

SAFE ROUTES **BOARDMAN**



SAFE ROUTES TO SCHOOL TRAVEL PLAN

BOARDMAN LOCAL SCHOOL DISTRICT
2018



BOARDMAN
LOCAL
SCHOOLS



BOARDMAN
TOWNSHIP

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SAFE ROUTES TO SCHOOL

School Travel Plan

Boardman Local School District
Boardman, Ohio

Completed: December 2018

Prepared by:

BOARDMAN TOWNSHIP
Planning &
ZONING

Boardman Township Government Center
Department of Planning and Zoning
8299 Market Street
Boardman, Ohio 44512

Prepared for:



**BOARDMAN
LOCAL
SCHOOLS**

Boardman Local School District
Board of Education
7410 Market Street
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**BOARDMAN
TOWNSHIP**

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ACKNOWLEDGEMENTS

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PROGRAM OVERVIEW

Every day over 4,000 students are educated in the Boardman Local School District.

The Boardman School District Travel Plan contains:

- an assessment of current barriers to safe walking and bicycling;
- school data related to enrollment and transportation;
- input from parents, teachers, and school administrators;
- recommendations for improvements to nearby infrastructure;
- and an action plan for implementation.

The Safe Routes to School Program is administered by the Ohio Department of Transportation and seeks to encourage and enable students from Kindergarten to 8th grade to walk or ride their bikes to school.

Safe Routes to School projects are divided into two categories: Infrastructure and Non-Infrastructure.

INFRASTRUCTURE PROJECTS

Infrastructure projects (engineering or physical projects) includes operational and physical improvements that establish safer and fully accessible pedestrian and bicycle programs. Prime example of such infrastructure projects are crossings, walkway, trails, and bikeways. All infrastructure projects must improve conditions for students walking or bicycling within two miles of the target school.

NON-INFRASTRUCTURE PROJECTS

Non-infrastructure projects include education, encouragement, and enforcement activities that are intended to affect either student or driver behavior, and evaluate activities to monitor the impacts of Safe Routes program.



THE SIX “E”s OF SAFE ROUTES TO SCHOOL

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

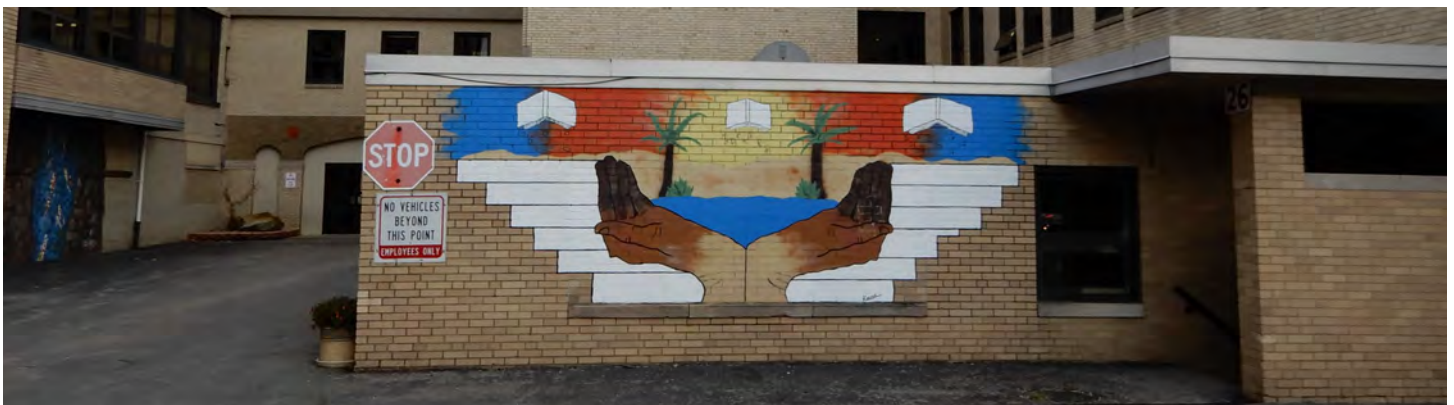
EDUCATION programs target children, parents, caregivers, and neighbors, teaching how to walk and bike safely and informing drivers on how to drive more safely around pedestrians and bicyclists. Education programs also incorporate personal security issues, as well as health and environment messages.

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

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

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

EQUITY ensures that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students in minority groups, students of all genders and identities, students with disabilities, and others.



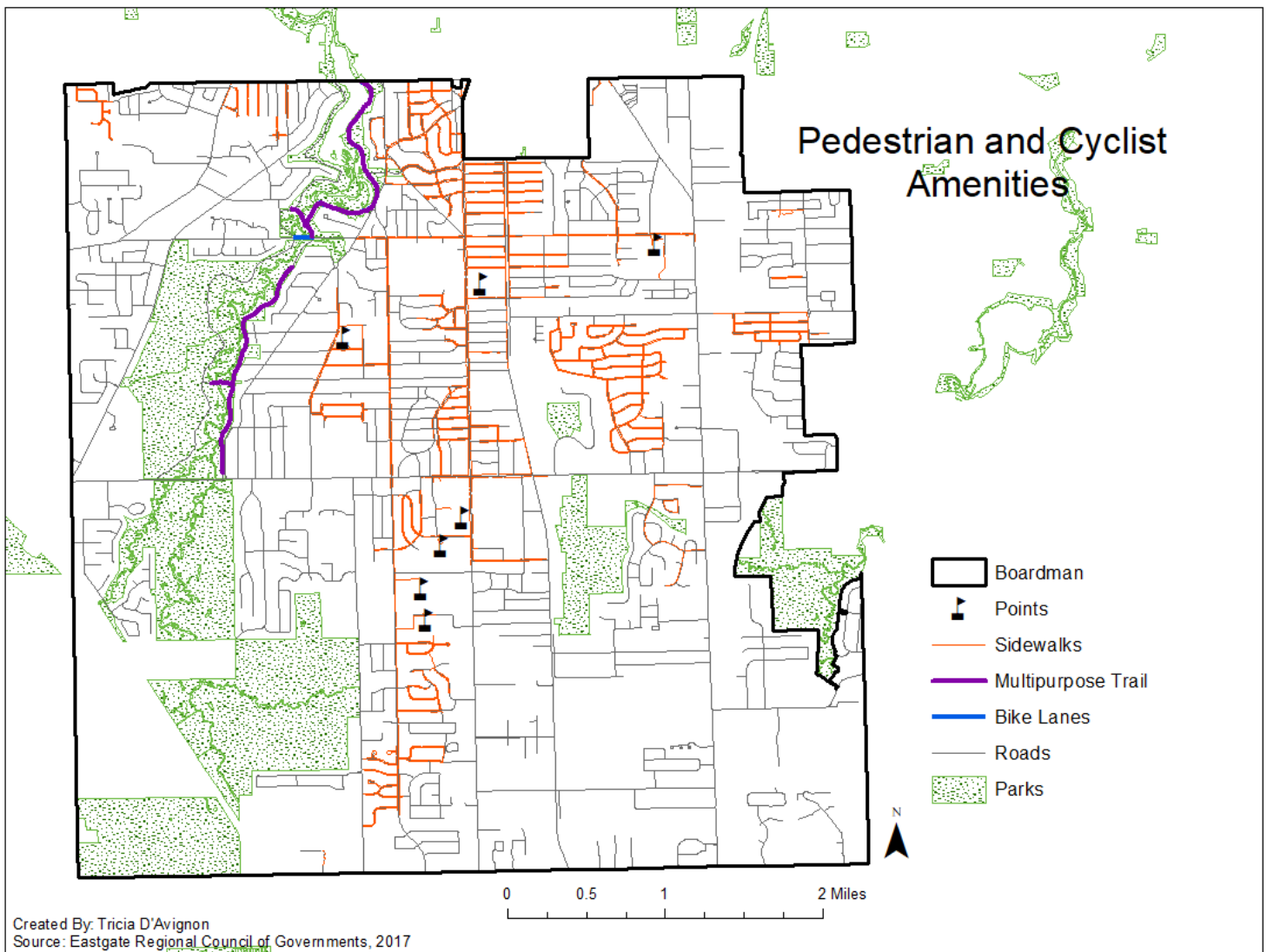
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SECTION ONE:
**TARGET SCHOOLS &
SRTS TEAM**



TARGET SCHOOLS

SCHOOL DISTRICT	SCHOOL NAME	SCHOOL ADDRESS	GRADES SERVED
Boardman Local Schools	West Boulevard Elementary School	6125 West Blvd Boardman, Ohio 44512	K-4
Boardman Local Schools	Stadium Drive Elementary School	111 Stadium Drive Boardman, Ohio 44512	K-4
Boardman Local Schools	Robinwood Lane Elementary School	835 Indianola Road Boardman, Ohio 44512	K-4
Boardman Local Schools	Market Street Elementary School	5555 Market Street Boardman, Ohio 44512	K-4
Boardman Local Schools	Boardman Center Intermediate School	7410 Market Street Boardman, Ohio 44512	5-6
Boardman Local Schools	Glenwood Middle School	7635 Glenwood Avenue Boardman, Ohio 44512	7-8



NOTE: Points on map denote schools.

TARGET SCHOOLS DEMOGRAPHIC DATA

West Boulevard Elementary School

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
419	35	NC	NC	29	31	315	193	NC	53	NC

Information is from the [Ohio School Report Cards - West Boulevard Elementary School](#)

Stadium Drive Elementary School

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
356	NC	NC	NC	15	27	303	111	NC	69	NC

Information is from the [Ohio School Report Cards - Stadium Drive Elementary School](#)

Robinwood Lane Elementary School

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
345	46	NC	21	35	23	218	177	46	57	NC

Information is from the [Ohio School Report Cards - Robinwood Lane Elementary School](#)

Market Street Elementary School

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
368	67	NC	NC	36	18	247	217	NC	56	NC

Information is from the [Ohio School Report Cards - Robinwood Lane Elementary School](#)

Boardman Center Intermediate School

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
691	48	NC	23	68	35	516	320	NC	113	NC

Information is from the [Ohio School Report Cards - Boardman Center Intermediate School](#)

Boardman Glenwood Junior High School

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
683	60	NC	27	44	38	511	300	NC	112	NC

Information is from the [Ohio School Report Cards - Boardman Glenwood Junior High School](#)

DEMOGRAPHIC DATA CONT.

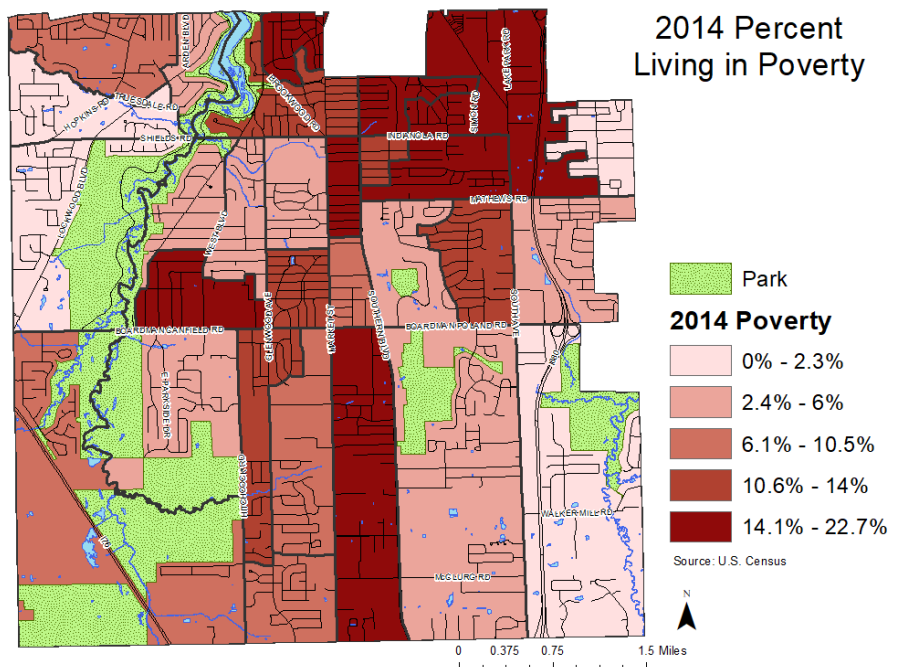
FREE AND REDUCED BREAKFAST AND LUNCH PROGRAM

Over 1,500 students in the Boardman Local School District receive free and reduced lunches, a total of 38% of the district population. Notably, the area served by Market Street Elementary has both one of the highest collective rates of poverty in the township, and has the highest percentage of students on food assistance.

SCHOOL	% OF STUDENTS ON FREE/REDUCED PROGRAM
West Boulevard Elementary	43%
Stadium Drive Elementary	26%
Robinwood Lane Elementary	46%
Market Street Elementary	56%
Center Intermediate	42%
Glenwood Junior High School	39%

NO VEHICLE HOUSEHOLDS

According to the U.S. Census 2016 estimates, 30% of Boardman residents have no vehicle available, with more than 60% of individuals spending longer than an hour commuting to work. This means that at least 30% of residents are dependent on public transit (WRTA), biking, or walking in order to get to work and commuting to work takes longer without an adequate network.



COMMUNITY STAKEHOLDERS & SAFE ROUTES TO SCHOOL TEAM

SAFE ROUTES TO SCHOOL TEAM

NAME	EMAIL ADDRESS	6 E ROLE:
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PRINCIPALS INVOLVED	ASSOCIATED SCHOOL
Al Cervello	West Boulevard Elementary School
Michael Zocali	Stadium Drive Elementary School
Don Robinson	Robinwood Lane Elementary School
Billie Jo Johnson	Market Street Elementary School
Randy Ebie	Boardman Center Intermediate School
Bart Smith	Boardman Glenwood Junior High School

The Principals sat down for one-on-one interviews with representatives from the Department of Planning and Zoning to discuss items that they saw as safety issues, arrival and dismissal procedures, and their ideas for improvements for their specific schools. In some cases the Safety Resource Officer for the school was also present and provided additional input and information.

SAFETY RESOURCE OFFICER	SCHOOLS
Michael Salser	Boardman Center Intermediate School
Phil Merlo	Boardman Glenwood Junior High School

PLAN LEAD CONTACT

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SECTION TWO:

OUR SAFE ROUTES VISION



SAFE ROUTES VISION STATEMENT

The SRTS Team wishes to make the area around all of Boardman's schools safe for students walking and biking to school. Safety will be achieved through infrastructure improvements, enforcement of traffic regulations, and education of students, parents, school staff, and the community at-large. We also desire to improve our community health by encouraging safe, active transportation not only to and from school, but to other destinations throughout the Township. To achieve these goals, we will work together to implement the Action Plan found in this document and to evaluate our progress toward achieving our goals.



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SECTION THREE: **EXISTING CONDITIONS**



EXISTING CONDITIONS

TOWNSHIP IN CONTEXT

The Boardman Township is located in Northeast Ohio and has a population of 39,339 (American Community Survey, 2017). Of the 39,339 residents, an estimated 8% are below the poverty line (ACS, 2017). Of the adult population, an estimated 94.2% have a high school diploma and 31.2% have a Bachelor's degree or 4-year degree equivalent (ACS, 2016). This is slightly higher than the county-wide average of 90.1% having high school diploma and 22.6% having a four-year degree.

An estimated 8,908 individuals are currently enrolled in some form of K-12, undergraduate, graduate, or professional schooling (ACS, 2016). Of these 8,908 individuals, approximately 4,112 are enrolled in Boardman Local Schools. The median household income is \$52,199, slightly higher than the statewide average of \$50,604 (ACS, 2016).

Living in Northeast Ohio, one of the biggest issues related to walkability will be winter weather. While the school district does occasionally close schools during severe weather, sidewalks are rarely cleared, forcing pedestrians into the street.

BOARDMAN LOCAL SCHOOL DISTRICT

The Boardman Local School District is comprised of seven schools in Boardman Township, consisting of four elementary schools, two middle/junior high schools, and one central high school. Of the students enrolled, approximately 9% are Black (non-Hispanic) and 7.5% are Hispanic. 42.9% of students have been identified as economically disadvantaged and 15% have been identified as having a disability.

BOARDMAN LOCAL SCHOOL DISTRICT - SUMMARY

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
4,112	363	NC	138	312	243	3,046	1,766	86	633	NC

Information is from the Ohio School Report Cards - [Boardman Local School District](#)

SCHOOLS IN BOARDMAN

Of the eleven local schools, six schools are included in the Safe Routes travel plan. Boardman is home to one parochial school operated by the Catholic Diocese of Youngstown, which also operates a second school in the Cornersburg neighborhood just north of the Youngstown-Boardman border. Several students in Boardman also attend Holy Family School in Poland, Ohio, which is also operated by the Catholic Diocese. Additionally, the Mahoning Unlimited Classroom is a Community School operating in Southern Park Mall complex.

Parochial, private, and community schools have not been included in this Safe Routes to School travel plan. Boardman High School will also be excluded from the travel plan due to the fact that Safe Routes to School funding is only eligible to schools operating Kindergarten to 8th grade, however, the areas will still be covered by Boardman Glenwood Junior High School, which is located on the same campus.

LIST OF SCHOOLS IN BOARDMAN

PUBLIC SCHOOLS	PRIVATE, COMMUNITY, AND PAROCHIAL SCHOOLS
West Boulevard Elementary School	Saint Charles School
Stadium Drive Elementary School	Mahoning Unlimited Classroom
Robinwood Lane Elementary School	Saint Christine School (Youngstown)
Market Street Elementary School	Holy Family School (Poland)
Boardman Center Intermediate School	
Boardman Glenwood Junior High School	
Boardman High School	
Paul C Bunn Elementary School*	

*Paul C. Bunn Elementary School is in Youngstown and is a part of the Youngstown City School District, which includes a section of Boardman Township. Paul C. Bunn Elementary is not covered in this plan.

