

Taft Elementary School

SAFE ROUTES TO SCHOOL TRAVEL PLAN



Prepared for:

**The City of Youngstown
and
The Youngstown City School District**

Prepared by:

**Youngstown Neighborhood Development Corporation
Youngstown, OH
January 2015**



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and
The Youngstown City School District

Safe Routes to School
Travel Plan

Prepared by the Youngstown Neighborhood Development Corporation
January 2015

OVERVIEW

Taft Elementary School is located on Youngstown's South Side. Rebuilt in 2004, Taft is located in a densely populated neighborhood where nearly all of its 427 students are within walking distance of the school. As a result of neighborhood planning initiatives begun in 2013 by the City of Youngstown, the area around Taft Elementary was chosen as a target area for community development. The neighborhood was hard-hit by the foreclosure crisis, leading to concern about its future stability. These efforts resulted in the Taft School Area plan, created in 2014, which identified the Safe Routes to School (SRTS) program as a key component in making the neighborhood safer for children walking and biking to school. A local SRTS team was formed in 2014 to guide the development of the Taft Elementary School Travel Plan (STP), completed in January 2015. This document contains an assessment of current barriers to safe walking and biking; school data related to enrollment and transportation; input from parents; crossing guards, teachers, and the school principal; recommendations for improvements to nearby infrastructure; and an action plan for implementation.



Taft Elementary is located in one of Youngstown's most densely populated neighborhoods where more than 30% of students walk to school.

The purpose of Safe Routes to School is to encourage and enable students in grades k-8 to walk or ride their bicycle to school. Projects can be either engineering (improved crossings, sidewalks etc.) or non-engineering (education and encouragement programs). Since the program began in 2008, walking and bicycling to school has increased in Ohio communities with active Safe Routes to School (SRTS) programs. The responsibility of a safe route to school is ultimately shared by the user, government agencies, elected officials and safety advocates.

The Ohio Safe Routes to School (SRTS) program is funded by the Federal Highway Administration and administered by the Ohio Department of Transportation (ODOT). The program supports projects and programs that enable and encourage walking and bicycling to and from school.

The Ohio SRTS Program funds two types of projects:

1. Infrastructure Projects

Infrastructure projects, or engineering projects, include operational and physical improvements that establish safer and fully accessible pedestrian and bicycle infrastructure, such as crossings, walkways, trails and bikeways. All infrastructure projects must improve conditions for students walking or bicycling within two miles of the target school.

2. Non-Infrastructure Projects

Non-infrastructure projects include education, encouragement, and enforcement activities intended to affect student or driver behavior, and evaluation activities to monitor impacts of the SRTS program.

The Five Es of Safe Routes to School

Engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways.

Education programs target children, parents, caregivers and neighbors, teaching how to walk and bicycle safely and informing drivers on how to drive more safely around pedestrians and bicyclists. Education programs can also incorporate personal security issues, as well as health and environment messages.

Enforcement strategies increase the safety of children bicycling and walking to school by helping to change unsafe behaviors of drivers, as well as pedestrians and bicyclists. A community approach to enforcement involves students, parents or caregivers, school personnel, crossing guards and law enforcement officers.

Encouragement activities promote walking and bicycling to school to children, parents and community members. Events such as Walk to School Day, contests such as a Frequent Walker/Bicyclist challenge, or on-going programs such as a Walking School Bus or Bicycle Train can promote and encourage walking and bicycling as a popular way to get to school.

Evaluation is an important component of SRTS programs that can be incorporated into each of the other Es. Collecting information before and after program activities or projects are implemented allow communities to track progress and outcomes, and provide information to guide program development.

A School Travel Plan (STP) is a written document that outlines a community's intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school. A comprehensive STP is created through a team-based approach that involves key community stakeholders and members of the public in both identifying barriers to active transportation and using the 5 Es to address them.

By completing this STP, Youngstown will have a guiding document to assist in improving walking and bicycling conditions for students, including strategies for promoting and encouraging active transportation to school. Serving as a foundation for your SRTS program, the STP can be updated and modified as needed to comply with community values and goals. STPs are a requirement for funding requests through the ODOT SRTS program, and must address all 5 Es.

Community Stakeholders and the Safe Routes to School Team

The Youngstown SRTS Team was formed in 2014 to address the barriers students face when walking and biking to school. Members include community representatives, City of Youngstown officials, representatives from the Youngstown City Schools, and the Youngstown Neighborhood Development Corporation. Members of the SRTS Team are listed below:

School Representative:

Name	Email address	5 E Role:
John McMahan	John.McMahan@Youngstown.k12.oh.us	Education

Community Representative:

Name	Email address	5 E Role:
Anika Jacobs-Green	anikadgreen@yahoo.com	Encouragement

Local Government Representatives:

Name	Email address	5 E Role:
Bill D'Avignon	cda_director@cityofyoungstownoh.com	Enforcement
John R. Swierz	JRSwierz@cityofyoungstownoh.com	Encouragement
Kedar Bhide	kbhide@cityofyoungstownoh.com	Engineering
Sara Wenger	swenger@eastgatecog.org	Evaluation

Education Representative:

Name	Email address	5 E Role:
Douglas Hiscox	douglas.hiscox@youngstown.k12.oh.us	Education

Health Representative:

Name	Email address	5 E Role:
Erin Bishop	ebishop@ychd.com	Evaluation

Public Safety Representative:

Name	Email address	5 E Role:
Abby Beniston	abeniston@cityofyoungstownoh.com	Enforcement

The lead contact for the Plan is:

Tom Hetrick

Youngstown Neighborhood Development Corporation
330.480.0423
thetrick@yndc.org
820 Canfield Rd. Youngstown, Ohio 44511

SECTION 1: OUR SCHOOL

Taft Elementary is located on Youngstown's South Side, at the corner of E. Avondale Ave. and Gibson St. The school serves grades Pre-Kindergarten to 6th. Of 427 students enrolled, the majority are African-American. Hispanic students make up 19% and white students comprise 13% of the student body. Nearly all students are economically disadvantaged, 20% have disabilities, and 10% have limited English proficiency.

The neighborhood around Taft Elementary has undergone significant changes over the past 20 years. In 1990, the neighborhood was nearly 100% white, but by 2010, white residents made up just 43% of the population. The number of Hispanic residents increased to 9% and the number of African-American residents reached 44%. At \$19,956, average home values lag the city's average and housing vacancy rates have increased nearly four-fold since 1990. Median incomes are also lower than citywide averages.

School District	School Name	School Address	Grades served
Youngstown	Taft Elementary	730 E. Avondale Youngstown, OH. 44502	PreK-6

Taft Elementary 2013-2014										
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
427	61.5%	NC	NC	18.9%	6.1%	13.3%	98.4%	9.5%	19.5%	NC

NC = Not Calculated because there are fewer than 10 students in the group

SECTION 2: OUR SRTS VISION

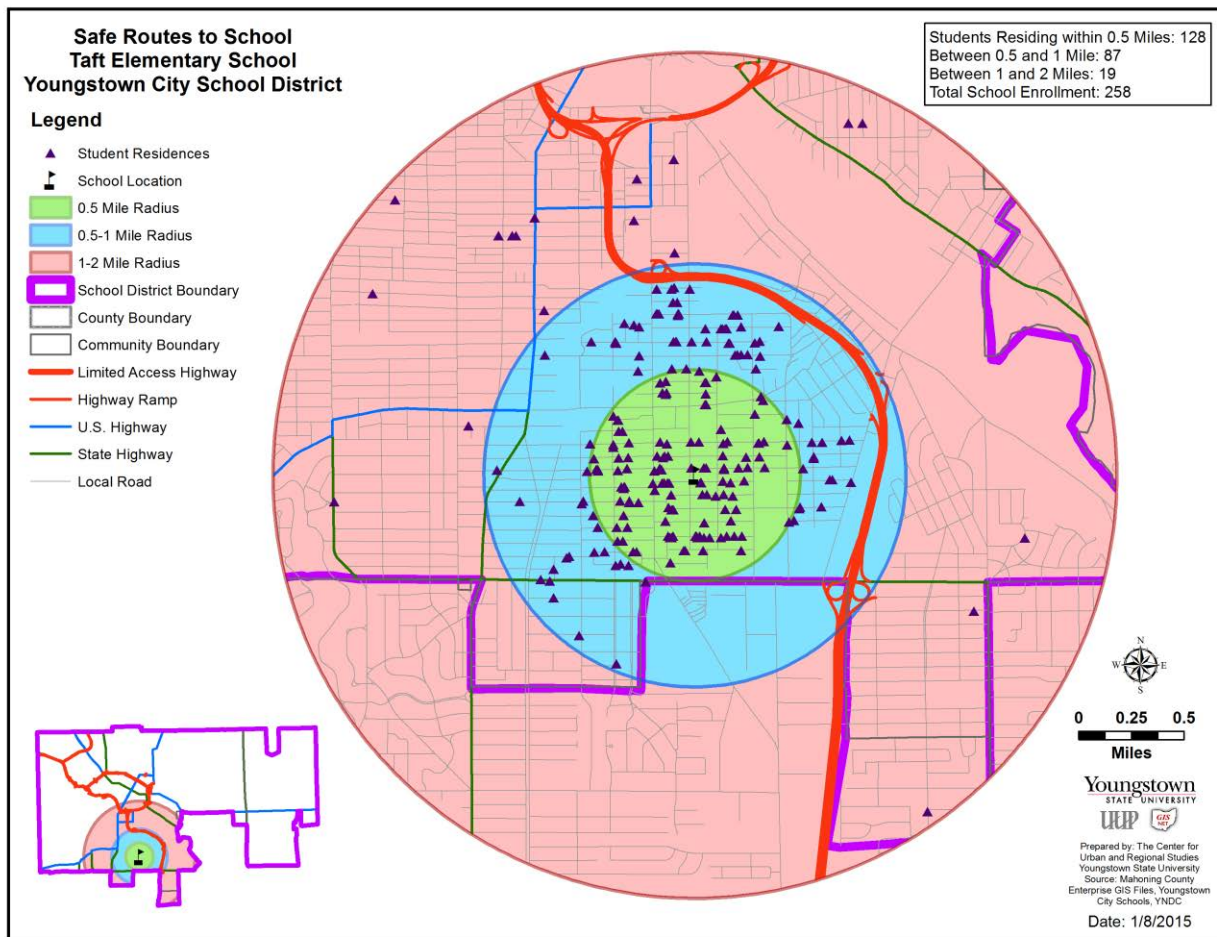
The SRTS Team wishes to make the area around Taft Elementary School safe for students walking and biking to school. Safety will be achieved through infrastructure improvements, reduction of blight, enforcement of traffic regulations, and education of students, parents, and school staff. We also desire to improve community health by encouraging safe, active transportation to and from school. To achieve these goals, we will work together to implement the Action Plan found in this document and to evaluate our progress toward achieving our goals.

