

# TALAWANDA SCHOOL DISTRICT: KRAMER ELEMENTARY and TALAWANDA MIDDLE SCHOOL

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

FEBRUARY, 2014



## SECTION 1: OUR SCHOOLS: KRAMER ELEMENTARY AND TALAWANDA MIDDLE SCHOOL

The Talawanda School District is located in southwest Ohio. The district encompasses 144 square miles, a mostly rural area centered on the City of Oxford, home of Miami University. The total population is nearly 30,000, and the district serves just over 3,000 students. There are three elementary schools, one middle school, and one high school in the district. Of these, all but two elementary schools are located within the City of Oxford. Our two most walkable and bikeable schools are Kramer Elementary and Talawanda Middle School, which have been the focus of Safe Routes to School travel planning. The Safe Routes to School program has offered a unique opportunity for the Talawanda School District to partner with the City of Oxford and wider community to identify issues that may be addressed to make our district safer, healthier, and more sustainable.

This plan focuses on the Talawanda School District's **Kramer Elementary School** located at the northwest corner of Oxford's historic "Mile Square" and **Talawanda Middle School** located at the southern edge of the City of Oxford along State Route 732.

Because these two schools have distinct student populations and issues, this School Travel Plan is divided into two major sections focused on each of the two schools.

## KRAMER ELEMENTARY SCHOOL

School District	School Name	School Address	Grades served
Talawanda School District	Kramer Elementary School	400 W. Sycamore St. Oxford, OH 45056	PreK – 5 <sup>th</sup>

Kramer Elementary Students 2012-2013										
<i>*2013-2014 data is not yet available from the Ohio Department of Education</i>										
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
523	12	n/a	34	24	41	410	219	54	49	0

The Kramer Elementary School population is ethnically and socio-economically diverse, including a high proportion of economically disadvantaged students (many of whom live in close proximity to the school). Note: enrollment data from the Ohio Department of Education is from 2012-13 (523), which differs from student address data used for O.D.O.T. mapping purposes.

### 1A. Kramer Elementary Community Stakeholders and Safe Routes to School Team:

#### School Representatives:

Name	Email address	5 E Role:
Jason Merz	<a href="mailto:merzj@talawanda.org">merzj@talawanda.org</a>	Kramer Principal
Amy Sweitzer	<a href="mailto:sweitam@gmail.com">sweitam@gmail.com</a>	Parent & Community Member, Kramer Elementary

#### Community Representatives:

Name	Email address	5 E Role:
David Prytherch	<a href="mailto:prythedl@miamioh.edu">prythedl@miamioh.edu</a>	Community Member, Representative of Oxford Planning Commission
Kate Rousmaniere	<a href="mailto:krousmaniere@cityofoxford.org">krousmaniere@cityofoxford.org</a>	Vice-Mayor, City of Oxford

#### Local Government Representatives:

Name	Email address	5 E Role:
Jung-Han Chen	<a href="mailto:jhchen@cityofoxford.org">jhchen@cityofoxford.org</a>	Director, Community Development
Sam Perry	<a href="mailto:sperry@cityofoxford.org">sperry@cityofoxford.org</a>	Planner, Community Development

#### Education Representative:

Name	Email address	5 E Role:
Mike Davis	<a href="mailto:davism@talawanda.org">davism@talawanda.org</a>	CFO, Talawanda School District
Holli Morrish	<a href="mailto:morrishh@talawanda.org">morrishh@talawanda.org</a>	Director of Communications, Talawanda School District

**Health Representatives:**

Name	Email address	5 E Role:
Amy Macechko	<a href="mailto:macechko@talawanda.org">macechko@talawanda.org</a>	Health & Wellness Coordinator, Talawanda School District

**Public Safety Representatives:**

Name	Email address	5 E Role:
Perry Gordon	<a href="mailto:pgordon@cityofoxford.org">pgordon@cityofoxford.org</a>	Parking & Transportation, Oxford Police Department
John Buchholz	<a href="mailto:jbuchholz@cityofoxford.org">jbuchholz@cityofoxford.org</a>	Business Liaison, Oxford Police Department

**Other:**

Name	Email address	5 E Role
Gina Pagano Cirrito	<a href="mailto:ginacirrito@hotmail.com">ginacirrito@hotmail.com</a>	Parent & Community Member, Kramer Elementary

**TALAWANDA MIDDLE SCHOOL**

School District	School Name	School Address	Grades served
Talawanda School District	Talawanda Middle School	4030 Oxford Reily Rd. Oxford, OH 45056	6 <sup>th</sup> - 8 <sup>th</sup>

**Talawanda Middle School Students 2011-2012 (modify dates as needed)**

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
738	7	n/a	12	9	22	687	267	7	67	0

The Talawanda Middle School population is ethnically and socio-economically diverse, including a significant proportion of economically disadvantaged students (many of whom live in close proximity to the school). Note: enrollment data from the Ohio Department of Education is from 2012-13 (523), which differs from student address data used for O.D.O.T. mapping purposes.

**1B. Talawanda Middle School Community Stakeholders and Safe Routes to School Team School Representatives:**

Name	Email address	5 E Role:
Mike Malone	<a href="mailto:malonem@talawanda.org">malonem@talawanda.org</a>	Principal, Talawanda Middle School
Mark Iles	<a href="mailto:ilesm@talawanda.org">ilesm@talawanda.org</a>	Assistant Principal, Talawanda Middle School

**Community Representatives:**

Name	Email address	5 E Role:
David Prytherch	<a href="mailto:prythedl@miamioh.edu">prythedl@miamioh.edu</a>	Community Member, Representative of Oxford Planning Commission
Kate Rousmaniere	<a href="mailto:krousmaniere@cityofoxford.org">krousmaniere@cityofoxford.org</a>	Vice-Mayor, City of Oxford

**Local Government Representatives:**

Name	Email address	5 E Role:
Jung-Han Chen	<a href="mailto:jhchen@cityofoxford.org">jhchen@cityofoxford.org</a>	Director, Community Development
Sam Perry	<a href="mailto:sperry@cityofoxford.org">sperry@cityofoxford.org</a>	Planner, Community Development

**Education Representative:**

Name	Email address	5 E Role:
Mike Davis	<a href="mailto:davism@talawanda.org">davism@talawanda.org</a>	CFO, Talawanda School District
Holli Morrish	<a href="mailto:morrishh@talawanda.org">morrishh@talawanda.org</a>	Director of Communications, Talawanda School District

**Health Representatives:**

Name	Email address	5 E Role:
Amy Macechko	<a href="mailto:macechkoa@talawanda.org">macechkoa@talawanda.org</a>	Health & Wellness Coordinator, Talawanda School District

**Public Safety Representatives:**

Name	Email address	5 E Role:
Perry Gordon	<a href="mailto:pgordon@cityofoxford.org">pgordon@cityofoxford.org</a>	Parking & Transportation, Oxford Police Department
John Buchholz	<a href="mailto:jbuchholz@cityofoxford.org">jbuchholz@cityofoxford.org</a>	Business Liaison, Oxford Police Department

**1C. The lead contact for the Talawanda School Travel Plan for Kramer Elementary and Talawanda Middle School is**

Name: Amy Macechko  
 Affiliation: Talawanda School District  
 Phone Number: 513-273-3390  
 Email address: [macechkoa@talawanda.org](mailto:macechkoa@talawanda.org)  
 Mailing address: 4030 Oxford Reily Rd. Oxford, OH 45056

## SECTION 2A: KRAMER ELEMENTARY SRTS VISION

“Enabling healthy, independent, and sustainable behaviors by promoting walking and biking as a safe, convenient option for travelling to local schools, while building a strong sense of community through collaboration between Talawanda School District and its partners.”

## SECTION 3A: KRAMER ELEMENTARY CURRENT STUDENT TRAVEL

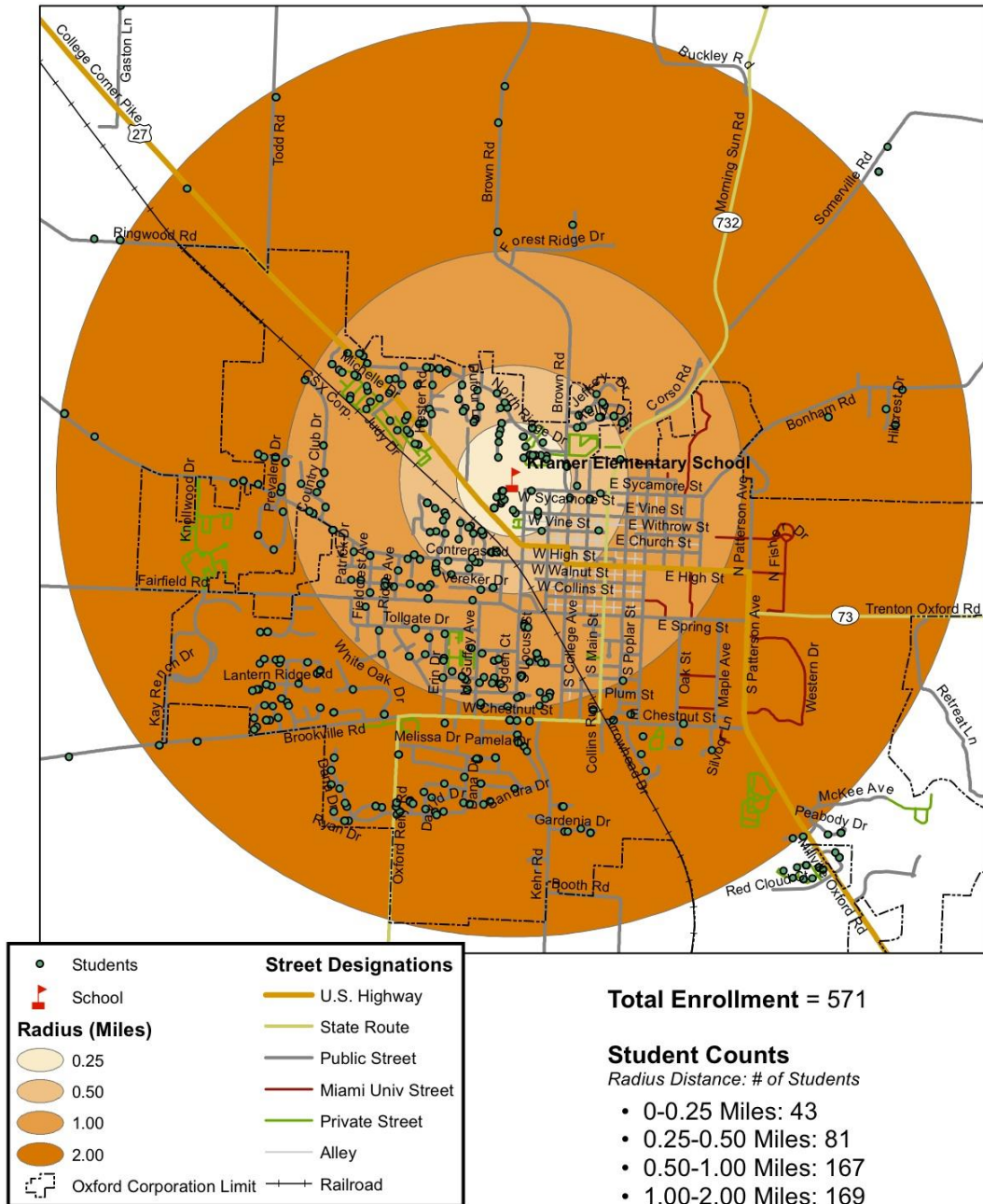
### 3A. How many students live within walking and bicycling distance of school?