STUDENT DISTANCE FROM SCHOOL

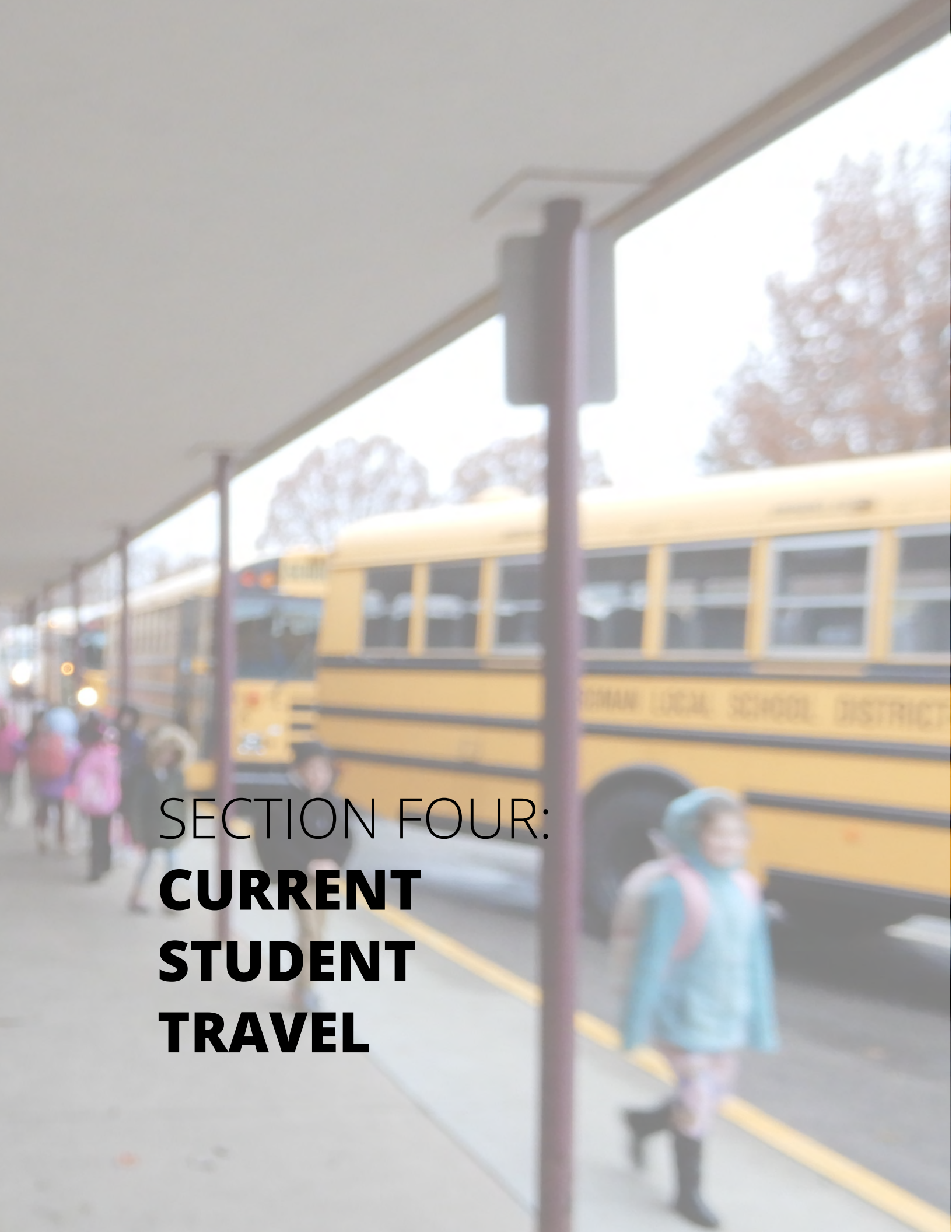
72.46% of students live within 2 miles of their respective school, with 38.58% of students living within a walkable distance (1 mile or less).

¼ Mile	½ Mile	1 Mile	2 Miles
112	488	1,404	2,944

NUMBER OF STUDENTS BY DISTANCE TO SCHOOL									
	1/4 Mile	% within 1/4 mile	1/2 Mile	% within 1/2 Mile	1 Mile	% within 1 Mile	2 Miles	% within 2 miles	Total Students
West Boulevard Elementary	18	4%	69	16.55%	228	54.68%	337	80.82%	417
Stadium Drive Elementary	19	5%	57	14.04%	140	34.48%	323	79.56%	406
Robinwood Lane Elementary	6	4%	80	21.98%	244	67.03%	307	84.34%	364
Market Street Elementary	41	10%	172	43.22%	337	84.67%	396	99.50%	368
TOTAL FROM ELEMENTARIES	84	5.75%	378	23.94%	949	60.215%	1,363	86.05%	1,555
Glenwood Junior High	6	1%	33	4.52%	118	16.16%	388	53.15%	730
Boardman Intermediate	2	0%	19	2.71%	97	13.82%	435	61.97%	702
Total (from eligible schools)	102	3%	430	14.25%	1,164	38.58%	2,186	72.46%	3,017

Information is provided by the Boardman Local School District.

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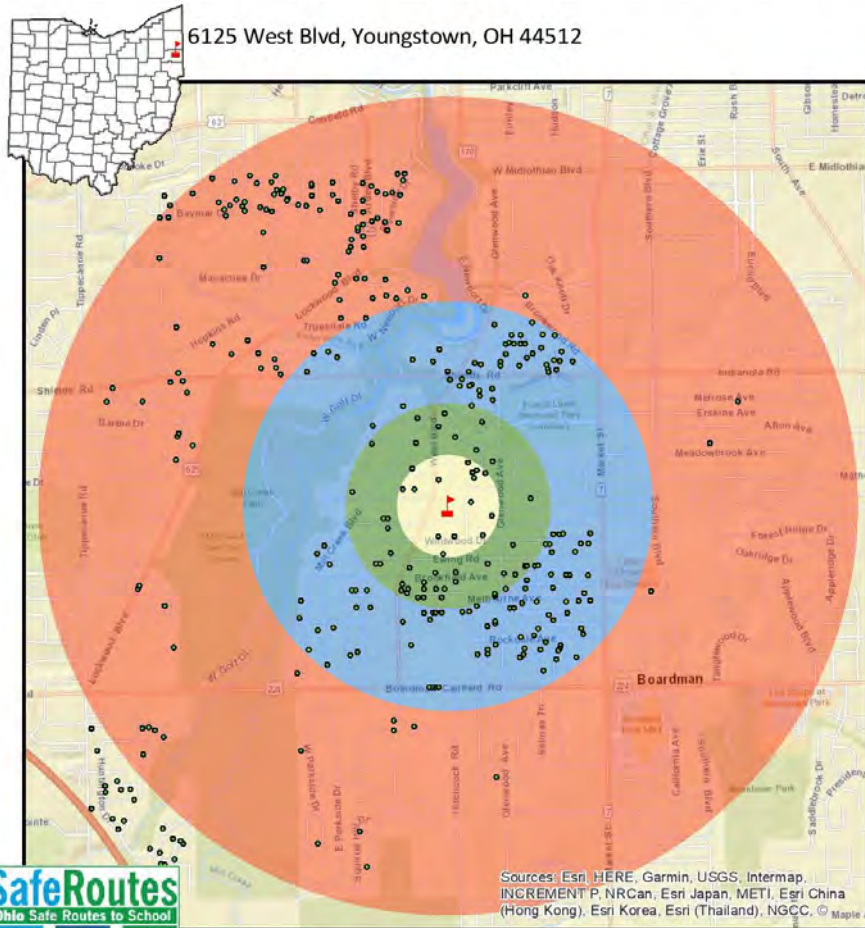
SECTION FOUR:
**CURRENT
STUDENT
TRAVEL**

WEST BOULEVARD ELEMENTARY

How many students live within walking and bicycling distance of their school?

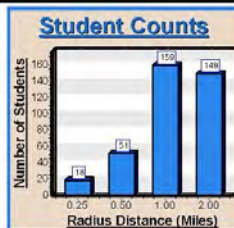
DISTANCE FROM SCHOOL	NUMBER OF STUDENTS	% OF STUDENT BODY
Within 1/4 mile of school	18	4%
Within 1/2 mile of school	69	16.5%
Within 1 mile of school	228	54.7%
Within 2 miles of school	377	80.8%

West Boulevard Elementary - Boardman Local School District - Mahoning Co



9/24/2018 Total Enrollment = 417

Symbol	Radius (Miles)
County Boundary	0.25
City Boundary	0.5
School	1.0
Students	2.0



0 700 1400 2800 4200 Feet

0 4 8 16 24 Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

West Blvd Elementary Current Student Travel

	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning)	Teacher travel tallies are not available for this school.						
Number of students (afternoon)							
Primary Walking/Bicycling Routes							

DISTRICT BUS POLICIES

Policy: *The school district provides bussing to all students.*

Affect on travel modes: *Since bussing is provided to all students no other travel modes are promoted or encouraged at this time.*

Policy: *The school generally does not allow students to walk to school at the elementary level.*

Affect on travel modes: *Accounts of students walking to elementary school are rare. A vast majority ride the bus or are dropped off.*

SCHOOL TRAVEL POLICIES

Policy: *Informal traffic flow and structure to vehicle pick up.*

Affect of travel modes: *Modes other than car or bus not addressed.*



West Blvd Elementary

School Arrival & Dismissal Process

Do school busses and parent vehicles use the same driveway for arrival and dismissal?	Yes, all vehicles use the same driveway.
Do all students use the same entrance to the school building in the morning?	No, students can use different entrances. Kindergarten and grades 1-3 use the main doors. Grade 4 walk around the building to the north doors with a staff member. Pre-Kindergarten uses the south entrance.
Are all students released at the same time during dismissal?	No, all students are released on a staggered dismissal. All bus riders go to the gym and are released by bus from there. Day Care recipients are released after all busses have left. Students in after school care go to the library.
Is school staff involved in either arrival or dismissal?	Yes, we have school staff help students enter and exit the building. Teachers work on a rotating basis. Parents sign out students to assure that the proper person is picking them up.
Are there any adult crossing guards located along student walking routes?	No, we do not have any adult crossing guards serving our school.
Are there police officers that help with arrival or dismissal procedures at this school?	Yes, we have at least one police officer helping direct traffic around our school. Officer Spatter is on campus several days a week in the mornings to help out with directing traffic in the parking lot.
Are students involved in an arrival or dismissal process (i.e. student safety patrol)?	No, we do not have a student safety patrol or allow students to participate in arrival or dismissal.

ADMINISTRATIVE FEEDBACK

An additional driveway off of Crestview Drive would allow the parents to pick up and drop off their students in a different location and allow for a better flow of traffic. Signage is very much needed to direct parents and visitors. Flashing School Beacons should be installed.

West Blvd Elementary

Parent Attitudes towards Walking & Biking

REASONS FOR NOT ALLOWING CHILDREN TO WALK OR BICYCLE TO SCHOOL:

Anything >4 city blocks is too far before 6th grade. The lack of sidewalks anywhere along the way is prohibitive in my opinion at any age. Crossing 224, Glenwood, or Market St. is dangerous because drivers do not observe the pedestrians have the right of way.

The route that is taken to arrive at school, crosses too many main roads, many with no sidewalks. The likelihood of the student become a walker is very unlikely and also not in their best interest due to safety.

My child is too young to walk alone or navigate the community there are also no sidewalks to get her to and from this option if she was age appropriate. Bus is the safest, securest option.

If my son had other to ride/walk with and safer routes, also less crime, I would consider that an option. My son would love this.

Where we live I will never allow my kids to walk to school. There are no sidewalks.

There is a stretch of West Blvd with no sidewalk or shoulder that is incredibly dangerous. Distance from guardrail to traffic lane is less than a foot. Heavy Traffic.

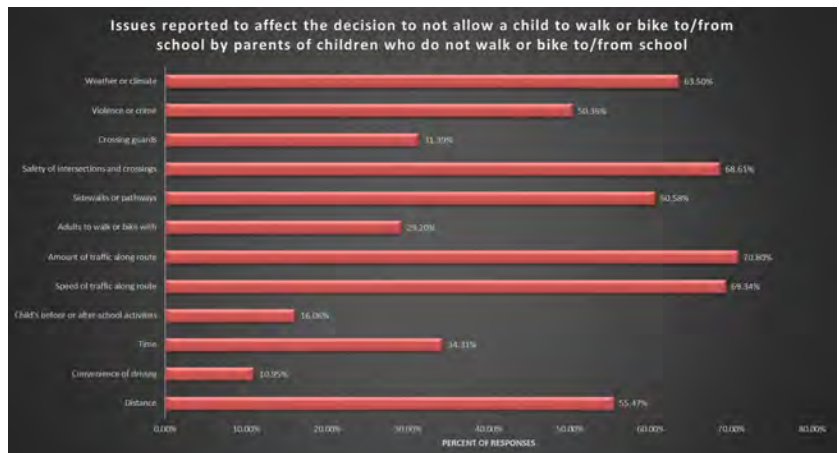
Route from home to school has too much traffic, no sidewalks, and goes through Mill creek Park. Too many safety issues for children to walk or bike.

Too many children going missing everyday unless my child(ren) are escorted. They will never walk or ride to any school.

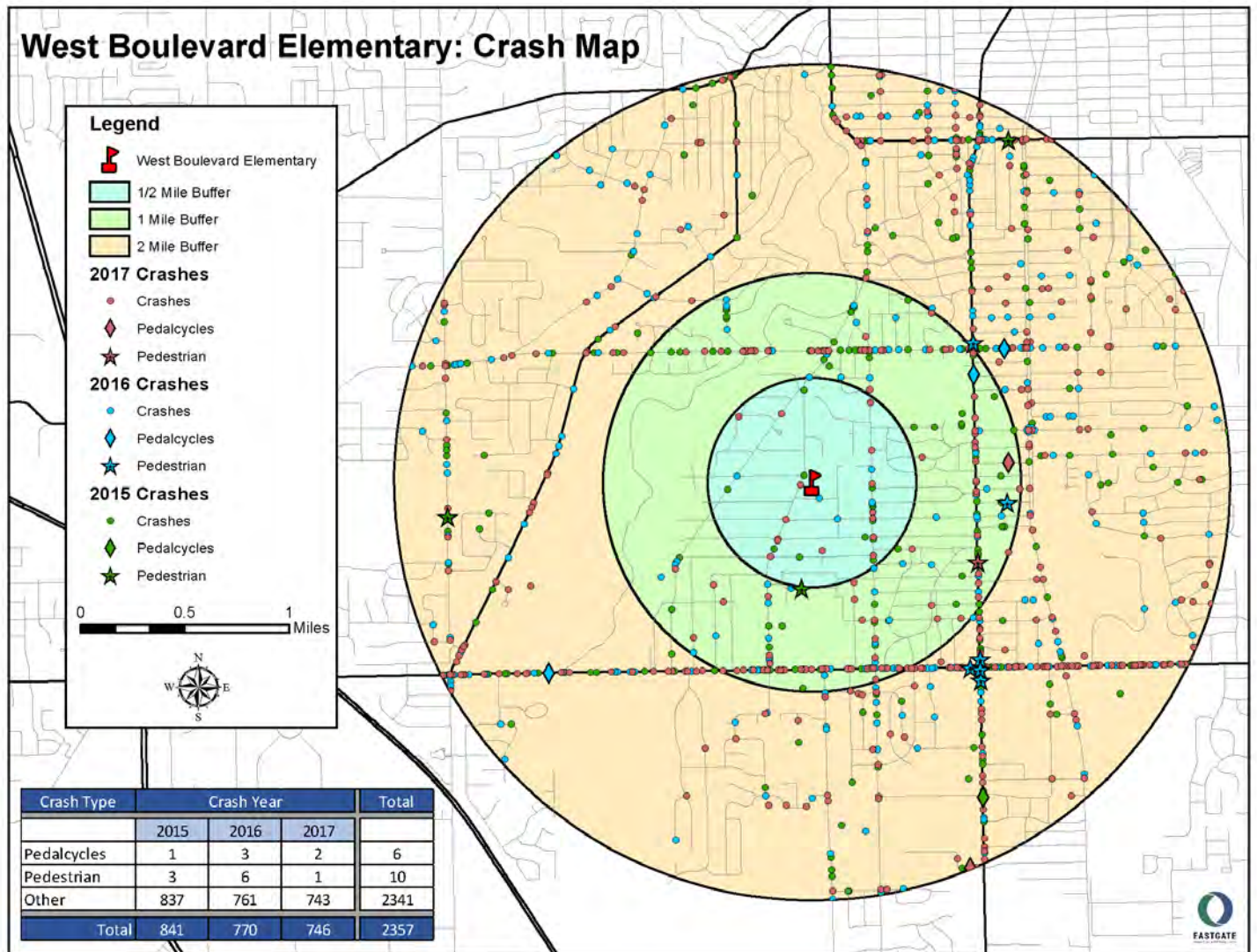
I walked to school all my years of school. Unfortunately times have changed. It's scary to think of what someone could do to my child while walking to school. We live in a safe neighborhood but not safe times. I am grateful for the bus services provided in Boardman.

SAFETY ISSUES AND CONCERNS

A lack of sidewalks, busy or highly trafficked roads and intersections, and a general disregard for pedestrians or traffic regulations is cited in many instances by community members. Numerous parents cite that times have changed and cite increased fear of child abductions, sex trafficking, or sexual predators as threats to their children's personal safety while walking to/from school.



