



**SAFE ROUTES to  
SCHOOL**

**FAIRVIEW PARK**

*School Travel Plan for  
Early Education Center, Gilles-Sweet  
Elementary School, and Lewis F.  
Mayer Middle School*

**Final Report | January 2014**

**[www.saferoutesfairviewpark.weebly.com](http://www.saferoutesfairviewpark.weebly.com)**

## ACKNOWLEDGEMENTS

The Fairview Park Safe Routes to School (SRTS) Initiative would like to thank the following organizations for their cooperation and support in the preparation of this School Travel Plan:



**City of Fairview Park**



**Cuyahoga County Board of Health**



**Fairview Park City Schools**

This report was prepared in accordance with the Ohio Department of Transportation's SRTS document entitled, "School Travel Plan Guidelines, A Reference for Communities."



**Ohio Department of Transportation**

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## **INTRODUCTION**

The Ohio Safe Routes to School (SRTS) program is a community-based initiative funded by the Federal Highway Administration and administered by the Ohio Department of Transportation. The program supports projects and programs that enable and encourage K-8 students to walk and bicycle to and from school. The program allows communities to make strategic investments as a means of, among other objectives, facilitating a safe travel environment and providing educational opportunities for children. SRTS is an active attempt to reverse the decline in the volume of children walking and bicycling to school.

The Fairview Park SRTS Initiative was launched in the summer of 2013. The community's SRTS committee, comprised of 12 individuals representing a diverse cross section of the community, was assembled in August of 2013 to develop a School Travel Plan for Fairview Park.

A School Travel Plan (STP) is a written document that outlines a community's strategy for enabling students to engage in active transportation (i.e., walking or bicycling) as a mode of travel to and from school. An STP is created through a team-based approach that involves both identifying existing barriers to active transportation and recommending countermeasures to address them. Serving as the foundation for a SRTS program, an STP can be updated and modified as needed to comply with community values and goals. A completed and approved STP is a requirement for funding requests through the Ohio SRTS program.

This STP is developed around the framework prescribed by the SRTS program: the five E's. The five E's are Engineering, Education, Enforcement, Encouragement, and Evaluation. Engineering refers to infrastructure projects that improve the physical 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 facilitate more walking and biking to school.

This STP focuses exclusively on three K-8 schools in Fairview Park: the Early Education Center, Gilles-Sweet Elementary School, and Lewis F. Mayer Middle School. More information on each school is provided in Section 1 of this report.

## SECTION 1: OUR SCHOOLS

Below are data gathered for the Fairview Park schools identified as targets for this School Travel Plan. The data include name, address, and demographic information. These data were gathered from the Ohio Department of Education's website at [www.reportcard.ohio.gov](http://www.reportcard.ohio.gov) for 2011-2012, the most recent school year for which data were available.

Please note that for the current 2013-2014 school year, 6<sup>th</sup> grade students were relocated from Gilles-Sweet Elementary School to Lewis F. Mayer Middle School. This has resulted in discrepancies between the school data reported here and the data discussed in Section 4 of this report.

School District		School Name				School Address			Grades Served	
Fairview Park City Schools		Early Education Center				21620 Mastick Road Fairview Park, OH 44126			K	
<b>Your School's Students 2011-2012</b>										
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
100	-	-	-	-	-	94.6%	10.0%	-	17.3%	-

School District		School Name				School Address			Grades Served	
Fairview Park City Schools		Gilles-Sweet Elementary School				4320 W. 220 Street Fairview Park, OH 44126			1-5	
<b>Your School's Students 2011-2012</b>										
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
777	2.9%	-	3.1%	2.9%	2.5%	88.5%	32.7%	5.9%	11.6%	-

School District		School Name				School Address			Grades Served	
Fairview Park City Schools		Lewis F. Mayer Middle School				21200 Campus Drive Fairview Park, OH 44126			6-8	
<b>Your School's Students 2011-2012</b>										
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
241	-	-	-	4.6%	4.1%	84.8%	31.2%	4.6%	10.0%	-

# School Location Map



Fairview Park

Safe Routes to School

## SECTION 2: OUR COMMITTEE & COMMUNITY STAKEHOLDERS

### FAIRVIEW PARK SAFE ROUTES TO SCHOOL COMMITTEE:

Name	Title	Organization	E-mail Address	Representing	5E Role
Bill Minek	City Councilman	City of Fairview Park	wjminek@aol.com	Local Government	Encouragement
Bobbi Wright	Crossing Guard	Fairview Park Police Dept.	n/a	Public Safety	Enforcement
Colleen Sliwinski	Teacher	Fairview Park City Schools	csliwinski@fairview.k12.oh.us	School	Education
Joslyn Dalton	Board Member	Fairview Park Board of Education	jdalton@fairview.k12.oh.us	Education	Education
Kathy Yarian	President	Fairview Park PTA Council	jk yar@wideopenwest.com	Education	Education
Mark Seifert	Sanitarian	Cuyahoga County Board of Health	mseifert@ccbh.net	Health	Evaluation
Matthew Hrubey	Development Administrator	City of Fairview Park	matthew.hrubey@fairviewpark.org	Local Government	Evaluation
Paul Brondos	Owner	Fairview Cycle	staff@fairviewcycle.com	Community	Encouragement
Paul Shepard	Police Lieutenant	Fairview Park Police Dept.	Paul.shepard@fairviewpark.org	Public Safety	Enforcement
Rosemary Miles	Manager, Community Health	Cleveland Clinic	romile@ccf.org	Health	Encouragement
Sam Bobko	Traffic Engineer	Hatch Mott MacDonald	sambobko@gmail.com	Community	Engineering
Stuart Survance	Manager	Fairview Cycle	staff@fairviewcycle.com	Community	Encouragement

### COMMUNITY STAKEHOLDERS:

Name	Title	Organization	E-mail Address	Representing	5E Role
Eileen Ann Patton	Mayor	City of Fairview Park	mayor@fairviewpark.org	Local Government	Encouragement
Brion Deitsch	Superintendent	Fairview Park City Schools	bdeitsch@fairview.k12.oh.us	School	Education
Rob Berner	Director of Service & Development	City of Fairview Park	rob.berner@fairviewpark.org	Local Government	Engineering

### **SECTION 3: OUR SAFE ROUTES TO SCHOOL VISION**

“The Fairview Park Safe Routes to School Committee will work to encourage students and parents to walk and bike, provide increased access for pedestrians, and engage the community, all to create a safe environment for students to travel to and from school. We will strive to improve the health and well-being of our community and encourage lifelong healthy habits.”

## SECTION 4: CURRENT STUDENT TRAVEL

This section contains information regarding the current travel environment traversed by the students of the Fairview Park City Schools. The data described here provide a variety of important information, including the volume of students who currently walk and bike to school, the potential volume of students who may be encouraged to walk and bike to school, and the issues preventing students from walking or bicycling to school.

### Early Education Center

#### Students Residing 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 to bike to school as two (2) miles or closer. The table below lists the cumulative number and percentage of students who reside within specified distances from the Early Education Center. The data shown in the table is approximated from the Safe Routes to School Radius Map prepared for the Early Education Center by the Ohio Department of Transportation. A copy of the radius map is provided in Appendix A.

Distance From School	Number of Students	Cumulative % of Student Body
Within 1/4 mile of school	4	3.2%
Within 1/2 mile of school	16	12.7%
Within 1 mile of school	45	35.7%
Within 2 miles of school	113	89.7%

#### Current Volume of Students Walking and Bicycling to School and Their Primary Routes

The student travel tally administered by teachers at the Early Education Center on September 10-12, 2013, provided a snapshot of the current travel choices of students. A portion of the student travel tally is aggregated and presented in the table below. The full aggregation of the student travel tally is provided in Appendix B.

The identification of primary travel routes used by students was obtained anecdotally from discussions with school officials, crossing guards, and parents.

	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other <sup>1</sup>
<b>Number of students (morning trips)</b>	0%	0%	54%	33%	0.6%	0%	13%
<b>Number of students (afternoon trips)</b>	2%	0%	49%	29%	2%	0%	17%
<b>Primary walking/ bicycling routes</b>	We believe the primary routes to be Mastick Road from both directions, the walking trail from West 220 Street through the former New Hope Church property, and the walking path from Sherwood Drive.						

<sup>1</sup> "Other" primarily denotes daycare

### District Policies Impacting Students Walking or Bicycling to School

It is the policy of the Fairview Park City Schools that all students attending the Early Education Center are eligible for bus transportation.

### 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"/> <b>Yes, all vehicles use the same driveway.</b></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"/> <b>No, students can use different entrances.</b></p> <p>If no, in three sentences or less, describe how students enter the building:  <b>Car riders use the west entrance of the building. Bus riders use the back entrance located on the northern side of the building.</b></p>
<p><b>Are all students released at the same time during dismissal?</b></p> <p><input checked="" type="checkbox"/> <b>Yes, all students are released at the same time.</b></p> <p><input type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> <b>Yes, we have school staff help students enter and exit the campus safely.</b></p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:  <b>Staff members ensure all students get on the correct bus or in the correct car.</b></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"/> <b>No, we do not have any adult crossing guards serving our school.</b></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>✓ <b>No, we do not have police officers who help direct traffic around the school.</b></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>✓ <b>No, we do not have a student safety patrol.</b></p>

**Parent Attitudes Toward Walking and Bicycling**

An online parent survey was conducted in Fairview Park from September 9 to September 23, 2013. The results of this survey provided valuable insight into parental attitudes toward students walking or bicycling to school. The top five (5) reasons parents cited for not allowing their children to walk or bicycle to school are listed in the table below in descending order of popularity. The full results of the parent survey are provided in Appendix C.

<b>Reasons for not allowing children to walk or bicycle to school:</b>
Amount of traffic along route
Safety of intersections and crossings
Speed of traffic along route
Distance
Adults to walk and/or bike with

**Safety Issues and Concerns**

The following list of traffic safety issues and concerns was gathered anecdotally from the Safe Routes to School Committee, parents, and the community.

- |  |
|--|
| <ul style="list-style-type: none"> <li>• Motorists do not obey lighted signals or speed limit in school zone on Mastick Road.</li> <li>• School buses and motorists share roadway for drop off and pick up. No dedicated lanes in the parking lot.</li> <li>• The bridge at W. 220 Street and Mastick Road is an area of concern for parents.</li> <li>• Curb ramps at intersection of W. 220 Street and Mastick Road are not ADA compliant.</li> <li>• There are no raised curbs along Mastick Road to act as a buffer between walkers/bicyclists and vehicles.</li> <li>• No sidewalks on south side of Mastick Road.</li> <li>• No marked crossings on Mastick Road.</li> </ul> |
|--|

## Relevant Traffic Crashes

Crash data reports were recorded for routes within two (2) miles of the Early Education Center. The summarized results below are for the 2009-2011 period, the most recent time period for which data are available. Due to the close physical proximity of each target school to one another, the crashes reported for each school largely overlap.

- There were **16** total crashes within the School Travel Plan study area.
- The crashes resulted in **14** injuries and **1** fatality.
- The number of crashes that involved bicycles was **13**.
- The number of crashes that involved pedestrians was **3**.

A map plotting the location of pedestrian and bicycle crashes during the 2009-2011 time period can be found on page 17.

## Walking and Biking Encouragement Activities at the School

Activity	How it encourages walking or bicycling
Safety Town	This program provides young children with general safety education, including education related to walking, bicycling, automobiles, and strangers. Safety Town is targeted at children entering Kindergarten.
Officer Phil Program	This in-school program uses live assemblies to teach students about stranger danger, the negative effects of bullying, fire safety, internet safety and respect for authority figures.

## Gilles-Sweet Elementary School

### Students Residing 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 to bike to school as two (2) miles or closer. The table below lists the cumulative number and percentage of students who reside within specified distances from Gilles-Sweet Elementary School. The data shown in the table is approximated from the Safe Routes to School Radius Map prepared for Gilles-Sweet Elementary School by the Ohio Department of Transportation. A copy of the radius map is provided in Appendix A.

Distance From School	Number of Students	Cumulative % of Student Body
Within 1/4 mile of school	39	5.8%
Within 1/2 mile of school	191	28.6%
Within 1 mile of school	458	68.5%
Within 2 miles of school	655	97.9%

## Current Volume of Students Walking and Bicycling to School and Their Primary Routes

The student travel tally administered by teachers at Gilles-Sweet Elementary School on September 10-12, 2013, provided a snapshot of the current travel choices of students. A portion of the student travel tally is aggregated and presented in the table below. The full aggregation of the student travel tally is provided in Appendix B.

The identification of primary travel routes used by students was obtained anecdotally from discussions with school officials, crossing guards, and parents.

	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
<b>Number of students (morning trips)</b>	11%	4%	47%	32%	6%	0.3%	0.6%
<b>Number of students (afternoon trips)</b>	16%	4%	47%	26%	6%	0.3%	2%
<b>Primary walking/ bicycling routes</b>	We believe the primary routes to be West 220 Street, West 222 Street, West 223 Street, Lorain Road, Hillsdale Avenue, Alexander Road, Clifford Drive, and Westwood Avenue.						

## District Policies Impacting Students Walking or Bicycling to School

It is the policy of the Fairview Park City Schools that students attending Gilles-Sweet Elementary School who reside one (1) mile or beyond from the school are eligible for bus transportation. Students living less than one (1) mile from Gilles-Sweet Elementary must rely on alternative transportation arrangements. Just over 68 percent of the Gilles-Sweet student body resides less than one (1) mile from the school.

## 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"/> <b>Yes, all vehicles use the same driveway.</b></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"/> <b>No, students can use different entrances.</b></p> <p>If no, in three sentences or less, describe how students enter the building:  <b>There are four entrances through which students can access the building. Each entrance is designated for a particular grade, except 3<sup>rd</sup> and 4<sup>th</sup> grades share an entrance.</b></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"/> <b>No, we use a staggered release process (walkers are released first, bus riders second, etc.).</b></p> <p>If no, in two sentences or less, describe how dismissal is staggered at your school:  <b>Car riders and special transportation users are dismissed first. Five minutes later, walkers and bikers are released and bus riders are escorted to the gym.</b></p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> <b>Yes, we have school staff help students enter and exit the campus safely.</b></p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input checked="" type="checkbox"/> <b>Yes, we have at least one adult crossing guard that helps students on their walking routes.</b></p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>If yes, please list the locations for each adult crossing guard:  <b>West 220 and Alexander, West 222 and Alexander, West 223 and Alexander, West 220 and West 222, and two guards are placed on opposing corners of West 220 and Lorain. These positions form a close perimeter around the school campus.</b></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"/> <b>No, we do not have police officers who help direct traffic around the school.</b></p> <p><b>Note that police officers will cover for crossing guards when they are unavailable due to illness or other circumstances.</b></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"/> <b>No, we do not have a student safety patrol.</b></p>

### Parent Attitudes Toward Walking and Bicycling

An online parent survey was conducted in Fairview Park from September 9 to September 23, 2013. The results of this survey provided valuable insight into parental attitudes toward students walking or bicycling to school. The top five (5) reasons parents cited for not allowing their children to walk or bicycle to school are listed in the table below in descending order of popularity. The full results of the parent survey are provided in Appendix C.

<b>Reasons for not allowing children to walk or bicycle to school:</b>
Distance
Amount of traffic along route
Weather or climate
Safety of intersections and crossings
Speed of traffic along route

## Safety Issues and Concerns

The following list of traffic safety issues and concerns was gathered anecdotally from the Safe Routes to School Committee, parents, and the community.

- Children are frequently endangered at the intersection of Lorain Road and W. 220 Street by drivers turning right on red.
- There are four marked parking stalls on Alexander Road, located in the middle of the drop off/pick up area. This adds to the vehicular congestion of this corridor.
- Motorists frequently stop in the middle of crosswalks, not behind the stop bars.
- There is no one-way signage on W. 222 Street coming out of Fairview Cycle parking lot. Motorists unfamiliar with the street could go wrong way and unintentionally cause accidents.
- Students arriving by bike walk around back of building to school entrances. This path has no sidewalk or buffer from vehicles.
- Motorists picking up children will often park in the parking lot where bus pick up/drop off is located. This adds to congestion and endangers walkers and bicyclists who must pass the lot egress.

## Relevant Traffic Crashes

Crash data reports were recorded for routes within two (2) miles of Gilles-Sweet Elementary School. The summarized results below are for the 2009-2011 period, the most recent time period for which data are available. Due to the close physical proximity of each target school to one another, the crashes reported for each school largely overlap.

- There were **21** total crashes within the School Travel Plan study area.
- The crashes resulted in **17** injuries and **1** fatality.
- The number of crashes that involved bicycles was **17**.
- The number of crashes that involved pedestrians was **4**.

A map plotting the location of pedestrian and bicycle crashes during the 2009-2011 time period can be found on page 17.

## Walking and Biking Encouragement Activities at the School

Activity	How it encourages walking or bicycling
AAA Helmet Smart Program	This program educates children about bicycle safety and helmet usage. It incentivizes children to wear a helmet through use of positive tangible reinforcements.

Officer Phil Program	This in-school program uses live assemblies to teach students about stranger danger, the negative effects of bullying, fire safety, internet safety and respect for authority figures.
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**Lewis F. Mayer Middle School**

**Students Residing 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 to bike to school as two (2) miles or closer. The table below lists the cumulative number and percentage of students who reside within specified distances from Lewis F. Mayer middle School. The data shown in the table is approximated from the Safe Routes to School Radius Map prepared for Lewis F. Mayer Middle School by the Ohio Department of Transportation. A copy of the radius map is provided in Appendix A.

Distance From School	Number of Students	Cumulative % of Student Body
Within 1/4 mile of school	10	2.4%
Within 1/2 mile of school	78	18.7%
Within 1 mile of school	315	75.4%
Within 2 miles of school	415	99.3%

**Current Volume of Students Walking and Bicycling to School and Their Primary Routes**

The student travel tally administered by teachers at Lewis F. Mayer Middle School on September 10-12, 2013, provided a snapshot of the current travel choices of students. A portion of the student travel tally is aggregated and presented in the table below. The full aggregation of the student travel tally is provided in Appendix B.

Identification of primary travel routes used by students was obtained anecdotally from discussions with school officials, crossing guards, and parents.

	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
<b>Number of students (morning trips)</b>	13%	26%	2%	49%	9%	0%	0.6%
<b>Number of students (afternoon trips)</b>	25%	26%	2%	40%	7%	0%	0.3%
<b>Primary walking/ bicycling routes</b>	We believe the primary routes to be Fairview Parkway/West 214 Street; Hillsdale Avenue; West 213 Street south of Lorain Road; West 210 Street from both directions; and						

	Campus Drive, North Park Drive, and all the side streets in between.
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**District Policies Impacting Students Walking or Bicycling to School**

It is the policy of the Fairview Park City Schools that students attending Lewis F. Mayer Middle School who reside two (2) miles or beyond from the school are eligible for bus transportation. Students living less than two (2) miles from Lewis F. Mayer Middle School must rely on alternative transportation arrangements. Over 99 percent of the Lewis F. Mayer Middle School student body resides less than two (2) miles from the school.

**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"/> <b>Yes, all vehicles use the same driveway.</b></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"/> <b>No, students can use different entrances.</b></p> <p>If no, in three sentences or less, describe how students enter the building:  <b>Multiple doors are unlocked, which allows students to access the building from different street locations.</b></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"/> <b>No, we use a staggered release process (walkers are released first, bus riders second, etc.).</b></p> <p>If no, in two sentences or less, describe how dismissal is staggered at your school:  <b>Approximately 140 middle school students are dismissed at 2:09 p.m. and about 285 are dismissed at 2:58 p.m. The separation depends on whether a student has class the last period of the school day.</b></p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input checked="" type="checkbox"/> <b>No, school staff is not involved in either arrival or dismissal.</b></p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input checked="" type="checkbox"/> <b>Yes, we have at least one adult crossing guard that helps students on their walking routes.</b></p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>If yes, please list the locations for each adult crossing guard:  <b>West 210 and Lorain, and Fairview Pkwy (W. 214) and Lorain.</b></p>
<p><b>Are there police officers that help with arrival or dismissal procedures at this school?</b></p>

<input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school. <input checked="" type="checkbox"/> <b>No, we do not have police officers who help direct traffic around the school.</b>
<p><b>Note that police officers will cover for crossing guards when they are unavailable due to illness or other circumstances.</b></p>
<p><b>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</b></p> <input type="checkbox"/> Yes, we have a student safety patrol. <input checked="" type="checkbox"/> <b>No, we do not have a student safety patrol.</b>

**Parent Attitudes Toward Walking and Bicycling**

An online parent survey was conducted in Fairview Park from September 9 to September 23, 2013. The results of this survey provided valuable insight into parental attitudes toward students walking or bicycling to school. The top five (5) reasons parents cited for not allowing their children to walk or bicycle to school are listed in the table below in descending order of popularity. The full results of the parent survey are provided in Appendix C.

<b>Reasons for not allowing children to walk or bicycle to school:</b>
Weather or climate
Distance
Safety of intersections and crossings
Amount of traffic along route
Speed of traffic along route

**Safety Issues and Concerns**

The following list of traffic safety issues and concerns was gathered anecdotally from the Safe Routes to School Committee, parents, and the community.

- The crossing on W. 210 Street at north end of athletic field has insufficient signage, faded crossing lines, and a lack of compliant curb ramps.
- Motorists frequently stop in the middle of crosswalks, not behind the stop bars.
- Campus Drive gets extremely congested with vehicles. Motorists travel from three directions and will stop and park along both sides of the street for pick up/drop off.
- Overflow bicycle racks are located in parking lot, exposing students to unnecessary risk from incoming and outgoing vehicles.
- The intersection of Campus Drive and West 210 Street lacks a pedestrian traffic signal.
- The W. 210 Street crossing just south of Angela Drive utilizes driveways on both sides as access points.

## Relevant Traffic Crashes

Crash data reports were recorded for routes within two (2) miles of Lewis F. Mayer Middle School. The summarized results below are for the 2009-2011 period, the most recent time period for which data are available. Due to the close physical proximity of each target school to one another, the crashes reported for each school largely overlap.

- There were 21 total crashes within the School Travel Plan study area.
- The crashes resulted in 17 injuries and 1 fatality.
- The number of crashes that involved bicycles was 17.
- The number of crashes that involved pedestrians was 4.

A map plotting the location of pedestrian and bicycle crashes during the 2009-2011 time period can be found on page 17.

## Walking and Biking Encouragement Activities at the School

Activity	How it encourages walking or bicycling
International Walk to School Day	Recognition and participation in annual event celebrating walking to school.



## SECTION 5: KEY ISSUES IMPACTING SAFE WALKING AND BICYCLING TO SCHOOL

This section identifies the key issues affecting the student travel environment at the Early Education Center, Gilles-Sweet Elementary School, and Lewis F. Mayer Middle School. These key issues were determined by the Fairview Park Safe Routes to School Committee, and are based on analysis of the data from Section 3 and additional data gathered by observing the arrival and dismissal procedures of each school. Committee members also conducted “walking audits,” which allowed them to inventory the current status of the physical environment at and surrounding each school.

This section also contains photographic evidence of existing conditions at all three target schools.

### Early Education Center

Issue/Description
<b>1. Speed</b> – The speed of traffic along Mastick Road creates a safety concern.
<b>2. Vehicular Congestion</b> – The lack of separation of family vehicles and bus traffic causes congestion and increases the exposure of students to vehicular traffic. Traffic frequently backs up onto Mastick Road in both directions.
<b>3. Mastick Road/W. 220 Street Intersection</b> – This intersection and its crosswalks are very wide. Many curb ramps are deteriorating and not ADA compliant. The sidewalk on the southeastern side of Mastick Road ends just past the bridge.
<b>4. Crossings</b> – There is a lack of marked crossings for walker and bicyclists to cross Mastick Road and W. 220 Street, two of Fairview Park’s most heavily traveled streets.
<b>5. Lack of Separation of Students and Vehicles</b> – Due to a lack of sidewalks and curbs, students in many cases must cross the parking lot to reach a school entrance.

### Gilles-Sweet Elementary School

Issue/Description
<b>1. Lorain Road/W. 220 Street Intersection</b> – Lorain Road is the main road in Fairview Park and this intersection is one of the busiest. Two crossing guards man this intersection. Drivers frequently speed and make legal turns on red.
<b>2. Quality of Sidewalks</b> – The sidewalks along primary routes immediately off the school campus are older and littered with holes.
<b>3. Vehicular Congestion</b> – The lack of separation of family vehicles and bus traffic causes congestion and increases the exposure of students to vehicular traffic.
<b>4. Parking Lot Safety</b> – Motorists use school parking lot as staging area for pick up/drop off, which is against the rules. This has the potential to create conflicts between the buses that use the lot, vehicles, and students.

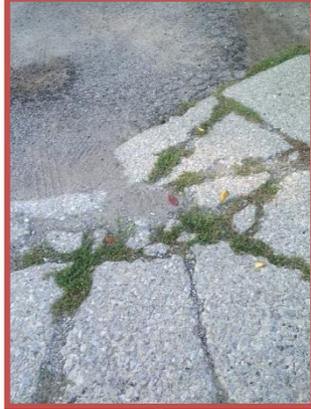
**5. Crossings** – There is no crosswalk at the intersection of West 220 and West 222 Streets, a highly utilized intersection. Another crossing requires students to walk right past the parking lot entrance that the buses use. This intersection lacks signage or any other safety measures.

## Lewis F. Mayer Middle School

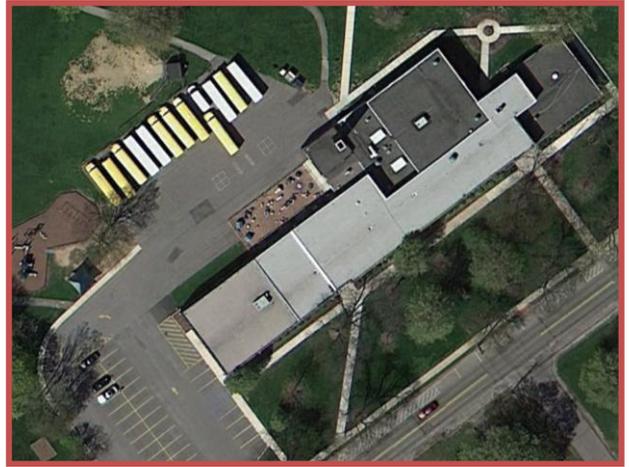
Issue/Description
<b>1. Safety of Intersections and Crossings</b> – Many of the existing crossings have inadequate or no signage. Pedestrians cross diagonal crossing midway down Fairview Parkway with little regard for oncoming traffic.
<b>2. Vehicular Congestion</b> – The lack of separation of family vehicles and bus traffic causes congestion and increases the exposure of students to vehicular traffic.
<b>3. Bicycle Parking</b> – The school lacks enough bike parking on-campus. Newer bicycle racks that were added were placed in a parking stall rather than in an area separated from automobiles.
<b>4. Motorist Speed</b> – Drivers leaving the school parking lot speed on a regular basis, which can cause conflicts with walkers and bikers.
<b>5. Parking Lot Safety</b> – There is a lack of signals and signage that clearly demonstrates preferred driving routes through the school parking lot. The parking lot four curb cuts, each of which walking students must cross.

## Early Education Center – Existing Conditions

Existing Walk Between W. 220<sup>th</sup> St and Early Education Center on North Side of Mastick Rd



Long-Term Bus Parking Behind School



No Walk on South Side of Mastick Rd



Lack of Curb Ramp on NE Corner of Mastick Rd and W. 220<sup>th</sup> St



Path from Sherwood Dr to Early Education Center



# Gilles-Sweet Elementary School – Existing Conditions

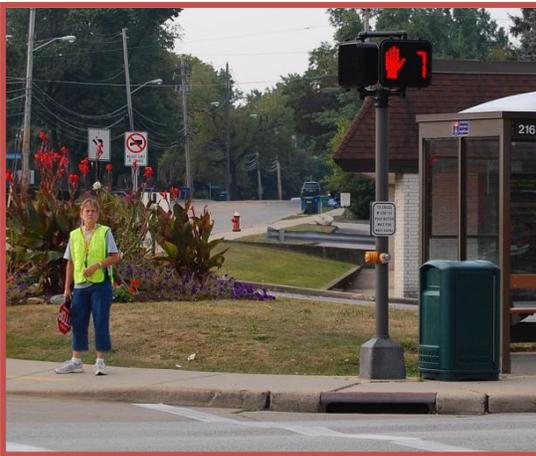
Lack of Walk from W. 222<sup>nd</sup> St & Bike Rack to Western Entrances



Bike Racks on South Side of Building



W. 220<sup>th</sup> St and Lorain  
Presence of School Xing Guard,  
Countdown Ped Signal for N-S Xings Only



School Parking Lot - Mix of Buses, Vehicles, Pedestrians  
(Taken at PM Dismissal)



Posted Parking Lot  
Restrictions

## Lewis F. Mayer Middle School – Existing Conditions

Bike Racks at Capacity



Additional Bike Racks Located in Parking Lot



Mid-Block Crosswalk on W. 210<sup>th</sup> St at End of Path.  
Note Lack of Sidewalk and Curb Ramps



Path from Northern end of School Property to  
W. 210<sup>th</sup> St



Signal at Campus and W. 210<sup>th</sup> St



Southern Crosswalk at Campus/W. 210<sup>th</sup>  
St Signal Connects to Drive on East Side of  
W. 210<sup>th</sup> St



Uncontrolled Crosswalk on Campus Dr at W. 212<sup>th</sup> St. No Pedestrian Warning Signs Present



Uncontrolled Crosswalk on North Park Dr at Bain Park Dr No Pedestrian Warning Signs Present



Mid-Block Crosswalk on Fairview Parkway. No Pedestrian Warning Signs Present



## SECTION 6: RECOMMENDED COUNTERMEASURES

This section identifies and explains issues that impact walking and bicycling to school in Fairview Park, and proposes countermeasures to address them. In order to emphasize the multi-faceted approach necessary to address the identified issues, countermeasures are categorized based on the 5E's: education, encouragement, enforcement, engineering, and evaluation.