Kramer Elementary is centrally located at the edge of Oxford's historical "Mile Square," and within bikeable distance of more than **80%** of the student population.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	43	7.5%
Within 1/2 mile of school	124	22%
Within 1 mile of school	291	51%
Within 2 miles of school	460	80.5%

3B. Student addresses at Kramer Elementary.

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3C. **Students currently walking and bicycling to Kramer Elementary, and primary walking and bicycling routes.**

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	15	5	342	158	51	0	0
Number of students (afternoon trips)	17	5	362	142	45	0	0
Primary walking/bicycling routes	to Kramer via property boundary with adjacent apartments, Brown Road to Sycamore Street, Vine Street and Contreras Road to Locust Street						

\* Estimates based on parent surveys, corroborated with discussions with school crossing guards, pick-up/drop-off observations.

3D. **School or district policies that impact students walking or bicycling to Kramer Elementary**

**District Bus Policies**

*Policy:* Children living more than one (1) mile from school shall be entitled to bus transportation.

This policy and an established “walk zone” are enforced at Kramer Elementary. Due to severe congestion with bus transportation and motorists on site, the number of buses traveling in and out is carefully monitored. The “walk zone” encourages many students to either walk or be driven to school that live within the 1- mile radius, however based on hazards present along the route many students within that zone are in fact provided bus service.

**School Travel Policies**

*Policy:* There are no school travel policies that impact student travel, positively or negatively.



3E. **Kramer Elementary School Arrival and Dismissal Process.**

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

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

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

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

*Students who are dropped off by a parent enter through the back door. Students who bike to school utilize the side door to the gymnasium. Students who take the bus or walk to school utilize the front door of Kramer.*

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

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

*Students who are picked up by a parent and either go home by car or walks are dismissed approximately 3 minutes earlier than other students.*

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

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

*Two staff members are involved with arrival and dismissal every day by serving as crossing guards at one internal crosswalk and one crosswalk on the adjacent public street.*

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

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

*Both crossing guards are located at the corner of the school driveway where all traffic – buses, cars, bikers and walkers enter campus. One on an internal driveway at the entrance, the other at a crosswalk on Sycamore Street.*

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

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

*On occasion, police officers will stop by to assist with arrival and dismissal. However, there is not a set schedule at this time.*

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

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

3F. **Kramer Elementary Parent Attitudes towards Walking and Biking.** A survey of Kramer Elementary parents was conducted in two phases in October 2013 and January 2014, and received a total number of 85 responses. Based on the survey, parents cited the following.

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

3G. **Kramer Elementary Safety Issues and Concerns.** In addition to the parent survey, in October 2013 a team of Talawanda School District staff, City of Oxford staff, and parents conducted observations of drop-off and pick-up, as well as a walk audit of primary safety routes to Kramer Elementary. Audit results were shared and input gathered in a meeting with district and City staff shortly thereafter, in a public meeting held by the City of Oxford Planning Commission in January, and in a Kramer Parent Teacher Group meeting in February. The results can be summarized as following.

Both parents and community members has expressed significant concern over specific intersections that young children would have to navigate in order to travel to school on their own, traffic volumes and speeds along the route, missing sidewalk connections, distance (including low connectivity). Parents also expressed a concern regarding having their children travel alone.

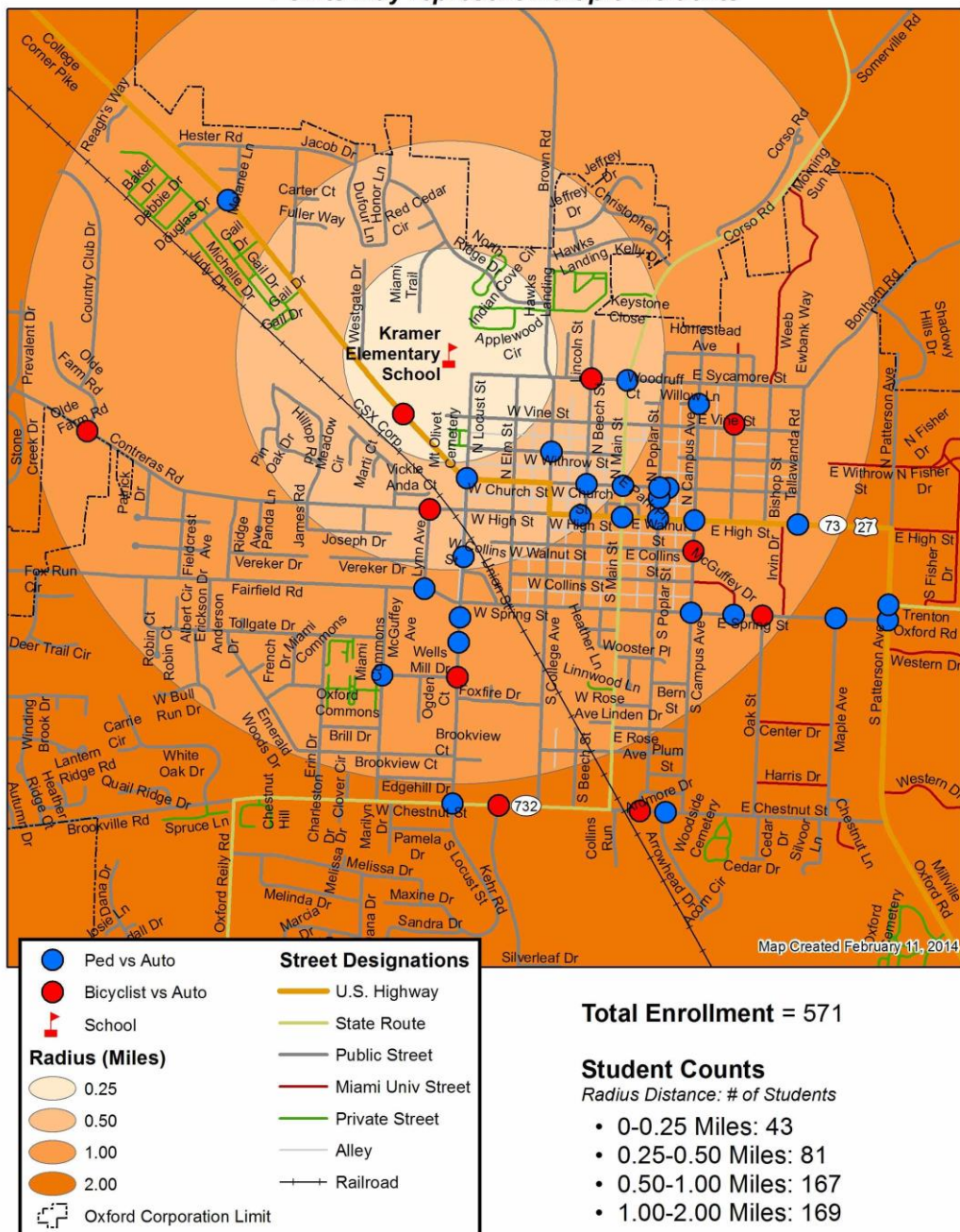
3H. **Traffic Crashes Relevant to Kramer Elementary** Crash data reports recorded within 2 miles of the school sites for the previous 4 years indicate:

1. There were 53 total crashes within the STP study area.
  2. The crashes resulted in 63 affected biker/pedestrians and 1 fatality (involving a train and a pedestrian).
  3. The number of crashes that involved bicycles was 12.
  4. The number of crashes that involved pedestrians was 41.
- \*Some pedestrian incidents resulted involved multiple pedestrians.*

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### 2010-2013 Pedestrian and Bicycle accidents involving Automobiles

*Points may represent multiple incidents*



31. **Walking and bicycling encouragement activities at Kramer Elementary.** Identify and describe activities at your school that support or encourage walking and bicycling.

Activity	How it encourages walking or bicycling (1-3 sentences)
National Walk & Bike to School Day	Kramer Elementary participated in the National Walk and Bike Day for the first time this past fall. Through phone calls, social media posts and the Principal's Newsletter, parents and students were encouraged to participate. Those who walked and biked on that day were presented with a healthy treat and were able to sign a banner that highlighted those participants. The banner is hung in a prominent location in the school cafeteria. More than 125 students participated (22%) of the school population, including 95 walkers and 30 bicyclists.
Safety City	Safety City is a locally created program that is facilitated by the Elementary Physical Education Teachers in the district. The program focuses on teaching elementary students the basic skills needed to safely cross streets and the "rules of the road" for someone on a bike.

## SECTION 4A: KRAMER ELEMENTARY KEY ISSUES IMPACTING SAFE WALKING AND BICYCLING

Issue/Description
<p><b>1. Safety of intersections and crossings.</b> Parent surveys and walk audits identified the safety of major intersections as a primary issue, particularly along the Locust Street and Sycamore Street corridors that are the primary routes to Kramer Elementary School. Some major intersections do not have complete pedestrian infrastructure, and one major intersection (Locust Street at College Corner Pike) has a major signalization issue that puts pedestrians at increased risk. These intersections have relatively high traffic volumes and speeds. Students are exposed to additional crossings where sidewalks do not exist. Crosswalk markings not consistently placed, and mid-block crossings missing (e.g. College Corner Pike).</p>
<p><b>2. Amount of traffic along route.</b> Parent surveys and walk audits identified the volume of traffic along the route as major issues, particularly along Locust Street, Sycamore Street, and College Corner Pike. Traffic volumes are high surrounding school drop-off and pick-up, including on school grounds.</p>
<p><b>3. Speed of traffic along route.</b> Traffic volumes and speeds, including those related to school drop-off and dismissal, are relatively high. Particular routes of concern are Locust Street, Sycamore Street, and College Corner Pike. Although many routes are posted at 25 mph, average speeds exceed that. And one primary route -- College Corner Pike -- is posted at 35 mph.</p>
<p><b>4. Sidewalks or pathways.</b> Parent surveys and walk audits identified issues related to sidewalks or pathways, including missing segments, inadequate width, and inadequate buffering. Sidewalk connections to adjacent neighborhoods are missing, resulting in low connectivity and increased travel distance and exposure to risk. Missing sidewalks along the major Locust Street route to Kramer force students to cross and re-cross the street and school entrance drive, exposing pedestrians to 3 crossings instead of 1.</p>
<p><b>5. Weather or climate.</b> Parent surveys and walk audits identified weather or climate as an issue, including the lack of effective snow clearance on sidewalks.</p>

## SECTION 5A: KRAMER ELEMENTARY RECOMMENDED SRTS COUNTERMEASURES

**5A. Non-infrastructure Countermeasure Recommendations:** Based on parent surveys, walking audits, Safe Routes team meetings, and input from parents and staff, we propose the following countermeasures at Kramer Elementary.