West Blvd Elementary Relevant Traffic Crashes



Source: TIMS, 2018

RELEVANT TRAFFIC CRASHES 2014-2016 DATA

There were **24** total crashes within the STP study area.
 The crashes resulted in **23** injuries and **0** fatalities.
 The number of crashes that involved bicycles was **6**.
 The number of crashes that involved pedestrians was **18**.



West Blvd Elementary Infrastructure Issues



The above sidewalk has been cut in half by a driveway. It is not ADA accessible or visible to entering busses or vehicles. Signage is not present to show the crossing.



The sidewalk does not feature ADA compliant curb ramps or tactile pavers. The crosswalk itself needs to be painted and signage should be installed to alert drivers to its location.



Parents park on the tree lawn during pick up, adding no parking signage along West Boulevard and perhaps additional driveway access to a rear parking lot from Crestview that could be used exclusively for parent pickup might alleviate this safety issue with cars pulling onto the sidewalk in some cases.

This crosswalk is faded, does not have ADA-compliant curb ramps, and the nearest end of the crosswalk empties out onto the grass.

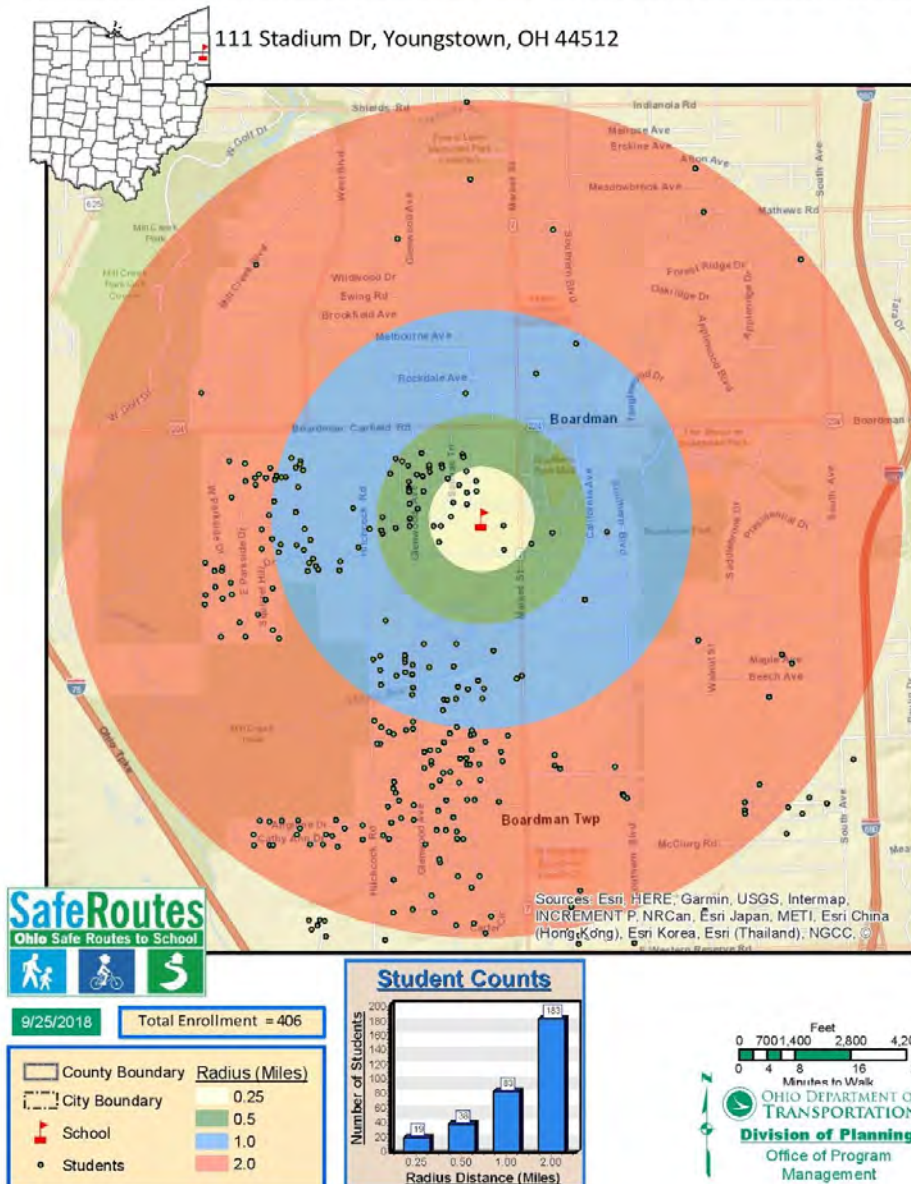


STADIUM DRIVE ELEMENTARY

How many students live within walking and bicycling distance of their school?

DISTANCE FROM SCHOOL	NUMBER OF STUDENTS	% OF STUDENT BODY
Within 1/4 mile of school	19	4%
Within 1/2 mile of school	57	14%
Within 1 mile of school	140	34.5%
Within 2 miles of school	323	79.5%

Stadium Drive Elementary - Boardman Local School District - Mahoning Co



Stadium Drive Elementary Current Student Travel

	Walk	% Walk	Bike	% Bike	School Bus	% Bus	Family Vehicle	% Family Vehicle	Car-pool	% Carpool	Public Transit	% Transit	Other	% Other
Number of students (morning)	0	0%	4	1.12%	192	58%	48	13%	0	0%	0	0%	0	0%
Number of students (afternoon)	1	0.28%	4	1.12%	157	44%	51	14%	3	0.84%	1	0.28%	5	1.40%

NOTE: Data presented above is tentative and was collected from forms submitted directly to the Department of Planning and Zoning. This data does not represent all that was collected from the Ohio Department of Transportation. Numbers are rounded.

DISTRICT BUS POLICIES

Policy: *The school district provides bussing to all students.*

Affect on travel modes: *Since bussing is provided to all students no other travel modes are promoted or encouraged at this time.*

SCHOOL TRAVEL POLICIES

Policy: *Doors open at 7:45 am and close at 8:05 am. Parents are not permitted to use the front area for drop off or pick up (this area is reserved for busses). Walkers are prohibited by district policy.*

Affect on travel modes: *The separation of travel modes ensures that students are not moving between busses and cars and greatly reduces the chance that a student might get hit.*



Stadium Drive Elementary School Arrival & Dismissal Process

Do school busses and parent vehicles use the same driveway for arrival and dismissal? No, there are separate driveways for family vehicles and school busses.
Do all students use the same entrance to the school building in the morning? No, students use different entrances based on transportation mode. Bus riders are sent to the front of the building, while car riders are sent to the rear for pick up / drop off.
Are all students released at the same time during dismissal? No, we use a staggered release process. Car riders, after school care, tutoring, kindergarten and classes where the teacher has bus duty are released first. This is followed by a second release of all other students a few minutes later.
Is school staff involved in either arrival or dismissal? Yes, we have school staff help students enter and exit the campus safely. Teachers are assigned bus duty on a rotating basis. Teachers also work the car rider pick up. Two staff members are present at each door (front/rear) for pick up and dismissal.
Are there any adult crossing guards located along student walking routes? No, we do not have any adult crossing guards serving our school.
Are there police officers that help with arrival or dismissal procedures at this school? No, we do not have police officers who help direct traffic around the school.
Are students involved in an arrival or dismissal process (i.e. student safety patrol)? No, we do not have a student safety patrol or involve students in arrival or dismissal.

ADMINISTRATIVE FEEDBACK

- East side of the building needs sidewalks to connect the school to KidsTown, a daycare facility that walks students to and from the school.
- Student drop off area is only marked by cones; a sidewalk should be installed to help remove students from the car area.



Stadium Drive Elementary

Parent Attitudes Towards Walking & Biking

REASONS FOR NOT ALLOWING CHILDREN TO WALK OR BICYCLE TO SCHOOL:

I would let my kids walk to school now except they can't use the front door and would have to walk amongst all the traffic of all the parents dropping off and there isn't a sidewalk to the backdoor.

Sidewalks would need to be improved and/or added to make them straight and continuous with better signed/ marked crosswalks.

If distance wasn't a factor I would allow the kids to walk assuming other safety concerns were met.

With the extremely high rate of human trafficking in this area, I would not feel comfortable with my child walking home. Plus there are not sidewalks for a majority of the way.

Other drivers texting while driving is my biggest concern when thinking of my child walking and biking to school.

I like the idea of children being able to walk or ride their bike to school if the distance is appropriate.

The main reason my kids ride the bus is safety. In today's society there is a high risk of abduction, trafficking, rape...

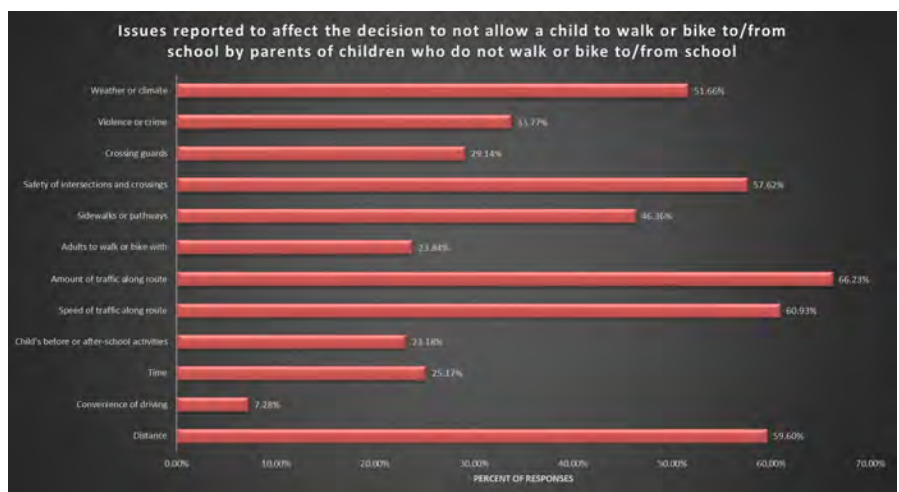
I would only allow my child to walk or bike to school if we lived next to the school and he had a buddy or two to walk with.

I do not feel that the area is high in crime or violence. However, I still worry about the safety of a young girl walking without an adult.

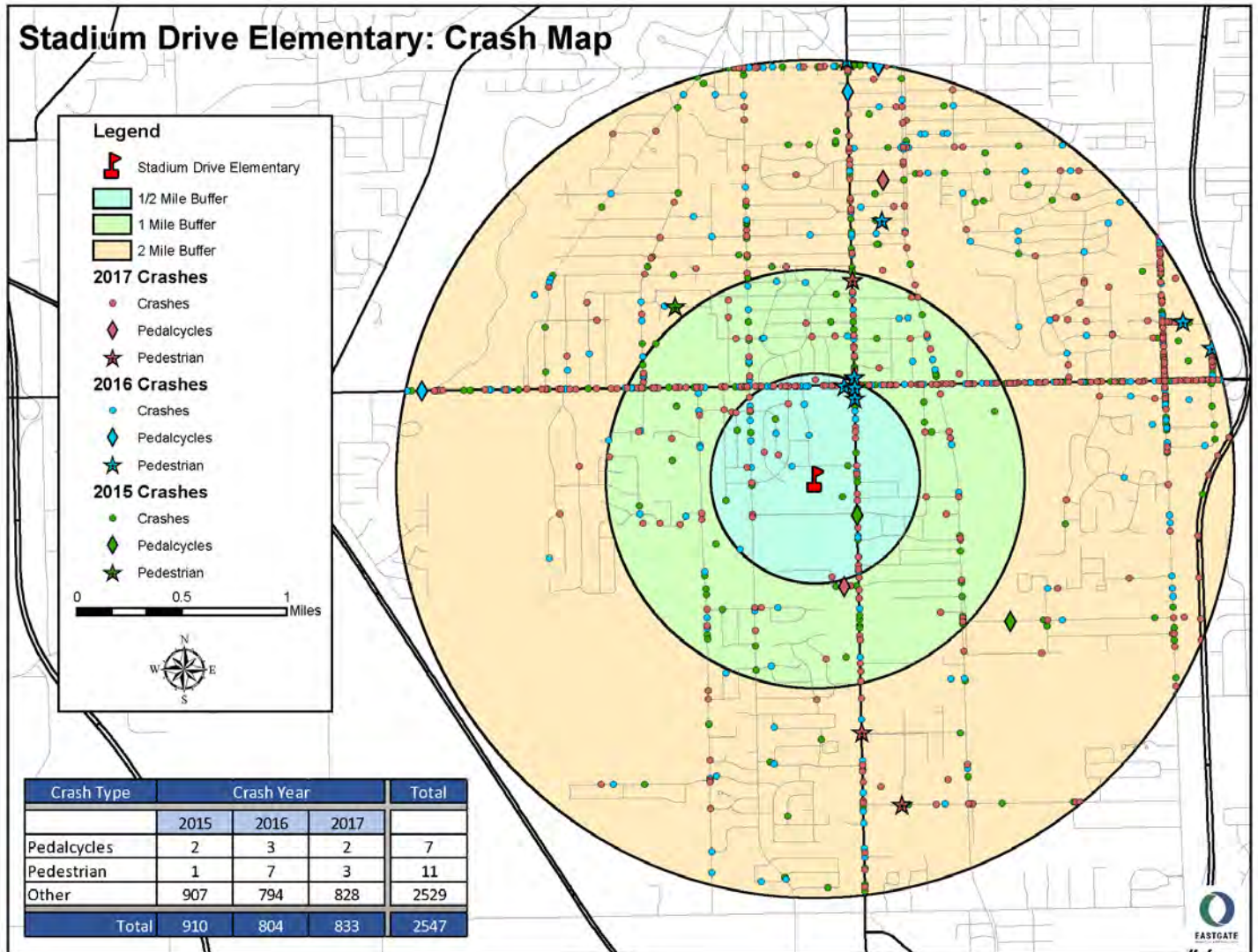
SAFETY ISSUES & CONCERNS

Personal safety of their child is a huge concern of many parents, as well as the lack of safety signage and markings and a complete sidewalk network to allow for safe passage to and from school. Traffic and intersection safety were two of the biggest concerns reported.

Interestingly, only 7.28% of respondents cited the “convenience of driving” as a reason for not allowing their students to walk, meaning there is a potential for walking in the future if the other issues are resolved.



Stadium Drive Elementary Relevant Traffic Crashes



Source: TIMS, 2018

RELEVANT TRAFFIC ISSUES 2014-2016 DATA

There were **22** total crashes within the STP study area.
 The crashes resulted in **20** injuries and **0** fatalities.
 The number of crashes that involved bicycles was **7**.
 The number of crashes that involved pedestrians was **15**.



Stadium Drive Elementary Infrastructure Issues



The addition of a sidewalk rather than using cones or turning the existing planted area into sidewalk in order to create a safer student pick up and drop off environment was one of the principals priorities.

Currently, there is a lack of ADA curb ramps around Stadium Elementary and no sidewalks on the North (School) side of Stadium Drive



Children have to walk through the parking lots and grass to get to daycare due to lack of sidewalks.



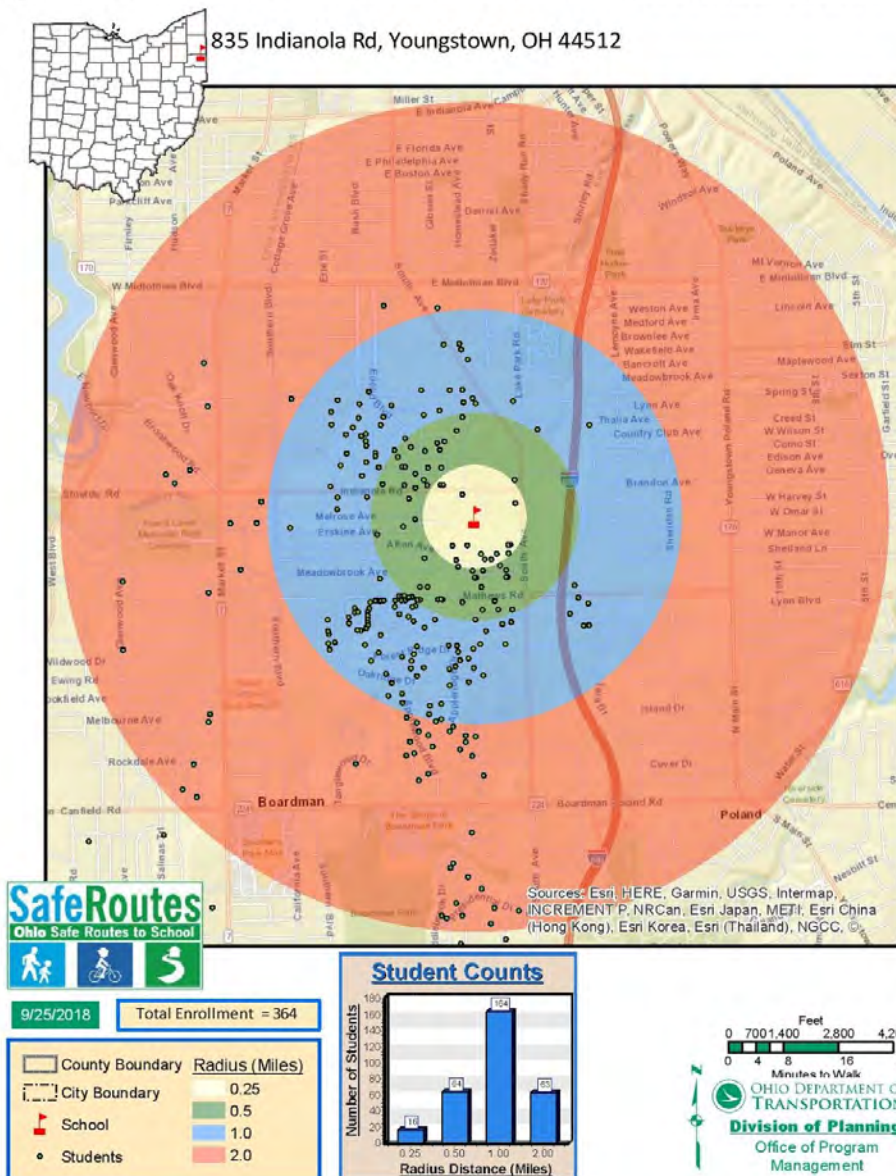
Overgrown vegetation along school routes should be addressed through Boardman Township Zoning

ROBINWOOD LANE ELEMENTARY

How many students live within walking and bicycling distance of their school?