SECTION 3: CURRENT STUDENT TRAVEL

Taft Elementary

Located in one of Youngstown's most densely populated neighborhoods, Taft Elementary has a very high percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the school district, 83% of students live within one mile of the school and 91% live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	48	19%
Within 1/2 mile of school	128	50%
Within 1 mile of school	215	83%
Within 2 miles of school	234	91%



*Total School Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Attachment B.

As many students live nearby, a large proportion of students walk to school. A three-day survey of student transportation modes revealed that approximately 30% of students walk to school daily. The survey was conducted during one of the coldest weeks in the year, with temperature lows reaching 0 degrees, so it is likely that an even larger percentage of students walk to school during more favorable weather.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	29%	1%	29%	36%	4%	0%	0%
Number of students (afternoon trips)	31%	0%	33%	31%	4%	1%	0%
Primary walking/bicycling routes	West on E. Avondale then south on Gibson East on East Avondale West on E. Boston to South Avenue North on Homestead						

Data from SRTS student tally forms reported by the National Center for Safe Routes to School.

District Bus Policies

Students must live 2 miles away from the school in order to qualify to ride the bus. At Taft Elementary, students who are on Individualized Education Plans (IEPs) may also qualify to ride the bus.

Since most children that attend Taft Elementary live within 2 miles of the school, approximately 70% of students either walk or are given rides by their parents.

School Travel Policies

Taft Elementary does not currently have any policies related to school travel.

School Arrival and Dismissal Process

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p>Students can enter and exit from three locations: doors on the west side of the building facing Gibson St., doors on the north side of the building facing E. Boston Ave., and doors on the south side of the building facing E. Avondale Ave.</p>
<p>Are all students released at the same time during dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all students are released at the same time.</p> <p><input type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>Staff is involved in monitoring inside and outside the building. The principal also exists the building to ensure the departure is safe.</p>

<p>Are there any adult crossing guards located along student walking routes?</p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>One guard is at E. Avondale Ave. & Gibson St.</p> <p>One guard is at E. Boston Ave. & Gibson St.</p> <p>One guard is at E. Boston Ave. & South Ave.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p>

Answers from SRTS principal survey forms provided by the National Center for Safe Routes to School.

Parent Attitudes towards walking and biking

In January 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:
Due to her bowel problems and other disabilities, I do not want my child to ride her bike or walk to school.
I personally do not feel comfortable letting my 9 yr. old son walk to/from school due to the fact that my older son got shot in his back by an unknown assailant while walking down the street at 5 yrs. old.
I don't mind my children walking to school. However, when the weather is really bad it hard for me to get to and from school.
Stray animals (dogs) in the area. Pedophiles in the area.
During winter, sidewalks are full of snow causing students to walk on the street, and at any time of the year it is too dangerous to walk there because people speeding and children playing in the street cause accidents.
I wish it was a little safer for my kids to walk but I don't have the transportation to take them every day and I have bad knees so I can't walk with them every day.
The streets are too bad. A lot of killing. Not enough safety out there. Some kids just don't care. I wouldn't like it at all. Never let them walk or ride a bike. Sorry just wouldn't.

Survey results from SRTS parent survey forms reported by the National Center for Safe Routes to School.

Safety Issues and Concerns

The greatest safety issue provided by the principal at Taft Elementary was parents parking along both sides of E. Avondale Avenue to pick up students after school. Students run across the street in between parked cars and directly into traffic. The school has attempted to address this issue through communication with parents, but this dangerous pattern was observed during a SRTS team walk audit conducted in January 2015.

Other areas of concern included the following:

- Pedestrian congestion on the sidewalks along E. Avondale Ave.
- Vehicular congestion along E. Avondale Ave.
- Crossing at unmarked crosswalks along E. Avondale Ave. and South Ave.
- Unmaintained sidewalks that forced students to walk in the street

- Non-functioning pedestrian lights at E. Boston Ave. and South Ave.
- Non-functioning flashing school zone lights at E. Avondale Ave. and Gibson St.
- Parents backing out of the school parking lot onto E. Avondale Ave.
- Lack of sidewalks on Homestead Ave., which leads to Wilson Middle School and Homestead Park (each less than ¼ mile from Taft Elementary)
- Lack of marked crosswalks around the school
- Sidewalks damaged or covered in debris and overgrowth
- Vacant homes with broken windows and wide-open doors

Relevant traffic crashes

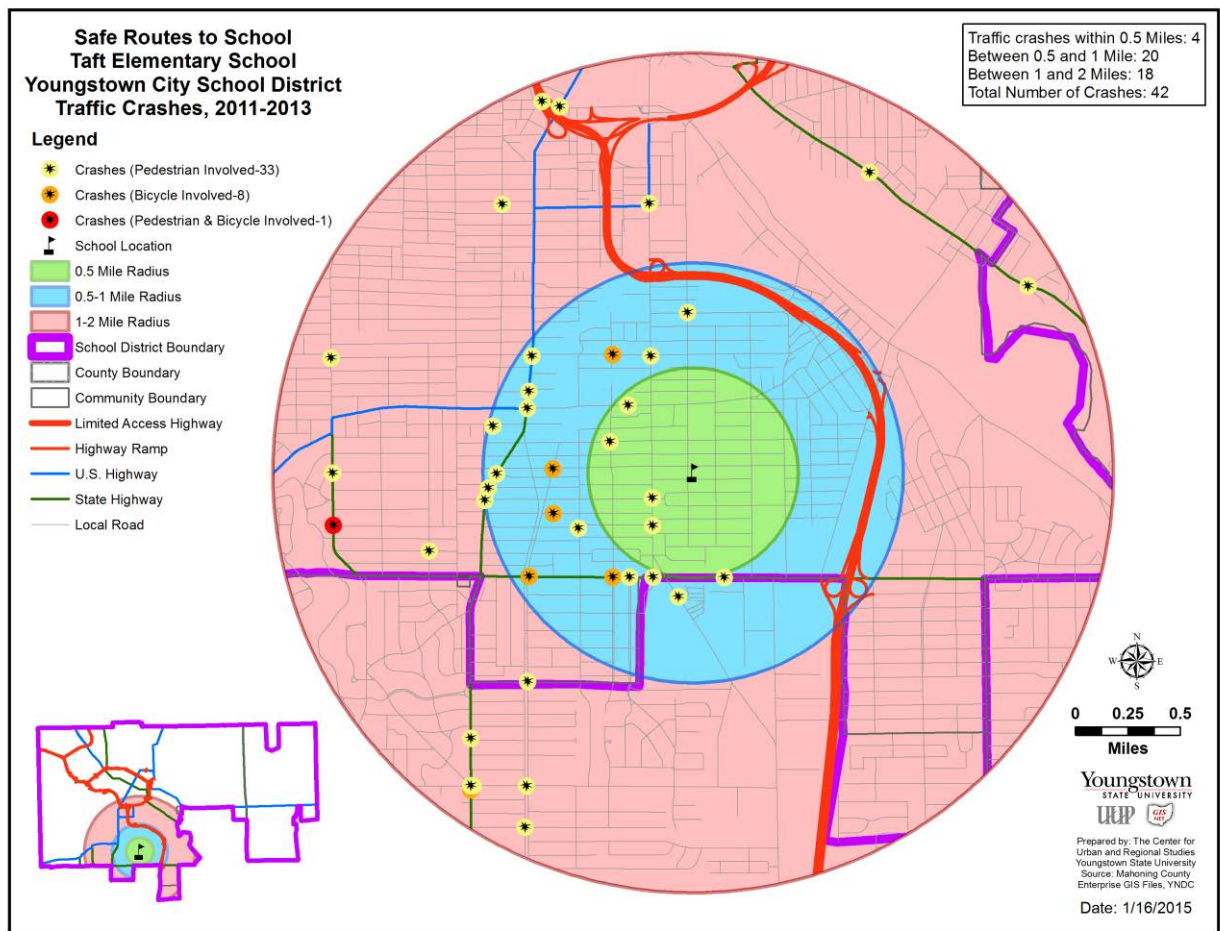
From 2011 to 2013 there were an alarming number of traffic crashes within walking distance of Taft Elementary. Three of the crashes resulted in fatalities. Thirty-four crashes involved pedestrians, raising concern regarding the more than 30% of students who regularly walk to school.

There were **42** total crashes within the STP study area.

The crashes resulted in **43** injuries and **3** fatalities.

The number of crashes that involved bicycles was **9**.

The number of crashes that involved pedestrians was **34**.



For full page map see Attachment A.

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

Two walk audits were conducted in January 2015, a survey was completed by dozens of parents, and interviews were held with crossing guards, teachers, and the school principal in order to identify key safety issues impacting safe walking and biking to school. Common themes emerged from the input collected, as shown below.

Issue/Description
<p>1. Issue: Neighborhood Conditions</p> <ul style="list-style-type: none"> • Vacant, wide-open houses immediately around the school • Crime related to drug activity in the area
<p>2. Issue: Infrastructure</p> <ul style="list-style-type: none"> • Sidewalks need to be widened in areas to accommodate all the walkers • All existing crosswalks are deteriorated and visibility is low • Sidewalk needed along Homestead to connect to Wilson Middle School and Homestead Park
<p>3. Issue: Snow Accumulation</p> <ul style="list-style-type: none"> • Sidewalks are not adequately maintained during winter and students walk in the street
<p>4. Issue: No bike racks</p> <ul style="list-style-type: none"> • Students cannot ride bikes to school and safely store them • Students do not have locks for bikes
<p>5. Issue: Traffic</p> <ul style="list-style-type: none"> • Congestion on E. Avondale because of the convergence of the entrance to the parking lot, the bus pick up area, parents parking on both sides of the street, and students exiting the building • Heavy traffic on South Ave. and only one crosswalk with missing pedestrian light • Missing crosswalks and non-functioning signals that notify drivers that this is a school zone

An analysis of multi-modal transportation accessibility performed by Eastgate Regional Council of Governments showed that crosswalk markings are severely deteriorated around Taft Elementary—most to the point of non-existence. The analysis also highlighted the lack of sidewalks along Homestead St. between Taft Elementary and Wilson Middle Schools. ADA-compliant curb ramps exist at three corners of the school, but some are deteriorated and ramps are needed in several other areas around the school.

