

PICKERINGTON LOCAL SCHOOL DISTRICT

SAFE ROUTES TO SCHOOL TRAVEL PLAN

REVISED FEBRUARY 2024



SECTION 1: SAFE ROUTES TO SCHOOL TEAM AND TARGET SCHOOLS

OUR TEAM

One of the primary focuses of the Pickerington/Violet Township community has been the excellent Pickerington Local School District (PLSD). Residential housing development comprises the bulk of land use within the PLSD. Therefore, the PLSD Safe Routes to School (SRTS) program is vital to the community. Since 2006, Safe Routes to School grants have directly resulted in the construction of over 4 miles of new sidewalks within the PLSD community.

The PLSD SRTS team was established in 2006. Members of the team not only developed the initial PLSD Travel Plan; some have participated in the 2024 plan revision. Over the years, the team has included the following groups:

1. From the Schools:
 - a. Rob Weinheimer, PLSD Chief Operating Officer
 - b. Dr. Chris Briggs, PLSD Superintendent

2. From the Community:
 - a. Our local pedestrian and bicycle advocates,
 - i. Ira S. Weiss*, Past President Fairfield Heritage Trail Association, Past President Consider Biking, member Fairfield County Regional Planning Commission and member MORPC Citizen Advisory Committee and Greenway Steering Committee
 - ii. Peggy Portier*, Member, Fairfield Heritage Trail Association Trustee, Mingo Estates Civic Association Trustee, Pickerington-Violet Township Historical Society Board Member

3. From Local Government:
 - a. Greg Butcher*, P.E., MPA, Pickerington City Manager
 - b. Matt Weber, PE, Pickerington City Engineer
 - c. Vince Utterback, Violet Township Administrator

* Original Members of SRTS Team

In addition, feedback has been received over the years from the following groups:

- a. Pickerington City Council
- b. Violet Township Board of Trustees
- c. Fairfield Elementary School Principal
- d. Heritage Elementary School Principal
- e. Pickerington Elementary School Principal
- f. Tussing Elementary School Principal
- g. Violet Elementary School Principal
- h. Diley Middle School Principal
- i. Harmon Middle School Principal
- j. Lakeview Junior High School Principal
- k. Ridgeview Junior High School Principal

Additionally, beginning with the 2010-2011 school year, the SRTS committee engaged various PTO organizations within the schools in support of SRTS activities.

TARGET SCHOOLS

The Pickerington Local Schools SRTS Travel Plan addresses the needs of the school district, grades K-12, in the City of Pickerington and Violet Township. All addresses listed below are Pickerington, Ohio 43147.

School	Address	2023-2024 Enrollment	Grades Served
Fairfield Elementary	13000 Coventry Avenue	512	K – 4
Heritage Elementary	100 East Street	391	K – 4
Pickerington Elementary	775 Long Street	530	K – 4
Sycamore Creek Elementary	500 Sycamore Creek Street	683	K – 4
Toll Gate Elementary	12183 Toll Gate Road	900	K – 4
Tussing Elementary	7117 Tussing Road	642	K – 4
Violet Elementary	8855 Education Drive	525	K – 4
Diley Middle	750 Preston Trails Drive	565	5 – 6
Harmon Middle	12410 Harmon Road	613	5 – 6
Toll Gate Middle	12089 Toll Gate Road	583	4 – 6
Lakeview Junior High	12445 Ault Road	887	7 – 8
Ridgeview Junior High	130 Hill Road South	889	7 – 8
Central High School	300 Opportunity Way	1737	9-12
North High School	7800 Refugee Road	1710	9-12

ENROLLMENT DATA AND DEMOGRAPHICS

2023-2024 Enrollment by Grade

Building	PS	K	1st Grade	2nd Grade	3rd Grade	4th Grade	5th Grade	6th Grade	7th Grade	8th Grade	Total
Fairfield Elementary School		76	110	107	103	102	-	-	-	-	512
Heritage Elementary School		65	94	68	82	79	-	-	-	-	391
Pickerington Elementary School		91	116	83	109	115	-	-	-	-	530
Sycamore Creek Elementary School		100	135	127	148	155	-	-	-	-	683
Toll Gate Elementary School		154	177	195	189	185	-	-	-	-	900
Tussing Elementary School		110	107	136	137	131	-	-	-	-	642
Violet Elementary School		91	90	112	98	117	-	-	-	-	525
Diley Middle School	-	-	-	-	-	-	265	300	-	-	565
Harmon Middle School	-	-	-	-	-	-	309	304	-	-	613
Toll Gate Middle School	-	-	-	-	-	-	291	292	-	-	583
Lakeview Junior High Jr High	-	-	-	-	-	-	-	-	440	447	887
Ridgeview Jr High	-	-	-	-	-	-	-	-	465	424	889
Total K-8		687	829	828	866	884	865	896	905	871	7,720

Building	9th Grade	10th Grade	11th Grade	12th Grade	Total
Central High School	453	482	383	419	1737
North High School	471	458	425	376	1710
North High School	924	940	808	795	3447
TOTAL 9-12					

2023-2024 Enrollment by Race

	Native American	Asian	Black, Non-Hispanic	White, non-Hispanic	Latino	Multi-Racial	Pacific Islander or Native Hawaiian	Total
Fairfield Elementary	0	51	126	236	61	38	<10	512
Heritage Elementary Pickerington	0	23	112	190	19	44	<10	388
Elementary	<10	77	242	187	39	42	0	557
Sycamore Creek ES	0	70	145	372	44	61	0	692
Toll Gate Elementary	<10	87	170	514	59	68	0	898
Tussing Elementary	<10	129	338	133	52	49	<10	701
Violet Elementary	<10	58	196	267	28	62	0	611
Diley Middle School	<10	45	231	220	32	34	<10	562
Harmon Middle School	<10	64	225	226	51	45	0	611
Toll Gate Middle School	<10	44	122	330	38	46	0	580
Lakeview Jr High	<10	70	251	447	55	59	<10	882
Ridgeview Jr High	<10	76	363	317	60	72	0	888
Central High School	<10	120	703	683	111	121	<10	1738
North High School	<10	88	511	877	118	114	0	1608

Economically Disadvantaged Students

39.87%

SECTION 2 OUR SRTS VISION

The Pickerington Local School District is located east of Columbus in Fairfield, Franklin, and Licking Counties and within the jurisdictions of Violet Township, Pickerington, Canal Winchester and Columbus. The school district encompasses 38.12 square miles. It is the 13th largest district within the State of Ohio according to the Ohio Department of Education (ODE). As enrollment has increased, transportation logistics of getting students to and from school have become more difficult.

Using ODE data for the 2023-2024 school year, there were 11,167 students enrolled in fourteen schools within the district. Of these, 4,183 were in elementary, 1,761 in middle school, 1,776 in junior high and 3,447 in high school. There are seven elementary schools, three middle schools, two junior high schools, and two high schools. The district has experienced significant growth since the 1980s. To accommodate this growth, the most recent building improvements within the district consisted of one new high school, two new elementary schools and one middle school that were constructed and opened for the 2009-2010 school year. A new junior high and modifications to other buildings are currently in design/construction after passage of a bond issue in November 2022.

Programs similar to Safe Routes to Schools remain vital to the PLSD and the surrounding community. It is critical that students in grades K-8 are encouraged and enabled to safely walk or ride their bicycle to school. Furthermore, our SRTS vision maintains the importance of the health and wellbeing of kids of all background and encourages the creation and ultimately, the sustainability of healthy communities.

SECTION 3 EXISTING CONDITIONS AND CURRENT SCHOOL TRAVEL ENVIRONMENT

Even though the Safe Routes to School program considers all areas within a two-mile radius of each school, we elected to also consider a one-mile radius because the schools are relatively close together and the radii tend to overlap.

As a general note about the layout of our community, most new subdivisions (post-1995 or so) have sidewalks. Generally, older subdivisions and collector and arterial roads do not have sidewalks. Therefore, once a resident of a newer subdivision reaches the entrance to their subdivision, often times are no sidewalks to connect them to other areas within the community.

The following sections include a summary of each school including basic student school data, curriculum, current traffic situations, field review data, and an engineering summary. Not all residents within the radius necessarily attend that particular school; however, to better accommodate a changing enrollment, service boundaries have been and will continue to be subject to annual redistricting by the school district administration and Board of Education. For the purposes of this plan, we will assume all homes within the one-mile radius boundary of a particular school attend that school.

Fortunately, we have had no fatal car/pedestrian crashes involving children walking to school within the boundaries of the school district.

3.1 Fairfield Elementary

Fairfield Elementary is located at 13000 Coventry Avenue, which is just north of Oxford Drive in Violet Township. Built in 1980, Fairfield Elementary currently enrolls 512 students in Grades K-4. Based on 2024 information provided by PLSD personnel, 227 students, or 44%, rode the bus. The remainder, 285 students, or 56%, either walked or biked or were driven to school. School hours are from 8:55 am to 3:45 pm. There are bike racks available at the school.

The school's travel policy:

Bicycles-Students who live close to school may ride bicycles to school with parental permission. Permission forms must be returned prior to riding a bicycle to school. Due to the amount of traffic at dismissal and our concern for student safety, students in grades 1-2 are encouraged not to ride bicycles to school.

An increase in traffic causes us concern for student safety, especially for students riding bicycles to and from school. We ask that all parents consider the safety of their children riding a bicycle. We strongly recommend children walk to and from school.

Traffic:

Coventry Avenue is classified by Fairfield County and Violet Township as a local road.

The main roads that serve as collector roads to get to Fairfield Elementary include:

- Hill Road (State Route 256), speed limit 50 mph, reduced to 40 mph north of Blacklick Eastern Road (State Route 204)
- Blacklick Eastern Road, speed limit 45 mph
- Refugee Road, speed limit 45 mph from Milnor to west of Harmon, reduces to 40 mph between Harmon Road and Hill Road
- Harmon Road, speed limit 40 mph except in Harmon Middle School zone where it is reduced during restricted hours.
- Milnor Road, speed limit posted as 45 mph.
- Within subdivisions the speed limit is uniformly 25 mph.

Hill Road is serviced by sidewalks (with one gap in front of US Bank at Stonecreek Drive) going south beginning from the Marcus Center on the east side of the street and going south beginning north of The Residence at Turnberry on the west side of the street to Refugee Road. South of Refugee Road the sidewalk continues south on the east side of Hill Road to the end of the school's district boundary. It currently ends approximately 500 feet south of the entrance to the Kroger shopping center on the west side of Hill Road.

Refugee Road starting at Hill Road and traveling east has sidewalks between the Pizza Hut entrance on the north side and Giant Eagle entrance on the south side of the street.

Harmon Road has a sidewalk on the west side from north of Camelot Street going south to Crawford Drive. That sidewalk takes a jog through Harmon Road Park. There is also a sidewalk on the east side of Harmon Road from just north of Harmon Middle School south to Refugee Road.

Sidewalks are also within portions of the Woodsfield Subdivision along Meadowood Drive and Granden Street, constructed as part of a prior SRTS project. Sidewalks are also present within the Summerfield

Subdivision along Coventry Avenue, Hounsedale Drive, and Stonecreek Drive. These newer sidewalks were also constructed using prior SRTS funding.

The other named collector roads are not served by sidewalks.

Fairfield Elementary has the following subdivisions, apartments and condominiums that are located within one mile: Woodsfield, Brookview, Summerfield, Glenshire, Eastwood Village, Haaf Farms, Daysprings, Ashley Creek, Eastchester, parts of Bentwood Farms/Mallard Pond, The Residence at Turnberry, Manors at Cross Creek, The Overlook at Cross Creek, and Fairfield Square and a small part of Chevington Woods.

There are also apartments north of I-70 east of SR 256 on the south side of Taylor Road. Technically these apartments are within a one-mile radius of Fairfield Elementary. However, bicycling or walking to school is prohibitive both in terms of time and distance and of safety as SR 256 has no bicycle or pedestrian facilities between Taylor Road and the Marcus Cinema.

Other subdivisions outside of a one-mile radius whose residents currently attend Fairfield Elementary include Chevington Woods, Chevington Woods North, Mingo Estates, New England Acres, Sturbridge Manor, and Meadowmoore.

For the most part, the older subdivisions and older sections of multi-phase subdivisions are without sidewalks. The newer phases of older subdivisions and newer subdivisions are uniformly equipped with sidewalks.

Subdivisions with sidewalks include Summerfield Sections VII – XV, Glenshire, Eastwood Village, Haaf Farms (with a gap over a culvert on Haaf Farms Drive), Ashley Creek, Bentwood Farms/Mallard Pond, Manors at Cross Creek, Meadowmoore, and Daysprings.

There is a short asphalt path that connects Glenshire to Fairfield Elementary.

There are three curb cuts into the school within a hundred feet or so of each other. These are, going west to east: bus lane, parking lot, and the driveway for the buses into the school. Typical observances found when school is letting in and out include the following items:

- When school is letting in a steady line of cars and buses enter the parking lot from either the east or south from Coventry Avenue. The cars began to arrive at 8:45 a.m. and buses arrive shortly thereafter.
- After buses enter the bus lane, they travel north, circle west and then head south into the loading/unloading area. The buses drive as far south as they can in the loading/unloading area and line up to unload. All buses exit south on Coventry when they are done unloading.
- As a steady stream of cars is coming to the school from two different directions, bottlenecks can occur. The vast majority of cars enter through the parking lot to unload.
- Several cars also enter through the bus lane that enters the school property east of the parking lot. The cars going through the parking lot travel north in the lot until they get to a turn around, at which time they enter the loading/unloading area in front of the school going south. The cars line up facing south on the east side of the loading/unloading area and the children cross between parked buses.
- As cars exit the school going south through the parking lot they turn either right or left. Those cars turning left can create traffic problems for arriving parents and buses. As predicted, a bottleneck occurs.
- There are school personnel supervising the unloading of cars and buses.

- Minor accidents in the parking lot are common. Cars drive both ways in the parking lot. Strict one-way directions should be established in the lot.
- Although the school does not officially let out until 3:45 cars line up on the east side of the bus lane by 3:30. At this time, two of the buses arrive. Parents often leave their cars to personally retrieve their children. Other parents walk from Glenshire and Summerfield to pick up their children and walk back with them.
- Unlike drop off, everyone is there to pick up at once. This creates a congestion issue since parking is at maximum in the bus lane and the rest of the parents park in the lot. At one point, parking in the bus lane is two cars wide. The cars leave as children are loaded and pull away. Other cars jockeyed to fill the empty space. Children crossed between buses to get to the waiting cars.
- There is not a traffic logjam at pickup time on Coventry Avenue as nearly everyone picking up children has already arrived by the time school lets out.

Traffic Control, Lighting, Crosswalks and Traffic Calming:

Currently, all collector intersections are controlled by traffic lights. These include Refugee Road and Hill Road, Hill Road and Birchwood Street, Hill Road and Cross Creek, Hill Road and the north entrance of Stonecreek Drive, Hill Road and Blacklick Eastern Road, Blacklick Eastern Road and Taylor Road, Blacklick Eastern Road and Harmon Road, Blacklick Eastern Road and Milnor Road, Refugee Road and Milnor Road, and Refugee Road and Harmon Road.

There are consistently crosswalks with pedestrian crossing buttons along Hill Road. There is also a crosswalk along Coventry Avenue just east of the school, but it unfortunately does not terminate in a usable pedestrian facility. There are crosswalks along Harmon Road at the entrance to Harmon Middle School and at Meadowood Drive/Bentwood Farms Drive.

3.2 Heritage Elementary

The Heritage Elementary School is situated on East Street just north of Columbus Street in the City of Pickerington. The school primarily serves the Pickerington Olde Town area with 391 children attending the school.

Information provided from 2024 by PLSD personnel indicated 202, or 62%, rode the bus. The remainder, 144 students, or 38% either biked, walked or were driven to school. School hours are from 8:45 am to 3:45 pm.

There is a limited number of sidewalks in the area of Heritage Elementary that are generally in good shape. There are bike racks available at the school. Heritage also serves as the PLSD district office.

Traffic:

Vehicular traffic, mostly cars, is heaviest during the school opening and closing but East Street has constant traffic flow. The roadway width accommodates buses and other vehicle traffic, but driver’s views are often blocked by stopped vehicles.

When buses are loading or unloading traffic from the side streets must come to a standstill as there is no way for a safe entry onto the busy street.

Some may say that a “traffic cop” is needed to assist students and teachers alike to cross the street but a “school guard” program would be preferred. A school guard could be a teacher or a parent who would assist in the crossing of children.

Consider one-way traffic on a couple of side streets or East Street. Long term, the school could be closed, and a new one built elsewhere with vehicle and pedestrian traffic considered.

The limited sidewalks, unsafe roadways and traffic congestion must be addressed if a “Safe Route to School” project is to meet the safety for children. Of note is a 2023 City of Pickerington CIP project that installed new sidewalks on East Borland Street between Center Street and East Street.

Traffic Control Devices:

School zone signage needs to be replaced and upgraded with programmable flashers. Other traffic control devices such as signage, markings, and safety control devices need to be evaluated for uniformity and effectiveness.

Street Lighting:

While there are some street lights in the area, more lights are recommended.

