,000 \$3,000 \$5,000 <b>Total = \$14,000</b> <b>Low Cost</b>	ODOT SRTS Sandusky City CMAQ	
Dorn Drive at the intersections of: Venice Heights Boulevard (South) Ferndale Drive	The intersections do not have pavement markings or ADA compliant curb ramps.	Install new curb ramps, stop bars and crosswalks at the intersections.	Medium Term	Medium Priority	City of Sandusky	\$6,000 \$6,000 <b>Total = \$12,000</b> <b>Low Cost</b>	ODOT SRTS Sandusky City CMAQ	

Thorpe Drive at the intersection of Ferndale Drive	The intersection does not have pavement markings or ADA compliant curb ramps.	Install new curb ramps, stop bars and crosswalks at the intersection.	Medium Term	Low Priority	City of Sandusky	\$6,000 Low Cost	ODOT SRTS Sandusky City CMAQ	
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	Sandusky Middle School	Hancock Elementary School	Mills Elementary School	Ontario Elementary School	Osborne Elementary School	Venice Heights Elementary School	Total
<b>High Priority</b>	\$241,000	\$30,000	\$526,000	\$224,000	\$181,000	\$74,000	\$1,276,000
<b>Medium Priority</b>	\$21,000	\$63,000	\$1,120,000	\$264,000	\$179,000	\$167,000	\$1,814,000
<b>Low Priority</b>	\$0	\$0	\$580,000	\$0	\$14,000	\$6,000	\$600,000
<b>Total</b>	\$262,000	\$93,000	\$2,226,000	\$488,000	\$374,000	\$247,000	\$3,690,000

## SECTION 6: PUBLIC INPUT

<b>Public Input Process:</b> Presented at Public Meeting
<b>Date:</b> February 4, 2013
<b>Target Audience:</b> SRTS Team Members, Community and Parents
<b>Key Input Received:</b> <p>The draft SRTS travel plan was presented to the community. Along with some general clarification about the SRTS process and the plan, there was some additional discussion regarding students crossing railroad tracks at uncontrolled locations. The SRTS team decided to further investigate this matter, and consider alternative railroad funding sources. This issue will be addressed in a future plan update.</p> <p>The SRTS team discussed the countermeasures proposed in the plan. The team made final decisions on what non-infrastructure and infrastructure countermeasures would be included in the final version of the plan. They also made final decisions on lead personnel for the activity calendar.</p>

## SECTION 7: FINAL PLAN – PLEDGE OF SUPPORT

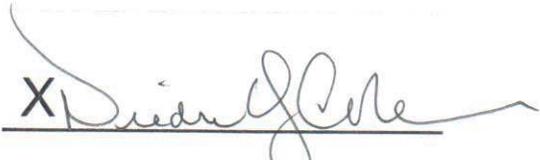
Administrators and parents of students at Sandusky City Schools are joining together to improve safety and encourage more students to walk and bicycle to school. By implementing our Safe Routes to School Travel Plan, our goals are:

- To create walkable and bikable routes to school
- To provide a positive environment for students, residents, and visitors
- To improve the health of students and residents by reducing obesity rates and increasing exercise.

The undersigned are fully supportive of the Sandusky City School's Safe Routes to School Travel Plan and program, and pledge to support their efforts and provide resources as appropriate.

X 

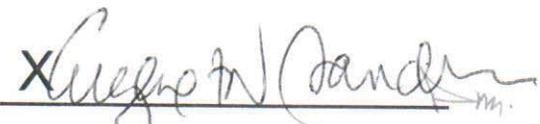
Sandusky City Commissioner, President

X 

Sandusky City Commissioner, Vice President

X 

Health Representative

X 

Superintendent, Sandusky City Schools

**Congratulations!** Now that your Ohio School Travel Plan is complete, you may electronically submit a Word or PDF version to your ODOT District SRTS Coordinator. Email addresses can be found on the ODOT SRTS website at [www.dot.state.oh.us/saferoutes](http://www.dot.state.oh.us/saferoutes) under *SRTS Contacts*.

## APPENDIX A - SUMMARY OF BUS ELIGIBILITY POLICY

Relevant Excerpts from Sandusky City Schools' and Sandusky Board of Education's Policies - Transportation Department – Student Transportation Services, Walkers & Riders

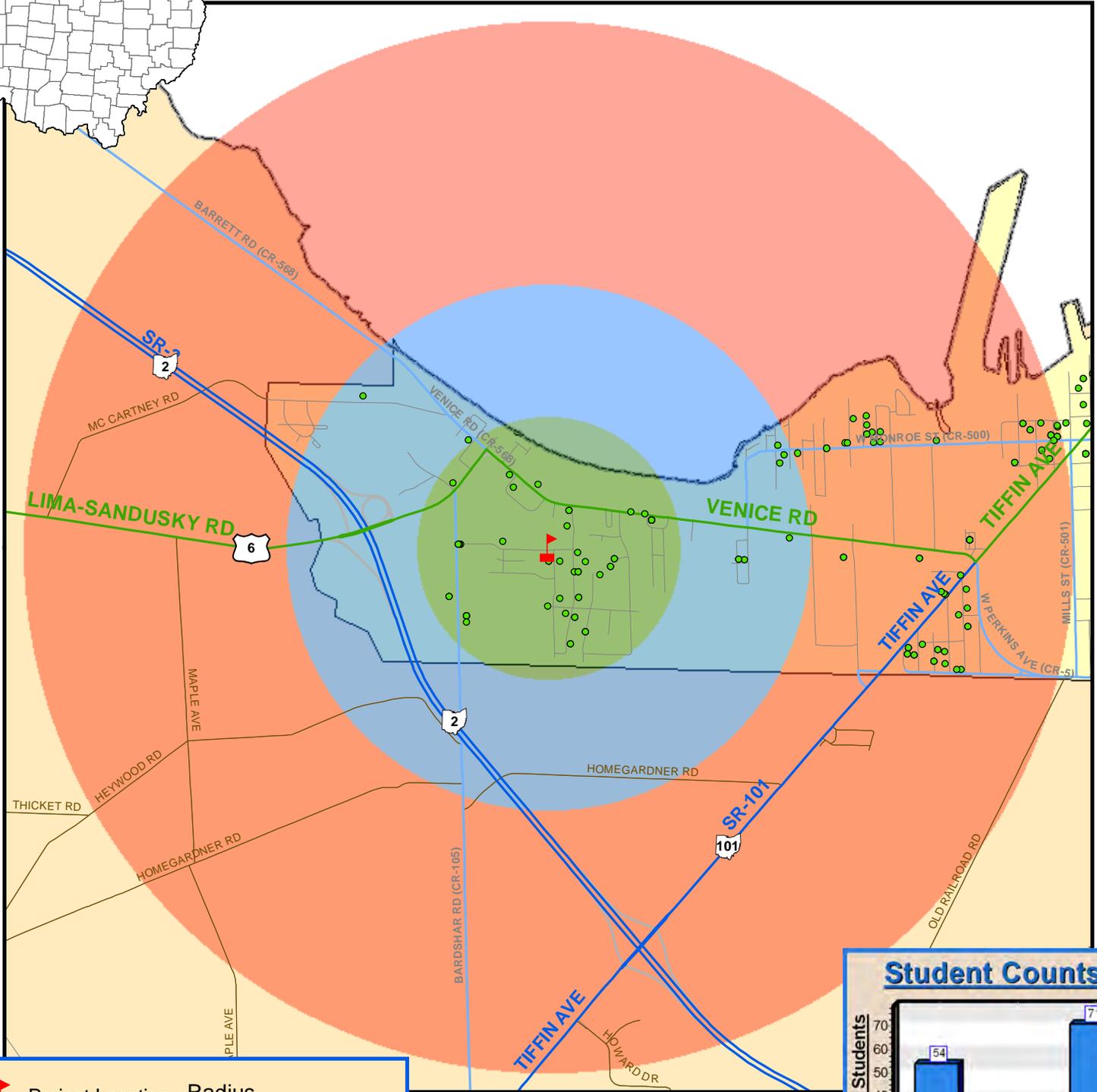
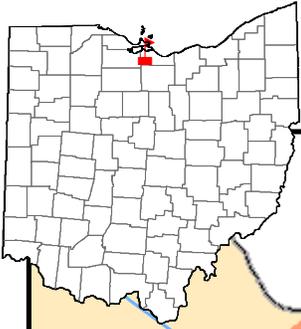
The Board provides transportation for resident elementary students, kindergarten through grade 12, who live more than one mile from school and for all students with physical or mental disabilities which make walking impossible or safe. ... The administration designates and the Board approves areas of residence from which students are provided transportation to school.

The Board may create exceptions to the established areas when:

- in the judgment of the Board, walking conditions to the student's school are extremely hazardous and/or
- because of overcrowding and the necessity to assign students to another building, the Board deems transportation necessary.

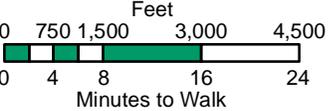
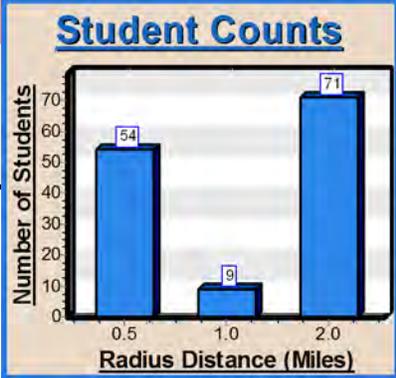
**APPENDIX B – STUDENT RADIUS MAPS**

# Venice Heights Elementary School - Sandusky City - Erie Co



	Project Location	<b>Radius</b>	
	Students	0.5	
		1	
		2	
<b>Roads by Type</b>			
	Interstate Route		City Boundary
	US Route		County Boundary
	State Route		State Boundary
	Freeway Ramp		
	County Roads		
	Township Roads		

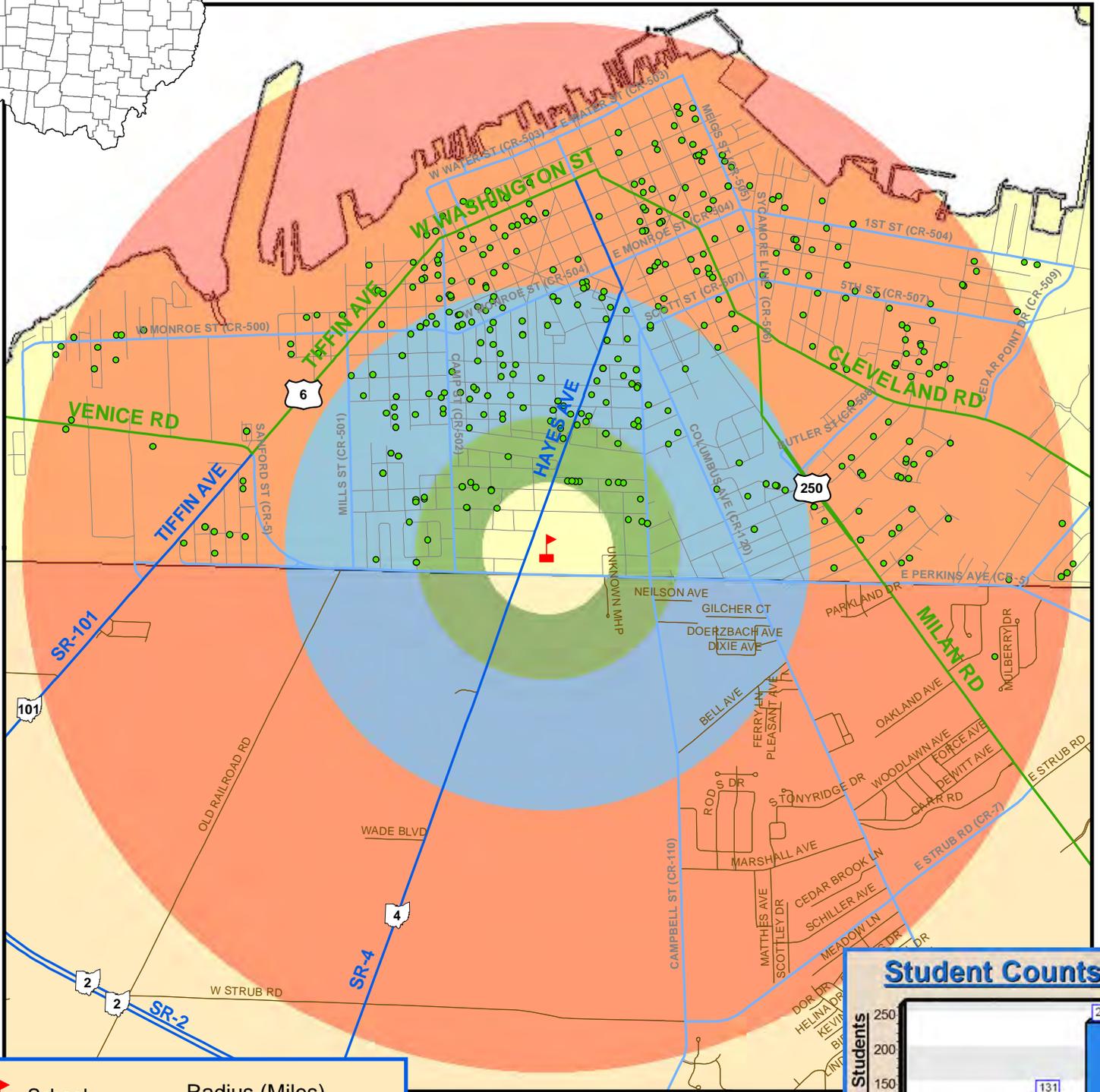
Total Enrollment = 400



Date: 3/27/2012

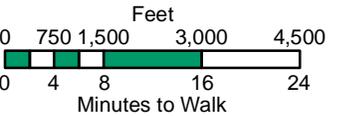
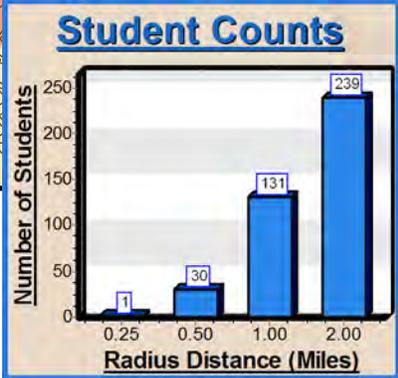


# Sandusky Middle School - Sandusky City - Erie Co

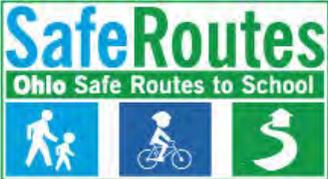


School	<b>Radius (Miles)</b>
Students	0.25
<b>Roads by Type</b>	0.5
Interstate Route	1.0
US Route	2.0
State Route	City Boundary
Freeway Ramp	County Boundary
County Roads	State Boundary
Township Roads	

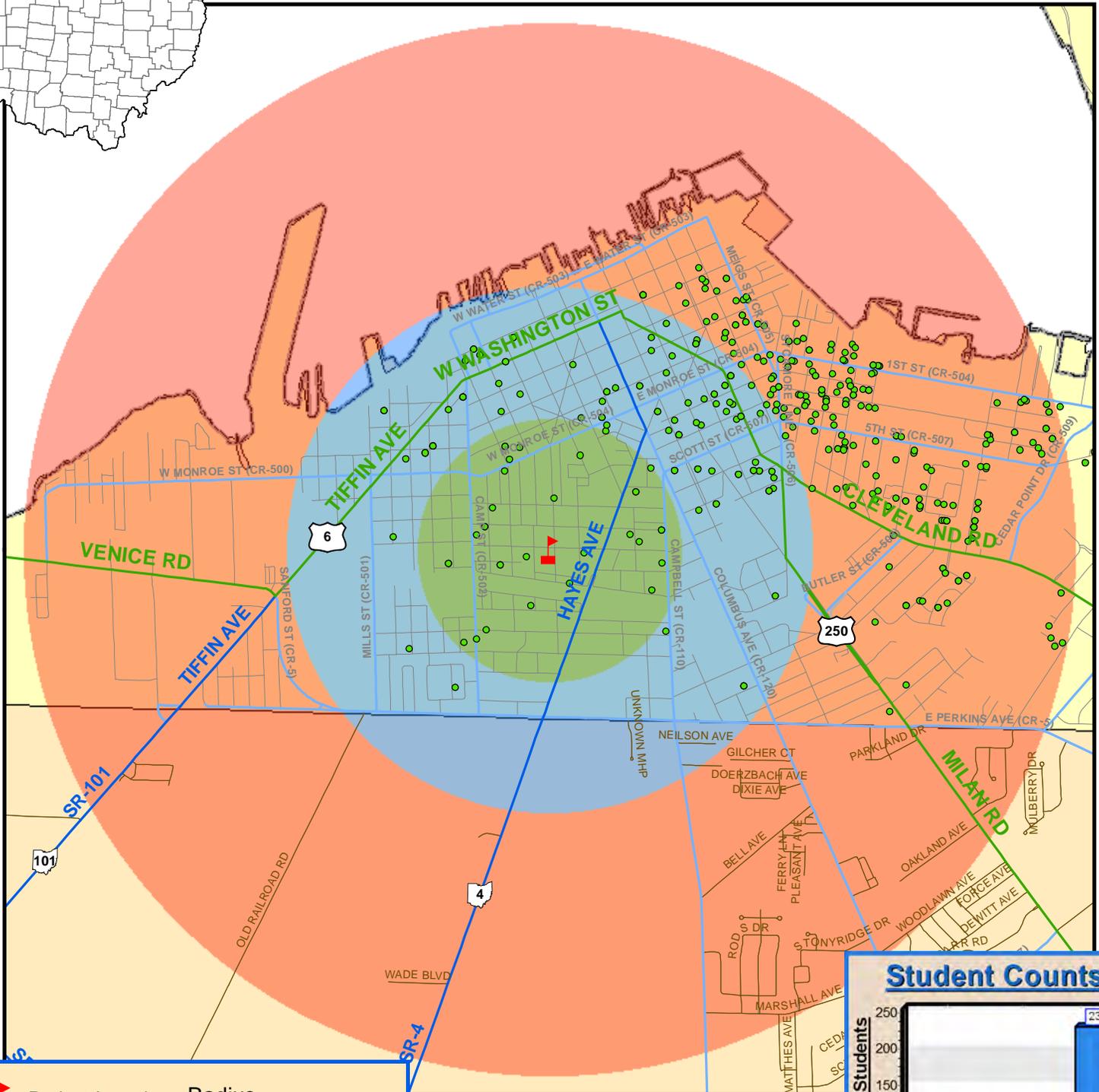
Total Enrollment = 451



Date: 9/18/2012



# Osborne Elementary School - Sandusky City - Erie Co



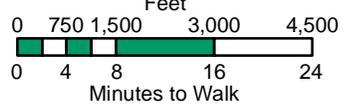
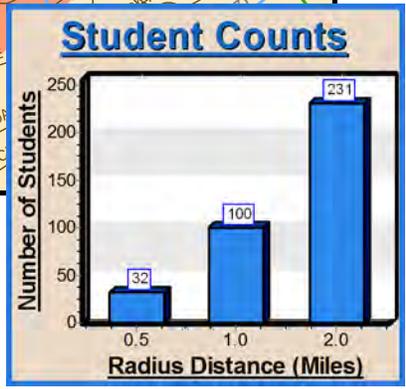
**Project Location** **Radius**