The images below depict some of the infrastructure issues around Taft Elementary.



Crosswalks are not clearly marked around the school, despite the fact that more than 30% of students regularly walk to school.



Numerous sidewalk issues are found around the school, including piles of debris, overgrowth, and missing sidewalk sections.

SECTION 5: RECOMMENDED SRTS COUNTERMEASURES

In order to address non-infrastructure components of the Safe Routes to School program—namely education, encouragement, enforcement, and evaluation—the following countermeasures are proposed.

EDUCATION COUNTERMEASURES

Short term strategies:

EDUCATION	
Issue	Countermeasure
Children not crossing in crosswalks	Safety Education from a local Youngstown Police Department officer
Very few students bike to school	Bicycle Education from a local bike groups to provide classes on bicycle safety

Medium and long term strategies (to undertake beyond 12 months):

1. Plan event with local bike groups to ride to school together on an annual basis
2. Start a bicycle club at the school

ENCOURAGEMENT COUNTERMEASURES

Short term strategies:

ENCOURAGEMENT	
Issue	Countermeasure
Parents don't feel comfortable letting their children walk to school alone	Observe Walk to School Day and utilize a "Walking School Bus" for children to walk to school together under supervision
Very few students bike to school	Provide bicycle storage at school for students wanting to bike to school
Parents feel that the walk to school is unsafe with open vacant houses along the route	Board and secure vacant, wide-open homes and remove tall bushes near the sidewalks

Medium and long term strategies (to undertake beyond 12 months):

1. Form a walking school bus that allows students to travel in groups to school
2. Participate in the next Walk/Bike to School Day May 6th 2015, and then participate yearly
3. Install bike racks near the entrance to the school
4. Provide pedometers for children to promote healthy behavior

ENFORCEMENT COUNTERMEASURES

Short term strategies:

ENFORCEMENT	
Issue	Countermeasure
Snow accumulation on sidewalks	Give warnings then tickets to home owners who do not shovel sidewalks
Speeding on streets around school	Have police officers ticket speeders
Jay-walking	Give students and parents written warnings for illegally crossing streets

Medium and long term strategies (to undertake beyond 12 months):

1. Develop a student safety patrol that trains students to be crossing guards

EVALUATION COUNTERMEASURES

Short term strategies:

EVALUATION	
Issue	Countermeasure
Lack of consistent measurement of student walking and biking	Conduct follow up surveys of parents and students
Lack of public input in developing strategies for safer active transportation	Hold meeting with parents to discuss barriers to safe active transportation

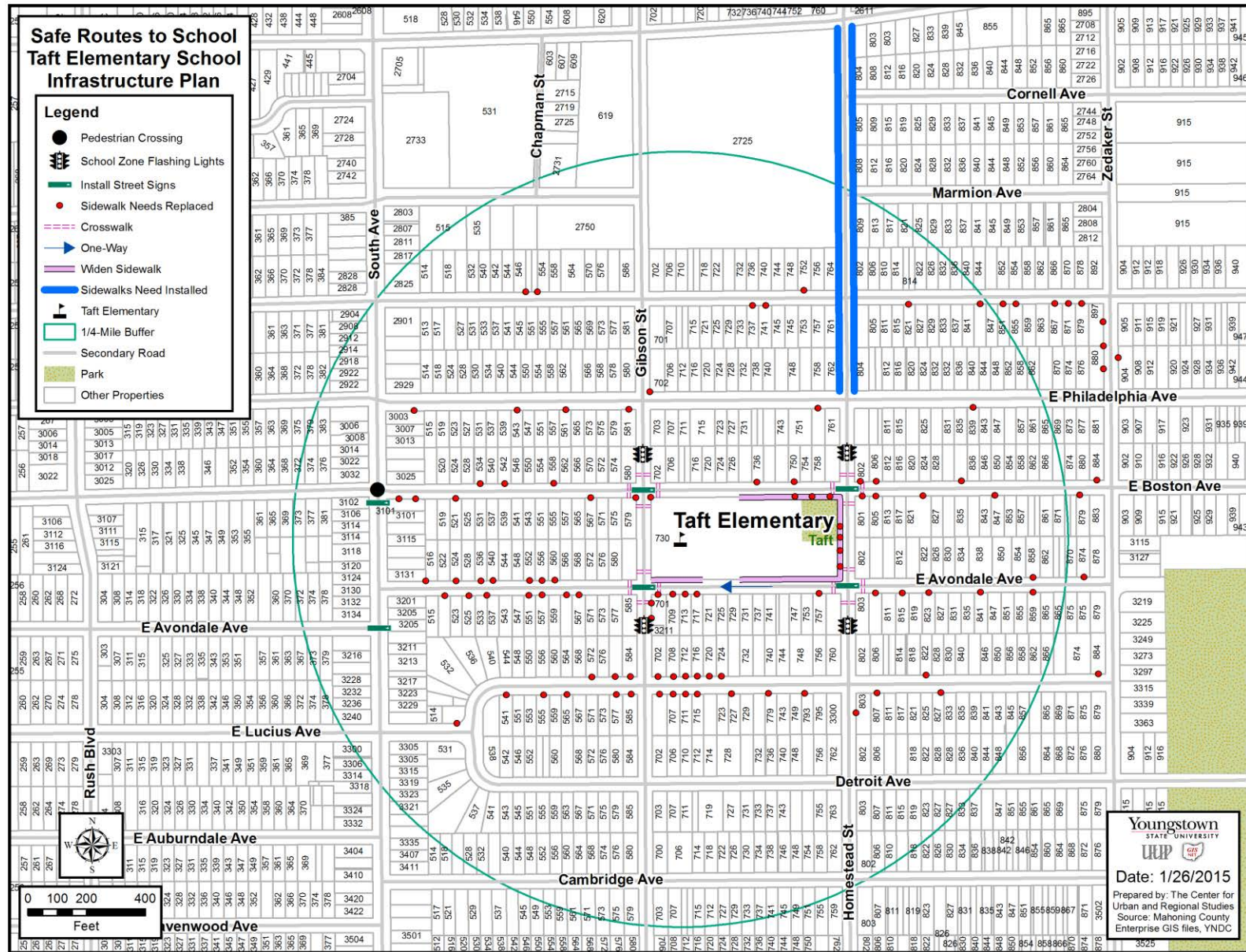
Medium and long term strategies (to undertake beyond 12 months):

1. Follow up surveys in Fall/Spring (yearly)
2. Create a student "Walk to School Committee" responsible for calculating posting and announcing statistics about the number of walkers, miles walked or any other related goals

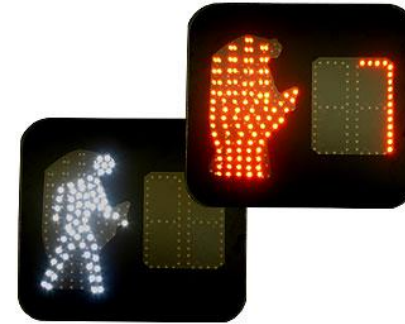
12-Month SRTS Non-Infrastructure Activity Calendar

[illegible]

Map of Proposed Infrastructure Countermeasures



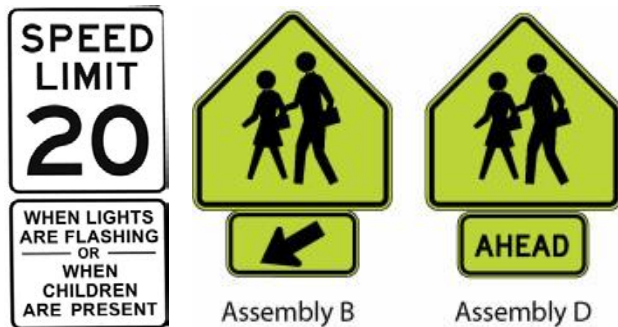
The images below depict some of the recommendations for the area around Taft Elementary.



Crosswalks should be fully painted at all four intersections around Taft Elementary and pedestrian signals at South Ave. and E. Boston Ave. should be fully functional.
Sources: precisionsolarcontrols.com and lightguardsystems.com



Curb ramps should be ADA-compliant and sidewalks should be replaced where missing and/or damaged.
Sources: pedbikesafe.org and guide.saferoutesinfo.org



All signage in the school zone around Taft Elementary should be replaced.
Sources: pedbikesafe.org and uctsrts.com

ACTION PLAN – Infrastructure Countermeasure Recommendations

The following table lists recommended infrastructure countermeasures to address safety concerns documented through parent surveys, two walk audits, and interviews with school staff. The recommendations below correspond to items on the Infrastructure Plan map on page 16.

Location	Issue	Countermeasure	Time Frame	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source	Status
Within a three block radius around the school	105 sidewalk sections are damaged	Replace damaged sidewalk sections	Medium Term	Medium	City of Youngstown	High	City of Youngstown SRTS funds	Survey of all damaged sidewalks completed in fall of 2014 – Seeking funding
All corners around school	Crosswalks are not striped around school	Restripe all crosswalks at the four corners around the school	Medium Term	High	City of Youngstown	Medium	City of Youngstown SRTS funds	Seeking funding
Homestead St. between E. Philadelphia Ave. and Indianola Ave.	Lack of sidewalks on Homestead	Install sidewalks along Homestead to Indianola	Long Term	Medium	City of Youngstown	Medium	SRTS funds	Seeking funding
Corner of E. Boston Ave. & South Ave.	Non-functioning pedestrian crossing at South Ave. & E. Boston	Repair existing or install new pedestrian crossing at E. Boston Ave. and South Ave.	Short Term	High	City of Youngstown	Low	City of Youngstown Eastgate MPO	Traffic and pedestrian signals to be replaced on South Ave. in 2016-2017
Corner of E. Avondale & Gibson	Non-functioning flashing school zone lights at E. Avondale & Gibson	Repair or replace existing flashing school zone lights	Short Term	High	City of Youngstown	Low	City of Youngstown SRTS funds	Signals to be inspected during first quarter of 2015 – seeking funding
Mostly concentrated on E. Avondale Ave. & E. Lucius Ave. near Gibson St.	Sidewalks covered in dirt, debris, and overgrowth	Host a community workday in which we clean up the sidewalks with volunteers	Short Term	High	Youngstown Neighborhood Development Corporation	Low	Youngstown Neighborhood Development Corporation	Community workday held in January 2015 to remove overgrowth from sidewalks
E. Avondale Ave. Between Homestead St. and Gibson St.	Traffic congestion on E. Avondale Ave.	Investigate making this section of street one-way during arrival and dismissal times	Medium Term	High	City of Youngstown	Low	City of Youngstown	To be initiated
Intersections around school	Missing street signs	Install street signs at all intersections where they are missing	Short Term	Low	City of Youngstown	Low	City of Youngstown	To be initiated
Sidewalks immediately around school	Sidewalks are too narrow to accommodate foot traffic	Widen sidewalks immediately around school	Long Term	Medium	City of Youngstown	Medium	SRTS funds	Seeking funding
School property	Lack of bicycle racks	Install bicycle racks near entrance to school	Medium Term	Medium	School District	Low	SRTS funds	Seeking funding
All corners within ¼ mile of school	Lack of ADA-compliant curb ramps	Install ADA-compliant curb ramps where none exist	Long Term	High	City of Youngstown	Medium	SRTS funds	Seeking funding
Within a three block radius around the school	Outdated, non-reflective, damaged, missing signage	Replace all traffic signs related to school zone, speed limit, pedestrian crossings, etc. in three block radius of school	Long Term	High	City of Youngstown	Low	SRTS funds	Seeking funding