**KRAMER EDUCATION COUNTERMEASURES:** Education strategies planned for implementation in the next 12 months are listed below.

EDUCATION	
Issue	Countermeasure
<b>Need for intentional, hands-on pedestrian/biking education for children</b>	<b>Talawanda’s Safety City Program will provide dedicated time to address these issues during the school day, incorporating parent participation (on campus or at home) to reinforce these messages.</b>
<b>Lack of parent education opportunities</b>	<b>Monthly safety tips will be sent home in building newsletters regarding the benefits of safe, active school travel.</b>
<b>Busy intersections close to school</b>	<b>Educational materials will be distributed to neighbors regarding Safe Routes to School. In addition, increased signage can alert motorists of children biking/walking during school hours.</b>

Short, medium, and long-term strategies (beyond 12 months) are listed below:

1. Collaborate with the Safety City Committee (PE Teachers, School Resource Officer, Hamilton County Safety Council) to integrate the Safe Routes to School messages in to the overall educational experience.
2. Establish a parent component to the Safety City Program that provides resources and tools for parents to reinforce the safety messages in the home.
3. Work with the Talawanda Health Coordinating Council to coordinate and publish monthly safety tips in each of the building e-newsletters. These tips will address safe biking and walking, as well as safety for motorists on the school grounds when bikers and pedestrians are present.
4. Partner with the City of Oxford to help spread the word to identified neighborhoods and increase signage around busier intersections that students may be crossing during school hours.

**KRAMER ENCOURAGEMENT COUNTERMEASURES:** Encouragement strategies planned for implementation in the next 12 months are listed below.

<b>ENCOURAGEMENT</b>	
<b>Issue</b>	<b>Countermeasure</b>
<b>Parents do not feel comfortable having students walk or bike alone</b>	<b>Walking School Buses and Bike Trains will be established in neighborhoods around Kramer Elementary.</b>
<b>Lack of incentive to bike or walk to school</b>	<b>Create an incentive program to increase participation in active school travel, including organizing and promoting an annual Walk &amp; Bike to School Day.</b>
<b>Parents recognize the value of biking and walking, yet time/distance is a concern.</b>	<b>Establish a Park &amp; Walk program for families in identified neighborhoods.</b>

Short, medium, and long-term strategies (beyond 12 months) are listed below:

1. Work with the Kramer Parent Teacher Group and Kramer Administration to identify neighborhood “champions” to support the Walking School Bus & Bike Train program. These individuals will help coordinate the initiative in their specific neighborhood, recruit additional parents to support the effort, and encourage children in the neighborhood to participate.
2. The Kramer Administration will work to create a recognition program for these neighborhood champions and highlight the Walking School Buses and Bike Trains on the website and in building newsletters.
3. The Kramer Principal will be identified and charged with creating an incentive program to increase participation in biking/walking to school. This team will promote the program and seek outside funding to provide healthy snacks and other rewards for the students, including pedometers. For those students who cannot walk or bike to school, an on-campus walking track will be established to encourage walking during recess as well.
4. The Talawanda Health Coordinating Council will work with the Kramer PTG to organize an annual Walk & Bike to School Day. Information regarding this event will be shared utilizing multiple communication strategies.
5. Identify and secure permission to utilize a parking lot within a certain distance of the school. Identify a safe route from the parking lot and actively promote to the Kramer community as an option for those families that have concerns about walking and/or biking from their home.

**KRAMER ENFORCEMENT COUNTERMEASURES:** Enforcement strategies planned for the next 12 months listed below.

<b>ENFORCEMENT</b>	
<b>Issue</b>	<b>Countermeasure</b>
<b>Parent concern regarding specific intersections identified as dangerous</b>	<b>Recruit, train, equip and support volunteer crossing guards at identified intersections</b>
<b>Lack of proper equipment for safe biking</b>	<b>Promote and encourage participation in the FRESH Air Fair – a community-based event where young people can receive a free, fitted bike helmet and go through a bike course with a law enforcement official</b>
<b>Arrival and dismissal traffic is dangerous to pedestrians and bike riders</b>	<b>Collaborate with law enforcement to promote safer arrival and dismissal patterns. Integrate feedback in to the design of the new Kramer facility.</b>
<b>Traffic speed on adjacent streets</b>	<b>Enhance police enforcement of speeds, particularly in signed school zone</b>
<b>Snow/ice on sidewalk</b>	<b>Public education, enforcement of existing city ordinance</b>
<b>Lack of positive peer influence in making safe choices</b>	<b>Create and sustain a Student Safety Patrol Program to empower young people to take an active role in promoting safety.</b>

Short, medium, and long-term strategies (beyond 12 months):

1. Recruitment for volunteer crossing guards will utilize multiple forms of media. Both classroom and field experience will be provided by law enforcement personnel. Uniforms and equipment will be provided. Ongoing training will take place. Volunteers will be recognized both at Kramer and at the community-level.
2. Collaborate with McCullough-Hyde Memorial Hospital and the Coalition for a Healthy Community- Oxford Area to integrate Safe Routes to School in to the annual FRESH (Family Resources & Education for Safety and Health) Air Fair each spring. Publicize the FRESH Air Fair’s connection to the overall Safe Routes Strategy of promoting education, encouragement, and enforcement regarding biking and walking to school.
3. Collaborate with the City of Oxford and local law enforcement to provide additional signage, etc. to facilitate a safer process for arrival and dismissal. The Safe Routes plan will be clearly integrated in to the design of the new building on the same site. In addition, we will work closely to identify a plan on how to enforce the speed limit in the school zone, including but not limited to patrols and overall police presence.
4. Collaborate with the City of Oxford in public education to encourage voluntary sidewalk snow clearance, particularly along school routes. If unsuccessful, work with Oxford to encourage enforcement of existing ordinance.
5. Partner with our local AAA to create a Student Safety Patrol Program. Under their guidance, we will actively recruit 4<sup>th</sup> and 5<sup>th</sup> grade students to serve as Student Safety Patrol Leaders. Selection of an adult supervisor for the program, the appropriate intersections and times/dates for regular meetings for the students will be done in consultation with school administration. Collaboration with local law enforcement to properly train the students will be a priority.



**KRAMER EVALUATION COUNTERMEASURES:** Evaluation strategies planned for implementation in the next 12 months below.

<b>EVALUATION</b>	
<b>Issue</b>	<b>Countermeasure</b>
<b>Low number of students walking and biking to and from school</b>	<b>Conduct the annual student travel tally</b>
<b>Parent concerns regarding barriers to walking and biking</b>	<b>Conduct the annual parent survey</b>
<b>Parents do not feel safe with their children walking/biking alone</b>	<b>Track the number of Walking School Buses and Bike Trains</b>
<b>Lack of incentive to walk and bike to school</b>	<b>Track the participation in the incentive program</b>
<b>Parents concerned about time and distance</b>	<b>Track the number of families participating in the Park &amp; Walk Program</b>
<b>Parent concern about dangerous intersections</b>	<b>Track the number of student and adult volunteers that serve as crossing guards</b>
<b>Lack of proper equipment for safe biking</b>	<b>Track the number of helmets distributed at the FRESH Air Fair</b>

Short, medium, and long-term strategies (beyond 12 months) below:

1. Classroom teachers will administer the annual student travel tally and the data will be collected by the building administration.
2. The annual parent survey will be sent out electronically and the results will be shared publically on an annual basis.
3. The Kramer Principal and Health & Wellness Coordinator will collect data regarding participation in the Walking School Buses, Bike Trains, and Park & Walk programs.
4. Data tracked through the incentive program and the crossing guards will be tracked by the Health & Wellness Coordinator.
5. Data regarding the number of helmets distributed will be tracked by our local hospital.





### 5C. Kramer Elementary Infrastructure Countermeasure Recommendations

After the team has identified the engineering strategies that are appropriate and feasible, format them into the table below, adding and labeling rows as needed. *The existing italicized text in the first row is an example and can be deleted.*

Map ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source	Status
A	Kramer School site	lack of formal connection to adjacent neighborhoods (leading to poor connectivity)	plan and install pathways to adjacent neighborhoods (Miami Trail, Applewood Ct., Parkview Arms) as part of school redesign	short to medium term	high	Talawanda School District and City of Oxford	medium	Ohio School Facilities Commission (part of already planned site redevelopment)	In planning
A	Kramer School site	pedestrian/vehicle conflicts associated with internal traffic flow (bus, drop-off, p/u)	make direct pedestrian connectivity and safety a priority in Kramer redevelopment	short term	high	Talawanda School District	no additional	Ohio School Facilities Commission (part of already planned site redevelopment)	In planning
B	North Locust Street	missing sidewalks on west side, requires students to cross street and back again	install a sidewalk (8 ft. width) from College Corner Pike to Kramer Elementary	short to medium term	High	City of Oxford	high	ODOT SRTS funds	planned
B	North Locust Street/College Corner Pike	ped./vehicle conflict at major intersections: S. side of intersection gives green light to vehicular right turn <i>and</i> pedestrian crossing signal, inviting dangerous conflict. Walk signal timing not automatic	adjust traffic signal to off-set right turn green and walk signal, perhaps with a dedicated right-turn arrow (red as well as green), make pedestrian walk signals automatically timed during school hours	short	high	City of Oxford	low	C.I.P.	
C	Sycamore Street	inadequate sidewalk width on North side, inadequate width for peds. and bikes	widen sidewalk on north side of Sycamore St. from 5 ft. to 8 ft. from Morning Sun Road to Kramer Elem.	short to medium term	high	City of Oxford and Talawanda School District	High	<b>Ohio School Facilities Commission (as part of planned Kramer redevelopment).</b>	planned
C	Sycamore Street at Brown Road	wide, off-set, and unsignalized intersection	Reconstruct and/or signalize intersection to reduce pedestrian crossing distances, wider sidewalk approach	medium to long term	medium	City of Oxford	High	ODOT SRTS funds, C.I.P.	

