

Strasburg - Franklin Local Schools

SAFE ROUTES TO SCHOOL TRAVEL

PLAN February 2025



OHIO DEPARTMENT OF
TRANSPORTATION



Table of Contents

Our Schools	1
Our SRTS Vision	3
Current Student Travel.....	4
Key Issues Impacting Safe Walking & Bicycling to School.....	13
Recommended SRTS Countermeasures.....	14
Public Input	19
Final Plan – Pledges of Support	20

Appendix A – Proximity Maps

Appendix B – Parent Surveys

Appendix C – Walk Audit Photos

Appendix D – Walk Audit Notes

Appendix E – Countermeasure Map

Appendix F – Public Involvement

Appendix G – Pledges of Support

SECTION 1: OUR SCHOOLS

1A. Identify Target Schools:

School District	School Name	School Address	Grades served
Strasburg-Franklin Local	Strasburg-Franklin Elementary	140 N. Bodmer Ave. Strasburg, OH 44680	K-5
Strasburg-Franklin Local	Strasburg-Franklin Middle/High	140 N. Bodmer Ave. Strasburg, OH 44680	6-12

Your School's Students 2023-2024*

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
248 Elementary	NC	NC	NC	15 6.0%	NC	225 90.9%	106 42.7%	NC	42 17.0%	NC
266 Middle / High	NC	NC	NC	19 7.2%	NC	240 90.5%	65 24.6%	NC	44 16.5%	NC

*NC = Not Counted if less than 10

Attendance for Middle/High School is reported in aggregate and cannot be separated by grade.

B. Community Stakeholders and the Safe Routes to School Team:

School Representatives:

Name	Email address	5 E Role:
Vince Lindsey	Vince.Lindsey@strasburgtigers.org	Evaluation
Sharon Smith	Sharon.smith@strasburgtigers.org	Transportation Director

Community Representatives:

Name	Email address	5 E Role:
Betsy Walker	betsyajw@gmail.com	Encouragement
Jill Lengler	lengler@co.tuscarawas.oh.us	Encouragement

Local Government Representatives:

Name	Email address	5 E Role:
Jeff Smith	Jeff20tigers@gmail.com	Village of Strasburg Council
Mike Rosenberry	Mrosenberry@villageofstrasburg.org	Village Administrator

Education Representative:

Name	Email address	5 E Role:
Vince Lindsey	Vince.Lindsey@strasburgtigers.org	Education
Adam Hall	Adam.hall@strasburgtigers.org	Education

Health Representatives:

Name	Email address	5 E Role:
Valerie Wallace	Val.wallace@yahoo.com	Education

Public Safety Representatives:

Name	Email address	5 E Role:
Dave Warrick	DWarrick@villageofstrasburg.org	Enforcement

Other:

Name	Email address	5 E Role
Safa Saleh	ssaleh@omegadistrict.org	Team Leader
Corrina Kern	ckerns@omegadistrict.org	GIS Coordinator & Infrastructure Planner
Dave Hoffman, P.E.	Dave.Hoffman@dot.ohio.gov	ODOT District 11 SRTS

1C. The lead contact for our Plan is:

Name: Safa Saleh

Affiliation: Ohio Mid-Eastern Governments Association

Phone Number: 740-439-4471 ext. 207

Email address: ssaleh@omegadistrict.org

Mailing address: 326 Highland Ave., Suite B, Cambridge, OH 43725

SECTION 2: OUR SRTS VISION

Our SRTS Vision:

The Strasburg-Franklin Local School District will foster:

**Personal
Responsibility
In
Developing
Excellence**

SECTION 3 : CURRENT STUDENT TRAVEL

Strasburg-Franklin Elementary School

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

Distance from School	Number of Students	Percent
Less than 1/4 mile	7	10.14%
Within 1/4 to 1/2 mile	5	7.25%
2 miles to 1 mile	13	18.84%
1 mile to 1 1/2 miles	19	27.54%
1 1/2 mile to 2 miles	6	8.70%
More 2 miles of school	19	27.54%

Mapping student addresses. Proximity Maps are available in Appendix A.

3B. What percentage of students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	1.43%	1.43%	17.14%	77.14%	2.86%	0%	0%
Number of students (afternoon trips)	4.29%	1.43%	17.14%	72.86%	2.86%	0%	0%
Primary Walking/Biking	Along side streets to Bodmer Avenue and then to the school campus						

Information on travel modes must come from data collected using the National Center for Safe Routes to School Student Travel Tally forms.

3C. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Speed of Traffic Along Route
Distance
Amount of Traffic Along Route
Safety of Intersections & Crossings
Sidewalks & Pathways

Strasburg-Franklin Middle/High School

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

The number of students below reflects grade K to 11th, a total of 138 students.

Mapping student addresses. Proximity Maps are available in **Appendix A**

3E. How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	25%	0%	13%	56%	6%	0%	0%
Number of students (afternoon trips)	44%	0%	25%	31%	0%	0%	0%
Primary walking/bicycling routes	Along side streets to Bodmer Avenue, and then to the school campus. Along Tiger Drive (behind school)						

Information on travel modes must come from data collected using the National Center for Safe Routes to School Student Travel Tally forms.

3F. Parent Attitudes towards walking and biking. Using the Parent Survey Summary Data Report for Safe Routes to School, indicate the top 5 reasons impacting the decisions of parents who currently DO NOT allow their children to walk or bicycle to school:

Reasons for not allowing children to walk or bicycle to school:
Amount of Traffic Along Route
Sidewalks or Pathways
Speed of Traffic Along Route
Distance
Perception of Violence or Crime



Book	Policy Manual
Section	8000 Operations
Title	TRANSPORTATION
Code	po8600
Status	Active
Adopted	May 15, 2013
Last Revised	April 17, 2024

8600 - TRANSPORTATION

The Board of Education will provide transportation for those students whose distance from their school makes this service necessary within the limitations established by State law. Such laws and rules shall govern any question not covered by this policy.

School buses and vehicles other than school buses shall be purchased, housed, and maintained by the Board for the transportation of resident students between their home areas and the schools of the District to which they are assigned or to their nonpublic or community schools. The Superintendent may substitute smaller buses for reasons of economy or efficiency of operation.

Children living beyond the following walking limits shall be entitled to bus transportation: Kindergarten through 12th grade- two (2) miles

Exceptions to the foregoing limits may be made in the case of a student who is temporarily or permanently disabled and in the case of adverse safety conditions. Transportation for students who are not entitled to transportation under State law will not be reduced after the start of the school year.