For the purposes of the Safe Routes to School program, education, encouragement, enforcement, and evaluation are considered non-infrastructure activities. The non-infrastructure countermeasures are discussed first. A calendar is provided to show when the planning and implementation of each non-infrastructure countermeasure is anticipated.

Infrastructure countermeasures are discussed next. The final E, engineering, is represented by these countermeasures. A table of infrastructure countermeasures is presented for each of the three schools subject to this School Travel Plan. These tables provide information on the approximate cost, priority, and general timeframe anticipated for implementation. Nearly all proposed countermeasures feature a unique letter identifier that corresponds to an accompanying improvement location map.

### Non-Infrastructure Countermeasures

<b>EDUCATION</b>	
<b>Issue</b>	<b>Countermeasure</b>
Bicycle Safety Education	Emphasize bicycle helmet education in existing Safety Town curriculum
General Education	Develop a Safety Town type reeducation program for elementary-aged students as a reminder of traffic and bicycle safety
Bicycle Safety Education	Educate students on bicycle safety and helmet usage through the AAA Helmet Smart Program
General Education	Participate in the Officer Phil program
Parental Concerns of Violence/Abduction	Reestablish and publicize Safe Spots program
Safety of Intersections and Crossings	Provide travel route maps to students and parents to help them avoid problem intersections and cross at safer crossing points
Safety of Intersections and Crossings	Develop mobile application to increase digital access to travel route maps

#### **Medium- and Long-Term Strategies (beyond 12 months):**

1. Expand business involvement in AAA Helmet Smart Program in order to provide a variety of incentives for students to practice good bicycle safety.
2. Develop a formal drop-off/pick-up plan for each school and supply parents with materials to educate them.
3. Grow Safe Spots program to create a network of locations students can go to if they feel threatened.
4. Periodically send traffic safety guideline reminders to parents through newsletters, websites, and other communication tools.
5. Continually update travel route maps as improvements to intersections and crossings are implemented.

<b>ENCOURAGEMENT</b>	
<b>Issue</b>	<b>Countermeasure</b>
Adult Supervision/Students Traveling Alone	Establish a Walking School Bus program
General Encouragement	Participate in International Walk to School Day
General Encouragement	Establish a Bike Challenge to promote and incentivize
General Encouragement	Conduct a Bike Rodeo
General Encouragement	Establish student safety patrol

**Medium- and Long-Term Strategies (beyond 12 months):**

1. Establish foundation or framework for making encouragement activities annual events.

<b>ENFORCEMENT</b>	
<b>Issue</b>	<b>Countermeasure</b>
Inaccessible sidewalks during snowy months	Increase enforcement of shoveling by property owners, particularly along primary school routes
Speeding motorists	Periodic enforcement of school zone speed limits
Traffic congestion during drop off/pick up increases exposure of students to vehicular traffic	Hire new crossing guard(s) to monitor traffic flow and discourage parents from parking and waiting for children to arrive/depart. Crossing guards to be hired at City's expense; training, equipment, and background checks are eligible SRTS expenses.
Traffic congestion during drop off/pick up increases exposure of students to vehicular traffic	Targeted enforcement and ticketing of vehicles parked in restricted areas
Lack of crossing guards at schools	Hire additional crossing guards to monitor major crossings and intersections not already overseen. Crossing guards to be hired at City's expense; training, equipment, and background checks are eligible SRTS expenses.
Inappropriately placed crossing guards at intersection of Lorain Road and W. 220 Street.	In the afternoon, relocate two existing crossing guards to northwest and southeast corners of intersection.
Speeding motorists	Periodically deploy speed trailer to increase awareness of school zones. Post speed signs.

**Medium- and Long-Term Strategies (beyond 12 months):**

1. Reevaluate spatial assignments of crossing guards annually as improvements are made and crossings added. Relocate or hire additional crossing guards as needed.

<b>EVALUATION</b>	
<b>Issue</b>	<b>Countermeasure</b>
Measuring success of STP/Sustainability of STP	Conduct online parent surveys
Measuring success of STP/Sustainability of STP	Conduct in-class student travel tallies
Sustainability of STP	Create online form parents can use to submit input and suggestions to SRTS Committee at all times.

**Medium- and Long-Term Strategies (beyond 12 months):**

1. Conduct online parent surveys twice annually, at beginning and end of school year
2. Conduct in-class student travel tallies twice annually, at beginning and end of school year
3. Update STP as needed
4. Facilitate online forum for parents to submit input

**2014 Non-Infrastructure Activity Calendar**

<b>Non-Infrastructure Countermeasure</b>		<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
Emphasize bicycle helmet education in existing Safety Town curriculum	PLAN												
<u>Lead(s):</u> Fairview Park Recreation Department	IMPLEMENT												
Educate students on bicycle safety and helmet usage through participation in the AAA Helmet Smart program	PLAN												
<u>Lead(s):</u> Fairview Park Police Department, AAA	IMPLEMENT												
Participate in the Officer Phil program	PLAN												
<u>Lead(s):</u> Fairview Park Police Department, Fairview Park City Schools	IMPLEMENT												
Reestablish and expand Safe Spots program	PLAN												
<u>Lead(s):</u> City of Fairview Park, Fairview Park City Schools	IMPLEMENT												
Provide travel route maps to students and parents to help them avoid problem intersections and cross at safer crossing points	PLAN												
<u>Lead(s):</u> Fairview Park Safe Routes to School Committee	IMPLEMENT												
Develop mobile application to increase digital access to travel route maps	PLAN												
<u>Lead(s):</u> Fairview Park Safe Routes to School Committee	IMPLEMENT												
Establish a Walking School Bus program	PLAN												
<u>Lead(s):</u> Fairview Park Safe Routes to School Committee,	IMPLEMENT												

Fairview Park PTA Council, Fairview Park Police Dept.													
Participate in International Walk to School Day	PLAN												
<u>Lead(s):</u> Fairview Park City Schools	IMPLEMENT												
Establish a Bike Challenge to promote and incentivize safe biking riding	PLAN												
<u>Lead(s):</u> Paul Brondos, Fairview Cycle; Stuart Survance, Fairview Cycle	IMPLEMENT												
Conduct a Bike Rodeo	PLAN												
<u>Lead(s):</u> Paul Brondos, Fairview Cycle; Stuart Survance, Fairview Cycle	IMPLEMENT												
Establish student safety patrol	PLAN												
<u>Lead(s):</u> Fairview Park Police Department, AAA	IMPLEMENT												
Increase enforcement of shoveling by property owners, particularly along primary school routes	PLAN												
<u>Lead(s):</u> Fairview Park Police Dept.	IMPLEMENT												
Periodic enforcement of school zone speed limits	PLAN												
<u>Lead(s):</u> Fairview Park Police Dept.	IMPLEMENT												
Hire new crossing guard(s) to monitor traffic flow and discourage parents from parking and waiting for children to arrive/depart	PLAN												
<u>Lead(s):</u> Fairview Park Police Dept.	IMPLEMENT												
Hire new crossing guard(s) to monitor heavily utilized	PLAN												

crossings and intersections not already overseen													
<u>Lead(s):</u> Fairview Park Police Dept.	IMPLEMENT												
Targeted enforcement and ticketing of vehicles parked in restricted areas	PLAN												
<u>Lead(s):</u> Fairview Park Police Dept.	IMPLEMENT												
Relocate two existing crossing guards to northwest and southeast corners of W. 220 Street and Lorain Road intersection during dismissals	PLAN												
<u>Lead(s):</u> Fairview Park Police Dept.	IMPLEMENT												
Periodically deploy speed trailer to increase awareness of school zones	PLAN												
<u>Lead(s):</u> Fairview Park Police Dept.	IMPLEMENT												
Conduct online parent surveys	PLAN												
<u>Lead(s):</u> Matthew Hrubey, City of Fairview Park; Leah Nemeth, Fairview Park City Schools	IMPLEMENT												
Conduct in-class student travel tallies	PLAN												
<u>Lead(s):</u> Matthew Hrubey, City of Fairview Park; Leah Nemeth, Fairview Park City Schools	IMPLEMENT												
Create online form parents can use to submit input and suggestions to SRTS Committee	PLAN												
<u>Lead(s):</u> Matthew Hrubey, City of Fairview Park	IMPLEMENT												

## Infrastructure Countermeasures

### Early Education Center

Map ID	Location	Issue	Countermeasure	Time-frame	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source	Status
A	South side of Mastick Road	No sidewalk along south side of Mastick Road. Sidewalk at intersection of Mastick Road and W. 220 Street ends abruptly past bridge.	Install new sidewalk along south side of Mastick Road from bridge at W. 220 Street to Kings Highway. Ensure sidewalk meets all applicable City ordinances.	Medium term	Medium	City of Fairview Park	\$75,000	ODOT SRTS	Planning
B	Intersection of Mastick Road and Riviera Drive	No marked crossings exist to travel across Mastick Road, except at Mastick and W. 220 Street.	Install appropriate warning signs and pedestrian activated RRFB at site for former crosswalk. Stripe ladder-style crosswalk.	Medium term	Medium	City of Fairview Park	\$18,000	ODOT SRTS	Planning
C	Early Education Center Campus	Buses, family vehicles, and parked staff vehicles share parking area during arrivals and dismissals, increasing potential conflicts	Transition parking spaces on north side of Mastick Road immediately in front of Early Education Center into a bus drop off lane. Restripe pavement. Create and post appropriate, compliant signage.	Short term	High	Fairview Park City Schools	\$6,000	ODOT SRTS	Planning
D	Early Education Center Campus near North/Back Entrance	Congested traffic during arrivals and dismissals causes traffic to back up onto Mastick Road in both directions. Cars block sidewalk. In addition, current drop off zone has inadequate pavement markings and signage denoting purpose.	Relocate family vehicle drop off to back entrance of building (after bus drop off has been relocated – see above countermeasure). Install sidewalk for students to access the building, including a curb to serve as a barrier between cars and area where children walk. Stripe pavement with dedicated drop off lanes that direct motorists back toward exit.	Short term	High	Fairview Park City Schools	\$6,500	ODOT SRTS	Planning

E	Early Education Center Campus	Students utilizing playground must cross the parking lot to reach either of the building's entrance. No sidewalk or pathway exists from playground.	Install new sidewalk along northern edge of parking lot. Link it with the pathway that extends south from Sherwood Drive to near the back entrance.	Short term	High	Fairview Park City Schools	\$7,000	ODOT SRTS	Planning
F	North side of Mastick Road from W. 220 Street to W. 210 Street	This route has been identified as a travel route for Early Education Center and Lewis F. Mayer Middle School students. Current sidewalks are deteriorated in several locations.	Spot sidewalk repairs.	Short term	High	City of Fairview Park	\$5,000	ODOT SRTS	Planning
	W. 220 Street / Mastick Road intersection & Mastick Road bridge over IR 480	Sidewalk is narrow over bridge. Crossing bridge is intimidating for younger students. Intersection has long crosswalks with non-ADA compliant ramps.	Provide ADA compliant curb ramps. Ensure that pedestrian walk and clearance intervals meet current standards. Consider relocating curb ramp locations to create shorter crossing distances.	Long term	High	Cuyahoga County  Ohio Dept. of Transportation  City of Fairview Park	\$12,000	ODOT SRTS	Planning
	Early Education Center Campus	No bicycle racks for students.	Determine appropriate number and location for bike racks. Install new bike racks.	Short term	Low	Fairview Park City Schools	\$500	ODOT SRTS	Planning
	North end of Early Education Center Campus	Pathways from W. 220 Street to the Early Education Center are deteriorating.	Repave pathways to comply with accessible pedestrian standards.	Medium term	Low	Fairview Park City Schools	\$50,000	ODOT SRTS	Planning

**Gilles-Sweet Elementary School**

Map ID	Location	Issue	Countermeasure	Time-frame	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source	Status
G	Gilles-Sweet Elementary School Campus, southwest corner of building	Bike riders are locking up their bikes and traveling behind the building to reach building entrance. This path does not have a complete sidewalk, requiring students to walk through the parking lot, specifically the area used for bus drop off.	Study the feasibility of extending the sidewalk from W. 222 Street and connecting it to the sidewalk on the southern end of the playground area. If deemed feasible, install the sidewalk.	Short term	High	Fairview Park City Schools	\$5,000	ODOT SRTS	Planning
H	Intersection of W. 220 Street and Lorain Road	Motorists at each side of intersection make right turns on red, interfering with and oftentimes cutting off walkers and bike riders trying to cross the street.	Make the intersection “No Turn on Red” during select school travel hours. Add appropriate signage to inform motorists of this change. Have police officers stationed at intersection during early weeks of change for enforcement and ticketing of violators.	Short term	High	City of Fairview Park	\$800	ODOT SRTS	Planning
I	T-Junction on W. 222 Street where Fairview Cycle lot meets street	W. 222 Street is a one-way street, the northern portion of which is used for student drop off and pick up. There is a lack of signage seen from the lot informing motorists of the one-way status.	Install one-way street signage at end of the parking lot.	Short term	High	City of Fairview Park	\$200	ODOT SRTS	Planning

J	W.222 Street	W. 222 Street is a primary access point to Gilles-Sweet for students coming from the southwest area of Fairview Park. Sidewalks are crumbling in my sections.	Repair stretch of sidewalk on W. 222 <sup>nd</sup> Street.	Medium term	Medium	City of Fairview Park	\$3,500	ODOT SRTS	Planning
K	Alexander Road north of Gilles-Sweet Campus	Parents use Alexander Road as a primary drop off/pick up location. Resulting traffic congestion is exacerbated by the presence of four marked on-street parking spots.	Remove four parking spots on Alexander Road.	Short term	High	City of Fairview Park	\$1,000	ODOT SRTS	Planning
L	Northwest corner of W. 220 Street and Lorain Road intersection	A RTA bus stop is located immediately adjacent to the intersection, which is a primary crossing point for students living south of Lorain Rd.	Relocate bus stop further west along Lorain Road.	Short term	High	City of Fairview Park Greater Cleveland Regional Transit Authority	n/a	Greater Cleveland Regional Transit Authority	Planning
M	Alexander Rd between W. 223 and W. 220	Sidewalk is in poor condition	Replace stretches of sidewalk as needed.	Short term	High	City of Fairview Park	\$21,000	ODOT SRTS	Planning
N	Intersection of W. 220 Street and Lorain Rd.	N-S crosswalks have countdown pedestrian signals, E-W crosswalks do not	Install LED countdown pedestrian signals at the intersection for the E-W crosswalks	Short term	High	City of Fairview Park	\$3,200	ODOT SRTS	Planning
O	School drives on Alexander Road	Drives present vehicle/bus/pedestrian conflict points	Use cones to temporarily close drives during arrival/dismissal	Short term	High	Fairview Park City Schools	n/a	n/a	Planning

**Lewis F. Mayer Middle School**

Map ID	Location	Issue	Countermeasure	Time-frame	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source	Status
P	Campus Drive immediately south of school campus	Campus Drive is the primary drop off/pick up point for students traveling by automobile. Traffic travels in both directions, resulting in massive congestion that increases the danger of walkers and bike riders attempting to cross the street.	Conduct a feasibility study of transitioning Campus Drive and adjacent side streets to one-way streets during specific school travel hours. If feasible, install appropriate signage alerting motorists.	Medium term	High	City of Fairview Park	\$15,000	ODOT SRTS	Planning
Q	Lewis F. Mayer Middle School Campus	Not enough bike parking on-campus. Overflow bike parking is currently located in side parking lot. This requires students to walk through the parking lot unprotected to enter the building.	Relocate existing bike parking to the courtyard area outside main school entrance. Install concrete pads for bike racks in courtyard area outside main entrance.	Short term	High	Fairview Park City Schools	\$1,500	ODOT SRTS	Planning
R	North Park Drive and Campus Drive	Uncontrolled pedestrian crosswalks are not signed (Campus at 212 and N Park at Bain)	Install pedestrian warning signs	Short term	High	City of Fairview Park	\$1,600	ODOT SRTS	Planning

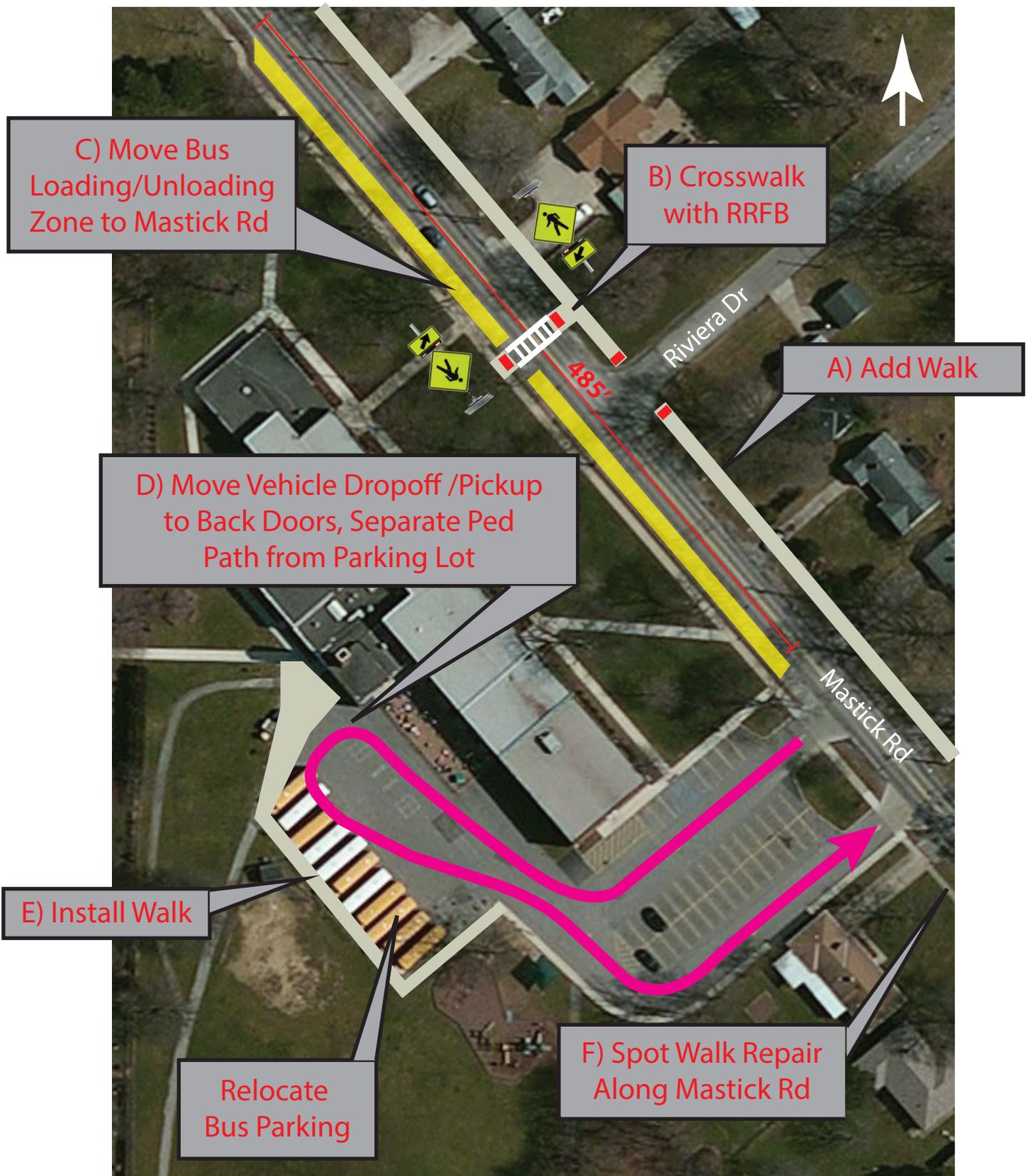
S	Intersection of Campus Drive and W. 213 <sup>th</sup> Street	No marked crossings exist to travel across W. 213 <sup>th</sup> Street, except at Hillsdale and Fairview Parkway.	Install appropriate warning signs at site. Stripe ladder-style crosswalk. Construct ADA compliant curb ramp on west side of W. 213 <sup>th</sup> Street.	Medium term	Medium	City of Fairview Park	\$3,000	ODOT SRTS	Planning
T	Intersection of Lorain Road and Fairview Parkway	To cross Fairview Parkway, walkers and bike riders must cross a lengthy arterial road with no protection. Existing crosswalk is 145 feet.	Extend island where clocktower resides further north to serve as a pedestrian refuge while walkers and bike riders are crossing Fairview Parkway. If necessary, add pedestrian signals at island.	Medium term	High	City of Fairview Park	\$40,000	ODOT SRTS	Planning
U	Fairview Parkway	Midblock crossing, where majority of students cross, is not signed and pavement markings are faded.	Install appropriate pedestrian warning signs. Stripe ladder-style crosswalk.	Short term	High	City of Fairview Park	\$2,500	ODOT SRTS	Planning
V	Existing crossing just south of intersection of Lorain Road and Angela Drive	Existing crossing extends from driveway to driveway. Pavement markings faded. Signage is inadequate to alert motorists of crossing students.	Install pedestrian activated RRFB. Install new signage. Stripe ladder-style crosswalk. Repave with stamped concrete. Ensure all improvements are ADA compliant.	Medium term	High	City of Fairview Park	\$28,000	ODOT SRTS	Planning
W	Lewis F. Mayer Middle School Campus	Immediately next to the school is the athletic field. An existing trail connects W. 210 Street to the school, providing an additional route. The trail is not lit. The gates on the	Add pedestrian lighting to trail. Study whether gate to athletic field can be redone to allow walkers and bike riders open access to school campus from W. 210 Street.	Medium term	Medium	City of Fairview Park	\$20,000	ODOT SRTS	Planning

		athletic field are situated in such a way that if locked, students are forced to travel through a back parking lot.							
X	W. 210 Street and Campus Drive Intersection	Crosswalk connects to driveway. Signal is pre-timed, mechanically controlled. No pedestrian signals.	Conduct turning movement count, perform signal warrant analysis, and if warranted, install new traffic signal with pedestrian pushbuttons, pedestrian signals, vehicle detection, and ADA compliant curb ramps	Medium term	High	City of Fairview Park	\$125,000	ODOT SRTS	Planning
Y	W. 210 Street	Vehicles travelling on W. 210 Street generally do not obey school zone during restricted hours.	Install school zone signs with flashing beacons in both directions on W. 210 Street	Short term	High	City of Fairview Park	\$20,000	ODOT SRTS	Planning
Z	W. 220 Street and Morton Avenue	Lack of safe crossings across W. 220 Street. Impacts students of Lewis F. Mayer Middle School and Early Education Center.	Install pedestrian HAWK signal or RRFB for midblock crossing near former crosswalk. Stripe ladder-style crosswalk. Repave crosswalk with stamped concrete. Ensure curb cuts at crosswalk comply with ADA standards.	Medium term	High	City of Fairview Park  Fairview Park City Schools	\$50,000	ODOT SRTS	Planning

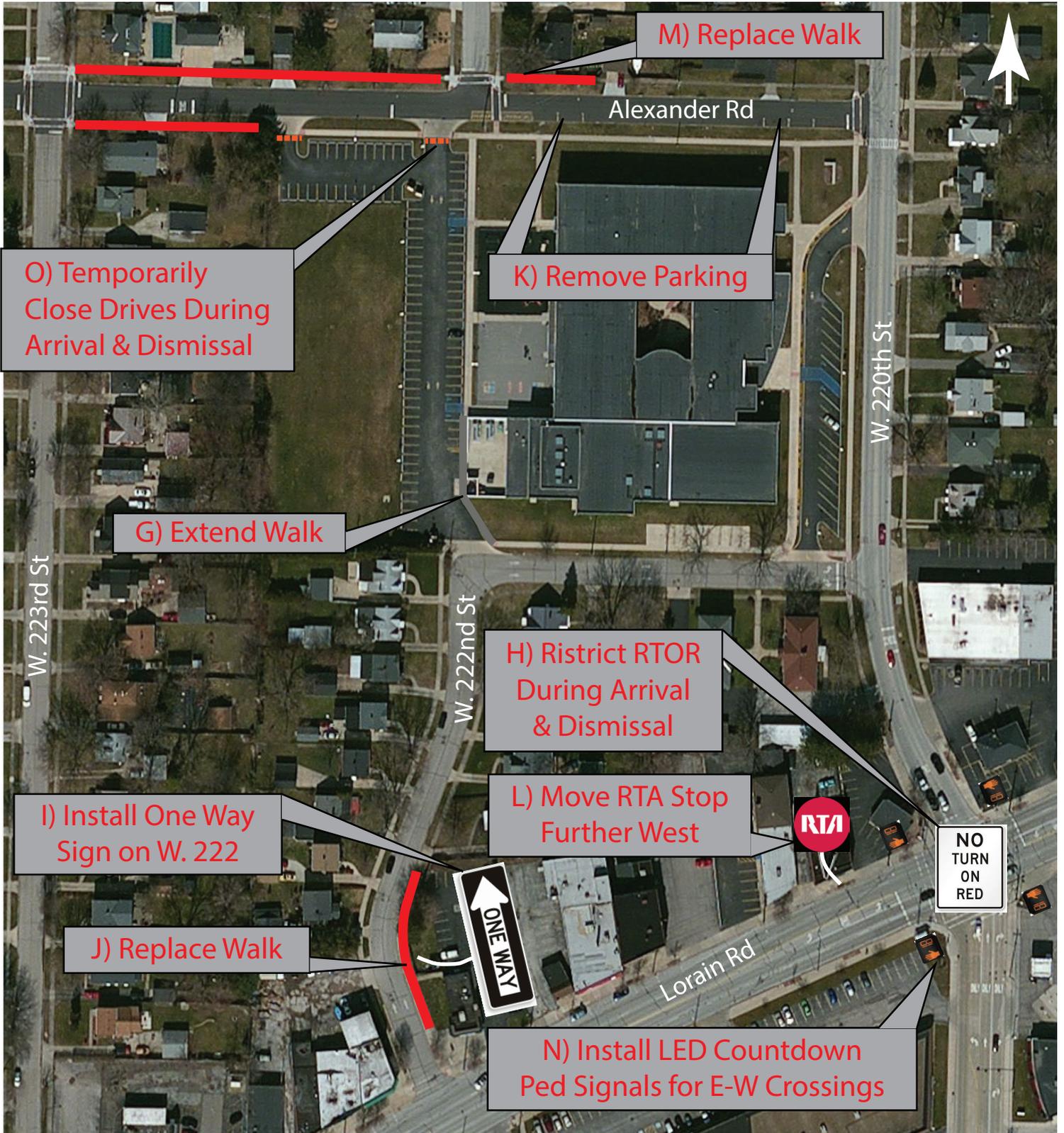
**Summary of Infrastructure Countermeasure Costs by School**

	<b>Early Education Ctr.</b>	<b>Gilles-Sweet Elementary</b>	<b>Lewis F. Mayer Middle</b>	<b>All Schools</b>
High Priority	\$36,500	\$31,200	\$283,600	<b>\$351,300</b>
Medium Priority	\$93,000	\$3,500	\$23,000	<b>\$119,500</b>
Low Priority	\$50,500	\$0	\$0	<b>\$50,500</b>
<b>Total</b>	<b>\$180,000</b>	<b>\$34,700</b>	<b>\$306,600</b>	<b>\$521,300</b>