C	Brown Road	missing sidewalk segments on west side of Brown Rd.	install missing sidewalk segments and retrofit existing segments to provide adequate width and buffering	short term	high	City of Oxford	medium	ODOT SRTS funds and landowner assessment	planned
B	adjacent streets in Mile Square: Withrow St., Vine St., Locust St., Sycamore, Brown Rd.	poor sidewalk conditions (uneven sidewalks, tree encroachment)	sidewalk replacement	medium term	medium	City of Oxford	medium	landowner assessment	in planning
B	Locust St./College Corner Pike/Church Street	crosswalk eliminated from W. side of intersection requires students traveling from west to cross Locust Street unnecessarily. Wide radius of turn lane presents danger to crosswalk on south side of intersection.	reconstruct intersection to re-install N/S crosswalk on W side of intersection. Reconfigure turn lanes/radii to improve pedestrian safety.	medium term	High	City of Oxford, State of Ohio	high	ODOT Safe Routes or FHWA Transportation Enhancement funding	
C	S.R. 732	missing sidewalk segments along W side of S.R. 732, preventing access between Kelly Road and Sycamore Street	Install 8 ft. sidewalk along W side of 732 between Kelly Drive and Sycamore Street	medium	Medium	City of Oxford	High	ODOT SRTS or FHWA Transportation Enhancement funding	planned

## SECTION 6A: KRAMER ELEMENTARY PUBLIC INPUT

<b>Public Input Process:</b> <i>Planning Commission Public Input Session</i>
<b>Date:</b> <i>January 14, 2014</i>
<b>Target Audience:</b> <i>General Public</i>
<b>Key Input Received:</b> <ul style="list-style-type: none"><li>• <i>Safe Routes data and initial finding presented as part of overall City of Oxford Planning Commission public input session on proposed pedestrian and bicycle safety improvements.</i></li><li>• <i>Participants supported improvements to pedestrian and bike safety, especially in and around the Kramer Elementary School site</i></li></ul>

<b>Public Input Process:</b> <i>Presented at the Kramer PTG Meeting</i>
<b>Date:</b> <i>February 3, 2014</i>
<b>Target Audience:</b> <i>Parents and Teachers</i>
<b>Key Input Received:</b> <ul style="list-style-type: none"><li>• <i>Participants identified specific intersections of concern, specifically Locust Street and Route 27, as well as Brown Rd. &amp; Sycamore Rd.</i></li><li>• <i>Participants discussed the logistics of connecting the Kramer site to adjacent neighborhoods.</i></li></ul>

## SECTION 7A: KRAMER ELEMENTARY FINAL PLAN – PLEDGE OF SUPPORT

*Administrators and parents of students at Kramer Elementary School are joining together with the City of Oxford and wider community to improve safety and encourage more students to walk and bicycle to school. By implementing our Safe Routes to School Travel Plan, our goals are:*

- *To enable and encourage children, including those with disabilities, to walk and bicycle to school.*
- *To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.*
- *To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of our school.*
- *To increase coordination with community partners like the City of Oxford.*

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

Signature 	Signature 
Jason Merz Principal, Kramer Elementary School	Kelly Spivey Superintendent, Talawanda School District
Signature 	Signature 
Mark Butterfield President, Talawanda School District Board of Education	Mike Davis CFO, Talawanda School District

## SECTION 2B: TALAWANDA MIDDLE SCHOOL (TMS) SRTS VISION

“Enabling healthy, independent, and sustainable behaviors by promoting walking and biking as a safe, convenient option for travelling to local schools, while building a strong sense of community through collaboration between Talawanda School District and its partners.

## SECTION 3B: TMS CURRENT STUDENT TRAVEL

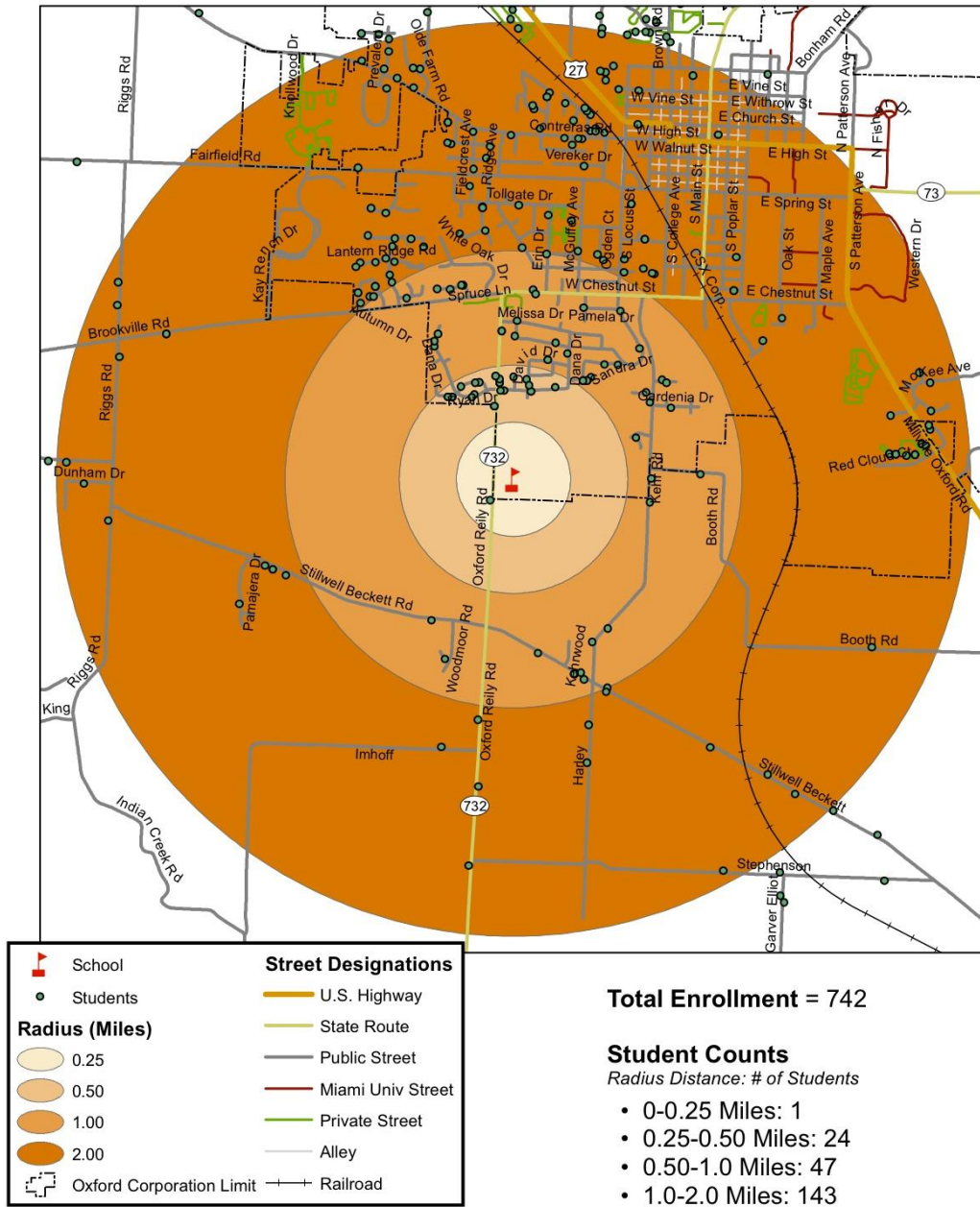
### 3A. Students living within walking and bicycling distance of Talawanda Middle School

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	1	0.01%
Within 1/2 mile of school	25	3%
Within 1 mile of school	72	9.7%
Within 2 miles of school	215	29%



3B. Talawanda Middle School student addresses

**Talawanda Middle - Talawanda City - Butler Co**



3C. Talawanda Middle School students currently walking and bicycling to school, and primary walking and bicycling routes.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	3	3	393	203	136	0	0
Number of students (afternoon trips)	20	3	592	93	30	0	0
Primary walking/bicycling routes	All travel to Talawanda Middle School is via Ohio S.R. 732. Routes leading to 732 include residential streets like Dana Dr., and arterials Chestnut Street/Brookville Road.						

\* Estimates based on parent survey, observations from walking audit, and staff observations of drop-off and pick up, and census of bus population.

3D. School or district policies that impact students walking or bicycling to Talawanda Middle School

**District Bus Policies**

*Policy:* Children living more than one (1) mile from school shall be entitled to bus transportation.

How it affects student travel modes (3-5 sentences):

There are some exceptions that are made regarding this policy with Talawanda Middle School. Students who may live within a 1-mile radius, however would be forced to walk/bike in dangerous situations (i.e. over train tracks, without sidewalks) could be offered district transportation. The biggest challenge for Talawanda’s Transportation Department is at Talawanda Middle School. The larger number of motorists entering the school campus at the same time as the buses causes heavy congestion and potentially dangerous conditions for walkers and bikers entering campus.

**School Travel Policies**

*Policy:* There are no school travel policies that impact student travel, positively or negatively.

3E. **Talawanda Middle School Arrival and Dismissal Process.** Using prompt questions provided below, describe key school arrival and dismissal procedures at your school.

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

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

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

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

If no, in three sentences or less, describe how students enter the building:  
Students who are being dropped off by a parent use the side door near the Commons.  
All other students use the main entrance.

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

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

If no, in two sentences or less, describe how dismissal is staggered at your school:

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

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

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:  
School administrators and counselors stand outside during dismissal to assist Transportation with the bus departure.

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

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

If yes, please list the locations for each adult crossing guard:

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

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

If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:

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

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

If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:

3F. **Talawanda Middle School Parent Attitudes towards Walking and Biking.** A parent survey was conducted in two phases in October 2013 and January 2014, and received a total number of 30 responses. Based on the survey, parents cited the following.

Reasons for not allowing children to walk or bicycle to Talawanda Middle School:
Time (early 7:40 start time)
Weather & Climate
Safety of Intersections and Crossings
Speed of Traffic Along the Route
Distance

3G. **Talawanda Middle School Safety Issues and Concerns.** In addition to the parent survey, in October 2013 a team of Talawanda School District staff, City of Oxford staff, and parents conducted observations of drop-off and pick-up, as well as a walk audit of primary safety routes to Kramer Elementary. Audit results were shared and input gathered in a meeting with district and City staff shortly thereafter, in a public meeting held by the City of Oxford Planning Commission in January, and in a Kramer Parent Teacher Group meeting in February. The results can be summarized as following.