Transportation of eligible vocational or special education children between their home areas and schools outside the District shall be arranged through the use of Board-owned vehicles, through cooperation with other districts, through commercial carriers, and/or by other means in the most efficient and economical manner. The governing authority of a community school shall provide or arrange for transportation free of charge for any eligible special education student enrolled in the community school for whom the student's individualized education program specifies transportation.

Transportation to and from school shall be provided for each student residing in the District and attending a State-chartered nonpublic school on the same basis as established for resident students as set forth above, subject to the following limitation. Transportation will only be provided if it requires thirty (30) minutes or less of direct travel by a school bus during normal travel times as measured from the school building to which the student would be assigned in the District.

Transportation shall be provided each day in which the nonpublic school is open with students in attendance (excluding Saturdays and Sundays except by agreement between the entities entered into by July 1st in any year). Chartered nonpublic school students who are transported by the Board may be assigned to ride on buses upon which resident students are also assigned. Notwithstanding the above, the District will provide transportation as a related service to students with disabilities who live in the District and attend a nonpublic school if the School District is provided with supporting documentation from the child's individualized education program ("IEP") or an individual service plan ("ISP") developed by the county board of developmental disabilities pursuant to R.C. 5126.41 for county residents who receive supported living services.

Furthermore, transportation to and from school shall be provided for each native student (i.e., student entitled to attend school in the District under R.C. 3313.64 or R.C. 3313.65) attending a chartered community school for each day in which the school is open and students are in attendance (excluding Saturdays and Sundays except by agreement between the entities entered into by July 1st each year). However, if that community school is located outside the District, the Board will only provide transportation if it requires thirty (30) minutes or less of direct travel by a school bus during normal travel times as measured from the school building to which the student would be assigned in the district. Native students attending an approved community school located within the district will be provided transportation on the same basis as established for resident students set forth above. Students transported to an approved community school may be assigned to ride on buses upon which resident students are also assigned.

Transportation of eligible nonpublic or community school children between their home areas and schools shall be arranged through the use of District-owned vehicles, through cooperation with other districts, through commercial carriers, and/or by other means in the most efficient and economical manner. The Board will not provide or arrange for transportation of students enrolled in kindergarten through eighth grade using mass transit system vehicles unless the Board and the community/nonpublic school have entered into an agreement authorizing this mode of transportation which is approved by both entities in advance. Students enrolled in ninth grade or above may be transported on vehicles operated by a mass transit system provided that the route does not require more than one (1) transfer.

Upon receipt from the community/nonpublic school of the official start and end times of school for the upcoming year, the District will develop and provide a transportation plan that includes transportation routes and schedules for eligible students. The plan will be provided within sixty (60) days after receiving the start and end time, or when possible, by the first day of August in the event the Board is not notified of start and end times by the deadline of April 1st. For eligible students who enroll after July 1st but before the start of the school year, a transportation plan will be developed within fourteen (14) business days after receiving a request for transportation. The transportation plan provided to community/nonpublic schools pursuant to this policy and State law is tentative and subject to change.

The Superintendent may determine that it is impractical to transport a student to a community or nonpublic school after considering the factors enumerated under State law. The determination for payment-in-lieu of transportation will be made at least thirty (30) calendar days prior to the District's first day of student instruction, or no later than fourteen (14) calendar days if a student is enrolled less than thirty (30) days prior to the first day of instruction or after the start of the school year, and must be formalized through a resolution passed by the Board at its next scheduled meeting. If transportation is determined to be impractical, the Board will issue a letter to the student's parent/guardian, the community or nonpublic school, and the Department of Education & Workforce ("DEW") detailing the reason(s) why the determination was made. Parent(s)/guardians shall be provided payment-in-lieu of transportation at the amount established by State law unless otherwise directed by action of the DEW. Parents/guardians may authorize the community or nonpublic school where their student is enrolled to act on their behalf at any time after requesting transportation.

The Board will not be required to provide transportation for any native student enrolled in a community school if the Board has entered into an agreement with the governing authority of the community school that designates the community school as responsible for providing or arranging the transportation of the District's native students to and from the community school and is certified by the DEW as having met certain requirements established by State law. The governing authority of a community school must provide or arrange for transportation in a manner that is comparable to the transportation that the District provides or arranges for its native students of the same grade level and distance from school who are enrolled in the District. Also, the governing authority must provide or arrange for the transportation under such agreement free of charge for each of its enrolled students who are eligible to be transported in accordance with R.C. 3327.01 or who would otherwise be transported by the District under the District's transportation policy. If the Board enters into an agreement with the governing authority regarding the transportation of the District's native students, the DEW shall make payments to the community school in accordance with the terms of the agreement for each student actually transported.

Likewise, the Board is not required to provide transportation for any native student enrolled in an approved community school if the governing authority of the community school submits a written notification to the Board, by a date prescribed by the DEW, stating that the governing authority will accept responsibility for providing or arranging for the transportation of the District's native students to and from the community school. The governing authority's unilateral acceptance of the responsibility to provide transportation must cover the entire school year and shall remain in effect for subsequent school years unless the governing authority submits written notification to the Board relinquishing the transportation responsibility. However, the governing authority cannot relinquish the transportation responsibility before the end of the school year and shall submit such notice by a date prescribed by the DEW in order to allow the District a reasonable period of time to prepare for the transportation of its native students enrolled in the community school. If the governing authority unilaterally accepts the transportation responsibility, the DEW shall make payments to the community school for each student actually transported calculated in accordance with existing State law governing the calculation of transportation payments to the District from the State and any rules implemented by the DEW and that otherwise would be paid to the District.

The Board is not required to provide transportation to students enrolled in a chartered nonpublic or community school that has offered to provide transportation in lieu of the District providing it.

The Board is not responsible for providing transportation to students who receive transportation from an educational service center participating in the Pupil Transportation Pilot Program.

Bus routes shall be established so that an authorized bus stop is available within reasonable walking distance of the home of every transported resident student, but not more than one-half (1/2) mile for students in grades PK through eight (8). The Board shall approve the bus routes and time schedule annually no more than ten (10) days after the start of the school year. The Superintendent is authorized to make any necessary changes in the approved route. Students receiving transportation will be delivered to school no sooner than thirty (30) minutes before the start of school and will be picked up no later than thirty (30) minutes after dismissal.

The Board authorizes the installation and use of video recording devices in school buses and vehicles other than school buses to assist the drivers in providing for the safety and well-being of the students while on the vehicle.

The Board authorizes the use of a school vehicle other than a school bus (e.g., a van) designed to carry nine (9) passengers or less plus a driver instead of a school bus to transport students to a chartered nonpublic or community school if all of the following apply:

- A. the number of students in the vehicle does not exceed nine (9);
- B. The district regularly transports students to that chartered nonpublic or community school.
- C. The driver has a valid driver's license, is accustomed to driving the vehicle, and meets statutory and administrative requirements to drive that vehicle.
- D. The driver may not stop on the roadway to load or unload passengers.
- E. The driver and all passengers are expected to comply with State laws regarding child and occupant restraint devices and safety while in the motor vehicle.