- Students
- 0.5
- 1
- 2

**Roads by Type**

- Interstate Route
- US Route
- State Route
- Freeway Ramp
- County Roads
- Township Roads
- City Boundary
- County Boundary
- State Boundary

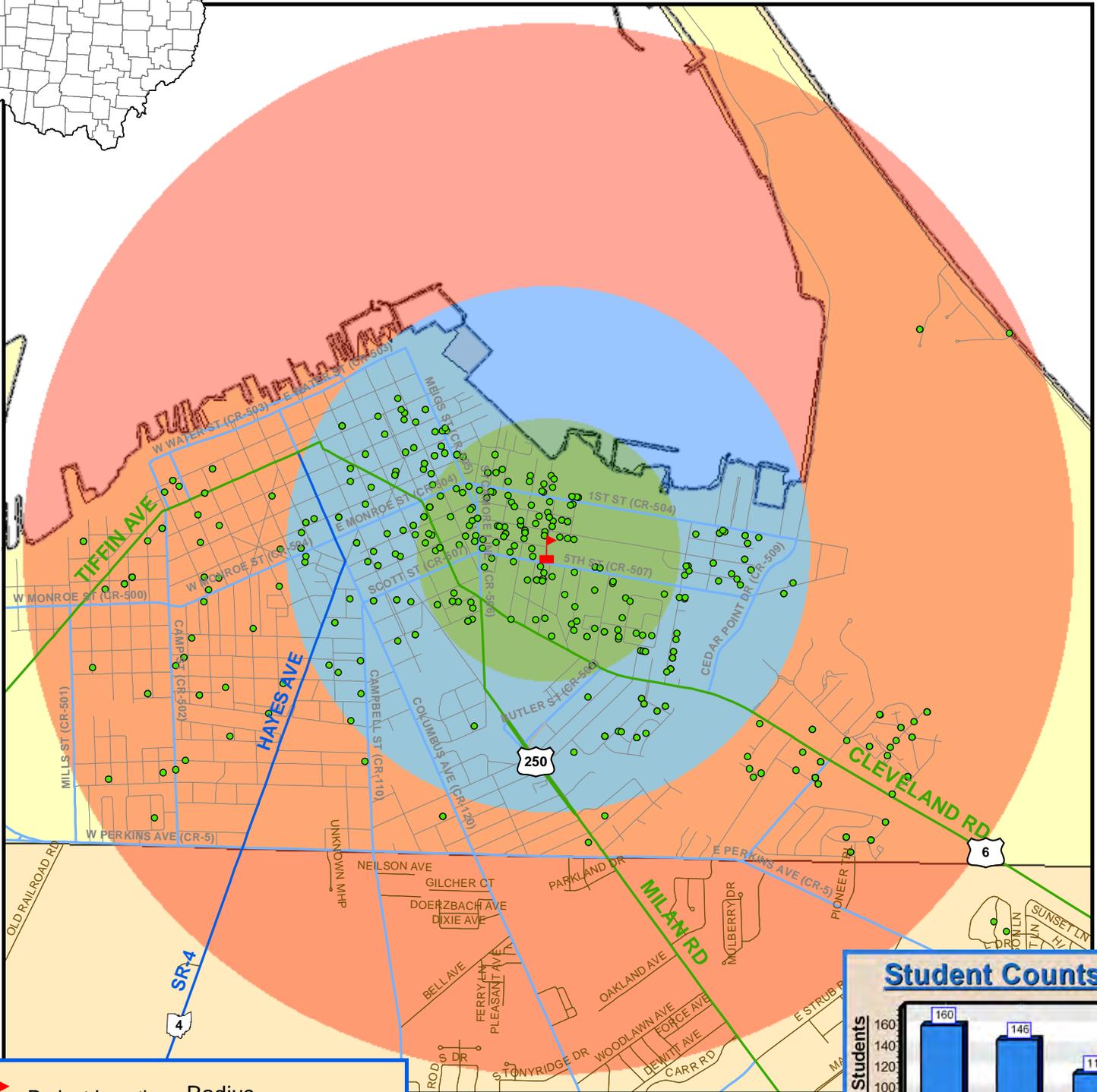
Total Enrollment = 428



Date: 3/27/2012

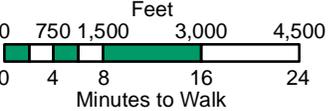
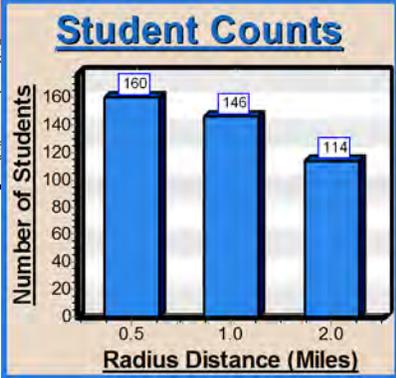


# Ontario Elementary School - Sandusky City - Erie Co



	Project Location	<b>Radius</b>
	Students	0.5
		1
		2
<b>Roads by Type</b>		
	Interstate Route	City Boundary
	US Route	County Boundary
	State Route	State Boundary
	Freeway Ramp	
	County Roads	
	Township Roads	

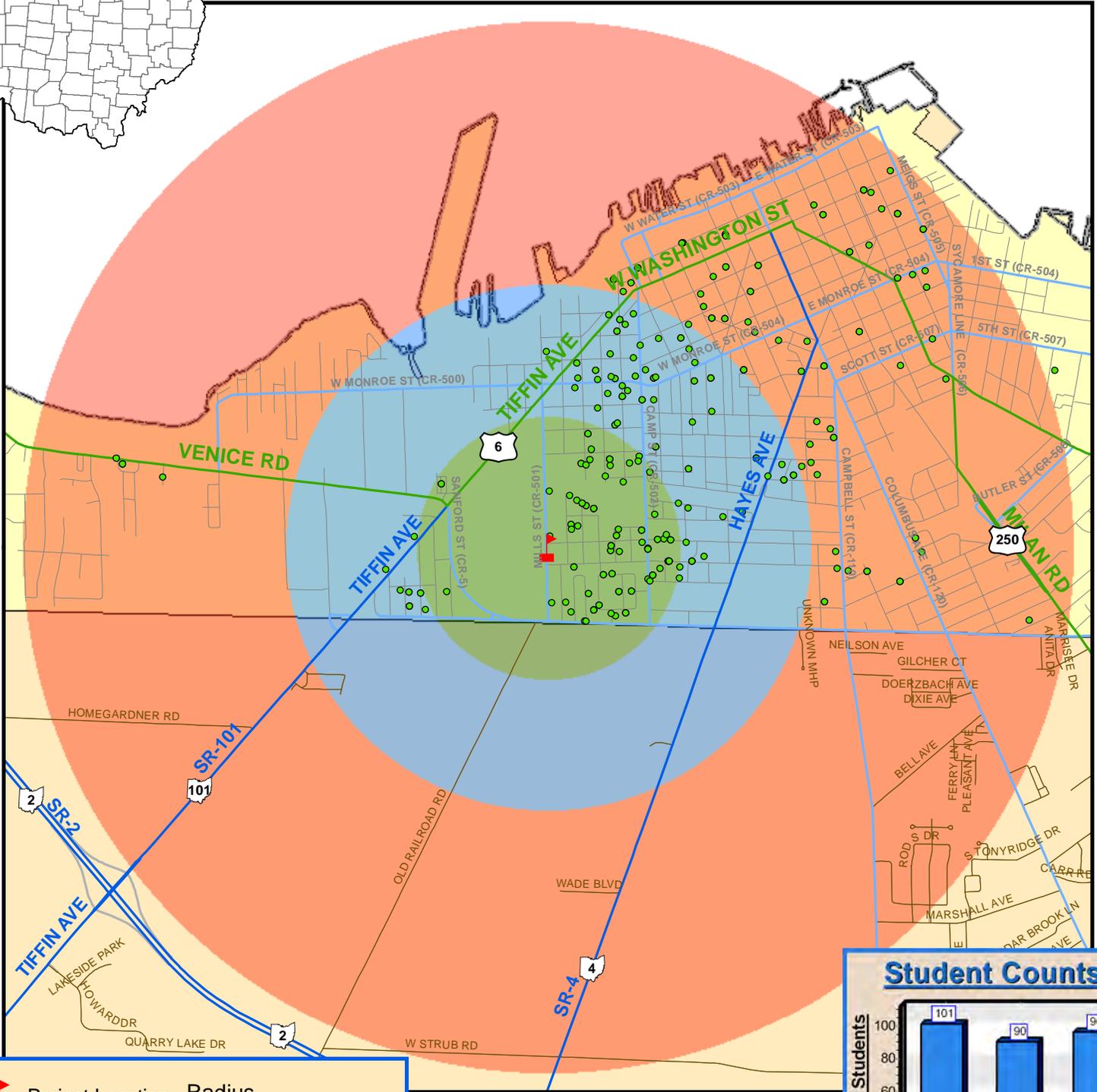
Total Enrollment = 428



Date: 3/27/2012



# Mills Elementary School - Sandusky City - Erie Co



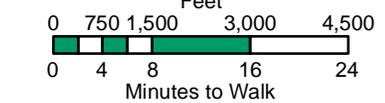
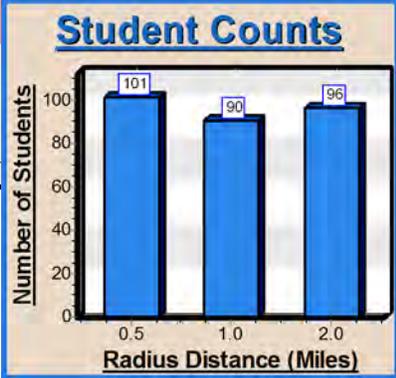
**Project Location** **Radius**

- Students
- 0.5
- 1
- 2

**Roads by Type**

- Interstate Route
- US Route
- State Route
- Freeway Ramp
- County Roads
- Township Roads
- City Boundary
- County Boundary
- State Boundary

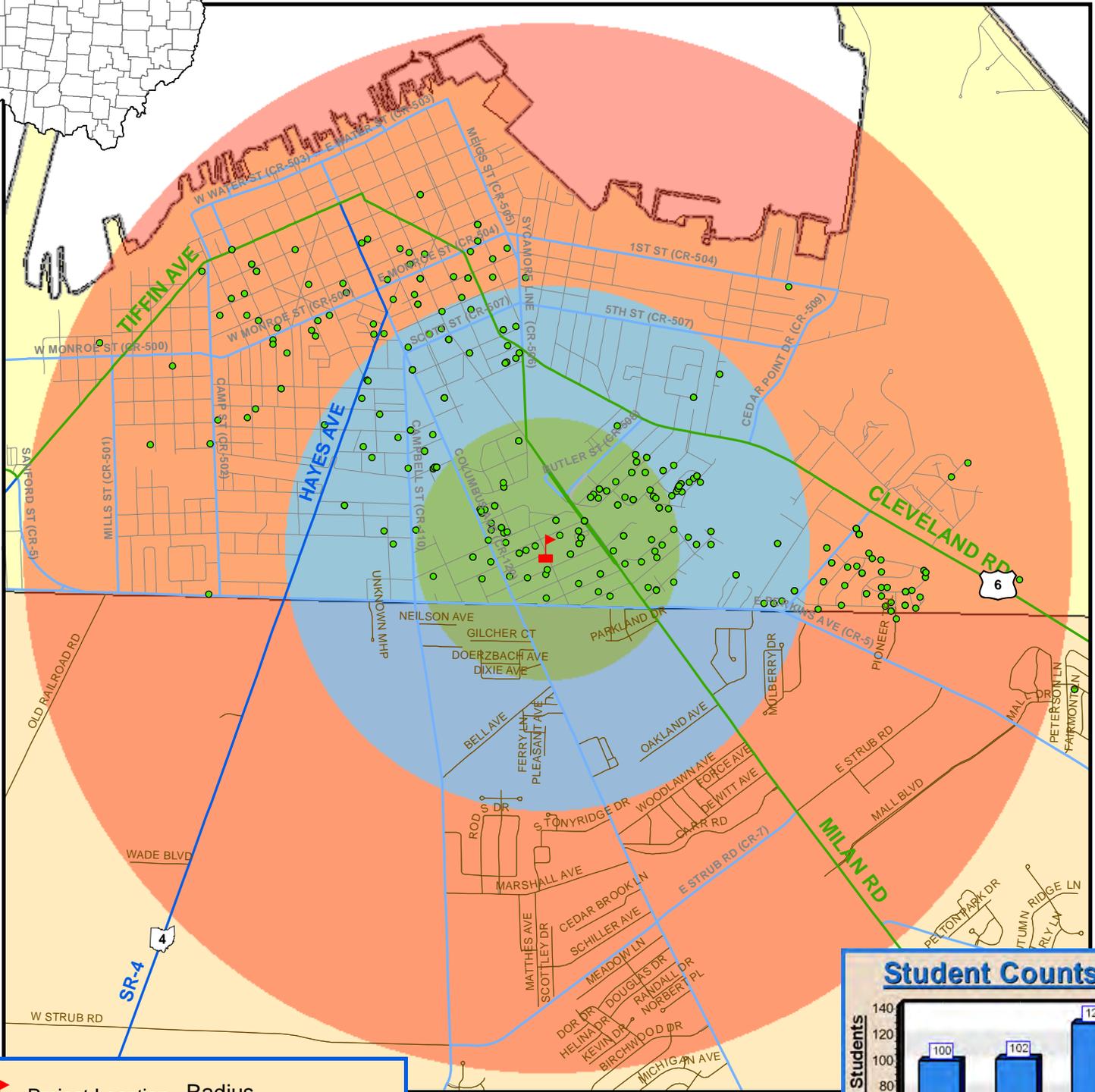
Total Enrollment = 309



Date: 3/27/2012

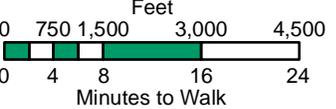
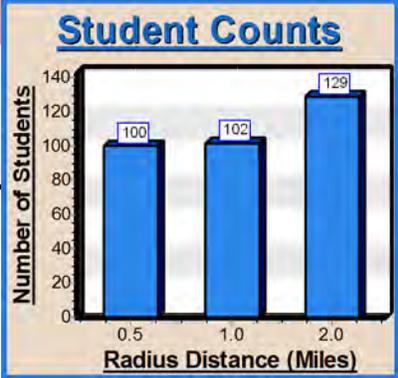


# Hancock Elementary School - Sandusky City - Erie Co



	Project Location	<b>Radius</b>	
	Students	0.5	
		1	
		2	
<b>Roads by Type</b>			
	Interstate Route		City Boundary
	US Route		County Boundary
	State Route		State Boundary
	Freeway Ramp		
	County Roads		
	Township Roads		

Total Enrollment = 344



Date: 3/27/2012



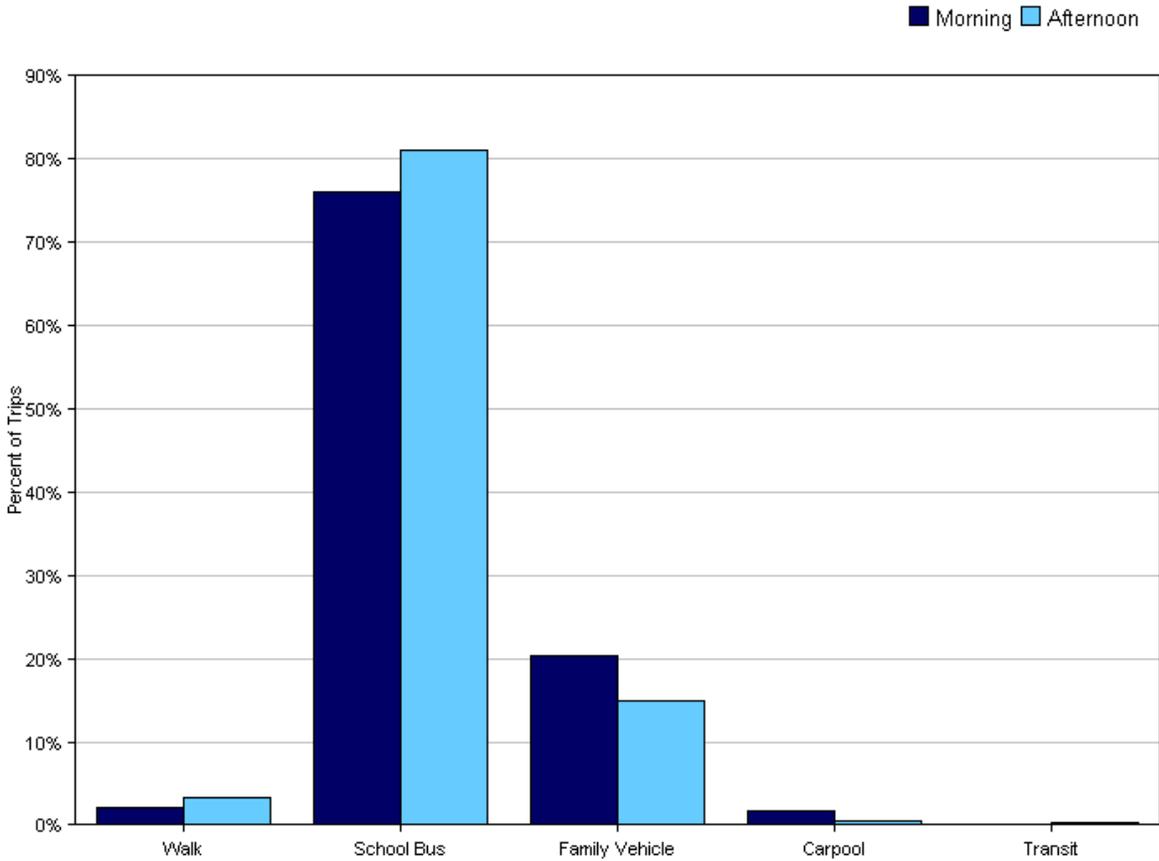
## APPENDIX C - STUDENT TRAVEL TALLIES

## Tally Report Summary

<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Venice Heights Elementary	<b>Set ID:</b>	8699
<b>School Enrollment:</b>	400	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	400	<b>Number of Classrooms Included in Report:</b>	19
<b>Number of Classrooms in School:</b>	20		