The number one concern and barrier to having students walk and bike safely to school is time. Talawanda Middle School starts at 7:35 a.m., so for the majority of the school year, students are arriving in the dark along a poorly lit route. Darkness compounds infrastructure related issues, including: high speed and volume of traffic along the route, safety of intersections and crossings, and poor sidewalk snow clearance. These combine to cause significant concern to parents regarding the safety of their child, especially for morning travel.

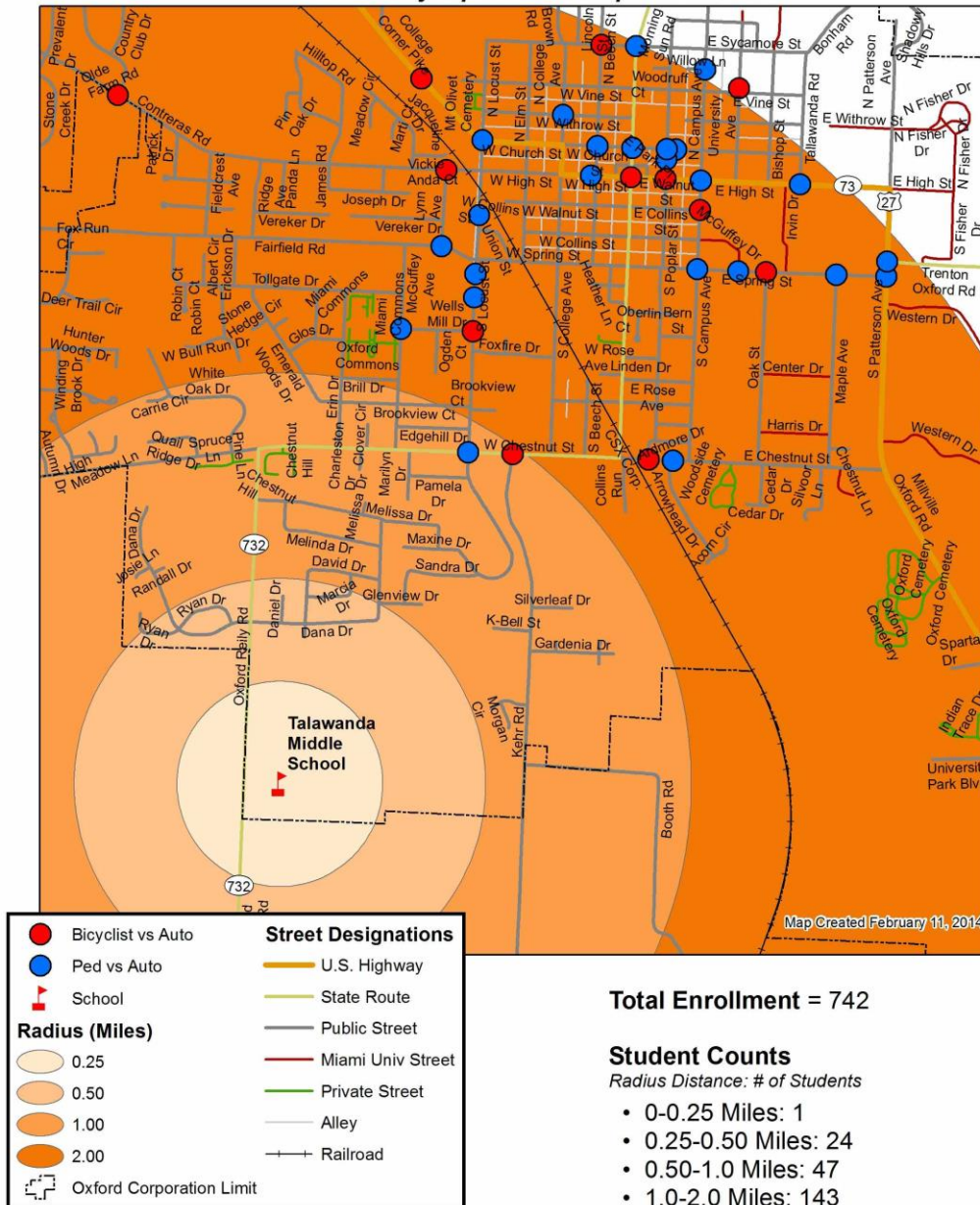
3H. **Traffic Crashes Relevant to Talawanda Middle School.**\* Crash data reports recorded within 2 miles of the school sites for the previous 4 years indicate:

1. There were 52 total crashes within the STP 2 mile study area.
  2. The crashes resulted in 62 affected biker/pedestrians and 1 fatality (fatality involved a train and pedestrian).
  3. The number of crashes that involved bicycles was 12.
- The number of crashes that involved pedestrians was 40.
- \*Some pedestrian incidents resulted involved multiple pedestrians.

## Talawanda Middle - Talawanda City - Butler Co

### 2010-2013 Pedestrian and Bicycle Accidents Involving Automobiles

*Points may represent multiple incidents*



31. **Walking and bicycling encouragement activities at the school.** Identify and describe activities at your school that support or encourage walking and bicycling.

Activity	How it encourages walking or bicycling (1-3 sentences)
National Walk & Bike to School Day	Talawanda Middle School participated in the National Walk and Bike Day for the first time this past fall. Through phone calls, social media posts and the Principal’s Newsletter, parents and students were encouraged to participate. Those who walked and biked on that day were presented with a healthy treat and were able to sign a banner that highlighted those participants. Approximately 30 students participated.

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

Issue/Description
<p>1. <b>Start time.</b> Parent surveys and walk audits/observation show that early start times mean it is fully dark at arrival for much of the year. Sidewalk lighting is poor along much of the route. High traffic volumes related to school drop-off make poorly lit intersections a particular concern.</p>
<p>2. <b>Weather and climate.</b> Dark and cold start times during much of the school year make walking or biking undesirable or impractical for many months of the year. In addition, sidewalks are rarely cleared of snow off of school grounds, making sidewalks treacherous.</p>
<p>3. <b>Safety of intersections and crossings.</b> Certain intersections along the school route present challenges to pedestrians and bicyclists, especially in low light conditions. The S.R. 732 and Dana Dr. intersection, for example, connects an entire neighborhood with the nearby school. However, the blinking signal and lack of pedestrian signalization makes crossing it (against heavy school drop-off traffic) unsafe. Three-way stop at Chestnut and 732 experiences high volumes of traffic and constant turn movements, which poses risks to pedestrians in low light conditions.</p>
<p>4. <b>Speed and volume of traffic along the route.</b> Outside the school zone, posted speed limits range from 35 mph (Chestnut, S.R. 732 w/in City limits) to 55 mph (S.R. 732). Although sidewalks are buffered from the street, speeds are high and make the sidewalk experience threatening (particularly in the dark). Relatively high speeds through intersections (e.g. S.R. 732 and Dana Dr.) make crossing hazardous.</p>
<p>5. <b>Missing and inadequate pedestrian and bike connections.</b> S.R. 732 has a 5 ft. sidewalk on one side, but there are considerable obstacles to navigate in low-light conditions, and the width is inadequate for bikes and pedestrians. There is no continuous sidewalk on the W. side of 732. There is no sidewalk or other pedestrian connection between TMS and Kehr Rd. neighborhoods immediately to the East.</p>

## SECTION 5B: RECOMMENDED SRTS COUNTERMEASURES AT TALAWANDA MIDDLE SCHOOL

### 5A. Non-infrastructure Countermeasure Recommendations

Based on parent surveys, walking audits, Safe Routes team meetings, and input from parents and staff, we propose the following countermeasures.

**TMS EDUCATION COUNTERMEASURES:** Education strategies planned for implementation in the next 12 months are listed below.

EDUCATION	
Issue	Countermeasure
Lack of parent education opportunities	Monthly safety tips will be sent home in building newsletters regarding the benefits of safe, active school travel
Busy intersections close to school	Educational materials will be distributed to neighbors regarding Safe Routes to School. In addition, increase signage can alert motorists of children biking/walking during school hours.

Short, medium, and long-term strategies (beyond 12 months) are listed below:

5. Work with the Talawanda Health Coordinating Council to coordinate and publish monthly safety tips in each of the building e-newsletters. These tips will address safe biking and walking, as well as safety for motorists on the school grounds when bikers and pedestrians are present.
6. Partner with the City of Oxford to help spread the word to identified neighborhoods and increase signage around busier intersections that students may be crossing during school hours.



**TMS ENCOURAGEMENT COUNTERMEASURES:** Encouragement strategies planned for implementation in the next 12 months are listed below.

ENCOURAGEMENT	
Issue	Countermeasure
Parents do not feel comfortable having students walk or bike alone	Walking & Biking Groups will be established in neighborhoods around TMS.
Lack of incentive to bike or walk to school	Create an incentive program to increase participation in active school travel, including organizing and promoting an annual Walk & Bike to School Day.
Parents recognize the value of biking and walking, yet time/distance is a concern.	Establish a Park & Walk program for families in identified neighborhoods.

Short, medium, and long-term strategies (beyond 12 months) are listed below:

6. Work with the TMS Parent Teacher Group to identify neighborhood “champions” to support the Walking & Biking to School Groups. These individuals will help coordinate the initiative in their specific neighborhood and create a network for families to encourage children in the neighborhood to participate together.
7. The TMS Administration will work to create a recognition program for these neighborhood champions and highlight the Walking School Buses and Bike Trains on the website and in building newsletters.
8. A team of staff members at TMS will be identified and charged with creating an incentive program to increase participation in biking/walking to school. This team will promote the program and seek outside funding to provide healthy snacks and other rewards for the students, including pedometers.
9. The Talawanda Health Coordinating Council will work with the TMS PTG and Administration to organize and annual Walk & Bike to School Day. Information regarding this event will be shared utilizing multiple communication strategies.
10. Identify and secure permission to utilize a parking lot within a certain distance of the school. Identify a safe route from the parking lot and actively promote to the TMS community as an option for those families that have concerns about walking and/or biking from their home.