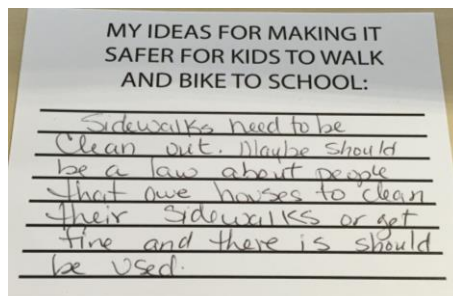
SECTION 6: PUBLIC INPUT

Public input was solicited at various stages throughout the creation of the School Travel Plan. Interviews were conducted with the school principal and crossing guards. Parents were surveyed using forms from the National Center for Safe Routes to School and results were tallied and recorded. A presentation was made at a Parent-Teacher Dinner and input was solicited.

Public Input Process: <i>PTA meeting</i>
Date: <i>January 15, 2015</i>
Target Audience: <i>Parents and teachers</i>
Key Input Received: <ul style="list-style-type: none">• <i>Sidewalks need to be cleared. Homeowners should be fined for not clearing sidewalks.</i>• <i>Vacant homes should be cleaned up</i>• <i>Congestion on E. Avondale was a concern</i>• <i>Teacher asked how students could be involved in helping improve the area around the school</i>

Public Input Process: <i>Parent Surveys</i>
Date: <i>Week of January 12, 2015</i>
Target Audience: <i>Parents</i>
Key Input areas of concern: <ul style="list-style-type: none">• <i>Crime and violence near the school</i>• <i>Vacant houses around the school</i>• <i>Unmaintained sidewalks, especially during winter</i>• <i>Stray dogs roaming the streets</i>• <i>Pedophiles in the neighborhood</i>

Public Input Process: <i>Interviews</i>
Date: <i>Wednesday, January 14, 2015</i>
Target Audience: <i>Crossing guards and principal</i>
Key Input Received: <ul style="list-style-type: none">• <i>Crossing at E. Avondale Ave. and Gibson St. Is the busiest in the school district</i>• <i>Intersection at E. Avondale Ave. and Gibson St., near school entrance, is very chaotic</i>• <i>Wider sidewalk needed on E. Avondale Ave. near school entrance</i>



An example of input received from a parent during the Parent Teacher Association dinner held in January, 2015.

SECTION 7: FINAL PLAN – PLEDGE OF SUPPORT

The SRTS Team wishes to make the area around Taft Elementary School safe for students walking and biking to school. Safety will be achieved through infrastructure improvements, reduction of blight, enforcement of traffic regulations, and education of students, parents, and school staff. We also desire to improve community health by encouraging safe, active transportation to and from school. To achieve these goals, we will work together to implement the Action Plan found in this document and to evaluate our progress toward achieving our goals.

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

For Education


Deputy Superintendent of Schools


For Education


School Principal

For Encouragement


Community Resident

For Encouragement

 7th Ward Council
City Councilperson

For Enforcement


City of Youngstown – Community Development

For Enforcement


City of Youngstown – Code Enforcement

For Engineering


City of Youngstown – Engineering

For Evaluation


City of Youngstown – Health District

For Evaluation


Eastgate Metropolitan Planning Organization

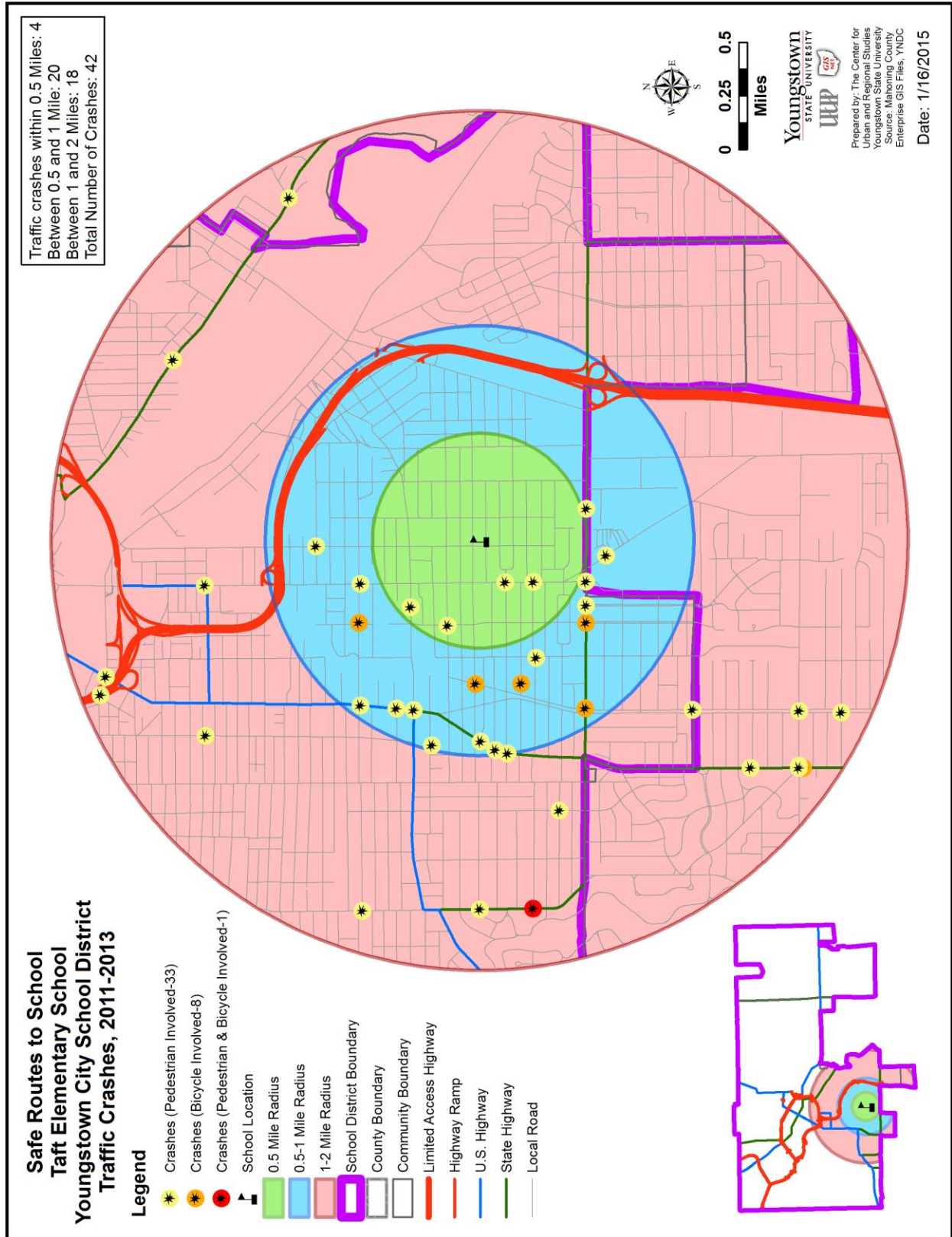
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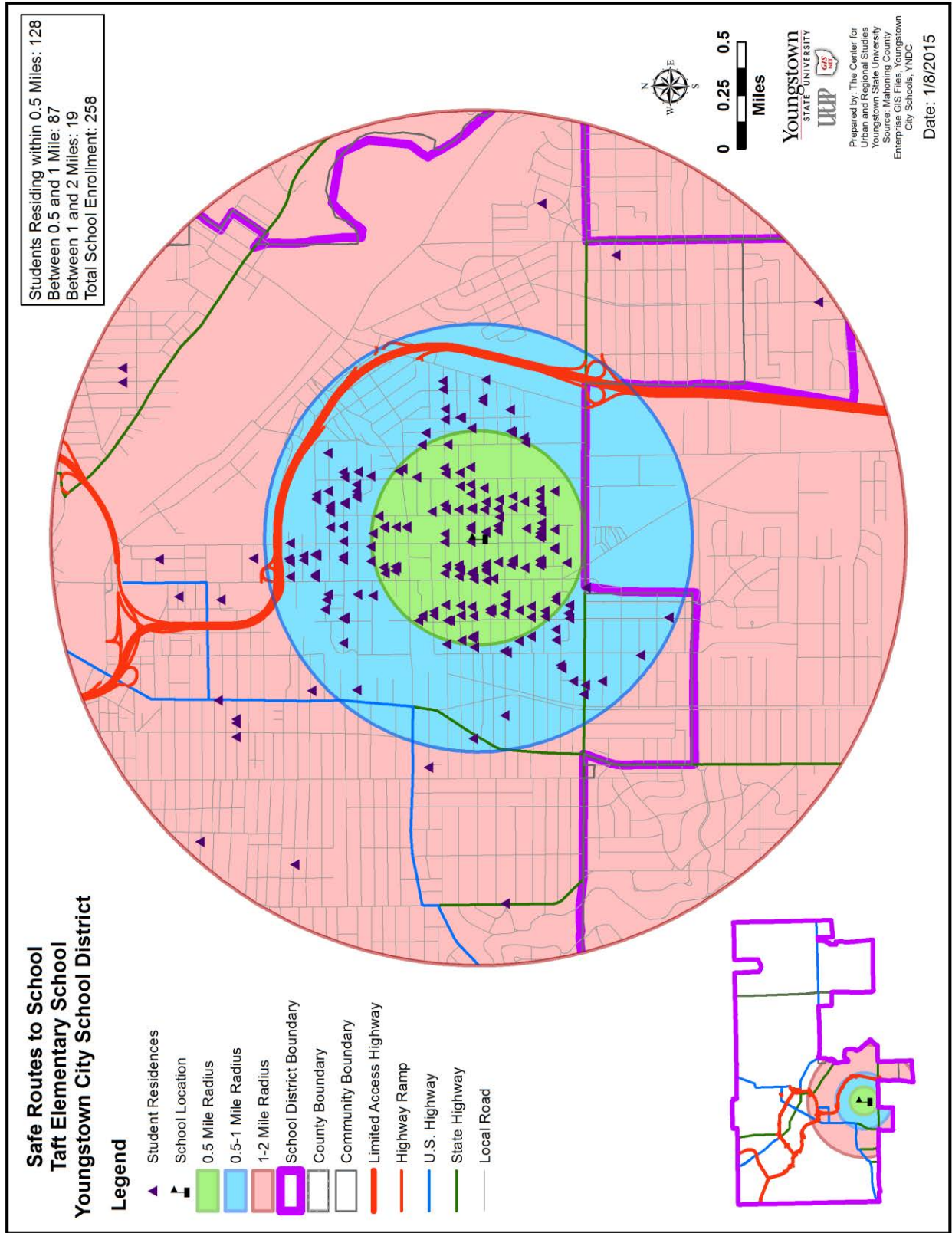
Attachment A – Traffic Crashes