# Early Education Center - Mastick Road Improvements



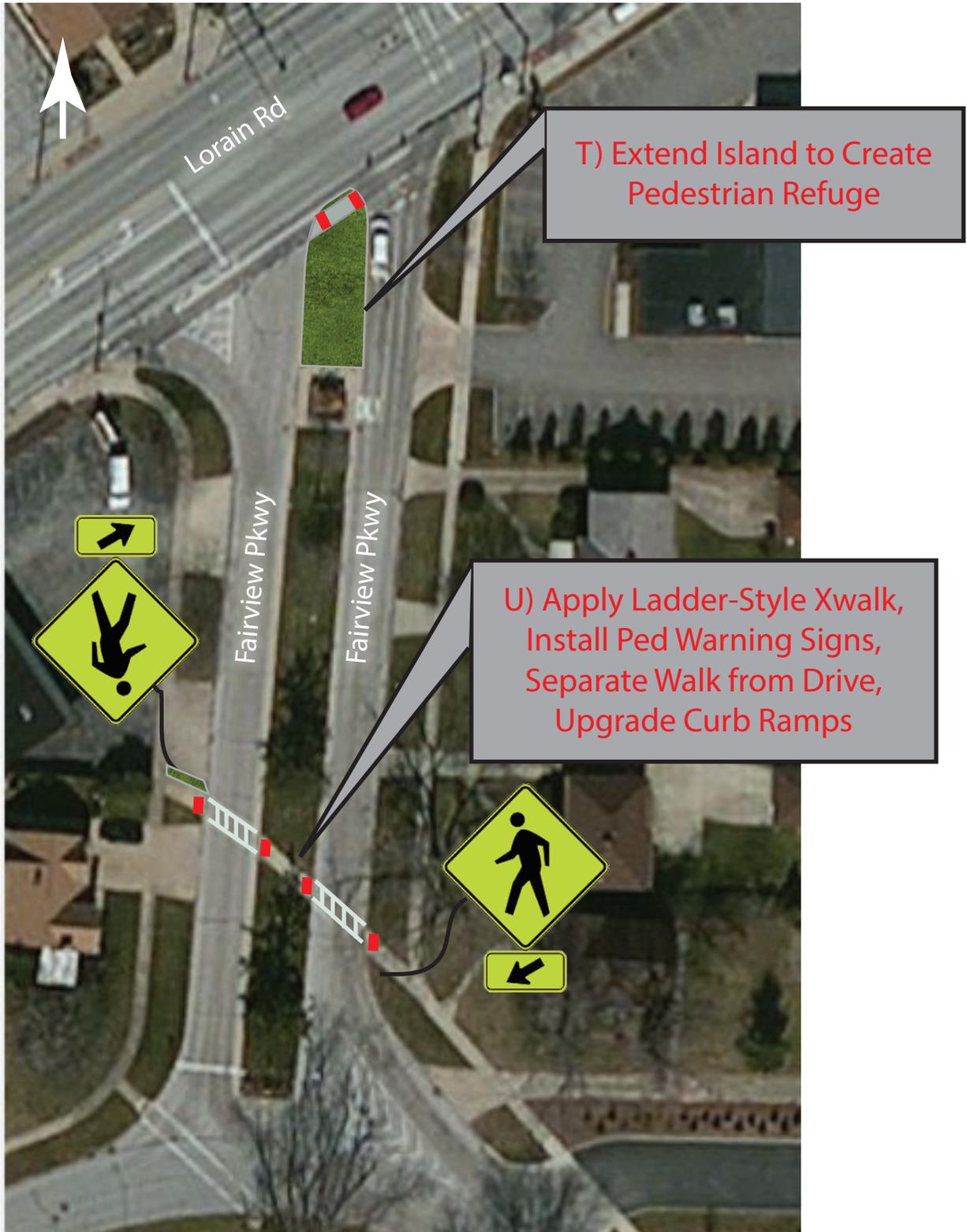
# Gilles-Sweet Elementary Improvements



# Lewis F Mayer Middle School - Improvements

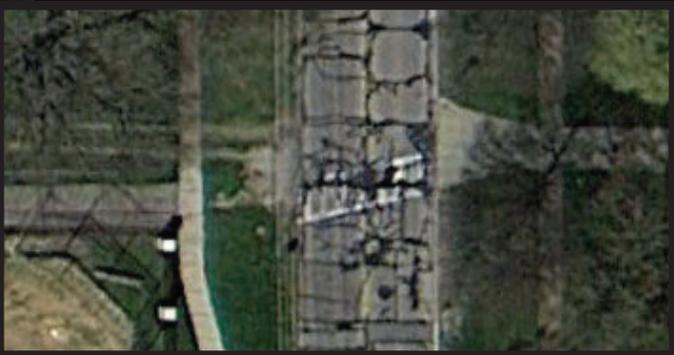


Lewis F Mayer Middle School  
Lorain Road at Fairview Parkway Improvements

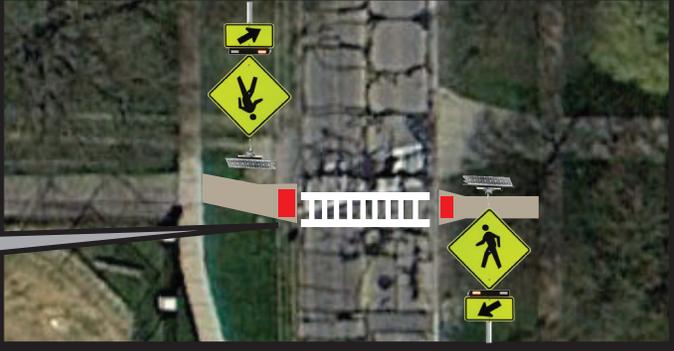


# Lewis F Mayer Middle School - West 210th Street Improvements

## Mid-Block Ped Crossing - W. 210th St



Before



After

Y) Add Flashing School Zone Signs

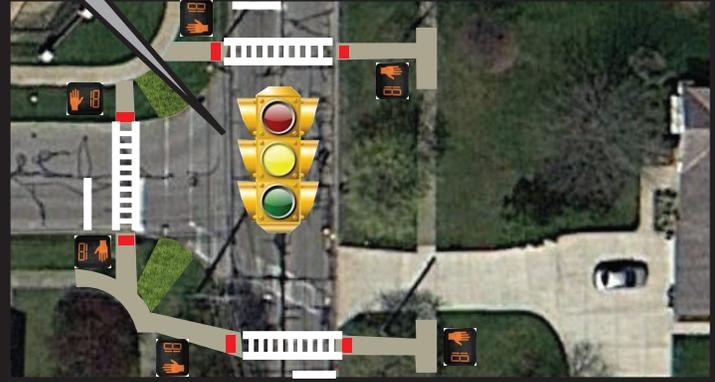
W) Install Lighting

V) Install Walk Separate from Drive, Add RRFB

X) Upgrade Signal, Install Countdown Ped Signals, Upgrade Curb Ramps and Crosswalks, Separate Walk from Drive



Before



After

## W. 210th St at Campus Dr

# W. 220th Street - Improvements



## SECTION 7: PUBLIC INPUT

**Public Input Process:** Public Meeting

**Date:** Monday, December 16, 2013 at 6:00 p.m.

**Target Audience:** City officials, school officials, Fairview Park PTA, parents of students, community members, other interested stakeholders

**Key Input Received:**

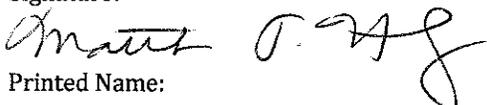
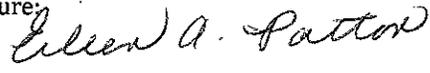
- Consider adding countermeasures that address streets in Fairview Park without sidewalks.
- Expand upon the recommendation of making Campus Drive (Mayer Middle School) a one-way street during school travel hours. Conduct a traffic study of surrounding side streets and further redirect traffic during school travel hours to mitigate automobile congestion.
- Address “stranger danger” by establishing a group walking and biking program.
- Need to add pedestrian lighting along main travel routes as it is very dark in the morning.
- Add a crosswalk at the corner of W. 213<sup>th</sup> Street and Campus Drive (Mayer Middle School) that crosses W. 213<sup>th</sup> Street. The only existing crosswalks are at the top and bottom of W. 213<sup>th</sup> Street some distance away.
- An education component for parents and motorists needs to be included to serve as a prevention tool for dangerous actions witnessed during student drop offs and pick ups.
- The problem at the Lorain Road/W. 220<sup>th</sup> Street intersection is not motorists turning right on red, but turning right once the light turns green and cutting off pedestrians traveling in the crosswalks.
- Install solar-powered signals at the site of all new proposed pedestrian signals as a cost-saving measure.
- Consider long-term maintenance when deciding which physical improvements to pursue for implementation.
- Generally speaking, the input provided by attendees was positive and in favor of the School Travel Plan and its recommended countermeasures.

*Note:* Public meeting materials can be found in Appendix D.

**SECTION 8: FINAL PLAN – PLEDGE OF SUPPORT**

City officials, school officials, parents of students, business owners, and other stakeholders from throughout the City of Fairview Park, Ohio, are joining together to enable and encourage more students, including those with disabilities, to walk and bicycle to school. By implementing our Safe Routes to School Travel Plan, we are seeking to create a safer environment in which students can walk and bike to school; make active transportation a more appealing travel alternative for students; promote a healthy and active lifestyle from an early age; and reduce traffic, fuel consumption, and air pollution in the vicinity of our schools.

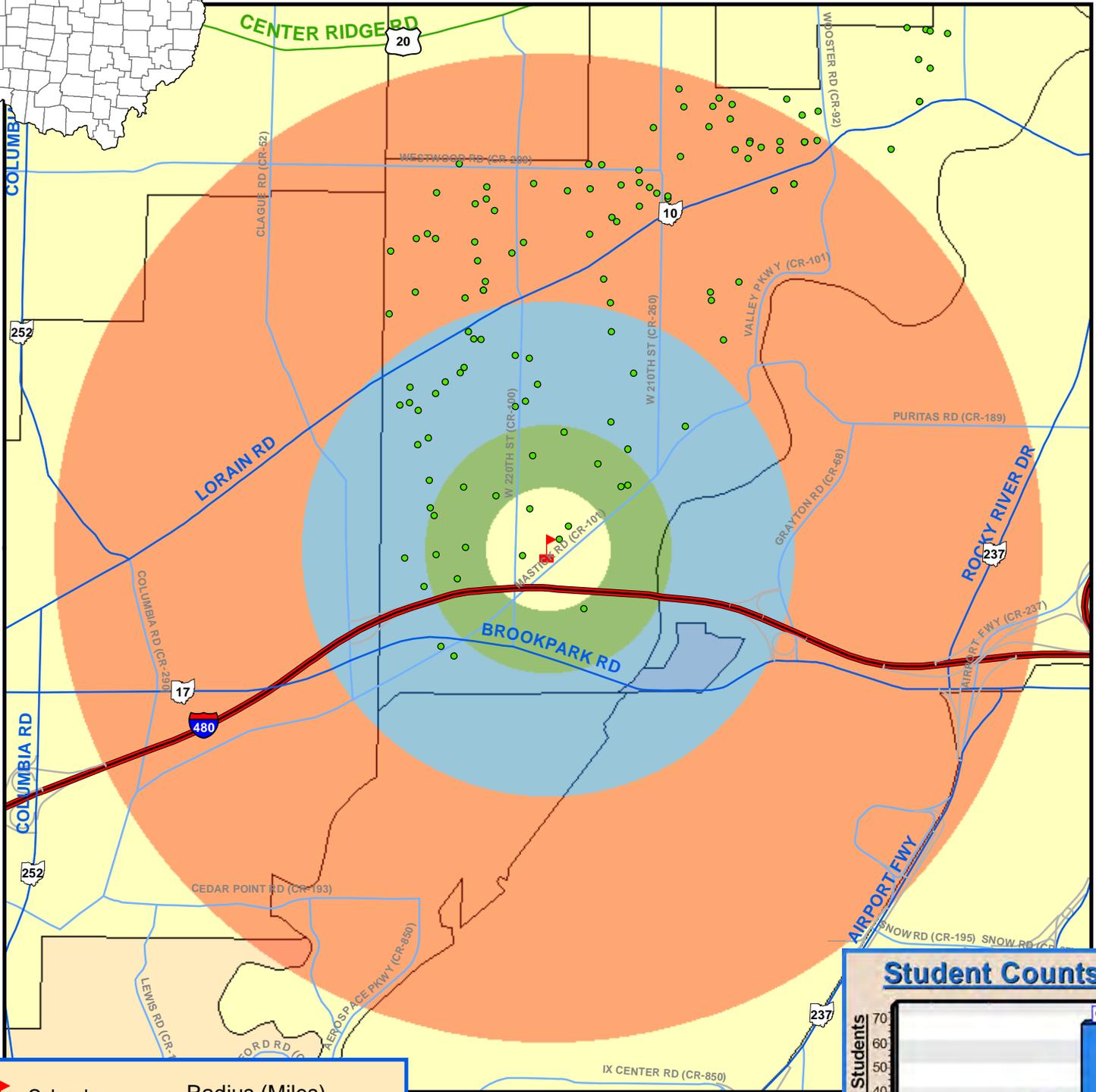
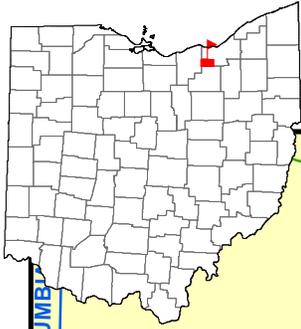
The undersigned are fully supportive of the Fairview Park Safe Routes to School Initiative, this School Travel Plan and the countermeasures recommended herein, and pledge to support the implementation of said countermeasures and provide resources as appropriate.

<p>Signature:           Printed Name: MATTHEW T. HRUBY          Title: SPTS Project Coordinator/          Development Admin.</p>	<p>Signature:           Printed Name: Robert S. Berner          Title: Service and Development Director</p>
<p>Signature:           Printed Name: BRIAN DEITSCH          Title: SUPERINTENDENT          FAIRVIEW PARK CITY SCHOOLS</p>	<p>Signature:           Printed Name: SAMUEL J BOBKO JR          Title: RESIDENT / TRAFFIC ENGINEER</p>
<p>Signature:           Printed Name: Colleen M. Sliwinski          Title: Teacher / Resident          Fairview Park City Schools</p>	<p>Signature:           Printed Name: Kathy Yanai          Title: President PTA Council of F.P.</p>
<p>Signature:           Printed Name: EILEEN A. PATTON          Title: MAYOR</p>	<p>Signature:           Printed Name: MARK C. JEFFERT          Title: Representative Cuyahoga County          Board of Health</p>

<p>Signature: <i>William F. Minek</i></p> <p>Printed Name: <i>WILLIAM F. MINICK</i></p> <p>Title: <i>COUNCILMAN WARD 2 CITY OF FAIRVIEW PARK</i></p>	<p>Signature: <i>LT PAUL D. SHEPARD</i></p> <p>Printed Name: <i>LT. PAUL D. SHEPARD</i></p> <p>Title: <i>POLICE LIKOTNIKOT FAIRVIEW PARK POLICE</i></p>
<p>Signature:</p> <p>Printed Name:</p> <p>Title:</p>	<p>Signature:</p> <p>Printed Name:</p> <p>Title:</p>
<p>Signature:</p> <p>Printed Name:</p> <p>Title:</p>	<p>Signature:</p> <p>Printed Name:</p> <p>Title:</p>
<p>Signature:</p> <p>Printed Name:</p> <p>Title:</p>	<p>Signature:</p> <p>Printed Name:</p> <p>Title:</p>

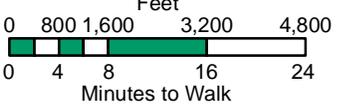
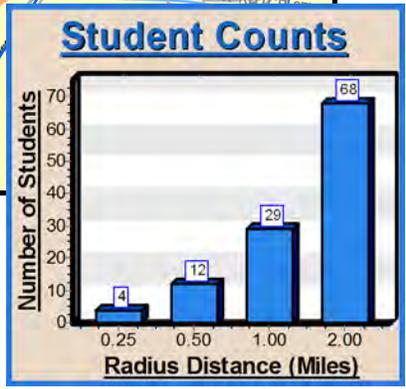
**Appendix A:**  
**School Radius Maps**

# Early Education Center - Fairview Park City - Cuyahoga 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	

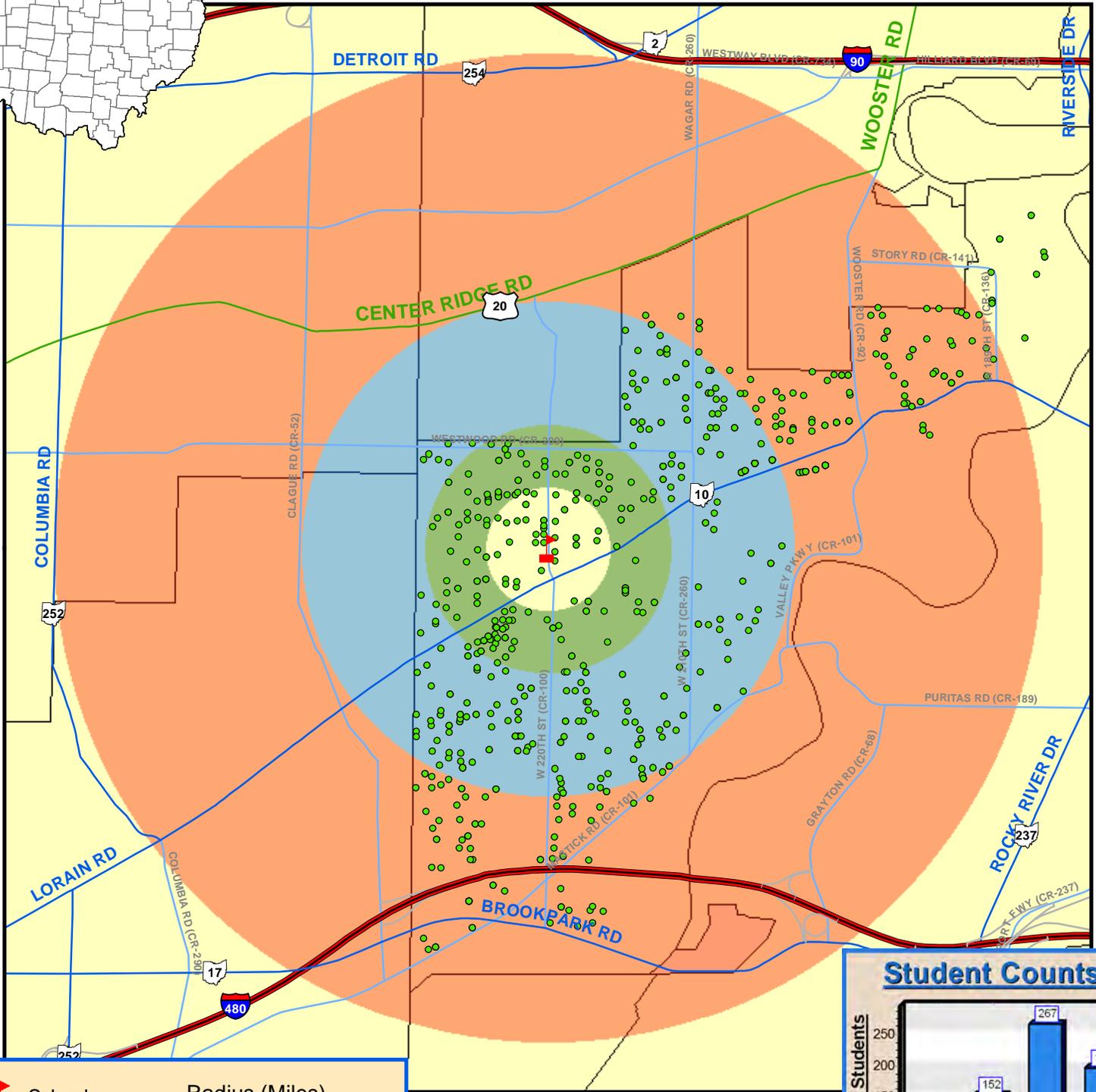
Total Enrollment = 126



Date: 8/12/2013

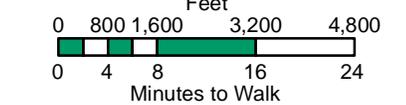
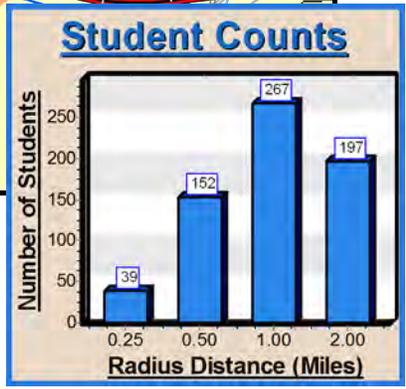


# Gilles-Sweet Elementary - Fairview Park City - Cuyahoga Co



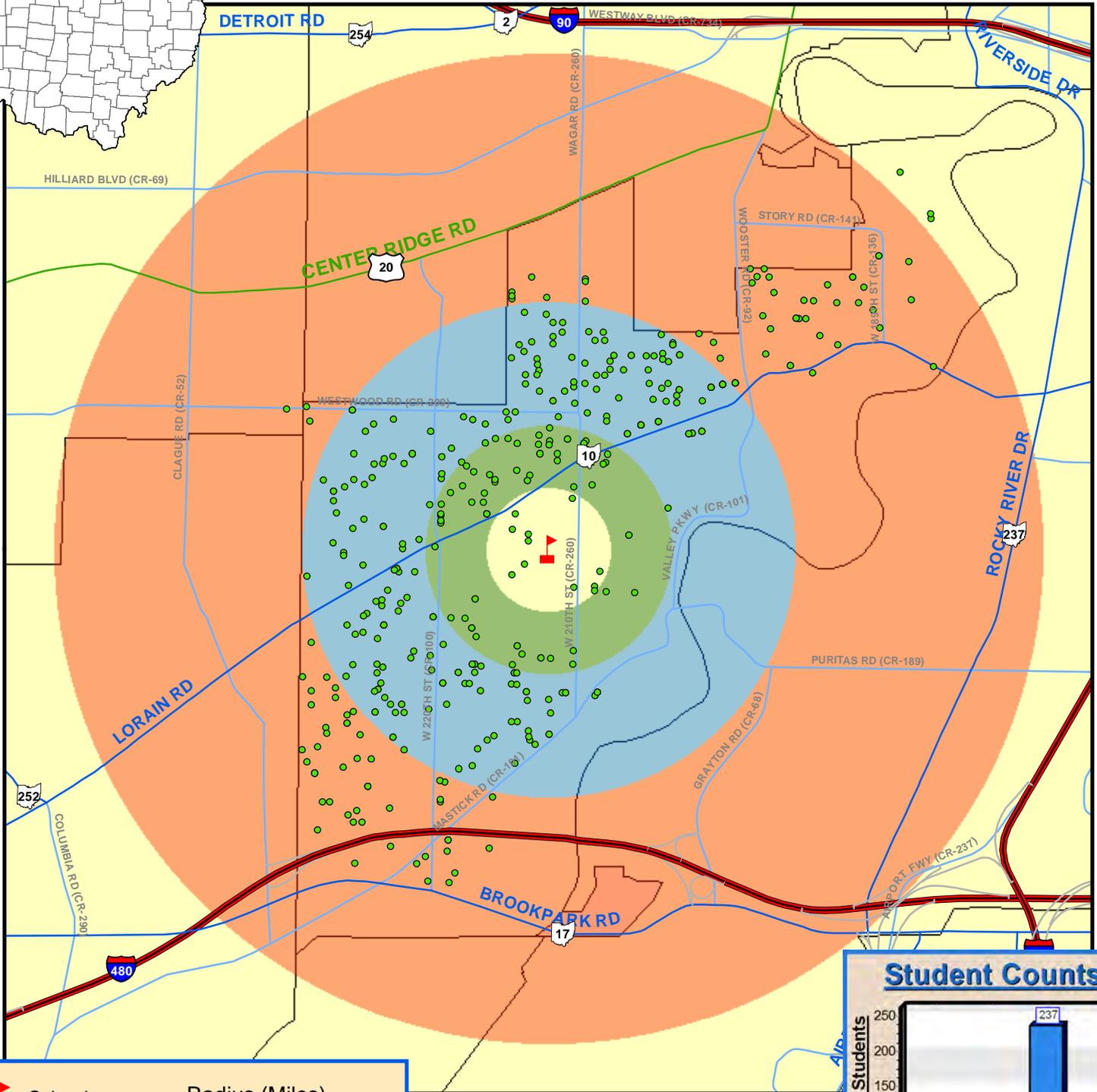
School	<b>Radius (Miles)</b>
Students	0.25
<b>Roads by Type</b>	0.5
Interstate Route	1.0
US Route	2.0
State Route	City Boundary
Freeway Ramp	County Boundary
County Roads	State Boundary
Township Roads	

Total Enrollment = 669



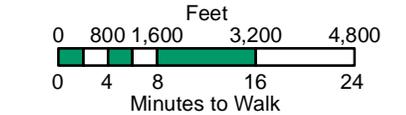
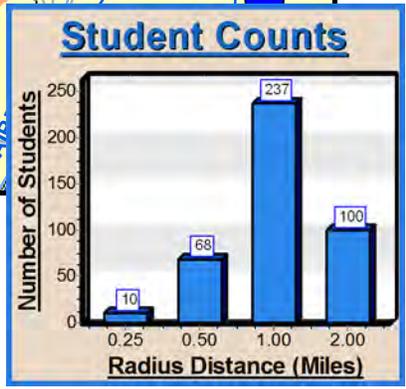
Date: 8/12/2013

# Lewis F Mayer Middle - Fairview Park City - Cuyahoga 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 = 418



Date: 8/12/2013



**Appendix B:**  
**Student Travel Tallies**

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

**School Name:** Fairview Park Early Education Center

**Set ID:** 12692

**School Group:** Fairview Park Safe Routes to School

**Month and Year Collected:** September 2013

**School Enrollment:** 126

**Date Report Generated:** 09/26/2013

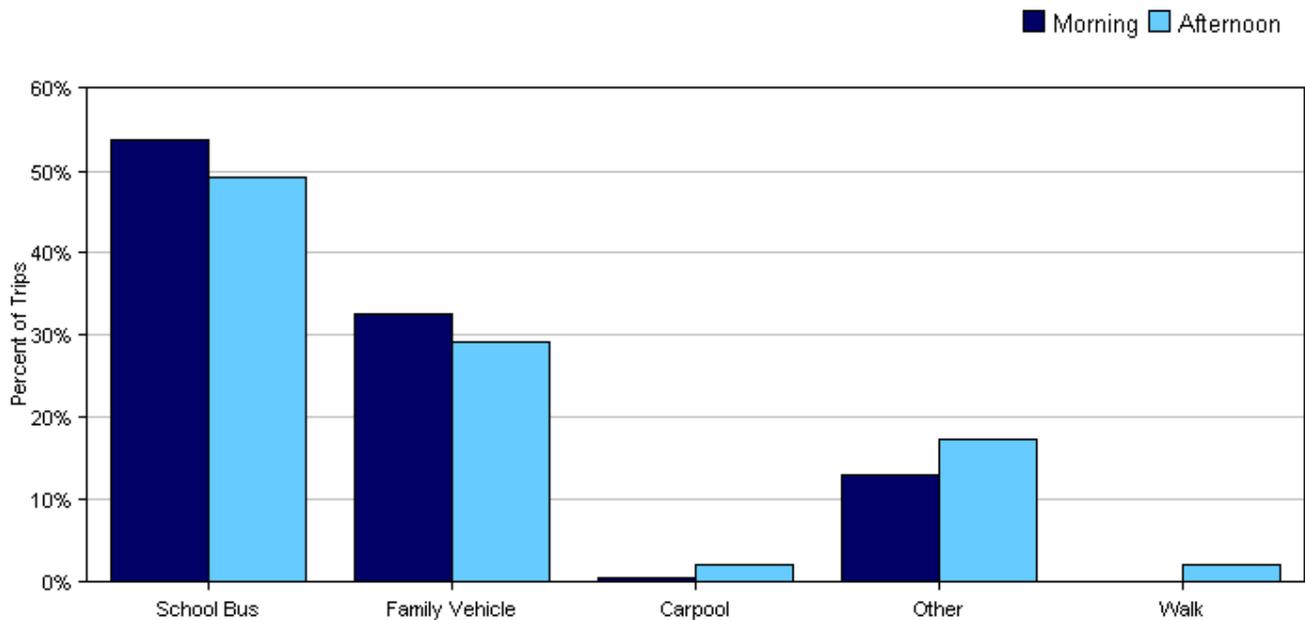
**% of Students reached by SRTS activities:** Not Applicable

**Tags:**

**Number of Classrooms  
Included in Report:** 5

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

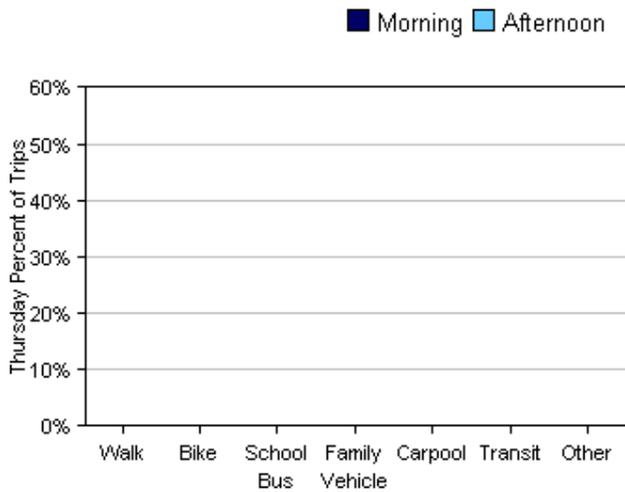
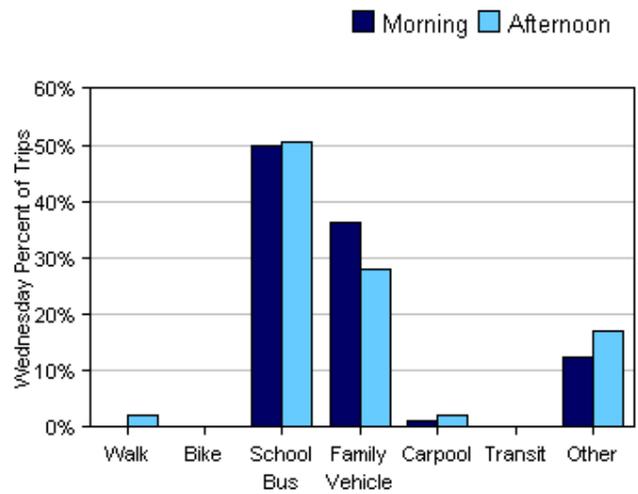
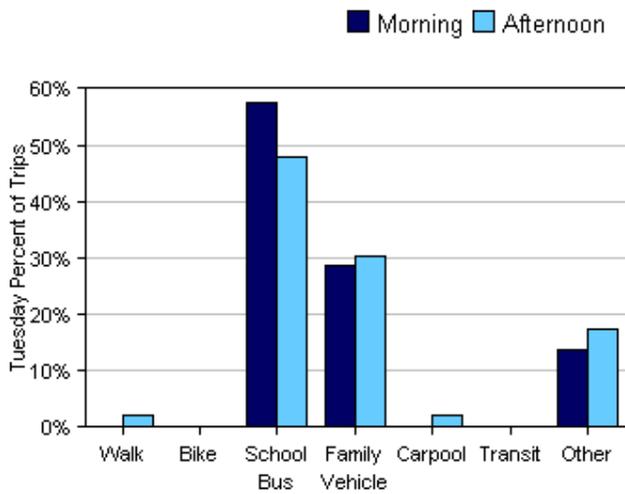