DISTANCE FROM SCHOOL	NUMBER OF STUDENTS	% OF STUDENT BODY
Within 1/4 mile of school	16	4.4%
Within 1/2 mile of school	80	22%
Within 1 mile of school	244	61.5%
Within 2 miles of school	307	84.3%

Robinwood Lane Elementary - Boardman Local School District - Mahoning Co



Robinwood Lane Elementary Current Student Travel

How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

	Walk	% Walk	Bike	% Bike	School Bus	% Bus	Family Vehicle	% Family Vehicle	Carpool	% Carpool	Public Transit	% Transit	Other	% Other
Number of students (morning)	1	0.29%	0	0%	238	69%	78	23%	0	0%	0	0%	0	0%
Number of students (afternoon)	1	0.29%	1	0.29%	248	72%	64	18.5%	1	0.29%	1	0.29%	3	0.87%

NOTE: Data presented above is tentative and was collected from forms submitted directly to the Department of Planning and Zoning. This data does not represent all that was collected from the Ohio Department of Transportation. Numbers

DISTRICT BUS POLICIES

Policy: *The school district provides bussing to all students.*

Affect on travel modes: *Since bussing is provided to all students then no other travel modes are actively promoted or encouraged at this time.*

SCHOOL TRAVEL POLICIES

Policy: *Structured traffic flow. Drivers use Robinwood Lane as part of their exit route. Busses use the parking lot loop.*

Affect of travel modes: *Modes other than car or bus not addressed, busses are among the parked cars during dismissal.*



Robinwood Lane Elementary

School Arrival & Dismissal Process

Do school busses and parent vehicles use the same driveway for arrival and dismissal?	Yes, all vehicles use the same driveway.
Do all students use the same entrance to the school building in the morning?	No, students can use different entrances. Bus riders use the front door, car riders and day car students use the southeastern entrances.
Are all students released at the same time during dismissal?	No. Robinwood Lane Elementary uses a staggered release process. Afterschool care students are released first, followed by car riders who use the eastern door. Bus riders use the front door and are released by bus number. Day Care students use the southeastern doors. The eastern door used by car riders directly places parent vehicles on Robinwood Lane. Busses exit onto Indianola Avenue.
Is school staff involved in either arrival or dismissal?	Yes, we have school staff help students enter and exit the campus safely. Teachers are at all entrances and monitor the students in the hallway.
Are there any adult crossing guards located along student walking routes?	No, we do not have any adult crossing guards serving our school.
Are there police officers that help with arrival or dismissal procedures at this school?	No, we do not have police officers who help direct traffic around the school.
Are students involved in an arrival or dismissal process (i.e. student safety patrol)?	No, students are not involved in dismissal processes.

ADMINISTRATIVE FEEDBACK

- Signage and pavement markings for drop-off and pick-up.
- Flashing school zone light sign.
- “No Parking” stripes near car rider door.
- Round-about type thing for car drop off loop.
- Designated staff parking spots.

Robinwood Lane Elementary

Parent Attitudes Towards Walking and Biking

REASONS FOR NOT ALLOWING CHILDREN TO WALK OR BICYCLE TO SCHOOL:

I would trust my child to walk/ride but the routes they would have to take to any of their schools are too dangerous due to traffic/major roads/high speeds.

Health benefits are not enough to surpass the risks to personal safety. High traffic, dark, stranger danger, communication, etc. Not worth a very replaceable health benefit- join a team or run around block

A safe place to secure my daughter's bike while she is in school :)

I love this concept, and I believe the kids would greatly benefit from this. However, extreme safety would have to be enforced. Perhaps even let the child have his/her phone on them until entering the school if not riding/walking with parent or guardian.

The main issue with a child walking or biking to school without an adult is strangers. People these days are messed up and you can't trust them. I don't even like going places alone.

Our road and the route to school is 2 very busy roads. The distance to walk and safety discourage us from allowing our child to walk.

This relates to my child's maturity, decision making abilities, and trust.

Sidewalks and a path from the school to Mathews Road would allow many to walk/bike.

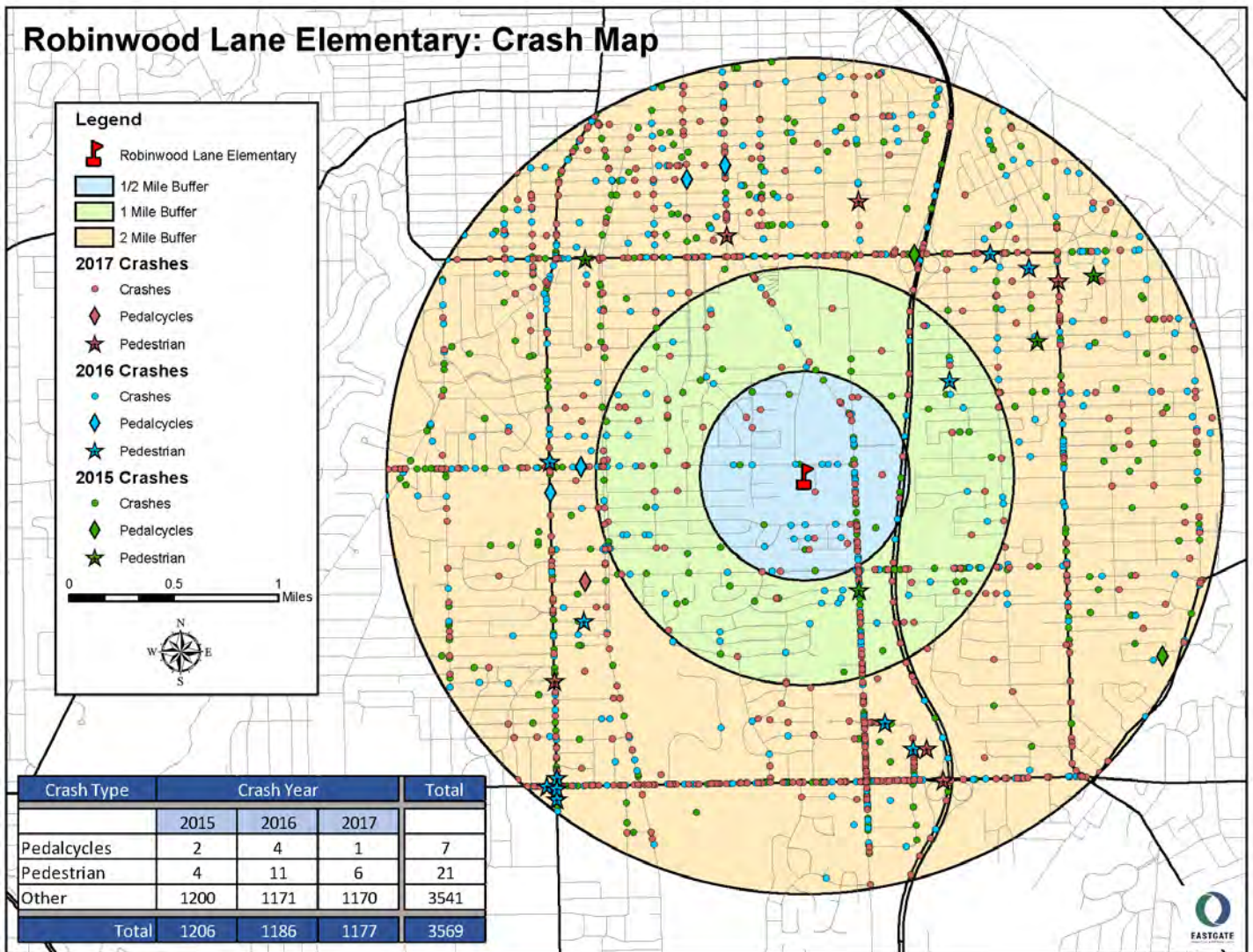
I think that sidewalks and safe intersections are extremely important for neighborhoods. Unfortunately my neighborhood does not have either. I would definitely take advantage of having sidewalks and encourage my kids to walk and ride to school.

SAFETY ISSUES AND CONCERNS

A majority of issues discussed traffic, safety in the early morning/late evening, a lack of infrastructure, and safety concerns. Weather/Climate and Distance were also often cited as deciding factors, alongside traffic speed (#1) and intersection safety. The “convenience of driving” was reported by less than a quarter (14.44%) as a reason for not allowing their student to walk or bike to school.



Robinwood Lane Elementary Relevant Traffic Crashes



RELEVANT TRAFFIC ISSUES 2014-2016 DATA

Source: TIMS, 2018

There were **33** total crashes within the STP study area.
 The crashes resulted in **32** injuries and **1** fatalities.
 The number of crashes that involved bicycles was **9**.
 The number of crashes that involved pedestrians was **24**.



Robinwood Lane Elementary Infrastructure Issues



The sidewalk is in poor condition and does not have marked crosswalks or ADA compliant curb ramps.



The northern portion of the parking lot at Robinwood Elementary is almost seamless with the street. It is recommended that a landscaped buffer be put in to help control traffic flow.



Only a few school zone signs let drivers know they're approaching a school zone. Adding pavement markings and flashing 20 mph school zone signage to increase driver awareness for student safety.



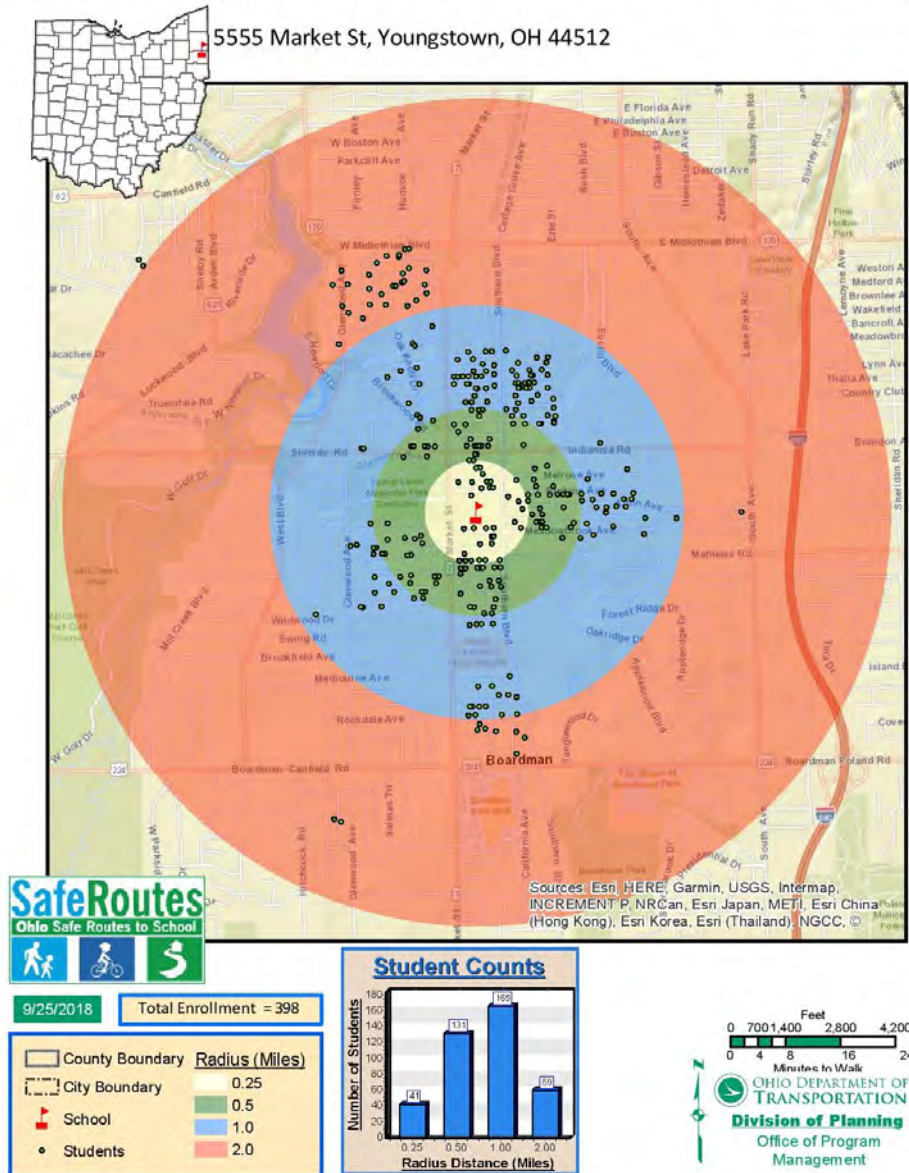
Crosswalks should be repainted with high visibility markings and new ADA compliant curb ramps installed at intersections near the school.

MARKET STREET ELEMENTARY

How many students live within walking and bicycling distance of their school?

DISTANCE FROM SCHOOL	NUMBER OF STUDENTS	% OF STUDENT BODY
Within 1/4 mile of school	41	10.3%
Within 1/2 mile of school	172	43.2%
Within 1 mile of school	337	84.8%
Within 2 miles of school	396	9.4%

Market Street Elementary - Boardman Local School District - Mahoning Co



Market Street Elementary Current Student Travel

How many students are currently walking and bicycling to school?

	Walk	% Walk	Bike	% Bike	School Bus	% Bus	Family Vehicle	% Family Vehicle	Car-pool	% Carpool	Public Transit	% Transit	Other	% Other
Number of students (morning)	1	0.27%	0	0%	270	73%	63	17%	2	0.54%	1	0.27%	0	0%
Number of students (afternoon)	1	0.27%	0	0%	272	74%	49	13%	0	0%	15	4%	0	0%

NOTE: Data presented above is tentative and was collected from forms submitted directly to the Department of Planning and Zoning. This data does not represent all that was collected from the Ohio Department of Transportation. Numbers are rounded.

DISTRICT BUS POLICIES

Policy: *The school district provides bussing to all students.*

Affect on travel modes: *Students can either take a bus, be picked up by their parents, be taken to a daycare, or stay for an after-school program.*

SCHOOL TRAVEL POLICIES

Policy: *Elementary students are prohibited from walking to school.*

Affect on travel modes: *The school does not have the infrastructure or mechanisms to receive walking students.*



Market Street Elementary

School Arrival and Dismissal Process

Do school busses and parent vehicles use the same driveway for arrival and dismissal?	No, there are separate driveways for family vehicles and school busses.
Do all students use the same entrance to the school building in the morning?	No, Students can use different entrances. Students that are bussed enter and exit from the main set of doors on the west side. Students that are dropped off or picked up via car use the north doors. Day Care vans use the same loop as the busses, but the students are released after the busses exit.
Are all students released at the same time during dismissal?	No, we use a staggered pre-release process, students are released by transportation mode. After school program students are released to the cafeteria first, followed by bus riders who are released by bus number. Car riders are released third, followed by day care students. Day care students are held until after the busses leave.
Is school staff involved in either arrival or dismissal?	Yes, two staff members are in each hallway walking with the students. Principal and staff members walk with student to busses to make sure that the sidewalk is used. Teachers are stationed in the hallways during arrival.
Are there any adult crossing guards located along student walking routes?	No, we do not have any adult crossing guards serving our school.
Are there police officers that help with arrival or dismissal procedures at this school?	No, Market Street Elementary does not have a police officer or school resource officer.
Are students involved in an arrival or dismissal process (i.e. student safety patrol)?	No, we do not have a student safety patrol.

ADMINISTRATIVE FEEDBACK

- Sidewalks are in bad condition. Water and ice collect in areas of the sidewalks, making it difficult for students to walk.
- Sidewalks need to be wider (suggestion of 8ft).
- Additional signage is needed to direct parents to pick up locations, visitor parking, and note school entrances/exits.

Market Street Elementary

Parent Attitudes Towards Walking and Biking

REASONS FOR NOT ALLOWING CHILDREN TO WALK OR BICYCLE TO SCHOOL:

While we live in close proximity to the school, the business of the street & concern about the child's personal safety (abduction, hit by a car etc.) would prevent walking.

I do not feel it is safe for my child to walk or ride a bike to school on Market Str. She would pass by a motel and weekly rental apartment complex. This is very unsafe for our children.

When I was younger, we didn't have concern about children walking, Now kids are took everyday!!

This is unsafe for the kids. Drivers don't respect the buses. What makes anyone think that they will stop for our children.

I am a dietitian and understand this is healthy option but do not feel it is safe unsupervised in todays society. Also do not feel my son is mature enough to get himself home.

Our school system is large with a lot of traffic and busy streets. All of the schools are located in high traffic areas.

I think walking to school can help improve children's health & activity. I believe with crossing guards and parents presence kids could enjoy walking like we did as kids.

I don't know when I would allow him to walk to school, he's my oldest and he's only in 1st grade. We live 1/2 mile from the school and it's an easy walk. I hope to one day allow him to walk. He's just too young right now.