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

### Morning and Afternoon Travel Mode Comparison



### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	617	2%	0%	76%	20%	2%	0%	0%
Afternoon	617	3%	0%	81%	15%	0.5%	0.3%	0%

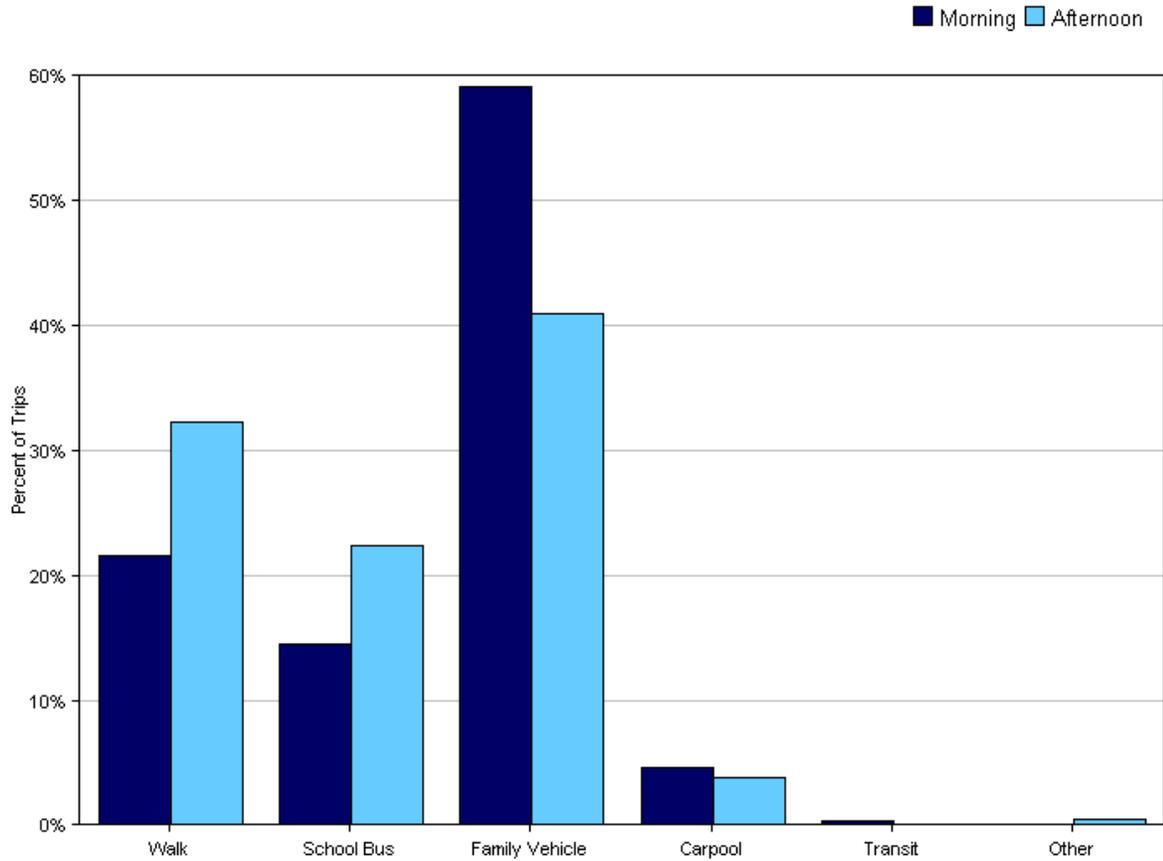
Percentages may not total 100% due to rounding.

## Tally Report Summary

<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Osborne Elementary	<b>Set ID:</b>	8703
<b>School Enrollment:</b>	386	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	386	<b>Number of Classrooms Included in Report:</b>	15
<b>Number of Classrooms in School:</b>	17		

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

### Morning and Afternoon Travel Mode Comparison



### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	943	22%	0%	15%	59%	5%	0.3%	0%
Afternoon	928	32%	0%	22%	41%	4%	0.1%	0.4%

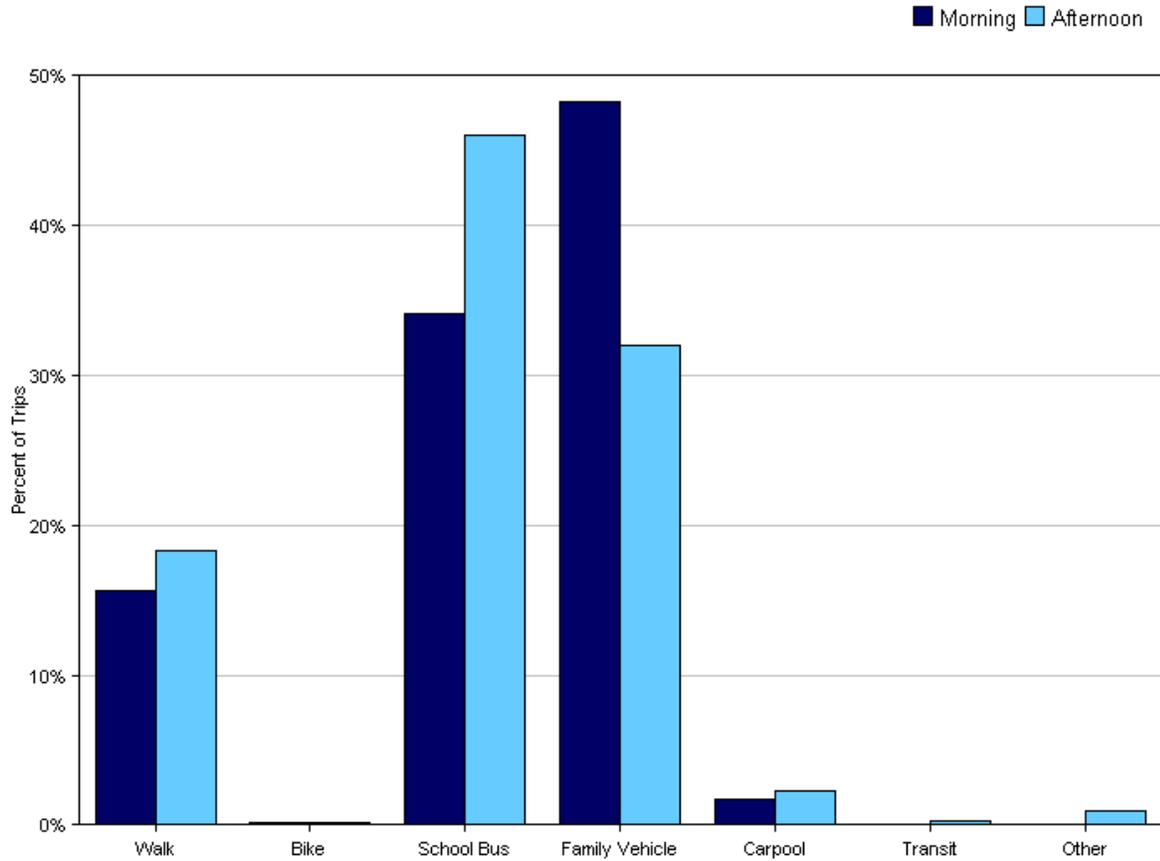
Percentages may not total 100% due to rounding.

## Tally Report Summary

<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Ontario Elementary	<b>Set ID:</b>	8701
<b>School Enrollment:</b>	428	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	428	<b>Number of Classrooms Included in Report:</b>	17
<b>Number of Classrooms in School:</b>	20		

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

### Morning and Afternoon Travel Mode Comparison



### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1007	16%	0.2%	34%	48%	2%	0.1%	0%
Afternoon	980	18%	0.2%	46%	32%	2%	0.3%	0.9%

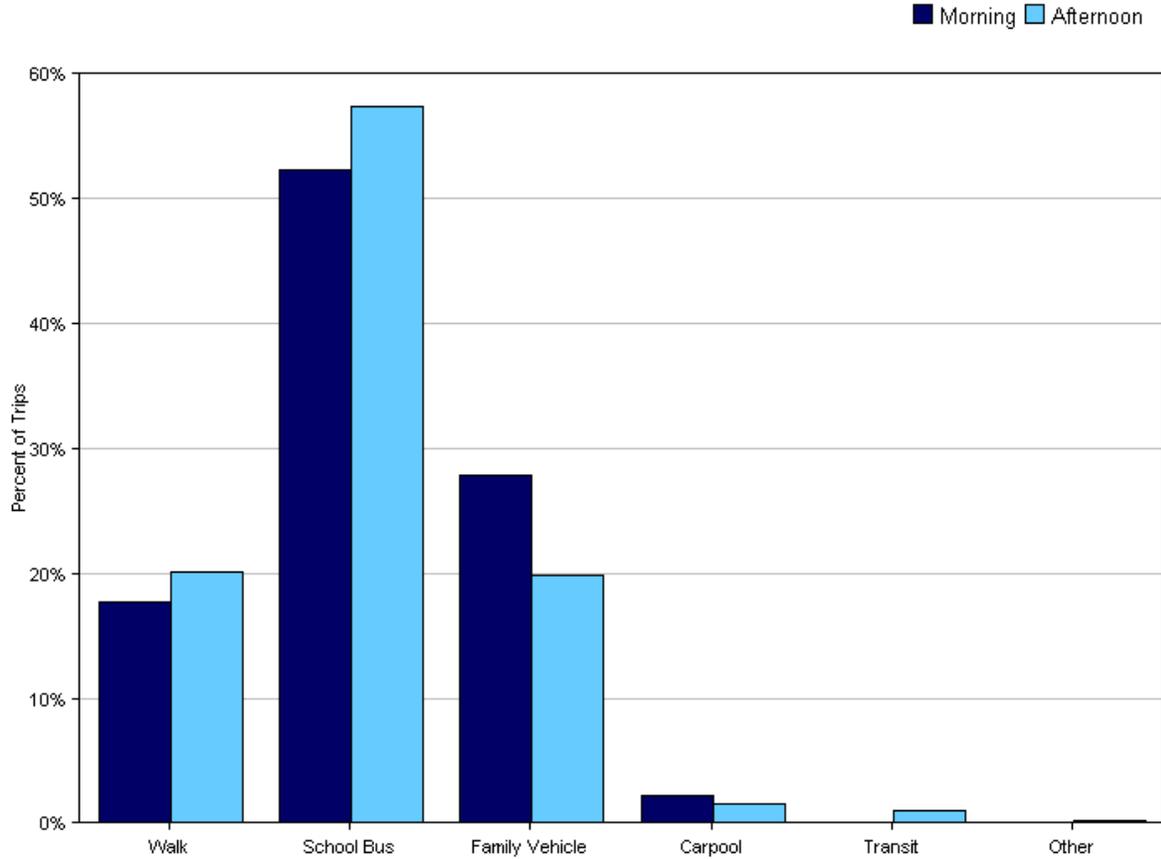
Percentages may not total 100% due to rounding.

## Tally Report Summary

<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Mills Elementary	<b>Set ID:</b>	8700
<b>School Enrollment:</b>	309	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	309	<b>Number of Classrooms Included in Report:</b>	15
<b>Number of Classrooms in School:</b>	14		

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

### Morning and Afternoon Travel Mode Comparison



### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	697	18%	0%	52%	28%	2%	0%	0%
Afternoon	680	20%	0%	57%	20%	1%	1%	0.1%

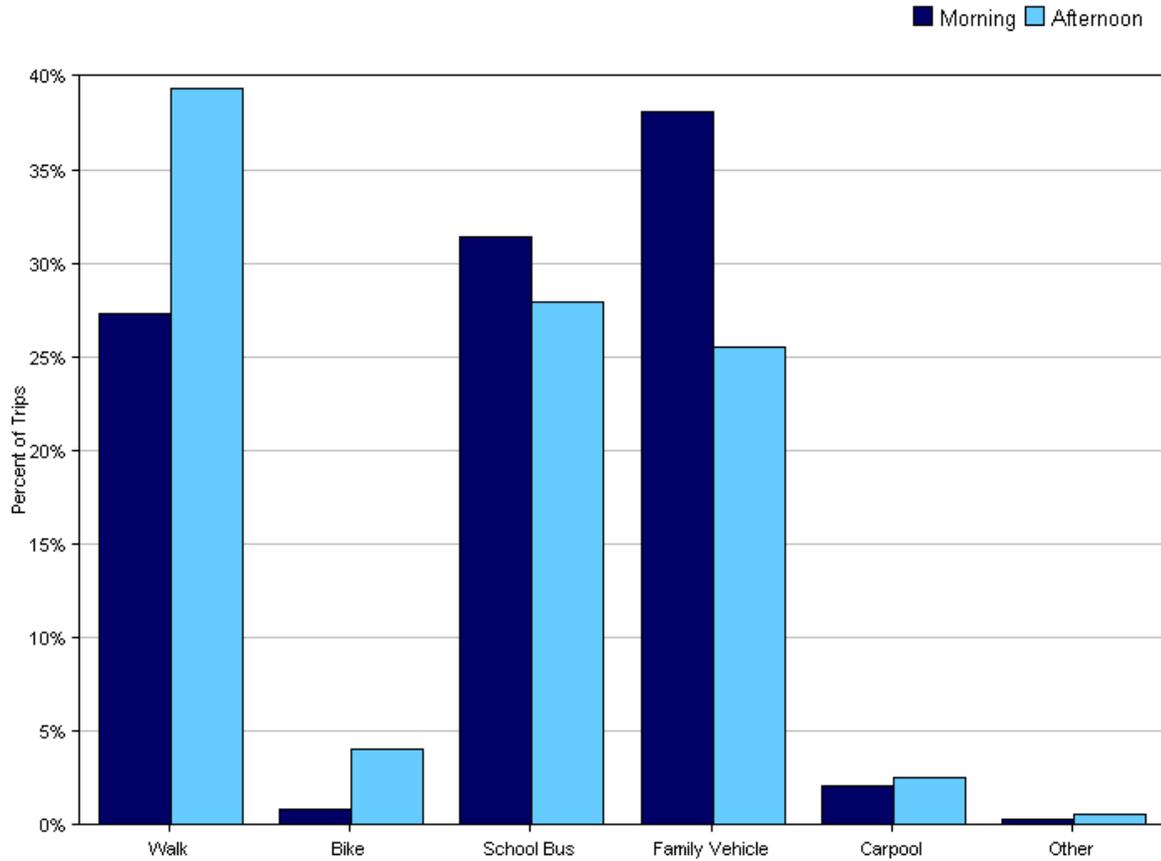
Percentages may not total 100% due to rounding.

## Tally Report Summary

<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Adams Jr. High School	<b>Set ID:</b>	8704
<b>School Enrollment:</b>	451	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	451	<b>Number of Classrooms Included in Report:</b>	17
<b>Number of Classrooms in School:</b>	22		

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

### Morning and Afternoon Travel Mode Comparison



### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	704	27%	0.9%	31%	38%	2%	0%	0.3%
Afternoon	673	39%	4%	28%	26%	3%	0%	0.6%

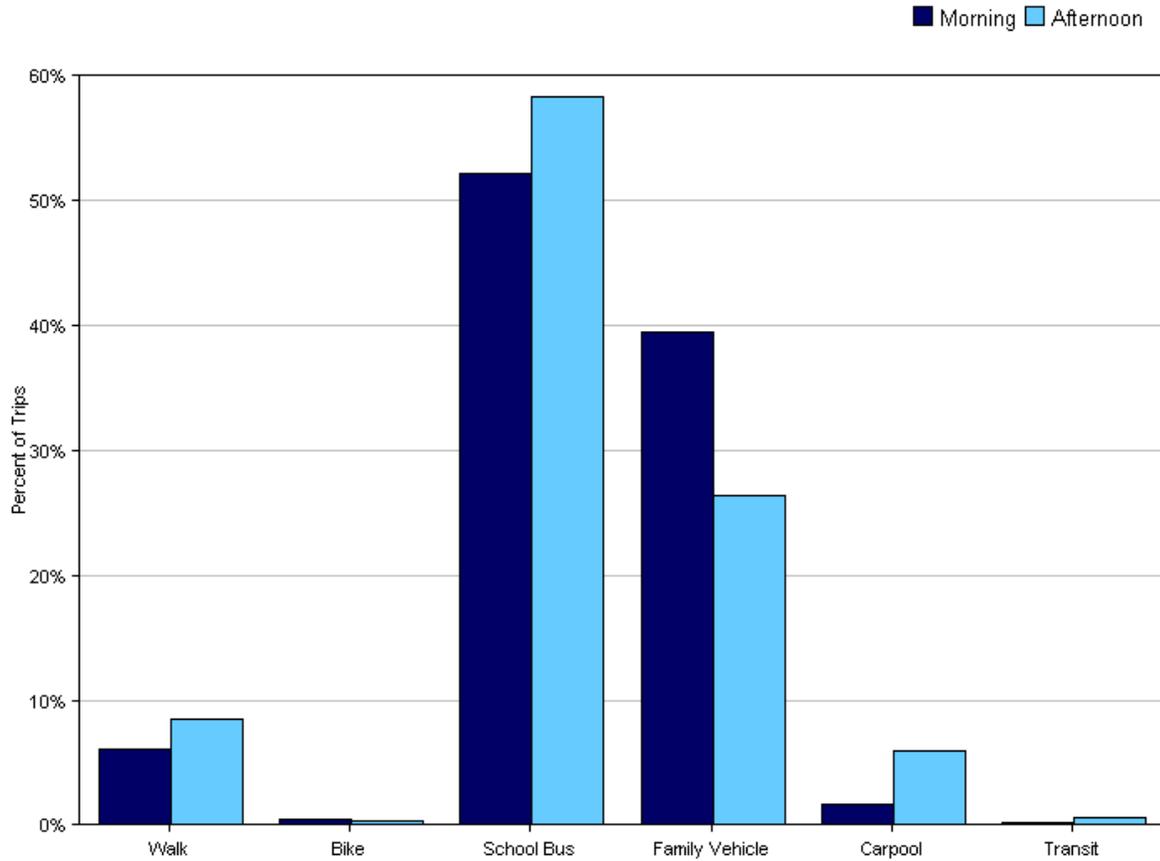
Percentages may not total 100% due to rounding.