3.3 Pickerington Elementary

Pickerington Elementary has an address of 775 Lond Road and is located at the intersection of Diley Road and Long Road in the City of Pickerington. Long Road is classified as a Major Collector Road and Diley Road is classified as a Minor Arterial road. Diley Road was widened in 2009 from a two-lane road to a 5-lane road with a 10’ wide multi-use path and a 5’ wide sidewalk. The addition of the 10’ multi-use path and 5’ sidewalk are directly the result of MORPC’s Routine Accommodation policy. In 2010, the speed limit of Diley Road was increased from 35 miles per hour to 45 miles per hour.

Pickerington Elementary currently enrolls 530 students in Grades K-4. School hours are from 8:55 am to 3:45 pm. Based on 2024 data, approximately 324 students (61%) rode the bus. The remainder, 206 students or 39%, either walked, biked or were driven to school. Due to safety concerns, there are no bike racks available at the school.

The other main roads that serve as collector roads to get to Pickerington Elementary include West Columbus Street, Wright Road, Hill Road, Windmill Drive, and Schoolhouse Road. Hill Road is serviced by sidewalks from the railroad tracks to just south of West Columbus Street. All of the other collector roads and Long Road are not served by sidewalks.

Sidewalks are present along the south side of Long Road from Colony Park Drive to Pickerington Elementary, constructed with prior SRTS funding. A 2022 SRTS project provided for the addition of sidewalks west of Hill Road, along West Columbus Street and Long Road.

Pickerington Elementary has the following subdivisions within one mile: Longview Highlands, Violet Springs, Colony Park, George’s Creek, Pine Ridge, Sheffield, Westview Manor, Manchester, Preston Trails, Stonebridge, Meadowbrook Estates, Willow Pond, Cherry Hill, Pickerington Run, Windmill Ponds, The Homestead, The Landings, Longview Acres, Violet Springs, Lakes Edge Apartments, Rural Acres, and the Reserve at Pickerington Ponds. All of these subdivisions have sidewalks with the exception of Violet Springs, Meadowbrook Estates, Rural Acres, and West View Manor.

Buses and cars have separate drop-off points, but at times must use the same driveway entrance. Buses begin by using the center entrance, but as buses fill the lot, they must enter at the west entrance where cars enter. Cars line up in the driving aisle around the side parking lot and eventually back up onto Long Road. At the beginning of the school year, the principal and another staff member stand in the driveway blocking cars from using the bus entrance and drop-off. Due to staffing limitations, this can only be done for about two weeks. After that, some parents revert to short cutting the line by using the bus drop-off.

In the morning, staff are available at both the front and side entrances to assist students into the building. However, some parents drop students off at the side entrance before the staff is available.

Circulation problems:

The intersections of Long Road and Diley Road and West Columbus Street/Wright Road and Diley Road got traffic signals, crosswalks, and pedestrian signals with the widening of Diley Road. The speed limit for Diley Road at both intersections is 45 mph. The speed limit of Long Road and West Columbus Street east of Diley Road is 25 mph. The speed limit of Long Road west of Diley Road is 35 mph. The speed limit of Wright Road is 50 mph.

The intersection of West Columbus Street with Long Road and Violet Drive East has a speed limit of all roads at this intersection of 25 mph.

There is a railroad that crosses both Diley Road and Hill Road within the one-mile radius of the school. Pedestrian safety devices were installed when Diley Road was widened where the multi-use path/sidewalk cross the railroad. Hill Road needs pedestrian safety devices at the railroad when the sidewalk is continued northward.

3.4 Sycamore Creek Elementary

Sycamore Creek Elementary is located at 500 Sycamore Creek which is between Columbus Street and Busey Roads and west of Hill Road. It is the southernmost school in the district. The school opened in September 2009. It currently houses 683 students in Grades K-4. Of those, 255, or 37%, are bused. The remainder of the 428 students (63%), either walked, biked, or were driven to school. It should be noted that Sycamore Creek has historically had the best participation of all elementary schools in the District's Safe Routes to School walk to school activities. School hours are from 8:55 am to 3:45 pm.

Traffic:

The main roads that serve as collector streets to get to Sycamore Creek are Hill Road South and Busey Road. Neither of these have sidewalks or other bicycle or pedestrian facilities. Within the subdivisions the speed limit is uniformly 25 mph. There are three proposed multi-use paths: one connecting The Villages of Sycamore Creek to Fox Glen East, one running east west just south of the school, and one following the creek east of Woodstream.

The following subdivisions are located within one mile of Sycamore Creek Elementary: Fox Glen East, Fox Glen West (part), Manchester, Preston Trails (part), Residence at Pickerington Pond, Stonebridge (part), Sycamore Creek Condos, Villages at Sycamore Creek, Violet Hills and Woodstream. To better accommodate a changing enrollment, service boundaries have been and will continue to be subject to annual redistricting by the school district administration and board.

With the exception of Violet Hills, all of the subdivisions include a complete system of sidewalks. The condominiums have internal sidewalks and as they are private streets and not public roadways are not

subject to public improvements. There is an existing multi-use path that runs east-west at the very north of the walking area. It is not a complete loop and connects to Preston Trails but does not connect to Stonebridge. The subdivision Villages of Sycamore Creek backs up to Fox Glen East; however, there is no current public connection between them.

Onsite Traffic Circulation:

Bus and parent drop offs are located in separate areas. The drop off and bike racks are located on the west side of the building and are accessed from Sycamore Creek Drive. School buses enter and exit from Fairfield Drive. To avoid the school-related traffic, many parents drop off their children on Penn Street or Sycamore Creek Drive. There are four sets of bike racks at the school of the old "wheel bender" type rather than the newer style inverted "U" used at Harmon Middle School.

Traffic Control, Lighting, Crosswalks and Traffic Calming:

There are no traffic signals or crosswalks at the very awkward Hill Road/Busey Road intersection. The intersection is controlled by stop signs on Busey Road. Within the two major subdivisions feeding into Sycamore Creek, Woodstream and The Villages of Sycamore Creek, are many stop signs and speed limit signs. The stop signs in Woodstream are not used at every intersection and are more consistently used at the Villages of Sycamore Creek. There are street lights at the corners in The Villages of Sycamore Creek. Both of these subdivisions include crosswalks.

3.5 Toll Gate Elementary

The school is located at 12183 Toll Gate Road and uniquely shares a campus with Toll Gate Middle School. The school opened in September 2009. It currently houses 900 students in Grades K-4, of which 603 (67%) are bused. Most of the students live in Violet Township but the district also includes a part of Liberty Township as well. The remaining 297 students (33%), walked, biked, or were driven to school. The school is served by 12 buses. School hours are from 8:55 am to 3:45 pm.

Traffic:

The main roads servicing Toll Gate Elementary are Refugee (speed limit 50 mph outside of school zone) and Tollgate Road. Toll Gate Road was relocated when the school was built. With the exception of the sidewalks within the school grounds, neither road has any bicycle or pedestrian facilities. Refugee Road east of the school is hilly. Other roads that service this school include Ault, Pickerington and Saylor, none of which have sidewalks or other bicycle or pedestrian facilities.

The following subdivisions are located within one mile of Toll Gate Elementary: Fox Run Estates, Homestead Acres, Huntington Hills, Tollgate Estates and Heron Crossing which have sidewalks. None of the other subdivisions have sidewalks (with the exception of a sidewalk built by Violet Township on Huntington Hills Drive connecting Refugee Road to Kennington Square N). Many other subdivisions feed into this school but they are well beyond one mile from the school. The speed limit within the subdivisions is 25 mph and they are well marked. There is a proposed multi-use path that runs west of Huntington Hills, curves west, and then continues along Ault Road to SR 204.

Onsite Traffic Circulation:

Bus and parent drop off are located in separate areas. Parent drop off and bike racks are located on the school's main entrance on the southeast part of the school while buses are services on the west side of the

building in a driveway shared with the middle school. All of the students are bused although the facilities exist to allow for safe student passage across Refugee Road.

Traffic Control, Lighting, Crosswalks and Traffic Calming:

There is a traffic signal and several crosswalks at the corner of Refugee Road and Huntington Hills Drive. These enhancements along with the sidewalk along Huntington Hills drive facilitate travel to the school from this subdivision. With the exception of those crosswalks, that feature is absent in the subdivisions within one mile of this school. Stop signs are used in these subdivisions although some of the streets in Huntington Hills lack stop signs and stop lines. There is no street lighting present in these subdivisions.

3.6 Tussing Elementary

Tussing Elementary is located at 7117 Tussing Road, which is just west of Hines Road in the City of Columbus. As such, the school is located in the far northwest corner of the school district. This is the only school in the district located in the City of Columbus. Tussing Road is classified by the City of Columbus as an arterial road.

Built in 1996, Tussing Elementary currently enrolls 642 students in Grades K-4. Based on 2024 data, approximately 261 (41%) students rode the bus. The remainder, 330 students (59%), either walked, biked or were driven to school. There are bike racks available at the school. School hours are from 8:55 am to 3:45 pm.

The number and percentage of children who are driven is the highest of all the school district's elementary, middle and junior high schools. The percentage of children who take the bus is the lowest of the district's elementary, middle and junior high school. School hours are from 8:55 am to 3:45 pm with after-school activities continuing until 8:30 pm.

The main roads that serve as collector roads to get to Tussing Elementary include:

- Tussing Road (speed limit 35 mph)
- Hines Road (speed limit 35 mph)

Within subdivisions the speed limit is uniformly 25 mph.

The Metro Park's 10' wide Blacklick Creek Trail is located along Hines Road and Tussing Road.

Tussing Elementary has the following subdivisions, apartments and condominiums that are located within one mile: Park Place, Park Place at Turnberry, Park Place West, Turnberry Farms, Turnberry Place, Turnberry Green, Farm Creek, Woodland Trace Apartments, Highland Park Apartments, Pendleton Lake East Apartments, Pheasant Run Apartments, Grand Haven Commons Apartments, Brentwood Lakes Apartments, and Brooksedge Apartments. To better accommodate a changing enrollment, service boundaries have been and will continue to be subject to annual redistricting by the school district administration and board.

All of the subdivisions include a complete system of sidewalks. Apartments are usually built without internal sidewalks and as they are private streets and not public roadways are not subject to public improvements. There is a short path that connects Haswell Drive in Parks Place West to Tussing Elementary. There is another path that connects Turnberry Farms to Park Place West at Wilmar Drive.

Onsite Traffic Circulation:

Tussing has separate drop off locations for cars and school buses. Cars use the front entrance and buses have their own facility at the rear of the school. This facilitates getting students to school regardless of their means of vehicle transportation and avoids the conflicts experienced at some of the other Pickerington elementary schools.

Automobiles enter from both Tussing Road (north) and Park Place West (south) through the parking lot. A member of the school staff directs traffic at the entrance to the drop off lane area. Cars line up and drop off students on the curb side. Only one lane is used for drop off and it is marked by orange cones. The majority of cars waited until they reached the school entrance before letting the children out rather than allowing their child to exit the vehicle and walk the distance from door to door. Some parents chose to enter the parking lot to park and walk their child into the building. The closest lane to parking spaces is one-way going east. All cars exit at Tussing Road.

After school, the departure procedure is different from the arrival procedure. In the afternoon, parents park their cars and walk into the school to pick up the children, following the official procedure. The one wheelchair accessible bus also uses the north entrance lane.

There are speed bumps in the roadway connecting the north and south loading areas and while they will prevent speeding the speed bumps may also cause more wear and tear on the buses.

Traffic Control, Lighting, Crosswalks and Traffic Calming:

The intersection of Hines Road and Tussing Road is controlled by a traffic signal. It also includes a pedestrian activated crossing signal. There are no four-way stop signs on collectors and stop and yield signs are rare within subdivisions and the usage of such signs in any case is not consistent.

All subdivisions are equipped with one of two types of street lighting.

3.7 Violet Elementary

Violet Elementary is located at 8855 Education Drive just south of Refugee Road in Violet Township. Education Drive is a small neighborhood street and has sidewalks. Refugee Road is a minor arterial route for the Pickerington area and has a short portion of sidewalk on the south side of the street from Village Way to Education Drive. The speed limit on Refugee Rd is 40 mph from Hill Road North to Harmon Road. East of Harmon Road the speed limit is 45 mph.

Violet Elementary currently enrolls 525 students in Grades K-4. Based on a 2024 data, approximately 260 (50%) rode the bus. The remaining 265 students (50%) walked, biked or were driven to school. School hours are from 8:55 am to 3:45 pm. There are bike racks available at the school.

A portion of Hill Road North, which is a minor arterial route, is within the one-mile radius of Violet Elementary. The speed limit on this portion of Hill Rd is 35 mph. It only has sidewalks from Grandview Avenue/Diley Road south to the bridge just north of Brookside Drive.

Harmon Road has sidewalks from Refugee Rd north to Crawford Drive. The speed limit on Harmon Road is 40 mph. The speed limit on Milnor Road is 45 mph in the township and 25 mph inside Pickerington. All other streets are residential streets with a 25 mph speed limit.

Onsite Traffic Circulation:

The traffic flow around the school works fairly well. Parking is prohibited on the east side of Education Drive during school hours. This allows unimpeded north/south traffic flow even if the west side of the street in front of the school is parked full. The school driveway has one-way traffic flow. All vehicles enter on the north end, with busses then turning south to park in front of the building and cars proceeding into the side lot. The cars arriving to drop off or pick up students circle around the small lot, make their stop on the north side of the school, then exit at the same place they entered.

Sidewalks:

Violet Elementary has the following subdivisions within one mile which have sidewalks: Graystone, Melrose, Bentwood Farms, Mallard Pond, Winding Creek, Spring Creek and Chevington Village. Melrose and Chevington Village are the only subdivisions fully connected to the school with sidewalks. Sidewalks within Chevington Village are located along Village Way, Ravine Avenue and Easton Drive. At this time, Mingo Estates, Eastchester and Woodsfield subdivisions are not within the attendance boundaries of Violet Elementary. Sidewalks were installed in a small portion of Mingo Estates, including Brookside Drive, Brookside Lane, Bon Air Drive and Meadow Avenue, during 2007.

Lighting:

The Melrose subdivision has street lights covering the intersections and a few lights in between intersections. The Eastchester subdivision also has streetlights throughout. There are street lights in the condominium portion only of Spring Creek subdivision. The school parking lot has several overhead lights. There are also overhead streetlights at the following intersections: Refugee Road and Education Drive; Refugee Road and Village Way; Refugee Road and Mallard Pond Drive; Refugee Road and Steeplechase Avenue; Refugee Road and Inverness Glen; Refugee Road and Circle Drive; Refugee Road and Melody Lane; and Milnor Road and Village Way.

3.8 Diley Middle School

Diley Middle School is located within the Preston Trails subdivision near the intersection of Diley Road and Preston Trails Drive in the City of Pickerington. Diley Middle School currently houses 565 students in Grades 5-6. School hours are from 7:35 am to 2:35 pm. There are bike racks available at the school.

Based on 2024 data, approximately 463 students (82%) rode the bus. The remaining 102 students (18%) walked, biked or were driven to school. The school also permits bicycling to school and has a set bicycling policy. Bicycle racks are provided at the school.

Diley is a 5-lane road with a 10' wide multi-use path and a 5 ft. wide sidewalk. The speed limit is 45 miles per hour.

Preston Trails Drive is classified by the City of Pickerington as a local road and Diley Road is classified as a Minor Arterial Road. The other main roads that serve as collector roads to get to Diley Middle School include West Columbus Street, Wright Road, Long Road, Hill Road South, and Schoolhouse

Road. Hill Road South is serviced by sidewalks from the railroad tracks to just south of West Columbus Street.

Diley Middle School is located less than one mile south of Pickerington Elementary and therefore shares many of the same surroundings.

West Columbus Street and Long Road are scheduled for curb and gutter and sidewalk improvements sometime in the next five years per the City's Capital Improvements Plan; however, this is subject to change depending on available funding and yearly budget review.

Diley Middle School has the following subdivisions within one mile: Violet Springs, Colony Park, George's Creek, Pine Ridge, Sheffield, Westview Manor, Manchester, Preston Trails, Stonebridge, Meadowbrook Estates, Willow Pond, Rural Acres, Fox Glen, Sycamore Creek, and the Reserve at Pickerington Ponds. All of these subdivisions have sidewalks with the exception of Violet Springs, Meadowbrook Estates, Rural Acres, and West View Manor.

Onsite Traffic Circulation:

The bus and parent drop-off sites are separated entirely. All vehicles enter using the same driveway off Preston Trails Drive. Buses turn right into the south lot and are isolated from the car traffic. Cars line up along the driveway, around the building, to the north entrance. In the morning, there are some parents of private school children who drop off their students at Diley to catch a bus to another school. Some of these parents stop at the sidewalk along the west side of the building to let the students out as it is a shorter walk for them to the bus. This stops the line of cars before it gets to the drop-off point. Other parents then pull around the stopped cars, sometimes letting their children out in the driveway in front of vehicles.

In the afternoon, cars line up in the driveway and buses have to drive through the stopped line of cars to get to the bus lot. When buses are ready to leave, a staff member stops the cars exiting the driveway in order to let the buses out.

There are several students who ride bikes to school, however, they do not all ride safely. This was clearly illustrated when one of our committee members observed three students riding down the middle of the street into oncoming traffic just after exiting the school grounds.

Circulation problems:

The intersections of Long Road and Diley Road and West Columbus Street/Wright Road and Diley Road have traffic signals, crosswalks and pedestrian signals. The speed limit for Diley Road at both intersections is 45 mph. The speed limit of Long Road and West Columbus Street east of Diley Road is 25 mph. The speed limit of Long Road west of Diley Road is 35 mph. The speed limit of Wright Road is 50 mph.