Attachment B – Student Addresses

Attachment C – Student Travel Tally Report

Attachment D – Parent Survey Report





Student Travel Tally Report: One School in One Data Collection Period

School Name: Taft Elementary School

Set ID: 16914

School Group: Taft School Area Block Watch

Month and Year Collected: January 2015

School Enrollment: 369

Date Report Generated: 01/22/2015

% of Students reached by SRTS activities: 51-75%

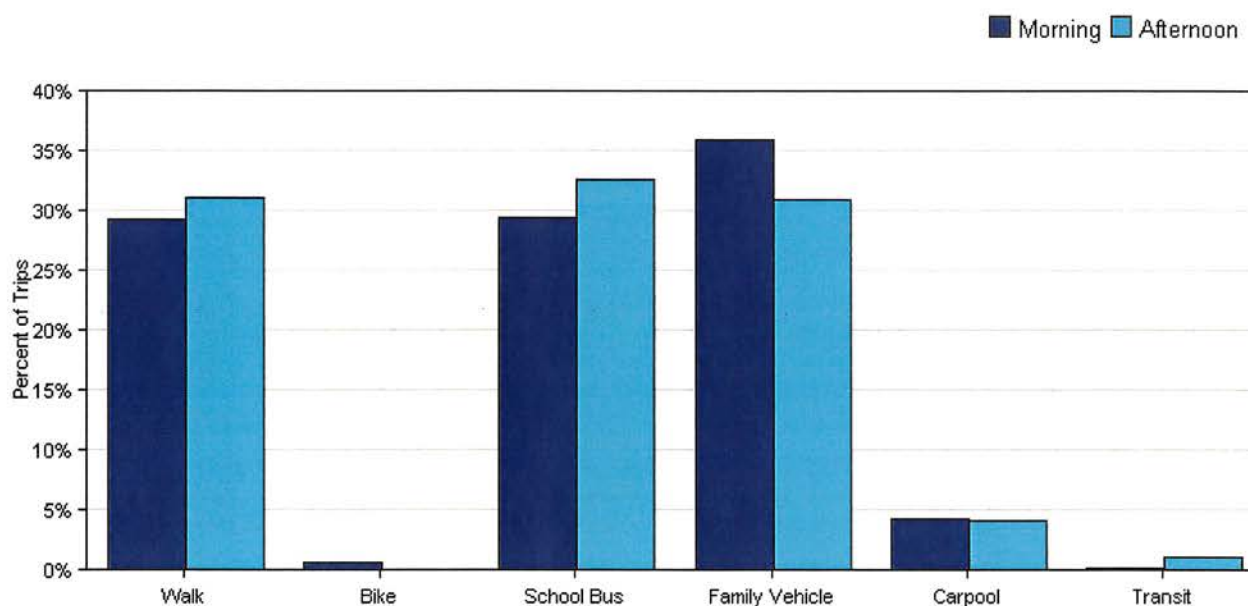
Tags:

Number of Classrooms

Included in Report: 15

This report contains information from your school's classrooms about students' 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

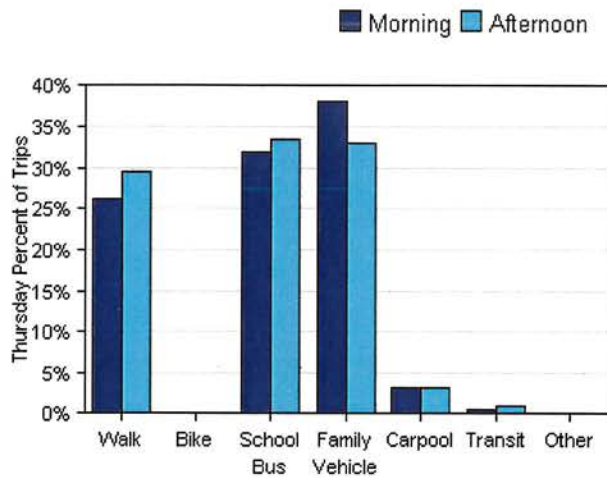
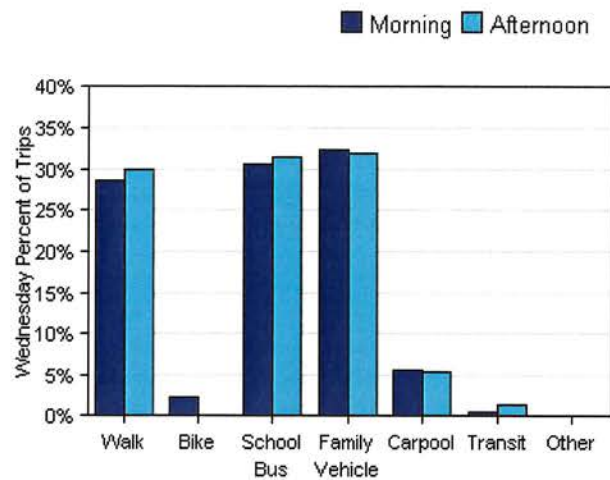
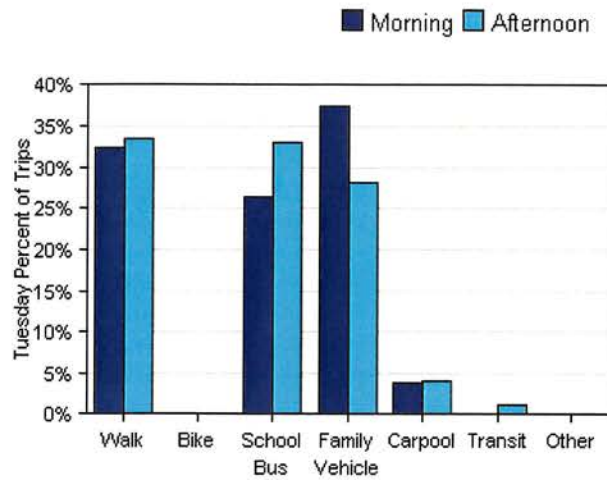


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	683	29%	0.7%	29%	36%	4%	0.3%	0%
Afternoon	698	31%	0%	33%	31%	4%	1%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

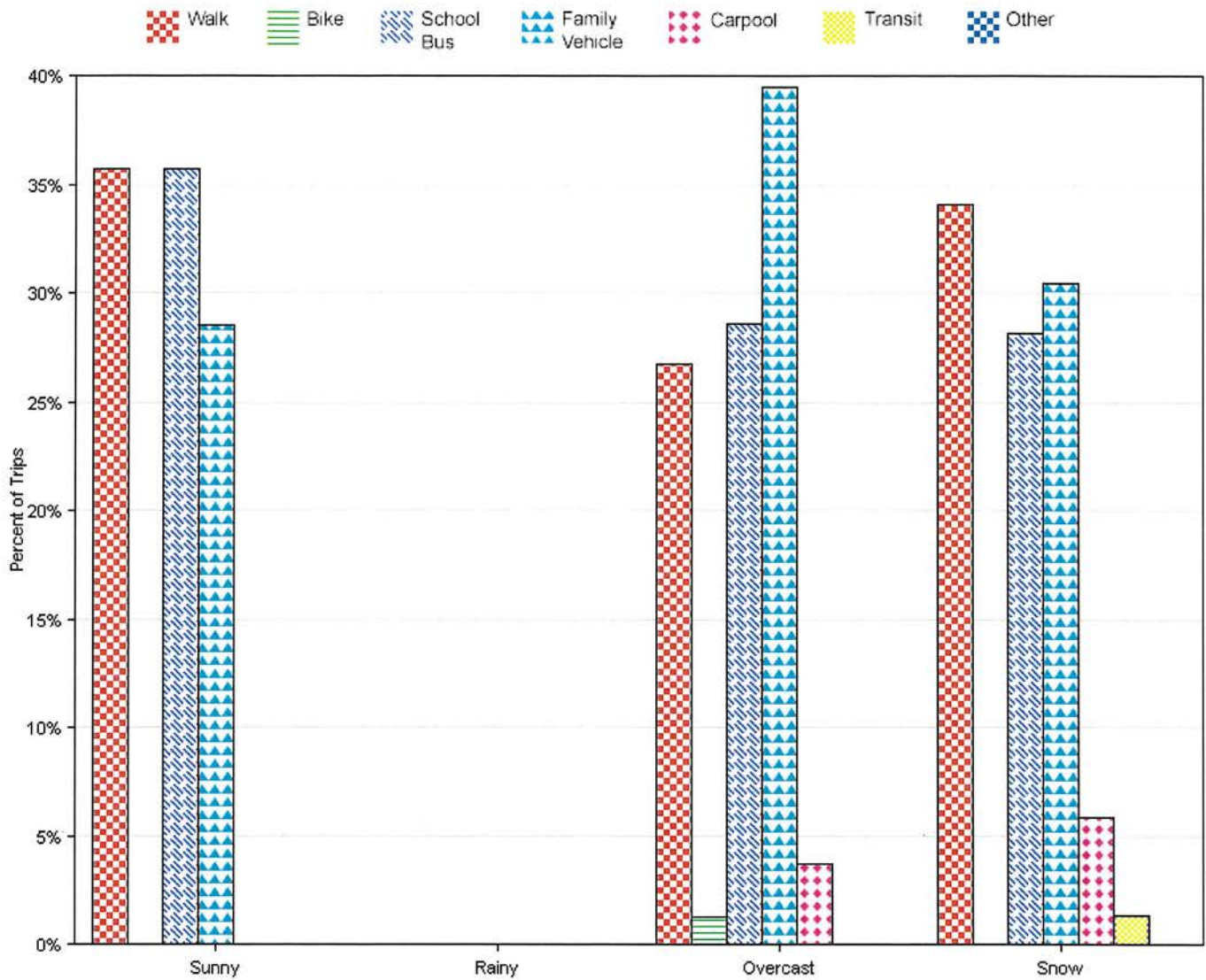


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	254	32%	0%	26%	37%	4%	0%	0%
Tuesday PM	251	33%	0%	33%	28%	4%	1%	0%
Wednesday AM	216	29%	2%	31%	32%	6%	0.5%	0%
Wednesday PM	223	30%	0%	31%	32%	5%	1%	0%
Thursday AM	213	26%	0%	32%	38%	3%	0.5%	0%
Thursday PM	224	29%	0%	33%	33%	3%	0.9%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	84	36%	0%	36%	29%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	377	27%	1%	29%	40%	4%	0%	0%
Snow	748	34%	0%	28%	30%	6%	1%	0%