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	175	0%	0%	54%	33%	0.6%	0%	13%
Afternoon	185	2%	0%	49%	29%	2%	0%	17%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

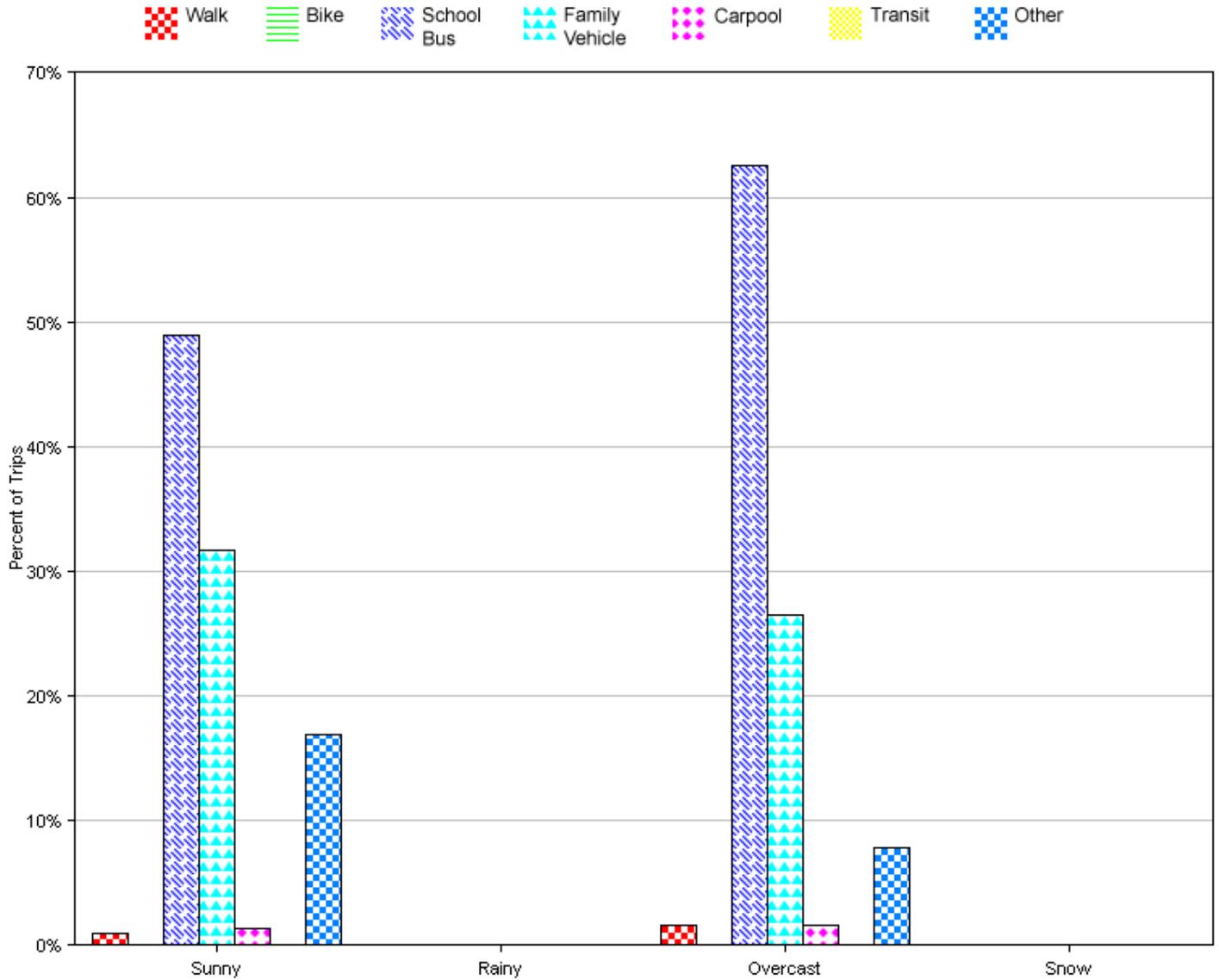


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	87	0%	0%	57%	29%	0%	0%	14%
Tuesday PM	92	2%	0%	48%	30%	2%	0%	17%
Wednesday AM	88	0%	0%	50%	36%	1%	0%	13%
Wednesday PM	93	2%	0%	51%	28%	2%	0%	17%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	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	296	1%	0%	49%	32%	1%	0%	17%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	64	2%	0%	63%	27%	2%	0%	8%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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

**School Name:** Gilles-Sweet Elementary School

**Set ID:** 12691

**School Group:** Fairview Park Safe Routes to School

**Month and Year Collected:** September 2013

**School Enrollment:** 678

**Date Report Generated:** 09/26/2013

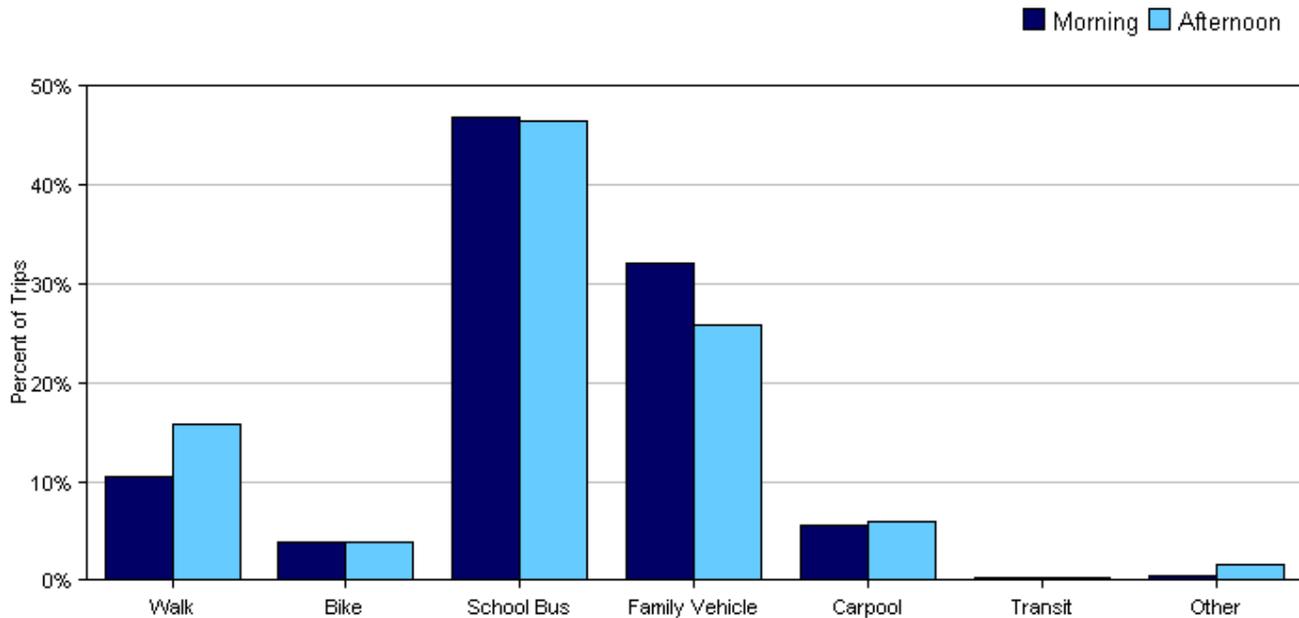
**% of Students reached by SRTS activities:** Not Applicable

**Tags:**

**Number of Classrooms  
Included in Report:** 24

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

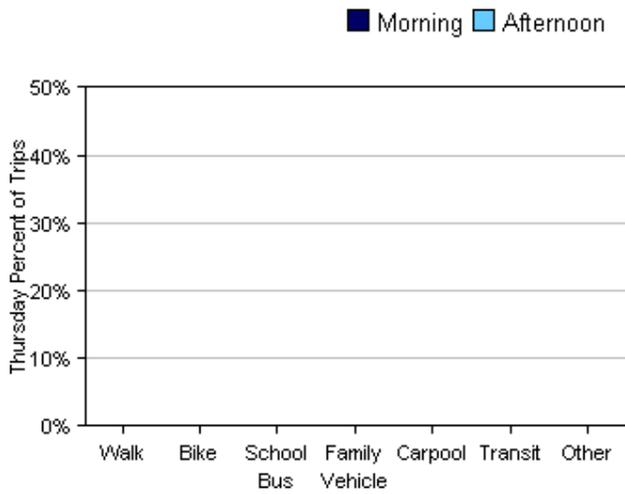
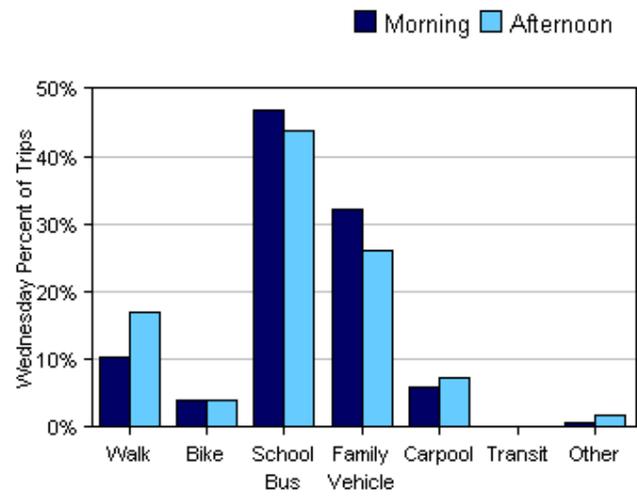
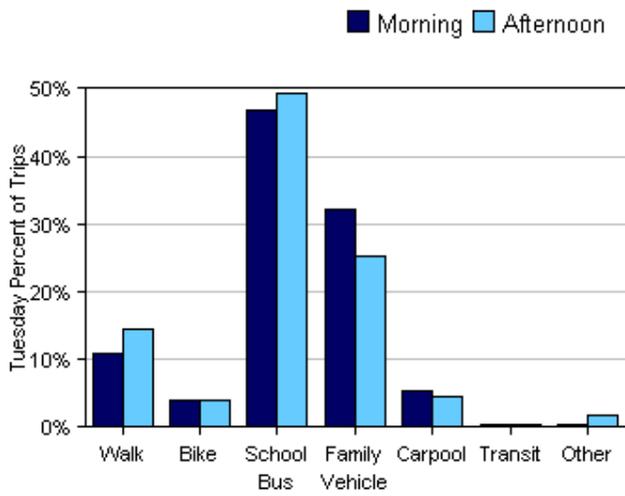


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1088	11%	4%	47%	32%	6%	0.3%	0.6%
Afternoon	1082	16%	4%	47%	26%	6%	0.3%	2%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

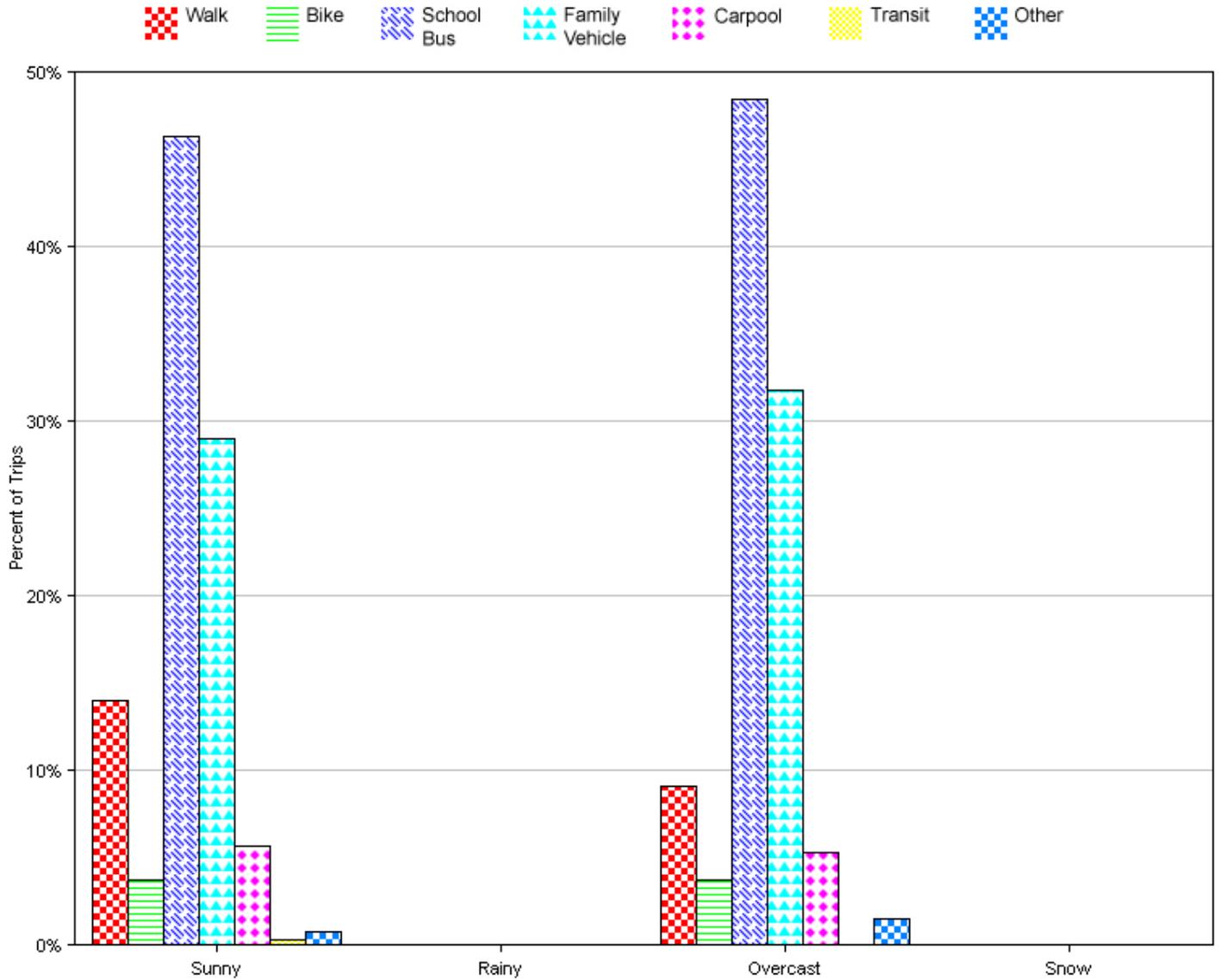


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	546	11%	4%	47%	32%	5%	0.4%	0.5%
Tuesday PM	540	15%	4%	49%	25%	5%	0.4%	2%
Wednesday AM	542	10%	4%	47%	32%	6%	0.2%	0.6%
Wednesday PM	542	17%	4%	44%	26%	7%	0.2%	2%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	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	1630	14%	4%	46%	29%	6%	0.4%	0.8%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	396	9%	4%	48%	32%	5%	0%	2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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

**School Name:** Lewis F. Mayer Middle School

**Set ID:** 12690

**School Group:** Fairview Park Safe Routes to School

**Month and Year Collected:** September 2013

**School Enrollment:** 420

**Date Report Generated:** 09/26/2013

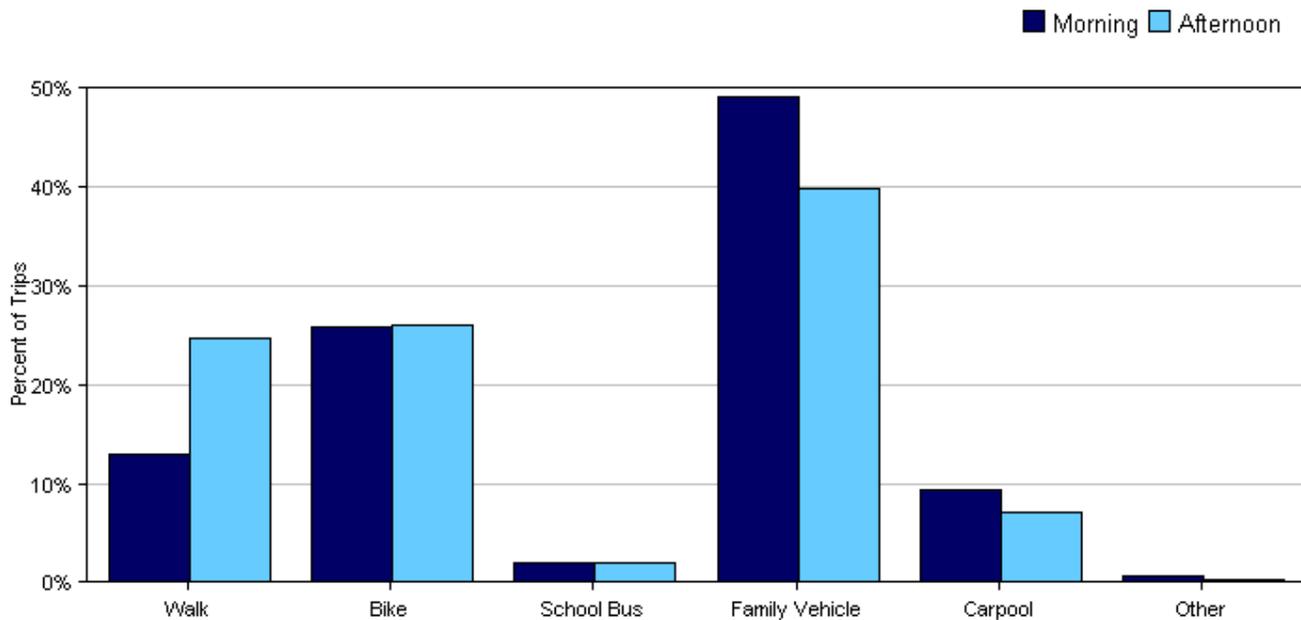
**% of Students reached by SRTS activities:** Not Applicable

**Tags:**

**Number of Classrooms  
Included in Report:** 18

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

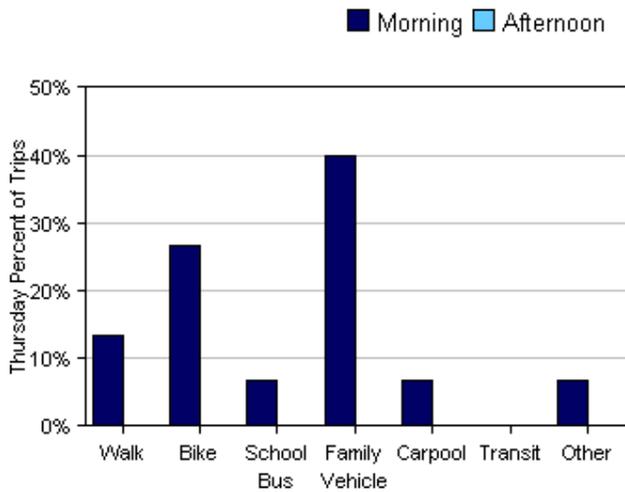
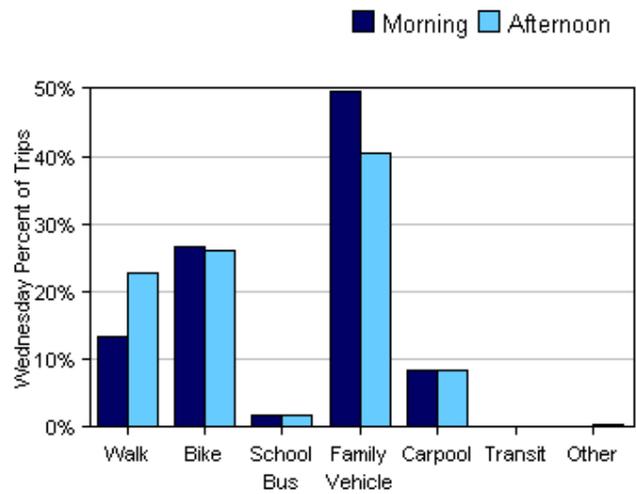
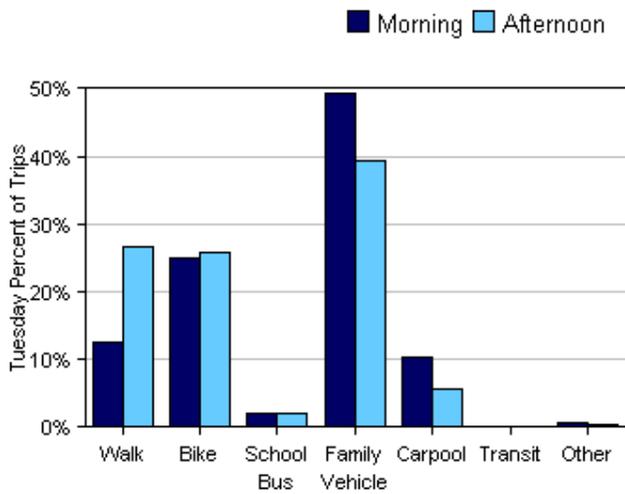


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	775	13%	26%	2%	49%	9%	0%	0.6%
Afternoon	635	25%	26%	2%	40%	7%	0%	0.3%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

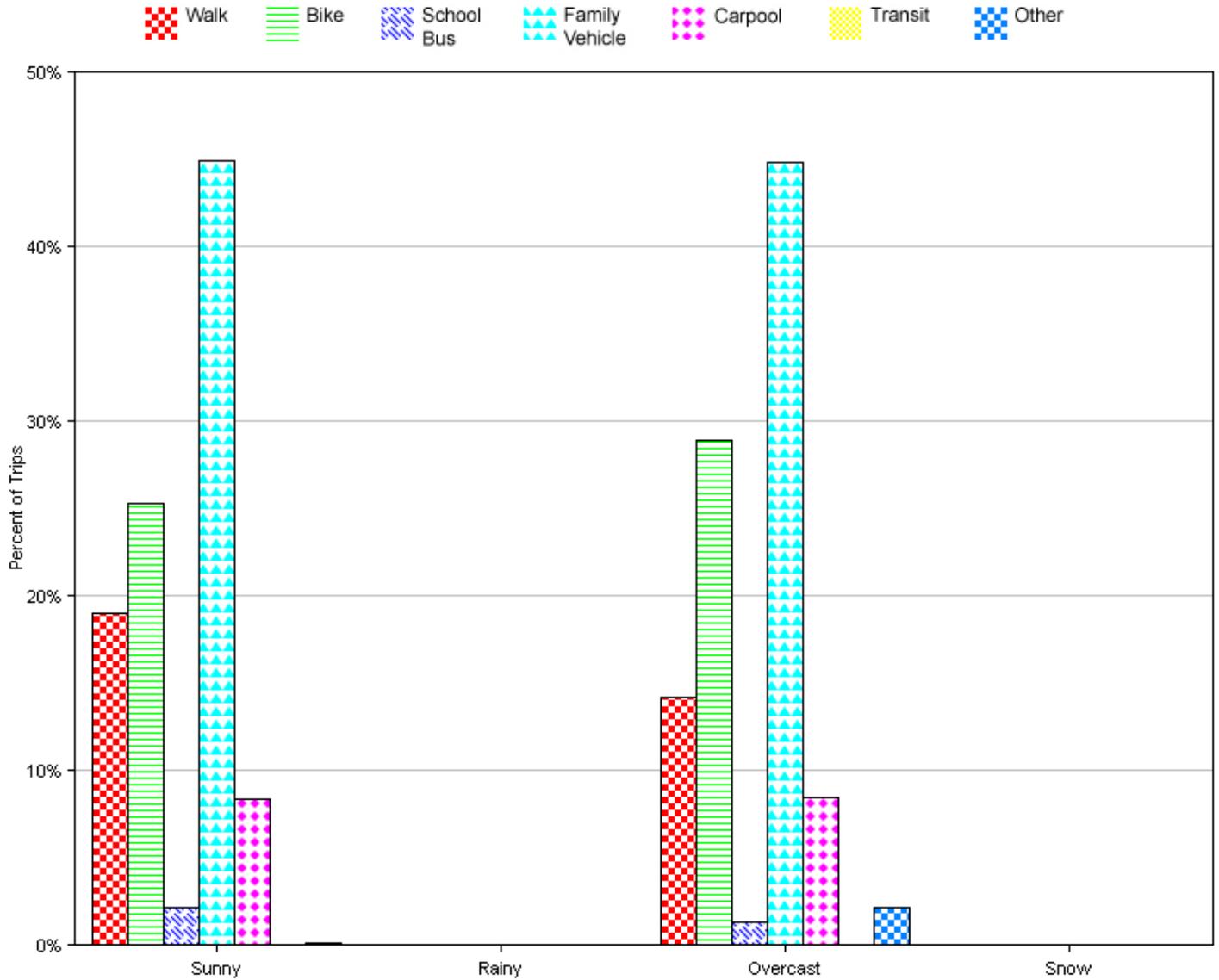


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	392	13%	25%	2%	49%	10%	0%	0.8%
Tuesday PM	318	27%	26%	2%	39%	6%	0%	0.3%
Wednesday AM	368	13%	27%	2%	49%	8%	0%	0.3%
Wednesday PM	317	23%	26%	2%	40%	9%	0%	0.3%
Thursday AM	15	13%	27%	7%	40%	7%	0%	7%
Thursday PM		0%	0%	0%	0%	0%	0%	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	1185	19%	25%	2%	45%	8%	0%	0.2%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	225	14%	29%	1%	45%	8%	0%	2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

**Appendix C:**  
**Parent Survey Results**

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Fairview Park Early Education Center

**Set ID:** 10229

**School Group:** Fairview Park Safe Routes to School

**Month and Year Collected:** September 2013

**School Enrollment:** 126

**Date Report Generated:** 09/26/2013

**% Range of Students Involved in SRTS:** Don't Know

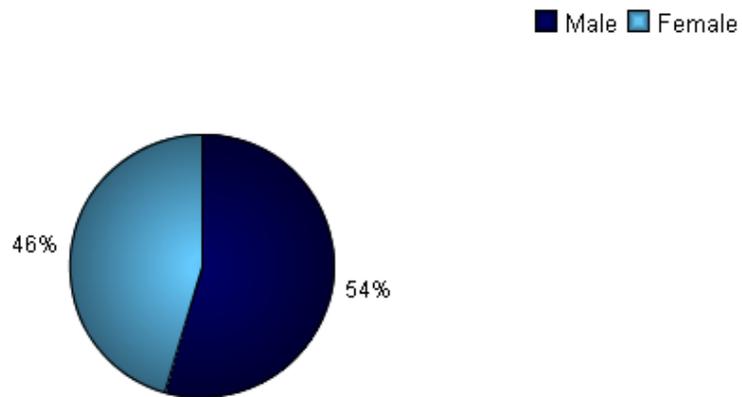
**Tags:**

**Number of Questionnaires Distributed:** 100

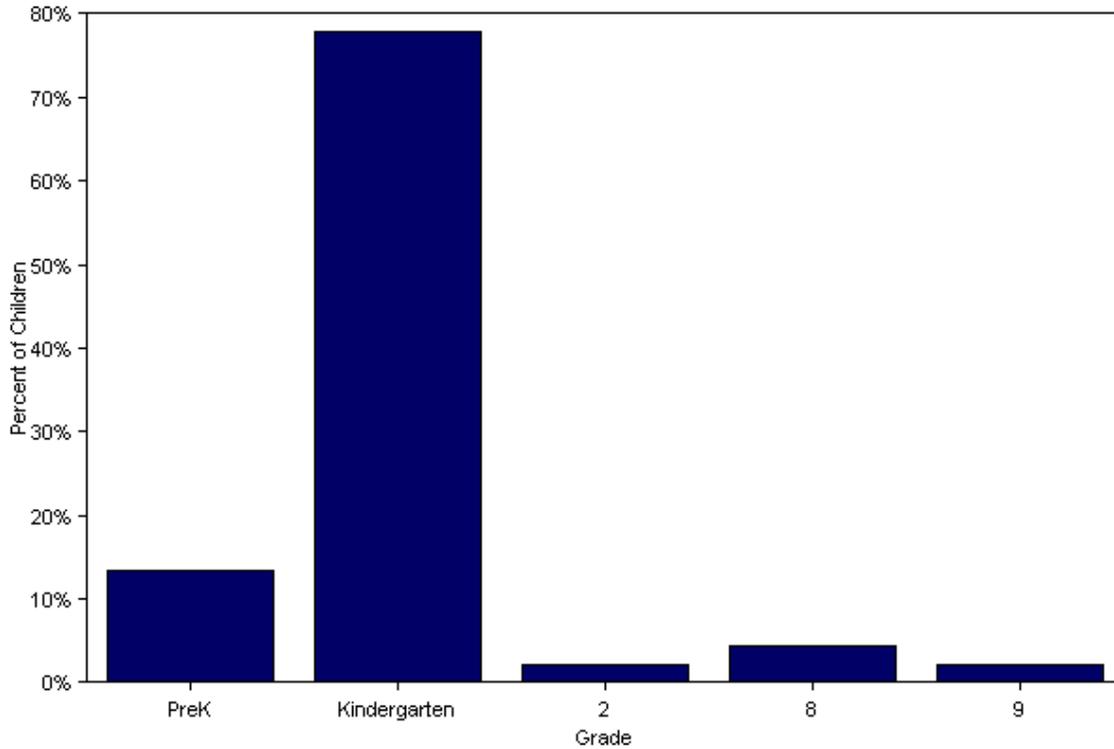
**Number of Questionnaires Analyzed for Report:** 46

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



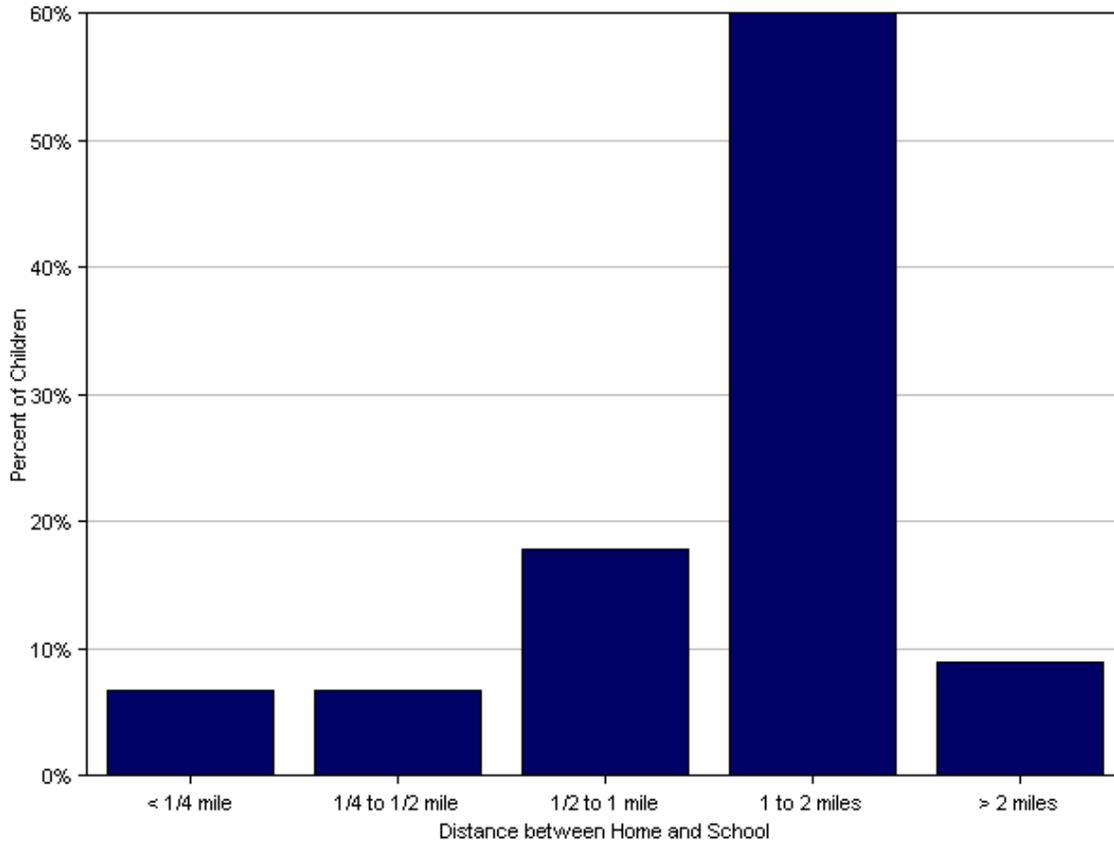
### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	6	13%
Kindergarten	35	78%
2	1	2%
8	2	4%
9	1	2%

No response: 0

Percentages may not total 100% due to rounding.