School vehicles other than school buses will be inspected not less than two (2) times each year by a qualified mechanic who will determine whether the vehicle is safe to transport students.

Transporting Homeless Students

Students meeting the Federal definition of homeless will be transported from their temporary place of residence to their school of assignment, at the request of the parent, guardian, or unaccompanied minor, to the same extent as all other students of the District and consistent with this Policy. If the homeless student's temporary residence is located outside the boundaries of the District, the Liaison for Homeless Children will coordinate with the Director of Transportation to contact the district in which the student temporarily resides to arrange for joint transportation of the student and to seek inter- district agreement on a method for apportioning the cost of such joint transportation. In no event will a homeless student be denied enrollment based on issues related to student transportation.

Travel Times for the Transportation of Children with Disabilities

The Transportation Department, in consultation with the Department of Student Services/Special Education, shall generally be responsible for determining reasonable travel times for the transportation of children with disabilities. Travel time shall begin upon initial pickup of the child and end with the final arrival at the school or home destination. The Board directs that the determination of reasonable travel time shall be made on a case-by-case basis. In determining the reasonable travel time applicable to a child, the Transportation Department shall consider the following factors: age of child, condition of disability, geographic size of the District, location of special education class or service, traffic patterns, and roadway conditions. The Transportation Department's initial determination is subject to review by a child's IEP team, which ultimately is responsible (as part of the development/amendment of a child's IEP) for considering the individualized transportation needs of each child with a disability so that the District fulfills its obligation to provide the child with a free appropriate public education. Generally, travel time for children with disabilities will be comparable with in-District transportation for children without disabilities. Different standards may apply if a child attends a community school.

The Superintendent shall be responsible for developing and implementing appropriate administrative guidelines for this policy.

**Revised
11/17/21
Revised
10/18/23**

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Legal

R.C. 3313.66, 3314.09, 3314.091, 3319.41, 3327.01 et seq.

R.C.

4511.01(F),

4511.75 et

seq. 42

U.S.C.

11431 et

seq.

A.C. 3301-51-10, 3301-83-01 et seq., 3301-83-08

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

☐ Yes, all vehicles use the same driveway.

☒ No, there are separate driveways for family vehicles and school buses.

****Sometimes buses and vehicles use same driveway.**

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

☐ Yes, all students enter the building at the same location.

☒ No, students can use different entrances.

If not, in three sentences or less, describe how students enter the building: Students use entrances at both the front and rear of building. Elementary and Middle/High School students use separate entrances.

****Students riding the bus arrive and dismiss from the back from the building. Walking, bike riding and parent drop off occurs in the front of the building. Students riding or walking down Tiger Drive can enter from the back of the building during arrival.**

Are all students released at the same time during dismissal?

☐ Yes, all students are released at the same time.

☒ No, we use a staggered release process

****There is a staggered release of students. Bus students are dismissed first and then car riders, walkers and bike riders.**

If no, in two sentences or less, describe how dismissal is staggered at your school: Elementary students being picked up are dismissed five minutes earlier than bus riders. Middle school students are all dismissed at the same time. Elementary and Middle School students are released at different times.

Is school staff involved in either arrival or dismissal?

☒ Yes, we have school staff help students enter and exit the campus safely.

☐ No, school staff is not involved in either arrival or dismissal.

***Staff are strategically placed throughout campus to provide active supervision and to ensure safety of all students. This include bus riders, walkers and car riders.**

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:

Staff are positioned at the front, side, and rear entrances for the Elementary School. Staff are positioned at the front/rear entrances and the student parking lot for Middle School

STUDENTS ARRIVAL AND DISSMISSAL

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

☒ Yes, we have at least one adult crossing guard that helps students on their walking routes.

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

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

****Crossing guards are support by the Village and School District. The crossing guards are located at Bodmer Ave and 1st street as well as located on Wooster Drive.**

The school has two crossing guards, positioned at 1st Street and Bodmer Avenue & 1st Street and Wooster Avenue (US 250).

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

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

☒ No we do not have police officers who help direct traffic around the school.

****At times, police officers are around to support if available but no designated plan to in place at this time. Our SRO is present when available during arrival and dismissal.**

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

☐ Yes, we have a student safety patrol.

☒ No, we do not have a student safety patrol.

31. Safety Issues and Concerns. Summarize traffic safety issues and concerns that are gathered anecdotally from the team, parents and the community at large. Record your summary in the space below in 100 words or less.

The speed and volume of traffic along US 250 (Wooster Avenue) is a major concern for parents. Traffic during arrival and dismissal times also creates congestion along major routes near the school, such as Bodmer Avenue. Increasingly, administrators are witnessing distracted driving by motorists near the school. Similarly, the lack of sidewalks on the side street and Tiger Drive is a concern.

Relevant traffic crashes. Summarize the findings from the crash data reports recorded within 2 miles of the school sites for the previous 4 years for which data is available (2018-2022).

There were 55 total crashes within the STP study area. The crashes resulted in 32 injuries and 0 fatalities.

The number of crashes that involved bicycles was 1.

The number of crashes that involved pedestrians was 1.

Nearly half (26.39%) of all crashes occurred during school hours. Many of the crashes occurred during clear (48.4%) and dry (79.9%) weather conditions. The number of crashes doesn't include crashes along interstate 77, which is limited -access freeway to the southern of Strasburg.



3J. Walking and bicycling encouragement activities at the school. Identify and describe activities at your school that support or encourage walking and bicycling.

Activity	How it encourages walking or bicycling (1-3 sentences)
Walk-A-Thon	Students receive monetary pledges per mile and are encouraged to walk up to three miles. This event functions as a joint fundraiser and team physical activity.
School Parade/ March to the Park	Students Cross Country Team practices running throughout the village and a parade march to the Village Park to celebrate the end of standardized testing and to hold a pep rally for their school. Approximately 1-mile round trip.
Girls on the Run	Female students are encouraged to join “Girls on the Run” to build endurance. Starting in March, training continues through May when participants run a 5K race.