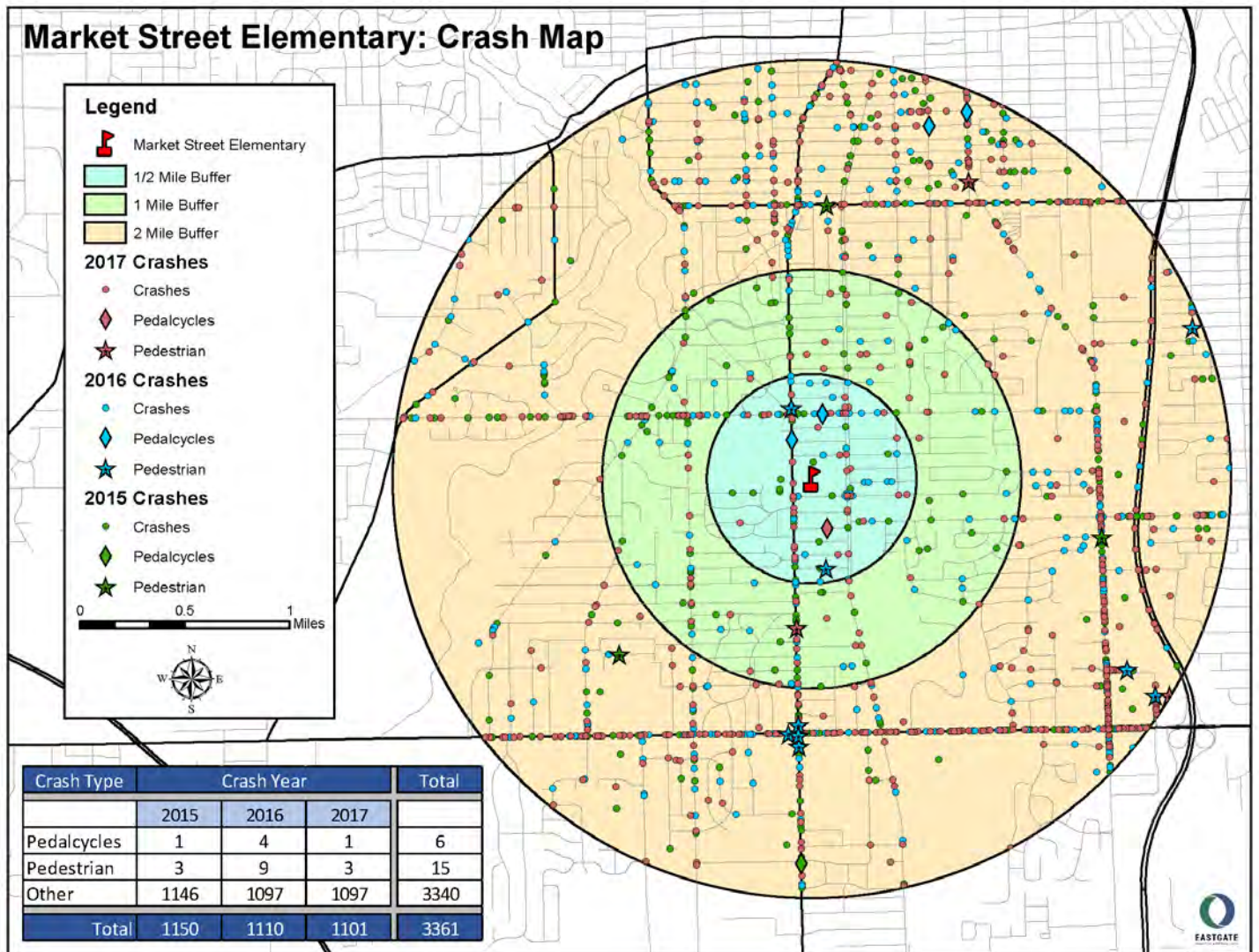
It would be great to see improvements along the streets that surround the school! It would be fun to feel safe to walk or bike!

SAFETY ISSUES AND CONCERNS

Parents of students at Market Street Elementary expressed concerns about the speed and amount of traffic along Market Street. However, Market Street Elementary is one of the few schools that has access points from residential streets like Ewing and Meadowbrook Ave. that can be used rather than students needing to walk along Market Street. Parents of students at Market Street Elementary also seem very concerned about crime related to kidnapping and child abduction, as well as children's age/maturity.



Market Street Elementary Relevant Traffic Issues



Source: TIMS, 2018

RELEVANT TRAFFIC ISSUES 2014-2016 DATA

There were **30** total crashes within the STP study area.
 The crashes resulted in **28** injuries and **0** fatalities.
 The number of crashes that involved bicycles was **9**.
 The number of crashes that involved pedestrians was **21**.



Market Street Elementary Infrastructure Issues



Driver entrance off of Erskine Avenue for student pick-up and drop off.



Lack of ADA curb ramps, marked pedestrian crossing with signage, or pavement markings



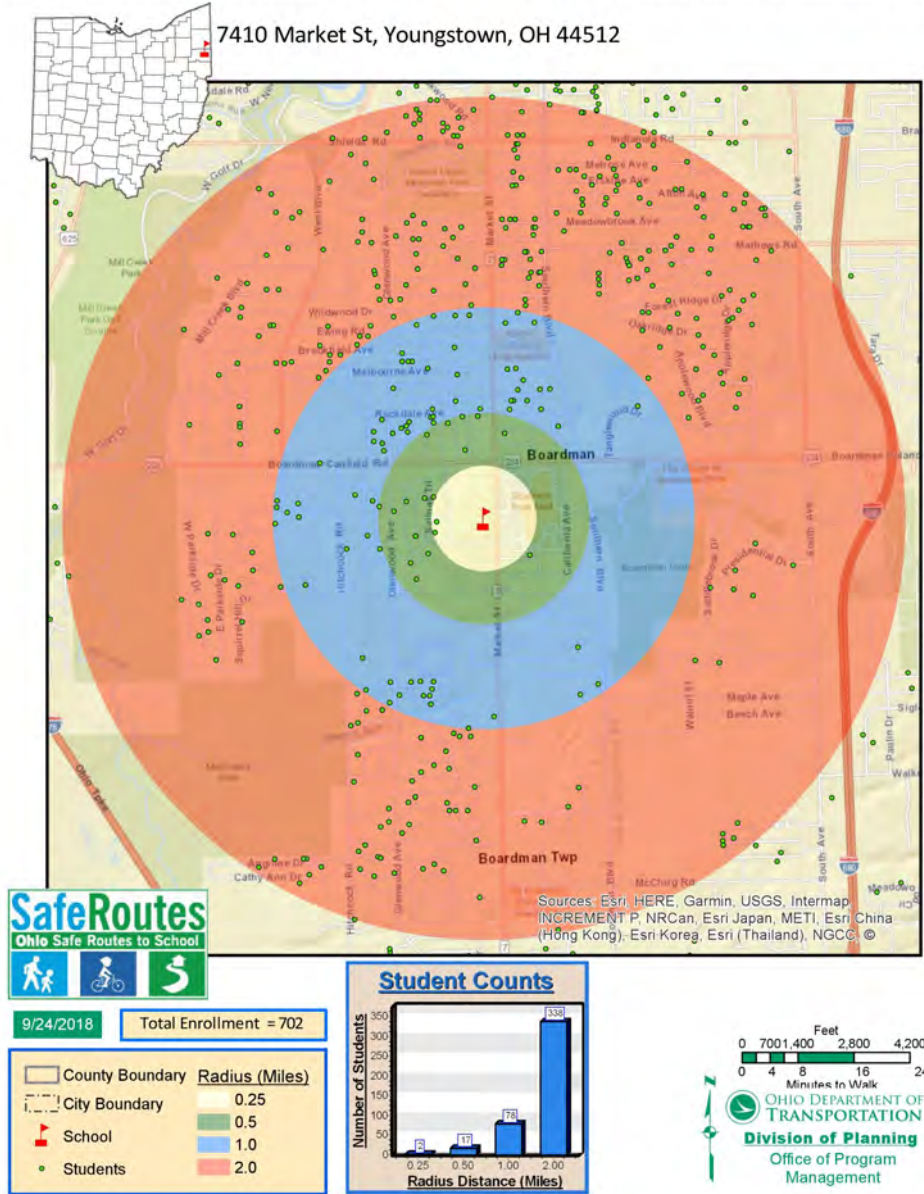
Sidewalks in the area directly surrounding the school are in poor condition and desperate need of repair.

BOARDMAN CENTER INTERMEDIATE SCHOOL

Students living within walking and bicycling distance of their school

DISTANCE FROM SCHOOL	NUMBER OF STUDENTS	% OF STUDENT BODY
Within 1/4 mile of school	2	0.28%
Within 1/2 mile of school	19	2.7%
Within 1 mile of school	97	13.8%
Within 2 miles of school	435	61.9%

Boardman Center Middle School - Boardman Local School District - Mahoning Co



BOARDMAN CENTER INTERMEDIATE SCHOOL

Current Student Travel

	Walk	% Walk	Bike	% Bike	School Bus	% Bus	Family Vehicle	% Family	Carpool	% Carpool	Public Transit	% Transit	Other	% Other
Number of students (morning)	0	0%	0	0%	446	64%	123	18%	9	1.3%	0	0%	0	0%
Number of students (afternoon)	0	0%	0	0%	437	63%	96	14%	7	1%	3	0.43%	1	0.14%

NOTE: Data presented above is tentative and was collected from forms submitted directly to the Department of Planning and Zoning. This data does not represent all that was collected from the Ohio Department of Transportation. Numbers are rounded.

DISTRICT BUS POLICIES

Policy: *The school district provides bussing to all students.*

Affect on travel modes: *Since bussing is provided to all students no other travel modes are promoted or encouraged at this time. Students may walk if parents provide letter allowing them to.*

SCHOOL TRAVEL POLICIES

Policy: *Students can be dropped off as early as 8:30am, where they wait in the large auditorium. Cars dropping off students enter from Stadium Drive and exit onto Market Street. There is a one-way traffic flow.*



BOARDMAN CENTER INTERMEDIATE SCHOOL

School Arrival & Dismissal Process

Do school busses and parent vehicles use the same driveway for arrival and dismissal? Yes, all vehicles use the same driveway.
Do all students use the same entrance to the school building in the morning? No, Students can use different entrances. Sixth Grade uses the north or main central entrances to the building, fifth grade uses the main central entrance.
Are all students released at the same time during dismissal? No, we use a staggered release process. Bus riders are released first, followed by car riders, who wait in the large gymnasium and are then released across the parking lot.
Is school staff involved in either arrival or dismissal? Yes, school staff is involved in both arrival and dismissal. Teachers are assigned bus duty, with three teachers per shift.
Are there any adult crossing guards located along student walking routes? No, we do not have any adult crossing guards serving our school.
Are there police officers that help with arrival or dismissal procedures at this school? Yes, we have at least one police officer helping direct traffic around our school.
Are students involved in an arrival or dismissal process (i.e. student safety patrol)? No, we do not have a student safety patrol.

ADMINISTRATIVE FEEDBACK

- The parking lot needs to be resurfaced/repaved, alongside additional signage for the student drop-off area.
- Flashing lights should be installed for dismissal.
- The Market Street entrance (front) should be turned into a staff-only parking lot (with signage).
- Market Street should become a one-way entrance.

Boardman Center Intermediate School Parent Attitudes Towards Walking & Biking

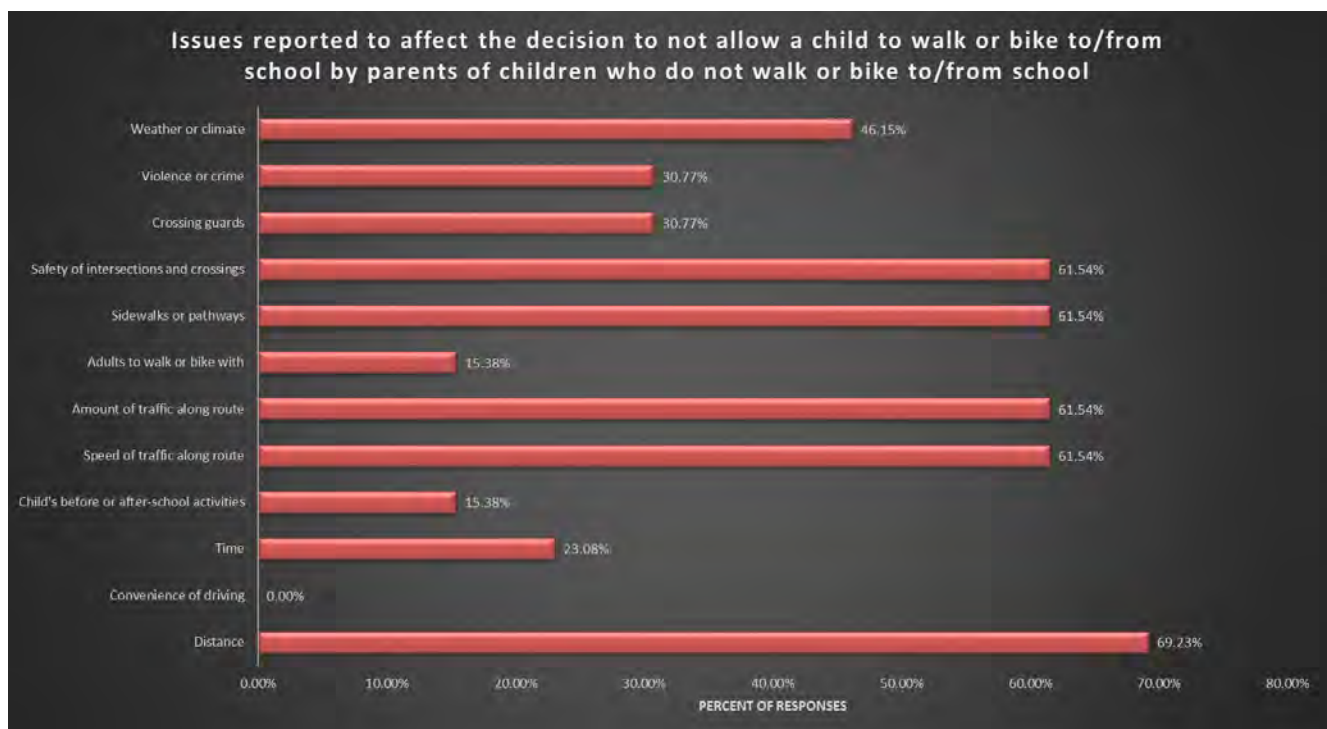
The Parent Surveys were sent to all parents with children attending Boardman Center Intermediate School, the reasons given for not allowing their children to walk to school are stated below;

REASONS FOR NOT ALLOWING CHILDREN TO WALK OR BICYCLE TO SCHOOL:

Our district does not allow walkers or bike riders. We have many high traffic roads in and around our schools. There are some sidewalks near our schools but only those neighborhoods directly adjacent to the buildings. Living farther away makes it difficult to send kids on a bike or walking without the worry of a safe route to school.

My child drives himself to and from school.

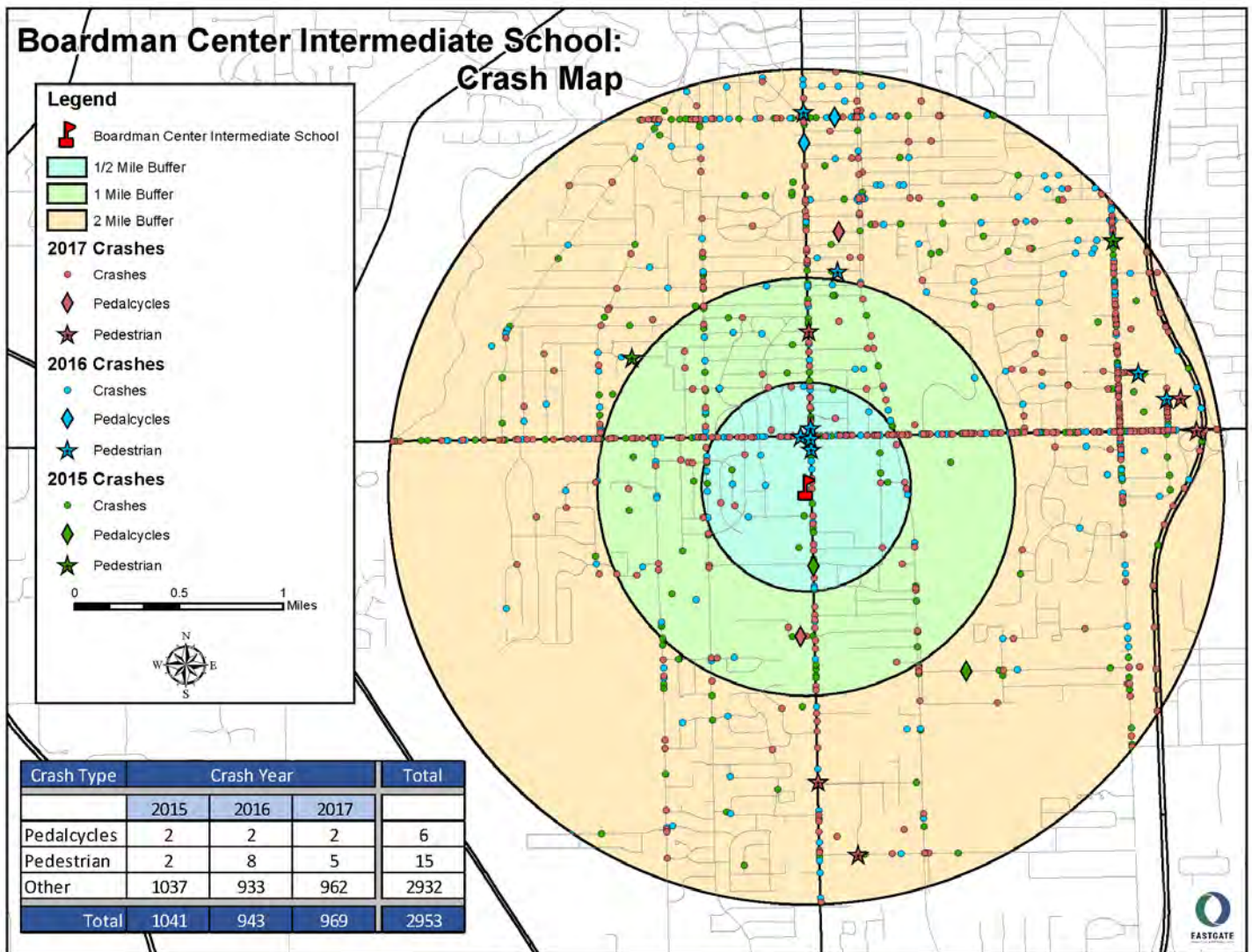
I think that sidewalks and safe intersections are extremely important for neighborhoods. Unfortunately my neighborhood does not have either. I would definitely take advantage of having sidewalks and encourage my kids to walk and ride to school



SAFETY ISSUES AND CONCERNS

Similarly to other schools Boardman Center parents are concerned with sidewalks and intersections and the amount and speed of traffic along routes. When sidewalks are unavailable the speed and amount of traffic posing a higher threat to pedestrian safety. Distance is also a huge factor since Boardman Center is part of a central campus that includes the High School and Glenwood Junior High, whereas the elementary schools are neighborhood schools.