The intersection of West Columbus Street with Long Road and Violet Drive East has a speed limit of all roads at this intersection of 25 mph.

Lighting:

All subdivisions within Diley Middle School's one mile radius have streetlights, with the exceptions of Stonebridge, West View Manor and Manor House Estates which do not. There are streetlights at intersections in Cherry Hill.

3.8 Harmon Middle School

Harmon Middle School is located on the south end of Harmon Road between Refugee Road and St. Rt. 204 (Blacklick Eastern Road) in Violet Township. Harmon Middle School currently enrolls 613 students in Grades 5 and 6. There are bike racks available at the school.

School hours are from 7:35 am to 2:35 pm. Based on 2024 data, approximately 407 students (66%) rode the bus. The remaining 206 students, or 34%, walked, biked or were driven to school. The school permits bicycling to school and has a set bicycling policy. Bicycle racks are provided at the school.

The main roads that serve as collector roads to get to Harmon Middle School include Harmon Road, Hill Road North, Refugee Road, and Milnor Road. Harmon Road has a sidewalk on the east side of Harmon Road from just north of Harmon Middle School south to Refugee Road. Harmon Road also has a sidewalk on the west side of the road from north of Camelot Street going south to Refugee Road. That sidewalk takes a jog through Harmon Road Park.

Refugee Road is a major arterial route in the Pickerington area and has a short portion of sidewalk on the south side of the street from Village Way to Education Drive near Violet Elementary. The Fairfield County Engineer received a grant to conduct a traffic study of the Refugee Road Corridor that was completed in the spring of 2007.

Harmon Middle School has the following subdivisions, apartments and condominiums located within one mile: Woodsfield, Brookview, Summerfield VII-XV, Eastchester, Bentwood Farms/Mallard Pond, Fairfield Square, Countrywood Estates, Mingo Estates, and Melrose; parts of Summerfield I-VI, Ashley Creek, and Winding Creek.

Sidewalks:

Subdivisions without sidewalks include Summerfield Sections I-VI, portions of Woodsfield, Mingo Estates, Eastchester, Countrywood Estates, and Brookview. Additionally, prior SRTS projects provided new sidewalks within the Woodsfield and Summerfield subdivisions specifically designed to allow pedestrian access to Harmon Middle School.

Circulation problems:

Currently, all collector intersections are controlled by traffic signals. These include Refugee Road and Hill Road, Hill Road and Birchwood Street, Hill Road and Cross Creek, Refugee Road and Milnor Road, and Refugee Road and Harmon Road.

While there are no four-way stop signs on collector streets, stop and yield signs are numerous within subdivisions.

The speed limit on Harmon Road is 40 mph with the exception of the Harmon Middle School zone where it is reduced during restricted hours. Refugee Road has a speed limit of 40-45 mph and Milnor Road is 45 mph within Violet Township and 25 mph within the City of Pickerington. The speed limit of Hill Road North is 50 mph north of Diley Road and 35 mph south of Diley Road. The speed limit within subdivisions is uniformly set at 25 mph.

There are crosswalks with pedestrian crossing buttons along Hill Road and along Harmon Road at the entrance to Harmon Middle School and at Meadowood Drive/Bentwood Farms Drive.

3.10 Toll Gate Middle School

The school is located at 12089 Toll Gate Road and shares a campus with Toll Gate Elementary. The school opened in September 2009. It currently houses 614 students in Grades 4, 5 and 6 of which 456 (78%) are bused. The remaining 158 students (22%) walked, biked or were driven to school. Most of the students live in Violet Township but the district also includes part of Liberty Township as well. The school is serviced by 12 school buses. School hours are 7:35 am to 2:35 pm.

Traffic:

The main roads servicing Toll Gate Elementary are Refugee (speed limit 50 mph outside of school zone) and Tollgate Road. Toll Gate Road was relocated when the school was built. With the exception of the sidewalk that extends within the school grounds neither road has any bicycle or pedestrian facilities. Refugee Road east of the school is hilly. Other roads that service this school include Ault, Pickerington and Saylor, none of which have sidewalks or other bicycle or pedestrian facilities.

The following subdivisions are located within one mile of Toll Middle School: Fox Run Estates, Homestead Acres, Huntington Hills, Tollgate Estates and Graystone which has sidewalks. None of the others have sidewalks (with the exception of a sidewalk built by Violet Township on Huntington Hills Drive connecting Refugee Road to Kennington Square N). Many other subdivisions feed into this school but they are well beyond one mile from the school. The speed limit within the subdivisions is 25 mph and they are well marked. There is a proposed multi-use path that runs west of Huntington Hills, curves west, and then continues along Ault Road to SR 204.

Onsite Traffic Circulation:

Bus and parent drop off locations are located in separate areas. Parent drop off and bike racks are located on the school's main entrance on the southeast part of the school while buses are located on the west side of the building in a driveway shared with the middle school. Facilities exist to allow for safe student passage to cross Refugee Road at Huntington Hills Drive and since only a small portion of the Huntington Hills subdivision is within one mile of the school, the entire subdivision is bused.

Traffic Control, Lighting, Crosswalks and Traffic Calming:

There is a stop light and crosswalks at the corner of Refugee Road and Huntington Hills Drive. These enhancements along with the sidewalk along Huntington Hills drive facilitate travel to the school from this subdivision. With the exception of those crosswalks, that feature is absent in the subdivisions within one mile of this school. Stop signs are used in these subdivisions although some of the streets in Huntington Hills lack stop signs and stop lines. There is no street lighting present in these subdivisions.

3.11 Lakeview Junior High School/Pickerington High School North

Lakeview Junior High and Pickerington North High School are located on Achievement Way in Violet Township. The schools are located on a 'campus-style development.' A school district bus garage is located on the grounds of Lakeview Junior High. It includes a large maintenance building and parking for approximately 50 buses.

Lakeview Junior High currently enrolls 887 students in Grades 7 and 8. The school is served by 21 school buses. School hours are from 7:05 am to 2:00 pm. Due to safety concerns there are no bike racks available at the school.

Based on 2024 data, 889 students were enrolled. Approximately 657 students (74%) rode the bus. The remaining 232 students (26%) walked or were driven to school. The school does not have a stated walking and bicycling policy and bicycle racks are not provided at the school.

In 2024, Pickerington High School North houses students in grades 9-12 and has an enrollment of 1,710 students. Approximately 730 (43%) rode the bus. The remaining 980 (57%) walked or were driven to school. School hours are 8:10 am to 3:10 pm.

The Lakeview Junior High/Pickerington High School North campus is bounded by Ault Road, Pickerington Road and Refugee Road. Refugee Road and Ault Road are classified as minor arterial roads and Pickerington Road is classified as a minor collector road.

Sidewalks:

The full length of Achievement Way is serviced by sidewalks either on the west side of the road or as part of adjacent building infrastructure. Refugee Road has sidewalks bordering most of the school campus property. Nearby Spring Creek Condominiums are served by sidewalks. No other roads within a one-mile radius of the school have sidewalks. Sidewalks are not continuous.

Lakeview Junior High and North High School have the following subdivisions within one mile: Fox Run Estates, Fox Run West, NE Baker, Cansada Estates have no sidewalks. Enclave at Meadowmoore, Meadowmoore, Graystone and Spring Creek have sidewalks.

The intersections of Refugee Road with Achievement Way, Pickerington Road, and Milnor Road have traffic signals.

There is a school crossing zone at Achievement Way and Refugee Road which includes pedestrian crossing lights and marked crosswalks. There is a north/south pedestrian crossing light on Pickerington Road at Refugee Road.

The speed limit on Achievement Way is 25 mph. The speed limit on Ault, Pickerington and Refugee Roads is 55 mph at normal times. There are posted School Zone areas on all three roads reducing the speed limit to 20 mph during “restricted hours”.

The school campus area is well lit with street lights on Achievement Way. There are street lights on Refugee Road and within the Spring Lakes Condominium development.

3.12 Ridgeview Junior High School/Pickerington High School Central

Ridgeview Junior High School is located at 30 Hill Road South in the City of Pickerington and currently houses students in grades 7-8. Current enrollment is 888 students. PLSD 2024 data indicated 566 students (64%) rode buses to school. The remaining 562 students (36%) walked, biked or were driven to school. Twenty two buses serve the school. There are bike racks available at the school.

School hours are 7:20 a.m. to 2:15 p.m. After school activities regularly extend the day into evening hours, especially during athletic contests. These events might not end until 9:30 p.m.

Pickerington High School Central has the address of 300 Opportunity Way. Enrollment in 2024 is 1,738 students. School hours are 8:10 am to 3:10 pm. After school activities regularly extend the day into evening hours, especially during athletic contests. These events might not end until 9:30 p.m. Approximately 718 (41%) students ride the bus with the remainder 1,020 (59%) walking, driving or dropped off.

Hill Road South in the vicinity of the schools is classified as a minor collector road by the City of Pickerington. Ridgeview is located on the east side of Hill Road approximately one-quarter mile south of the intersection of Columbus Street and S.R. 256. Hill Road South is a two-lane roadway posted for 25 MPH and carrying moderate volumes of traffic to and from Pickerington’s “downtown” area and S.R. 256.

Onsite Traffic Flow:

Once on the school grounds, vehicles queue to discharge students near the school door. There is minimal conflict between school buses and private vehicles. Most of the school buses leave the Ridgeview lot by approximately 7:10 a.m. Students being dropped off enter the school from a different door than bus riders. Central High School utilizes Opportunity Way for access to parking lots. Opportunity Way intersects with both Lockville and Hill Roads.

Ridgeview is unique among the schools being studied in that its walk zone is the largest. The following subdivisions (or portions thereof) are located within one mile of Ridgeview. Those subdivisions marked (*) are located within Ridgeview’s walk area. School bus service is provided in all other areas:

- | | |
|-------------------------|------------------------------------|
| Beals Lake | Preston Trails (*) |
| Colony Park | Ra-Mar Acres (*) |
| Lakes Edge | Shadow Oaks |
| Manchester (*) | Simsbury Estates |
| Meadowbrook Estates (*) | Stonebridge (*) |
| Milnor Place | Sycamore Creek Village (Partial *) |
| Pickerington Hills (*) | Violet Springs |
| Pickerington Meadows | West View Manor (*) |
| Pickerington Park | Willard Root Addition |
| Pickerington Run | Willow Pond (*) |

In addition, all students residing near the Hill Road South – West Columbus Street intersection and south of the railroad track walk to Ridgeview.

There are several major intersections located within Ridgeview’s and Central’s walk zone. One or more of these intersections would be used by Ridgeview children walking to school depending on which direction they would be traveling. These intersections include Hill Road and West Columbus Street; Lockville Road and Opportunity Way/Ramar Drive; Lockville Road/Center Street and Columbus Street; Hill Road South and Stonebridge Drive; Long Road/Violet Drive West and West Columbus Street; and Hill Road South and Carver Drive. A police officer is used at Hill Road South and Stonebridge Drive to assist walkers from the Stonebridge subdivision.

Sidewalks:

Two of the three major approach routes (Hill Road North and Center Street) feature sidewalks south of the grade crossings but none to the north. Columbus Street/St. Rt. 256 (east of the grade crossing) features a bike lane on both sides of the roadway. While these paths could be used by children residing in the

Willard Root Addition and parts of the Simsbury Estates and Shadow Oaks subdivisions, the presence of the railroad crossing west of these areas precludes use of the path to reach Ridgeview or Heritage Elementary School.

West Columbus Street and Long Road have sidewalks running east away from the S.R. 256 intersection, but only as far as the bridge over Sycamore Creek. From that point westward, no sidewalks exist except for a portion of the north side of Long Road between Colony Park and Poplar. Presently, Ridgeview students residing in Willow Pond are asked to walk through that subdivision along Pruden Drive as an alternative to walking along Long Road since sidewalks exist on Pruden Drive and Hill Road North. Many students prefer to walk on Long Road since this is a much shorter route. The newer sidewalks on Long Road described previously make walking safer.

The Colony Park subdivision could be included in the walk zone if it could be linked to Willow Pond. Once in Willow Pond, Ridgeview and Central students utilize existing sidewalks on Pruden Drive and Hill Road North to reach Ridgeview and Central.

Bikeway Plans

Several Active Transportation Plans describe cycling routes through the City of Pickerington, Violet Township and Fairfield County areas. In 2006, the City of Pickerington completed a Bikeway Plan as part of its Parks and Recreation Facilities Master Plan. The plan encompasses the school district in Pickerington and Violet Township. In 2013, Fairfield County adopted Rolling Forward, an amendment to the 2009 Active Transportation and Open Space Plan. Furthermore, in 2016, the fifth edition of the Columbus Metro Bike Map was produced.

SECTION 4 BARRIERS TO SAFE ACTIVE TRANSPORTATION

---OVERALL, SCHOOL DISTRICT POLICY: The school has established a walking and bicycling policy statement on their Web site which reflects current infrastructure conditions:

“Students who live close to school may ride bicycles to school with parental permission. Permission forms must be returned prior to riding a bicycle to school. Due to the amount of traffic at dismissal and our concern for student safety, students in grades 1-2 are encouraged not to ride bicycles to school.

An increase in traffic causes the school much concern for student safety, especially for students riding bicycles to and from school. They ask that all parents consider the safety of their children riding a bicycle. The school administration strongly recommends children walk to and from school.”

Pickerington Local School District is fortunate that teachers, administrators, and other building staff at all buildings are involved in helping with traffic.

Accident data can be reviewed from Pickerington Police Department, Fairfield County Sheriff, and Ohio Department of Public Safety.

In general, each school can be characterized as being congested with commingling of cars buses and pedestrians.

4.1 Fairfield Elementary

The main roads that serve as collector roads to get to Fairfield Elementary include:

- Hill Road (State Route 256), speed limit 50 mph, reduced to 40 mph north of Blacklick Eastern Road (State Route 204)
- Blacklick Eastern Road, speed limit 45 mph
- Refugee Road, speed limit 45 mph from Milnor to west of Harmon, reduces to 40 mph between Harmon Road and Hill Road
- Harmon Road, speed limit 40 mph except in Harmon Middle School zone where it is reduced during restricted hours.
- Milnor Road, unposted 55 mph speed limit between Blacklick Eastern Road and Refugee Road, limit posted as 45 mph south of Refugee Road
- Within subdivisions the speed limit is uniformly 25 mph.

With the exceptions mentioned below all of the other named collector roads are not served by sidewalks.

As discussed, Hill Road is serviced by sidewalks (with one gap in front of US Bank at Stonecreek Drive) going south beginning from the Marcus Center on the east side of the street and going south beginning north of The Residence at Turnberry on the west side of the street to Refugee Road. South of Refugee Road the sidewalk continues south on the east side of Hill Road to the end of the school's district boundary. The sidewalk does not continue north past the Marcus Center/Residence at Turnberry on either side of the street. It currently ends 500' south of the entrance to the Kroger shopping center on the west side of Hill Road.

Refugee Road starting at Hill Road and traveling east only has sidewalks between the Pizza Hut entrance on the north side and Giant Eagle entrance on the south side of the street.

Although Harmon Road has a sidewalk on the west side from north of Camelot Street going south to Refugee Road, the north end of that sidewalk terminates in the grass before reaching Blacklick-Eastern Rd. There is a sidewalk on the east side of Harmon Road from just north of Harmon Middle School south to Refugee Road. Unfortunately, this sidewalk terminates at the school property line.

There are also apartments north of I-70 east of SR 256 on the south side of Taylor Road. Technically these apartments are within a one-mile radius of Fairfield Elementary as the crow flies. However, bicycling or walking to school is prohibitive both in terms of time and distance and of safety since SR 256 has no bicycle or pedestrian facilities between Taylor Road and the Marcus Cinema.

Other subdivisions outside of a one-mile radius whose residents currently attend Fairfield Elementary include Chevington Woods, Chevington Woods North, Mingo Estates, New England Acres, Sturbridge Manor, and Meadowmoore. With the exception of Meadowmoore, they are not served by sidewalks.

Few of these subdivisions have sidewalks. For the most part, the older subdivisions and older sections of multi-phase subdivisions are without sidewalks. The newer phases of older subdivisions and newer subdivisions are uniformly equipped with sidewalks. Subdivisions without sidewalks include Summerfield Sections I-VI, Woodsfield, Mingo Estates, Chevington Woods, Chevington Woods North, New England Acres and Eastchester.

The multi-phased Summerfield development creates a special condition for Fairfield Elementary. One can approach the school from the east on a sidewalk. However, with the exception of a short strip of sidewalk on the west side of Coventry Avenue between the school and Oxford Drive, there are no pedestrian facilities to the school from the south or west.

Sidewalks:

Subdivisions with sidewalks include Summerfield Sections VII – XV, Glenshire, Eastwood Village, Haaf Farm, Ashley Creek, Bentwood Farms/Mallard Pond, Manors at Cross Creek, Meadowmoore, and Dayspring. Regarding conditions on Spencer Drive, as this was not included when built, there needs to be a sidewalk added to connect the west part of Spencer Drive in Summerfield Section XV to Harmon Road.

With SRTS funding, sidewalks were added from Fairfield Elementary south on Coventry to Hounsedale. Additionally, a sidewalk was added to Hounsedale connecting existing sidewalks east of Coventry and west of Stonecreek Drive. Stonecreek Drive was also connected by sidewalks to both intersections with SR 256. The final sidewalks loop section for Fairfield Elementary was added on Oxford Drive between Stonecreek Drive and Coventry.