**TMS ENFORCEMENT COUNTERMEASURES:** Enforcement strategies planned for the next 12 months listed below.

<b>ENFORCEMENT</b>	
<b>Issue</b>	<b>Countermeasure</b>
<b>Parent concern regarding specific intersections identified as dangerous</b>	<b>Recruit, train, equip and support volunteer crossing guards at identified intersections</b>
<b>High traffic speeds</b>	<b>Increase speed enforcement</b>
<b>Poorly cleared sidewalks in winter</b>	<b>Public education and/or enforcement of existing sidewalk clearance ordinances</b>
<b>Lack of proper equipment for safe biking</b>	<b>Promote and encourage participation in FRESH Air Fair – a community-based event where young people can receive a free, fitted bike helmet and go through a bike course with a law enforcement official</b>
<b>Arrival and dismissal traffic is dangerous to pedestrians and bike riders</b>	<b>Collaborate with law enforcement to promote safer arrival and dismissal patterns.</b>

Short, medium, and long-term strategies (beyond 12 months):

6. Recruitment for volunteer crossing guards will utilize multiple forms of media. Both classroom and field experience will be provided by law enforcement personnel. Uniforms and equipment will be provided. Ongoing training will take place. Volunteers will be recognized both at TMS and at the community-level.
7. Collaborate with McCullough-Hyde Memorial Hospital and the Coalition for a Healthy Community- Oxford Area to integrate Safe Routes to School in to the annual FRESH (Family Resources & Education for Safety and Health) Air Fair each spring. Publicize the FRESH Air Fair’s connection to the overall Safe Routes Strategy of promoting education, encouragement and enforcement regarding biking and walking to school.
8. Collaborate with the City of Oxford and local law enforcement to enforce local speed limits and/or consider reductions in speed limits along adjacent streets (S.R. 732, Brookville Road), and use public education and enforcement to improve sidewalk clearance in winter months.

**TMS EVALUATION COUNTERMEASURES:** Evaluation strategies planned for implementation in the next 12 months below.

<b>EVALUATION</b>	
<b>Issue</b>	<b>Countermeasure</b>
<b>Low number of students walking and biking to and from school</b>	<b>Conduct the annual student travel tally</b>
<b>Parent concerns regarding barriers to walking and biking</b>	<b>Conduct the annual parent survey</b>
<b>Parents do not feel safe with their children walking/biking alone</b>	<b>Track the number of Walking &amp; Biking School Groups</b>
<b>Lack of incentive to walk and bike to school</b>	<b>Track the participation in the incentive program</b>
<b>Parents concerned about time and distance</b>	<b>Track the number of families participating in the Park &amp; Walk Program</b>
<b>Parent concern about dangerous intersections</b>	<b>Track the number of student and adult volunteers that serve as crossing guards</b>
<b>Lack of proper equipment for safe biking</b>	<b>Track the number of helmets distributed at the FRESH Air Fair</b>

Short, medium, and long-term strategies (beyond 12 months) below:

6. Classroom teachers will administer the annual student travel tally and the data will be collected by the building administration.
7. The annual parent survey will be sent out electronically and the results will be shared publically on an annual basis.
8. The Health & Wellness Coordinator will collect data regarding participation in the Walking & Biking School Groups and the Park & Walk programs.
9. Data tracked through the incentive program and the crossing guards will be tracked by the Health & Wellness Coordinator.
10. Data regarding the number of helmets distributed will be tracked by our local hospital.



Lead: Sharon Klein, McCullough-Hyde Memorial Hospital	IMPLEMENT													
Collaborate with local law enforcement to promote safer arrival and dismissal patterns.	PLAN													
Lead: Perry Gordon, Oxford Police Department	IMPLEMENT													

### 5C. TMS Infrastructure Countermeasure Recommendations

After the team has identified the engineering strategies that are appropriate and feasible, format them into the table below, adding and labeling rows as needed. ***The existing italicized text in the first row is an example and can be deleted.***

Map ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source	Status
A	Talawanda Middle School (TMS) site	lack of accessible/no step connections between bike rack and school entrance and public sidewalks.	install ADA ramps between public sidewalk and school entrance and internal sidewalks to bike rack (and playing fields)	short	high	Talawanda School District	low	capital improvements budget	
A	TMS site	inadequate bike rack capacity	install additional bike rack	short	high	Talawanda School District	low	capital improvements budget	
A	TMS site	high volume of bus and drop-off traffic creates internal conflict points between pedestrians (walking from parked cars) and vehicular traffic	reconfigure TMS traffic flow and parking patterns	medium to long	medium	Talawanda School District	medium to high	Talawanda School District capital improvements budget	
A, B	S.R. 732 corridor	inadequate width and obstructions on sidewalk along east side of 732 between Chestnut St. and S.R. 732. Hazard to cyclists.	replace existing sidewalk with wider (min. 8 ft.) sidewalk or full multi-use (10 ft.) path	medium	medium	Talawanda School District and City of Oxford	high	ODOT SRTS funds, ODNR Clean Ohio Trail Fund, or FHWA Transportation Enhancements	incorporated in City ped./bike plans
B	S.R. 732 corridor	inadequate street/sidewalk lighting	install pedestrian scale street lighting along 732 corridor between Chestnut St. and TMS.	short to medium	high	City of Oxford, Talawanda School District	medium to high	ODOT SRTS funds, C.I.P. Talawanda School District capital budget	?

A, B	S.R. 732 corridor	missing sidewalk segments along west side of S.R. 732 (Chestnut to Dana Dr.)	install crosswalks	medium to long	medium	City of Oxford	medium to high	property owner assessments, ODOT Safe Routes	planned
B	S.R. 732 and Dana Dr. intersection	high-volume and speed of traffic, and blinking yellow signal, inadequate to enable safe pedestrian crossings during busy drop-off in low light conditions	install full new signal that includes red to stop traffic along 732, either timed or perhaps prompted by pedestrian sensor/button	medium	high	City of Oxford	medium	ODOT SRTS funds, City of Oxford C.I.P.	?
A	Talawanda Middle School property	missing bike/ped. connection between TMS and neighborhoods to East (along Kehr Road)	install multi-use path connection between TMS and Kehr Rd. (and eventually to Talawanda High School) along existing Oxford Area Trail System alignment (and using public easements)	medium to long	medium	City of Oxford, Talawanda School District	high	ODNR Clean Ohio Trail Fund,	

## SECTION 6B: TALAWANDA MIDDLE SCHOOL PUBLIC INPUT

**Public Input Process:** *Planning Commission Public Input Session on Proposed Pedestrian and Bicycle Plan*

**Date:** *January 14, 2014*

**Target Audience:** *general public*

**Key Input Received:**

- *overall support for pedestrian and bike (Safe Routes Planning)*
- *issue of early/dark start time*
- *need for lighting and improved sidewalk/multi-use path along S.R. 732*

**Public Input Process:** *Parent Teacher Group meeting*

**Date:** *February 3, 2014*

**Target Audience:** *Parents and teachers*

**Key Input Received:**

*Example:*

- *support for Safe Routes planning*
- *issue of early/dark start time*
- *need for additional lighting and improved sidewalk along S.R. 732*



## SECTION 7B: TALAWANDA MIDDLE SCHOOL FINAL PLAN – PLEDGE OF SUPPORT

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

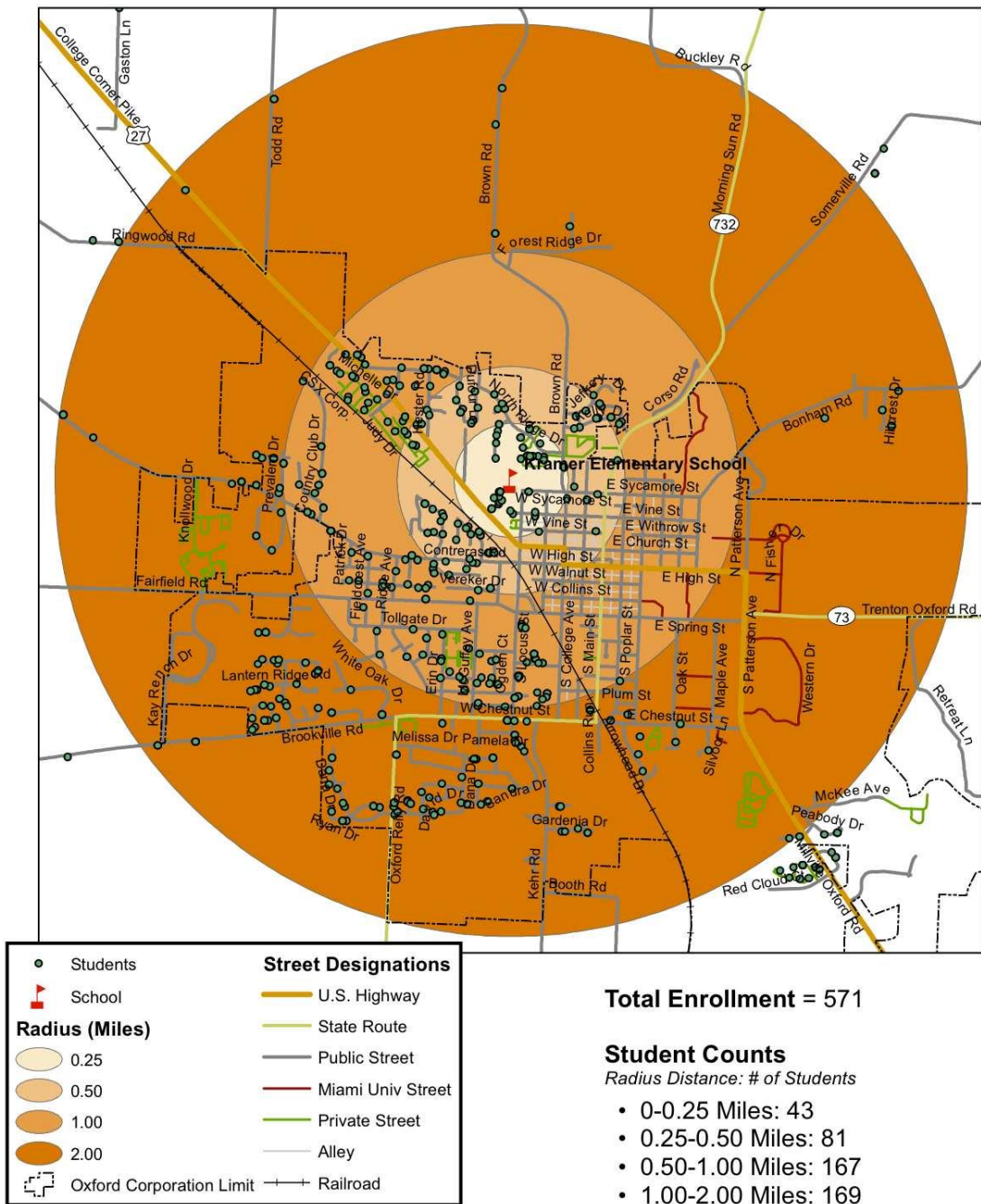
- *To enable and encourage children, including those with disabilities, to walk and bicycle to school.*
- *To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.*
- *To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of our school.*
- *To increase coordination with community partners like the City of Oxford towards planning and enforcement that improve safety for Talawanda schools and the community alike.*