### Parent estimate of distance from child's home to school



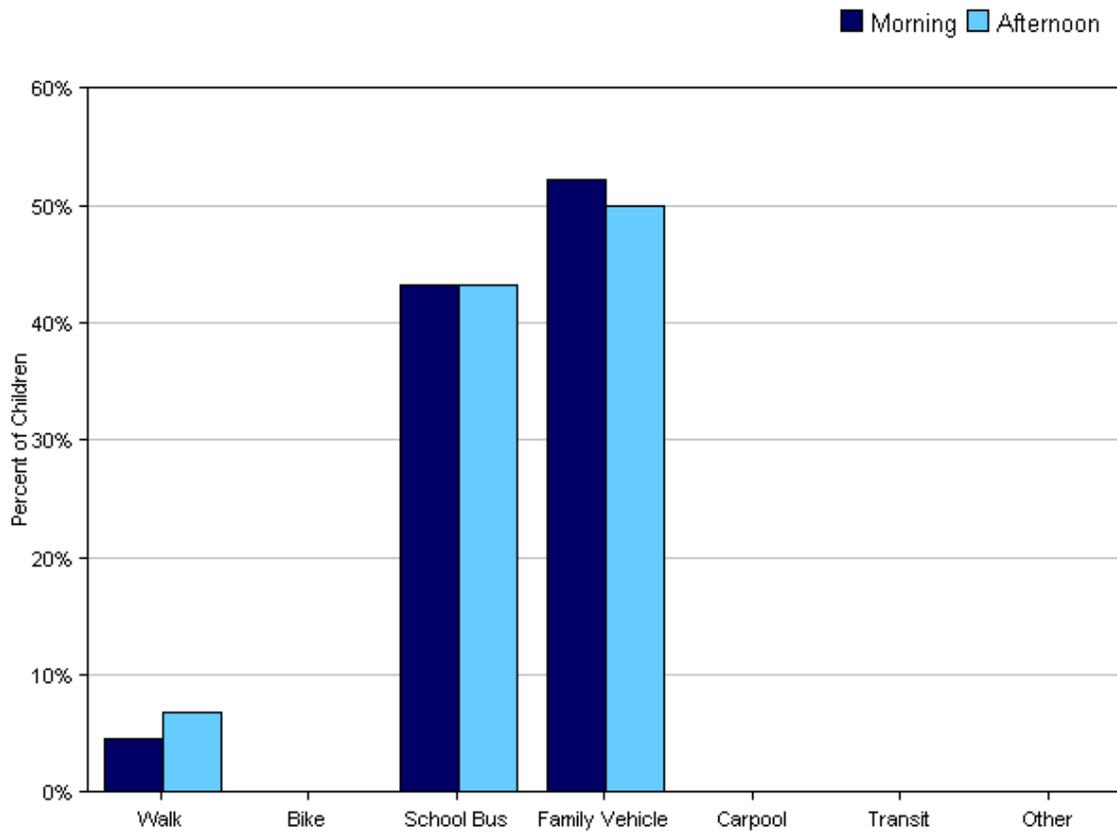
### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	3	7%
1/4 mile up to 1/2 mile	3	7%
1/2 mile up to 1 mile	8	18%
1 mile up to 2 miles	27	60%
More than 2 miles	4	9%

Don't know or No response: 1

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

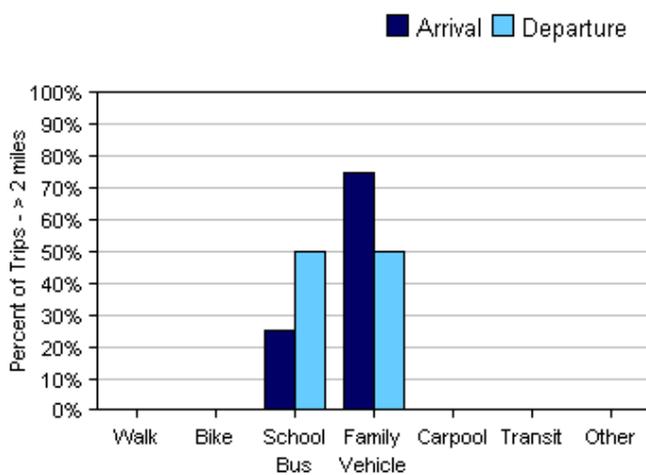
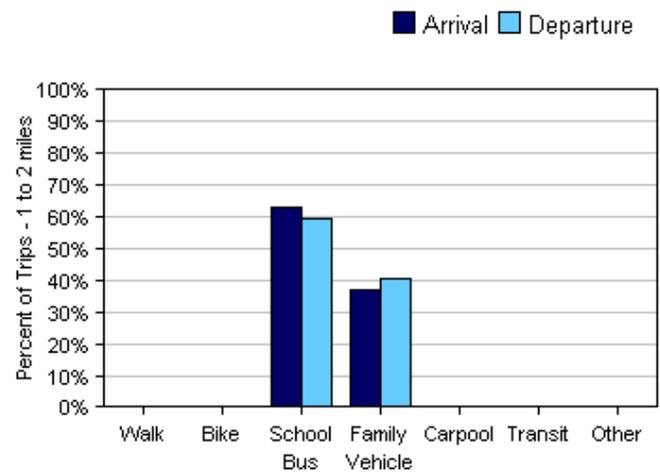
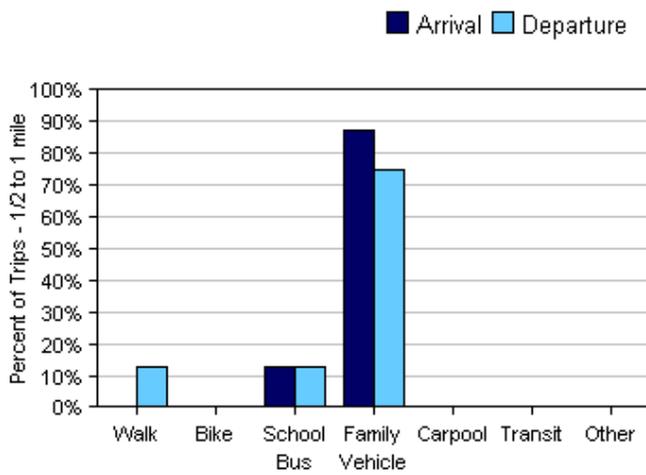
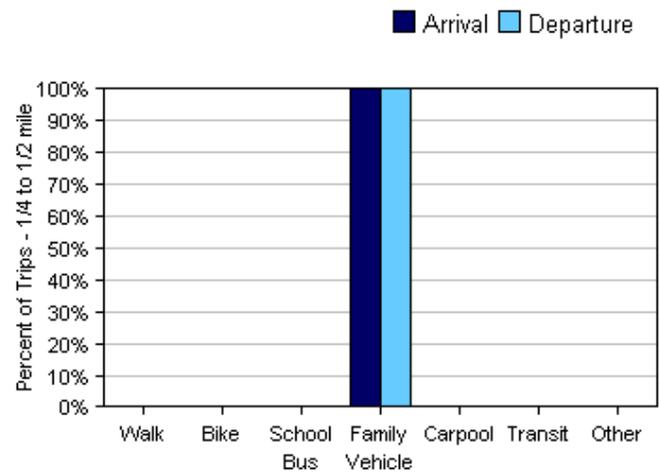
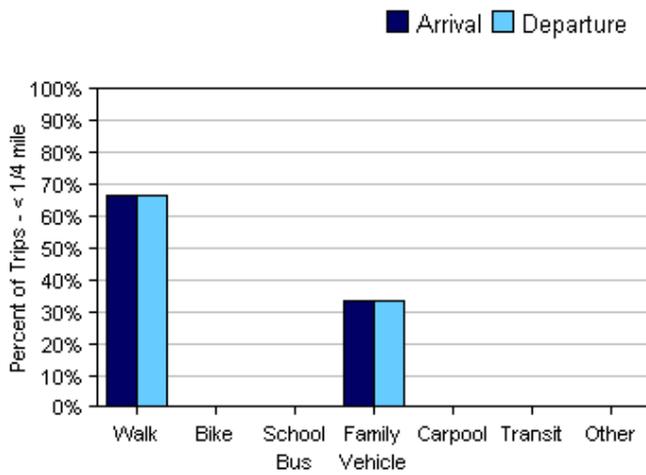
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	44	5%	0%	43%	52%	0%	0%	0%
Afternoon	44	7%	0%	43%	50%	0%	0%	0%

No Response Morning: 2

No Response Afternoon: 2

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	3	67%	0%	0%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	8	0%	0%	13%	88%	0%	0%	0%
1 mile up to 2 miles	27	0%	0%	63%	37%	0%	0%	0%
More than 2 miles	4	0%	0%	25%	75%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

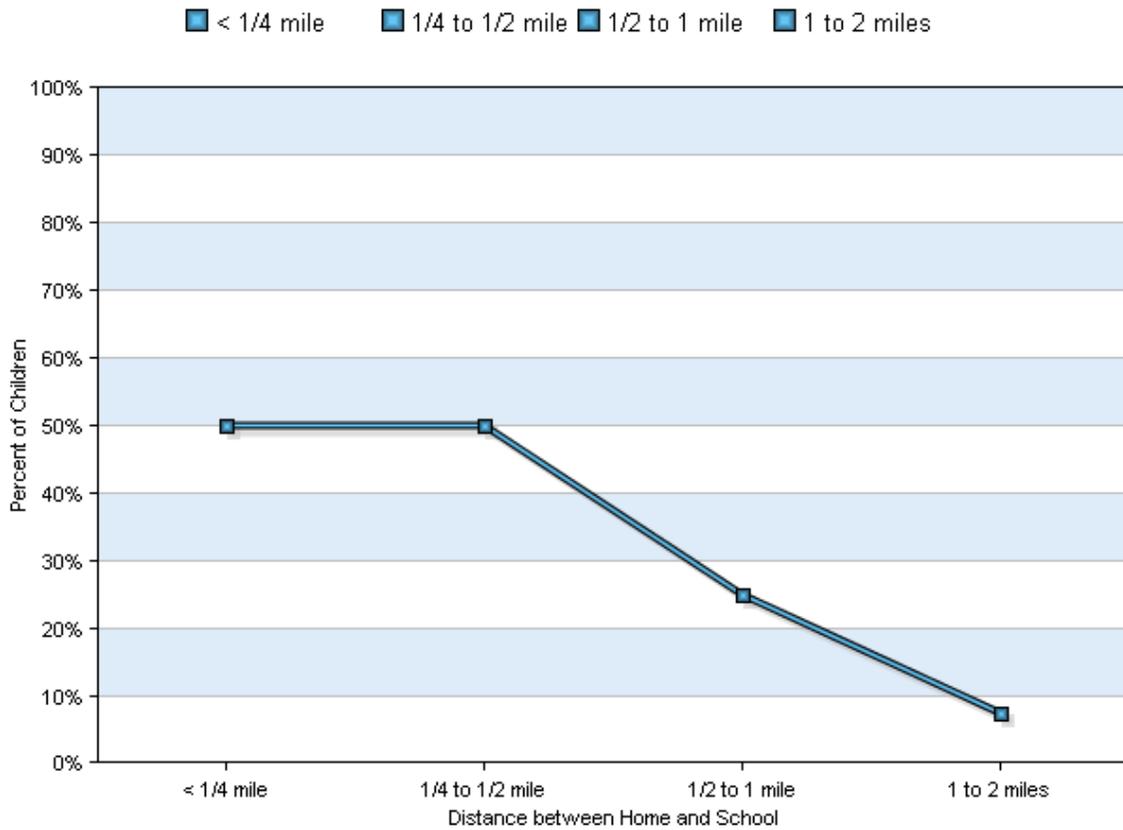
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	67%	0%	0%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	8	13%	0%	13%	75%	0%	0%	0%
1 mile up to 2 miles	27	0%	0%	59%	41%	0%	0%	0%
More than 2 miles	4	0%	0%	50%	50%	0%	0%	0%

Don't know or No response: 2

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

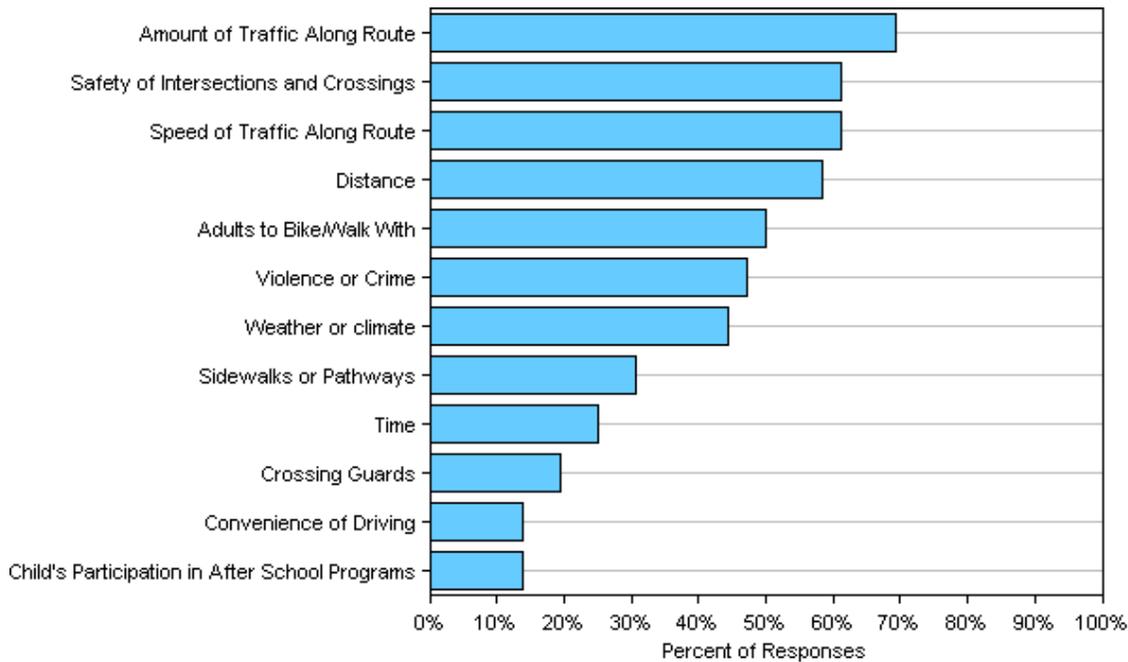


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

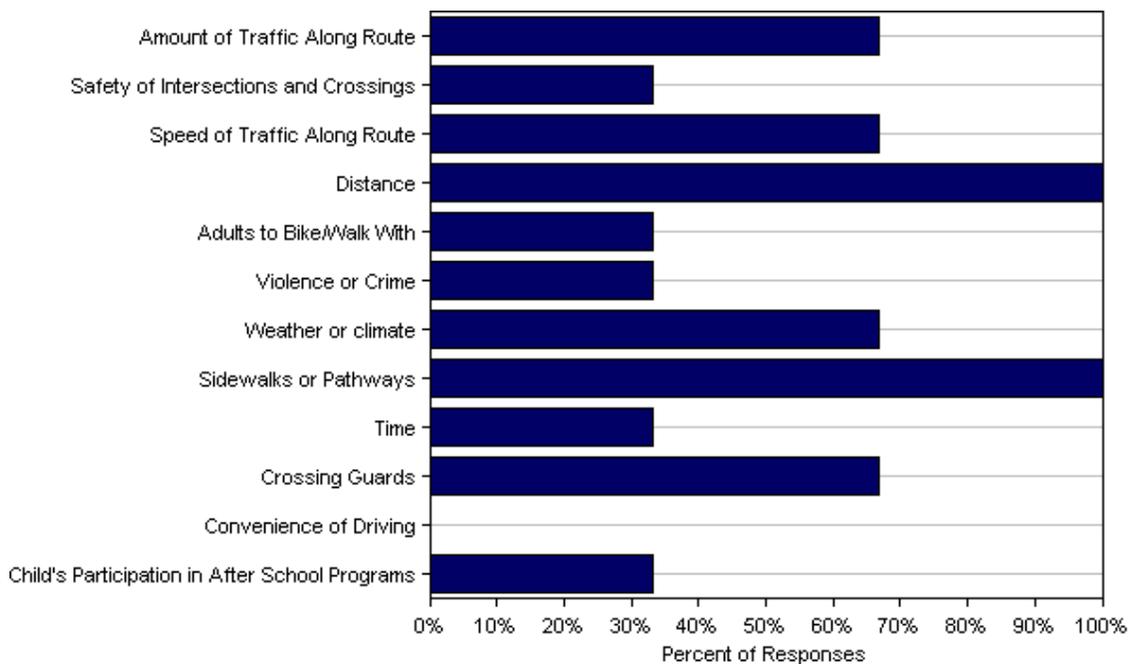
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	6	50%	50%	25%	7%	0%
No	37	50%	50%	75%	93%	100%

Don't know or No response: 3  
 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
Amount of Traffic Along Route	69%	67%
Safety of Intersections and Crossings	61%	33%
Speed of Traffic Along Route	61%	67%
Distance	58%	100%
Adults to Bike/Walk With	50%	33%
Violence or Crime	47%	33%
Weather or climate	44%	67%
Sidewalks or Pathways	31%	100%
Time	25%	33%
Crossing Guards	19%	67%
Convenience of Driving	14%	0%
Child's Participation in After School Programs	14%	33%
<b>Number of Respondents per Category</b>	<b>36</b>	<b>3</b>

No response: 7

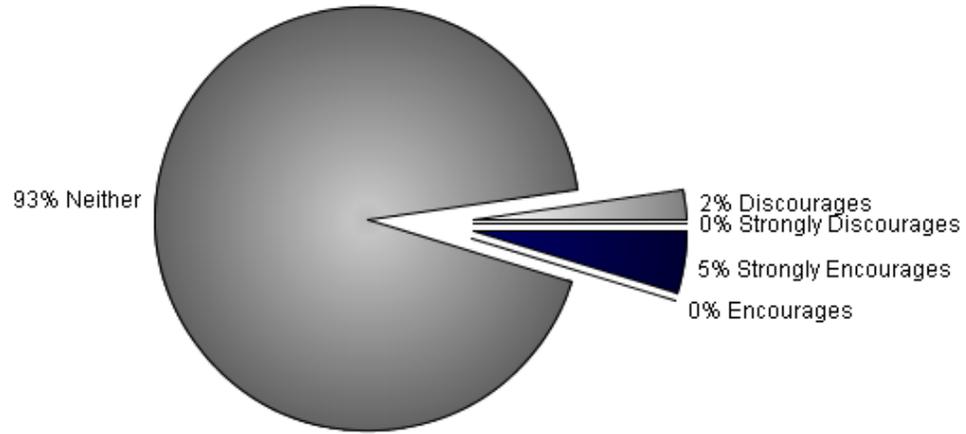
Note:

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

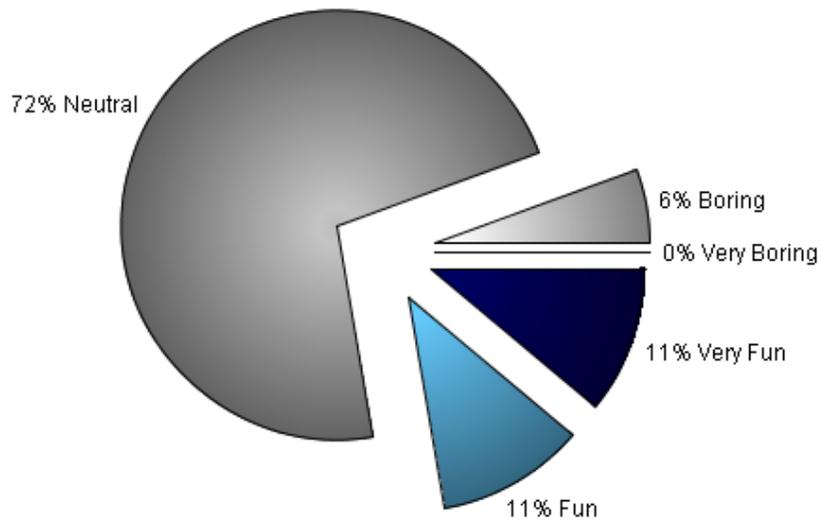
--Each column may sum to > 100% because respondent could select more than issue

--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.

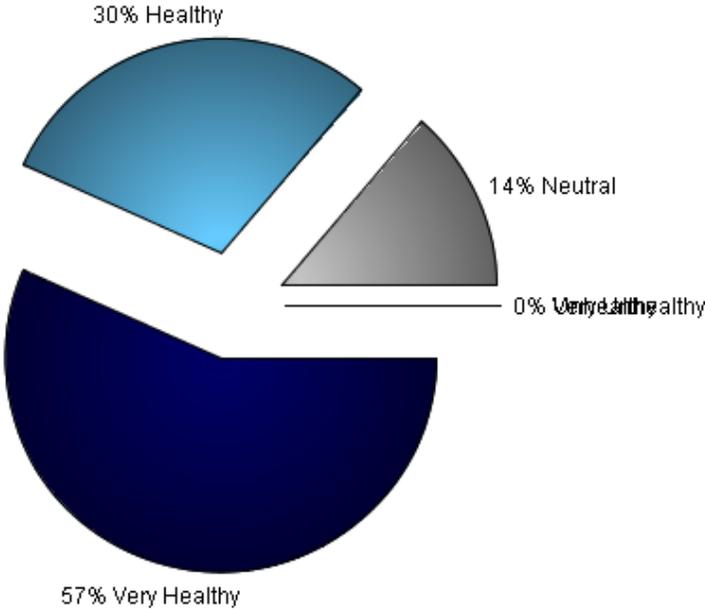
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1060237	I live along a busy street. On one hand, there are lots of people available should something happen. On the other, it would be easy for someone to grab her and speed away. Neighbors mind their own business too much.
1064257	We walk home from Parkview, I will not be comfortable with them walking home from Gilles sweet alone, traffic much too heavy on 220 and Lorain.
1059906	When my children attended Gilles-Sweet, I would not permit them to walk to school everyday. I felt it was too far, especially in inclement weather. Also, given our location, my children would have had to cross the two busiest streets in Fairview. If you would like to encourage children to walk/bike to school, then you need to encourage residents and business to shovel their sidewalks in the winters. Also, police need to encourage the speed limit policies. As it is my children have nearly been hit a few times at the intersection of West 210 and Lorain in the morning or riding bikes to meet friends after school.
1060023	My child would have no choice to ride all the way to home on Lorain Ave. The traffic does not follow the speed limits on Lorain Ave. We really need police presence during school hour let outs. I have witnessed many near misses at corners of careless drivers and prefer NOT to allow bike riding to and from.
1060105	I am not concerned about walking for my kindergartner because he is at his own school however when he reaches the elementary school it will be a huge huge issue in my house. We live .97 miles from the elementary school and do not get a bus it is unsafe to walk in the Carline for parent drop off- I have to wait there with my older son for 20 minutes in order to drop him off for school- If it were safer he would walk
1060124	My son is too young to walk or ride a bike this year.
1060188	When my child is older, I will consider walking or biking. At this point, he is too young to make it as far as we would have to walk/pedal.
1059920	the only reason I answered 2nd grade that they are allowed to walk to school, is because I live 4 houses away from Gilles Sweet. If I lived farther away, I would not allow it until at least 5th or 6th grade.
1059950	My daughter is in kindergarten, so we really haven't had to deal with these issues yet. If we lived closer I would consider walking her during warmer weather. I'm thinking that as long as we live farther away from school (between 1-2 miles) we will continue to have her take the bus and/or drive her to school.
1063427	I would love to let my child walk or ride bikes to school. But since there are so many reports of children being abducted or approached by sex offenders I would not be comfortable with my child walking to school. I feel that these types of people know when children are going to and from school and target them.
1063582	I'm more concerned of a kidnapping occurring, which is why I don't like my children out of my sight and all alone. Even teenagers are being kidnapped. There are a lot more of these occurrences happening throughout America. It scares me.
1059986	City is not safe enough for any child to walk/bike. We pay enough in taxes that ALL children should be able to take bus to school, not just elementary. Clean up Lorain Rd!
1060040	my son is in kindergarten. some of these questions arne't applicable to me.
1060257	This is a small city with a lot of traffic. You are not going to be able to fix this.
1064242	My daughter doesn't walk because of her young age.
1066448	Most commonly, I think the following items are important. First, tall shrubs around intersections need to be trimmed back so that driver and bikers can see each other. For example there are tall shrubs at Robinhood and W.220th. Second, there needs to be a crackdown of cell phone use while driving or biking. So many times I see drivers not paying attention, bikers too! Especially in the morning, business people trying to get to work and doing emails at the same time, and students try to get to school while checking facebook. It is dangerous. The route can be made safe, but we need to find ways to get the drivers to pay attention. Maybe more crossing guards can help here. We all know rush hour people are notorious for rolling stops! Kids should be encouraged be on the sidewalk, especially during rush hour and crummy weather. When they are walking in the street with headphones on we are just asking for trouble. Thanks for all your efforts, I think you are doing a great thing here. Maybe we could get a banner made up to hang across Lorain road to let the general community know to slow down and pay attention.