There is a short path that connects Glenshire to Fairfield Elementary. This path needs to be made accessible to persons with disabilities at the school driveway.

Condominium complexes like the Residence at Turnberry, Fairfield Square and Brookview are usually built without internal sidewalks and as they are private streets and not public roadways are not subject to public improvements. There are sidewalks along the adjacent street and streets leading to them.

There are three curb cuts into the school within a hundred feet or so of each other. These are, going west to east: bus lane, parking lot, and the driveway for the buses into the school. Typical observances found when school is letting in and out include the following items:

- When school is letting in a steady line of cars and buses enter the parking lot from either the east or south of Coventry Avenue. The cars begin to arrive at 8:25 a.m. and buses arrive shortly thereafter.
- After buses enter the bus lane, they travel north, circle west and then head south into the loading/unloading area. The buses drive as far south as they can in the loading/unloading area and line up to unload. All buses exit south on Coventry when they are done unloading.
- As a steady stream of cars is coming to the school from two different directions, bottlenecks can occur. The vast majority of cars enter through the parking lot to unload.
- Several cars also enter through the bus lane that enters the school property east of the parking lot. The cars going through the parking lot travel north in the lot until they get to a turn around, at which time they enter the loading/unloading area in front of the school going south. The cars line up facing south on the east side of the loading/unloading area and the children cross between parked buses.
- As cars exit the school going south through the parking lot they turn either right or left. Those cars turning left can create traffic problems for arriving parents and buses. As predicted, a bottleneck occurs.
- There are two school personnel supervising the unloading of cars and buses.
- Minor accidents in the parking lot are common. Cars drive both ways in the parking lot. Strict one-way directions should be established in the lot.
- Although the school does not officially let out until 3:30, cars line up on the east side of the bus lane by 3:15. Parents often leave their cars to personally retrieve their children. Other parents walk from Glenshire and Summerfield to pick up their children and walk back with them.

- Unlike drop off, everyone is there to pick up at once. This creates congestion as parking is at maximum in the bus lane and the rest of the parents park in the lot. At one point, parking in the bus lane is two cars wide. The cars leave as children load and pull away. Other cars jockey to fill the empty spaces. Children cross between buses to get to the waiting cars. The departure of buses creates a hazard for children bicycling or walking.
- There is not a traffic jam at pick up times on Coventry Avenue as nearly everyone picking up children has already arrived when school lets out.

Lighting:

With the exception of Hill Road, street lighting is virtually non-existent within the subdivisions and along the collectors.

Crosswalks:

New crosswalks and sidewalk sections were added by Violet Township along Coventry Avenue, Oxford Drive, Stonecreek Drive and Hounsedale Drive as part of a prior SRTS project.

4.2 Heritage Elementary

The area is noted for its extremely busy motor vehicle traffic, as East Street serves as a “shortcut” to East Columbus Street. The busiest times noted are just before school starts when buses are dropping off their students and of course at the end of the school day.

The school area has a number of side streets that allow egress and ingress from small tributaries roads that are congested and do not serve the area well.

Sidewalks:

Existing sidewalks in the area are generally passable. In general, the sidewalks are in fair to poor shape. Sidewalk replacement should be considered for a few areas. However, as described previously, new sidewalks were installed on East Borland Street in 2023 as part of a city CIP project.

Students walking from the west side of the town are subjected to limited sidewalks, with no walks on W. Columbus Street. This is an area that the city must consider as a potential dangerous situation as students from Ridgeview Junior High, Pickerington Central and Pickerington Elementary utilize the walking areas.

Traffic:

Vehicular traffic, mostly cars, is heaviest during the school opening and closing, but East Street has constant traffic flow. Most citations are for Speed in a School Zone or simple Speed after school. The roadway width accommodates buses and other vehicle traffic, but driver’s views are often blocked by stopped vehicles.

When buses are loading or unloading, traffic from the side streets must come to a standstill as there is no way for a safe entry onto the busy street.

One-way streets should be considered on side streets and East Street. Long term, closure of the school should be evaluated.

Traffic Control Devices:

School zone signage needs to be replaced and upgraded with programmable flashers. Other traffic control devices such as signage, markings, and safety control devices need to be evaluated for uniformity and effectiveness.

Street Lighting:

While there are some street lights in the area, more lights are recommended.

4.3 Pickerington Elementary

Pickerington Elementary is located at the intersection of Diley Road and Long Road in the City of Pickerington. Long Road is classified by the City of Pickerington as a Major Collector Road and Diley Road is classified as a Minor Arterial road. Diley Road was widened from a two-lane road to a 5-lane road with a 10' wide multi-use path and a 5' wide sidewalk in 2009. Due to safety concerns, there are currently no bike racks at the school.

Sidewalks:

New sidewalks were installed by the City of Pickerington on the south side of Long Road from Colony Park Drive to Pickerington in 2015 as part of a SRTS Project. Additionally, in 2022, new sidewalks on Long Road and West Columbus Street were constructed in 2022 with SRTS funding. As discussed in Section 6, the other main roads that serve as collector roads to get to Pickerington Elementary include West Columbus Street, Wright Road, Hill Road, Windmill Drive, and Schoolhouse Road. Hill Road is serviced by sidewalks from the railroad tracks to just south of West Columbus Street. The collector roads are not served by sidewalks. This is a major barrier to active transportation. Sidewalks are missing on the north side of Long Road between Georges Creek Drive and Ulrich Drive.

All of the subdivisions served by Pickerington Elementary have sidewalks with the exception of Violet Springs, Meadowbrook Estates, Rural Acres, and West View Manor.

There are students who live in the Pine Ridge Subdivision directly behind the school. An SRTS project provided funding to connect the subdivision to Long Road with a new sidewalk through an existing easement.

The intersection of West Columbus Street with Long Road and Violet Drive East is a problematic intersection. The intersection has a significant offset and Long Road comes in at a skewed angle. The intersection is not serviced by sidewalks and has no pedestrian safety devices. The speed limit of all roads at this intersection is 25 mph.

On November 12, 2005, a thirteen-year-old and a fourteen year old were skateboarding westbound on Long Road just west of Diley Road and approximately one mile from Pickerington Elementary. An oncoming car swerved to miss the fourteen-year-old and struck and killed the thirteen year old. The road conditions were good; however, the incident occurred after dark, and the roadway is not lighted and has no sidewalks.

4.4 Sycamore Creek Elementary

The main road that services Sycamore Creek Elementary is Sycamore Creek Drive. Sycamore Creek Elementary School was designed as a neighborhood school and is well-equipped with sidewalks, crosswalks and street lights. However, there are other students from outside of the neighborhood that attend Sycamore Creek Elementary School. Additional improvements are required to provide them with the opportunity to safely walk/bike to school.

The main barrier is a lack of pedestrian and bicycle facilities on Hill Road South from Stonebridge Boulevard to Busey Road and Busey Road from Streamwood Avenue to Diley Road as well as lack of crosswalks and signalization at the corner(s) of Busey and Hill. There is also an absence of street lighting in these areas.

Two major missing connections exist: one between Fox Glen East and The Villages of Sycamore Creek and the other between Stonebridge and The Villages of Sycamore Creek. These either preclude walking and biking to school or force students to take a very long way around to get there. The existing path connects to Preston Trails and parallels the existing roadway system.

Several of the subdivisions (Stonebridge and West View Manor) are older and lack street lighting which creates a barrier for walking in early morning.

4.5 Toll Gate Elementary School

The main roads serving Toll Gate Elementary and Middle School are Refugee Road and Toll Gate Road. These are not safe or conducive to walking or biking to school. Neither are Saylor Road, Ault Road, or Pickerington Road. The two later roads are both distant and due to the alignment of Pickerington Road will add to the travel distance. All these roads lack bicycle and pedestrian facilities, crosswalks and lighting.

With the exception of Huntington Hills, the Toll Gate schools are located far from any other subdivision. This makes any way to decrease the traveled distance to these schools for walkers and bicyclists a major consideration.

There is a traffic signal and crosswalk at Huntington Hills Drive/Toll Gate Road. This along with the Violet Township built sidewalk provides a usable way for students to cross Refugee Road and get to school. It will take crossing guards to make this a safer option. The problems in Huntington Hills are the lack of facilities within the subdivision itself and the curvilinear nature of its street system, along with a lack of crosswalks and of street lighting. The lack of crosswalks, sidewalks and lighting can be consistently applied to any other subdivision within one mile of these schools.

Refugee Road has a significant hill between Tollgate Road and Saylor Road. This creates an additional sight line safety issue.

4.6 Tussing Elementary

The main roads serving Tussing Elementary are Tussing Road and Hines Road. The speed limit within adjacent subdivisions is uniformly 25 mph.

Tussing Road is sporadically serviced by a short multi-use path. The asphalt path continues only as far as the apartment complex property line. No sidewalks are present on either side of Tussing Road between Hines Road and the school.

Metro Parks has constructed a multi-use path extending the Blacklick Creek Greenway Trail from the bridge on Tussing Road west of SR 256 to Hines Road and then south on Hines to connect to the existing trail section that had terminated just south of Refugee Road.

Unlike many other areas served by Pickerington Schools, the vast majority of streets where Tussing Elementary student live are extremely curvilinear or circuitous. The one exception to this is the north part of Park Place West. In most cases one cannot travel in a straight line to access the school property. Plus, connections between various subdivisions west of Hines Road are very rare. The result of this is vastly increased travel times for any child wishing to walk or ride their bike to school.

Apartment complexes like the Woodland Chase Apartments, Highland Park Apartments, Pendleton Lake East Apartments, Pheasant Run Apartments, Brentwood Lakes Apartments, and Brooksedge Apartments are usually built without internal sidewalks and as they are private streets and not public roadways are not subject to public improvements.

There are also no sidewalks on the west side of the building or roadway. This created a problem for students walking to their homes just west of the school as they had to walk on the grass. Nearly all homes west of Tussing Elementary have gated privacy fences.

All cars exit the school at Tussing Road. This is a problem as there is no traffic light there and especially if you are making a left turn you will face a wait and traffic in the left turn exit lane will back up.

Traffic Control, Lighting, Crosswalks and Traffic Calming:

There are no four-way stop signs on collectors and stop and yield signs are rare within subdivisions and the usage of such signs in any case is not consistent. All subdivisions are equipped with street lighting.

There are consistently no marked crosswalks, with the exception of the one that connects the walking path from Haswell Drive to the south parking lot of Tussing Elementary and one that crosses Tussing Road at Hines Road. The latter crosswalk does not end in a pedestrian facility on either side. There is a walk button and light.

4.7 Violet Elementary

Refugee Road is a minor arterial route in the Pickerington area and has a short portion of sidewalk on the south side of the street from Village Way to Education Drive. The speed limit on Refugee Rd is 40 mph from Hill Road North to Harmon Road. East of Harmon Road the speed limit is 45 mph. The Fairfield County Engineer has conducted a traffic study of the Refugee Road Corridor.

A portion of Hill Road North, which is a minor arterial route, is within the one-mile radius of Violet Elementary. The speed limit on this portion of Hill Rd is 35 mph. It only has sidewalks from Grandview Avenue/Diley Road south to the bridge just north of Brookside Drive.

The major collector roads servicing Violet Elementary are Milnor Road and Harmon Road. Milnor Road has no sidewalks. The speed limit on Harmon Road is 40 mph. The speed limit on Milnor Road is 55 mph in the township and 25 mph inside Pickerington.

Currently, there are only three intersections within the one-mile radius with traffic signals. They are at Refugee Road/Harmon Road, Refugee Road/Milnor Road and Hill Road North/Courtright Drive. A 2015 SRTS grant provided funding for a SRTS project that built sidewalks on Village Way, Easton Drive and Ravine Avenue.

If students want to ride bicycles, they are required to return a parental permission slip first. First and second grade students are encouraged **not** to ride bikes at all, and it is strongly recommended that **all** children walk to and from school.

The traffic flow around the school works fairly well. Parking is prohibited on the east side of Education Drive during school hours. This allows unimpeded north/south traffic flow even if the west side of the street in front of the school is parked full. The school driveway has one-way traffic flow. All vehicles enter at the north end, with buses then turning south to park in front of the building and cars proceeding into the side lot. The cars arriving to drop off or pick up students circle around the small lot, make their stop on the north side of the school, then exit at the same place they entered. A problem regarding traffic flow is the close proximity of the school driveway to Refugee Road. Traffic quickly backs up onto this minor arterial route leaving cars stopped in the left turn lane or pulled off on the south side berm during periods of bad weather.

Violet Elementary has the following subdivisions within one mile which have sidewalks: Melrose, Bentwood Farms, Mallard Pond, Winding Creek, Spring Creek and Graystone. The following subdivisions have no sidewalks: most of Mingo Estates, Woodsfield, Countrywood Estates, and Eastchester. Melrose is the only subdivision fully connected to the school with sidewalks. Ravine Drive, which is part of Chevington Village and intersects with Education Drive, has a sidewalk on the north side of the street from Melrose Blvd to just west of Village Way. At this time, Winding Creek, Spring Creek, Countrywood Estates and Woodsfield subdivisions are not within the attendance boundaries of Violet Elementary.

With regard to street lighting, it is inconsistent or non-existent. The Melrose subdivision has street lights covering the intersections and a few lights in between intersections. There are street lights in the condominium portion only of Spring Creek subdivision. The other subdivisions have no street lighting. The school parking lot has several overhead lights. There are also overhead streetlights at the following intersections: Refugee Road and Education Drive; Refugee Road and Village Way; Refugee Road and Mallard Pond Drive; Refugee Road and Steeplechase Avenue; Refugee Road and Inverness Glen; Refugee Road and Circle Drive; Refugee Road and Melody Lane; and Milnor Road and Village Way.

There is increasing residential and commercial development east of Violet Elementary School. This is increasing the traffic volume on Refugee Road which runs right through the middle of the one-mile radius around the school. The Fairfield County Engineer has received a grant to install a multi-use path along the Refugee Road corridor.

4.8 Diley Middle School

Diley Road is classified as a minor arterial road and was widened in 2009 from a two-lane road to a 5-lane road with a 10' wide multi-use path and a 5' wide sidewalk.

The other main roads that serve as collector roads to get to Diley Middle School include West Columbus Street, Wright Road, Long Road, Hill Road South, and Schoolhouse Road. With the exception of parts of Hill Road South, all of the other collector roads are not served by sidewalks.

Diley Middle School is located less than one mile south of Pickerington Elementary and therefore shares many of the same surroundings and problems.

As was mentioned in Section 6.6, Diley Middle School has several following subdivisions within one mile: Violet Springs, Colony Park, George's Creek, Pine Ridge, Sheffield, Westview Manor, Manchester, Preston Trails, Stonebridge, Meadowbrook Estates, Willow Pond, Rural Acres, Fox Glen, Sycamore Creek, and the Reserve at Pickerington Ponds. All of these subdivisions have sidewalks with the exception of Violet Springs, Meadowbrook Estates, Rural Acres, and West View Manor.

The intersections of Long Road and Diley Road and West Columbus Street/Wright Road and Diley Road have traffic signals, crosswalks, and pedestrian signals. The speed limit of Wright Road is 50 mph.

The intersection of West Columbus Street with Long Road and Violet Drive East should be evaluated for improvement. The intersection has a significant offset and Long Road comes in at a skewed angle. The intersection is not serviced by sidewalks and has no pedestrian safety devices.

4.9 Harmon Middle School

The main roads that serve as collector roads to Harmon Middle School include Harmon Road, Hill Road North, Refugee Road, and Milnor Road. Harmon Road has a sidewalk on the west side from north of Camelot Street going south to Refugee Road. The north end of that sidewalk terminates in the grass before reaching Blacklick-Eastern Rd. There is a sidewalk on the east side of Harmon Road from just north of Harmon Middle School south to Refugee Road. This north end of the sidewalk terminates at the school property line.

Refugee Road is a major arterial route in the Pickerington area and has a short portion of sidewalk on the south side of the street from Village Way to Education Drive near Violet Elementary. Milnor Road does not have any sidewalks or pedestrian facilities.

As indicated in Section 6.7, Harmon Middle School has many subdivisions, apartments and condominiums located within one mile: Woodsfield, Brookview, Summerfield VII-XV, Eastchester, Bentwood Farms/Mallard Pond, Fairfield Square, Countrywood Estates, Mingo Estates and Melrose; parts of Summerfield I-VI, Ashley Creek, and Winding Creek. Older subdivisions without sidewalks include Summerfield Sections I-VI, Woodsfield, Mingo Estates, Eastchester, Countrywood Estates, and Brookview.

Condominium complexes like Fairfield Square and Brookview are usually built without internal sidewalks and as they are private streets and not public roadways are not subject to public improvements. There are sidewalks along the adjacent street and streets leading to them.

Generally, with the exception of Hill Road, street lighting is virtually non-existent within the subdivisions and along the collectors. The Melrose subdivision has street lights covering the intersections and a few lights in between intersections. There are street lights in the condominium portion only of Spring Creek subdivision. The school parking lot has several overhead lights. There are also overhead streetlights at the following intersections: Refugee Road and Education Drive; Refugee Road and Village Way; Refugee Road and Mallard Pond Drive; Refugee Road and Steeplechase Avenue; Refugee Road and Inverness Glen; Refugee Road and Circle Drive; Refugee Road and Melody Lane; and Milnor Road and Village Way.