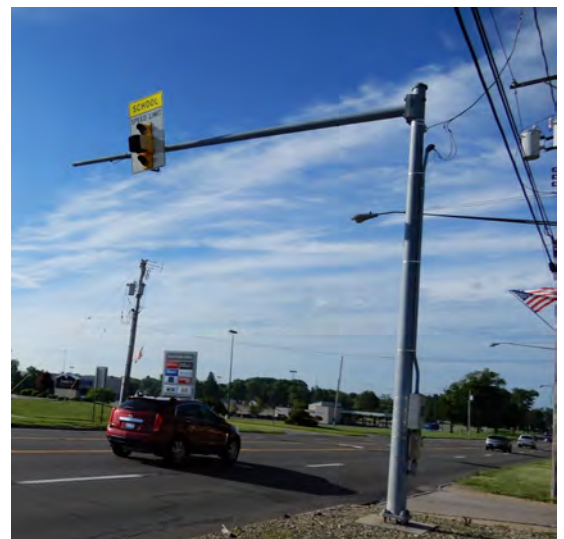
Boardman Center Intermediate School Relevant Traffic Crashes



Source: TIMS, 2018

RELEVANT TRAFFIC ISSUES 2014-2016 DATA

There were **24** total crashes within the STP study area. The crashes resulted in **21** injuries and **0** fatalities. The number of crashes that involved bicycles was **7**. The number of crashes that involved pedestrians was **17**.

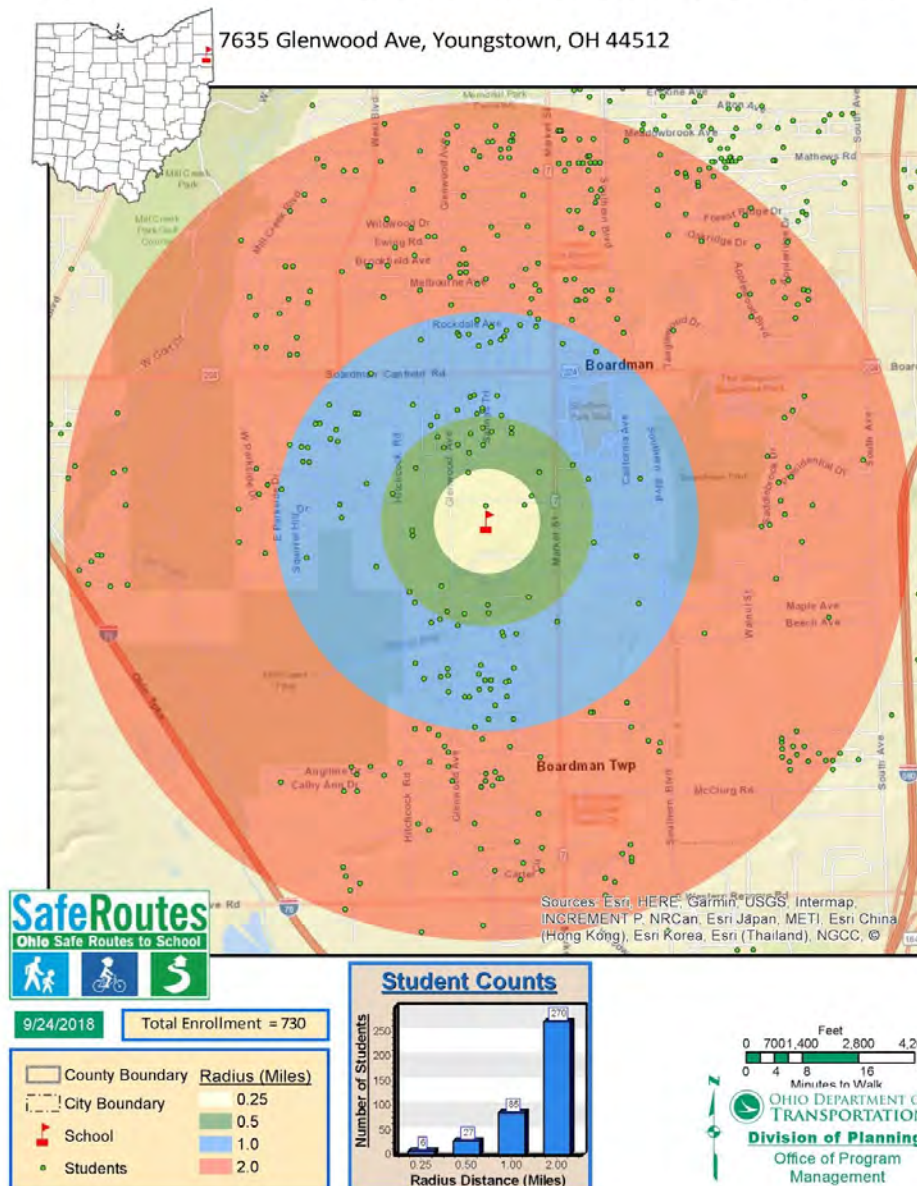


GLENWOOD JUNIOR HIGH SCHOOL

Students living within walking and bicycling distance of their school

DISTANCE FROM SCHOOL	NUMBER OF STUDENTS	% OF STUDENT BODY
Within 1/4 mile of school	6	0.87%
Within 1/2 mile of school	33	4.5%
Within 1 mile of school	118	16.2%
Within 2 miles of school	388	53%

Boardman Glenwood Middle School - Boardman Local School District - Mahoning Co



Glenwood Junior High School

Current Student Travel

	Walk	% Walk	Bike	% Bike	School Bus	% Bus	Family Vehicle	% Family Vehicle	Carpool	% Carpool	Public Transit	% Transit	Other	% Other
Number of students (morning)	1	0.15%	0	0%	430	63%	100	15%	3	0.43%	4	0.6%	0	0%
Number of students (afternoon)	9	1.3%	0	0%	376	55%	120	17.5%	12	1.75%	4	0.6%	0	0%

NOTE: Data presented above is tentative and was collected from forms submitted directly to the Department of Planning and Zoning. This data does not represent all that was collected from the Ohio Department of Transportation. Numbers are rounded.

DISTRICT BUS POLICIES

Policy: *The school district provides bussing to all students.*

Affect on travel modes: *Since bussing is provided to all students no other travel modes are promoted or encouraged at this time. Students may walk if parents provide letter allowing them to.*

SCHOOL TRAVEL POLICIES

Policy: *Informal policy, discuss traffic flow at school meetings with parents.*

Affect on travel modes: *Students can have parents provide a note granting permission to walk home.*



Glenwood Junior High School School Arrival & Dismissal Process

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

Yes, all vehicles use the same driveway.

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

No, Students can use different entrances

Students that arrive and depart by bus use entrances on the North and East side of the building. While students being dropped off use the Western side of the building.

Are all students released at the same time during dismissal?

7th graders are released at 3:39 PM and 8th graders are released at 3:43 PM

Is school staff involved in either arrival or dismissal?

Yes, school staff help students enter and exit the campus safely. Some teachers have bus duties, some are assigned to the North, East, and West sides of the building.

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

No, we do not have any adult crossing guards serving our school.

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

Yes, we have at least one police officer helping direct traffic around our school.

One officer, helping to keep children contained with student pick up and drop off.

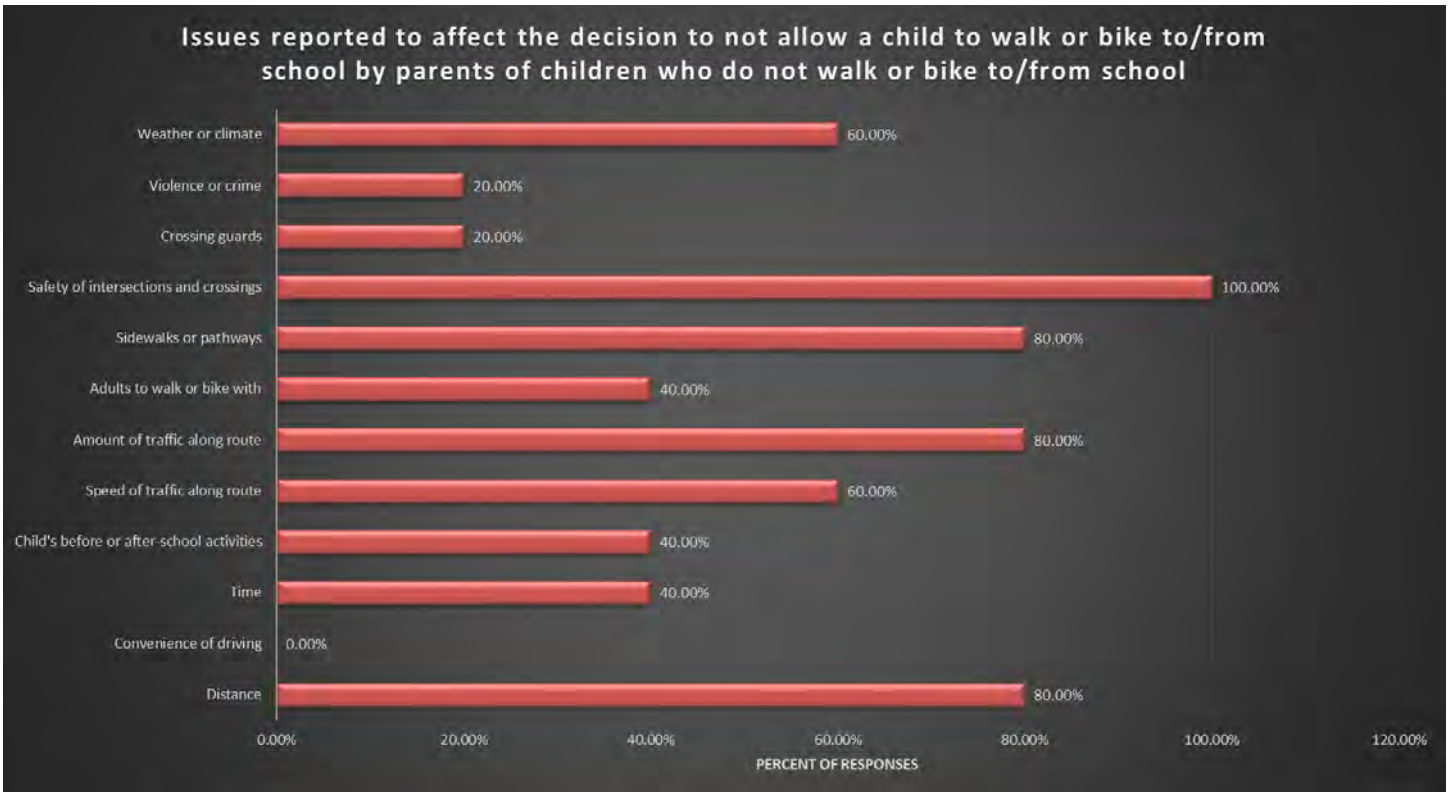
Are students involved in an arrival or dismissal process (i.e. student safety patrol)?

No, we do not have a student safety patrol. Do have student safety videos that they show students.

ADMINISTRATIVE FEEDBACK

- Better Parking lot management to create a better flow where children are not darting between cars.
- Pavement markings and signage in the Parking lot could help improve safety.
- Addition of sidewalks on south side of school driveway.
- Improve the sidewalk network around the school.
- Create network between the high school and Junior High to improve campus connectivity.
- Worried about potential distracted drivers in the parking lot hitting a kid.
- Busses are unable to make a right turn on Salinas Trail.

Glenwood Junior High School Parent Attitudes Towards Walking and Biking



The Parent Surveys were sent to all parents with children attending Glenwood Junior High School, the reasons given for not allowing their children to walk to school are stated below;

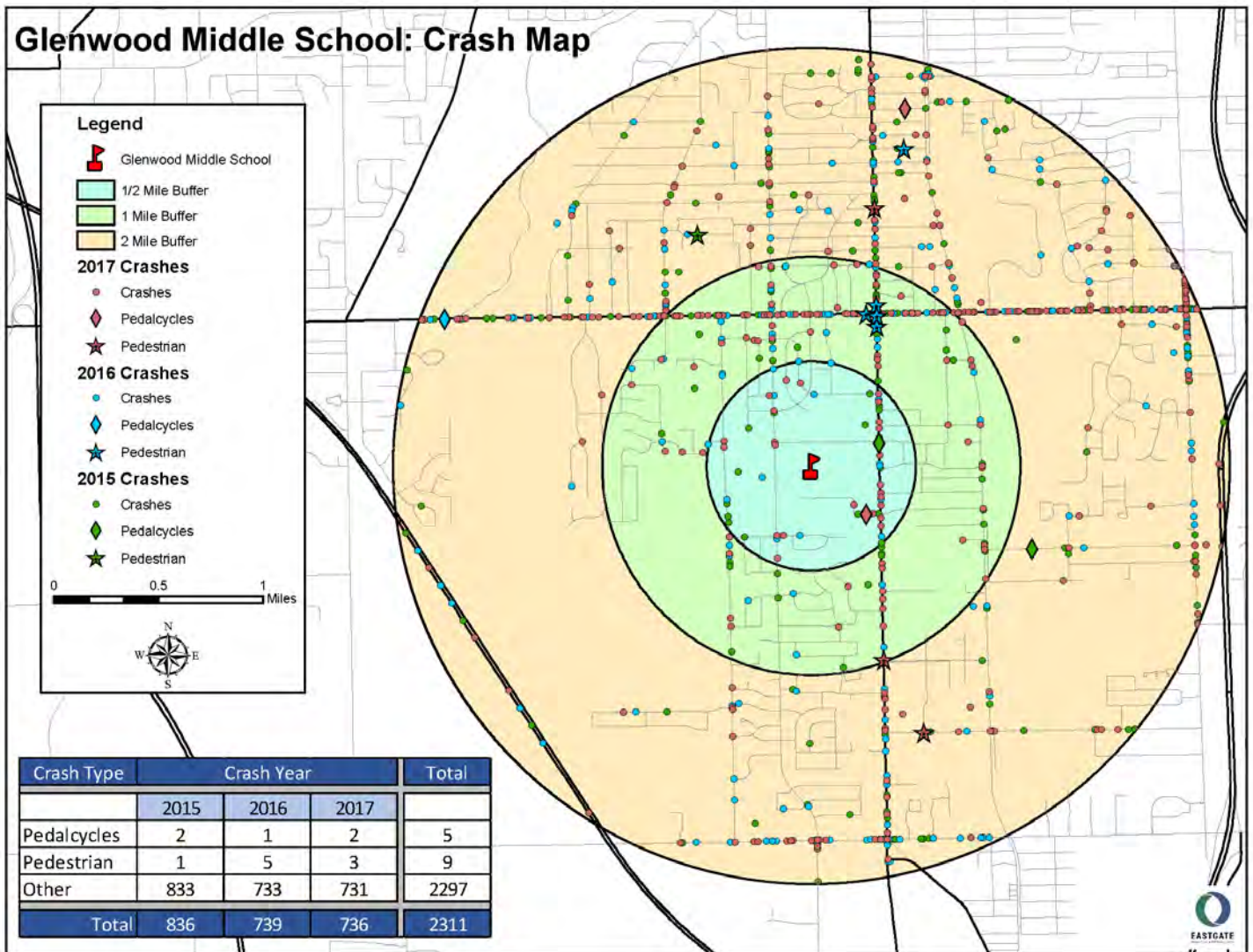
REASONS FOR NOT ALLOWING CHILDREN TO WALK OR BICYCLE TO SCHOOL:

It would be nice if there were sidewalks on both sides of the street on Glenwood Ave where the school is located. There are no sidewalks on our street - Sugartree.

SAFETY ISSUES AND CONCERNS.

100% of parents cited the safety of intersections and crossings, making this a top priority for this school. Sidewalks and pathways, the amount of traffic, and distance were the other most frequently cited reason for parents not wanting to let their children walk to school. 0% of respondents cited the “convenience of driving” as a reason for not allowing their student to walk/bike to school.