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

Issue/Description
1. Issue: Speed & amount of traffic along route • US 250 (Wooster Avenue) is highly traveled, with speeds at 35 MPH • Congestion issues arise during arrival & dismissal due to bus policy ○ Must live 2+ miles away to be bussed to school
2. Issue: Distracted Driving • Motorists on cell phones at stop signs or other locations ○ Unable to determine if child cleared the intersection ○ A driver was observed to be distracted and nearly struck a student that fell in front of their vehicle, thinking they had cleared the intersection
3. Issue: Distance • Bus transportation is provided for students 2 miles or further from the school ○ Children within radius must walk, bike, or be driven to school
4. Issue: Sidewalks or pathways • Sidewalks not existent in areas of the Village ○ New subdivisions and along Tiger Drive (behind school). ○ New Gym Facility to be used by the students, staff, and community along tiger drive where there are no sidewalks.
5. Issue: Safety of Intersections and crosswalks • Sidewalks are overgrown or in need of maintenance • Crosswalks do not have pedestrian signals along Wooster Avenue • Signage for intersections is not easily seen due to trees or other impediments • Crosswalks need additional signage or reflective paint

SECTION 5 : RECOMMENDED SRTS COUNTERMEASURES

5A. Non-infrastructure Countermeasure Recommendations

EDUCATION COUNTERMEASURES: List and describe the education strategies that your team plans to implement in the next 12 months in the table below

EDUCATION	
Issue	Countermeasure
Need for safety skills/awareness	Implement Safety town on an annual/biennial basis to teach students safety skills.
Lack of established lesson plans or training materials for safety education	Utilize materials from the Action Institute and ODOT Active Transportation
Unfamiliarity with crossing when a bus is nearby	Provide bus training to all students, to include a portion dedicated to crossing in front of a bus.

List the medium- and long-term strategies (those that your team will undertake beyond 12 months) below:

- Develop a “Bicycle Rodeo” to take place prior to the start of a new school year to teach bicycling skills to new riders.
- Add lesson plans to existing physical education curriculum.
- Add more Bike racks to encourage bicycling.

ENCOURAGEMENT COUNTERMEASURES: List and describe the encouragement strategies that your team plans to implement in the next 12 months in the table below.

ENCOURAGEMENT	
Issue	Countermeasure
Lack of Bicycle Storage Facilities on Campus	Install bicycle racks near Strasburg-Franklin High School
Parents reticent to allow students to walk or bike to school	Participate in Walk and Bike to School Day
	Implement Walking School Bus program
	Give out free bike helmets (from Union Hospital) to bicyclists
Students without childcare in the morning	Continue walking group on campus with Physical Education teacher for kids dropped off early

List the medium- and long-term strategies (those that your team will undertake beyond 12 months) below:

- Work with Parent teachers’ group to initiate and maintain a Walking School Bus program
- Continuing Back to School events, add safety components to Physical Education information sessions.

- Maintain infrastructure on school property and periodically walk or bike primary routes to ensure safe infrastructure exists for students.
- The school building is open after school to host meetings and encourages students and the community to attend and encourages walking.

ENFORCEMENT COUNTERMEASURES: List and describe the enforcement strategies that your team plans to implement in the next 12 months in the table below.

ENFORCEMENT	
Issue	Countermeasure
Overgrown sidewalks or vehicles parked on sidewalks	Village ordinance to keep sidewalks clear of obstructions/vegetation
Perception of increasing safe walking	Increased presence of law enforcement throughout arrival/dismissal times

List the medium- and long-term strategies (those that your team will undertake beyond 12 months) below:

- Develop a “Walk with a Cop” program to have students walk with local law enforcement officers to learn valuable safety lessons while walking to and from school
- Annually review arrival/dismissal procedures to determine safe vehicular traffic movements near school properties.

EVALUATION COUNTERMEASURES: List and describe the evaluation strategies that your team plans to implement in the next 12 months in the table below.

EVALUATION	
Issue	Countermeasure
Effectiveness of SRTS program	Student Travel Tallies conducted annually
	Walk and Bike to School Day (document participation trends annually)
	Annual crash analysis within 2-mile radius of the schools to determine trends
	Analysis of local law enforcement records on traffic violations to determine trends

List the medium- and long-term strategies (those that your team will undertake beyond 12 months) below:

- Send out Student Travel Survey to parents annually/biennially to develop a robust dataset per school building
- Conduct student tallies/observations periodically throughout the school year to gauge the number of students that walk and bike to school.

5B. Your 12-Month SRTS Non-Infrastructure Activity Calendar

[illegible]