There are consistently crosswalks with pedestrian crossing buttons along Hill Road. There is also a crosswalk along Coventry Avenue just east of the school, but it unfortunately does not terminate in a

usable pedestrian facility. There are crosswalks along Harmon Road at the entrance to Harmon Middle School and at Meadowood Drive/Bentwood Farms Drive.

4.10 Toll Gate Middle School

Toll Gate Middle School shares a campus with Toll Gate Elementary School. Section 7.5 discusses the current transportation state of the Toll Gate campus.

4.11 Lakeview Junior High School/Pickerington High School North

A school district bus maintenance facility has recently been built on the grounds of Lakeview Junior High. It includes a large maintenance building and parking for approximately 50 buses. The addition of these buses has significantly affected traffic patterns within the area, adding to the congestion and increasing safety concerns.

The school does not have a stated walking and bicycling policy and bicycle racks are not provided at the school.

As this is on school property, the full length of Achievement Way is serviced by sidewalks either on the west side of the road or as part of adjacent building infrastructure. Similarly, Refugee Road has sidewalks bordering most of the school campus property. Nearby (but not adjacent) the Spring Creek Subdivision is served by sidewalks. However, these sidewalks do not extend beyond the subdivision. No other roads within a one-mile radius of the school have sidewalks.

Lakeview Junior High has the following subdivisions within one mile: Fox Run Estates, Fox Run West, NE Baker, and Cansada Estates. None of these subdivisions have sidewalks.

The intersections of Refugee Road with Achievement Way, Pickerington Road, and Milnor Road have traffic signals. The skewed intersection of Pickerington Road with Refugee Road needs evaluated for safety improvements. The addition of the bus depot on school property has made turning left onto Ault Road from any of the northern subdivisions extremely difficult in the morning.

There is a school crossing zone at Achievement Way and Refugee Road which includes pedestrian crossing lights and marked crosswalks. There is a north/south pedestrian crossing light on Pickerington Road at Refugee Road, but no additional pedestrian facilities beyond the intersection.

There are stop signs exiting onto Ault Road at Achievement Way, Fox Run Street, Fox Run Court N and S, and Gearied Street, but none of these include marked crosswalks.

The only street lighting within one mile of the school includes the school campus area, Refugee Road, and within the Spring Lakes development.

4.12 Ridgeview Junior High School/Pickerington High School Central

Traffic increases significantly during times when the school opens and dismisses. There are no traffic control devices in front of Ridgeview. The school district employs a police officer in front of this school to assist traffic turning left into the school.

It is not unusual to observe vehicles waiting on Hill Road South in both directions due to the large number of vehicles entering the school grounds and the short timeframe during which students are dropped off. The vast majority of students are dropped only 10-15 minutes prior to the opening of school.

Because of this congestion, any Ridgeview student who walks or bicycles to school from the north should cross Hill Road South at the West Columbus Street intersection rather than attempt to cross in front of the school. Also, due to the hilly terrain in the vicinity of the school's entrance, driver sight distance is restricted.

The intersection of Lockville Road and Opportunity Way/Ramar Drive is 25 mph with stop signs on Opportunity Way and Ramar Drive. Lockville Road does not have sidewalks. The intersection has a crosswalk on the outbound side of the intersection on Lockville Road. There are signs on Lockville warning of the upcoming crosswalk. Visibility is good; however, there is only one streetlight which is located at the crosswalk. This intersection lies within the one-mile radii of Ridgeview Junior High School and Heritage Elementary.

The intersection of Hill Road South and Stonebridge is difficult to cross due to the hilly terrain. There is a crosswalk on the south side of the intersection with signs cautioning drivers of its existence. The speed limit is 25 mph. The area is not well lit with only one streetlight located at the crosswalk. A police officer is present during school opening time. This intersection lies within the one-mile radii of Ridgeview Junior High School, Diley Middle School and Heritage Elementary.

The Hill Road South and Opportunity Way intersection is located in a 25-mph speed zone. There are sidewalks on the east side of Hill Road only. The intersection has a crosswalk on the north side of the intersection to the west side of Hill Road South where there are no sidewalks. The intersection is not well lit but there is one low street light adjacent to the crosswalk. Visibility is good approaching the intersection. This intersection lies within the one-mile radii of Ridgeview Junior High School, Diley Middle School and Heritage Elementary.

The railroad track grade crossings on Hill Road North, Center Street and Columbus Street have perhaps the most significant impact on Ridgeview's walk area. In the past, the Pickerington Board of Education has directed the administration to provide school bus service for any student whose walk to school would require crossing the track. Thus, students attending Ridgeview (along with students attending North High School and Heritage Elementary School) are bused to their respective schools as appropriate. Each grade crossing has warning lights and crossing gates but there are no safety features designed to safeguard pedestrians or bicyclists. Given the dangers associated with moving trains, any enhancement short of a pedestrian bridge at each crossing would not significantly reduce risk. While few trains can be observed on a typical day, the presence of any train presents a safety concern, especially where young children are involved.

Two of the three major approach routes (Hill Road North and Center Street) feature sidewalks south of the grade crossings but none to the north. Columbus Street (east of the grade crossing) features a multi-use path on the north side of the roadway. While this path could be used by children residing in the Willard Root Addition and parts of the Simsbury Estates and Shadow Oaks subdivisions, the presence of the railroad crossing west of these areas precludes use of the path to reach Ridgeview or Heritage Elementary School.

West Columbus Street and Long Road have sidewalks running west away from the S.R. 256 intersection, but only as far as the bridge over Sycamore Creek. From that point westward, no sidewalks exist except for a portion of Long Road between Colony Park and Elmwood. Presently, Ridgeview students residing in Willow Pond are asked to walk through that subdivision along Pruden Drive as an alternative to walking along Long Road since sidewalks exist on Pruden Drive and Hill Road North. Many students prefer to walk on Long Road since this is a much shorter albeit riskier route.

The Colony Park subdivision could be included in the walk zone if it could be linked to Willow Pond. Once in Willow Pond, Ridgeview students could utilize existing sidewalks on Pruden Drive and Hill Road North to reach Ridgeview.

SECTION 5: SOLUTIONS & COUNTERMEASURES

Within a one-mile radius of each school our goals are to:

- Increase the safety and number of walking/biking routes.
- Increase the number of students walking and biking to school.
- Ease traffic congestion.

We will utilize strategies enumerated in several of MORPC's publications, including:

- Bicycle Safety Education
- 2007 Final Shared-Use Paths Best Practices and Pilot Treatments
- Breaking Barriers to Bicycling: Bicycle Lanes Best Practices and Pilot Treatments
- Making Strides: Pedestrian Best Practices 2005

ENGINEERING

5.1 Fairfield Elementary

Given the information above, the following items are desired to provide students a safe route to Fairfield Elementary:

Sidewalks and multi-use paths along arterial and collector roads

- Sidewalks or multi-use paths will need to be installed on the following collector/arterial roads:
 - Blacklick Eastern Road
 - The west side of Harmon Road from north of Camelot Street to Blacklick Eastern Road
 - A sidewalk was installed along Oxford Drive, Coventry Avenue, Hounsedale Drive, and Stonecreek Drive in 2010 as part of a SRTS Project

Sidewalks within Subdivisions

- The following subdivisions will need sidewalks:
 - Summerfield Sections I-VI with priority for sidewalks placement is along Stonecreek Drive between Rustic Drive and Oxford Drive, Oxford Drive from Stonecreek Drive to Coventry Drive, Hounsedale Drive from Chantry Drive to Wheaton Drive.
 - An asphalt path was installed by Violet Township along the south side of Stonecreek Drive from the north Hill Road intersection to just north of Oxford Drive.
 - Prior SRTS funding provided new sidewalks from the edge of the school property going south on Coventry Drive to Hounsedale Drive, then west on Hounsedale to Stonecreek Drive, then north on Stonecreek to Oxford Drive, then east on Oxford to Coventry Drive making an effective loop around the neighborhood south of the school.

Crosswalks/Crossing Guards

- The following intersections along collectors will need crosswalks. In addition to the named crosswalk locations below, as a rule, place a crosswalk internally within a subdivision wherever there is a stop or yield sign:
 - Camelot Street at Harmon Road
 - Camelot Street at Chaucer Court,
 - Northchester Drive at Harmon Road
 - Crawford Drive at Harmon Road
 - Coventry Avenue at Oxford Drive (Scheduled for 2011 completion)
 - Blacklick Eastern at Harmon
 - Oxford Drive at Oldham, Northridge and Stratford to accompany sidewalk on south side of Oxford.
- The following intersections should be studied for the need of crossing guards and safety patrols: Camelot Street and Harmon Road; and Northchester Drive and Harmon Road.

Street Lights

- The following streets need street lights where crosswalks are placed: Harmon Road, Blacklick Eastern Road. Streetlights should also be placed at the intersection of Coventry Avenue and Oxford Drive.

Multi-use Paths connecting subdivisions.

- The possibility of creating a multi-use path between the subdivisions should be evaluated especially where placing sidewalks along major roads may prove difficult or costly.
- Extend Butterfield Drive to Hounsedale Drive or Crawford Drive between houses in Summerfield with a multi-use path like the one connecting Chevington Woods South to Ashley Creek. There is already a bridge crossing the creek just west of Butterfield Drive.
- Put a short multiuse path between houses connecting Rutherford Avenue in Summerfield to Wellesley Drive in Glenshire.

Other

- Improvements to onsite traffic circulation with possible stationing of someone to direct traffic at the entrance/exit to the Fairfield Elementary parking lot and bus lane
- Fix the inaccessible ramp from Glenshire to Fairfield and put a crosswalk in the school driveway.
- Study the need to reduce the speed limit on Harmon Road and Hill Road

5.2 Heritage Elementary

The following items are desired to provide students a safe route to Heritage Elementary:

Sidewalks and multi-use paths along arterial and collector roads

Sidewalks or multi-use paths need to be installed, replaced or upgraded on

- East Street
- Church Street
- Ashton Avenue
- Center Street
- The City of Pickerington installed a short portion of sidewalk on the east side of Center Street north from the railroad tracks to Borland Street as part of a road construction project.

- Milnor Road from Center Street to Longview Street
- Northern Avenue
- Lakeview Drive
- Lockville Road from end of existing sidewalk around Hereford Drive to Pickerington Hills Drive
- Columbus Street from East Street to Shawnee Drive
- Columbus Street from end of existing sidewalk just west of Hill Rd to Marie Avenue

Sidewalks were constructed along both sides of East Borland Street from Center Street to East Street in 2023.

Sidewalks within subdivisions

- The following subdivisions need sidewalks:
 - Willard Root Addition
 - Shadow Oaks Addition
 - Meadowbrook Estates

Street Lights

- Manor House addition

Crosswalks/Crossing Guards

- After the infrastructure has been completed on East Street, Borland Street, Church Street and Ashton Avenue, a crossing guard should be considered at the intersections of
 - East Street and Center Street
 - East Street and Borland Street

Other

- A traffic study to evaluate the number of speeding cars and possible need for increased police presence and enforcement surrounding the school.
- A traffic count, performed annually, to evaluate any change in the number of vehicles coming onto school grounds.

5.3 Pickerington Elementary

Given the information above, and considering that the widening of Diley Road included a multiuse path on the west side and sidewalk on the east side, the following items are desired to provide students a safe route to Pickerington Elementary:

Sidewalks and Multi-use Paths along arterial and collector roads

- Sidewalks or multi-use paths need to be installed on the following collector/arterial roads.
 - A new sidewalk was installed along Long Road from Colony Park Drive to Pickerington Elementary in 2016 as part of a SRTS Project
 - Hill Road from the railroad tracks northward to Diley Road.
 - Wright Road
 - Schoolhouse Road
 - Windmiller Drive

Sidewalks within subdivisions

- The following subdivisions need sidewalks:
 - Violet Springs

- Rural Acres

Crosswalks/Crossing Guards

- Study the need for crossing guards at these intersections:
 - Diley Road and West Columbus Street/Wright Road
 - Diley Road and Long Road-Currently covered by special duty officers.
 - Evaluate the need for a crossing guard at Long Road and Pearl Lane

Street Lights

- Street lighting will need to be installed in the following subdivisions:
 - Colony Park
 - West View Manor which is currently within the Sycamore Creek Elementary School attendance boundaries
- Install street lights on Long Road, Columbus Street and Wright Road in places where sidewalks will be installed.

Multi-use Paths connecting subdivisions.

- Evaluate the possibility of creating a multi-use path between the subdivisions of
 - Cherry Hill and Pickerington Run
 - Violet Springs and Colony Park
 - Preston Trails and Stonebridge which are currently within the Sycamore Creek Elementary School attendance boundaries.
- A new sidewalk connects Pickerington Elementary and Pine Ridge Subdivision which abuts the school property to the east-southeast

Other

- Perform a traffic count, annually, to evaluate any change in the number of vehicles coming onto school grounds.
- Provide bike racks.
- Evaluate potential enforcement needs in regard to
 - Speeding on Diley Road, Long Road and Columbus Streets
 - Double parking
 - Traffic flow obstruction
- Improvements to onsite traffic circulation, including better signage and parent education.
- Evaluate potential enforcement needs with Diley Road upgrades including crosswalk violations.
- Study the need to reduce the speed limit on Wright Road

5.4 Sycamore Creek Elementary

The following items are desired to provide students a safe route to Sycamore Creek Elementary:

Sidewalks and multi-use paths along arterial and collector roads

- Sidewalks or multi-use paths will need to be installed on the following collector/arterial roads:
 - Hill Road from Stonebridge Blvd to Busey Road
 - Busey Road from Streamwood Avenue to Diley Road

Sidewalks within subdivisions

- The following subdivisions need sidewalks:

- Complete sidewalks within Preston Trails and Sycamore Creek to fill in gaps.

Crosswalks/Crossing Guards

- The following intersections along collectors will need crosswalks. In addition to the named crosswalk locations below, as a rule, place a crosswalk internally within a subdivision wherever there is a stop or yield sign:
 - Hill Road and Busey Road
 - Hill Road and Fairfield Drive
- The following intersections should be studied for the need of crossing guards and safety patrols:
 - Hill Road and Busey Road

Street Lights

- Install street lights along Hill Road and Busey Road where sidewalks will be installed.
- Street lighting will need to be installed in the following subdivisions
 - Stonebridge
 - West View Manor

Multi-use Paths connecting subdivisions.

- Create a multi-use path between The Villages at Sycamore Creek and Fox Glen East.
- A multi-use path should connect the existing path north of Brighton Street and Sycamore Creek Drive across the city owned open space to Rambling Brook Drive and Lorraine Blvd.
- Create a multi use path between Preston Trails and Stonebridge

Other

- Perform a traffic count, annually, to evaluate any change in the number of vehicles coming onto school grounds.

5.5 Toll Gate Elementary and Toll Gate Middle School

The following items are desired to provide students with a safe route to Toll Gate Elementary and Toll Gate Middle School. As these two schools are located on the same campus, recommendations apply to both buildings. To encourage more students to walk or ride bicycles to the Toll Gate campus and to provide a safer route for students already doing so, the following groups of recommendations are offered:

Sidewalks and multi-use paths along arterial and collector roads

- Although at this time, every student at Toll Gate Elementary School is assigned to ride a school bus, students are already riding bikes to the Elementary/Middle School campus. Sidewalks or multi-use paths will need to be installed on the following collector/arterial roads:
 - Refugee Road
 - Tollgate Road
 - Saylor Road
 - The proposed multi-use path runs west of Huntington Hills to SR 204.

Sidewalks within subdivisions

- The following subdivisions need sidewalks:
 - Huntington Hills
 - Tollgate Estates

- Homestead Acres

Crosswalks/Crossing Guards

- The following intersections along collectors will need crosswalks. In addition to the named crosswalk locations below, as a rule, place a crosswalk internally within Huntington Hills and Homestead Acres subdivisions wherever there is a stop or yield sign:
 - Refugee Road and Saylor Road
- The following intersections should be studied for the need of crossing guards and safety patrols:
 - Refugee Road and Huntington Hills Drive

Street Lights

- Street lighting will need to be installed in the following subdivisions:
 - Huntington Hills
 - Toll Gates Estates
 - Homestead Acres
 - Install street lights on Refugee Road and Toll Gate Road in places where sidewalks will be installed.

Other

- Perform a traffic count, annually, to evaluate any change in the number of vehicles coming onto school grounds.

5.6 Tussing Elementary

The following items are desired to provide students a safe route to Tussing Elementary:

Sidewalks and multi-use paths along arterial and collector roads

- Sidewalks or multi-use paths will need to be installed on the following collector/arterial roads:
 - Tussing Road – complete the existing piecemeal path on the north side of the street and create a multi-use path on the south side of the street from Prendergast Place to Amberment Road. These paths may serve another future purpose as connectors to the upcoming Blacklick Creek Greenway.
 - Metro Parks has installed a multi-use path from the end of the Blacklick Creek Trail at Tussing Road west to Hines Road.
 - Hines Road from Tussing Road to Refugee Road. This is most critical as a way to mitigate the time-consuming curvilinear street patterns.
 - Metro Parks will soon be installing this multi-use path.
 - No subdivisions need sidewalks, although some may need to be extended to intersect with any bicycle and pedestrian facilities built on Hines Road.
 - A sidewalk should be added west of the Tussing Road driveway to facilitate travel to homes west of the school.
 - A wide bicycle and pedestrian facility should be added to connect the school to Tussing Road.