## Tally Report Summary

<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Hancock Elementary	<b>Set ID:</b>	8702
<b>School Enrollment:</b>	344	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	344	<b>Number of Classrooms Included in Report:</b>	14
<b>Number of Classrooms in School:</b>	16		

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

### Morning and Afternoon Travel Mode Comparison



### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	678	6%	0.4%	52%	40%	2%	0.1%	0%
Afternoon	679	9%	0.3%	58%	26%	6%	0.6%	0%

Percentages may not total 100% due to rounding.

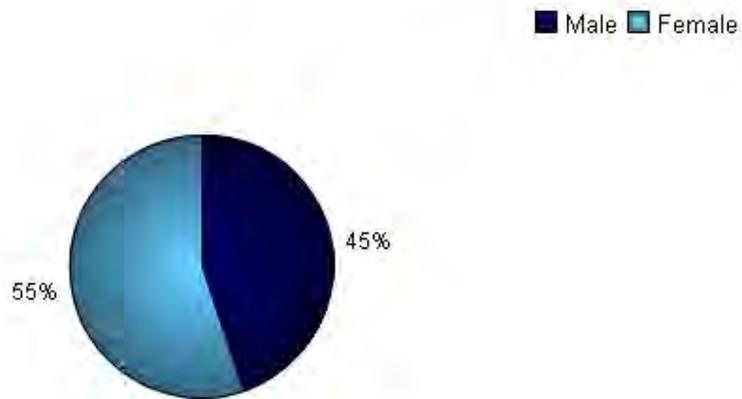
## APPENDIX D – PARENT SURVEYS

# Parent Survey Summary

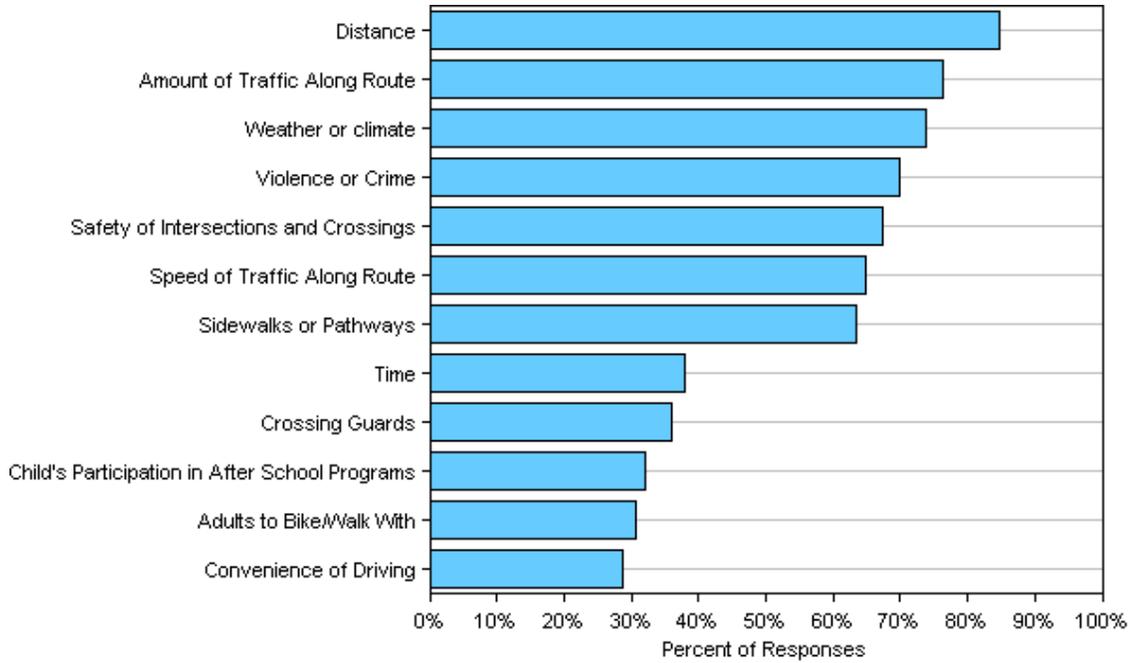
<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Venice Heights Elementary	<b>Set ID:</b>	7422
<b>School Enrollment:</b>	400	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	400	<b>Number of Questionnaires Analyzed for Report:</b>	206
<b>Number of Questionnaires Distributed:</b>	400		

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.

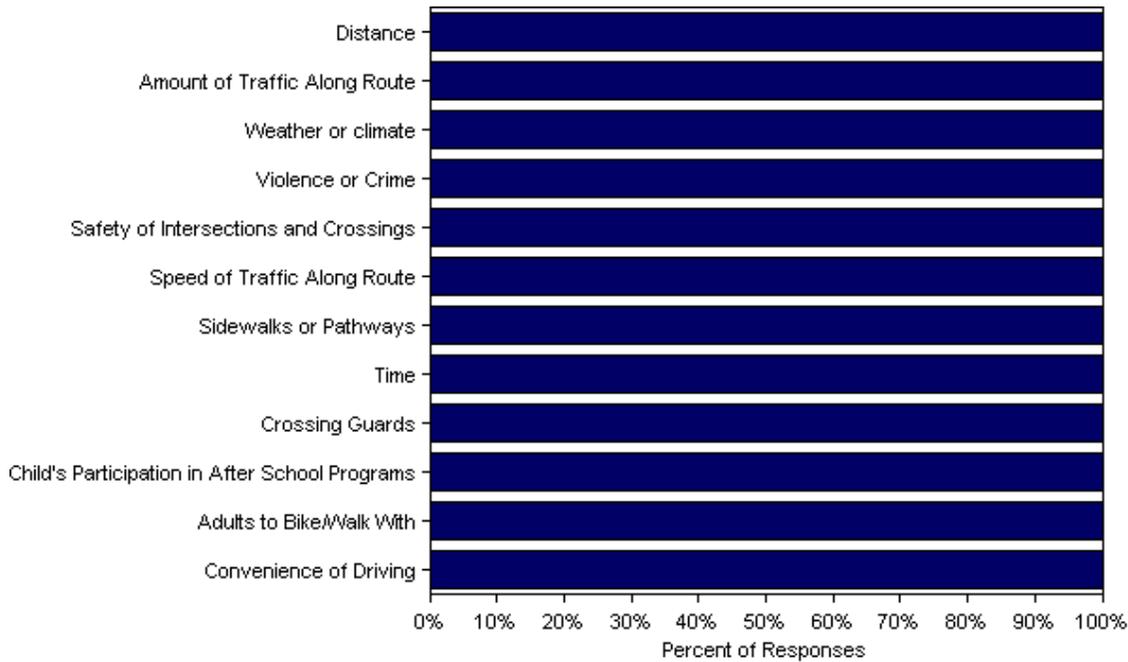
## Sex of children for parents that provided information



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



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



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

<b>Issue</b>	<b>Child does not walk/bike to school</b>	<b>Child walks/bikes to school</b>
Distance	85%	100%
Amount of Traffic Along Route	76%	100%
Weather or climate	74%	100%
Violence or Crime	70%	100%
Safety of Intersections and Crossings	67%	100%
Speed of Traffic Along Route	65%	100%
Sidewalks or Pathways	63%	100%
Time	38%	100%
Crossing Guards	36%	100%
Child's Participation in After School Programs	32%	100%
Adults to Bike/Walk With	31%	100%
Convenience of Driving	29%	100%
<b>Number of Respondents per Category</b>	<b>156</b>	<b>1</b>

No response: 49

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

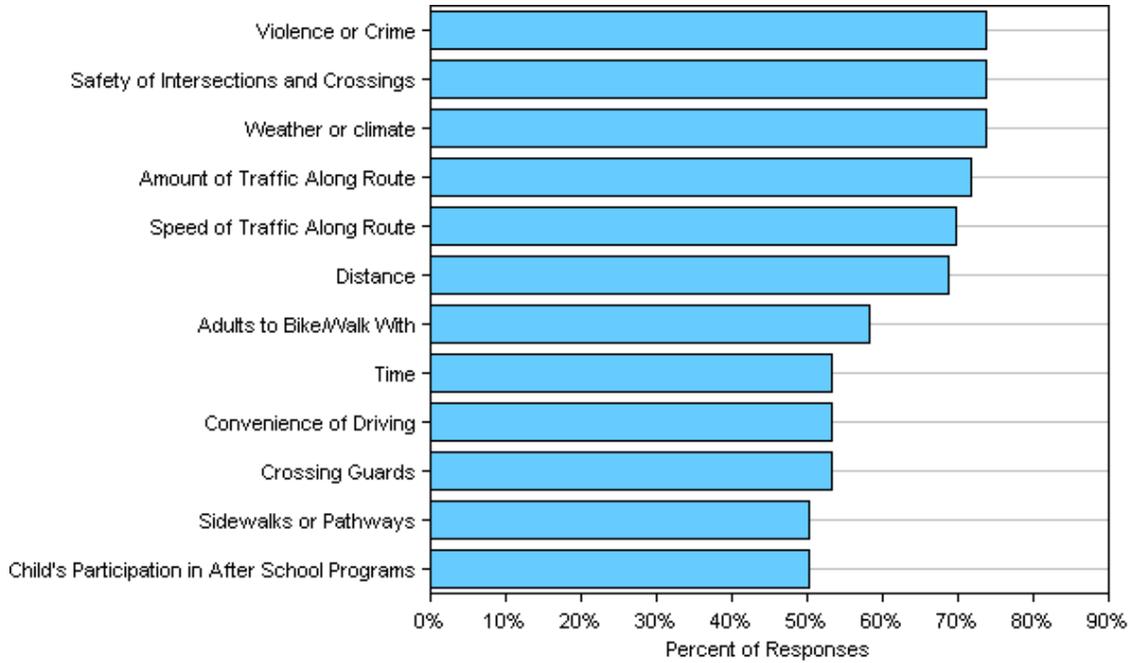
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention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

## Comments Section

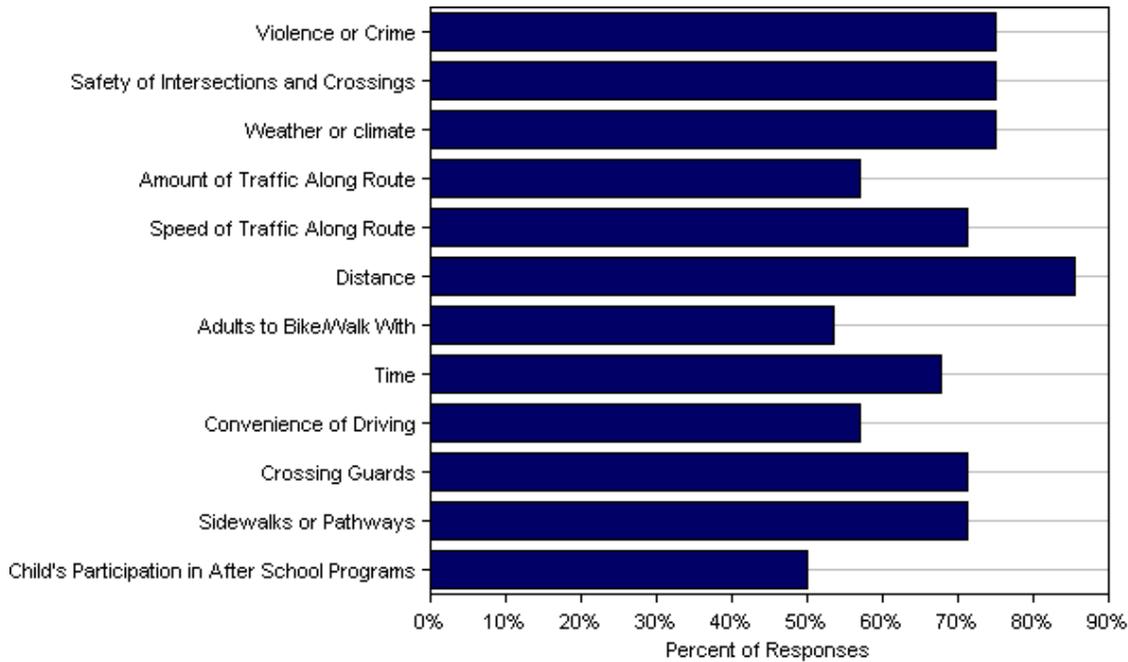
SurveyID	Comment
806029	THE MAIN ISSUE THAT AFFECTED MY DECISION TO ALLOW OR NOT ALLOW MY CHILD TO BIKE TO SCHOOL IS VIOLENCE AND CRIME, THEN SIDEWALKS
806041	SCHOOL IS TOO FAR FROM HOME FOR MY CHILDREN TO WALK OR BIKE, 6 MILES.
806187	I WOULD NOT LET MY CHILD WALK UNTIL SHE IS OLD ENOUGH WHERE I KNOW SHE WILL BE SAFE WALKING
806203	VENICE HEIGHTS IS AT LEAST 3 MILES FROM OUR HOME
806247	SOME COLLEGE, I DID 2 YEARS FOR EARLY CHILDHOOD DEVELOPMENT
806257	HARDLY EVER DOES MY CHILD RIDE BUS DUE TO HAVING TO CROSS A VERY BUSY INTERSECTION TO GET TO BUS STOP. NOT SAFE, HER SISTER WAS BUMPED BY A VAN AT A RED LIGHT ON WAY TO BUS STOP!
806512	No one is home when our child would get home from school. I always would be concerned about our child walking alone. May be she could be a walker in the spring of 4th grade.
809365	Hardly ever does my child ride the bus due to having to cross a very busy intersection to get to the bus stop. It is not safe for her. Her sister was bumped by a van at a red light on the way to the bus stop!
805774	WE LIVE TOO FAR AWAY FROM HIS SCHOOL ALSO THE ROAD FOR HIM TO GET TO VENICE IS VERY DANGEROUS AND DOESN'T HAVE A SIDEWALK OR BIKE PATH.
805784	I REALLY WISH THE SIDEWALK ON SCHOOL SIDE WOULD BE FINISHED TO THE PARKING LOT AND ALSO A BIKE PATH AWAY FROM BUSES TO THE SIDEWALK OUT OF SCHOOL PARKING LOT
806148	MY CHILD'S SCHOOL IS TOO FAR FOR HIM TO WALK OR BIKE. I ALLOWED HIM TO WALK WHEN HE ATTENDED MADISON SCHOOL BEFORE IT CLOSED.
806501	I do not know what to mark for number 12 because I have not heard nothing about it.
806519	When Sandusky had more elementary school and a school was in your neighborhood my kids always walked or biked. Now there is no way!
806535	The distance from our house and the road they would have to bike is very dangerous and does not have a sidewalk or bike path on it.
805795	MY CHILD RIDES A BUS FROM AND BACK TO SCHOOL SO SHE DOESN'T WALK TO SCHOOL. I AM NOT SURE WHAT THE DISTANCE OR TIME MEANS UP THERE
805807	MY DAUGHTER DOES NOT WALK TO BUS STOP BECAUSE OF HAVING TO CROSS CAMPBELL STREET. THERE IS NOT A LIGHT OR CROSSWALK AND NO CROSSING GUARDS
806080	MY KIDS USED TO WALK TO MADISON SCHOOL WHICH WAS 5 BLOCKS AWAY, THEN YOU CLOSED IT.
806097	THE SCHOOLS SHOULDN'T POST CHILDRENS' ADDRESS AT BEGINNING OF YEAR ON THE DOOR. SEX OFFENDERS CAN READ TOO.
806152	OCCASIONALLY MY CHILD WILL WALK TO THE BUS STOP THAT IS 1/2 MILE FROM RESIDENCE ALWAYS WITH AN ADULT
806179	WALKING/RIDING A BIKE ISN'T EVEN AN OPTION CAUSE THE SCHOOL IS ON THE OTHER SIDE OF TOWN
806218	MY CHILDREN DID WALK TO SCHOOL WHEN MADISON SCHOOL WAS STILL OPEN IT WAS ONLY 5 BLOCKS AWAY. NOW SCHOOL IS TOO FAR AWAY
805773	IT DEPENDS WHO IS OUT AND WHAT CHILDREN ARE AROUND. SPECIAL ED CHILDREN NO MATTER WHAT SHOULD BE BUSSED. NO MATTER WHAT DISTANCE.
805777	IF I LIVED CLOSER TO THE SCHOOL I WOULD ALLOW MY CHILDREN TO WALK TO AND FROM SCHOOL.
806118	CHILD WOULD STOP AND TALK WITH EVERYONE, NOT GET HOME IN TIMELY MANNER.
806449	I would worry about sex offenders in the area and as a result do not let him walk or ride his bike.