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Gilles-Sweet Elementary School

**Set ID:** 10231

**School Group:** Fairview Park Safe Routes to School

**Month and Year Collected:** September 2013

**School Enrollment:** 678

**Date Report Generated:** 09/26/2013

**% Range of Students Involved in SRTS:** Don't Know

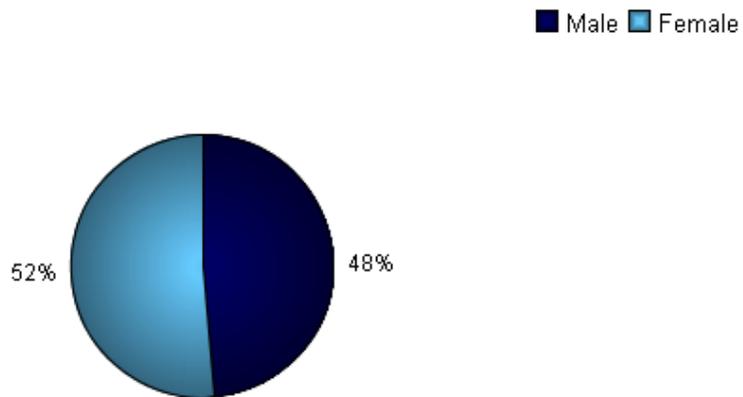
**Tags:**

**Number of Questionnaires Distributed:** 100

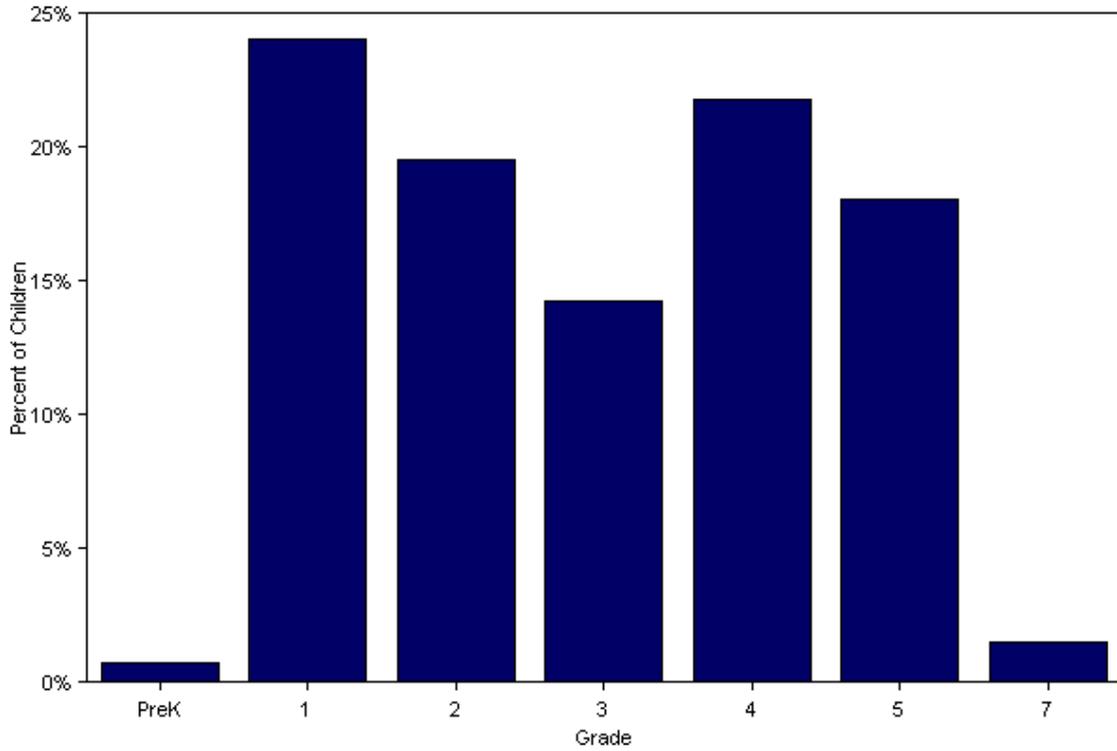
**Number of Questionnaires Analyzed for Report:** 134

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



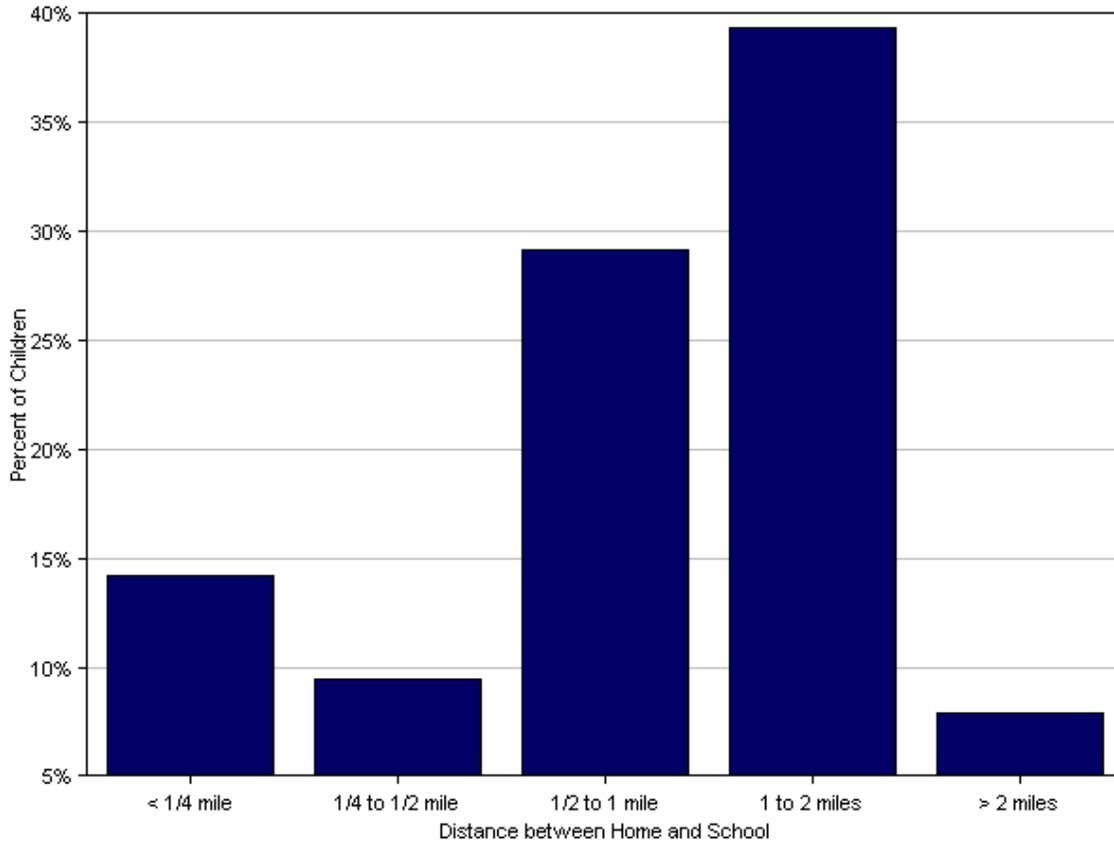
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	1%
1	32	24%
2	26	20%
3	19	14%
4	29	22%
5	24	18%
7	2	2%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



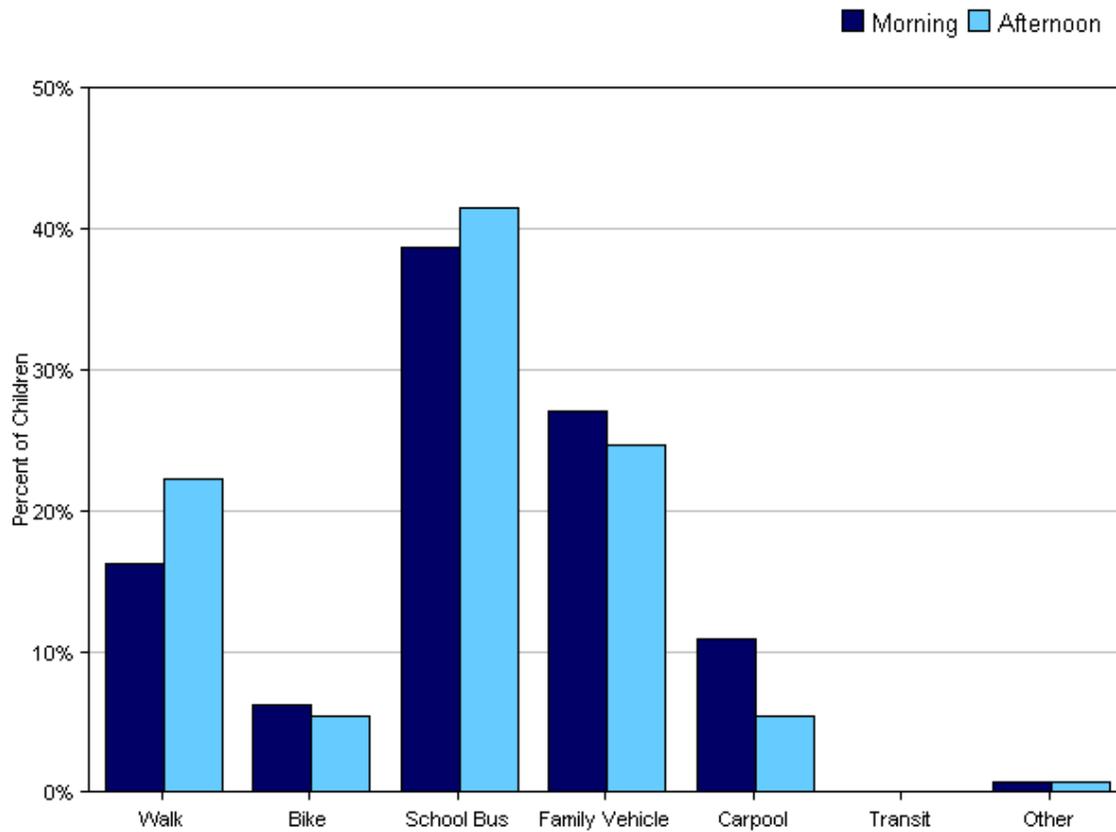
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	18	14%
1/4 mile up to 1/2 mile	12	9%
1/2 mile up to 1 mile	37	29%
1 mile up to 2 miles	50	39%
More than 2 miles	10	8%

Don't know or No response: 7

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

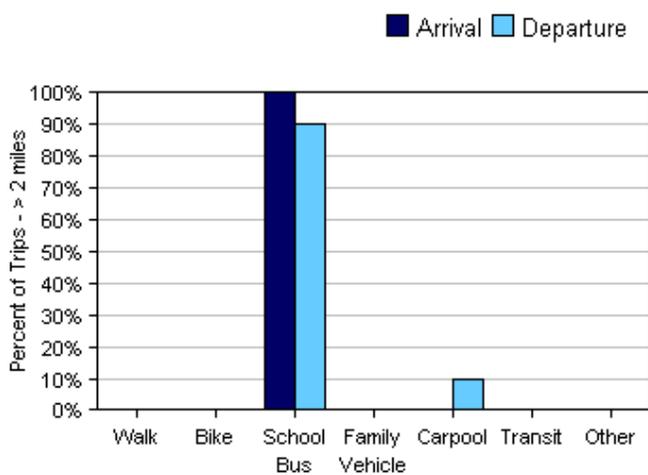
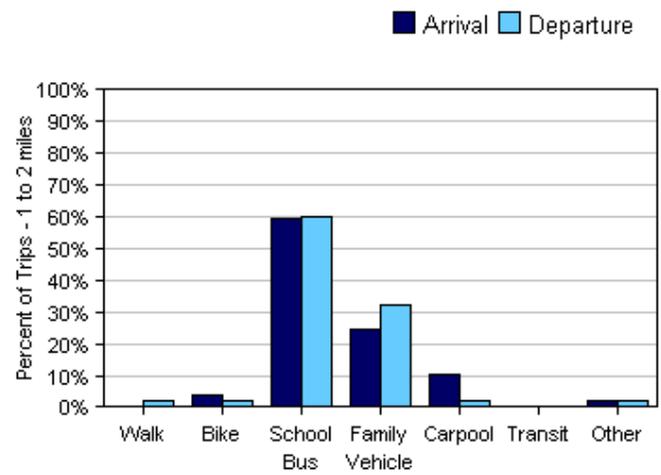
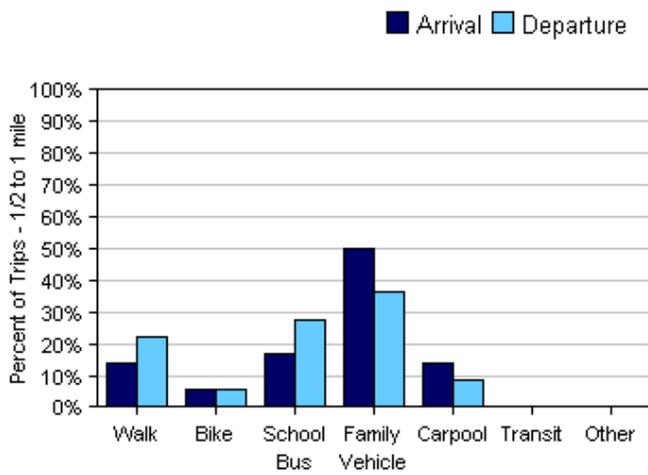
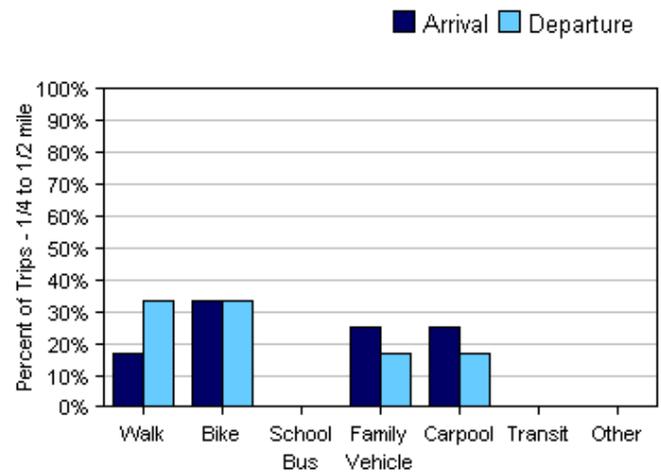
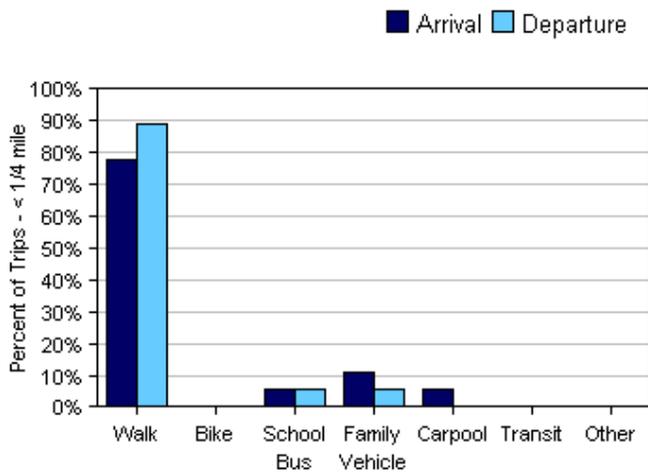
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	129	16%	6%	39%	27%	11%	0%	0.8%
Afternoon	130	22%	5%	42%	25%	5%	0%	0.8%

No Response Morning: 5

No Response Afternoon: 4

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	18	78%	0%	6%	11%	6%	0%	0%
1/4 mile up to 1/2 mile	12	17%	33%	0%	25%	25%	0%	0%
1/2 mile up to 1 mile	36	14%	6%	17%	50%	14%	0%	0%
1 mile up to 2 miles	49	0%	4%	59%	24%	10%	0%	2%
More than 2 miles	10	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 9

Percentages may not total 100% due to rounding.

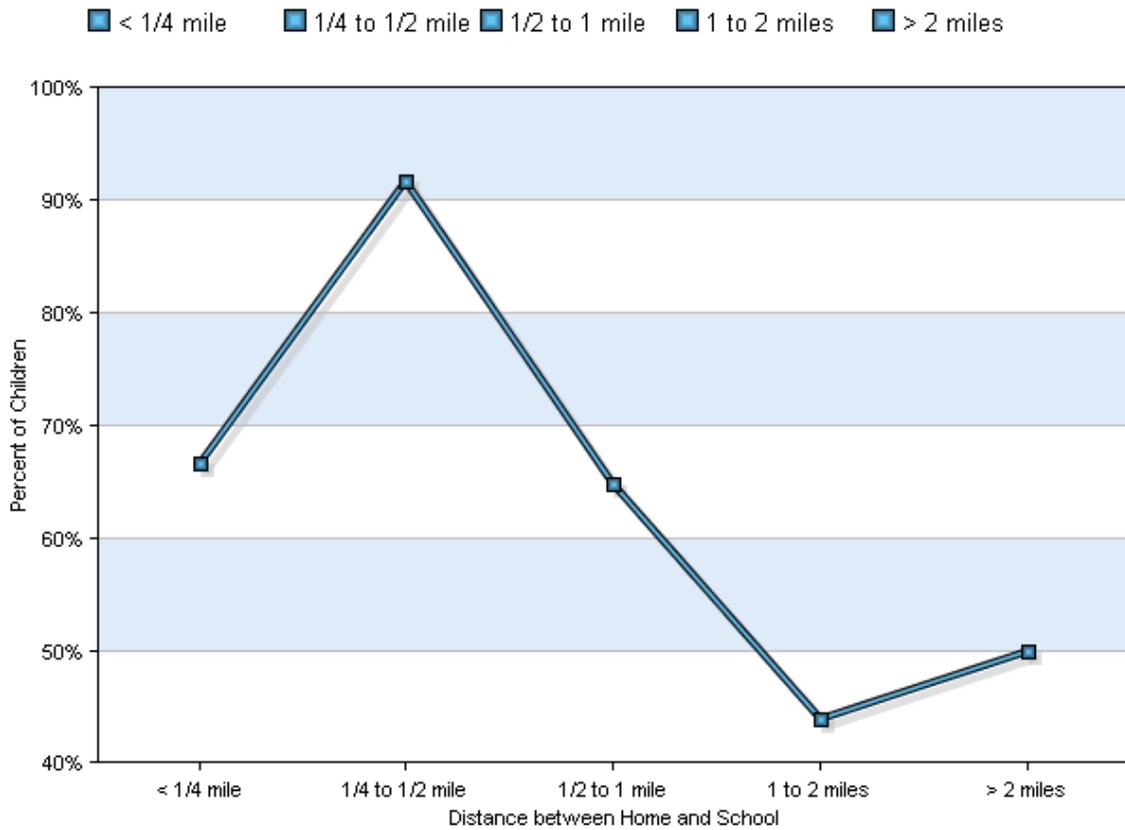
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	18	89%	0%	6%	6%	0%	0%	0%
1/4 mile up to 1/2 mile	12	33%	33%	0%	17%	17%	0%	0%
1/2 mile up to 1 mile	36	22%	6%	28%	36%	8%	0%	0%
1 mile up to 2 miles	50	2%	2%	60%	32%	2%	0%	2%
More than 2 miles	10	0%	0%	90%	0%	10%	0%	0%

Don't know or No response: 8

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

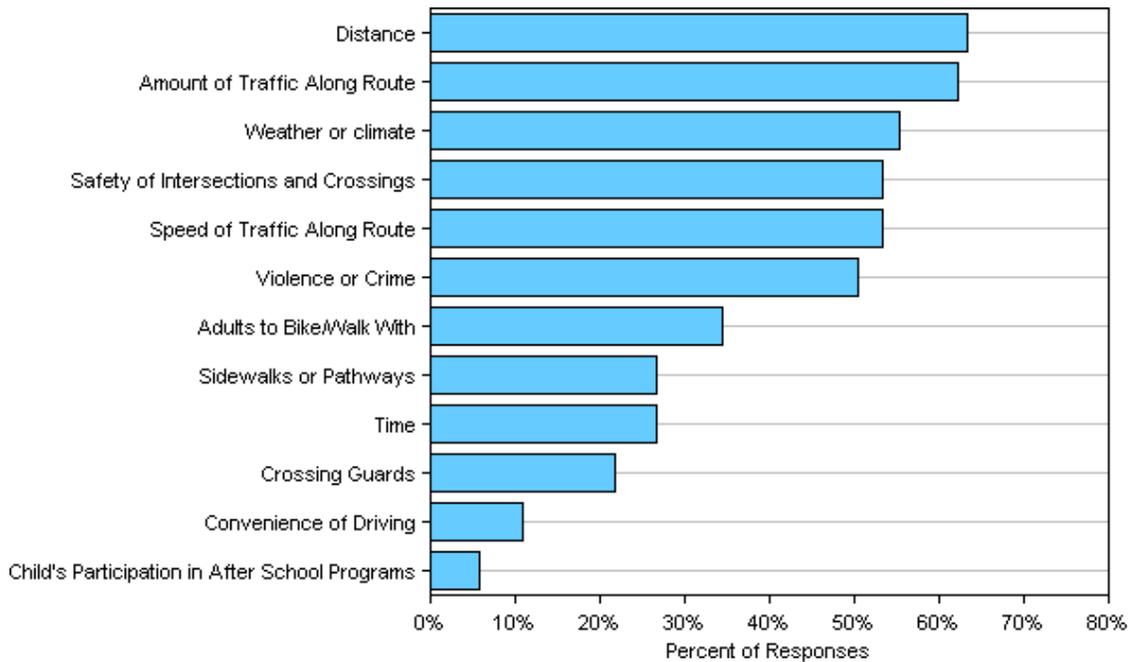


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

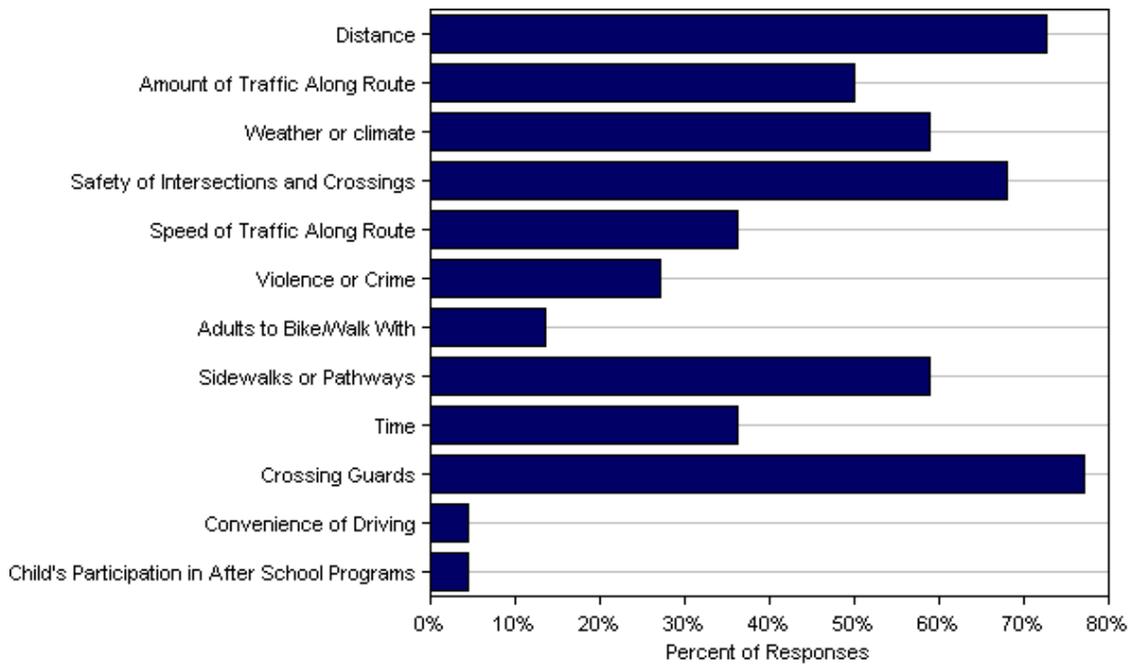
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	74	67%	92%	65%	44%	50%
No	53	33%	8%	35%	56%	50%

Don't know or No response: 7  
 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
Distance	63%	73%
Amount of Traffic Along Route	62%	50%
Weather or climate	55%	59%
Safety of Intersections and Crossings	53%	68%
Speed of Traffic Along Route	53%	36%
Violence or Crime	50%	27%
Adults to Bike/Walk With	35%	14%
Sidewalks or Pathways	27%	59%
Time	27%	36%
Crossing Guards	22%	77%
Convenience of Driving	11%	5%
Child's Participation in After School Programs	6%	5%
<b>Number of Respondents per Category</b>	<b>101</b>	<b>22</b>

No response: 11

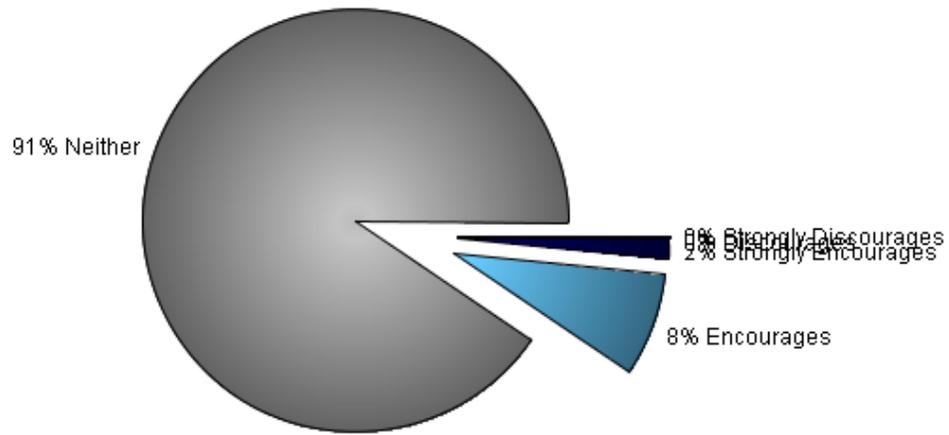
Note:

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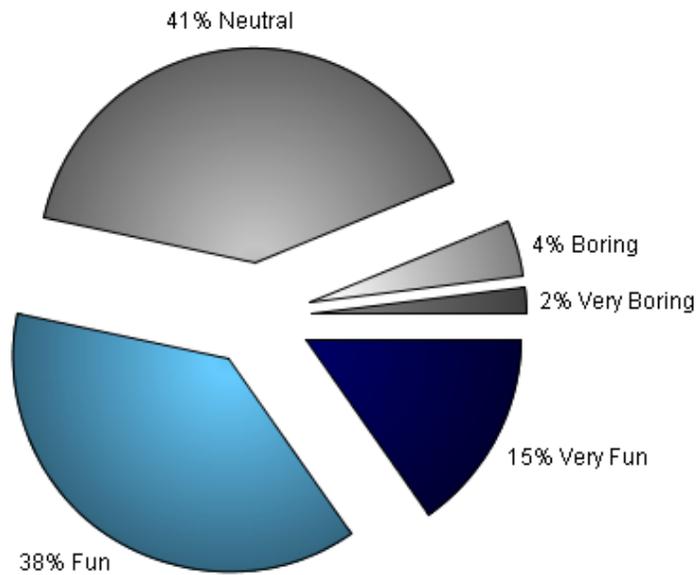
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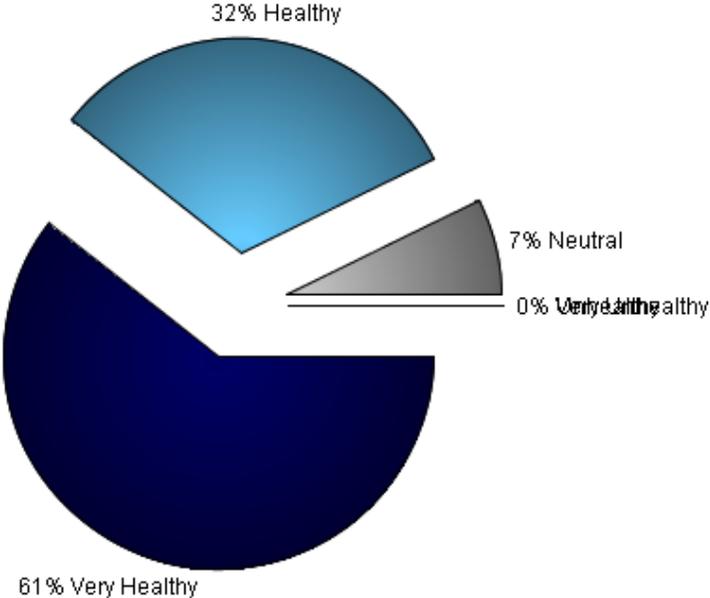
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



## Comments Section

SurveyID	Comment
1059882	Lorain is too busy of a road to cross for elementary students.
1059884	I used to walk the same distance to the Original Gilles Sweet in 1st grade. I just feel times have changed. I would not allow my 5th grader or my 2nd grader to walk. I do not like the apartments (LawnVillage) to many iffy people there. They hang at the park and the cops are there often not sure what for. Hopefully trying to keep trouble out but then there must be trouble there. Also Lorain and W220th are busy. My kids also do not even know how to ride 2 wheeler yet as they are scared. They would also have to get up earlier to be able to walk. Kids need their sleep. Also other families in the neighborhood don't even let their kids walk. If everyone did then maybe they could walk together and I might feel better about it. Once they get to Junior High maybe but then it is an even longer walk.
1059897	The sidewalks close to the school (specifically on Alexander between W. 223rd and W.222 on the school side of the street) is in terrible condition. The cement has large craters torn out of it, and is far from being a maintained and safe walking surface. A mother of a student actually tripped in that exact location a few weeks ago while picking her child up from school. She fell hard on her face and was so hurt that she did not get up and an ambulance was called to take her to the hospital. If a grown adult cannot safely walk that sidewalk, how can a child who is easily distracted and not paying attention be expected to???? I would like to see this area of sidewalks be replaced.
1059922	It would be helpful if there was a system by which parents could call or look online to make sure attendance has been taken and your child was counted present.
1059997	I do not like that the bike racks at Gilles Sweet are old, rusted, and crooked compared to the rest of the school, and also that it appears to be unmonitored during the day/ cannot be visible from within the school.
1060022	Thank you!
1060200	a 20mph flashing sign at the intersection of W.220 and Lorain Road along with a no turn on red during school hours would GREATLY benefit the safety of the children using this intersection. there are too many vehicles speeding and turning right with an abundance of children crossing. PLEASE put a 20mph flashing light set at this intersection for the safety of our children.
1060235	I strongly support the idea of walking/biking to school for kids; however, the perceived "danger" makes me hesitant to try this option until she is much older.
1061068	When the weather permits I ride with my 2 second grade children and a 4th grader neighbor to school. We love it! We live .9 miles from school which is a little far for walking at this age. We also don't have the best direct route. Lorain Road is very busy and does not have crossing guards at all intersections so we take Westwood or Alexander. There are so many car riders at this school and the traffic flow is so terrible that riding bikes also eliminates the headache of driving.
1061145	Crossing Lorain and 210 would be a major concern for me. There are guards at Lorain, so that would be ok but not at 210. BUT if we only allow it when she goes to the middle school (jr high) it's very close and wouldn't be an issue
1061148	I would love to let my daughter ride or walk to school. She asked all the time but I am fearful of the speed of traffic on 220 along with her being alone and getting abducted. We live almost a full mile so I don't see many kids walking all the way this far down 220 so again I fear she would be alone. Very sad I always walked to and from school.
1063724	Our daughter walks to school with her older brother who is in 4th grade. This is the first year they have been aloud to walk with out an adult. We are concerned mostly about the intersection at Lorain Road and West 220th Street. There is a heavy amount of traffic and the crossing guards do a nice job but drivers often turn right on red and also do not pay attention to crossing guards as they start their turn at the intersection. I have witnessed several near misses of drivers almost turning into kids crossing. If the crossing guards were not there it would be a bigger problem. I would like to see no turn on red signs for school days added to the intersection.
1064243	I would like my daughter not to walk to school because she is very young and it is a fairly long distance. However, I am able to send her with her brother this year. With bad weather I will have a higher level of concern for this arrangement. Also, if his schedule changes next year that would be a problem. I will not be comfortable with her walking by herself until 5th or 6th grade.
1059876	I only allow my children to walk home if in a group weather permitting.
1059904	If there were an adult with my children I would allow them to ride bikes, walk. I believe it is not safe for them to walk/ride bikes, etc.