*The undersigned are fully supportive of Talawanda Middle School’s Safe Routes to School Travel Plan and program, and pledge to support their efforts and provide resources as appropriate.*

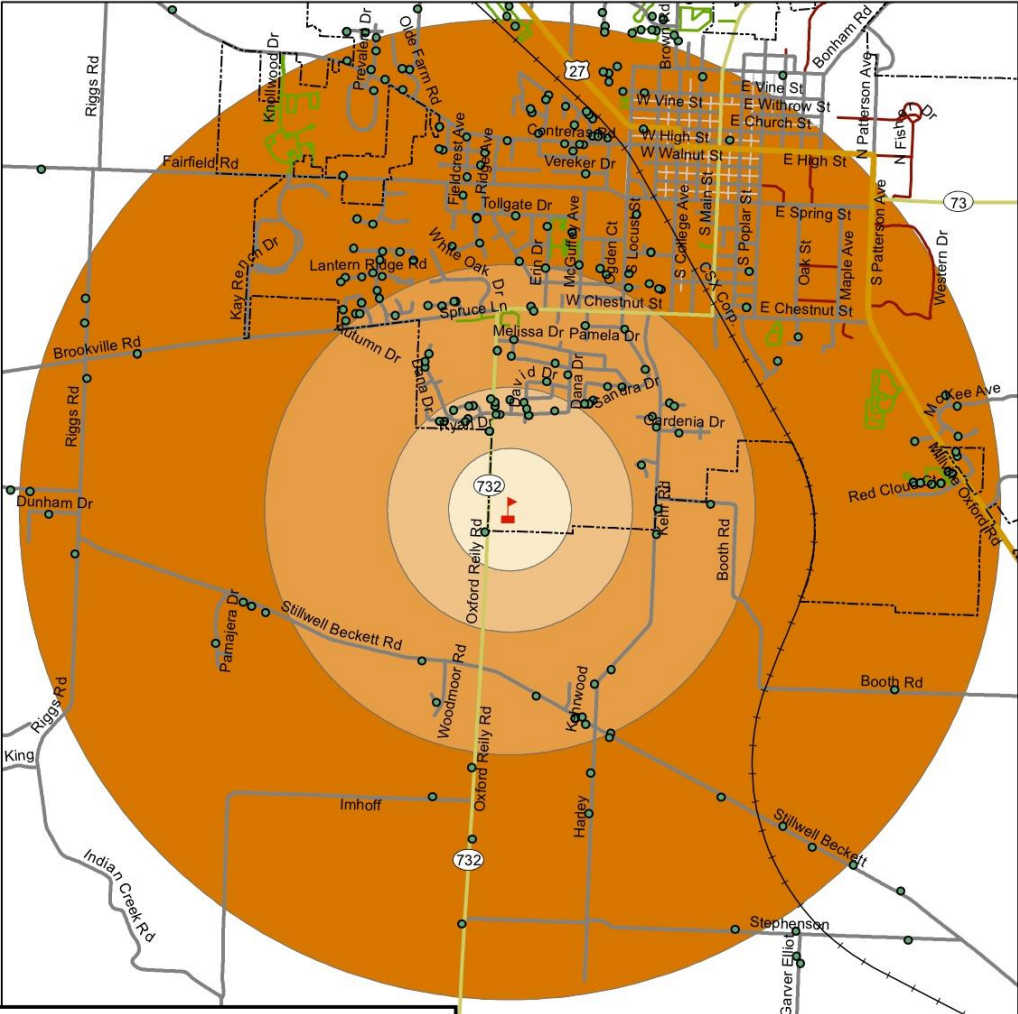
Signature 	Signature 
Mike Malone Principal, Talawanda Middle School	Kelly Spivey Superintendent, Talawanda School District
Signature 	Signature 
Mark Butterfield President, Talawanda School District Board of Education	Mike Davis CFO, Talawanda School District

## APPENDIX A: MAP OF STUDENT ADDRESSES

# Kramer Elementary - Talawanda City - Butler Co



# Talawanda Middle - Talawanda City - Butler Co



	School	<b>Street Designations</b>	
	Students		U.S. Highway
<b>Radius (Miles)</b>			State Route
	0.25		Public Street
	0.50		Miami Univ Street
	1.00		Private Street
	2.00		Alley
	Oxford Corporation Limit		Railroad

**Total Enrollment = 742**

- Student Counts**  
*Radius Distance: # of Students*
- 0-0.25 Miles: 1
  - 0.25-0.50 Miles: 24
  - 0.50-1.0 Miles: 47
  - 1.0-2.0 Miles: 143

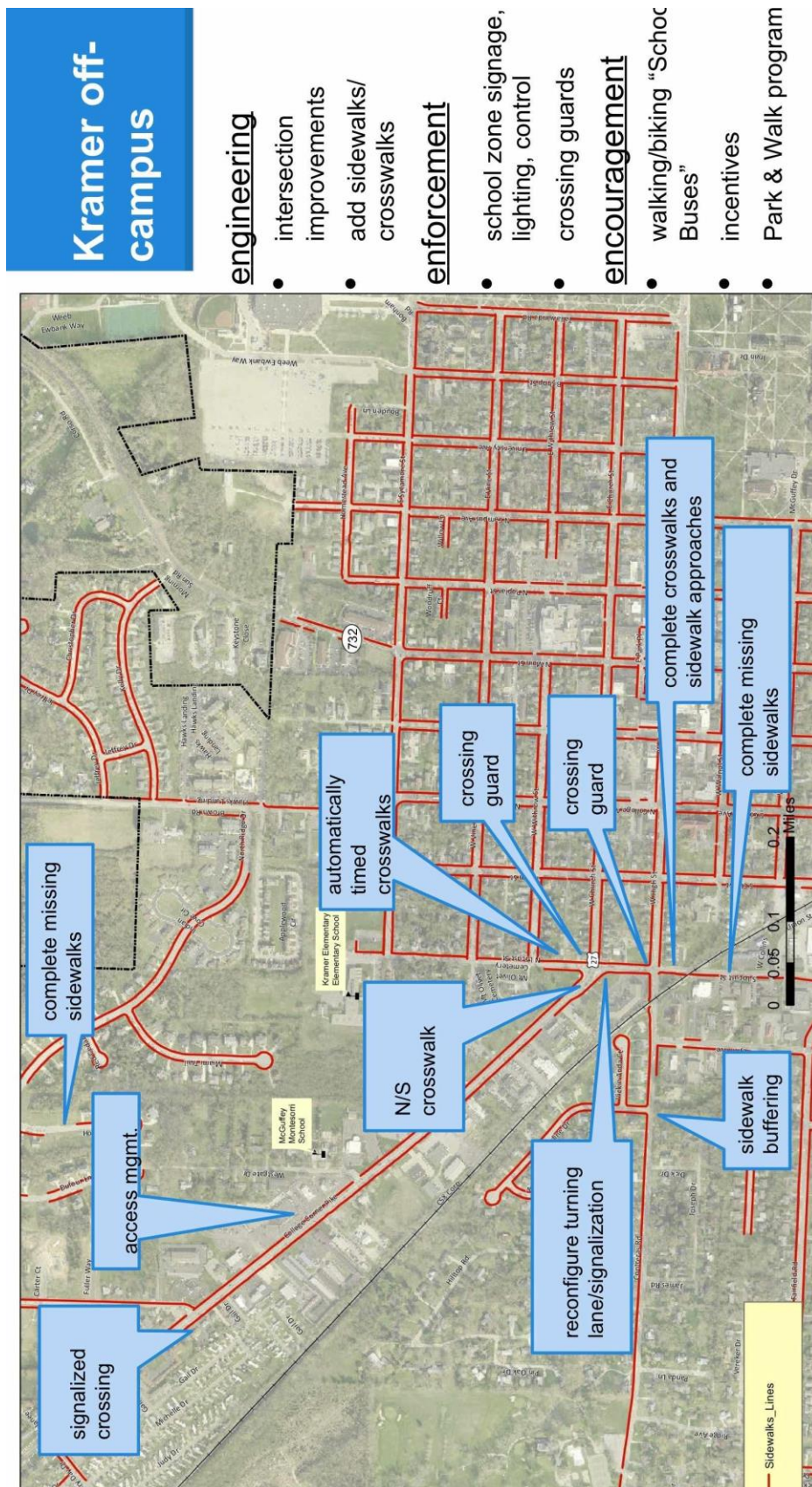
# APPENDIX B: MAP OF PROPOSED COUNTERMEASURES AT KRAMER ELEMENTARY AND TALAWANDA MIDDLE SCHOOL

The following maps were generated as a result of parent surveys and walking audits in October 2013.

Map A: Kramer School site issues and countermeasures



Map B: Kramer Elementary off-campus issues and countermeasures, Locust Street and adjacent streets



## Kramer off-campus

### engineering

- intersection improvements
- add sidewalks/crosswalks

### enforcement

- school zone signage, lighting, control
- crossing guards

### encouragement

- walking/biking "Schoc Buses"
- incentives
- Park & Walk program

Map C: Kramer Elementary off-campus issues and countermeasures, Sycamore Street and adjacent streets