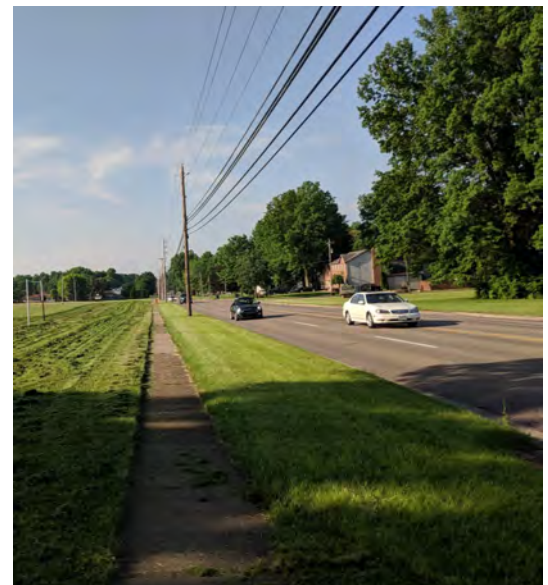
Glenwood Junior High School Relevant Traffic Crashes



Source: TIMS, 2018

RELEVANT TRAFFIC ISSUES 2014-2016 DATA

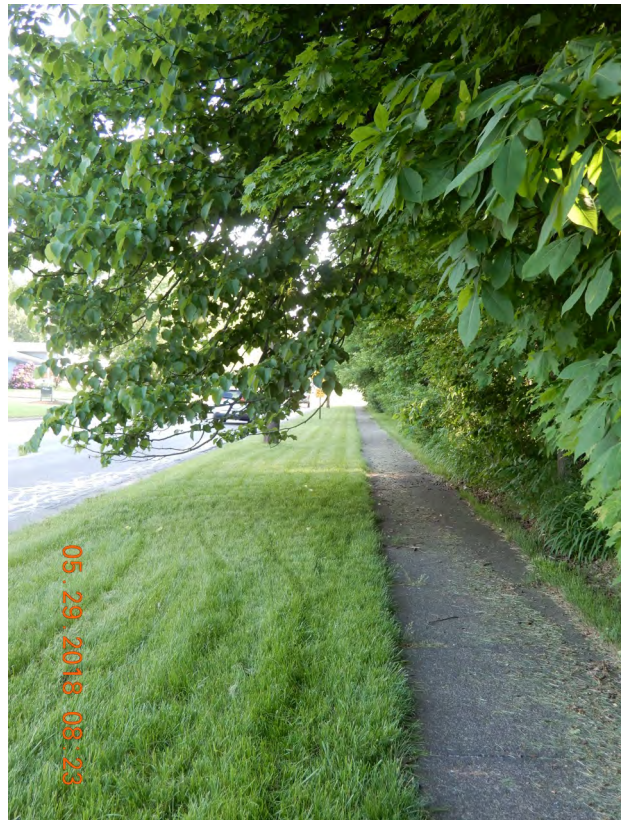
There were **17** total crashes within the STP study area.
 The crashes resulted in **16** injuries and **0** fatalities.
 The number of crashes that involved bicycles was **4**.
 The number of crashes that involved pedestrians was **13**.



Glenwood Junior High School Infrastructure Issues



Crosswalks are faded on Glenwood Ave. and missing ADA compliant curb ramps



Relatively narrow sidewalk up to the school with overgrown vegetation should be on a regular maintenance schedule to be cut back at least yearly. In multiple instances pedestrians choose to avoid the sidewalk and overgrowth and walk in the road.



Drivers sometimes trying to avoid parking in spaces will drive up and park while waiting for students and completely block the flow of traffic.



A photograph of a school building with a brick chimney, a paved road, and a sidewalk under an overcast sky. The building is a long, single-story structure with a mix of brick and light-colored panels. A tall brick chimney is visible in the background. The foreground shows a paved road and a concrete sidewalk. The sky is cloudy and grey.

SECTION FIVE:
**KEY ISSUES
IMPACTING SAFE
WALKING AND
BICYCLING TO
SCHOOL**

TOP ISSUES FACING WALKING AND BICYCLING

This section of the school travel plan summarizes the top five issues impacting student ability to safely walk or bicycle to school.

ISSUE / DESCRIPTION
<p>1. Issue: Lack of infrastructure</p> <ul style="list-style-type: none"> • Sidewalks were left out of many residential neighborhoods when they were originally developed and some major roads lack them altogether. • Crosswalks are not well marked • ADA complaint curb ramps are lacking around a majority of the schools • Bike lanes & racks are not available
<p>2. Issue: Crime</p> <ul style="list-style-type: none"> • Parents concern of predators and child abduction (especially when walking alone) <ul style="list-style-type: none"> • Some responses have mentioned that they would be more comfortable if their students had someone to walk with (either other students or adults). • Vehicles have been known to speed in School Zones, well exceeding the 20mph
<p>3. Issue: Traffic</p> <ul style="list-style-type: none"> • Speeding cars (especially in school zones) • High traffic levels on main/corridor streets • Safety at intersections/crossings and in school zones
<p>4. Issue: Distance</p> <ul style="list-style-type: none"> • Far distances between home and school • Lack of connectivity between developments and developments to major roadways
<p>5. Issue : Lighting and Auxiliary Safety Solutions</p> <ul style="list-style-type: none"> • Many streets in Boardman lack adequate pedestrian-level lighting to help assure that pedestrians are visible in the night and early morning. • Schools do not have pedestrian-activated beacons or crossing signals at most of their schools. • Schools lack flashing SCHOOL ZONE beacons.

PRIORITY SCHOOLS	
Market Street Elementary	
Robinwood Lane Elementary	
West Boulevard Elementary	

PRIORITY SCHOOLS

Since resources for countermeasures are limited, the schools listed on the left have the greatest density of students within walking distance, and thus would receive the most benefit from countermeasures. While the issues noted in this plan affect all schools in the district, these schools are in the best position to receive funding and benefit from the program.

PRIORITY CORRIDORS	
MARKET STREET ELEMENTARY	
Market Street	Erskine Ave.
Arlene Ave.	Melrose Ave.
Southern Blvd.	Meadowbrook Ave
ROBINWOOD LANE ELEMENTARY	
Indianola Road	Mathews Road
Afton Ave.	South Ave
WEST BOULEVARD ELEMENTARY	
West Blvd.	Wildwood Drive
Shields Road	Glenwood Ave.

PRIORITY CORRIDORS

The streets listed to the left have been selected either due to a high level of students concentrated there, or a high level of students who would use the corridor to get to the school building.



KICK OFF MEETING

On November 27th, Boardman Township Planning & Zoning hosted a public meeting at Boardman Center Intermediate. A presentation was made to various community members, parents, and stakeholders of information about Safe Routes Boardman. Items shared at the meeting consisted of comments and concerns parents had from the parent surveys as well as our overall vision for an active community.

Attendees were able to ask any questions and give feedback after the presentation. Generally, parents seemed excited about the planned improvements that would make it safer for their children to walk or bike to school and showed support for the plan moving forward.



The flyer features a red and yellow background. At the top left, a red triangle contains the text "SAFE ROUTES BOARDMAN" in white, bold, sans-serif font. Below this, the words "Public MEETING" are written in a large, black, serif font, with "Public" in a cursive style and "MEETING" in all caps.

Boardman Local Schools and the Township are currently in the process of developing a Safe Routes to School Travel Plan and we would love your input!

The **Safe Routes to School program**, will be used to encourage and enable K-8 students to walk or ride their bicycles to school. Safe Routes funding can be used for physical improvements as well as education.

NOVEMBER 27th

5:30 pm

IN THE
Small Auditorium

Boardman Center Intermediate School
7410 Market Street, Boardman, Ohio 44512

www.BoardmanTwp.com/Zoning
www.BuildingABetterBoardman.com

BOARDMAN TOWNSHIP
Planning &
ZONING

8299 Market Street
Boardman, Ohio 44512
330.726.4181





AHEAD

SECTION SIX:
**RECOMMENDED
COUNTERMEASURES**



PRIORITIZED STRATEGIES

This section directly builds off of the Section 4: *Key Issues Impacting Walking and Bicycling to School*, and seeks to create actionable outcomes and strategies regarding these issues. This section brings together key information for the implementation of each countermeasure, including:

- Priority status;
- Timeframe;
- Affected schools;
- Potential Partnerships;

PRIORITIZATION

A key component of these strategies is the prioritization of each project. Priority was given to projects that are considered more feasible as well as align with the mission of this SRTS Team. Schools that have high accident rates, lack a sidewalk network, and have a high number of walkers are given priority.

TIMEFRAME

Timeframes were limited to a maximum of two years from the start of the specific project, or are considered as part of an on-going initiative. Actual timeframes may vary due to unforeseen issues, special circumstances, environmental regulations, and project design.



COUNTERMEASURES BY SCHOOL

ALL SCHOOLS

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Look for opportunities to include STP infrastructure recommendations in planned roadway improvement projects.	All Schools	Infrastructure	Engineering	high	within 1 year, ongoing
Work to identify locations along school walking routes where sidewalks are in poor condition and need to be replaced.	All Schools	Infrastructure	Engineering	high	within 1 year
Evaluate lighting at all the schools	All Schools	Infrastructure	Encouragement	high	within 1 year
Host Community Walk Audits around schools in neighborhoods that surround schools.	All Schools	Support & Sustainability	Education	high	within 1 year
Install ADA compliant curb ramps	All Schools	Infrastructure	Engineering	High	ongoing
Host fix-it events at schools, where students can bring their bike to school and have it checked for safety and minor repairs through a partnership with a local bicycle shop	All Schools	Distance	Encouragement, Education	low	ongoing
Research and implement a bicycle safety education program for students	All Schools	Distance	Encouragement & Education	medium	ongoing
Invite leadership, including trustees, Township administration to participate in high-profile SRTS sponsored activities, such as walk and bike to school days	All Schools	Support & Sustainability	Education & Encouragement	high	ongoing
Provide crossing facilities at locations where pedestrian pathways intersect school driveways and parking lots	All Schools	Traffic	Engineering	medium	mid-long term
Provide crossing guards at schools as the number of those using alternative transportation increases. These could be parent volunteers to save school district money.	All Schools	Traffic	Encouragement & Enforcement	low	7-10 years
Install sidewalks or multiuse path along US-224 from Tiffany Blvd to Tippecanoe Road	All Schools	Infrastructure	Engineering	medium	7-10 years

ALL SCHOOLS, CONT.

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Institute a monthly bicycle to school day once bicycle racks are provided at schools	All Schools	Distance	Education & Encouragement	low	5+ years
Establish a bike train program for students to bicycle to school together	All Schools	Distance	Education & Encouragement	low	5+ years
Review and revise arrival and dismissal procedures at schools to avoid conflicts between walkers, bicyclists, and motor vehicles	All Schools	Traffic	Encouragement & Enforcement	high	1-3 years
Hire a SRTS coordinator to help with planning and running events for the Schools	All Schools	Support & Sustainability	Education & Encouragement	high	1-3 years
Provide bicycle racks at all neighborhood schools that are easy to use, in good repair, in a secure location, and if possible, protected from rain and snow	All Schools	Distance	Encouragement	medium	1-3 years
Plan and implement a walking school bus day	All Schools	Support & Sustainability	Education & Encouragement	medium	within 1 year
Obtain Boardman School Board approval of STP	District	Support & Sustainability	Education & Encouragement	high	within 1 year
Obtain Boardman School Administration approval of STP	District	Support & Sustainability	Education & Encouragement	high	within 1 year

WEST BLVD ELEMENTARY

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
No parking signs along West Blvd	West Blvd	Infrastructure	Engineering	high	within 1 year
Increase police presence during and dismissal to target speeders	West Blvd	Infrastructure	Engineering	high	within 1 year
Install Sidewalks along Firnley Avenue and Forest Park Drive.	West Blvd	Infrastructure	Engineering	low	7-10 years
Install a secondary driveway to the rear lot of West Blvd Elementary to allow the shift of parent pick up to the rear of the building. Sidewalks and gates will need to be installed as well.	West Blvd	Infrastructure	Engineering	low	7-10 years
Repair and Replace sidewalks along Wildwood Drive from West Blvd to Glenwood Avenue	West Blvd	Infrastructure	Engineering	high	4-6 years
Repair and Install sidewalks along Brookfield Ave, Between Glenwood Avenue and Market Street	West Blvd	Infrastructure	Engineering	high	4-6 years
Repair and Install sidewalks along Glendale Avenue Between Glenwood Avenue and Market Street	West Blvd	Infrastructure	Engineering	high	4-6 years
Repair and Install sidewalks along Oakley Avenue, Between Glenwood Avenue and Market Street	West Blvd	Infrastructure	Engineering	high	4-6 years
Repair and Install sidewalks along Pembroke Road, Between Glenwood Avenue and Market Street	West Blvd	Infrastructure	Engineering	high	4-6 years
Install sidewalks along Shields Road from Firnley Ave to Lemans Drive	West Blvd	Infrastructure	Engineering	high	4-6 years
Install sidewalks along Lemans Drive to Brookwood Road.	West Blvd	Infrastructure	Engineering	high	4-6 years

WEST BLVD ELEMENTARY

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install sidewalks along Crestview Drive, North-lawn Avenue and a connector between North-lawn Avenue and Longview Trail.	West Blvd	Infrastructure	Engineering	medium	4-6 years
Install sharrows along Woodview from Mill Creek Blvd to Southern Blvd	West Blvd	Infrastructure	Engineering	medium	4-6 years
Pedestrian scale lighting around school	West Blvd	Infrastructure	Engineering	medium	4-6 years
Repair and replace sidewalks on West Blvd from Wildwood Drive to Bonnell Dr.	West Blvd	Infrastructure	Engineering	high	1-3 years
Install and Replace sidewalks along Glenwood Avenue from Longview Trail to Shields Road	West Blvd	Infrastructure	Engineering	high	1-3 years
Flashing School zone beacon	West Blvd	Infrastructure	Engineering	high	1-3 years
Repair sidewalks along Crestview	West Blvd	Infrastructure	Engineering	high	1-3 years
Repair/replace and widen sidewalks in front of West Blvd Elementary (on school property)	West Blvd	Infrastructure	Engineering	high	1-3 years
Install a bike lane at Mill Creek Blvd from US-224 to West Blvd.	West Blvd	Infrastructure	Engineering	low	10+
Install a bike lane along West Blvd from Mill Creek Blvd to Glenwood Avenue.	West Blvd	Infrastructure	Engineering	low	10+
Install a bike lane along West Blvd from Mill Creek Blvd to US-224	West Blvd	Infrastructure	Engineering	low	10+
Install a pedestrian activated beacon at Golfview/West Blvd	West Blvd	Infrastructure	Engineering	medium	4-6 years

STADIUM DRIVE ELEMENTARY

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Trim back overgrown foliage along Stadium Drive	Stadium Drive	Infrastructure	Enforcement	high	within 1 year
Install a sidewalk from Stadium Drive to Kidstown, a daycare facility that walks students to and from the school every day.	Stadium Drive	Infrastructure	Engineering	high	1-3 years
Install crosswalks at Stadium and Westview Drive	Stadium Drive	Infrastructure	Engineering	high	1-3 years
Install sidewalks along Stadium Drive	Stadium Drive	Infrastructure	Engineering	high	1-3 years
Install 20 MPH beacon on Stadium Drive near school	Stadium Drive	Infrastructure	Engineering	high	1-3 years
Install sidewalks along the rear of Stadium Drive Elementary to help protect students during drop off and dismissal	Stadium Drive	Infrastructure	Engineering	medium	1-3 years

ROBINWOOD LANE ELEMENTARY

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Replace and widen sidewalks in front of school	Robinwood Lane	Infrastructure	Engineering	high	1-3 years
Installation of SCHOOL roadway markings	Robinwood Lane	Infrastructure	Engineering	medium	1-3 years
Install curb ramps and repair sidewalk pads along Green Garden Drive to Glenwood Ave.	Robinwood Lane	Infrastructure	Engineering	medium	10+ years
Install sidewalks along Orlo Lane from Euclid Blvd to Simon Road	Robinwood Lane	Infrastructure	Engineering	medium	7-10 years

ROBINWOOD LANE ELEMENTARY, CONT.

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Repair sidewalks along Applecrest Court, Applecrest Drive, and Oakridge Drive.	Robinwood Lane	Infrastructure	Engineering	low	7-10 years
Repair sidewalks along Edenridge Drive and Glenridge Road.	Robinwood Lane	Infrastructure	Engineering	low	7-10 years
Install sidewalks along Simon Road from South Avenue to Indianola Road	Robinwood Lane	Infrastructure	Engineering	high	4-6 years
Install pedestrian beacons at Indianola and Simon Roads	Robinwood Lane	Infrastructure	Engineering	high	4-6 years
Install pedestrian beacon at the crosswalk on Indianola	Robinwood Lane	Infrastructure	Engineering	high	4-6 years
Install pedestrian level lighting	Robinwood Lane	Infrastructure	Engineering	low	4-6 years
Reconfiguration of drop off/pick up area, add curbed island for traffic control	Robinwood Lane	Infrastructure	Engineering	medium	4-6 years
Repair and install sidewalks along Mathews Road from Applecrest Drive to South Avenue	Robinwood Lane	Infrastructure	Engineering	medium	4-6 years
Install a sidewalk along South Avenue from Indianola Road to Mathews Road	Robinwood Lane	Infrastructure	Engineering	medium	4-6 years
Install 20 MPH beacon at Robinwood Lane	Robinwood Lane	Infrastructure	Engineering	high	1-3 years
Signage and pavement markings for drop off	Robinwood Lane	Infrastructure	Engineering	high	1-3 years

MARKET STREET ELEMENTARY

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Widen and replace sidewalks on Market St	Market Street	Infrastructure	Engineering	high	1-3 years
Install Bike Lanes along Overhill Road	Market Street	Infrastructure	Engineering	medium	1-3 years
Install signage at both Erskine & Meadowbrook side entrances for Market Street Elementary	Market Street Elementary	Infrastructure	Engineering	high	within 1 year
Install directional signage at Market Street Elementary, requiring that pick up vehicles use the Erskine Avenue entrance.	Market Street Elementary	Infrastructure	Engineering	high	within 1 year
Install School entrance signage along Meadowbrook Ave and Erskine Ave	Market Street Elementary	Infrastructure	Engineering	high	within 1 year
Plan and implement a walking school bus day around Market Street Elementary	Market Street Elementary	Support & Sustainability	Education	high	within 1 year
Install a Pedestrian Walkway along Boarder Avenue right of way to connect Mathews Road and Meadowbrook Avenue	Market Street Elementary	Infrastructure	Engineering	low	7-10 years
Install a Multi-Use Path between Glenwood Avenue and Prestwick Drive	Market Street Elementary	Infrastructure	Engineering	low	7-10 years
Install an appropriate and safe pedestrian railroad crossing at Southern Blvd and Erskine.	Market Street Elementary	Infrastructure	Engineering	high	4-6 years
Pedestrian scale lighting around school	Market Street Elementary	Infrastructure	Engineering	low	4-6 years
Bus lane signage in the loop, pavement markings	Market Street Elementary	Infrastructure	Engineering	low	4-6 years

MARKET STREET ELEMENTARY, CONT.