806543	Some children are not responsible enough to go straight to school and home.
809359	The two crossing guards that are at Central Park Fulton School are really great. They interact with the children and make conversations with them. They go above and beyond to make them comfortable and safe.
809370	My child would not be able to get to school if it wasn't for the bus.
805797	MY CHILD LIVES TOO FAR AND THE ROUTE IS NOT SAFE ENOUGH FOR HER TO EVER WALK TO VENICE
805808	IF HER SCHOOL WERE CLOSER I WOULD CONSIDER HER WALKING BUT BECAUSE OF THE DISTANCE SHE MUST BE BUSSED.
805810	MY DAUGHTER HAS BUS TRANSPORT HOWEVER MY SONS HAVE TO WALK FROM OSBORNE ST TO ADAMS. I HAVE MAJOR ISSUES WITH THIS.
806021	IT IS NOT SAFE FOR MY CHILD TO BIKE OR WALK TO VENICE HEIGHTS, OUR FAMILY LIVES NEAR THE BOARD OF EDUCATION
806212	USE THESE ANSWERS FOR THE REST OF THE CHILDREN SINCE THEY'RE ALL FROM ONE HOUSEHOLD. THANK YOU
806452	I don't think I will ever feel comfortable allowing my daughter to walk to school-just too many scary people in this world and things could happen.
809366	Some questions were hard to answer because my child is too young and lives too far away to ride a bike or walk.
806158	NONE
806246	UNLESS I LIVED RIGHT ACROSS THE STREET FROM THE SCHOOLS, I WOULD NOT ALLOW MY KIDS TO WALK OR RIDE A BIKE TO SCHOOL BECAUSE OF HOW UNSAFE THE WORLD IS TODAY.
806492	I would feel good with my child walking or riding to school from my house.
809372	Unless I lived right across the street from the school I would not allow my kids to walk or bike to school because it is an unsafe world today.
809357	Students should not walk or bike to school in elementary school at all because they are easier to be in danger than adolescent children are.
806464	I feel it is good for my child to walk to school as long as the weather permits it. I take him to school so he arrives on time.
809361	I disagree with any child in any grade walking to and from school. It is not safe, for example they could get kidnapped or anything could happen.
806521	I will never allow my child to walk to and from school while in elementary school.
806542	I have never let any of my kids ride a bike. I will let them walk if they are responsible in Jr. High.

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



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



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

<b>Issue</b>	<b>Child does not walk/bike to school</b>	<b>Child walks/bikes to school</b>
Violence or Crime	74%	75%
Safety of Intersections and Crossings	74%	75%
Weather or climate	74%	75%
Amount of Traffic Along Route	72%	57%
Speed of Traffic Along Route	70%	71%
Distance	69%	86%
Adults to Bike/Walk With	58%	54%
Time	53%	68%
Convenience of Driving	53%	57%
Crossing Guards	53%	71%
Sidewalks or Pathways	50%	71%
Child's Participation in After School Programs	50%	50%
<b>Number of Respondents per Category</b>	<b>103</b>	<b>28</b>

No response: 14

Note:

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

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

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

## Comments Section

SurveyID	Comment
806034	Even when she got to Jr. high and High School I would not let her walk or ride her bike because of crime. I am an adult and i do not walk from my home alone.
806082	Currently our distance from school makes me feel very uncomfortable about my daughter walking to school.
806116	My child is in open enrollment and lives in Perkins.
806287	We have no problem driving our son to and from school. we prefer it, so we know that he gets there to and from safely and in a timely manner.
806372	Maturity level plays a greater role in our decision to let her walk by herself. Some days when it is nice we do walk to and from school with her.
806383	Third grade is still too young for students to walk in some areas.
805993	What does the parent's education level have to do with a child biking or walking to school?
806005	My child walks to school everyday with his father or myself. Cars go very fast near our home so we won't let him walk alone.
806314	I can't fill out the middle section because we are out of district-it is to far to ride or walk to school. We open enroll.
806333	If we lived farther from the school I wouldn't let my son walk by himself.
806338	My kids use to walk to school or ride their bikes now we live too far out.
806387	My kids are very trustworthy and I don't worry about them as much as other people.
805998	I would not let her walk becayse of the underpassage on Hayes Avenue and Camp Street-not good for a small child.
806006	This survey was boring.
806039	Sometimes work schedules of parents make it more convenient for kids to walk.
806099	To be honest in this day and age it is not safe to walk because of people not paying attention and the crime.
806143	Mainly afraid of abduction.
806283	I do not like how my kid has to walk because of all the rapist in this neighborhood, but I have no choice right now because I have younger kids who can't be out walking.
806308	My chdiren walk around the corner after school with no intersections to cross and a crossing guard at the corner they go around (the babysietter's backyard abuts iwth the playground). Otherwise I would not let them walk.
806320	My daughter says sometimes sge gets bullied on the way home walking from school. Now I have to get her.
806353	My mistrust of strangers is a main reason for not allowing her to walk without one of her parents.
806397	I do not feel safe allowing my daughter at any age to walking to or from school.
806000	The crossing guard at SR 4 has difficulty keeping up with the children there making it dangerous.
806012	I walk with my child to school in the mornings-I think there are to many people walking in the morning and fear someone snatching him. He walks home after school with a group of people including his friends and their parents.
806304	I don't let my chldren walk to school because it is dark in the morning during the winter. Somedays if it is too cold for them to walk home I try ti arrange a ride if I can not get them myself.
806340	Thta my child is a good student.
806356	Lives too close to school for bussing.
806373	My kids would love to walk to school and home but there is no crossing guard on Camp St.
806328	My children walk to and from school everyday with a group. I can see them cross the only street they need to cross.

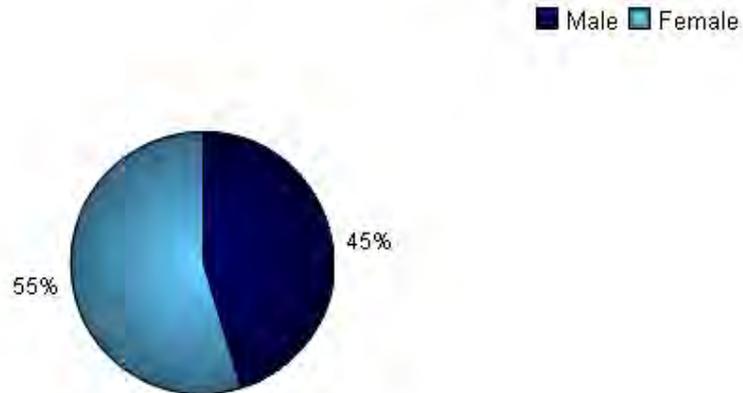
805994	My child is too young to go to school alone, it is not safe now adays and I am not sure when it would be safe for a young girl.
806112	The world is an unsafe place and my child is my world. No body will be stealing my child. ***This parent attached a sex offender list in their area
806279	I don't know why you need to know how long I have been ins chool it does not effect why I don't want my son to walk home.
806147	Regardless my child will never walk to school.

## Parent Survey Summary

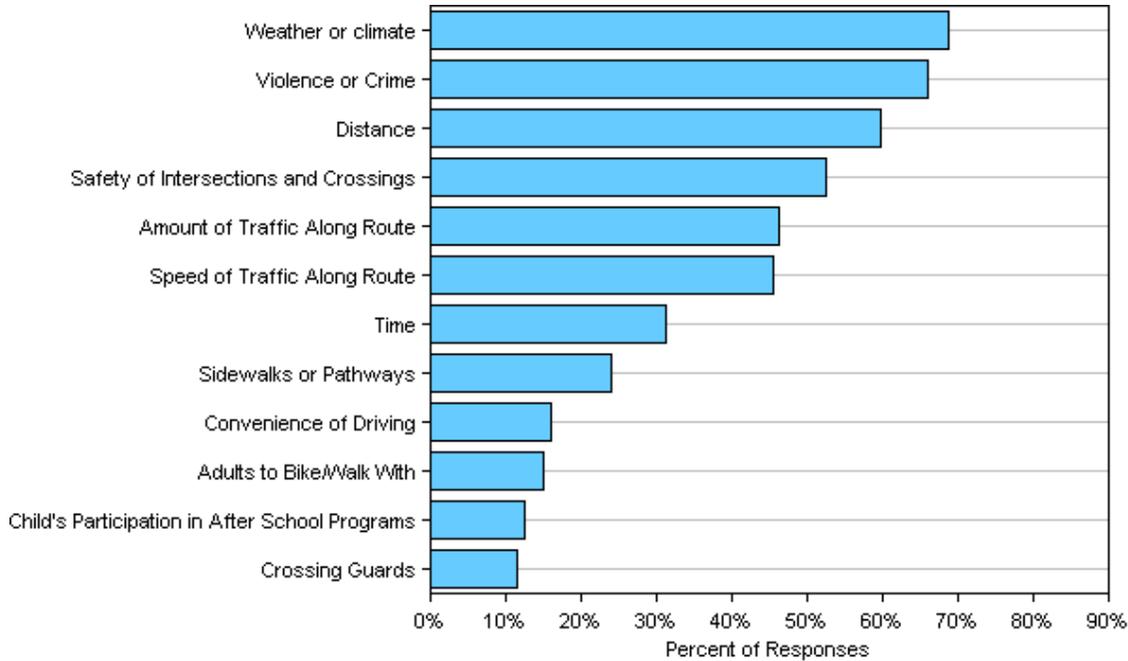
<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Ontario Elementary	<b>Set ID:</b>	7424
<b>School Enrollment:</b>	428	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	428	<b>Number of Questionnaires Analyzed for Report:</b>	187
<b>Number of Questionnaires Distributed:</b>	428		

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.

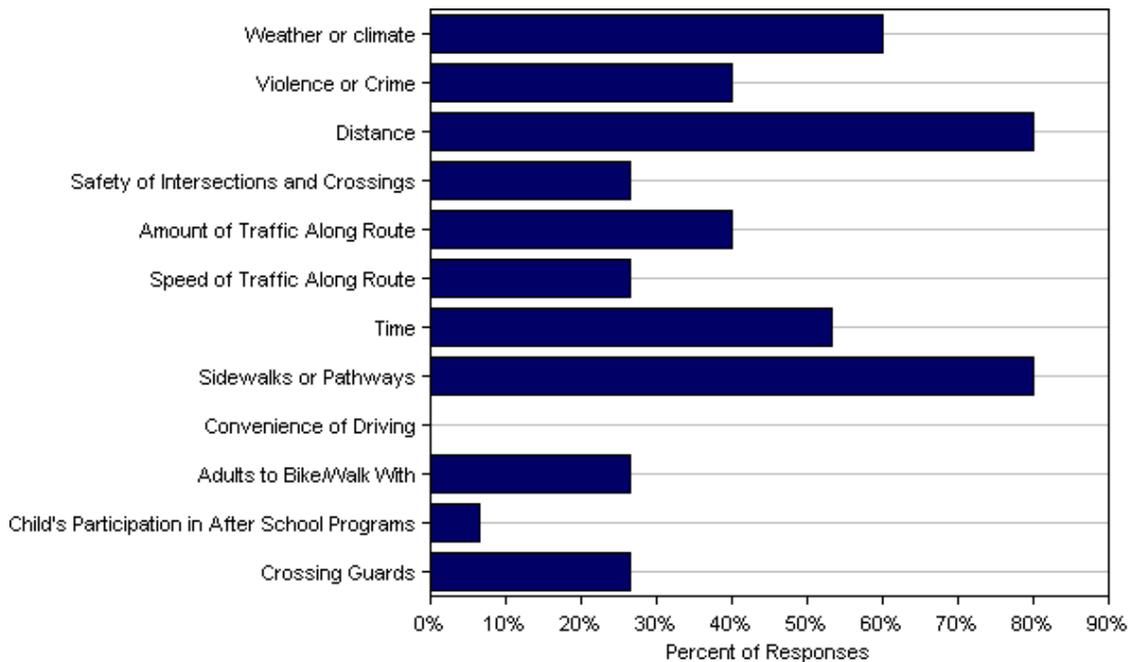
### Sex of children for parents that provided information



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



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



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

<b>Issue</b>	<b>Child does not walk/bike to school</b>	<b>Child walks/bikes to school</b>
Weather or climate	69%	60%
Violence or Crime	66%	40%
Distance	60%	80%
Safety of Intersections and Crossings	53%	27%
Amount of Traffic Along Route	46%	40%
Speed of Traffic Along Route	46%	27%
Time	31%	53%
Sidewalks or Pathways	24%	80%
Convenience of Driving	16%	0%
Adults to Bike/Walk With	15%	27%
Child's Participation in After School Programs	13%	7%
Crossing Guards	12%	27%
<b>Number of Respondents per Category</b>	<b>112</b>	<b>15</b>

No response: 60

Note:

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

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

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

## Comments Section

SurveyID	Comment
811130	MY CHILD IS IN THE FIRST GRADE. HE HAS ONLY COMPLETED K
810497	SHE WALKS/BIKES IF THE WEATHER IS GOOD & SHE HAS NO AFTER SCHOOL ACTIVITIES.
810538	VIOLENCE/CRIME WILL NOT CHANGE
810581	WENT TO 12TH BUT DID NOT GRADUATE
810600	THERE ARE SEXUAL OFFENDERS THAT MY CHILDREN HAVE TO WALK PAST TO GET TO SCHOOL. FIFTH ST IS ALSO VERY BUSY AND I'M NOT COMFORTABLE WITH THEM WALKING 20 MINUTES BEFORE SCHOOL SOMETIMES IN THE DARK.
810650	I DO NOT FEEL COMFORTABLE WITH MY CHILDREN WALKING TO SCHOOL AS LONG AS I AM ABLE TO TAKE THEM. I DON'T FEEL IT IS SAFE, AND AS A PARENT I CAN NOT PREDICT WHAT COULD HAPPEN AND IT'S MY JOB TO KEEP THEM AS SAFE AS POSSIBLE.
810672	MY CHILDS BUS DROPS HER OFF WHERE SHE WOULD HAVE TO CROSS 5 STREETS. IF BUS DROPPED OFF CLOSE I WOULD LET HER RIDE BUS.
810774	WENT TO 12TH BUT DID NOT GRADUATE
810995	THE LARGEST FACTORS TO ME WOULD BE THE DISTANCE MY CHILD HAS FROM HOME AND SCHOOL, ALSO THE SAFETY OF THE PATH MY CHILD WOULD TRAVEL.
811030	I WAS NOT GIVEN THE OPTION OF BUSSING MY CHILD TO AND FROM SCHOOL. ALTHOUGH, THE SCHOOL BUS PASSES OUR HOME BEFORE AND AFTER SCHOOL.
811134	I FEEL THERE SHOULD BE ADOOR OPEN TO WALKERS ONLY. IT IS VERY UNSAFE FOR CHILDREN THAT WALK AROUND THE CIRCLE PEOPLE NEVER PAY ATTENTION AND WE HAVE ALMOST BEEN HIT SEVERAL TIMES. THANK YOU
810461	MY CHILD OPEN ENROLLS INTO SANDUSKY SCHOOL SYSTEM; TRANSPORTATION IS NOT PROVIDED BY THE CITY
810476	ONTARIO IS A WONDERFUL SCHOOL. MY SONS HAVE NEVER HAD ANY PROBLEMS WALKING TO OR FROM SCHOOL.
810527	UNTIL RECENTLY WALKING TO/FROM HAS BEEN GREAT. THIS WEEK HOWEVER MY SON WAS PUNCHED IN THE EYE BY ANOTHER STUDENT ON THE WAY HOME & POLICE REPORT FILED. BUT HOPING IT IS ALL WORKED OUT AND HE STILL WANTS TO WALK HOME.
810567	IF I FELT SAFER WITH THEDISTANCE AND PRESENCE OF MORE CROSSING GUARDS. I WOULD FEEL MORE COMFORTABLE AND ALLOW THEM TO WALK.
810583	THERE WAS NOTHING THAT MENTIONS WALKING IN A GROUP OF PEERS FOR SAFETY. MY CHILD WOULD NEVER WALK ALONE!
810596	MY MAIN CONCERN IS MY CHILD'S SAFETY. THE CROSSIN LIGHT ON FIRST ST AND ONTARIO. DOES NOT WORK AND THERE ARE NO CROSSING GUARDS. ALSO, THE VIOLENCE AND CRIMES HAVE INCREASED IN THE AREA AROUND THE SCHOOL.
810630	HE'S TOO YOUNG AND NOT SAFE ROADS TO RIDE OFF OF CLEVELAND RD
810631	THEY ARE TOO YOUNG, NOT RESPONSIBLE ENOUGH AND THE NEIGHBORHOOD IS NOT SAFE THEY WOULD WALK THROUGH
810674	ON DAYS I DON'T WORK, MY CHILDREN WALK BUT THEY HAVE TO BE TOGETHER (BUDDY SYSTEM) AND THEY GO TO GRANDMA'S HOUSE AROUND CORNER FROM SCHOOL.
810990	I HAVE A 5TH GRADER AND A KINDERGARDNER AND THEY HAVE ALWAYS WALKED TO AND FROM SCHOOL AND WE HAVE NEVER HAD ANY PROBLEMS! IT'S A GREAT SCHOOL AND NEIGHBORHOOD.
811029	KINDERGARTNERS ARE SMALL, AND I THINK ALL KINDERGARTNERS NEED A BUS REGARDLESS TO HOW CLOSE YOU LIVE TO THE SCHOOL.
810471	JUST DONT FEEL COMFORTABLE WITH HER WALKING IN THE MORNING, IT'S TOO DARK