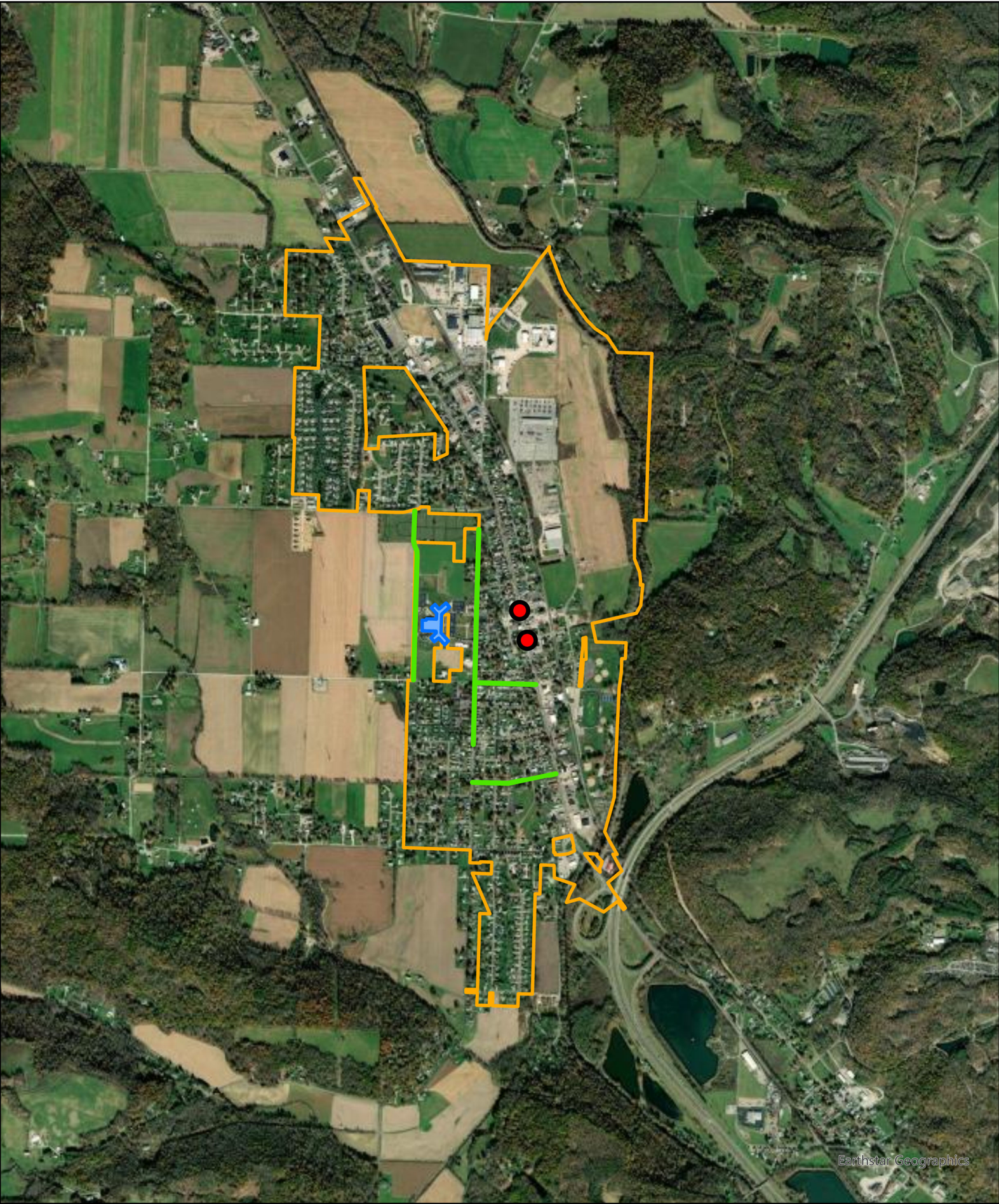
APPENDIX E –
INFRASTRUCTURE COUNTERMEASURES LOCATION MAPS

5C. Infrastructure Countermeasure Recommendations

Map ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source	Status
A	Tiger Drive From intersection at CR 94 to 3 rd St.	There are no pedestrian or bicycle facilities along Tiger Drive. There is a housing development at the northern terminus of Tiger Drive.	Install sidewalks or paved walking path	Long Term	High	Village of Strasburg Franklin Local School District	High	ODOT SRTS Funds ODOT TAP Funds ODNR Recreation Trail Fund	
B	1 st Street and 2nd street NW at Wooster Avenue	There are no pedestrian signals at the intersections are signalized for motorist and stripped for crosswalk	Install pedestrian signal heads at intersections. Delay signal timing to allow for pedestrian lead time due to high volume of traffic along Wooster Avenue (US 250)	Long Term	High	Village of Strasburg	High	-ODOT SRTS Funds ODOT Safety Funds	
C	4 th Street SW between S. Bodmer Avenue and Wooster Avenue	Portions of the sidewalk are missing or in poor condition	Install new or replacement sections of sidewalk along 4th Street SW to ensure safe pedestrian travel	Long Term	Medium	Village of Strasburg	Medium/High	ODOT SRTS Funds ODOT TAP Funds	
D	S. Bodmer Avenue between 5 th Street SW and 9 th Street NW	Portions of the sidewalk are missing or in poor condition	Install new or replacement sections of sidewalk along Bodmer Avenue to ensure safe pedestrian travel	Long Term	Medium	Village of Strasburg	High	ODOT SRTS Funds ODOT TAP Funds	
E	7 th Street SW between Bodmer Avenue & Wooster Ave.	There are no pedestrian or bicycle facilities along 7th St	Install sidewalks along 7 th Street between Bodmer Avenue & Wooster Avenue	Long Term	Medium	Village of Strasburg	High	ODOT SRTS Funds ODOT TAP Funds	

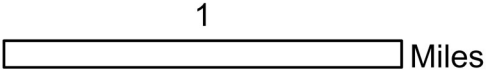
APPENDIX E –
INFRASTRUCTURE COUNTERMEASURES LOCATION MAPS

Strasburg SRTS 2025

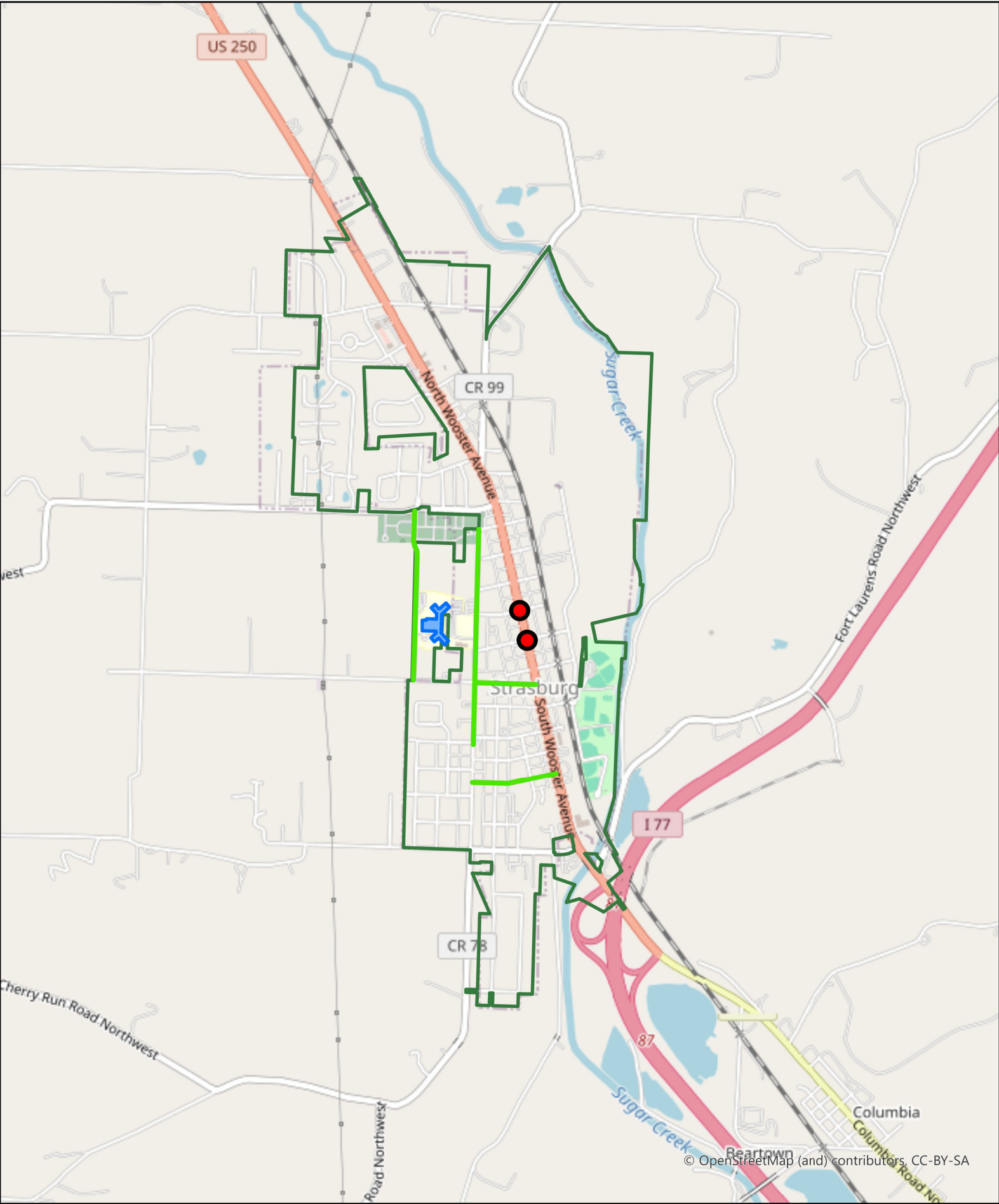


Earthstar Geographics

-  Intersection Improvements
-  Strasburg Schools
-  Sidewalk Improvements
-  Strasburg