Percentages may not total 100% due to rounding.

Parent Survey Report: One School in One Data Collection Period

School Name: Taft Elementary School

Set ID: 12715

School Group: Taft School Area Block Watch

Month and Year Collected: January 2015

School Enrollment: 369

Date Report Generated: 01/22/2015

% Range of Students Involved in SRTS: 51-75%

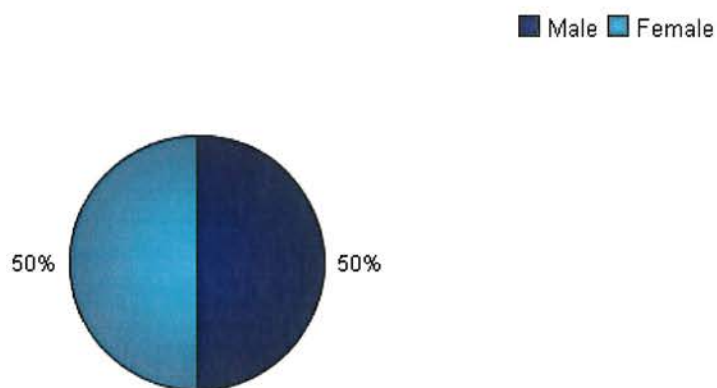
Tags: Sidewalks

Number of Questionnaires Distributed: 369

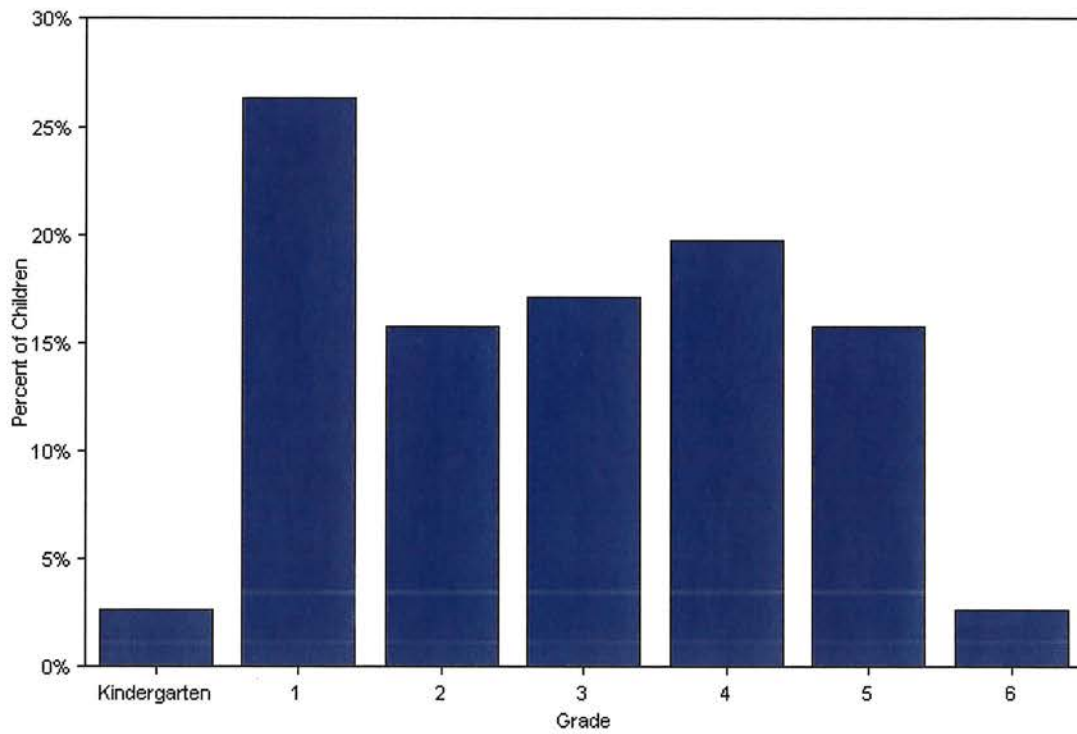
**Number of Questionnaires
Analyzed for Report:** 77

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



Grade levels of children represented in survey



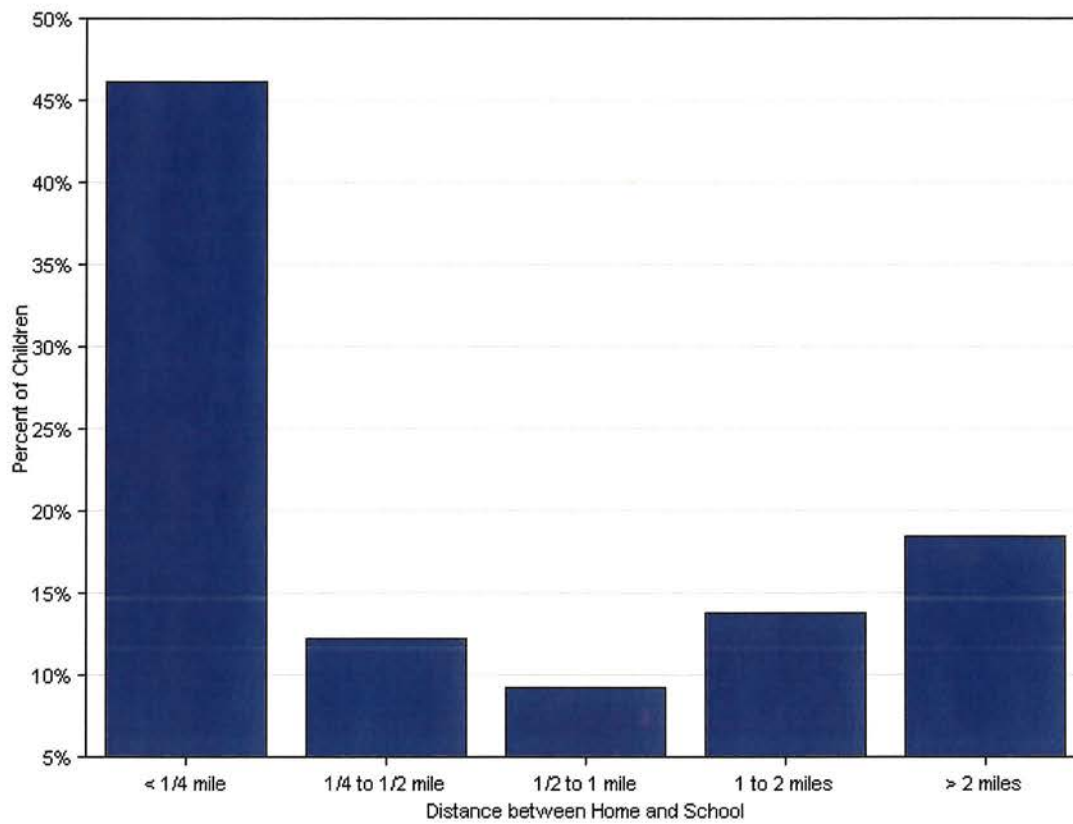
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	2	3%
1	20	26%
2	12	16%
3	13	17%
4	15	20%
5	12	16%
6	2	3%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



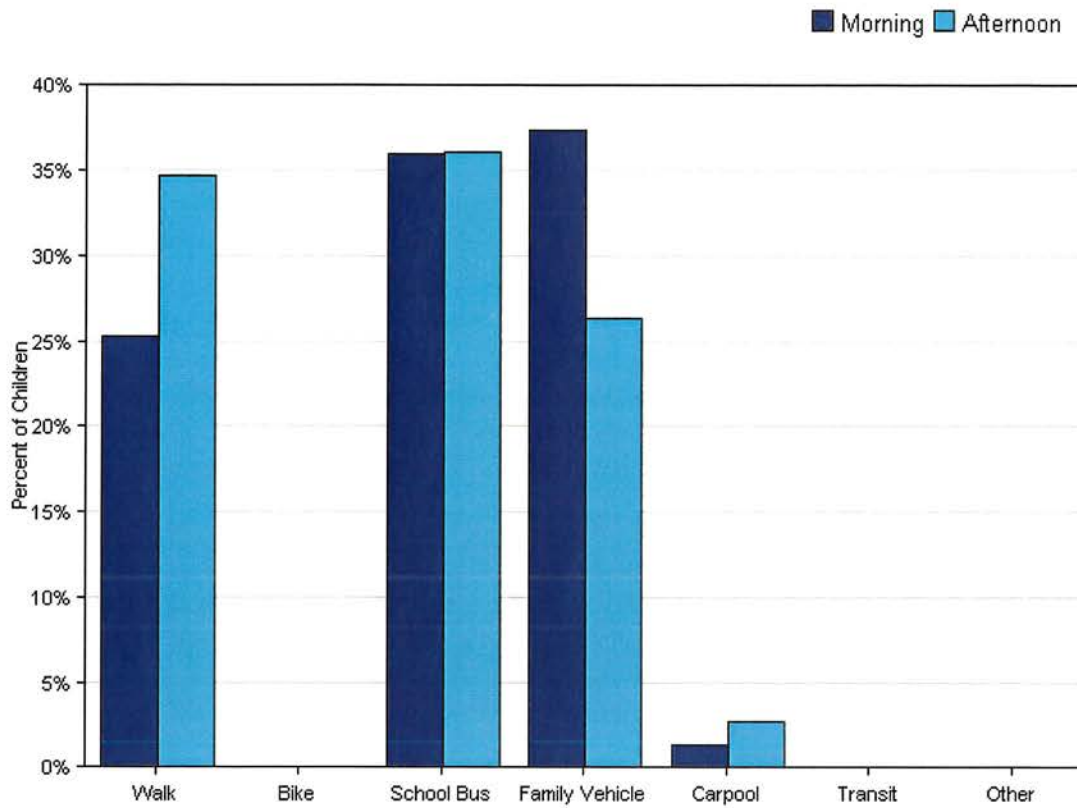
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	30	46%
1/4 mile up to 1/2 mile	8	12%
1/2 mile up to 1 mile	6	9%
1 mile up to 2 miles	9	14%
More than 2 miles	12	18%