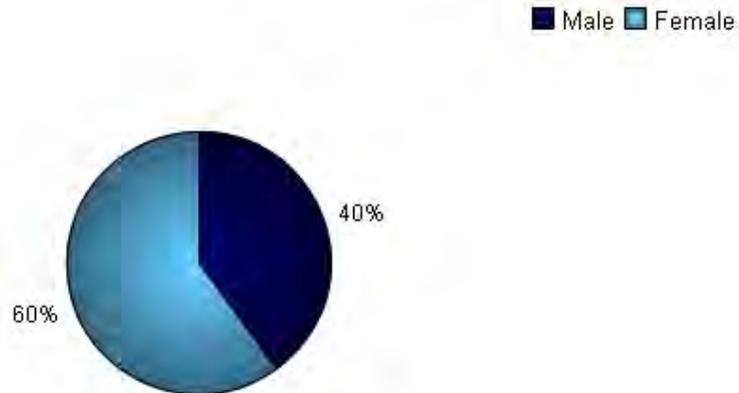
810547	WE (SANDUSKY) CRIME RATE HAS DRAMATICALLY INCREASED IN THE PAST YEAR. WE ALSO HAVE 2 REGISTERED SEX OFFENDERS IN OUR AREA.
810594	IF MADISON ELEMENTARY WAS STILL OPEN, I WOULD ALLOW BOTH MY 3RD GRADERS RIDE THEIR BIKES TO SCHOOL. DISTANCE IS BY FAR THE DETERMINING FACTOR.
810603	MY CHILD MOTHERS 3 OTHER CHILDREN NEVER WALKED TO AND FROM SCHOOL. I WALKED AND RODE BUS FROM KINDERGARTEN TO 12TH.
810647	I AM JUST MOSTLY CONCERNED WITH HER AGE AT THIS TIME AND BEING RESPONSIBLE ENOUGH TO GO ON HER OWN.
810678	I WORRY ABOUT SOME OF THE PEOPLE THAT LIVE ON THE WAY TO SCHOOL.
810682	MY CHILD IS 6 YEARS OLD. THERE ARE CHILD MOLESTORS OUT THERE PERIOD.
810683	WE (SANDUSKY) CRIME RATE HAS DRAMATICALLY INCREASED IN THE PAST YEAR. WE ALSO HAVE TWO REGISTERED SEX OFFENDERS IN OUR AREA.
811005	NOT TOO SURE ABOUT NEIGHBORHOODS AS FAR AS WALKING TO SCHOOL. I THINK THOUGH THE SCHOOLS HAVE BIGGER ISSUES THEN THIS THOUGH!
810486	IT'S TOO FAR FOR MY KIDS TO WALK OR RIDE A BIKE
810494	I DO NOT FEEL COMFORTABLE WITH MY CHILDREN WALKING WHEN I AM AVAILABLE TO ENSURE THEIR SAFETY. I WILL ALWAYS MAKE A WAY AND THE TIME TO GET THEM SAFELY TO SCHOOL.
810634	I THINK SANDUSKY CITY SCHOOLS SHOULD OFFER MORE BUSING TO AND FROM SCHOOLS FOR THE SAFETY OF OUR CHILDREN
810659	BUS DRIVER DOES NOT MAKE BUSSING VERY ENJOYABLE.
810673	I BELIEVE THERE SHOULD BE A BETTER SYSTEM CREATED FOR CHILDREN THAT ARE CAR RIDERS. I THINK THEY SHOULD BE DISMISSED FROM SCHOOL AFTER THE OTHER CHILDREN SO THEY ARE PROPERLY ACCOUNTED FOR.
811133	ALLOW MY KINDERGARTNER TO WALK WITH SIBLING IF HE WAS ALONE. I WOULD NOT ALLOW HIM TO WALK ALONE
810562	ONTARIO SCHOOL HAS A BIG ISSUE THEY ALLOW MANY CARS TO PARK IN A YELLOW CURB AREA IN FRONT OF SCHOOL 15-20 CARS ATA TIME THIS MAKES IT VERY DANGEROUS FOR KIDS WALKING. ALSO ALOT OF CURSING FROM KIDS WALKING HOME.
810576	WITH CEDAR POINT BEING AROUND THE AREA, ALOT OF NEW PEOPLE TRAVEL INTO AND OUT OF THE CITY. ALSO ALOT OF SEXUAL PREDATORS IN OUR NEIGHBORHOOD
810665	MY DAUGHTER SOMETIMES WALKS HOME (WEATHER PERMITTING) WITH A GROUP OF NEIGHBOR KIDS. I DO NOT LET HER WALK HOME ALONE BECAUSE OF FEAR OF CRIME AND VIOLENCE.
810477	WE LIVE WITHIN 2 MINUTES OF SCHOOL, LESS IF HE RUNS
810522	CHILD HAS TO WALK. NO TRANSPORTATION. DON'T LIKE THAT ITS DARK WHEN HE LEAVES AND DOESN'T MEET WITH OTHER KIDS UNTIL HE'S 1 OR 2 BLOCKS FROM HOME. AND WHEN COLD NOT GOOD FOR HIS HEALTH.
811032	MY CHILD COMES WITH ME TO SCHOOL. I WORK HERE. 8TH GRADE BIKE RIDING ONLY WITH A GOOD GROUPL

## Parent Survey Summary

<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Mills Elementary	<b>Set ID:</b>	7423
<b>School Enrollment:</b>	309	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	309	<b>Number of Questionnaires Analyzed for Report:</b>	125
<b>Number of Questionnaires Distributed:</b>	309		

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



## 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	28	46%	0%	32%	21%	0%	0%	0%
1/4 mile up to 1/2 mile	15	27%	7%	33%	33%	0%	0%	0%
1/2 mile up to 1 mile	27	4%	4%	56%	30%	7%	0%	0%
1 mile up to 2 miles	18	0%	0%	94%	6%	0%	0%	0%
More than 2 miles	16	0%	0%	81%	13%	0%	6%	0%

Don't know or No response: 21

Percentages may not total 100% due to rounding.

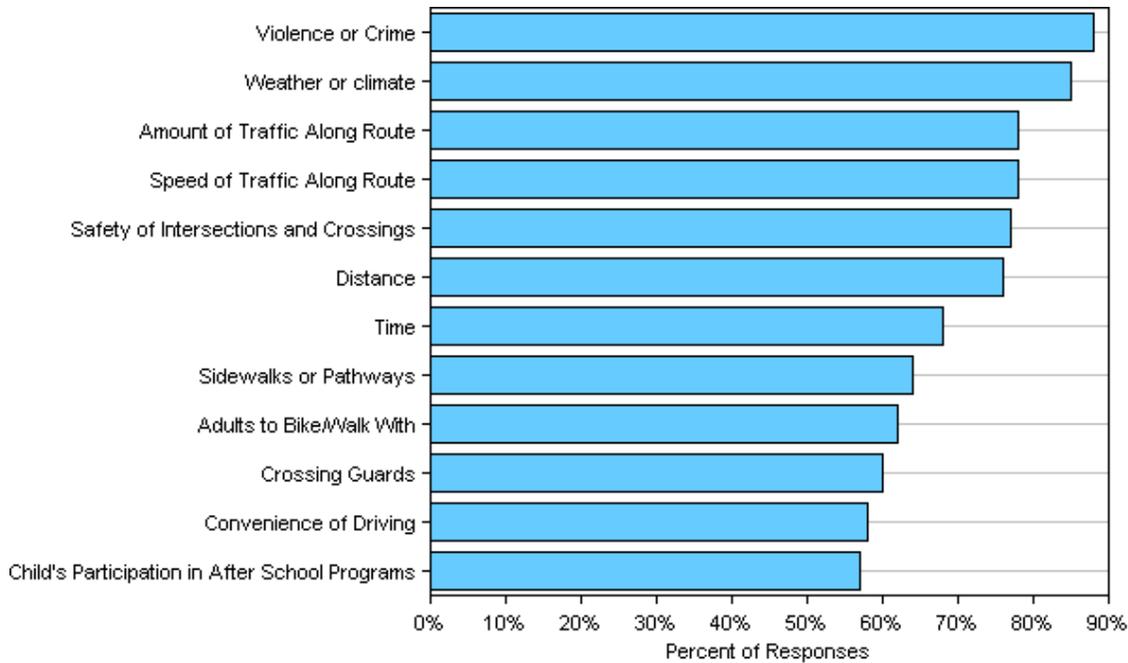
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	28	50%	0%	32%	14%	0%	4%	0%
1/4 mile up to 1/2 mile	15	40%	7%	33%	20%	0%	0%	0%
1/2 mile up to 1 mile	27	15%	4%	67%	11%	4%	0%	0%
1 mile up to 2 miles	18	0%	0%	100%	0%	0%	0%	0%
More than 2 miles	16	6%	0%	81%	13%	0%	0%	0%

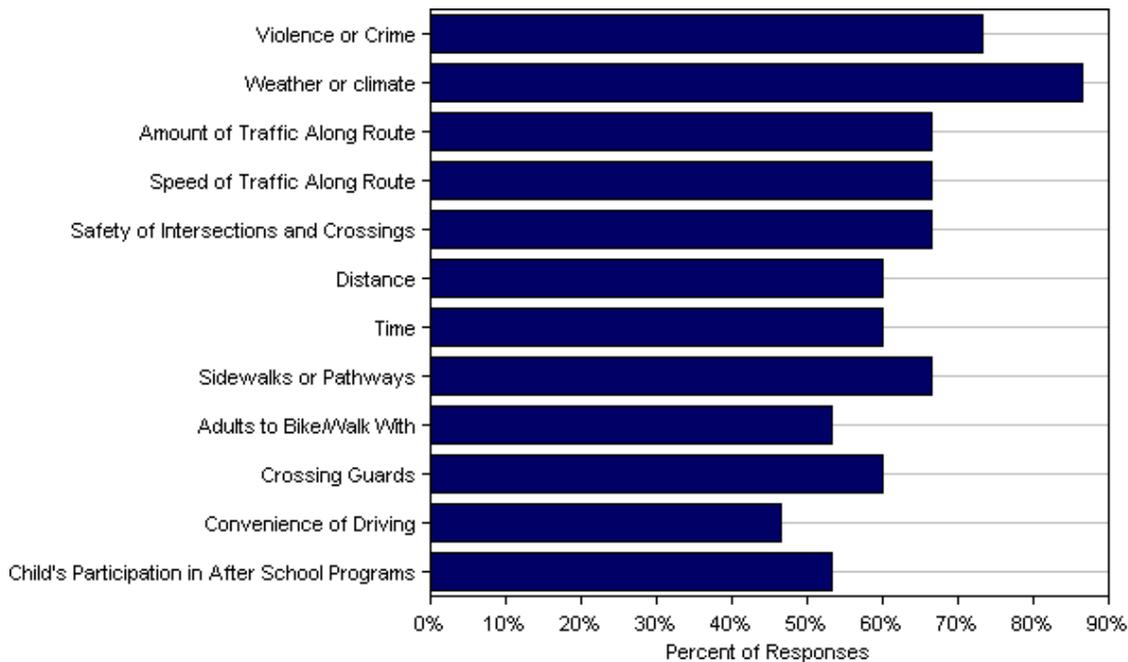
Don't know or No response: 21

Percentages may not total 100% due to rounding.

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



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



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

<b>Issue</b>	<b>Child does not walk/bike to school</b>	<b>Child walks/bikes to school</b>
Violence or Crime	88%	73%
Weather or climate	85%	87%
Amount of Traffic Along Route	78%	67%
Speed of Traffic Along Route	78%	67%
Safety of Intersections and Crossings	77%	67%
Distance	76%	60%
Time	68%	60%
Sidewalks or Pathways	64%	67%
Adults to Bike/Walk With	62%	53%
Crossing Guards	60%	60%
Convenience of Driving	58%	47%
Child's Participation in After School Programs	57%	53%
<b>Number of Respondents per Category</b>	<b>100</b>	<b>15</b>

No response: 10

Note:

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

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

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

## Comments Section

SurveyID	Comment
810044	In winter time the sidewalks on Camp are icy.Kids could slide into the street if they were horseplaying on a pile of snow. The snow needs to be properly cleared.
810060	My child is disabled.
810064	She is aware and recognizes people around the area. I feel confident that she will pick up a ride from others. Teachers are aware of what vehicles approach.
810076	10 and 11 are confusing.
810500	There are some kids that like to fight and do silly things on their way home and I wouldn't like my daughter to get involved with those kinds of kids, but I do not think the school can do anything about it.
810545	My child's bus stop is at Pearl Street and Seneca. She has to cross Camp Street to get home and there are a lot of cars with no crossing guards.
810565	I think buses should pick up students in front of their houses.
810580	A crossing guard would be wonderful at the corner of Buchanan and Johnson. I see a lot of kids walking that way after school. It would be great too because a lot of traffic goes that way.
810625	My children do walk/bike some days when weather permits and we accompany them. We would love to do it more if we felt safer about it.
810633	I do not understand what grade I completed has anything to do with my child walking or riding their bike to school.
810811	If there were adults or groups of children walking/biking together that would be best. Also, an elevated footbridge over Perkins Avenue by the YMCA/Mills golf course would be ideal for Sandford Avenue.
810847	If we lived closer to school walking to biking with an adult would be great.
810913	If the weather is bad I drive my child.
810938	The safety issue I have above with crossing is due to a train.
810967	I understand hwo important walking and biking is to/from school in regards to promoting healthier children, but we live quite a ways from school so I would not reccomend this for my child. However, from time to time she walks to my mother's house because it is closer.
810050	My kids ride the bus to and from school at a bus stop.
810052	I would not let my daughter walk to school because she would have to walk across railroad tracks.
810061	My kids ride the bus to and from school at the bus stop.
810849	I do not feel kids should have to walk until the 7th grade due to safety.
810860	I do not believe that this survey was very clear. I want it to be known that distance is not an issue. It is definetly the crime and danger in this city!
810912	My kids have to walk to the bus because it will not pick them up. I think its wrong because the kids are too little and when there's bad weather and crime.
810043	I do not believe that this survey was very clear. I want it to be known that distance is not an issue (although it may be now). It is definetly the crime and dangers in this city.
810048	I do not feel kids should walk to school under 7th grade due to not being able to protect themselves and too many problems with safety.
810488	I would not feel comfortable for speed or traffic along route and there is not enough crossing guards.
810537	I am okay with my boys walking, but I don't like it during winter. Another thing is the amount of traffic along the street and safety of intersections and crossings. I am also afraid of strangers.
810655	But he will continue to ride the bus thank you.

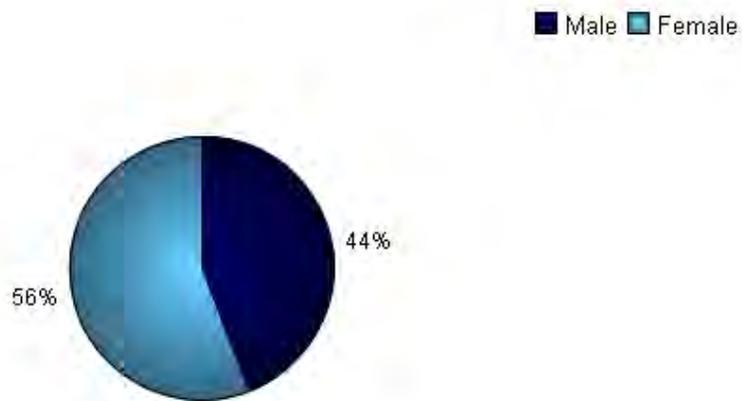
810872	My child is autistic so we probably would never allow him to go to school alone. Please consider these circumstances when you tally my survey.
810881	What does my education have to do with walking to school?
810930	I love Sandusky schools system and its influence on my child to do well in school and at home. Thank you for your concerns.
810629	As a parent I feel that it is neither safe to walk or ride a bike, too many concerns on my child and other children's safety with bad kids fighting and carrying on at the bus stop.
810829	My daughter ocasionaly walks to their grandfather's house from school. He lives at Stahlwood and Perkins Avenue-there is no traffic for them to worry about.
810885	My child has special needs so walking is not an option.
810931	I think he should be able to ride a bus.
810520	I would like a bus stop at Monroe and Harrison.
810869	We need shelter for the kids that are being bussed. I also think that there needs to be more crossing guards there to watch the kids.
810573	I am sorry for what the economy has come to, but especially in Sandusky no kid should be walking or biking no younger than a freshman.
810478	For questions 13 and 14 my son does not want to walk to school.
810863	13-14 does not pertain to m child. He does not walk or ride bis bike to school.

# Parent Survey Summary

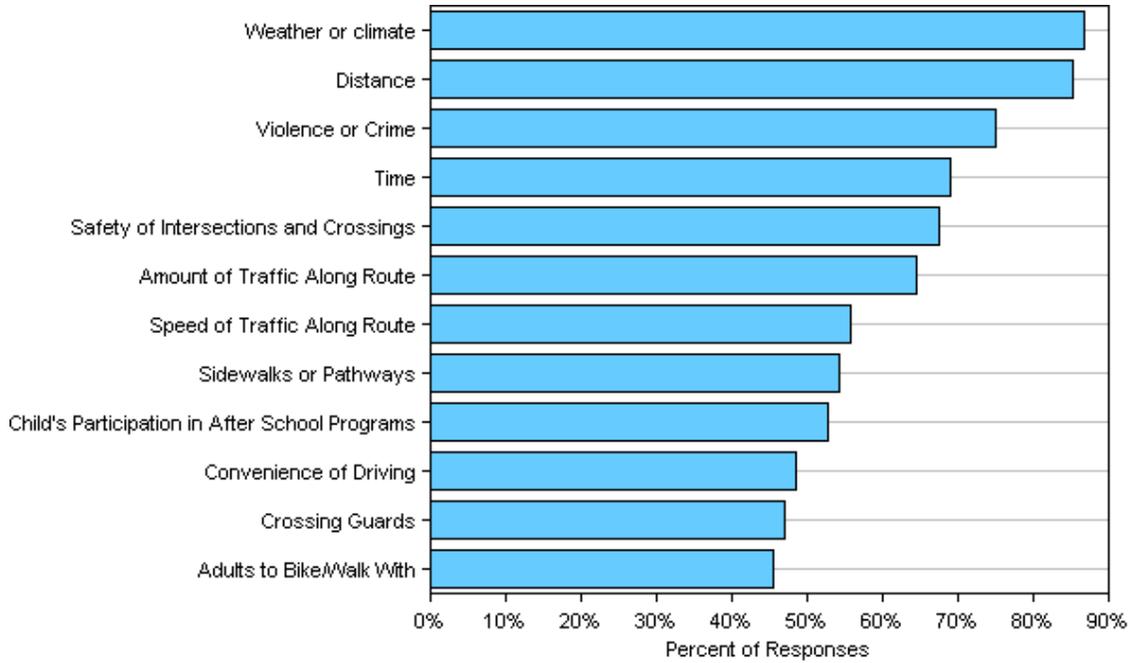
<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Adams Jr. High School	<b>Set ID:</b>	7427
<b>School Enrollment:</b>	451	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	451	<b>Number of Questionnaires Analyzed for Report:</b>	103
<b>Number of Questionnaires Distributed:</b>	451		

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.