Crosswalks/Crossing Guards

- The following intersections along collectors will need crosswalks. In addition to the named crosswalk locations below, as a rule, place a crosswalk internally within a subdivision wherever there is a stop or yield sign:
 - Hines Road and Crooked Stick Drive
 - Hines Road and Harbor Town Drive
 - Hines Road and Mahaffey Drive
 - Hines Road and Stadler Drive
 - Tussing Road and Hines Road (east/west)
 - Tussing Road and the entrance to Tussing Elementary
- Even though the following intersections are not currently within the Tussing attendance area, they should be considered for crosswalks/crossing guards as attendance boundaries change frequently:
 - Tussing Road and Grand Haven Drive
 - Tussing Road and Highland Park Drive
- The following intersections should be studied for the need of crossing guards and safety patrols:
 - Hines Road and Tussing Road
 - Hines Road and Crooked Stick Drive
 - Hines Road and Harbor Town Drive
 - Tussing Road and the entrance to Tussing Elementary

Street Lights

- Hines Road and Tussing Road need street lights where crosswalks are placed. The subdivisions themselves are well-equipped with street lights.
- The following intersections will need streetlights where crosswalks are placed.
 - Hines Road and Crooked Stick Drive
 - Hines Road and Harbor Town Drive
 - Hines Road and Mahaffey Drive
 - Hines Road and Stadler Drive
 - Tussing Road and Grand Haven Drive
 - Tussing Road and Hines Road (east/west)
 - Tussing Road and Highland Park Drive
 - Tussing Road and the entrance to Tussing Elementary

Multi-use Paths connecting subdivisions.

- The possibility of creating a multi-use path between the subdivisions should be evaluated. There were only two such paths observed west of Hines Road. More paths between houses would help to mitigate the curvilinear nature of the subdivisions and provide more direct access to the school.

Other

- Improvements to onsite traffic circulation as was mentioned in School Letting in and out and possible stationing of law enforcement personnel at peak hours to direct traffic at the entrance/exit to the Tussing Elementary parking lot and bus lane.
- The addition of stop signs, yield signs and crosswalks within subdivisions.
- The addition of a traffic light at the Tussing Road entrance to the school property.
- Study the need to reduce the speed limit on Tussing Road, and Hines Road where school crossings are added.

5.7 Violet Elementary

The following items are desired to provide students a safe route to Violet Elementary School:

Sidewalks and multi-use paths along arterial and collector roads

- Sidewalks or multi-use paths will need to be installed on the following collector/arterial roads:
 - Refugee Road from end of existing sidewalk near Woodstock Ave to Milnor Road

Sidewalks within subdivisions

- The following subdivisions need sidewalks:
 - Chevington Village
 - Easton Village
 - Mingo Estates Section II
 - Eastchester
- Where sidewalks do not exist, they could be installed in the Woodsfield and Countrywood subdivisions. Even though they are not currently within the Violet Elementary attendance boundaries, they are within walking distance and attendance boundaries are changing frequently.
 - In 2009, Violet Township upgraded the curb ramps to ADA specifications on the north corners of Ravine Drive and Education Drive and at the school's south driveway entrance.
 - In 2012, sidewalks were installed along Ravine Avenue, Easton Drive and Village Way as part of a SRTS Project
 - In 2012, a sidewalk was installed from the Melrose subdivision across the school's property.

Crosswalks/Crossing Guards

- Install a signaled pedestrian crossing at Refugee Road and Education Drive
- Evaluate the need for a crossing guard at Refugee Road and Education Drive after a pedestrian crossing is constructed.
- Evaluate need for crossing guard/signal at the intersection of Milnor Road and Village Way/Bridgewater Drive
- Install a crosswalk at the intersection of Milnor Road and Village Way/Bridgewater Drive. Even though Spring Creek is not currently within the Violet Elementary attendance area, it is within walking distance and attendance boundaries are changing frequently.

Street Lights

- Street lighting will need to be installed in the following subdivisions:
 - Chevington Village
 - Easton Village
 - Mallard Pond
 - Bentwood Farms
 - Mingo Estates
- Street lighting should be considered in the following subdivisions although they are not currently within the Violet Elementary attendance area. They are within walking distance and attendance boundaries are changing frequently:
 - Countrywood Estates

- Winding Creek
- Woodsfield
- Spring Creek

Multi-use Paths connecting subdivisions.

- A new sidewalk was constructed across school property connecting a Melrose subdivision sidewalk, which stops at the west side of the school property, to the back of the school.
- Evaluate a multi-use path to connect.
 - Bentwood Farms subdivision (Teal Lane area) to Mallard Pond
 - Winding Creek subdivision to Countrywood Estates if attendance boundaries change and they are included in the Violet Elementary attendance area in the future.

Other

- Perform a traffic count, annually, to evaluate any change in the number of vehicles coming onto school grounds.
- Evaluate potential improvements to onsite traffic flow.
- Evaluate the need for additional bike racks.

5.8 Diley Middle School

The following items are desired to provide students a safe route Diley Middle School:

Sidewalks and multi-use paths along arterial and collector roads

- Sidewalks or multiuse paths will need to be installed on the following collector/arterial roads:
 - Wright Road between West Columbus Street and the County Line
 - West Columbus Street from Hill Road to Wright Road
 - Long Road from West Columbus Street to the County Line
 - Schoolhouse Road from Wright Road to Bowen Road
 - Hill Road South

Sidewalks within subdivisions

- The following subdivisions will need sidewalks:
 - Violet Springs
 - Meadowbrook Estates
 - Rural Acres
 - West View Manor

Crosswalks/Crossing Guards

- The following streets will need crosswalks at intersections.
 - Columbus Street
 - Long Road
 - Violet Drive
 - Wright Road

Other

- Overall intersection improvements at the intersection of West Columbus Street with Long Road and Violet Drive East including intersection redesign, sidewalks, and pedestrian crossing facilities.

Given the large amount of infrastructure currently in place around Diley Middle School, the greatest benefit to the Diley Middle School area that will promote Safe Routes to Schools would be to focus on education and encouragement.

5.9 Harmon Middle School

Given the information above, the following items are desired to provide students a safe route to Harmon Middle School:

Sidewalks and Multiuse Paths along arterial and collector roads

- Sidewalks or multiuse paths need to be installed on the following collector/arterial roads: Refugee Road, Milnor Road and Hill Road North (from Mingo Estates south to Courtright Drive) as follows.
 - The east side of Harmon Road from Blacklick Eastern Road to Harmon Middle School, with a priority from the school north to Eastchester Road
 - The west side of Harmon Road from north of Camelot Street to Blacklick Eastern Road,
 - Refugee Road from Pizza Hut/Giant Eagle to Milnor Road, with a priority from Circle Drive East to Harmon Road
 - In 2015, a new sidewalk was installed along Harmon Road, Meadowood Drive and Granden Street as part of a SRTS Project.

Sidewalks within Subdivisions

- The following subdivisions need sidewalks:
 - Summerfield Sections I-VI; A critical place for sidewalks placement is along Stonecreek Drive between Rustic Drive and Oxford Drive.
 - An asphalt path was installed by Violet Township along the south side of Stonecreek Drive from the north Hill Road intersection to just north of Oxford Drive.
 - Sidewalks were installed beginning at the south edge of the school property going south on Coventry Drive to Hounsedale Drive, then west on Hounsedale to Stonecreek Drive, then north on Stonecreek to Oxford Drive, then east on Oxford to Coventry Drive making an effective loop around the neighborhood south of Fairfield Elementary School.
 - Woodsfield, priority along Meadowood Drive and Woodsfield Circle
 - Mingo Estates Section II
 - Eastchester
 - In Summerfield XV: to connect the Spencer Drive to Harmon Road
 - Countrywood Estates and Melrose Boulevard between McLeod Place and Refugee Road should be considered as attendance boundaries are changing frequently and they may be included in Harmon Middle School in the future.

Crosswalks/Crossing Guards

- The following intersections need crosswalks and possible crossing guard/signal:
 - Camelot Street and Harmon Road
 - Northchester Drive and Harmon Road.
- The following intersections along collectors will need crosswalks. In addition to the named crosswalk locations below, as a rule place a crosswalk internally within a subdivision wherever there is a stop or yield sign:

- Spencer Drive at Harmon Road,
- Camelot Street at Harmon Road (ideally a sidewalk should connect Spencer Drive to across from Camelot Street if a complete sidewalk is not run along the east side of Harmon Road),
- Camelot Street at Chaucer Court
- Northchester Drive at Harmon Road
- Crawford Drive at Harmon Road
- Coventry Avenue at Oxford Drive
- Harmon Road at Refugee Road
- Woodstock Avenue/Melody Lane
- In the event that attendance boundaries change to include housing additions south of Refugee Road, the following should be considered:
 - A signaled pedestrian crossing at Refugee Road and Education Drive
 - Evaluate the need for a crossing guard at Refugee Road and Education Drive after a pedestrian crossing is constructed.

Street Lights

- Street lighting will need to be installed in the following subdivisions:
 - Mallard Pond
 - Bentwood Farms
 - Mingo Estates
 - Woodfield
 - Eastchester
- Although not currently within the attendance area of Harmon, street lights should be considered in the following subdivisions:
 - Chevington Village
 - Easton Village
 - Countrywood Estates
 - Winding Creek
 - Spring Creek
- The following streets need street lights where crosswalks are placed:
 - Harmon Road
 - Refugee Road
 - The intersection of Coventry Avenue and Oxford Drive

Multi-use Paths connecting subdivisions.

- Evaluate a multi-use path to connect Winding Creek subdivision to Countrywood Estates and Bentwood Farms subdivision (Teal Lane area) to Mallard Pond in the event attendance boundaries change.
- A short multiuse connection between South Chester Drive and Triple Crown Court.
- A short multiuse paths between Harmon Middle School and the cul-de-sacs at Belmont Place and Pimlico Place

Other

- Improvements to onsite traffic circulation.
- Study the need to reduce the speed limit on Harmon Road, Hill Road, and Refugee Road

5.10 Toll Gate Middle School

See Toll Gate Elementary School (section 8.5) as they are on the same campus.

5.11 Lakeview Junior High and Pickerington High School North

The following items are desired to provide students a safe route to Lakeview Junior High:

Sidewalks and multi-use paths along arterial and collector roads

- Sidewalks or multi-use paths need to be installed along the following collector/arterial roads:
 - Refugee Road from Milnor Road to Pickerington Road
 - Ault Rd
 - Pickerington Road from Stemen Road to Blacklick Eastern Road
 - Milnor Road from Blacklick Eastern Road to Refugee Road. Evaluate the need from Refugee Road to Pickerington Road when attendance boundaries change.

Sidewalks within subdivisions

- The following subdivisions need sidewalks:
 - Fox Run Estates
 - Fox Run West
 - Cansada Estates
 - NE Baker

Crosswalks/Crossing Guards

- The following intersections need crosswalks or crosswalk modifications:
 - Ault Road and Achievement Way
 - Ault Road and Fox Run Street
 - Ault Road and Fox Run Court N
 - Ault Road and Fox Run Court S
 - Ault Road and Gearied Street.

- The intersection of Achievement Way and Ault Road should be studied for the need of crossing guards and safety patrols.

Street Lights

- Street lighting will need to be installed on the following roads:
 - Refugee Road
 - Ault Road
 - Pickerington Road
 - Fox Run Street, Fox Den Court
 - Fox Run Court
 - Gearied Street
 - Deer Run Road
 -

Other

- Evaluate the possibility of a decrease in the speed limit on Ault Road during school let-out hours.
- Conduct a traffic study to determine whether speeding is a problem and if increased enforcement is needed.

- Perform a traffic count, annually, to evaluate any change in the number of vehicles coming onto school grounds.
- Evaluate possible improvements to traffic pattern on Ault Road
- Evaluate possible improvements to onsite traffic circulation.
- Provide bike racks.
- Evaluate need for additional enforcement regarding crosswalk violations.

5.12 Ridgeview Junior High and Pickerington High School Central

To encourage more students to walk or ride bicycles to Ridgeview and to provide a safer route for students already doing so, the following groups of recommendations are offered:

Sidewalks and multi-use paths along arterial and collector roads

- Sidewalks or multi-use paths need to be installed on the following collector/arterial roads:
 - West Columbus Street and Long Road westward to Diley Road. This would eliminate students walking in ditches
 - West side of Hill Road South southward from West Columbus Street to the intersection with Fairfield Drive
 - East side of Lockville Road southward from Hereford Drive to Pickerington Hills Drive
 - West side of Lockville Road from Victory Park to Education Drive

Sidewalks within subdivisions

- Install sidewalks on Ra-Mar Drive and Lynette Drive between Lockville Road and Pickerington Drive
- Install sidewalks on Pickerington Hills Drive between Sycamore Drive and Lockville Road

Crosswalks/Crossing Guards

- Evaluate best placement of crosswalks to reduce auto-pedestrian conflict on the Ridgeview grounds and reduce the number of pedestrian/bicyclist crossings at the Hill Road South and Columbus Street intersection
- Install traffic signals in front of Ridgeview and at the intersection of Hill Road South and Opportunity Way. These signals should be equipped with pedestrian-activated “walk” indicators and should be operational only during school hours. The signal in front of Ridgeview should also be equipped with a left turn arrow for southbound Hill Road South traffic to enter the school grounds. Alternately, consider a modern roundabout for these 2 intersections.
- Evaluate need for safety patrols and/or crossing guards on Hill Road, West Columbus Street and Long Road
- Install stop signs or a four-way flashing light on Lockville Road at Ra-Mar Drive to enable students to cross Lockville Road in a safer manner. Alternately, consider a roundabout for this intersection.

Street Lights

- Improve street lighting at all potential crosswalks along Hill Road South
- Improve lighting at the Ra-Mar Drive crosswalk

Multi-use Paths connecting subdivisions.

- Install an internal connecting path between Meadowbrook Estates and Stonebridge subdivisions along Sycamore Creek
- Internal connecting paths should be provided between the Colony Park, Willow Pond and Manor House Additions to provide safer access and reduce walking distance to Ridgeview

Other

- Evaluate possible improvements to traffic and pedestrian traffic on school grounds
- Perform a traffic count, annually, to evaluate any change in the number of vehicles coming onto school grounds.
- Evaluate possible elimination of police officer at the Hill Road-Stonebridge Boulevard intersection after infrastructure improvements
- Realign the intersection of West Columbus Street, Long Road and Violet Drive and provide appropriate pedestrian/bicyclist amenities. Consider a roundabout for this intersection.
- Thin out the wooded area on the west side of Hill Road South at Opportunity Drive to enhance safety.
- Encourage students from Ra-Mar Addition and Pickerington Hills to consider walking along Lockville Road and utilize Park Street/Victory Park to reach their school. This would be a shorter and more direct route than walking through the Central High School campus. Students using Park Street/Victory Park would also encounter less traffic

Our overall plan will be to re-evaluate this document and update and assign a priority to each “wish list item.” Also, the committee will look at the upcoming capital improvement projects slated for funding by the City, Township, and/or County and will coordinate as necessary to ensure funds are being properly utilized. Based on this evaluation, an application will be submitted requesting funding for the designated project.

NON-INFRASTRUCTURE COUNTERMEASURES

In addition to engineering, the following non-infrastructure countermeasures and strategies have been utilized in the Pickerington Local Schools Safe Routes to School Program. Partners will include local media, Pickerington Police and Fairfield County Sheriff, Fairfield County Health Department, school officials, PTOs at the affected schools, and local businesses like Cyclist Connection and Columbus Running Company.

EDUCATION

- Establishment of a Safety City program in 2021 for incoming PLSD kindergarten students coordinated by Pickerington Parks and Recreation
- Educate parents on “real” crime statistics – abductions are rare.
- Educate parents about the need to follow traffic patterns on school grounds and other strategies through print materials, media stories and training.
- Teach children bicycle safety skills by utilizing and expanding upon current Bicycle Rodeo program and creating a Bicycle Safety Facility on police station grounds to teach skills like riding in a straight line, stopping quickly, swerving, looking out for traffic, wearing a proper helmet, riding alone with one person on a bike, using both hands,

ensuring your bike is in good shape, having working lights, reflectors and bell and wearing bright clothing. This is one time instruction.