Don't know or No response: 12

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

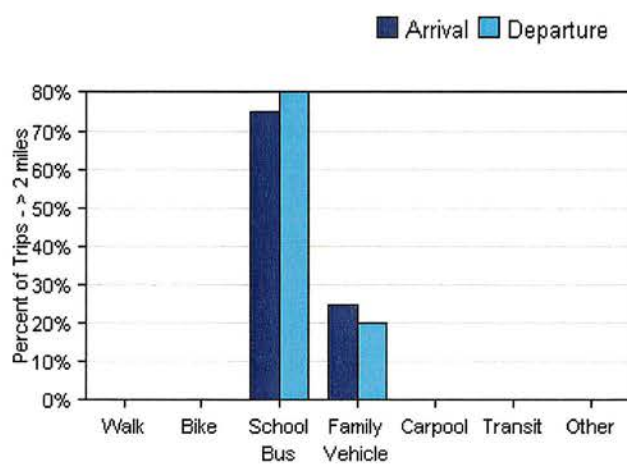
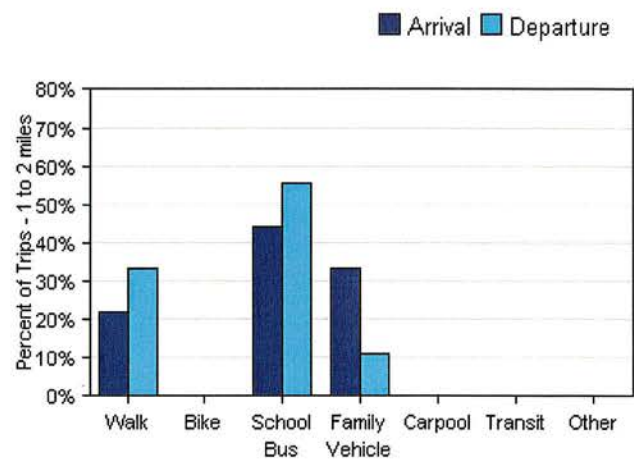
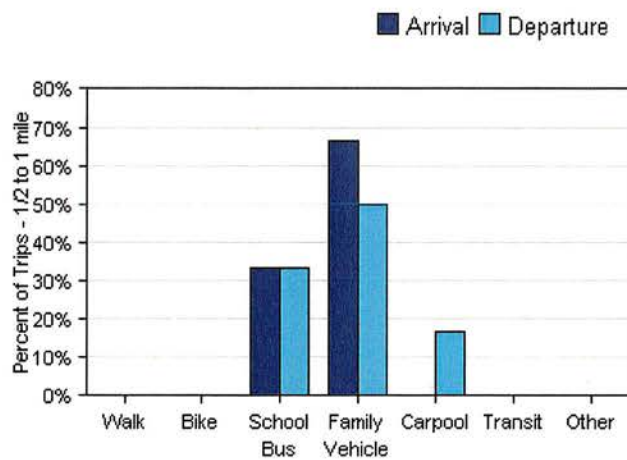
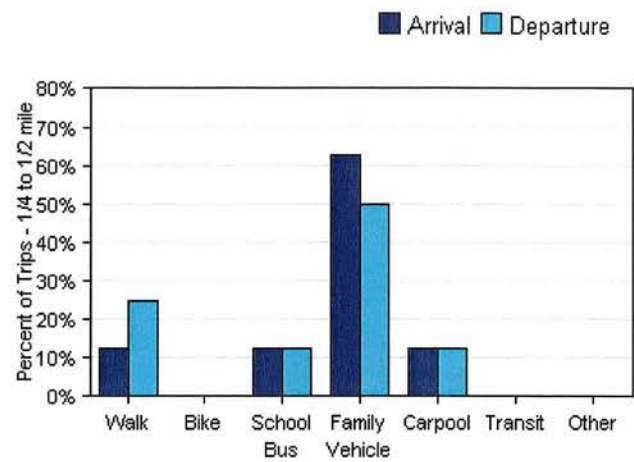
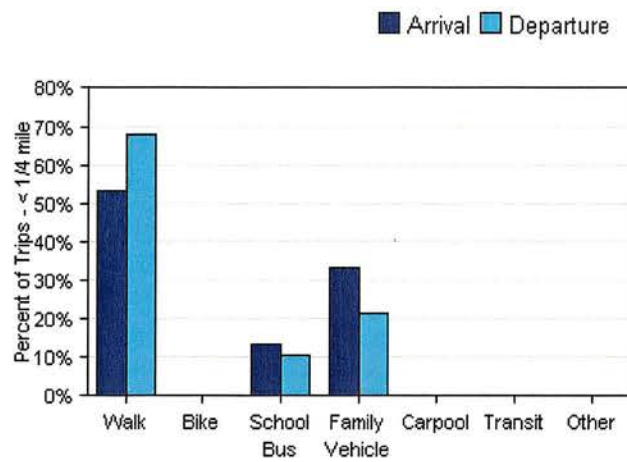
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	75	25%	0%	36%	37%	1%	0%	0%
Afternoon	72	35%	0%	36%	26%	3%	0%	0%

No Response Morning: 2

No Response Afternoon: 5

Percentages may not total 100% due to rounding.

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



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	30	53%	0%	13%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	8	13%	0%	13%	63%	13%	0%	0%
1/2 mile up to 1 mile	6	0%	0%	33%	67%	0%	0%	0%
1 mile up to 2 miles	9	22%	0%	44%	33%	0%	0%	0%
More than 2 miles	12	0%	0%	75%	25%	0%	0%	0%

Don't know or No response: 12

Percentages may not total 100% due to rounding.

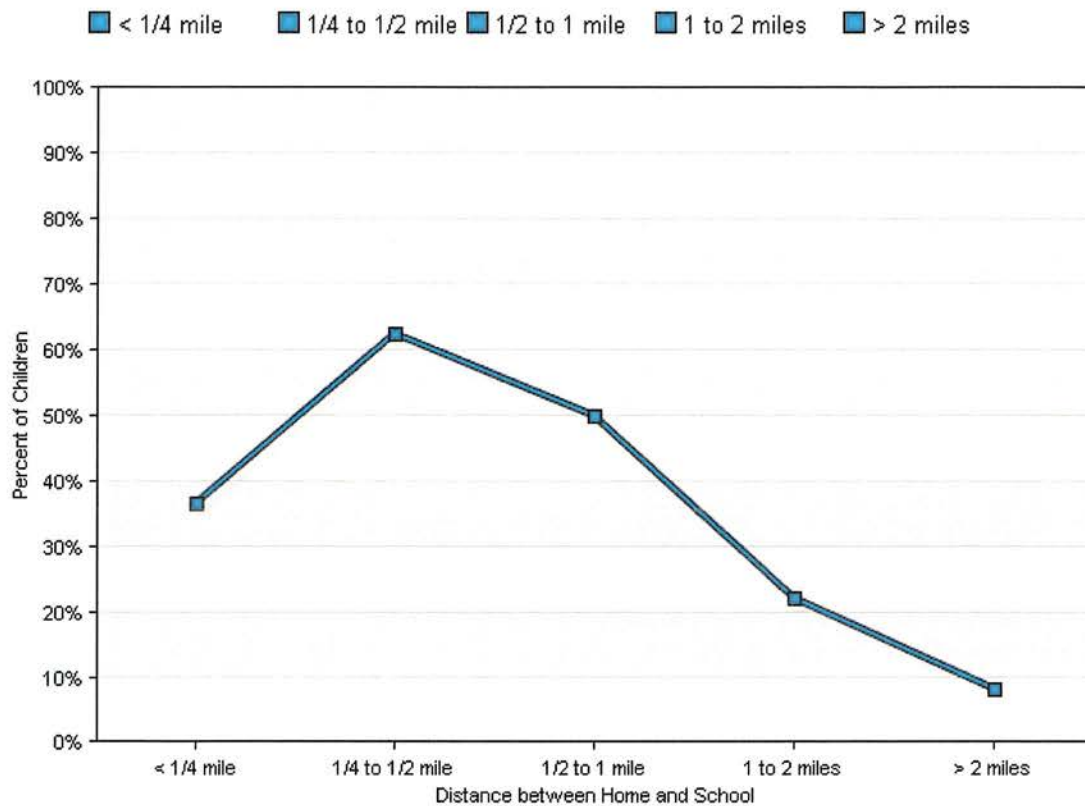
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	28	68%	0%	11%	21%	0%	0%	0%
1/4 mile up to 1/2 mile	8	25%	0%	13%	50%	13%	0%	0%
1/2 mile up to 1 mile	6	0%	0%	33%	50%	17%	0%	0%
1 mile up to 2 miles	9	33%	0%	56%	11%	0%	0%	0%
More than 2 miles	10	0%	0%	80%	20%	0%	0%	0%

Don't know or No response: 16

Percentages may not total 100% due to rounding.