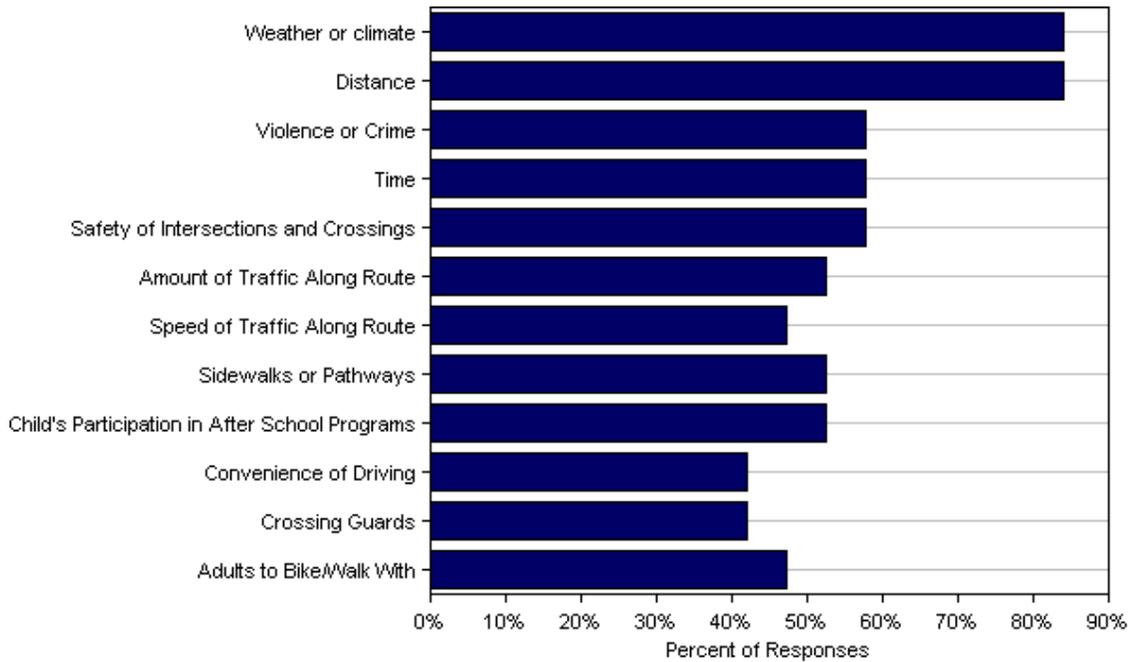
## Sex of children for parents that provided information



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



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



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

<b>Issue</b>	<b>Child does not walk/bike to school</b>	<b>Child walks/bikes to school</b>
Weather or climate	87%	84%
Distance	85%	84%
Violence or Crime	75%	58%
Time	69%	58%
Safety of Intersections and Crossings	68%	58%
Amount of Traffic Along Route	65%	53%
Speed of Traffic Along Route	56%	47%
Sidewalks or Pathways	54%	53%
Child's Participation in After School Programs	53%	53%
Convenience of Driving	49%	42%
Crossing Guards	47%	42%
Adults to Bike/Walk With	46%	47%
<b>Number of Respondents per Category</b>	<b>68</b>	<b>19</b>

No response: 16

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.

## Comments Section

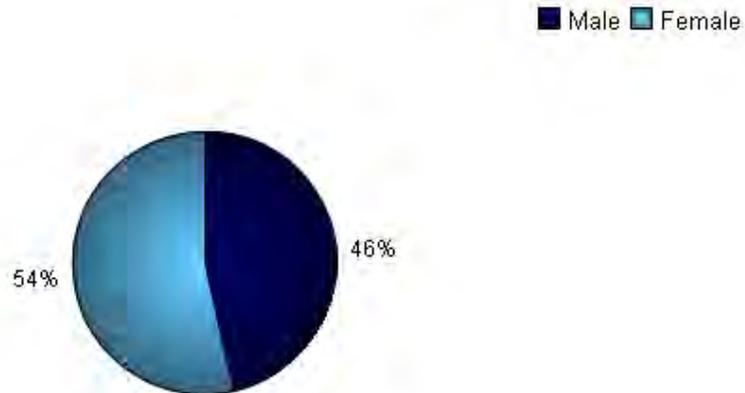
SurveyID	Comment
811058	I don't feel that any child should have to walk given the way society and safety is.
811131	We live to far for her to walk plus with new housing for the early release of jailers on Superior Street. It is not safe.
811007	Time is an issue before school. After school he needs to be home with his sister. I only have an hour to pick them up and get them home before I have to return to work.
811009	I wish everyone would walk or bike to school, but I do not want to as cars zoom by spraying water, slush etc. on pedestrians.
811057	There are too many fights and crimes going on. I do not want my child wlaking to and from school.
811147	All kids should be bussed. The state should allow this I have to see kids in this area walk that are not dressed for the cold. Their sense of urgency is not there. I feel bad for the walkers no gloves, hats, etc especially older walkkers that may chose to walk right past the bus stop. It would be more convenient and closer, but Sandusky is too far and its not safe. Sidewalks need to apply for grants to get the staff to work custodians, teachers etc.
811156	No problem with biking/walking for Jr. High students-would like to see alternate busing when raining, snowing, or tempertaure limits.
811168	Walked and bike din elementray school when school was closer and more convenient. Now there are too many after school activities to get to and school is farther away from home.
811114	Both parents work days so child has to walk to school. Parent or sibling picks child up after school due to others wanting to start fights.
811209	When my duaghter walks in the morning it is still dark which I think is unsafe for a young lady.
811037	It does not cost alot of gas to run my kids to school, but I would rather spend the money and know my children get there safely. Thank you Ms. Smith.
811154	Where we live related to school it is not feasible to allow my child to walk or bike.
811187	I prefer my child not to walk.
811199	Living in Sandusky and with our long hard winters I think there should be as many buses as possible.
811188	We live too far from school to walk or bike there. Also, Sandusky is turning into a city filled with violence and crime. Lastly, my eductaion has nothing to do with this survey so I prefer not to answer.

## Parent Survey Summary

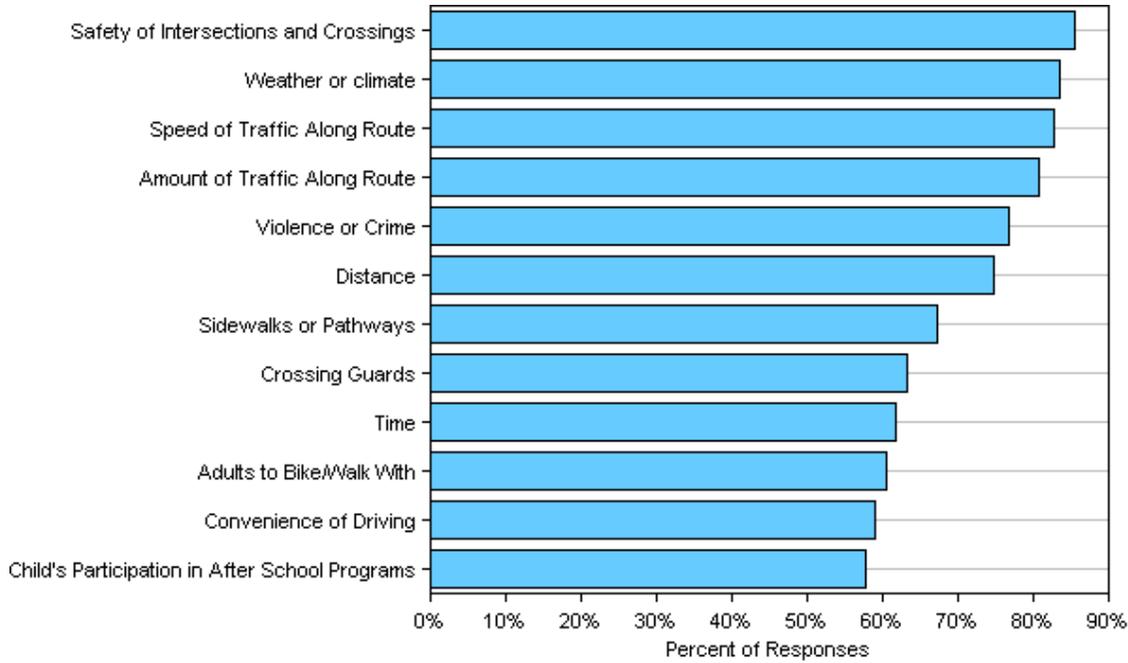
<b>Program Name:</b>	Sandusky Schools	<b>Month and Year Collected:</b>	February 2012
<b>School Name:</b>	Hancock Elementary	<b>Set ID:</b>	7425
<b>School Enrollment:</b>	344	<b>Date Report Generated:</b>	08/27/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	344	<b>Number of Questionnaires Analyzed for Report:</b>	170
<b>Number of Questionnaires Distributed:</b>	344		

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.

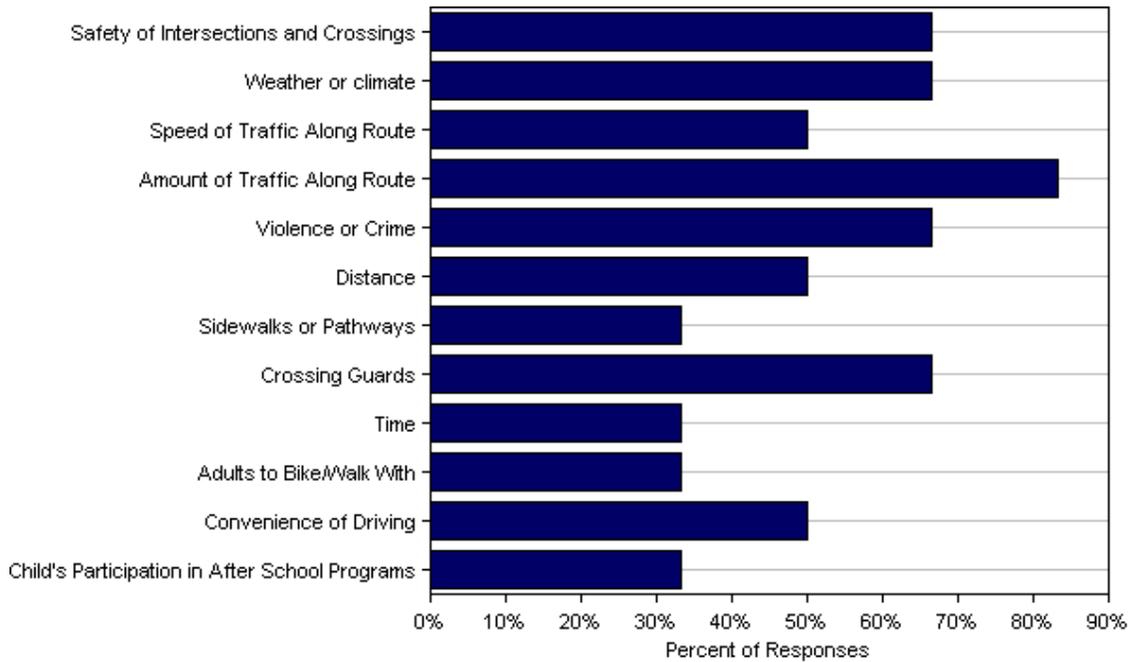
### Sex of children for parents that provided information



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



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



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

<b>Issue</b>	<b>Child does not walk/bike to school</b>	<b>Child walks/bikes to school</b>
Safety of Intersections and Crossings	86%	67%
Weather or climate	84%	67%
Speed of Traffic Along Route	83%	50%
Amount of Traffic Along Route	81%	83%
Violence or Crime	77%	67%
Distance	75%	50%
Sidewalks or Pathways	67%	33%
Crossing Guards	63%	67%
Time	62%	33%
Adults to Bike/Walk With	61%	33%
Convenience of Driving	59%	50%
Child's Participation in After School Programs	58%	33%
<b>Number of Respondents per Category</b>	<b>147</b>	<b>6</b>

No response: 17

Note:

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

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

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

## Comments Section

SurveyID	Comment
809381	Are you for real? I would not allow my kids to walk. This town does not have proper sidewalks, lights, speed limits-it's a tourist town.
809553	I do not feel it is safe to let children walk or bike to school due to crime and too many child predators in the world. I feel more comfortable dropping and picking up my child.
809612	I do not feel comfortable for many reasons but crime, violence, and heavy traffic play an important role in this decision.
809714	Hancock school from our home is too far for my kids. They need the bus I would not let them walk.
809741	I feel that biking to school is ultimately up to the parent. If they feel their child is responsible and mature enough to ride their bike to school then the child should be allowed.
809760	I am not sure if I would allow her to walk due to the crime in the area. It would be nice though.
809866	My daughter does not like to walk because she has to do it alone.
809616	I wish police would patrol the neighborhood more when children are being dismissed from school.
809756	I only get worried about my children walking to school because of the huge congestion with cars drop-offs and buses. There should be a door in the back maybe that walkers can safely access without having to walk near that mess!
809797	Not a safe area to walk or bike.
809806	Too many molesters in Sandusky. I do not trust the cops to watch..cause I seen two of my kids about to get hit by someone in a car when I dropped them off. It's not safe.
809825	We live around the corner from the school.
809862	I understand that bussing falls under budget constraints. Current economic problems with accompanying drug and other problems creates an unsafe environment for children en route to school on Sandusky streets, regardless of the cost savings. No time is right to trade a child's safety for money.
809891	I do not like him walking because of so many child molesters and gangs in the area.
809734	RR tracks prevent my kids from riding bikes or walking to school.
809540	There is heavy traffic along the route and no sidewalks on both sides of the road on Perkins Ave.
809565	RR tracks prevent my kids from riding their bikes or walking to school.
809624	We live near the busiest intersection in town. It is not going to change. Also in the fall and winter it is dark at 7:30 AM. No walking-ever.
809765	Not willing to allow elementary student to cross 4 lanes of busy highway by bridge alone.
809802	Do not take the option of bussing. I can just imagine the peer pressure, stress, and drama that will arise.
809865	Do not take the option of bussing away I can just imagine the peer pressure for other activities to happen.
809552	I would not mind my daughter walking if she was older, it was not cold, and the crime was not as bad as it is now.
809562	She walks because we don't have a vehicle right now, but we will in a few weeks.
809713	I do not want my child walking or biking to school. I take her to school and bring her home.
809549	My answer to number 9 would depend on the maturity and responsibility level not their grade.
809613	I do not think it is safe for my child because of the weather and distance compared to driving, child's lack of time management/focus, and fear of kidnapping. My mind is set.
809740	I am very thankful for the bus bringing my boys home. I am thankful that they have the opportunity to ride in the morning also when I need them to. I hope that this survey is not an indication that they are trying to take away bussing.
809876	Main decision for us was maturity to be at home by himself.

809710	My daughter has respiratory issues and walking in the winter is not a good idea for her.
809707	The school is too far to walk or bike from our house.
809618	I am not comfortable at all with my son walking or riding a bike to school. He is only in the 2nd grade and is no where near ready to do either. Therefore I strongly encourage we keep our busses.
809543	If this is an attempt to encourage more children to walk/bike to school and provide less bussing I strongly disagree with that-period!

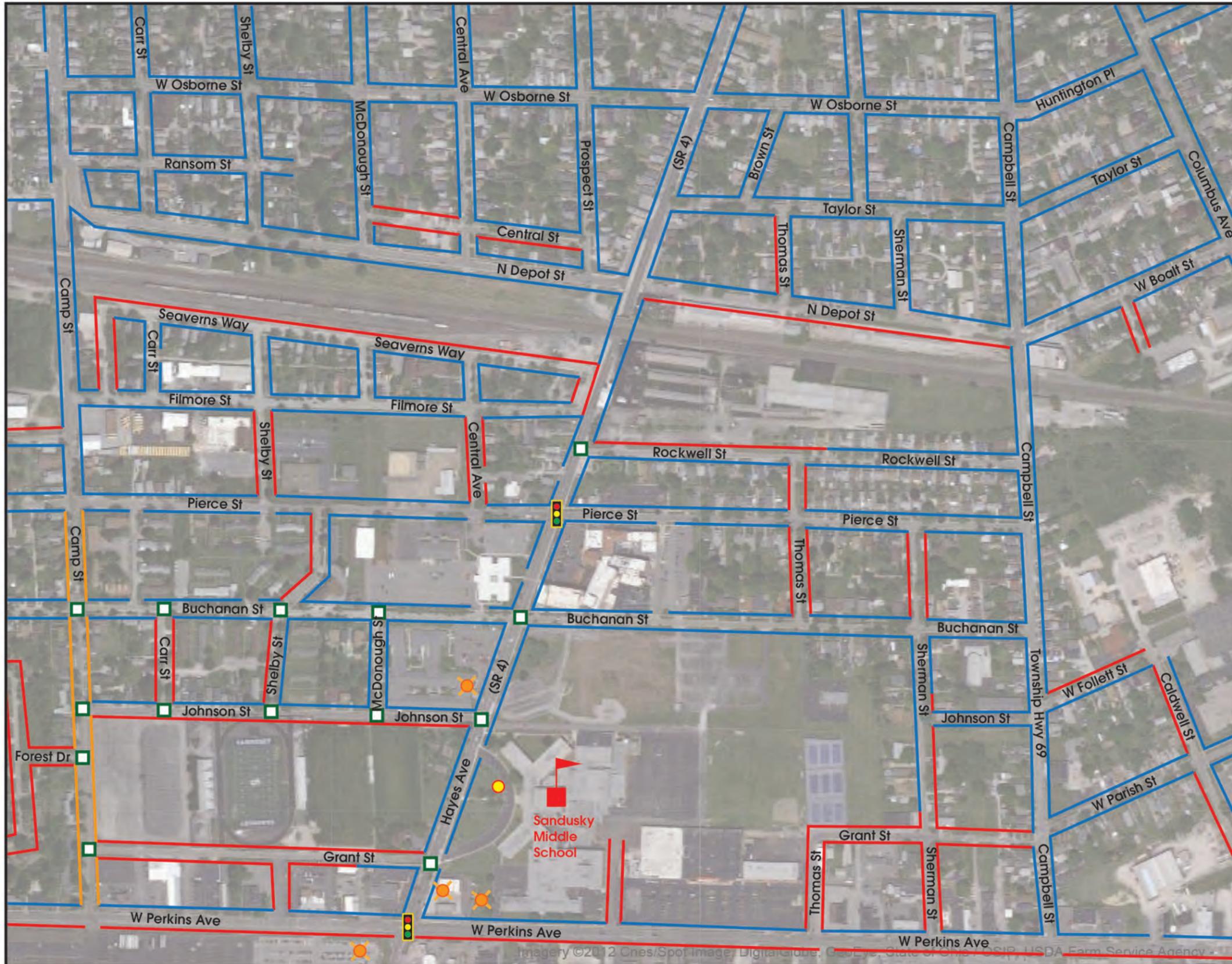
## APPENDIX E – COUNTERMEASURE MAPS



**LEGEND**

- Walking Route with Sidewalk
- Walking Route without Sidewalk
- Proposed or Repaired Sidewalk
- Bike Rack
- Intersection Improvements
- Curb Ramp/ Cross Walk Improvements
- School Flasher
- Signal Improvements
- Lighting