Strasburg SRTS 2025



- Intersection Improvements
- Strasburg Schools
- Sidewalk Improvements
- Strasburg

1 Miles



SECTION 6 : PUBLIC INPUT

SECTION 7 : FINAL PLAN-PLEADGE OF SUPPORT

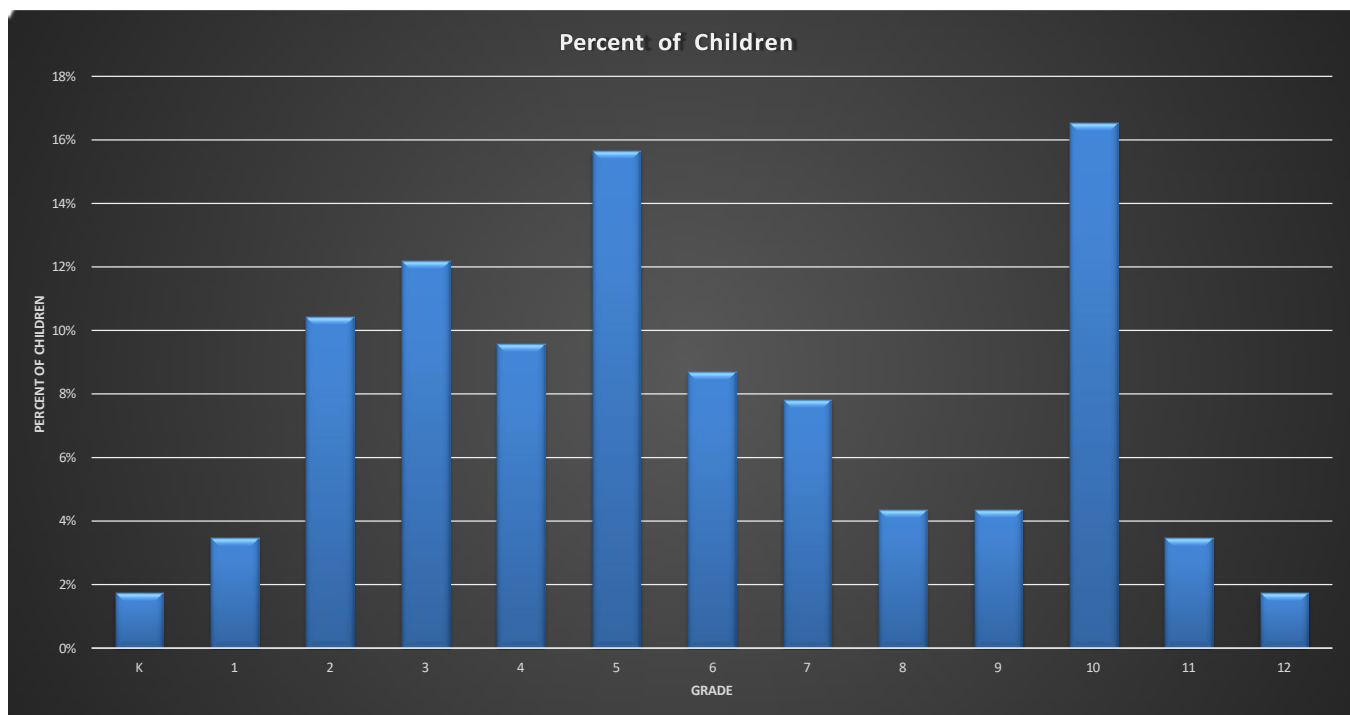
Please see Appendix G for all Pledges of Support and Village Council Resolutions.

APPENDIX B – PARENT SURVEYS

Parent Survey Report: One School in One Data Collection Period

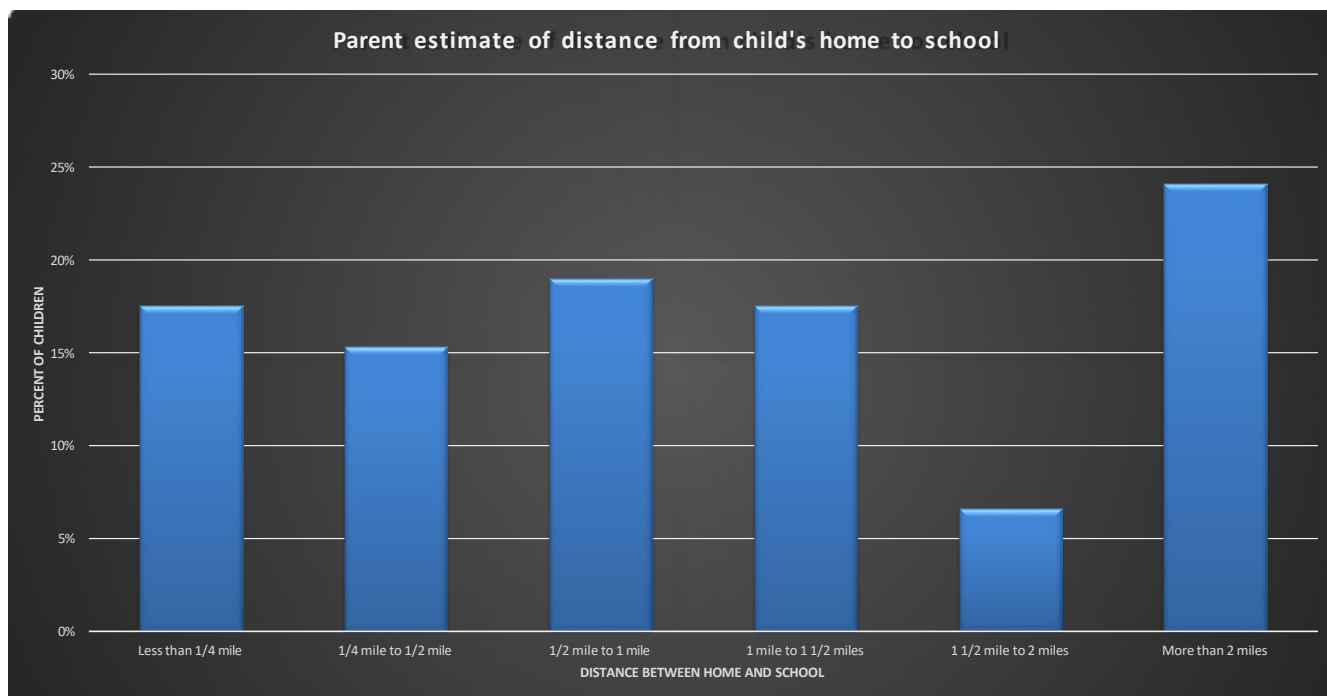
School Name:		Set ID:	
School Group:	Strasburg-Franklin Local Schools	Month and Year Collected:	Dec-24
School Enrollment:		Date Report Generated:	1/11/2025
% Range of Students Involved in SRTS:		Tags:	
Number of Questionnaires Distributed:		Number of Questionnaires Analyzed for Report:	138