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



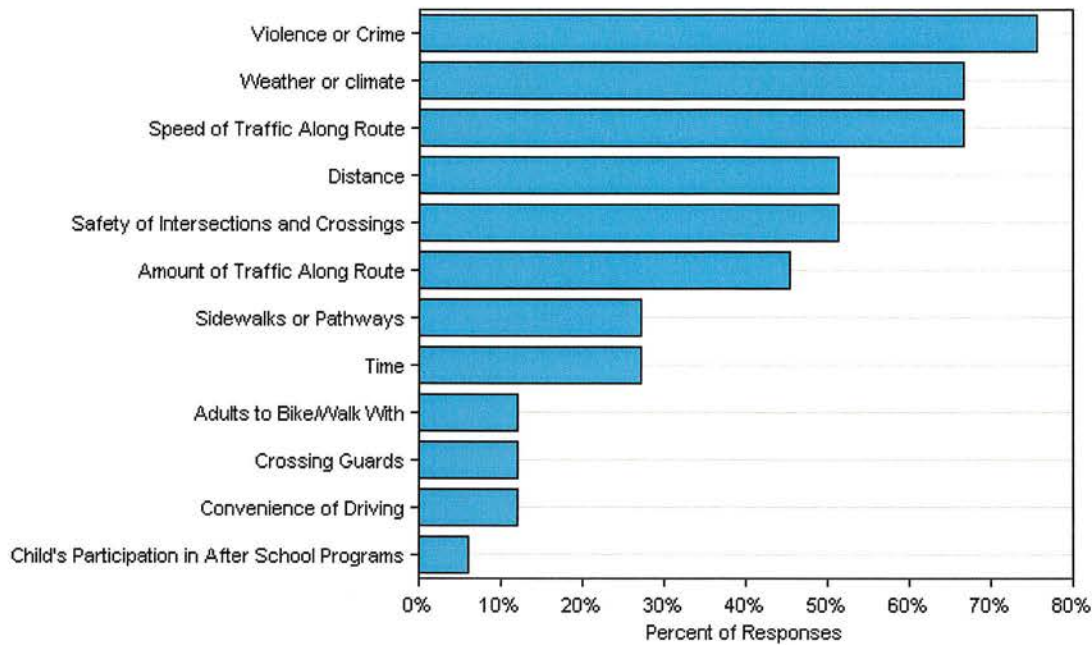
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	22	37%	63%	50%	22%	8%
No	43	63%	38%	50%	78%	92%

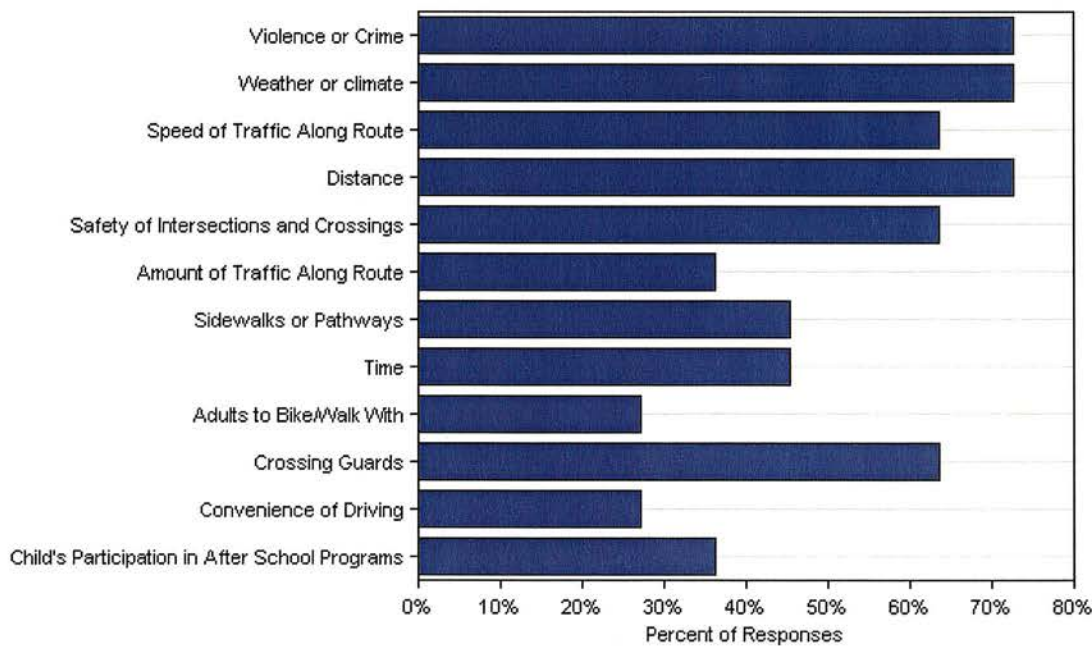
Don't know or No response: 12

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

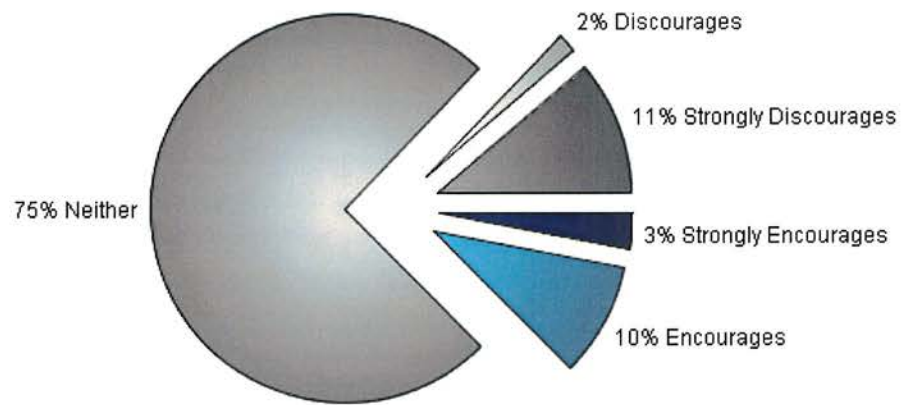
Issue	Child does not walk/bike to school	Child walks/bikes to school
Violence or Crime	76%	73%
Weather or climate	67%	73%
Speed of Traffic Along Route	67%	64%
Distance	52%	73%
Safety of Intersections and Crossings	52%	64%
Amount of Traffic Along Route	45%	36%
Sidewalks or Pathways	27%	45%
Time	27%	45%
Adults to Bike/Walk With	12%	27%
Crossing Guards	12%	64%
Convenience of Driving	12%	27%
Child's Participation in After School Programs	6%	36%
Number of Respondents per Category	33	11

No response: 33

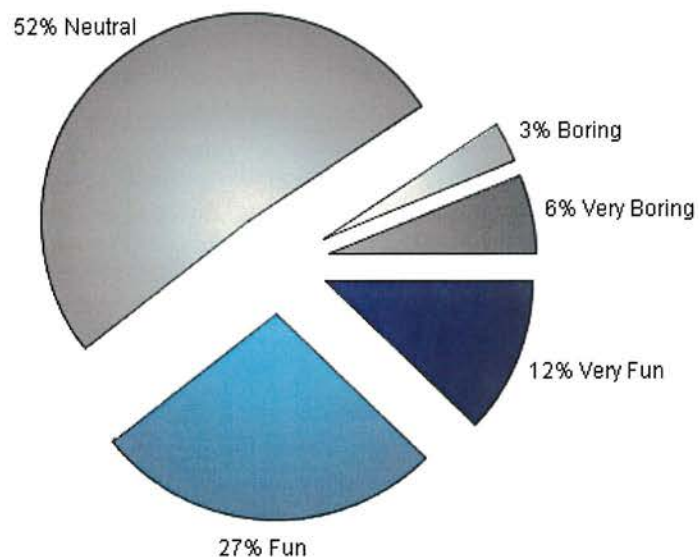
Note:

- 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.

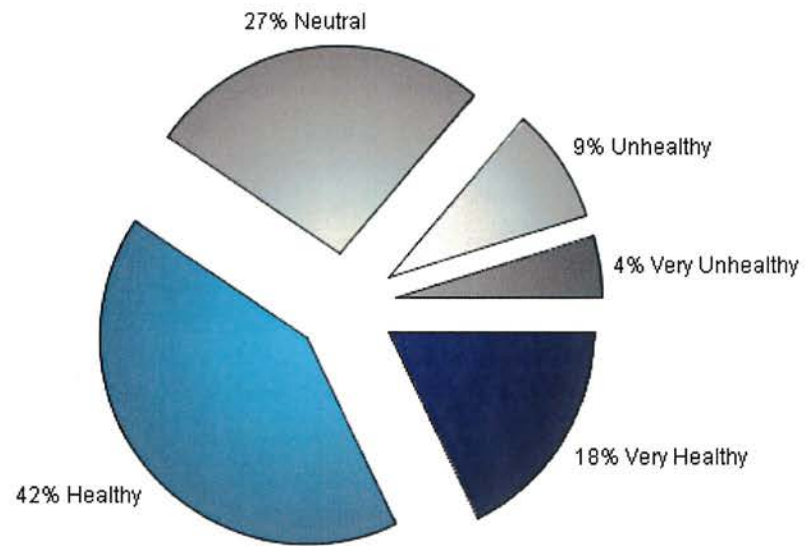
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1283078	Due to her bowel problems and other disabilities I do not want my child to ride her bike or walk to school.
1283051	I let my children walk to school. I walk with them, but sometimes they want to walk by themselves, but I will meet them on South Ave. to cross the street because there's no crossing guard.
1283117	I personally do not feel comfortable letting my 9 yr old son walk to/from school due to the fact that my older son got shot in his back by an unknown assailant while walking down the street at 5 years old.
1283034	Too many loose and stray dogs wandering the neighborhood. Also too much traffic with young drivers going too fast!
1283066	I don't mind my children walking to school, However when the weather is really bad it hard for me to get to and from school.
1283093	My children have no choice in walking because we don't have a car. I think the school system would offer busing during the winter months.
1283075	not happy with no adult presence visible before school. Overall pleased with school and staff.
1283095	I would love to encourage biking to/and from school during fall and spring months.
1283094	Stay animals (dogs) in the area. Peddfiles in area.
1283100	During winter sidewalks are full of snow causing students to walk on the street, and at any time of the year it is to dangerous walk because people speeding and children playing on the street cause accidents
1283107	I wish it was a little safer for my kids to walk but I don't have the transportation to take them everyday and I have bad knees so I can't walk with them everyday.
1283040	My daughters have told me couple of times they don't like to walk to school because it's long walk, they prefer to ride bus because I think they feel safer.
1283068	I think all kids should be able to get a bus because people don't have cars and people take kids cause they walk or violence is everyday.
1283101	The streets are too bad. A lot of killing. Not enough safety out there. Some kids just dont care. I wouldn't like it at all. Never let them walk or ride a bike. Sorry just wouldn't.
1283063	Never while living in this neighborhood will I allow my child to walk any further than the end of the driveway. MURDER and random shootings happens regularly.