- Teach children pedestrian safety skills like using sidewalks and crosswalks, watching for vehicles when crossing streets and driveways, choosing routes with fewest streets to cross, wearing bright clothing, and watching for parked vehicles. This can be done in the classroom, or through one-time instruction.
- Educating drivers near schools to watch for and yield to pedestrians and bicycles, obey school speed limits, come to complete stops at stop signs (a problem in Pickerington and Violet Township) and not block crosswalks through signage and the media. Enforcement should be the avenue of last choice.
- Provide a Walking School Bus Demonstration
- Creating and distributing “How to Walk Safely” pamphlets.
- Provide maps of preferred walking routes so children have fewest and safest streets to cross.
- Informing the community through neighborhood meetings, open houses, signage and flyers to keep their sidewalks clear, prune plants to enhance visibility, and so as not to scare and discourage children, keep loose pets off and away from sidewalks.
- Emphasize health benefits of walking/biking during Walk-to-School Day
- Emphasize environmental benefits of walking/biking on Earth Day

ENFORCEMENT – Pickerington Police and Fairfield County Sheriff

1. Identify Unsafe Behaviors

- Unsafe driver behaviors
 - Speeding through neighborhoods and school zones
 - Failing to yield to students walking or bicycling, especially in crosswalks.
 - Running traffic lights and stop signs.
 - Passing stopped school buses
 - Stopping in crosswalks
- Unsafe pedestrian behaviors
 - Not following the directions of the crossing guard or traffic signals.
 - Not looking left, right and left again before crossing the street.
 - Crossing a street at an undesirable location.
 - Darting out between parked motor vehicles.
 - Wearing dark clothes when there is poor lighting.
- Unsafe bicyclist behaviors
 - Riding into traffic without looking left, right and left again.
 - Riding against traffic instead of with the traffic flow.
 - Turning left without looking and signaling.
 - Not obeying traffic signs and signals.
 - Riding out from driveway or between parked vehicles.
 - Not wearing a bike helmet.
 - Not being visible at night when riding in road

2. Enforce the laws.

- Provide an enforcement presence that discourages dangerous behaviors by drivers, and students walking and bicycling.
- Correct students who cross at unsafe locations or take unnecessary risks.
- Utilize speed trailers and active speed monitors so drivers know their speed compared to posted speeds and enforce speeds in school zones.
- Post informational and warning signs for school zone

3. Involve Parents and the Community

- Use public education and awareness to inform people of the problem and why enforcement is necessary.
- Provide officer training to reduce number of crashes.
- Train and monitor crossing guards
- Create a traffic complaint hotline to report violators.
- Develop safety patrols.
- Train adult crossing guards
- Create a neighborhood speed watch program.
- Involve the media to discuss safety.

ENCOURAGEMENT

- Create contests offering special recognition for students who walk or bike to school the most days per year with special awards both school wide and district wide.
- Participate in events like International Walk-to-School Day, Earth Day and Carefree Day
- Create Walk-with-a-Cop Day
- Offer contests competing with other classrooms or other like schools.
- Utilize walking school bus and bicycle trains.
- Provide bicycle safety and security equipment to students (helmets, flags, reflectors, bike locks, etc.)
- Provide reflective back pack tags and Safe Routes to School stickers for walkers.
- Encourage the formation of neighborhood walking and biking groups.
- Develop walking programs during school hours with small prize incentives.
- Define potential student educational activities.

EVALUATION

- Use any standard evaluation form developed by the state SRTS office.
- Evaluate by polling students each year or semester for numbers riding, driving and walking and record these numbers longitudinally.
- Conduct traffic counts at each school to evaluate changes in number of vehicles coming onto school grounds.
- Examine the risk of walking and riding to school before and after countermeasures are completed.
- Analyze the number of accidents, fatalities and injuries to children based on crash data, determining whether the accident was school related based on child's age. Look at data three years prior to and three years after implementation of countermeasures.
- Look at the public perception of safety and the effect on safety behaviors of both students and adults.
- Interview students to see if they are more aware of safe bicycling and walking practices.

- Document the number of partnerships created as a result of the program.
- Tabulate the number of students reached through the program.
- Measure any changes to student health that may be attributable to the program including increased exercise levels and air quality improvements.
- Measure air quality at the schools during peak hours to see if it improves as countermeasures are implemented.
- Document the number and placement of new facilities like sidewalks, multiuse paths, crosswalks, and lighting.
- Determine public perception of the program by interviewing and surveying parents and students at least annually.

SECTION 6: PUBLIC INPUT AND SURVEYS

PUBLIC MEETING

The PLSD Safe Routes to School committee held its first public meeting on August 30, 2007. During the meeting, representatives from Violet Township, the City of Pickerington, and the Pickerington Local School District were present to discuss Safe Routes to Schools at the Pickerington North High School Lecture Hall. Violet Township Trustee Terry Dunlap and Fairfield County Director of Community Health Pat Navin were also in attendance, along with members of the community.

The meeting was a town hall style gathering where members of the public were invited to participate and offer their opinions to assist in the community's vision for walking and bicycling to school. The meeting began with introductions and the PowerPoint SRTS Introduction Why and How was presented. Members of the travel plan committee discussed their roles. Additional pictures portrayed the current condition problems in the district. The committee informed the audience of the process used to determine the current school travel environment, barriers to active transportation, and solutions and countermeasures. Discussion centered on how and why the current situation evolved and how deficiencies can be rectified.

Handouts included the bikeway plan, the PowerPoint presentation, a description of the Safe Routes to School program from the FHWA Web site, the story Safety Matters from the Grand Island Independent, and the Pickerington Local School District Safe Routes to School Plan survey. Copies are enclosed. Due to the vast number of improvements needed within the Pickerington Local School District, mapping was not completed at this time. Individual plans will be created as each project gets developed in design.

PARENT AND STUDENT SURVEYS

The committee first developed and conducted a short, informal survey to solicit parent and student input. The survey was sent out in 2007 and received limited response. In September 2008, the survey was sent out again and we received 965 back.

The following summarizes the results of the 2008 survey:

- Approximately 82% ride the bus to school, 12% are transported by car, 3% walk, 1% bike, and 1% use a carpool.
- When parents were asked if they would allow their child to walk or bike to school if they felt it was safe, 48% said "yes", 50% said "no", and 2% said "maybe".

- When the parents were asked at what grade they would permit their child to walk or bike to school, 29% said “never”, 15% said “high school”, 15% said 7th grade, 14% said 5th grade, 13% said 6th grade, 6% said 8th grade, 3% said 4th grade, and less than 1% for grades K through 3.
- The most frequent comments from parents included too far, too young, roads too busy/dangerous, no sidewalks, not enough adults around, bullying, predators, abduction risk, too dark, not knowing if their child made it to school safely until after the school day is over, and weather.
- When the students were asked if they would like to walk or ride to school, 43% said “yes”, 31% said “no”, 20% said “maybe”, and 4% gave no response.
- When the students were asked if they think it would be fun to walk or ride to school, 67% said “yes”, 26% said “no”, less than 1% said “maybe”, and 5% gave no response.
- When the students were asked if they think they would walk or ride to school if they were with other students, 72% said “yes”, 23% said “no”, less than 1% said “maybe”, and 5% gave no response.
- The most frequent comments from students included too far, too much traffic, not safe, weather, no crosswalks, strangers/security, get hit by car, bike get stolen, too much to carry, too early, lazy, likes to sleep on the bus, and concern about being too tired at school to pay attention.

Two teachers at Fairfield Elementary made interesting comments. One commented that with more sidewalks, parents would allow their student to walk or bike to school. She stated that she would not allow her child to walk/bike to Fairfield because of the lack of sidewalks. Another teacher commented that there were only a few bike racks at the school because the former principal tried to discourage biking when there were no sidewalks available to the students.

In 2014, PLSD parents were again surveyed using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School. Each elementary school, middle school, and junior high school was surveyed. A total of 6,915 surveys were sent and 559 were returned. We have reviewed the survey data per school. Additionally, 218 parents provided comments on the survey. A consistent response from parents centered on the lack of sidewalks near schools. Other responses revealed concerns attributed to weather and safety. Numerous parents indicated they advocated for walking and biking and school.

KEY STAKEHOLDER INTERVIEWS

Interviews have been conducted with stakeholders over the years of the PLSD program. The biggest concern, voiced by all interviewees, involved the traffic congestion around the schools. Everyone, from the school principal to the resident across the street, is negatively impacted in some way by the twice daily influx of cars. Even random motorists, unexpectedly caught in the gridlock, were observed expressing their frustration.

The need for sidewalks was also widely expressed by those concerned. As one school principal pointed out to the interviewer, the child directly across the street from her school is assigned a bus route because there is no sidewalk, even on school property. Though her school is surrounded on three sides by residential housing, every student is on a bus route.

Many expressed the need for crossing guards, especially when more students begin walking to school. Educational programs to train students in safe walking and biking habits were also mentioned as a necessary part of this plan.

SECTION 7
PLEDGE OF SUPPORT AND ACTION PLAN

Administrators and parents of students at the Pickerington Local School District 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.

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

PLSD SUPERINTENDENT

PICKERINGTON CITY MANAGER

VIOLET TOWNSHIP ADMINISTRATOR

SECTION 7:

THE ACTION PLAN-UPDATED FEB. 2024

RED indicates completed strategy

YELLOW indicates 2017 Application

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Engineering All schools	Traffic count	Annually – entrances to all schools	Annually	City of Pickerington Engineer and Violet Township Engineer	As Needed	Department budgets
Engineering All schools	Bike Racks	Install new, upgraded and additional bike racks at all schools	As infrastructure is added to schools and demand exceeds supply	Pickerington Schools	As Needed	SRTS grants, school funds, private fundraising
Engineering All schools	Speed limits	Evaluate speed limits on collector and arterials to see if reductions are warranted	At least annually	Fairfield County Engineer, City of Pickerington Engineer	As needed	Department budgets and special grants
Engineering Fairfield/Harmon/ Toll Gate Elementary/ Toll Gate Middle	Multi-Use Path	Blacklick Eastern Rd	Within 10 years	Part of the Pickerington Plan and part of the Fairfield County Active Transportation & Open Space Plan	Ongoing	TBD
Engineering Fairfield/Harmon/ Violet	Sidewalk	East Side of Harmon Rd from Harmon Middle School to Blacklick Eastern Rd	Within five years	Violet Township	TBD	TBD
Engineering Fairfield/Harmon	Sidewalk	West Side of Harmon Rd from north of Camelot St to Blacklick Eastern Rd	Within five years	Violet Township	TBD	TBD
Engineering Violet/Lakeview Toll Gate Elem & Middle	Multi Use Path	Milnor Rd from Blacklick Eastern Rd to Pickerington Rd	Within 10 years	Part of the Pickerington Plan	TBD	TBD
Engineering Harmon/Violet/Lakeview Toll Gate Elem & Middle	Multi Use Path	Refugee Rd from Hill Rd to Julie Dr	Within 10 years	Part of the Pickerington Bikeway Plan & Fairfield County Active Transportation and Open Space Plan	TBD	TBD
Engineering Violet/Harmon/ Pickerington	Multi Use Path	Hill Rd from Kroger to Diley Rd	Within five years	City of Pickerington using the Pickerington Bikeway Plan	TBD	TBD
Engineering Fairfield/Harmon	Sidewalks	Summerfield Sections I-VI Priority is Hounsedale Dr from Chantry Dr to Wheaton Dr, Sidewalk on south side of Oxford from Stonecreek Dr to Coventry	COMPLETED	Violet Township	COMPLETED	SRTS grant and local funds
Engineering	Sidewalks	Woodsfield	COMPLETED	Violet Township	COMPLETE	SRTS and

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Fairfield/Harmon					D	local matches
Engineering Violet/Harmon	Sidewalks	Mingo Estates Section II	Within five years	Violet Township	Grant approval pending	State and local funds
Engineering Toll Gate Elem & Middle	Sidewalks	Chevington Woods	Within five years	Violet Township	TBD	TBD
Engineering Toll Gate Elem & Middle	Sidewalks	Chevington Woods North	Within five years	Violet Township	TBD	TBD
Engineering Toll Gate Elem & Middle	Sidewalks	New England Acres	Within five years	Violet Township	TBD	TBD
Engineering Violet/Harmon	Sidewalks	Eastchester	Within ten years	Violet Township	TBD	TBD
Engineering Violet/Harmon	Sidewalks	Summerfield XV from end on Spencer Dr to Harmon Rd	Within five years	Violet Township	TBD	TBD
Engineering Fairfield/Harmon	Sidewalks	Summerfield to Woodsfield	COMPLETED	Violet Township	COMPLETED	SRTS and local funds
Engineering Fairfield/Harmon	Multi use Path	Summerfield to Glenshire	Within ten years	Violet Township	TBD	TBD
Engineering Fairfield	Multi Use Path	Glenshire to Fairfield Elementary	Within one year	Violet Township	TBD	TBD
Engineering Violet/Harmon	Multi Use Path	South Chester Dr and Triple Crown Ct	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Harmon	Multi Use Path	Harmon Middle School and Belmont Pl	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Harmon	Multi Use Path	Harmon Middle School and Pimlico Pl	Within 10 years	Violet Township	TBD	TBD
Engineering Harmon	RRPB Light	Harmon Rd at crosswalk	COMPLETED	Violet Township	COMPLETED	SRTS and local funds
Engineering Fairfield/Harmon	Street light	Blacklick Eastern Rd at crosswalk	Within 10 years	Violet Township	TBD	TBD
Engineering Harmon	Street light	Milnor Rd at crosswalk	Within 10 years	Violet Township	TBD	TBD
Engineering Harmon	Street light	Refugee Rd crosswalk	Within 10 years	Violet Township	TBD	TBD
Engineering Fairfield/Harmon	Street light	Coventry & Oxford at crosswalk	Within 10 years	Violet Township	COMPLETED	Local funds
Engineering Fairfield/Harmon	Crosswalk	Spencer Dr at Harmon Rd	Within 5 years	Violet Township	TBD	TBD
Engineering Fairfield/Harmon	Crosswalk	Camelot St at Harmon Rd	Within 5 years	Violet Township	TBD	TBD
Engineering Fairfield/Harmon	Crosswalk	Camelot St at Chaucer Ct	Within 5 years	Violet Township	TBD	TBD

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Engineering Fairfield/Harmon	Crosswalk	Northchester Dr at Harmon Rd	COMPLETED	Violet Township	COMPLETED	Local funds
Engineering Fairfield/Harmon	Crosswalk	Crawford Dr at Harmon Rd	COMPLETED	Violet Township	COMPLETED	SRTS and local funds
Engineering Fairfield	Crosswalk	Coventry Ave at Oxford Dr	COMPLETED	Violet Township	SUMMER 2011	SRTS grant and local funds
Engineering Harmon	Crosswalk	Harmon Rd at Refugee Rd	COMPLETED	Violet Township	COMPLETED	Local funds
Engineering Harmon	Crosswalk	Woodstock Ave/Melody Ln	Within 10 years	Violet Township	TBD	TBD
Engineering Fairfield/Harmon	Crosswalk	Coventry Ave at Fairfield Elementary	COMPLETED	Violet Township	COMPLETED	SRTS grant and local funds
Engineering Fairfield/Harmon	Crosswalk	Oxford Drive at Oldham, Northridge and Stratford	Within 3 years	Violet Township	TBD	TBD
Engineering Harmon	Crosswalk	Glenshire to Fairfield Elementary	COMPLETED	Violet Township	2011	SRTS grant and local funds
Engineering Heritage	Sidewalk repair	East St	Within 5 years	City of Pickerington	TBD	TBD
Engineering Heritage	Sidewalk repair	Borland St	COMPLETED	City of Pickerington	COMPLETED	Local Funds
Engineering Heritage	Sidewalk repair	Church St	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage	Sidewalk repair	Ashton Ave	Within 10 years	City of Pickerington	Grant pending	TBD
Engineering Heritage	Sidewalk repair	Center St	Within 10 years	City of Pickerington	TBD	TBD
Engineering Violet	Sidewalk	Milnor Rd	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage	Sidewalk repair	Northern Ave	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage	Sidewalk repair	Lakeview Dr	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	New Sidewalks	Lockville Rd	Within 5 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Sidewalk repair	Columbus St	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Sidewalk repair	Willard Root Addition	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Sidewalk repair	Shadow Oaks	Within 10 years	City of Pickerington	TBD	TBD
Engineering	Sidewalk	Pine Ridge and Pickerington	COMPLETED	City of Pickerington	COMPLETED	SRTS and local

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Pickerington/Diley		Elementary				funds
Engineering Pickerington/Diley	Sidewalk	Long Rd, north side	Within 10 years	City of Pickerington	Colony Pk to Diley Rd, 2010 Application	SRTS, OPWC
Engineering Pickerington/Diley	Multi Use Path	Long Rd, south side	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Diley/ Ridgeview	Multi Use Path	West Columbus St	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Diley/ Ridgeview	Crosswalk and realign	West Columbus St at Long Rd & Violet Dr E	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Diley	Multi Use Path	Cherry Hill to Pickerington Run	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Diley	Multi Use Path	Violet Springs to Colony Park	Within 10 years	City of Pickerington	TBD	TBD
Engineering Diley/Ridgeview	Multi Use Path	Manchester to West View Manor	Within 10 years	City of Pickerington	TBD	TBD
Engineering Diley/Ridgeview	Multi Use Path	Preston Trails to Stonebridge	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Diley	Sidewalks	Violet Springs	Within 10 years	City of Pickerington	TBD	TBD
Engineering Diley/Ridgeview	Sidewalks	West View Manor	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Diley	Sidewalks	Rural Acres	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Heritage/ Diley/Ridgeview	Sidewalks	Meadowbrook	COMPLETED	City of Pickerington	COMPLETED	SRTS and Local Funds
Engineering Pickerington/Diley	Multi Use Path	Wright Rd	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Diley	Multi Use Path	School House Rd	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington	Sidewalk	Windmiller Dr	Within 10 years	City of Pickerington	TBD	TBD
Engineering Violet/Heritage	Multi Use Path	Hill Rd from Diley Rd to Courtright and Railroad tracks	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Diley	Streetlight	Long Rd	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Heritage/	Streetlight	Columbus St	Within 10 years	City of Pickerington	TBD	TBD