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install and repair sidewalks and curb ramps along Beechwood Drive	Market Street Elementary	Infrastructure	Engineering	low	4-6 years
Install and repair sidewalks and curb ramps along Clifton Drive from Erie Street to Market Street	Market Street Elementary	Infrastructure	Engineering	low	4-6 years
Install a bike sharrow along Brookwood Road	Market Street Elementary	Infrastructure	Engineering	low	4-6 years
Install sharrows along Prestwick Drive and Hillman Street	Market Street Elementary	Infrastructure	Engineering	low	4-6 years
Repair and replace sections of the sidewalk at the rear of Robinwood Lane Elementary	Market Street Elementary	Infrastructure	Engineering	medium	4-6 years
Install sidewalks along Afton Avenue from Argyle Avenue to Southern Blvd	Market Street Elementary	Infrastructure	Engineering	medium	4-6 years
Install sidewalks along Arlene Avenue from Southern Blvd to Market Street	Market Street Elementary	Infrastructure	Engineering	medium	4-6 years
Install sidewalks on Ridgewood Drive, Griswold Drive, and Wolcott Drive.	Market Street Elementary	Infrastructure	Engineering	medium	4-6 years
Repair sidewalks and install curb ramps along Hudson Drive, Alburn Drive, Overhill Road, and Windsor Road	Market Street Elementary	Infrastructure	Engineering	medium	4-6 years
Install sidewalks along Meadowbrook Ave. from Afton Avenue to Market Street	Market Street Elementary	Infrastructure	Engineering	high	1-3 years
Install sidewalks along Afton Avenue from Meadowbrook Ave to the sidewalk at the rear of the school.	Market Street Elementary	Infrastructure	Engineering	high	1-3 years

MARKET STREET ELEMENTARY, CONT.

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install sidewalks along Erskine Avenue from Montrose Ave to the school.	Market Street Elementary	Infrastructure	Engineering	high	1-3 years
Install improved sidewalks and entrance features at both Erskine & Meadowbrook side entrances for Market Street Elementary	Market Street Elementary	Infrastructure	Engineering	high	1-3 years
Repair and install sidewalks along Meadowbrook Avenue from Market Street to Southern Blvd	Market Street Elementary	Infrastructure	Engineering	high	1-3 years
Install sidewalks along Shields Road from West Blvd to Market Street	Market Street Elementary	Infrastructure	Engineering	high	1-3 years
Widen sidewalk in front of Market Street Elementary (on school property)	Market Street Elementary	Infrastructure	Engineering	high	1-3 years
Car pick up signage along Erskine	Market Street Elementary	Infrastructure	Engineering	low	1-3 years
Signage that clearly denotes car parking and bus parking for ease	Market Street Elementary	Infrastructure	Engineering	medium	1-3 years
Install pedestrian countdown signals to provide pedestrians with a better understanding of the time remaining for crossing at the intersection of South and Indianola	Market Street Elementary	Infrastructure	Engineering	medium	1-3 years
Repair/Replace sidewalk up to Market Street Elementary on sides of driveway access	Market Street Elementary	Infrastructure	Engineering	medium	1-3 years
Install sidewalks connecting Yarmouth Ln and Euclid Blvd to connect these neighborhoods	Market Street Elementary	Infrastructure	Engineering	low	10+ years
Install sharrows along Auburn Hills Drive, Chestnut Lane, Amberwood Trail, and Walnut Street	Market Street Elementary	Infrastructure	Engineering	Low	10+ years

BOARDMAN CENTER INTERMEDIATE

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Increase police presence during and dismissal to target speeders	Boardman Center Intermediate	Infrastructure	Engineering	high	within 1 year
Install and Repair sidewalks along Salinas Trail	Boardman Center Intermediate	Infrastructure	Engineering	High	4-6 years
Install sidewalks along Newton Ave and Sheldon Ave	Boardman Center Intermediate	Infrastructure	Engineering	Medium	4-6 years
Repair and Install sidewalks along Sierra Madre Trail and Stadium Drive	Boardman Center Intermediate	Infrastructure	Engineering	high	1-3 years
Widen sidewalk along Market in front of School	Boardman Center Intermediate	Infrastructure	Engineering	Medium	7-10 years
Install pedestrian activated crossing at Stadium Dr and Market St	Boardman Center Intermediate	Infrastructure	Engineering	high	1-3 years
Signage clearly noting student pick up area, but also adding staff parking only for Market Street entrance	Boardman Center Intermediate	Infrastructure	Engineering	Low	1-3 years
Flashing light during dismissal to keep people from entering one-way drive	Boardman Center Intermediate	Infrastructure	Engineering	Medium	1-3 years
Install and repair sidewalks along Green Bay Dr and Forest Lake Drive.	Boardman Center Intermediate, Glenwood Jr High, Boardman Center Intermediate	Infrastructure	Engineering	Low	4-6 years
Install a sidewalk along Squirrel Hill Drive	Boardman Center Intermediate, Glenwood Jr High, Stadium Drive	Infrastructure	Engineering	low	7-10 years
Install sidewalks along Westview Drive from US-224 to Stadium Drive	Boardman Center Intermediate, Stadium Drive Elementary	Infrastructure	Engineering	High	1-3 years

GLENWOOD JUNIOR HIGH

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Trim back overgrown foliage on sidewalk along Glenwood Ave	Glenwood Jr High	Infrastructure	Enforcement	high	within 1 year
Install a sidewalk along Lost Tree Drive and Ingram Road to Glenwood Avenue	Glenwood Jr High	Infrastructure	Engineering	low	7-10 years
Install sidewalks along Presidential Drive from Witman Chase Dr to Eisenhower Dr.	Glenwood Jr High	Infrastructure	Engineering	low	7-10 years
Repair and Replace sidewalks along Sugar Cane Dr	Glenwood Jr High	Infrastructure	Engineering	low	7-10 years
Install sidewalks along Forest Garden Drive from Aquadale Drive to Glenwood Avenue	Glenwood Jr High	Infrastructure	Engineering	low	7-10 years
Install sidewalks along Mayflower Drive from Forest Garden Drive to Maramount Drive.	Glenwood Jr High	Infrastructure	Engineering	low	7-10 years
Widen sidewalk on North side of Jr High entrance off of Glenwood Ave	Glenwood Jr High	Infrastructure	Engineering	low	7-10 years
Install sidewalks along Market Street from Midlothian Blvd to McClurg Road	Glenwood Jr High	Infrastructure	Engineering	high	4-6 years
Install a pedestrian activated beacon between the School and the Library on Glenwood Ave.	Glenwood Jr High	Infrastructure	Engineering	high	4-6 years
Restripe Glenwood Ave from 4 lane to 3 lane road, add bike lanes if space allows	Glenwood Jr High	Infrastructure	Engineering	high	4-6 years
Install and Repair sidewalks along Roche Way from Market Street to Glenwood Avenue	Glenwood Jr High	Infrastructure	Engineering	medium	4-6 years
Improve connection between school campuses specifically connect to High School	Glenwood Jr High	Infrastructure	Engineering	medium	4-6 years

GLENWOOD JUNIOR HIGH SCHOOL, CONT.

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install traffic islands at the Glenwood Jr High to better facilitate traffic flow.	Glenwood Jr High	Infrastructure	Engineering	high	1-3 years
Install signage at the Glenwood School to better facilitate traffic flow.	Glenwood Jr High	Infrastructure	Engineering	high	1-3 years
Parking lot Management	Glenwood Jr High	Infrastructure	Engineering	high	1-3 years
Sidewalks along Glenwood Jr High drive entrance on South side.	Glenwood Jr High	Infrastructure	Engineering	high	1-3 years
Add sidewalks along Glenwood Ave on West side of the street.	Glenwood Jr High	Infrastructure	Engineering	high	1-3 years
Widen sidewalks along Glenwood Ave.	Glenwood Jr High	Infrastructure	Engineering	high	1-3 years
Repaint the parking lot to allow for angled parking and install parking chalks, requiring vehicles to travel a certain direction and prevent lane-cutting, making it safer for children to get to their vehicles.	Glenwood Jr High	Infrastructure	Engineering	low	1-3 years
Install walking path from S Shore Dr to Midgewood Drive (to connect these two neighborhoods and provide greater access)	Glenwood Jr High	Infrastructure	Engineering	Medium	1-3 years
Install gates along Gridiron Road to restrict vehicular access to the bus loading area.	Glenwood Jr High	Infrastructure	Engineering	medium	1-3 years

GLENWOOD JUNIOR HIGH SCHOOL, CONT.

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install a sidewalk along Angiline Drive to Hitchcock Road	Glenwood Jr High	Infrastructure	Engineering	Low	10+ years
Install crosswalks at Charles Avenue and Market Street on Charles & Market	Glenwood Jr High	Infrastructure	Engineering	low	10+ years
Install a walking trail from Charles Avenue and Southern Blvd to Saddlebrook Dr and Witman Chase Dr to allow students to walk to school.	Glenwood Jr High	Infrastructure	Engineering	low	10+ years

GLENWOOD JUNIOR HIGH SCHOOL & STADIUM DRIVE ELEMENTARY

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install a walking trail from Hitchcock Road to Glenwood Avenue on property owned by the Boardman Library	Glenwood Jr High, Stadium Drive	Infrastructure	Engineering	medium	4-6 years
Implement a Creative Crosswalks project to create more visible and usable crosswalks and curb cramps at Glenwood Avenue and Ingram Dr, Glenwood and Salinas Trail, and Glenwood and the Boardman Library.	Glenwood Jr High, Stadium Drive Elementary	Infrastructure	Engineering	High	within 1 year

WEST BLVD. ELEMENTARY & BOARDMAN CENTER INTERMEDIATE

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install a multi-use greenway along the Ohio Edison line that extends from the northwest corner of the township to Akron Children's Beeghly Campus	West Blvd and Boardman Center Intermediate	Infrastructure	Engineering	medium	10+ years

BOARDMAN CENTER INTERMEDIATE, STADIUM DRIVE, & GLENWOOD JR HIGH

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install and repair sidewalks along Green Bay Dr and Forest Lake Drive.	Boardman Center Intermediate, Glenwood Jr High, Stadium Drive	Infrastructure	Engineering	Low	4-6 years
Install a sidewalk along Squirrel Hill Drive	Boardman Center Intermediate, Glenwood Jr High, Stadium Drive	Infrastructure	Engineering	low	7-10 years
Install sidewalks along Westview Drive from US-224 to Stadium Drive	Boardman Center Intermediate, Stadium Drive Elementary	Infrastructure	Engineering	High	1-3 years
Install sharrows along Beech Avenue from South Avenue to Southern Blvd	Glenwood Jr High, Boardman Center Intermediate, Stadium Drive	Infrastructure	Engineering	low	7-10 years
Repair and Install sidewalks along Salinas Trail	Glenwood Jr High, Boardman Center Intermediate, Stadium Drive	Infrastructure	Engineering	medium	4-6 years
Install a sidewalk along Hitchcock Drive from Squirrel Hill Drive to south of the Boardman Library	Glenwood Jr High, Stadium Drive, Boardman Center Intermediate	Infrastructure	Engineering	low	4-6 years

WEST BLVD. ELEMENTARY, BOARDMAN CENTER INTERMEDIATE, & GLENWOOD JR. HIGH

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install a bike lane along Pheasant Drive	West Blvd, Glenwood Jr High, Boardman Center Intermediate	Infrastructure	Engineering	low	10+

MARKET STREET AND ROBINWOOD LANE ELEMENTARIES

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install sidewalks along Waseka Lane from New England Blvd to Tudor Lane	Market Street Elementary, Robinwood Lane Elementary	Infrastructure	Engineering	low	7-10 years
Install sidewalks along Indianola Road from South Avenue to Market Street	Market Street Elementary, Robinwood Lane Elementary	Infrastructure	Engineering	high	4-6 years
Install sidewalks along New England Blvd from Euclid Blvd to Tudor Lane	Market Street Elementary, Robinwood Lane Elementary	Infrastructure	Engineering	low	4-6 years
Install sidewalks along Tudor Lane from New England Blvd to Euclid Blvd	Market Street Elementary, Robinwood Lane Elementary	Infrastructure	Engineering	low	4-6 years
Repair and replace sidewalk sections along Euclid Blvd	Market Street Elementary, Robinwood Lane Elementary	Infrastructure	Engineering	medium	4-6 years

MARKET STREET AND WEST BLVD. ELEMENTARIES

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install, repair, and replace sidewalks along Glenwood Avenue from W Midlothian Blvd to Brainard Drive	Market Street Elementary, West Blvd Elementary	Infrastructure	Engineering	high	1-3 years

TOWNSHIP-WIDE

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Conduct speed studies at locations where speeding is suspected/identified as a concern	Township	Traffic	Education, Engineering, & Enforcement	medium	within 1 year, ongoing
Develop a Complete Streets Policy that prioritizes pedestrian and bicycle infrastructure improvements near schools and incorporates the infrastructure countermeasures outlined in the STP.	Township	Infrastructure	Encouragement & Enforcement	high	within 1 year
Seek formal adoption of STP by Trustees	Township	Support & Sustainability	Education & Encouragement	high	within 1 year
Mark and sign crosswalks at key student crossing locations	Township	Traffic	Engineering & Encouragement	high	mid-long term
Add School zone signage and markings where appropriate and update existing signs to meet new Ohio MUTCD standard	Township	Traffic	Engineering & Encouragement	medium	mid term
Install pedestrian countdown signals to provide pedestrians with a better understanding of the time remaining for crossing, where feasible	Township	Traffic	Engineering	low	7-10 years
Establish leading pedestrian intervals to reduce conflicts between pedestrians and turning vehicles where appropriate	Township	Traffic	Engineering	low	7-10 years
Develop a program to increase sidewalk snow removal.	Township	Infrastructure	Encouragement & Enforcement	high	1-3 years
Install flashing school zone beacons	Township	Traffic	Enforcement & Education	high	1-3 years

TOWNSHIP-WIDE, CONT.

COUNTERMEASURE	SCHOOL(S)	ISSUES ADDRESSED	E(S) SUPPORTED	PRIORITY	TIMEFRAME
Install temporary speed feedback sign at problem locations	Township	Traffic	Encouragement & Enforcement	high	1-3 years
Initiate progressive ticketing at problem locations. Also initiate double fines for speeding in school zone	Township	Traffic	Enforcement	high	1-3 years
Create a Active Transportation Plan for Boardman Township to include recommendations for signage, bicycle lanes, and sharrows	Township	Distance	Encouragement & Evaluation	high	1-3 years
Implement traffic calming measures (traffic circles, chicanes, speed humps, road diets, etc.) at problem locations, where feasible	Township	Traffic	Engineering	medium	1-3 years



SECTION SEVEN:
PLEDGE OF SUPPORT








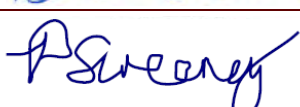


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PLEDGE OF SUPPORT

OUR VISION

The SRTS Team wishes to make the area around all of Boardman’s schools safe for students walking and biking to school. Safety will be achieved through infrastructure improvements, enforcement of traffic regulations, and education of students, parents, school staff, and the community at-large. We also desire to improve our community health by encouraging safe, active transportation not only to and from school, but to other destinations throughout the Township. To achieve these goals, we will work together to implement the Action Plan found in this document and to evaluate our progress toward achieving our goals.

The undersigned endorse these goals and pledge support for this School Travel Plan and the Boardman Safe Routes to School Program.

NAME	ORGANIZATION	SIGNATURE
Jack Zocolo	Director of Operations Boardman Local Schools	
Matt McKenzie	Supervisor of Buildings and Grounds Boardman Local Schools	
Bill McMahon	Injury Prevention Coalition Coordinator Akron Children’s Hospital	
Tricia D’Avignon	Assistant Director of Zoning & Development Boardman Township	
Krista Beniston	Director of Zoning and Development Boardman Township	
Marilyn Kenner	Road Superintendent Boardman Township	
Bob Durbin	Deputy Engineer Mahoning County Engineer’s Office	
Patricia Sweeney	Health Commissioner Mahoning County District Board of Health	
Justin Mondok	Environmental Planner Eastgate Regional Council of Governments	
Todd Werth	Chief of Police Boardman Township	

**BOARDMAN TOWNSHIP
DEPARTMENT OF PLANNING & ZONING
8299 MARKET STREET
BOARDMAN, OHIO 44512**