# Kramer off-campus

## engineering

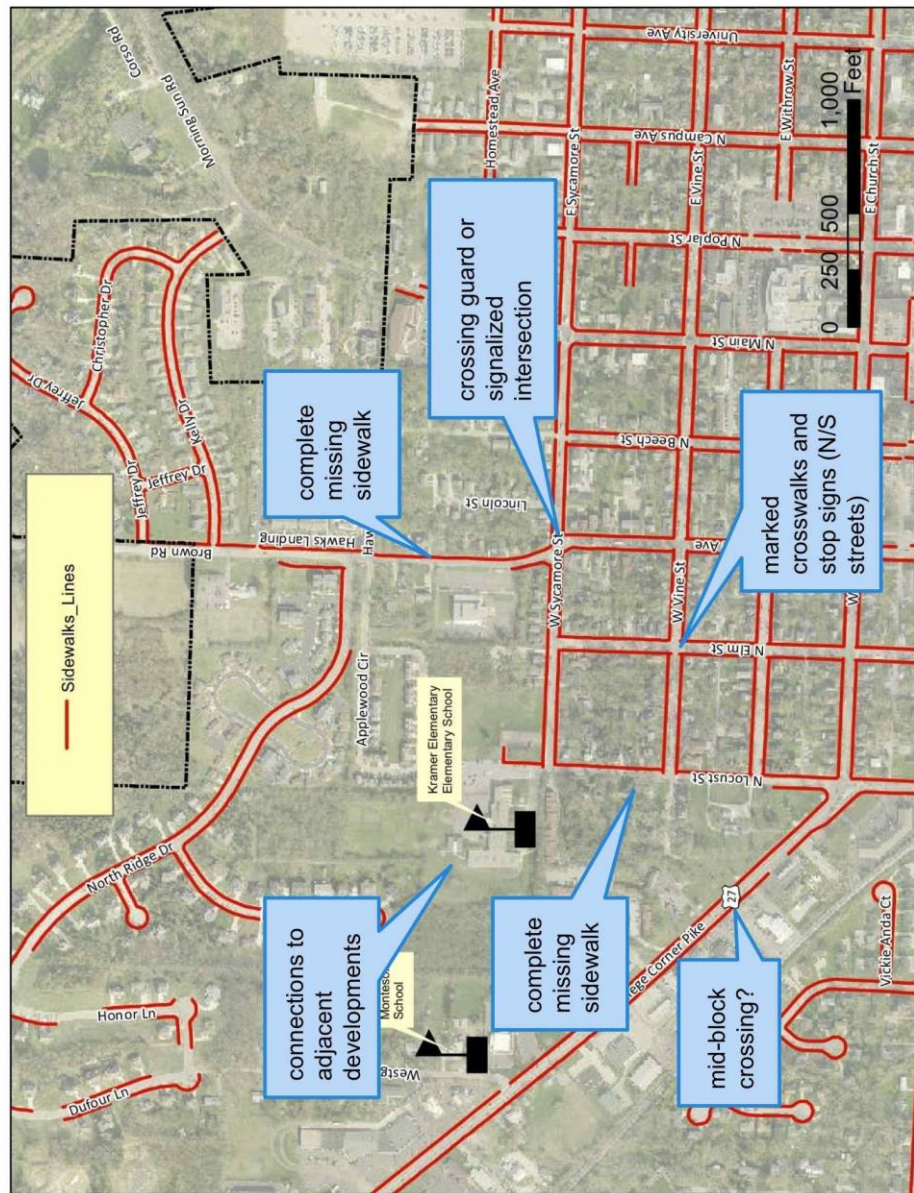
- complete missing sidewalks, mark crosswalks
- connections to adj. neighborhoods
- traffic calming

## enforcement

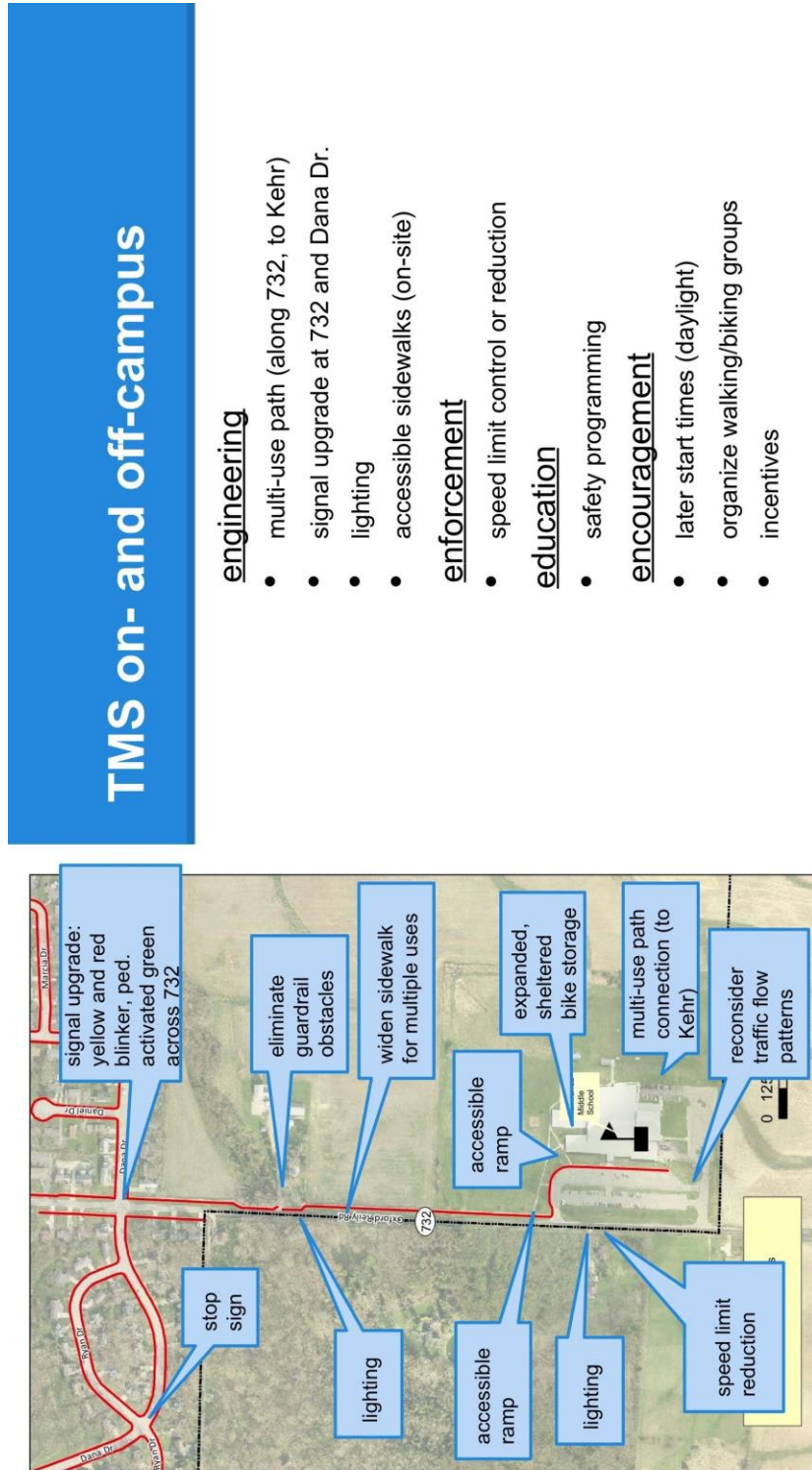
- school zone signage, lighting, control
- crossing guards

## encouragement

- walking/biking "School Buses"
- incentives
- Park & Walk program



**Map D:** TMS School Site, on- and off-site issues and countermeasures





Map E: Talawanda Middle School off-site issues and countermeasures

# TMS off-campus

## engineering

- complete ped. network
- traffic calming
- lighting
- multi-use path (732)

## enforcement

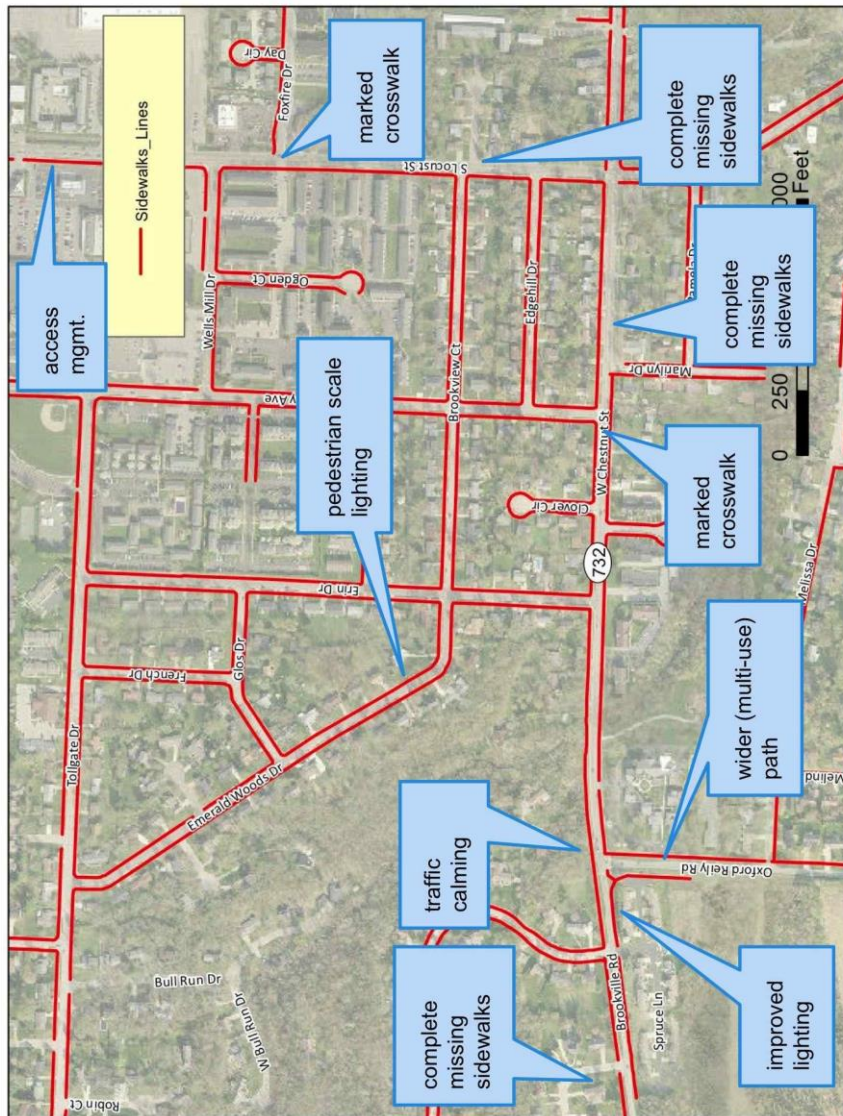
- speed limit control (reduction?)

## education

- safety programming

## encouragement

- organize walking/ biking groups
- incentives



## APPENDIX C: NOTICE/ANNOUNCEMENT OF PUBLIC INPUT

The following message was sent to all Kramer and Talawanda Middle School parents by weekly principal newsletter and a telephone message.

"The Talawanda School District is participating in the national Safe Routes to School program to improve safety for children who walk or bike to (Kramer or TMS). School travel planning focuses on student travel needs, safety issues, and possible improvements. Your input is valuable. We encourage parents to take an easy, on-line survey at [talawanda.net/healthandwellness/saferoutes](http://talawanda.net/healthandwellness/saferoutes). You are also invited to a meeting about the draft plan on Monday, February 3 at 8:00 pm in the Kramer Elementary Cafeteria. Thank you."