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Diley/Ridgeview						
Engineering Pickerington/Diley	Streetlight	Wright Rd	Within 10 years	City of Pickerington	TBD	TBD
Engineering Sycamore Creek	Sidewalk or Multi-use path	Hill Rd from Stonebridge to Busey	Within ten years	City of Pickerington & Violet Township	TBD	TBD
Engineering Sycamore Creek	Sidewalk	Busey Rd from Streamwood to Diley	Within ten years	Violet Township	TBD	TBD
Engineering Sycamore Creek	Sidewalk	Violet Hills (Bruce Court)	Within ten years	Violet Township	TBD	TBD
Engineering Sycamore Creek	Crosswalk	Hill Rd at Busey Rd, Bruce Court and Fairfield Drive	Within ten years	Violet Township	TBD	TBD
Engineering Sycamore Creek	Streetlights	Hill Rd, Busey Rd and Bruce Ct	Within ten years	Violet Township	TBD	TBD
Engineering Sycamore Creek	Streetlights	Stonebridge and West View Manor subdivisions	Within five years	City of Pickerington	TBD	TBD
Engineering Sycamore Creek	Multi-use path	Between The Villages at Sycamore Creek and Fox glen East	Within five years	City of Pickerington	TBD	TBD
Engineering Sycamore Creek	Multi-use path	Across open space in city park between Stonebridge and Sycamore Creek Subdivisions	Within ten years	City of Pickerington	TBD	TBD
Engineering Toll Gate Elem & Middle	Multi-use Paths or Sidewalks	Refugee Road, Tollgate Road, Saylor Road, Ault Road, Pickerington Road	Within five years	Violet Township and others	TBD	TBD
Engineering Toll Gate Elem & Middle	Multi-use path	Proposed path from west of Huntington Hills to SR 204	Within five years	Violet Township	TBD	TBD
Engineering Toll Gate Elem & Middle	Sidewalk	Huntington Hills	Within five years	Violet Township	TBD	TBD
Engineering Toll Gate Elem & Middle	Sidewalk	Tollgate Estates	Within ten years	Violet Township	TBD	TBD
Engineering Toll Gate Elem & Middle	Sidewalk	Homestead Acres	Within ten years	Violet Township	TBD	TBD
Engineering Toll Gate Elem & Middle	Crosswalk	Refugee & Saylor Rd	Within five years	Fairfield County	TBD	TBD
Engineering Toll Gate Elem & Middle	Street lights	Huntington Hills	Within five years	Violet Township	TBD	TBD
Engineering Toll Gate Elem & Middle	Street lights	Tollgate Estates	Within ten years	Violet Township	TBD	TBD
Engineering Toll Gate Elem & Middle	Street lights	Toll Gate Rd	Within ten years	Violet Township	TBD	TBD
Engineering Toll Gate Elem & Middle	Street lights	Refugee Rd	Within five years	Fairfield County	TBD	TBD

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Engineering Toll Gate Elem & Middle	Street lights	Homestead Acres	Within five years	Violet Township	TBD	TBD
Engineering Tussing	Multi Use Path	Hines Rd from Refugee Rd to Tussing Rd	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Multi Use Path	Tussing Rd from Blacklick Creek to west of Tussing Elementary	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Sidewalk or Multi Use Path	Tussing Elementary Driveway to Tussing Rd	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Sidewalk Extension	From subdivision along Hines Rd to Multi Use path on Hines Rd	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Crosswalk & street light	Hines Rd and Crooked Creek Dr	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Crosswalk & street light	Hines Rd and Harbor Town Dr	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Crosswalk & street light	Hines Rd and Mahaffey Dr	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Crosswalk & street light	Hines Rd and Stadler Dr	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Crosswalk & street light	Tussing Rd and Grand Haven Dr	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Crosswalk & street light	Tussing Rd and Hines Rd	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Crosswalk & street light	Tussing Rd and Highland Pk Dr	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Crosswalk & street light	Tussing Rd at entrance to Tussing Elementary	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Multi Use Paths	Locations TBD between houses in subdivisions west of Hines Rd to facilitate movement	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Signage & crosswalk	Subdivisions west of Hines Rd	COMPLETED	MetroParks/City of Columbus	COMPLETED	MetroParks/ Columbus
Engineering Tussing	Traffic Light	Tussing Rd at Tussing Elementary Entrance	Within 10 years	TBD	TBD	TBD
Engineering Violet	Sidewalk	Melrose to Violet Elementary	COMPLETED	Violet Township	COMPLETED	SRTS grant and Local Funds
Engineering Violet	Sidewalks	Chevington and Easton Village	COMPLETED	Violet Township	COMPLETED	SRTS grant and local funds
Engineering Violet	Sidewalks	Melrose between McLeod Park and Refugee Rd	Within 10 years	City of Pickerington	TBD	TBD

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Engineering Violet	Crosswalk	Milnor Rd and Village Way/Bridgewater Dr	Within 10 years	Violet Township	TBD	TBD
Engineering Violet	Signalized crossing	Refugee Rd and Education Dr	Within 10 years	Fairfield County	TBD	TBD
Engineering Violet/Harmon	Sidewalks	Countrywood	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Harmon	Multi Use Path	Winding Creek to Countrywood	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Harmon	Multi Use Path	Bentwood Farms to Mallard Pond	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Diley	Street lighting	Chevington Village	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Diley	Street lighting	Easton Village	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Diley	Street lighting	Countrywood	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Diley	Street lighting	Mallard Pond	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Diley	Street lighting	Bentwood Farms	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Diley	Street lighting	Winding Creek	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Harmon	Street lighting	Mingo Estates	Within 10 years	Violet Township	TBD	TBD
Engineering Violet/Harmon	RRFB Light	Woodsfield	COMPLETED	Violet Township	COMPLETED	SRTS and Local Funds
Engineering Violet/Harmon	Street lighting	Eastchester	Within 10 years	Violet Township	TBD	TBD
Engineering Violet	Street lighting	Spring Creek	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Multi Use Path	Ault Rd from Pickerington Rd to Blacklick Eastern Rd	Within 10 years	Part of the Pickerington Bikeway Plan	TBD	TBD
Engineering Violet/Lakeview	Multi Use Path	Milnor Rd to Blacklick Eastern Rd	Within 10 years	Part of the Pickerington Bikeway Plan	TBD	TBD
Engineering Violet/Harmon/Lakeview Toll Gate Elem & Middle	Street Lights	Refugee Rd	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Street Lights	Ault Rd	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Street Lights	Pickerington Rd	Within 10 years	Violet Township	TBD	TBD

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Engineering Lakeview	Street Lights	Fox Run St	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Street Lights	Fox Den Ct	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Street Lights	Fox Run Ct	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Street Lights	Gearied St	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Street Lights	Deer Run Rd	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Sidewalks	Fox Run Estates	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Sidewalks	Fox Run West	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Sidewalks	Cansada Estates	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Sidewalks	Ault Road from Achievement Way to Gearied Street	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Crosswalk	Ault Rd at Achievement Way	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Crosswalk	Ault Rd at Fox Run St	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Crosswalk	Ault Rd at Fox Run Ct N & S	Within 10 years	Violet Township	TBD	TBD
Engineering Lakeview	Crosswalk	Ault Rd at Gearied St	Within 10 years	Violet Township	TBD	TBD
Engineering Sycamore/Diley/ Ridgeview	Multi Use Path or sidewalk	Hill Rd South to Fairfield Dr	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Diley/ Ridgeview	Crosswalk	Hill Rd South at Columbus St	Within 10 years	City of Pickerington	TBD	TBD
Engineering Ridgeview	Signal	Hill Rd South at Opportunity Way with walk indicators	Within 10 years	City of Pickerington	TBD	TBD
Engineering Ridgeview	Street Lights	Hill Rd South at Opportunity Way with walk indicators	Within 10 years	City of Pickerington	TBD	TBD
Engineering Pickerington/Diley/ Ridgeview	Multi Use Path	Internal in Colony Park	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Diley/	Multi Use Path	Internal in Willow Pond	Within 10 years	City of Pickerington	TBD	TBD

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Ridgeview						
Engineering Heritage/Diley/Ridgeview	Multi Use Path	Internal in Manor House	Within 10 years	City of Pickerington	TBD	TBD
Engineering Diley/Ridgeview	Multi Use Path	Between Meadowbrook Estates and Stonebridge	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Multi Use Path	Lockville Rd East Side from Hereford Dr to Pickerington Hills Dr	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Sidewalk	Lockville Rd West Side from Victory Park to Education Dr	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Sidewalk	Ramar Dr between Lockville Rd and Pickerington Dr	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Sidewalk	Lynette Dr between Lockville Rd and Pickerington Dr	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Sidewalk	Pickerington Dr between Sycamore Dr and Lockville Rd	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Lighting	Improve lighting at Ramar Dr Crosswalk	Within 10 years	City of Pickerington	TBD	TBD
Engineering Heritage/Ridgeview	Stop sign or 4-way	Lockville Rd at Ramar Dr	Within 10 years	City of Pickerington	TBD	TBD
Education All schools	Crime statistics	Educate parents on real statistics	COMPLETED	PLSD, Pickerington Police Department and Fairfield County Sheriff	COMPLETED 2009 & 2010	SRTS grant
Education All schools	Follow traffic patterns	Educate parents on need to follow traffic patterns	ONGOING	PLSD	Active	PLSD
Education All schools	Teach children bicycle safety skills	Create bicycle rodeos, and a bicycle safety facility at police station	Within one year	Pickerington Police Department and Fairfield County Sheriff	TBD	TBD
Education All schools	Improve traffic circulation	Educate drivers on how to follow traffic patterns and assign people to direct traffic	ONGOING	PLSD	ACTIVE	PLSD
Education All schools	Teach children pedestrian safety skills	Create lesson plans for in classroom instruction	ONGOING	PLSD	ACTIVE	PLSD
Education All schools	Educate drivers to watch for and yield to pedestrian and bicyclists	Use of signage, mailings and as a last resort enforcement	ONGOING	PLSD	ACTIVE	PLSD

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
Education All schools	Demonstrate walking school bus	Work with school staff and PTO's to set up	COMPLETED	PLSD, PTO's	COMPLETED May 2010	PLSD and Local Funds
Education All schools	Create and distribute How to Walk Safely Pamphlets	Send home with students and put on line at school web site, put in school district newspaper	COMPLETED	PLSD, PTO's	COMPLETED FALL 2009	PLSD and Local Funds
Education All schools	Provide maps of safest routes to school	Send with students, put on web site and put in district newspaper	COMPLETED	PLSD	COMPLETED 2009 & 2010	PLSD and Local Funds
Education All schools	Inform residents on how to keep paths safe	Newspaper stories, meetings, open houses, and fliers	ONGOING	PLSD, PTO's	ACTIVE	PLSD and Local Funds
Education All schools	Display health benefits of walking and biking to school	Work with County Health Dept and hold on Walk to School Day	COMPLETED	Pickerington Schools, PTO's, Fairfield County Health Department	COMPLETED 2009 & 2010	PLSD and Local Funds
Education All schools	Safety City	City Parks and Recreation Program	ONGOING	City of Pickerington	ACTIVE	Local Funds
Enforcement All schools	Identify Unsafe Driver Behaviors	Identify behaviors and target for education and enforcement	Within one year	Pickerington Police Dept and Fairfield County Sheriff's Office	TBD	TBD
Enforcement All schools	Identify Unsafe Pedestrian Behaviors	Identify behaviors and target for education	Within one year	Pickerington Police Dept and Fairfield County Sheriff's Office	TBD	TBD
Enforcement All schools	Identify Unsafe Cyclist Behaviors	Identify behaviors and target for education	Within one year	Pickerington Police Dept and Fairfield County Sheriff's Office	TBD	TBD
Enforcement All schools	Provide enforcement presence	Be present at schools at arrival and let out times	ONGOING	Pickerington Police Dept and Fairfield County Sheriff's Office	ACTIVE	PLSD
Enforcement All schools	Utilize speed trailers	Place strategically near school zones	ONGOING	Pickerington Police Dept and Fairfield County Sheriff's Office	ACTIVE	PLSD
Enforcement All schools	Post informational and warning signs	Place signs strategically for speed and school zones	Within one year	City of Pickerington, Violet Township, Fairfield County	Assessing current signs	TBD
Enforcement	Involve parents	Use public education, place and	Within one year	Pickerington Police Dept and	TBD	TBD

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
All schools	and community	train crossing guards, develop safety patrols, create neighborhood speed watch		Fairfield County Sheriff's Office, local media		
Enforcement Pickerington Elementary	Crossing Guard	Diley and Long Road	ONGOING	Pickerington Police Dept and/or PLSD	ONGOING	Local Funds
Enforcement Sycamore Creek Elementary	Crossing Guard	Sycamore Creek Street	ONGOING	Pickerington Police Dept	ONGOING	Local Funds
Enforcement Toll Gate Elem & Middle	Crossing Guard	Refugee & Huntington Hills Dr	Within one year	PLSD and Fairfield County Sheriff's Office	TBD	TBD
Encouragement All schools	Create contests for recognition	For students who walk or ride most often both school wide and district wide and between classrooms	Within one year	SRTS Committee, Cyclist Connection, Columbus Running Company, PTO's	TBD	TBD
Encouragement All schools	Develop a school walking program	Provide small rewards for participating	Within one year	Committee, School Staff	TBD	TBD
Encouragement All schools	Walking school bus and bicycle trains	Organize caravans of students and parents to create safer environment	COMPLETED/ ONGOING	Schools, Pickerington Police Dept and Fairfield County Sheriff's Office, PTO's	MULTIPLE YEARS	SRTS and Local Funds Pick Police, Sheriff & OSP
Encouragement All schools	Provide bicycle flags, reflectors and locks	Provide and help mount flags and reflectors for safety. Provided locks for security	Within one year	Cyclist Connection, PTO's	TBD	TBD
Encouragement All schools	Participate in MORPC Walk to School days	Participate in twice a year walk to school day organized by MORPC in all schools	COMPLETED/ ONGOING	SRTS Committee	MULTIPLE YEARS	PLSD and Local Funds
Encouragement All schools	Provide reflective backpacks and reflective stickers	Obtain items from local merchants to increase visibility of walkers	Within one year	Columbus Running Company and PTO's	TBD	TBD
Encouragement All schools	Encourage the formation of neighborhood walking and bicycling groups	Develop groups within subdivisions to help students walk or ride to school	Within one year	Fairfield Heritage Trail Association, Civic and Neighborhood Associations, PTO's	TBD	TBD
Encouragement All schools	Define potential student educational	Search out other educational activities that can be adapted to the school district program	COMPLETED- MULTIPLE YEARS	SRTS Committee using the Safe Routes to School National Partnership and other networking among Ohio sites	BIKE HELMETS HANDED OUT	SRTS grant

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
	activities					
Encouragement Pickerington Elementary	Eliminate resistance to biking and walking to school	Develop a specific campaign to transition students who have traditionally been bused across Diley and/or Long Roads to walk and bike	Within one year	SRTS Committee, school staff, PTO	TBD	TBD
Evaluation All Schools	Use form developed by Ohio SRTS office	Utilize a standardized evaluation instrument	As Needed	ODOT SRTS office and district coordinators	TBD	Local Funds
Evaluation All Schools	Poll students for numbers riding and walking	Survey students annually to see if program is getting more people out of cars and buses and walking or bicycling	As Needed	Schools with the transportation coordinator	TBD	Local Funds
Evaluation All Schools	Conduct traffic counts	Do traffic counts at each school to evaluate changes in number of vehicles	As Needed	Violet Township Engineer and City of Pickerington Engineer	As Needed	Local Funds
Evaluation All Schools	Examine risks of walking and bicycling to school before and after countermeasure s are completed	Look at accident data involving vehicles and pedestrians and cyclists during school traffic hours	As Needed	City of Pickerington Police Department and Fairfield County Sheriff's Office.	TBD	Local Funds
Evaluation All Schools	Analyze number of accidents, fatalities and injuries to children	Look at accident data involving vehicles and pedestrians and cyclists during school traffic hours	As Needed	City of Pickerington Police Department and Fairfield County Sheriff's Office, Violet Township	TBD	Local Funds
Evaluation All Schools	Look at public perception of safety	Examine changes in behavior of children and adults	As Needed	Pickerington Schools, SRTS Committee, local media	TBD	TBD
Evaluation All Schools	Interview students to see if they are more aware of safe bicycling and walking practices	Hold interview sessions with students to determine whether they are aware of safe practices	As Needed	Pickerington Schools, SRTS Committee	TBD	TBD
Evaluation	Document	Record all formal and informal	As Needed	SRTS Committee	TBD	TBD

Strategy Type (which of the 5 E's)	Strategy Name	Strategy Detail	Time Frame	Responsible Party	Status	Funding Source
All Schools	number of partnerships created as a result of the program	partnerships created by the program and develop methods to acknowledge partners publicly				
Evaluation All Schools	Tabulate the number of students reached	Count number of riders and walkers	COMPLETED	Schools and transportation coordinator, SRTS Committee	COMPLETED MULTIPLE YEARS	SRTS Committee and Local Funds
Evaluation All Schools	Measure changes to student health and air quality	Look for increased exercise levels and better air quality at peak and off-peak hours	As Needed	School nursing staff and MORPC air quality	TBD	PLSD
Evaluation All Schools	Document placement of new facilities	Record placement of sidewalks, multi-use paths, crosswalks and lighting as they are added to the environment	ONGOING	Fairfield County Engineer, City of Pickerington Engineer, Violet Township Engineer	ONGOING	Local Funds