1059941	Grandmothers and mothers are afraid of kidnapping, sexual offenders etc. Grandfathers, fathers and kid think he is mature enough in 2nd grade. Grandmothers and mothers rule!
1059942	I'm not sure what grade or year of school I've completed as a parent has to do with these questions.
1060009	My child does walk but with me. I would not allow my child to walk to school without me because I would not be notified for hours if he didn't show up. Occasionally I will let him walk home only because I know he has gotten to school safely & I know when he should be back home.
1060015	I feel safe for my child to walk to school due to the fact there are other children and parents that walk the same route everyday. We also see police officers patrolling the route as well.
1060069	my son would love to bike to school however they have to walk bikes way around the school and then lock them. So it is very time consuming and now They end up walking or getting dropped off. Wish there was an easier way. I would feel its safer biking than walking
1060091	Very safe neighborhood, great crossing guards
1060092	Very safe neighborhood, great crossing guards
1060099	I do not think I would ever be totally comfortable with my children walking home on Lorain Road.
1060102	Sidewalks on Alexander between W223 and W222(south east sidewalk. A grandparent fell walking, while picking up child from Gilles-Sweet. The sidewalk to very uneven and has holes in it. The grandparent was taken away by EMS.
1060112	I think we live in a safe city. I have no problem letting my kids walk in fairview park
1060134	The question that asks at what age would you allow your child to walk or bike without an adult is a bad survey question. I don't believe the results will be accurate as I myself don't know what you are asking. Yes if it were safe I would allow my son at grade 2. It is not safe therefore in grade 2 I would not allow it.
1060175	A question that is not asked, is that if my child has others to ride bikes to school with. I would only allow my child to ride their bike to school if they had at least one child to ride both ways with. I would allow them in 5th grade at age 10 as long as they are not alone.
1060190	My son is a student with special needs. It is unlikely, at least at this point and to this school, that I would allow him to walk or ride unless I were with him.
1060213	I have another child in high school that walks to Gilles Sweet and picks up my 4th grader so they walk home together. I drop my 4th grader off every morning. However, my high schooler walks to and from school every day (usually by himself).
1060256	I am very concerned with the traffic pattern at 220th and Lorain Road. Even with the presence of crossing guards drivers routinely do not yield to the cross walks on the green light and turn onto Lorain Road without regard for crossing students, especially on the Northwest corner in front of Dairyview. This is a huge problem and barrier in my feelings about letting my child walk to school earlier than this year. I still have a level of stress about this as I personally have had cars drive in front of me without stopping 4 times this year so far.
1063699	I do have a first grader and a fifth grader and I do let them walk on really nice days but I watch at the end of Westwood because of traffic and I strangers but it is very rare that they walk .
1060094	Fairview Park closed all of the neighborhood elementary schools and placed all of the students in one school located near a very busy intersection (Lorain Road) with busy businesses on each of the 4 corners of the intersection. Not good from a planning perspective. The school also lacks a formal on campus drop off or pick up point for parents who drive their kids to school. All drop offs and pick ups occur on the road. Car traffic is high because many people live within the mile limit of the school to qualify for bus transportation. Bring back the neighborhood schools and you will see many more kids walking and riding safely to and from school.
1060106	The crossing guards on Lorain and 220th are super! They are friendly, thoughtful, and great with the kids! I am amazed at how many inconsiderate drivers there are along our short walk to school...including one incident with a school bus driver...was amazed when they ran a light and would have hit my daughter and I had the crossing guard not stopped us.
1061204	Kids that live on the opposite side of lorain street should be offered bus service. It is a dangerous road and they should not be forced to walk. Eventhough there are crossing guards it is a scarey to cross that street.
1064453	I feel that Lorain is very unsafe for children that have to walk to school the traffic is unsafe there isn't any guards after West 220 so anything that is after that don't have any guards and there is to many business in this section that is unsafe for the kids to walk.

1059923	the only reason I answered 2nd grade that they are allowed to walk to school, is because I live 4 houses away from Gilles Sweet. If I lived farther away, I would not allow it until at least 5th or 6th grade.
1060223	A lot of factors go into my decision regarding how my child gets to/from school. The ultimate decision is whether or not I think they will travel safely.
1066836	My child is eligible for a bus but expected to wait on w 210 with other children from our street. We live on circlewood drive and the bus will not come down our cul de sac street. It is able and has not had any trouble making the turn around when it picked up my son at our house when my don was in kindergarten. I've been told that because he is not in kindergarten, he has to be picked up at the stop on w 210. There is no supervision at the stop and it is way too far for me to see him so I choose to drive him daily. The stop is not close. There are at least 6 children on our street. The bus should pick up these children on my street but refuses to accommodate a more safe and convenient stop.
1067061	A family friend's son was hit and killed riding his bike to school on W. 220th YEARS ago. My child would have to ride along W. 220th as well. That is a HUGE factor in why I do not let my son ride his bike to Gilles-Sweet. Now that the older boys are at the Jr. High, I do allow them to ride their bikes and/or walk home as they will not have to go along W. 220th.
1060177	I think that there should have bus service on the opposite side of Lorain rd. I don't feel comfortable crossing there even with a crossing guard.
1059873	I WILL NOT ALLOW MY CHILDREN TO WALK OR BIKE TO SCHOOL. I AM ABLE TO DRIVE THEM TO AND FROM SCHOOL AND WILL CONTINUE TO DO SO UNTIL THEY GRADUATE. THIS WORLD IS FALLING APART AND I DO NOT TRUST ANYONE WHEN IT COMES TO MY CHILDREN.
1066449	Most commonly, I think the following items are important. First, tall shrubs around intersections need to be trimmed back so that driver and bikers can see each other. For example there are tall shrubs at Robinhood and W.220th. Second, there needs to be a crackdown of cell phone use while driving or biking. So many times I see drivers not paying attention, bikers too! Especially in the morning, business people trying to get to work and doing emails at the same time, and students try to get to school while checking facebook. It is dangerous. The route can be made safe, but we need to find ways to get the drivers to pay attention. Maybe more crossing guards can help here. We all know rush hour people are notorious for rolling stops! Kids should be encouraged be on the sidewalk, especially during rush hour and crummy weather. When they are walking in the street with headphones on we are just asking for trouble. Thanks for all your efforts, I think you are doing a great thing here. Maybe we could get a banner made up to hang across Lorain road to let the general community know to slow down and pay attention.
1060258	The grade school was built on the SMALLEST parcel of land (so the city could profit more from tax money than worrying about what's in the best interest of the children) and the traffic is HORRIFIC. There is NO WAY my kids will EVER walk or ride a bike from the grade school.

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Lewis F. Mayer Middle School

**Set ID:** 10232

**School Group:** Fairview Park Safe Routes to School

**Month and Year Collected:** September 2013

**School Enrollment:** 420

**Date Report Generated:** 09/26/2013

**% Range of Students Involved in SRTS:** Don't Know

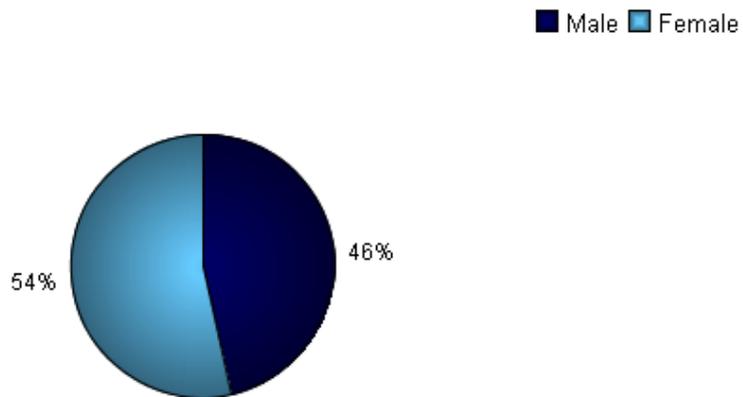
**Tags:**

**Number of Questionnaires Distributed:** 0

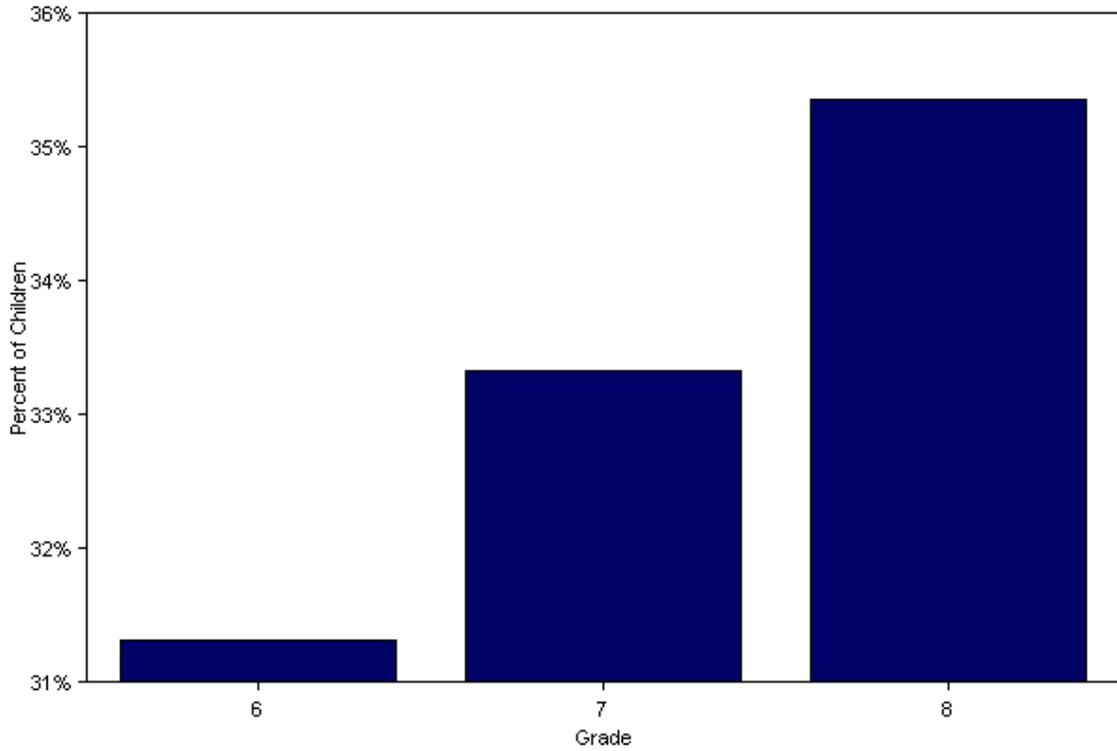
**Number of Questionnaires Analyzed for Report:** 99

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



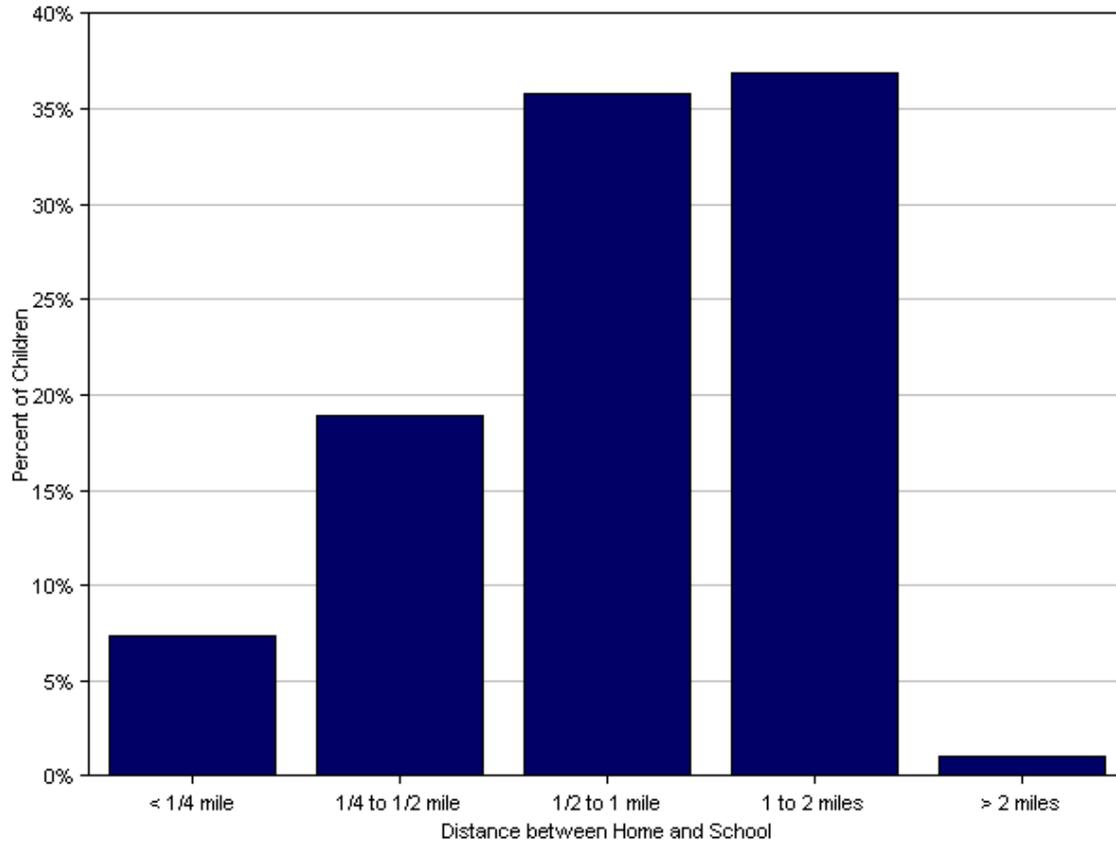
### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
6	31	31%
7	33	33%
8	35	35%

No response: 0

Percentages may not total 100% due to rounding.

### Parent estimate of distance from child's home to school



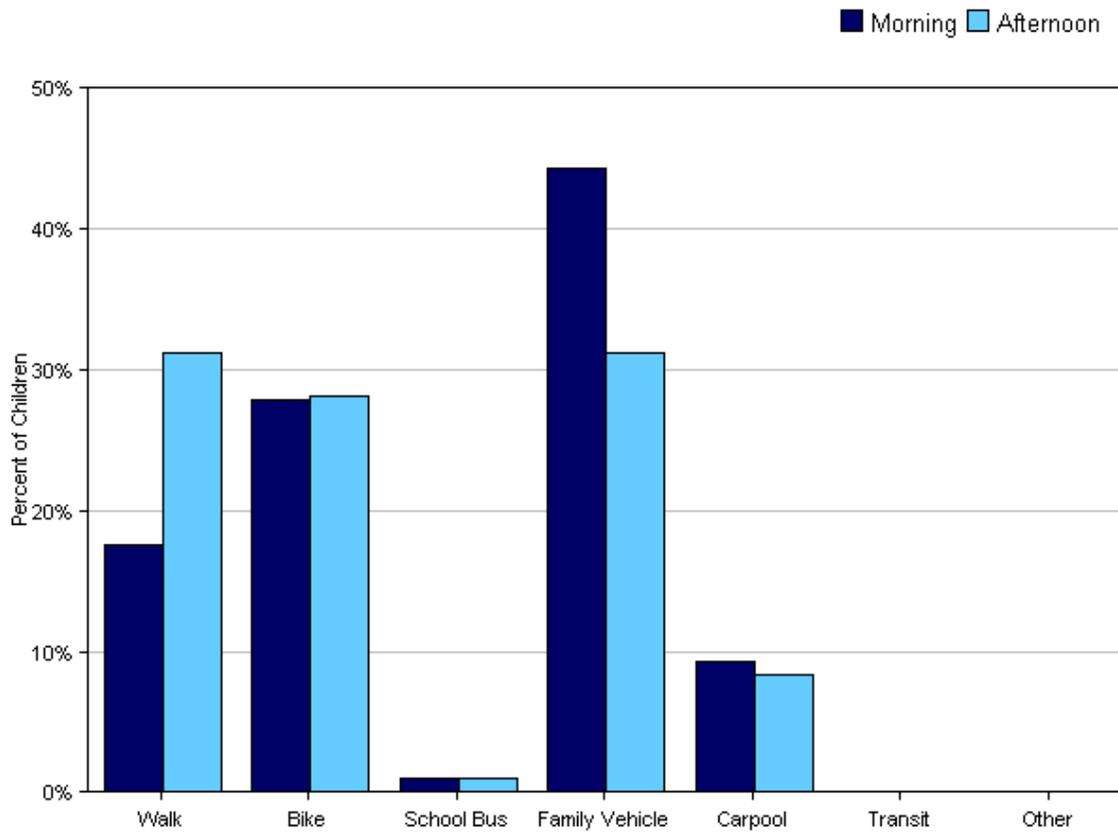
### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	7	7%
1/4 mile up to 1/2 mile	18	19%
1/2 mile up to 1 mile	34	36%
1 mile up to 2 miles	35	37%
More than 2 miles	1	1%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

## Typical mode of arrival at and departure from school



## Typical mode of arrival at and departure from school

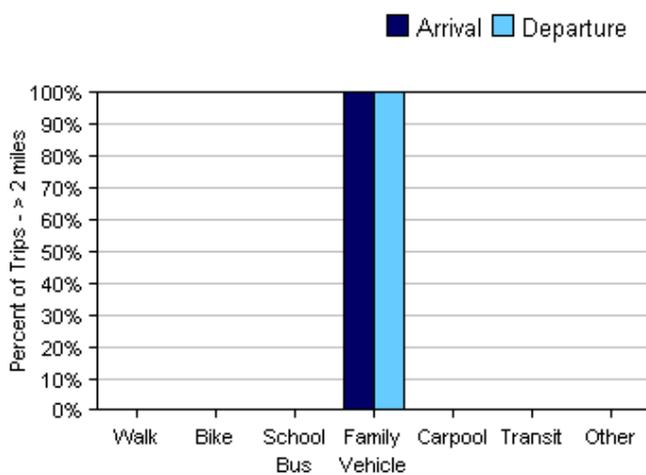
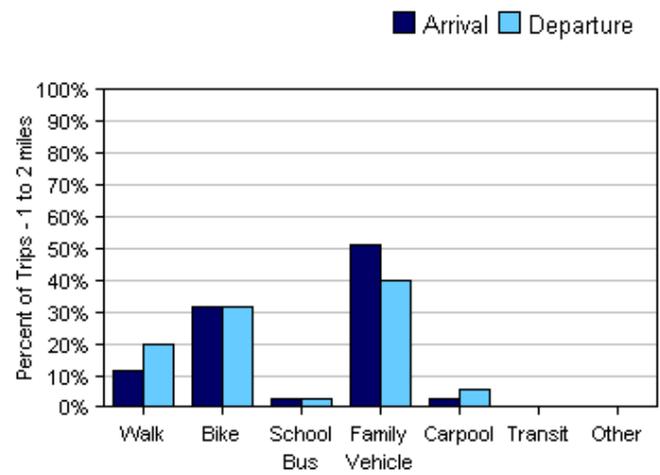
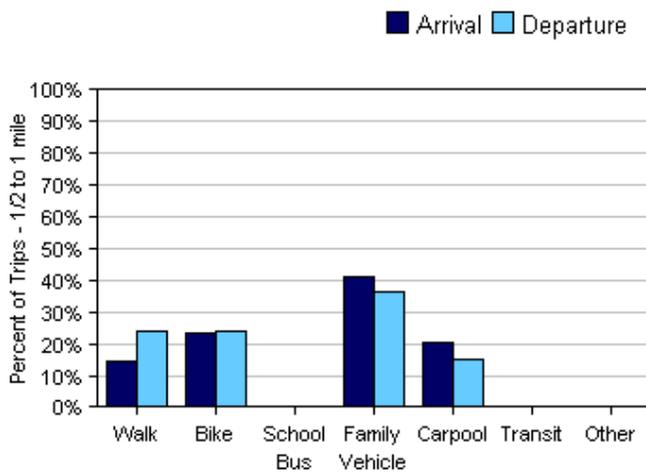
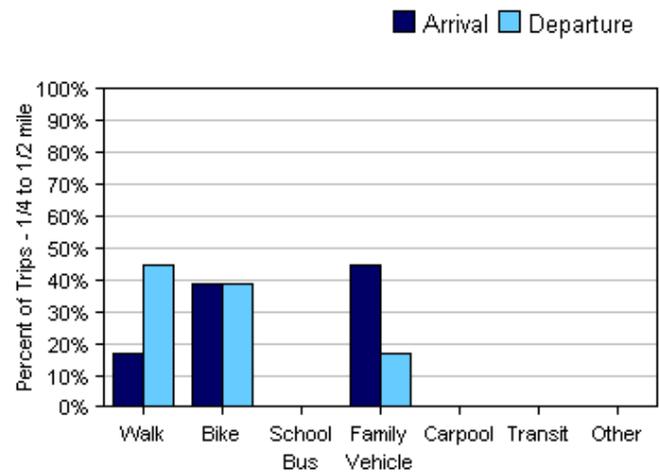
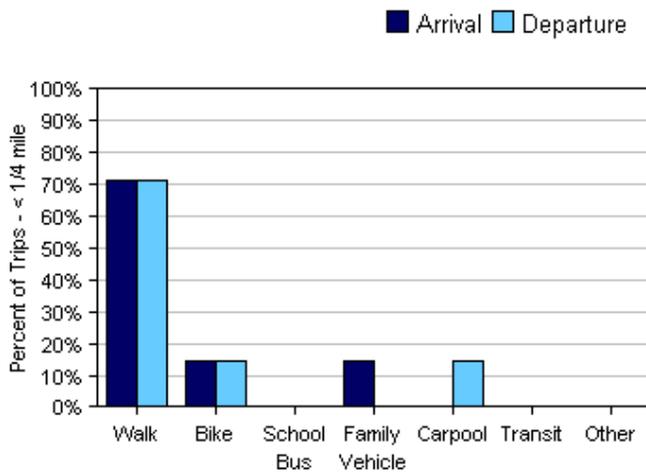
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	97	18%	28%	1%	44%	9%	0%	0%
Afternoon	96	31%	28%	1%	31%	8%	0%	0%

No Response Morning: 2

No Response Afternoon: 3

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	7	71%	14%	0%	14%	0%	0%	0%
1/4 mile up to 1/2 mile	18	17%	39%	0%	44%	0%	0%	0%
1/2 mile up to 1 mile	34	15%	24%	0%	41%	21%	0%	0%
1 mile up to 2 miles	35	11%	31%	3%	51%	3%	0%	0%
More than 2 miles	1	0%	0%	0%	100%	0%	0%	0%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

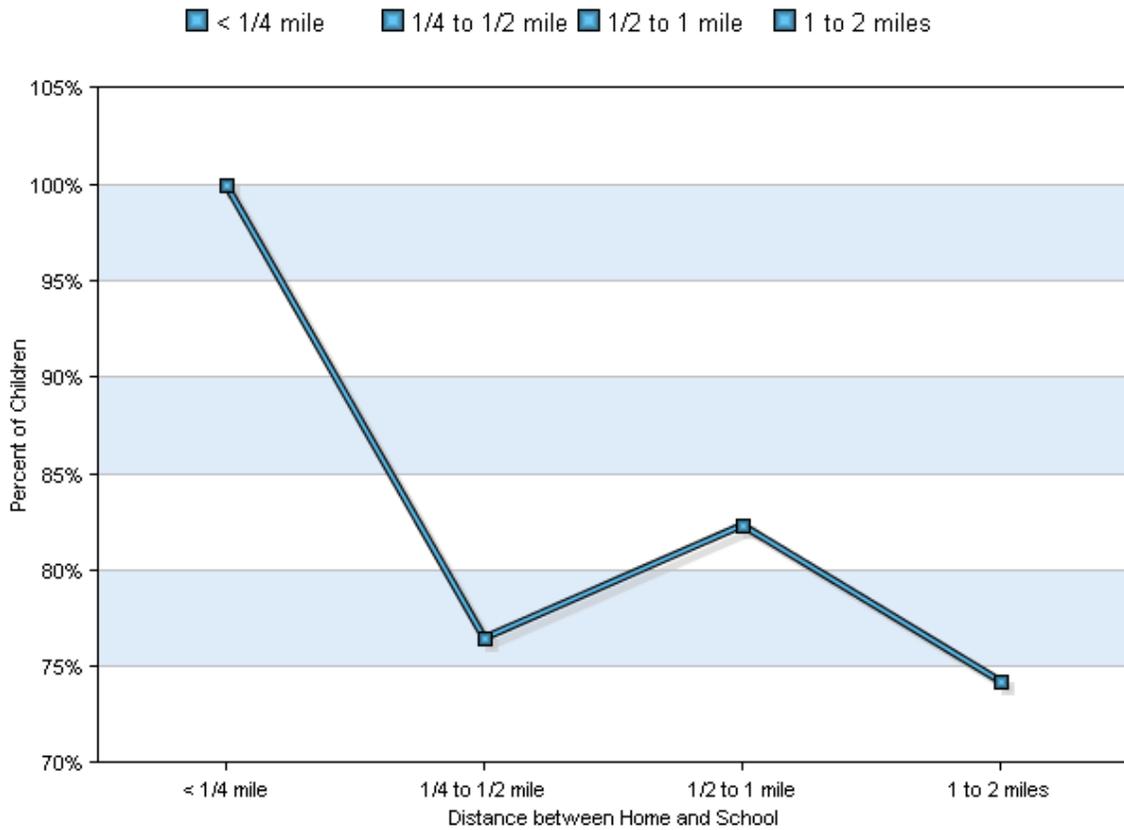
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	71%	14%	0%	0%	14%	0%	0%
1/4 mile up to 1/2 mile	18	44%	39%	0%	17%	0%	0%	0%
1/2 mile up to 1 mile	33	24%	24%	0%	36%	15%	0%	0%
1 mile up to 2 miles	35	20%	31%	3%	40%	6%	0%	0%
More than 2 miles	1	0%	0%	0%	100%	0%	0%	0%