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.



Grade levels of children represented in survey

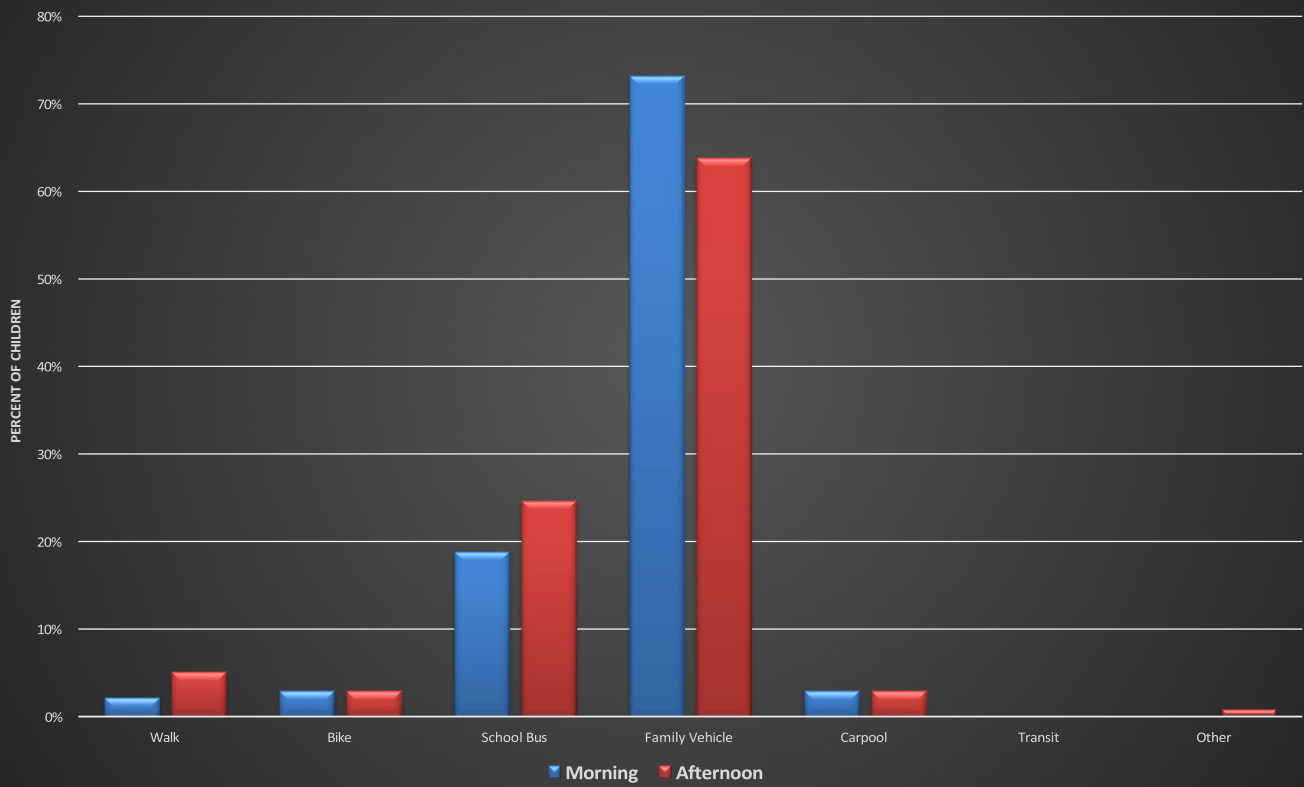
Grade in School	Responses per grade	
	Number	Percent
K	2	1.74%
1	4	3.48%
2	12	10.43%
3	14	12.17%
4	11	9.57%
5	18	15.65%
6	10	8.70%
7	9	7.83%
8	5	4.35%
9	5	4.35%
10	19	16.52%
11	4	3.48%
12	2	1.74%



Parent estimate of distance from child's home to
school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	24	17.52%
1/4 mile to 1/2 mile	21	15.33%
1/2 mile to 1 mile	26	18.98%
1 mile to 1 1/2 miles	24	17.52%
1 1/2 mile to 2 miles	9	6.57%
More than 2 miles	33	24.09%