Not to Scale



**LEGEND**

- Walking Route with Sidewalk
- Walking Route without Sidewalk
- Proposed or Repaired Sidewalk
- Bike Rack
- ⚙ Intersection Improvements
- Curb Ramp/ Cross Walk Improvements
- ⚡ School Flasher
- ⚡ Signal Improvements
- Ⓛ Lighting

Not to Scale

Prepared by:  
**PARSONS  
 BRINCKERHOFF**

**SANDUSKY MIDDLE SCHOOL  
 SAFE ROUTES TO SCHOOL  
 RECOMMENDED IMPROVEMENTS**

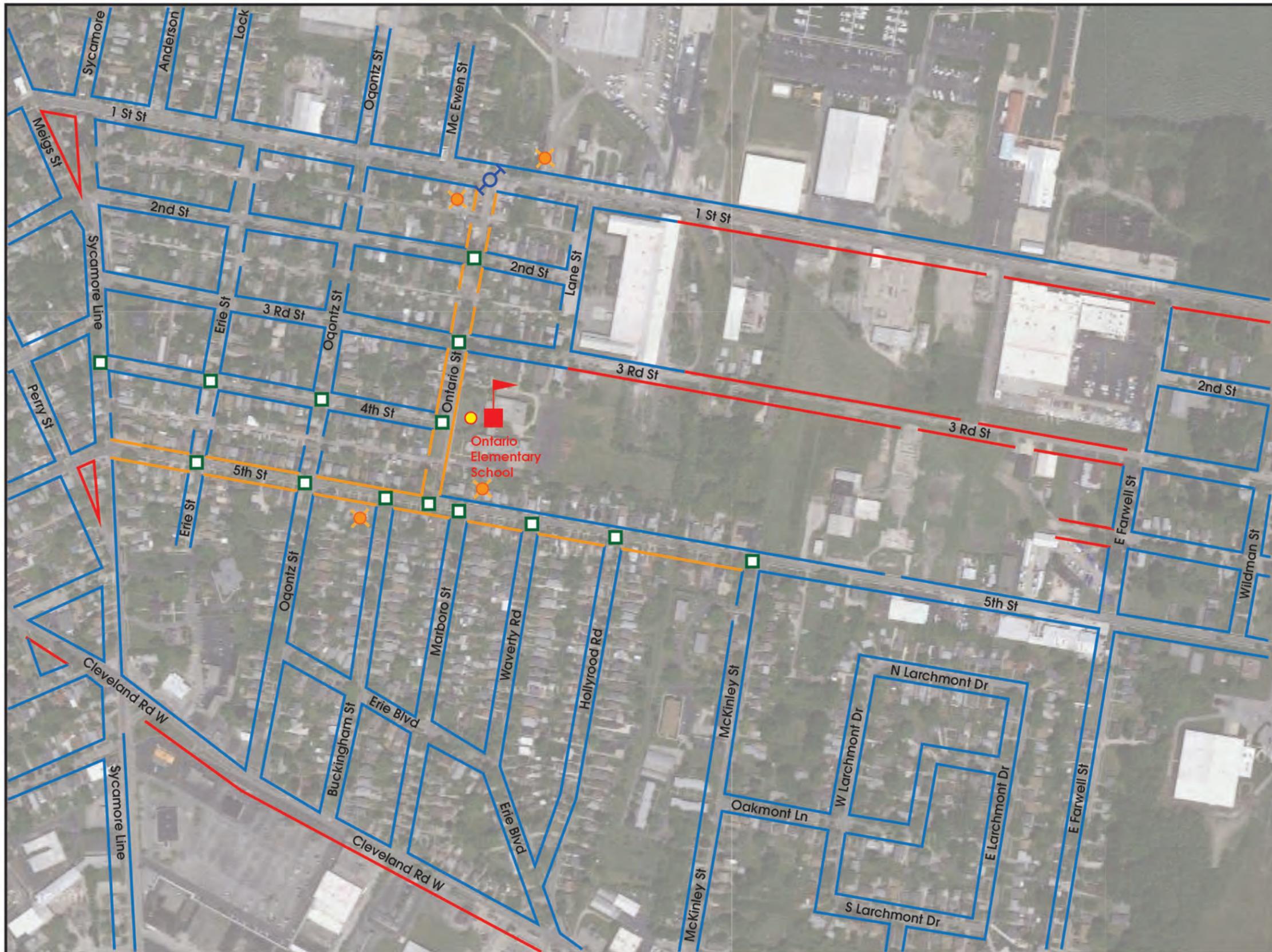
**EXHIBIT  
 1**



**LEGEND**

- Walking Route with Sidewalk
- Walking Route without Sidewalk
- Proposed or Repaired Sidewalk
- Bike Rack
- Intersection Improvements
- Curb Ramp/Cross Walk Improvements
- School Flasher
- Signal Improvements
- Lighting

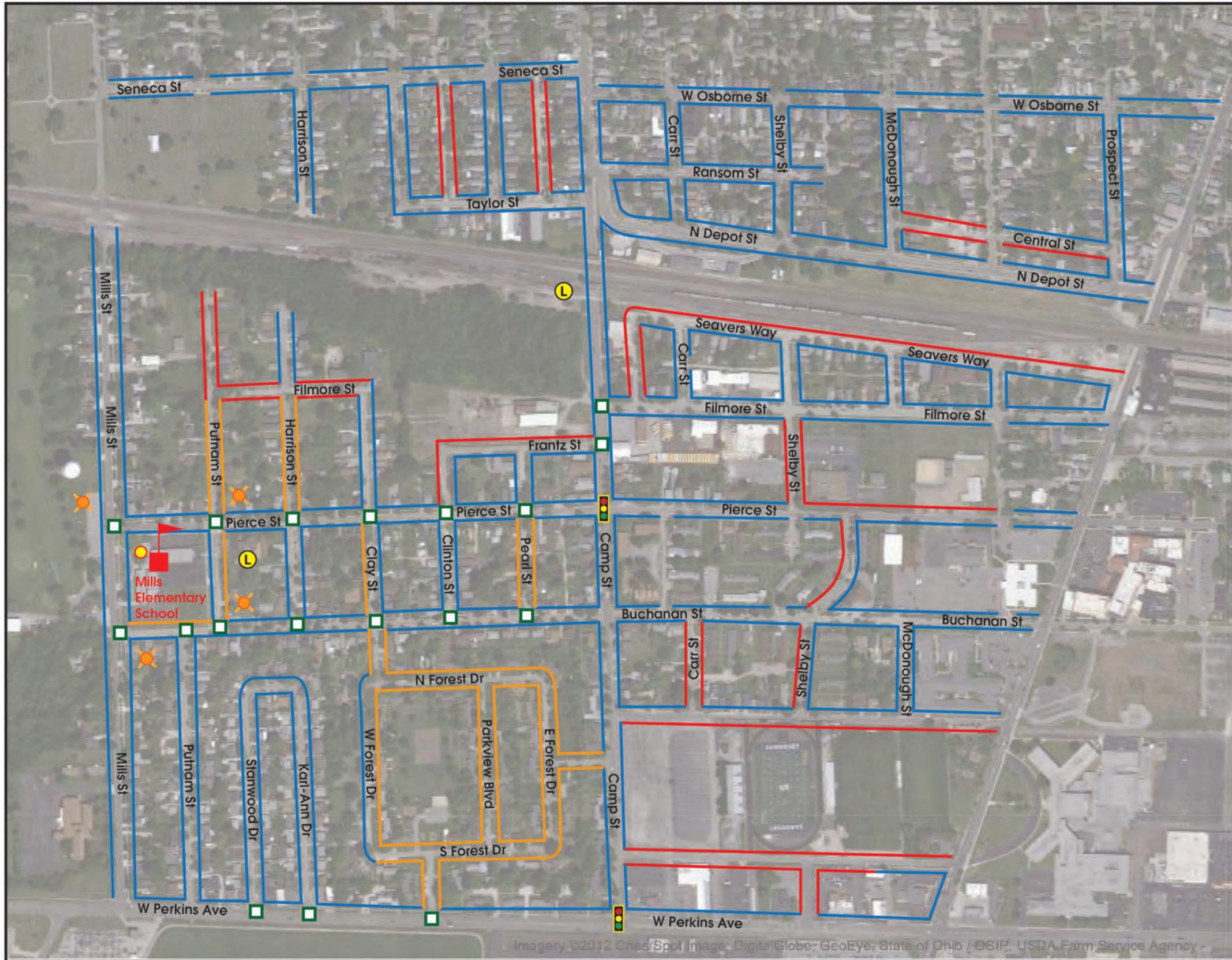
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**LEGEND**

- Walking Route with Sidewalk
- Walking Route without Sidewalk
- Proposed or Repaired Sidewalk
- Bike Rack
- ⚙ Intersection Improvements
- Curb Ramp/Cross Walk Improvements
- ⚡ School Flasher
- 🚦 Signal Improvements
- Ⓛ Lighting

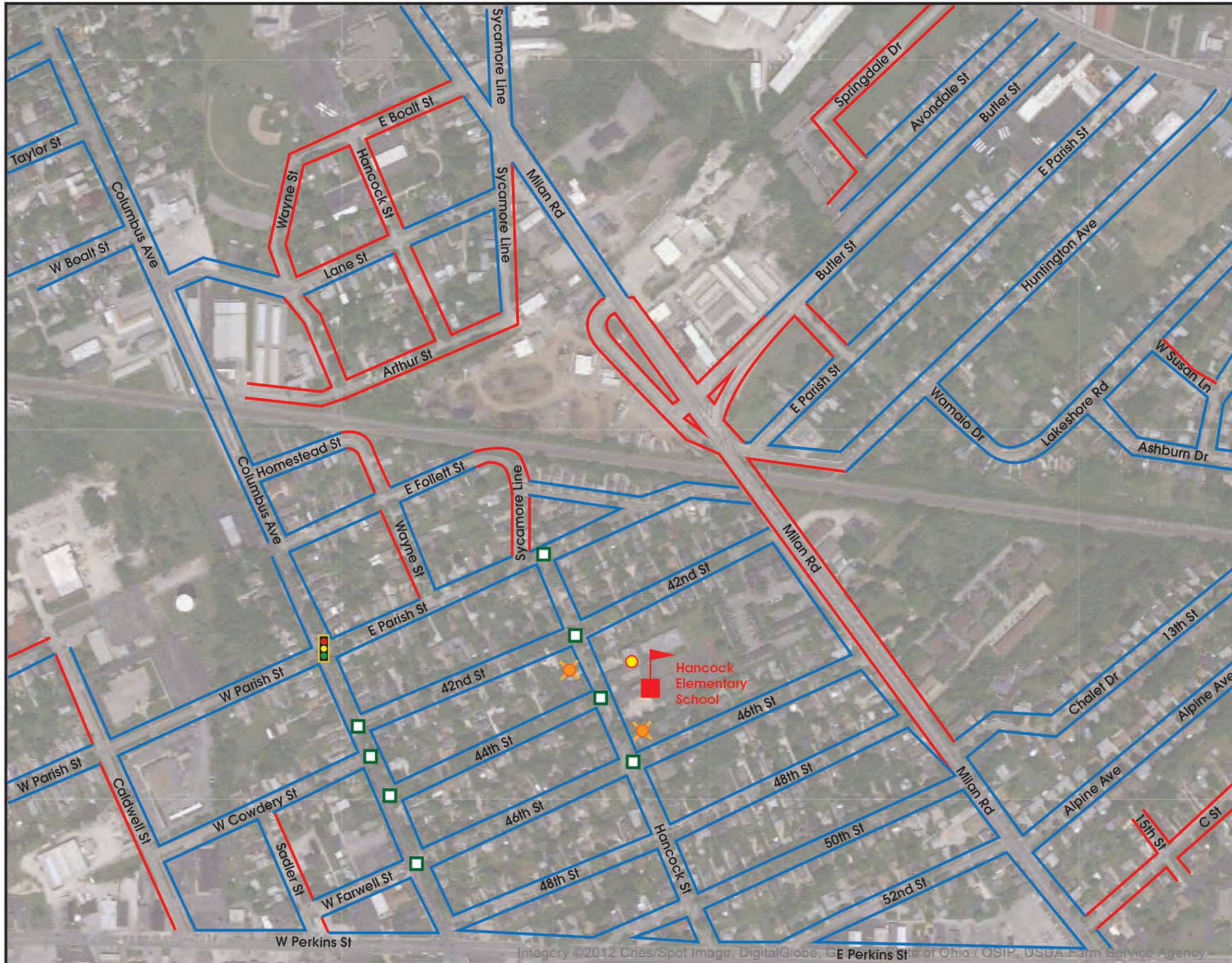
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**LEGEND**

- Walking Route with Sidewalk
- Walking Route without Sidewalk
- Proposed or Repaired Sidewalk
- Bike Rack
- 🚲 Intersection Improvements
- ◻ Curb Ramp/ Cross Walk Improvements
- ☀ School Flasher
- 🚦 Signal Improvements
- Ⓛ Lighting

Not to Scale



**LEGEND**

- Walking Route with Sidewalk
- Walking Route without Sidewalk
- Proposed or Repaired Sidewalk
- Bike Rack
- 🚲 Intersection Improvements
- ◻ Curb Ramp/ Cross Walk Improvements
- ☀ School Flasher
- 🚦 Signal Improvements
- Ⓛ Lighting

Not to Scale

## APPENDIX F – PUBLIC INPUT INFORMATION

The City of Sandusky and the Sandusky City Schools held a joint public meeting to obtain comments regarding the draft travel plan for the Safe Routes to School grant submission.

Commissioner Diedre Cole welcomed everyone and thanked them for their attendance.

Assistant Superintendent Dennis Muratori said the Safe Routes to School program is a benefit to the children of the community and to the City of Sandusky. Items implemented through the program will help with the city's infrastructure and will promote healthy lifestyles for children.

John Brigham, P.E., Traffic Engineer with Parsons Brinckerhoff, provided an introduction of the Safe Routes to School program and its vision. The Travel Plan must be submitted to the Ohio Department of Transportation (ODOT) by the deadline of March 1, 2013. After submission, the plan can be updated once each year. The purpose of tonight's meeting is to gauge what items should be done according to community input received in order to finalize the draft Travel Plan and submit it to ODOT by their deadline. There is a \$500,000 maximum for the community for each year of the plan.

The bulleted items (below) were listed on two boards in the meeting room and each person was asked to rate or prioritize these items, and a tally of their votes is shown in parenthesis:

#### **Non-Infrastructure Projects**

- Bicycle Education (2 votes)
- BMX Riders
- Bike Rodeo (11 votes)
- Railroad Safety (14 votes)
- Every Move You Make-Make it Safe (1 vote)
- Active Transportation Month
- Look Who's Walking (3 votes)
- Walking Schoolbus (1 vote)
- Frequent Walker/Biker Rewards Program (1 vote)
- Bullying/Counseling (2 votes)
- Target Enforcement (8 votes)
- Speed Trailers (3 votes)

#### **Infrastructure projects**

- New School Flashers (5 votes)
- Countdown Crosswalk Signals (15 votes)
- New Curb Ramps/Striping (3 votes)
- New Sidewalks (4 votes)
- Bicycle Racks
- Lighting (2 votes)
- Striped Multi-Use Path
- Convert Putnam Street to One-Way (1 vote)

Signage displayed also showed each school indicating proposed infrastructure improvements. The meeting was adjourned at 7 p.m.



### Sign In Sheet

SANDUSKY PUBLIC MTG.  
2-14-13



Name	Organization	Email	Phone
Bernice Hutyk	Sandusky Crime Prevention Council	gacorinne62@yahoo.com	419-370-9670
Matt Morgan	Crime Prevention Council / The 11th Zone	dmorgan1207@aol.com	419-602-0805
Timothy P. Work	Sandusky Crime Prevention Council	ppapatin59@gmail.com	419-871-2227
John Hartman	Sandusky Crime Prevention Council	sanduskyrisecandle@yahood.com	335-221-3590
Fred McDonald			419-624-8572
James McDonald			419-357-0150
<del>Sam Kelly</del>			
Andy Orviel - Sandusky Registrar		Orviel@sanduskyregistrar.com	419-609-5827



2019/05/13  
2-4-13  
118

### Sign In Sheet

Name	Organization	Email	Phone
Nicole Gorte	ERPC	N.gorte@ERPCounty.OH.gov	419.627.7193
Sara Cullon	City of Sandusky	scullon@ci.sandusky.oh.us	419-627-5932
Larri Whitaker	ERPC	lwhitaker@eriecounty.oh.gov	419-627-7652
Trace Rice	City of Sandusky	tricer@ci.sandusky.oh.us	419-557-1148
Chairs Rankins	SPD	crankins@ci.sandusky.oh.us	419-627-5863
<b>WES POORE</b>	<b>SPADUSKEY</b>		
Craig Word	Erie County Health Dept.	cword@ecghd.org	419-626-5623
HUNT EPPERUE	CITY OF SANDUSKY	henderte@ci.sandusky.oh.us	419-627-5715
Dennis McDanel	ERPC		419-656 7302
Sharon Matthews	EA E	sharonm@eaerpc.org	419-261-5092
Wesley Danel	City	wesleyd@ci.sandusky.oh.us	419-627-5844



SANDUSKY  
2-4-13  
D

### Sign In Sheet

Name	Organization	Email	Phone
Dedeey Cole	City Commission City of Sandusky		419-995-2993
John Bazzett	SANDUSKY PD		419-692-5870
GARY GUENDESBACHER	RESIDENT		419-502-6887
KEE RAY HOLLAND			419-624-0239
Keith Grohe	CITY COMMISSIONER CITY OF SAND.		419-357-7494
Soho Han'kon	CITY COMMISSION		419-515-8351
Carrie Handy	SANDUSKY CIVIC PLANNER		419-627-5873
Khami-TUNE	HRC		419-366-0877
Phil Frost	SANDUSKY PD		419-627-5398
Jae man <sup>Alexi</sup> Johnson	SANDUSKY CRIME PREVENTION COUNCIL		516-7283-0103
Dennis D Brown Jr.	Sandusky City		