Don't know or No response: 5

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

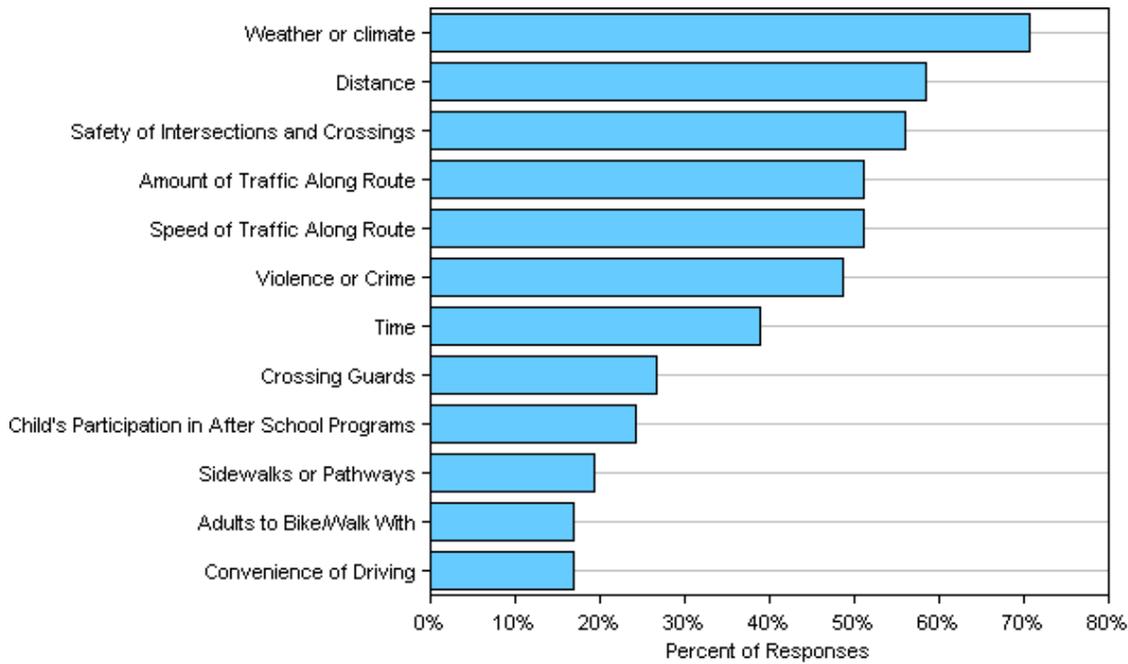


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

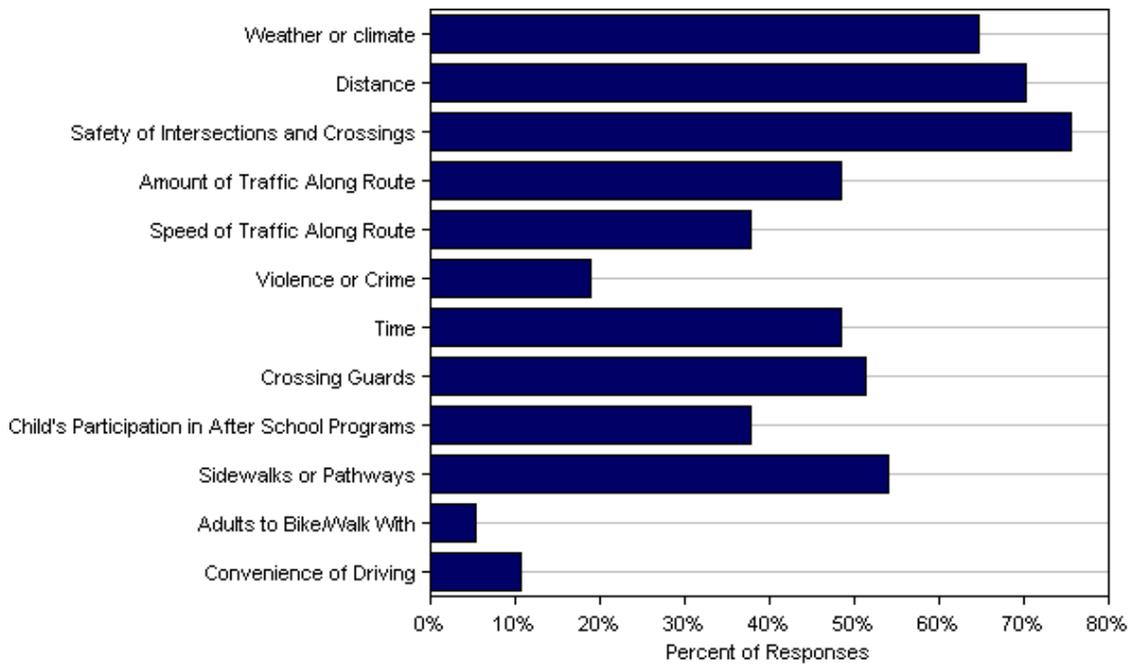
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	74	100%	76%	82%	74%	0%
No	20	0%	24%	18%	26%	100%

Don't know or No response: 5  
 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
Weather or climate	71%	65%
Distance	59%	70%
Safety of Intersections and Crossings	56%	76%
Amount of Traffic Along Route	51%	49%
Speed of Traffic Along Route	51%	38%
Violence or Crime	49%	19%
Time	39%	49%
Crossing Guards	27%	51%
Child's Participation in After School Programs	24%	38%
Sidewalks or Pathways	20%	54%
Adults to Bike/Walk With	17%	5%
Convenience of Driving	17%	11%
<b>Number of Respondents per Category</b>	<b>41</b>	<b>37</b>

No response: 21

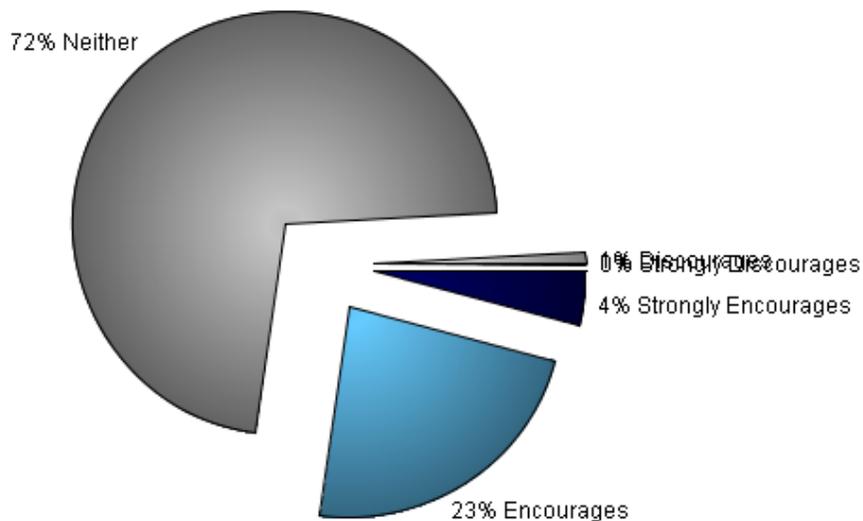
Note:

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

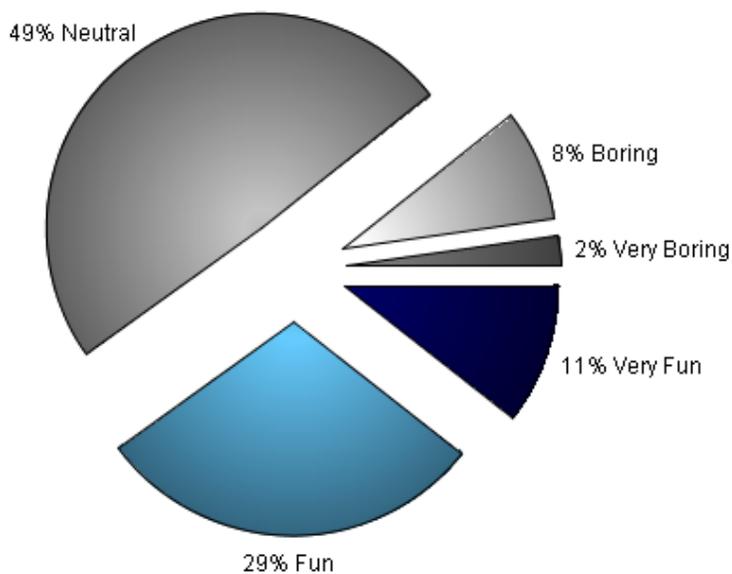
--Each column may sum to > 100% because respondent could select more than issue

--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.

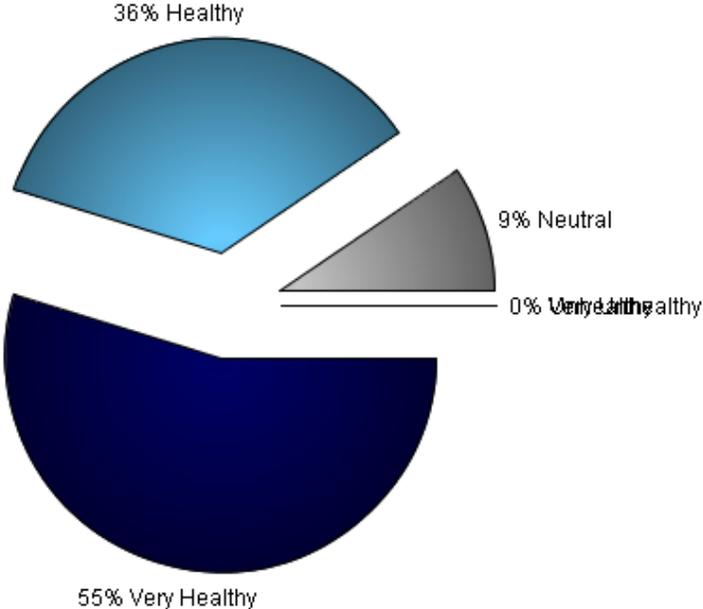
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1059993	The crossing guards at the intersection of Lorain and West 220th are on the incorrect corners when school lets out in the afternoon. The children stand at the North/West corner and the crossing guard in at the South/West corner. Cars make right turns onto Lorain Road and the the guards are across the street, This is very dangerous and irresponsible.
1060090	For the families south of Lorain and west of W. 220, it would be nice if a crossing guard was provided at W. 220 and Morton so the children neither have to ride on Lorain (use Morton and Hillsdale as the route), nor have to head north to Lorain in order to cross then still have to go south to Hillsdale (or again, avoid riding on Lorain--too many business entrances to cross).
1060165	All three if my children riode their bikes to school until my 7th grader broke his arm; therefore, we decided to drive them to and from school. The only reason we let all three if our children rise their bikes is because they were able to ride their bikes together for safety. My kids are in 6th, 7th, and 9th grade. The school did a great job to coordinate their schedule so that they can rise together.
1060183	The middle school needs more bike racks.
1063490	I would feel comfortable in allowing my daughter to ride her bike only when the weather was nice and ONLY with another student
1063580	My child would prefer to ride her bike to school but because there are not enough bike racks and the school has told the children they can not lock there bikes to the fence she now walks. The last time she rode her bike, she locked it to the bike rack that was so overcrowded another student had to cram there bike onto hers and it damaged her bike which we had to have repaired. With the taxes paid in Fairview i'm sure the schools can afford a few more bike racks.
1064366	Living on the south side of Lorain and on the west side of 220 our daughter has to cross 220 without a crossing guard or ride out of her way to use the guard at Lorain. Would be good if there were a crosswalk during school hours on 220 south of Lorain but understandably this could present other traffic hazards.
1064443	My son is not comfortable on a bike so walking would be his only option and 1.7 miles would probably take 30+ minutes. Enough time for something to go wrong. I'm mostly worried about stranger danger as we are new to the community and he does not have a group of kids to walk with. Also concerned about the time it would take to walk (and even safety on a bike) when the weather is uncooperative.
1066446	220 is just too busy in the morning. And with Gilles getting out around the same time, its just too busy in the afternoon as well
1059878	Speeding on W. 220th Street in Fairview Park is an issue. Our home is located on W. 220th Street. Also side Streets that feed onto W. 220th are an issue, as often drivers do NOT stop at stop signs before entering onto W. 220th. This causes a problem for walkers and bikers crossing the sidestreets on W. 220th. Also, the tree lawn on W. 220th is very thin.
1059887	I have 2 boys in middle school and 1 boy in high school that bike/walk everyday. I would like to suggest that the HS/MS in conjunction with the city take a look a traffic flow in the mornings and afternoons around Campus Drive. There are so many near hits with drivers, bikers, and walkers not paying attention, trying to go around one another, etc. Why not make Campus Drive (westbound), W. 212 (southbound), and Bain Park Dr (southbound) one way in the morning and afternoon on school days? Say from 7-9am and 2-4pm? Many schools do this to make traffic in the immediate area around the school safe for the children. Drop-offs can enter from W.210, pull up to the school to let their children out, and make left-turns to safely exit the area.
1059945	When walking home, my son complains that his bookbag is too heavy and it is boring if he doesn't have someone to talk to.
1060019	I feel safe when he walk to school. It is not a far walk and he has a group of friends he walks with.
1060032	Thank you!
1060095	My child used to bike to grade school (Gilles Sweet) most days in 4th and 5th grades. However, my work schedule changed and school was right on my way to work, so I started dropping him off. Additionally, he had a sports practice after school that required a duffel bag, and also a musical instrument for band in school, which he could not carry on a bike.
1060117	I feel that the traffic along 210 and Lorain Ave are very dangerous. There are lights that allow cars to turn right on red, which makes it dangerous for kids, also they have no crossing signal on busy intersections.

1060176	Both my 7th and 8th grade boys ride their bikes to school in the warmer weather. They are not permitted to ride unless they have at least one other child to ride with.
1060197	Being over a mile away, weather is the biggest factor. He has to rely on his bike, but in snow it makes travel very difficult. Some of the sidewalks via his route (Mastick Road to W.210th all the way to the middle school) are in poor condition which makes riding dangerous when leaves and snow pile up.
1061216	I'm always afraid of people who are in a hurry and stop in the crosswalk instead of before. I remind my kids everyday to be alert in crosswalks.
1064258	Last year my son contacted city council (on his own) to try to make sure that the traffic on Lorain Rd. was sticking to the 25 mph speed limit. Our ward councilman talked with my son and more patrol cars were on Lorain Rd. during school travel times and some of the lights were timed to allow the children to have more time to cross the streets. There are still a number of cars that I notice that do not stop until they are over the sidewalks when pulling in and out of the many businesses on Lorain Rd. As a parent, this is one of my biggest concerns for all of the kids. For the most part, Fairview is a great city for kids to walk or ride their bikes to school. I think it's important to let all drivers know to pay attention for all the kids with police presence. Thank you
1066627	I wanted my child to bike to his elementary school but it was inconvenient because of where the bike racks were placed. Kids would have to get off and walk their bikes around the entire school. Bike racks should have been placed on the west side of school to accomodate children travelling from that end of the city.
1059892	I wish there could be a middle school program about bike helmets. My child used to wear a helmet with no problem until started middle school, now says only "geeks" wear helmets.
1059938	Time, weahter, and amt of items needed to carry every day are the biggest concerns for not encouraging her to ride her bike. When the time changes way from DST, it will be too dark in the morning for her for me to feel she's safe riding her bike. Then, the weather will be too cold/rainy/icy for her to safely ride her bike. Finally, she has a large backpack and net book to have to carry and it's awkward for her to manage all that and be able to ride efficiently. My son managed to ride his bike in 7th & 8th grade, but now that he doesn't get a bus for HS, we're having to figure out these issues very soon with the weather changing.
1059953	My daughter would only be allowed to ride her bike or walk to school if she was accompanied by a friend/s. We would not feel comfortable having her ride her bike or walk alone back and forth to school.
1060171	I did not allow my child to walk to Gilles-Sweet (.9 miles from home) due to the only viable route being straight down Lorain Road which I felt was not safe due to traffic and number of unguarded intersections she would have needed to cross alone.
1060189	It is very worrisome for us trying to figure out transportation to and from school. This winter will be even worse. Busing should be available for more households.
1060231	My child used to walk to and from Gilles-Sweet every day, since we live a very short distance from the school and there is a crossing guard. The main issue with walking to GS was that many people didn't shovel their sidewalks in the winter. She is trying to ride her bike more to the middle school. Although I allow and encourage it now that she is older, I am concerned with the traffic on Lorain Road, if she travels that route, and the absence of other walkers/bike riders if she takes the Clifford route. I would rate question 14 as "very healthy" if I had fewer traffic/abduction concerns.
1060877	Inclement weather and the area where people stand around by the sidewalks outside the liqour store on lorain are the biggest deterrents to having my child regularly bike to school
1059885	I have new concerns about a known policy of my child needing to take his netbook home to charge it. Seems to be a billboard for snatchers in the city as happened in an east side community. There should be a way for him to charge it at school since he has access to computers at home.
1059898	I currently walk with my son 3/4 of the way (past main intersections), and meet him in the same location coming home. We walk approximately 3-4 days a week and drive days that I work. I would feel more comfortable with him going by himself if he had a similar aged child to walk with.
1061009	Our kids ride to school but we are very cautious in having them call us when they arrive at school and then again when they leave school and arrive safely at home. A few days/week I am at work when they leave school in the afternoon and there is always a little nervousness because they are alone on their ride home. If I didn't receive a call that they were home I would be panicked.
1061265	My main concern is safe passage from the quadrant of Fairview that we live in to the ones with my children's schools. The Gilles Sweet guard has her hands full at the Lorain intersection, but does a great job. The ride for kids going from our neighborhood to Meyer is more dangerous, though. There's no convenient way to avoid Lorain Rd traffic without crossing at Morton & 220, and there's no guard there. My son is sensible, but I still worry. A lot.
1067063	We live near Bain Park and there is a history of negative things happening there. There is a quicker way for my children to get home if they go through the woods at Bain, but I will not allow them to due to crime happening there.

1067064	My son has some attention issues, so some of my concern is his safety due to his own lack of attention than it is about other outside factors.
1059877	I AM ABLE TO DRIVE MY CHILDREN TO AND FROM SCHOOL AND WILL CONTINUE TO DO SO UNTIL THEY GRADUATE. I DO NOT TRUST ANYONE WHEN IT COMES TO MY CHILDREN.
1059913	My child actual is dropped off at a neighbor's home Who lives on Campus across the street from the MS. She then leaves the neighbor's home at 8:10am and walks over. Mu neighbor does a great job of watching Her cross the VERY BUSY street of Campus. I am disappointed as a parent that the school system has not Found a way to have a cross guard at this entrance time of school and even at dismissal. Usually teachers have an outside duty at dismissal, it shouldn't stop just because they Are middle schoolers. I think safety should be considered here. Thank you.
1059989	Too much crime (especially w202/Grannis area and Lorain Rd). Clean it up! Also, we pay so much in taxes, buses should be offered for all grades!
1061019	Our kids, today are not safe enough for me as a parent, to let them enjoy life the way we did. It is very sad that we have to live with this fear to lose our kids if they step outside the house by themselves.
1060259	The traffic congestion around the schools is IMPOSSIBLE to correct due to the location of the grade school. People are impatient when driving and there is NO WAY my kids are riding their bikes or walking. Also, the kids in the apartments behind Minnoti's Beverage are KNOWN trouble makers and violent. My kids are NOT walking or riding their bikes past that apartment building.

**Appendix D:**  
**Public Meeting Materials**



## **PUBLIC NOTICE**

The Fairview Park Safe Routes to School Committee will be holding a public meeting to present its School Travel Plan and to solicit feedback on the countermeasures recommended herein. A School Travel Plan is a written document that outlines a community's strategy for enabling students to engage in active transportation (i.e., walking or bicycling) as a mode of travel to and from school. The program allows communities to seek funding for programs and physical improvements as a means of, among other objectives, facilitating a safe travel environment and providing educational opportunities for children. The public meeting will be at 6:00 p.m. on Monday, December 16, 2013, in Council Chambers at Fairview Park City Hall, 20777 Lorain Road.

More information on the Fairview Park Safe Routes to School Initiative, including a copy of the School Travel Plan, is available at [www.saferoutesfairviewpark.weebly.com](http://www.saferoutesfairviewpark.weebly.com).



SAFE ROUTES to  
**SCHOOL**  
FAIRVIEW PARK

PUBLIC MEETING - DECEMBER 16, 2013  
SIGN-IN SHEET

1. COUNCILMAN BILL MINSK WARD 2 MEMBER SRTS COMMITTEE	2. SAM BOBKO
3. Beth Mahdy - Sun News	4. Jeanne Allen
5. Helen Weeber-	6. Gwyn Dalton
7. Kathy Kelley	8. <del>SALE</del>
9. John M. Motl ODOT DIST. 12	10. Christy George
11. Laura Herman	12. Karen Salaman
13. SUE DUNN	14. SABRINA GORZETT
15. Karli Russo - PTA	16. Alicia Hruby
17. Kaffyans	18. Anahortuy
19. Mary Maxo - Metek	20. Matt Hruby
21. Ellen Patton	22. Brian Deitsch (mat)
23.	24.
25.	26.
27.	28.



**SAFE ROUTES to SCHOOL**  
FAIRVIEW PARK

**Public Meeting to Present  
Fairview Park Safe Routes to School  
Travel Plan**

Monday, December 16, 2013

## Why We're Here

- Fewer than 15% of children walk to school.<sup>1</sup>
- Growth of efforts in communities nationwide to increase number of children walking or biking to school safely.
- Multiple benefits can be derived from more walking and biking.

<sup>1</sup> U.S. Dept. of Transportation. (1995). *Nationwide Personal Transportation Survey*.



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## Safe Routes to School: What It Is and Why Does It Matter?

- Response to national efforts to increase active transportation by children
- Federally funded program, administered in Ohio by ODOT
- Allows for strategic investments to enable and encourage K-8 students to walk and bike to school
- Built upon community collaborative partnerships



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## School Travel Plan

- A School Travel Plan is a written document that lays out a community's strategy.
- Intended to identify barriers to children walking and biking to school and address them.
- Before applying for funds, a community must complete an STP.
- Created through a team-based approach.



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## The Local Response

- July 9, 2013: Approval received for SRTS Initiative
- August 12: Committee Kick-Off Meeting
- September 9 – 26: Data Gathering
- October 1: Plan Development Begins
- December 3: Final Draft of Plan Approved by Committee



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## Countermeasures

- Two types are funded:
  1. **Non-infrastructure:** Activities intended to affect the behaviors of students and drivers; activities to monitor impacts of program
  2. **Infrastructure:** Operational or physical improvements that establish safer and fully accessible pedestrian and bicycle infrastructure
- Countermeasures classified into one of five categories (the Five E's).



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## The Five E's

- Engineering
- Education
- Enforcement
- Encouragement
- Evaluation



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## Thank you for coming!

### Submit comments to:

Matt Hrubey, Development Administrator  
City of Fairview Park  
440-356-4499 | [mhrubey@fairviewpark.org](mailto:mhrubey@fairviewpark.org)

and/or

[www.saferoutesfairviewpark.weebly.com](http://www.saferoutesfairviewpark.weebly.com)



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## **NON-INFRASTRUCTURE COUNTERMEASURES**

### **Education**

1. Emphasize bicycle helmet education in Safety Town curriculum.
2. Develop a Safety Town-style reeducation program for elementary-aged students as a reminder of traffic and bicycle safety.
3. Educate students on bicycle safety and helmet usage through the AAA Helmet Smart Program. Expand business involvement in program in order to offer a variety of incentives for children.
4. Participate in the Officer Phil program
5. Establish and grow a Safe Spots program to provide students a network of locations to go if they feel threatened.
6. Provide travel maps to students and parents to help them avoid problem intersections and cross at safer crossing points. Continually update maps as improvements to intersections and crossings are made.
7. Develop mobile application to increase digital access to travel route maps
8. Develop formal drop off/pick up plans for each school and distribute to parents
9. Periodically send traffic safety guideline reminders to parents.

### **Encouragement**

10. Establish a Walking School Bus program.
11. Participate in International Walk to School Day.
12. Establish a Bike Challenge to promote bike riding and bike safety.
13. Conduct a Bike Rodeo.
14. Establish a student safety patrol.
15. Establish framework for making encouragement activities annual events.

### **Enforcement**

16. Increase enforcement of shoveling sidewalks by property owners, particularly along primary school routes.
17. Periodic enforcement of school zone speed limits.
18. Hire new crossing guards to monitor traffic flow and discourage parents from parking and waiting for children to arrive/depart. New hires may also monitor major crossings and intersections not already overseen.
19. Targeted enforcement and ticketing of vehicles parked in restricted areas.
20. Relocate existing crossing guards at Lorain Road / West 220<sup>th</sup> Street intersection to opposing corners in the afternoon.
21. Periodically deploy speed trailer to increase awareness of school zones. Post speed signs.
22. Reevaluate spatial assignments of crossing guards annually as improvements are made and crossings added. Relocate or hire additional crossing guards as needed.

### **Evaluation**

23. Conduct online parent surveys twice annually, at beginning and end of school year.
24. Conduct in-class student travel tallies twice annually, at beginning and end of school year.
25. Create online form parents can access 24/7 to submit input and suggestions to SRTS Committee.
26. Update School Travel Plan as needed.



## INFRASTRUCTURE COUNTERMEASURES

### Early Education Center

1. Install new sidewalk along south side of Mastick Road from West 220<sup>th</sup> Street to Kings Highway. No sidewalk currently exists. **(A)**
2. Install appropriate warning signs and pedestrian activated signals at the former crosswalk at Mastick Road and Riviera Drive. Stripe ladder-style crosswalk. **(B)**
3. Transition parking spaces on north side of Mastick Road immediately in front of Early Education Center into a bus drop off lane. Restripe pavement. Create and post appropriate, compliant signage. **(C)**
4. Relocate family vehicle drop off to back entrance of building (after bus drop off is relocated – see #3). Install curbed sidewalk between cars and where children walk. Stripe pavement with dedicated drop off lanes that direct motorists back toward exit. **(D)**
5. Install new sidewalk along northern edge of parking lot. Link it with the pathway that extends from Sherwood Drive to near the back entrance of the building. Currently, students utilizing playground must cross the parking lot to reach a building entrance. **(E)**
6. Spot sidewalk repairs along Mastick Road between West 210<sup>th</sup> Street and West 220<sup>th</sup> Street. **(F)**
7. Provide ADA compliant curb ramps at intersection. Ensure that pedestrian walk and clearance intervals meet current standards. Consider relocating curb ramp locations to create shorter crossing distances. **(No map)**
8. Determine appropriate number and location for new bike racks. Install bike racks. **(No map)**
9. Repave deteriorating path from West 220<sup>th</sup> Street to Early Education Center (behind the former New Hope Church) to comply with accessible pedestrian standards. **(No map)**

### Gilles-Sweet Elementary School

10. Study the feasibility of extending the sidewalk from West 222nd Street behind Gilles-Sweet to connect with the sidewalk on the southern end of the playground area. Bike riders travel this path upon locking up their bikes to access the building. This path has no sidewalk, requiring students to walk through the parking lot unprotected. Install sidewalk if deemed feasible. **(G)**
11. Make the intersection of Lorain Road and West 220th Street "No Turn on Red" during select school travel hours. Use appropriate signage and law enforcement to help ease the transition for motorists. **(H)**
12. Install signage at the T-junction comprised of West 222nd Street and the Fairview Cycle parking lot to inform motorists that West 222nd is a one-way street. **(I)**

13. Make significant repairs to the crumbling sidewalks of West 222nd Street. **(J)**
14. Remove four parking spots on south side of Alexander Road, which exacerbate traffic congestion during student pick up and drop off times. **(K)**
15. Relocate further west on Lorain Road an RTA bus stop located immediately adjacent to the intersection of Lorain and West 220th Street. **(L)**
16. Replace deteriorating sidewalks as needed on Alexander Road between West 220th Street and West 223rd Street. **(M)**
17. Install LED pedestrian signals that countdown for the east-west crosswalks at the Lorain Road/West 220th Street intersection. The north-south crosswalks already have these signals. **(N)**
18. Use cones to temporarily close school drives on Alexander Road during arrival/dismissal times. **(O)**

### **Lewis F. Mayer Middle School**

19. Study the feasibility of transitioning Campus Drive to a one-way street during school travel hours. If feasible, install appropriate signage alerting motorists. **(P)**
20. Relocate existing bike racks from side parking lot to courtyard outside main school entrance. Install concrete pads for bike racks. Add additional bike parking. **(Q)**
21. Install pedestrian warning signs at uncontrolled crosswalks (Campus at West 212th, North Park at Bain Park Drive). **(R)**
22. Extend island where clocktower resides further north to serve as a pedestrian refuge for walkers and bike riders crossing Fairview Parkway. If necessary, add pedestrian signals at island. **(S)**
23. Install appropriate warning signs at mid-block crossing on Fairview Parkway island. Stripe ladder-style crosswalk. **(T)**
24. Make substantial improvements to existing crossing south of Lorain Road and Angela Drive intersection: install pedestrian activated signals, install new signage, stripe ladder-style crosswalk, repave with stamped concrete, and ensure all improvements are ADA compliant. **(U)**
25. Add pedestrian lighting to trail that resides between Gemini Center and athletic field. Examine whether gate to athletic field can be redone to allow open access to school campus from West 210th Street. **(V)**
26. Conduct multiple movement counts and signal analyses and, if warranted, upgrade existing pre-timed, mechanically controlled signal at West 210th Street and Campus Drive. New signal to have pedestrian push buttons, vehicle detection, and ADA compliant curb ramps. **(W)**
27. Install school zone signs with flashing beacons in both directions on West 210 Street. **(X)**
28. Install high visibility pedestrian signal for midblock crossing near former crosswalk on West 220th Street near Morton Avenue. Stripe ladder-style crosswalk, repave crosswalk with stamped concrete, and ensure curb cuts are ADA compliant. **(No map)**