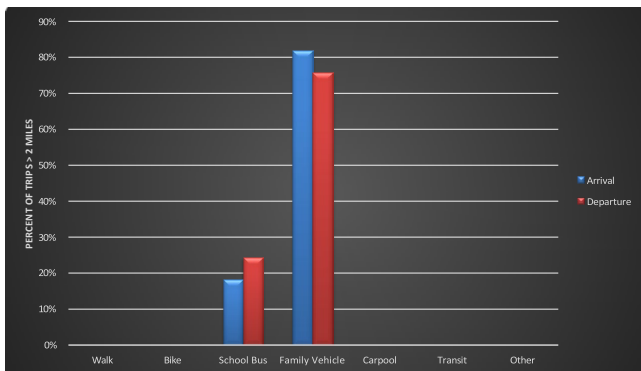
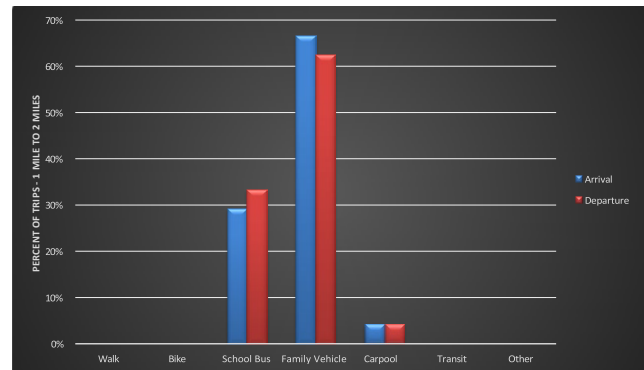
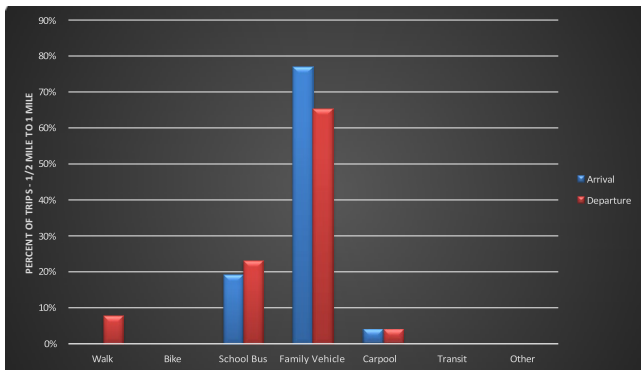
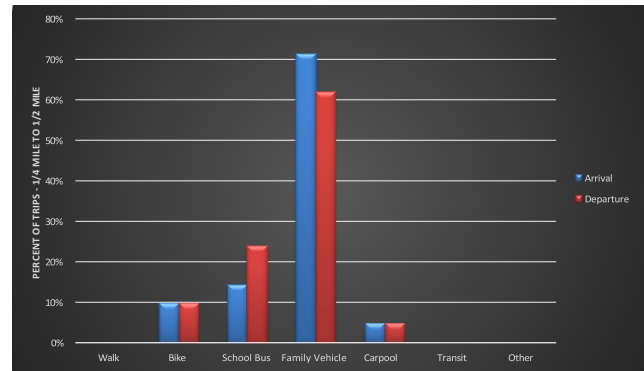
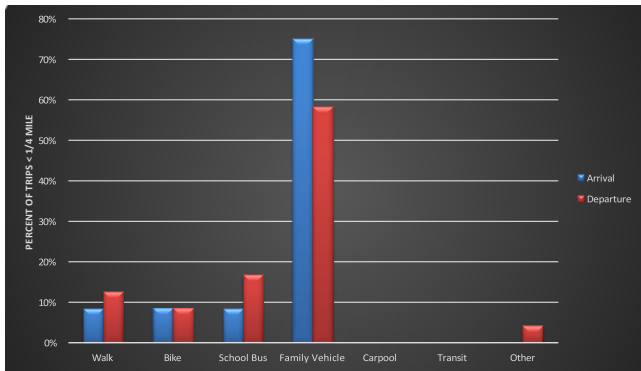
Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	138	2.17%	2.90%	18.84%	73.19%	2.90%	0.00%	0.00%
Afternoon	138	5.07%	2.90%	24.64%	63.77%	2.90%	0.00%	0.72%

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



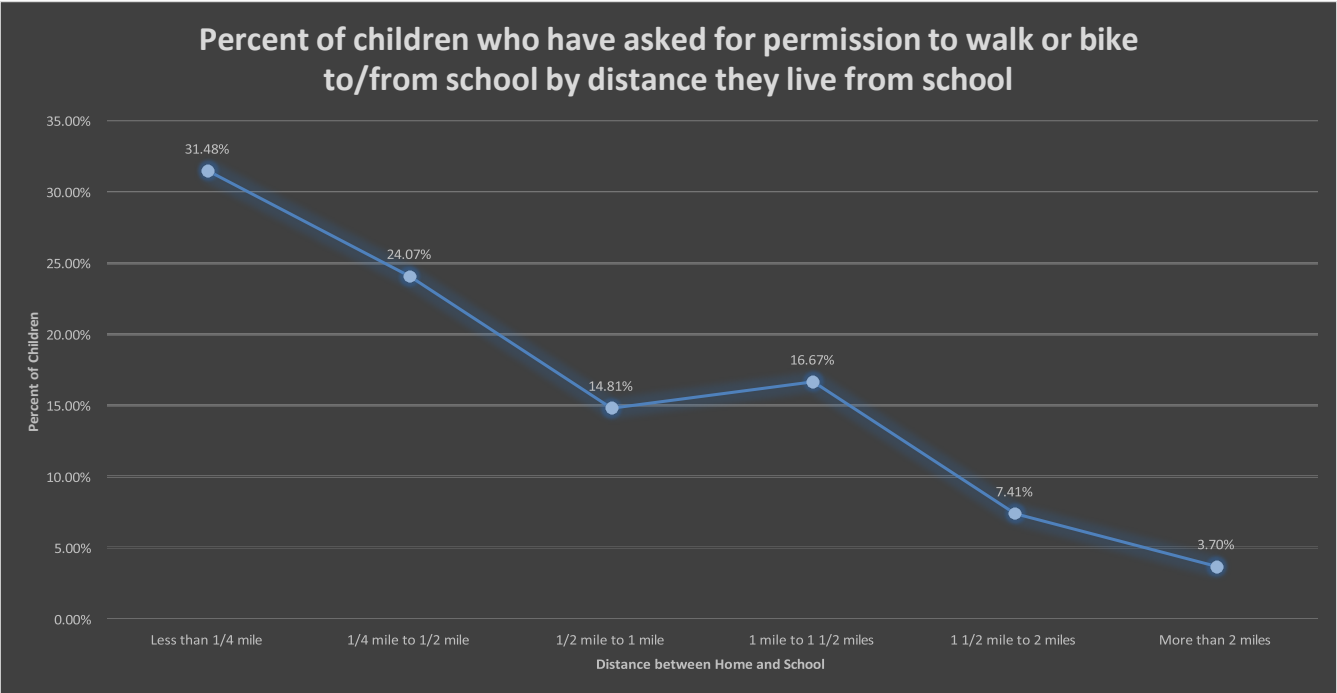
Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	8.33%	8.33%	8.33%	75.00%	0.00%	0.00%	0.00%
1/4 mile to 1/2 mile	21	0.00%	9.52%	14.29%	71.43%	4.76%	0.00%	0.00%
1/2 mile to 1 mile	26	0.00%	0.00%	19.23%	76.92%	3.85%	0.00%	0.00%
1 mile to 1 1/2 miles	24	0.00%	0.00%	29.17%	66.67%	4.17%	0.00%	0.00%
1 1/2 mile to 2 miles	33	3.03%	0.00%	9.09%	12.12%	3.03%	0.00%	0.00%
More than 2 miles	33	0.00%	0.00%	18.18%	81.82%	0.00%	0.00%	0.00%

School Departure

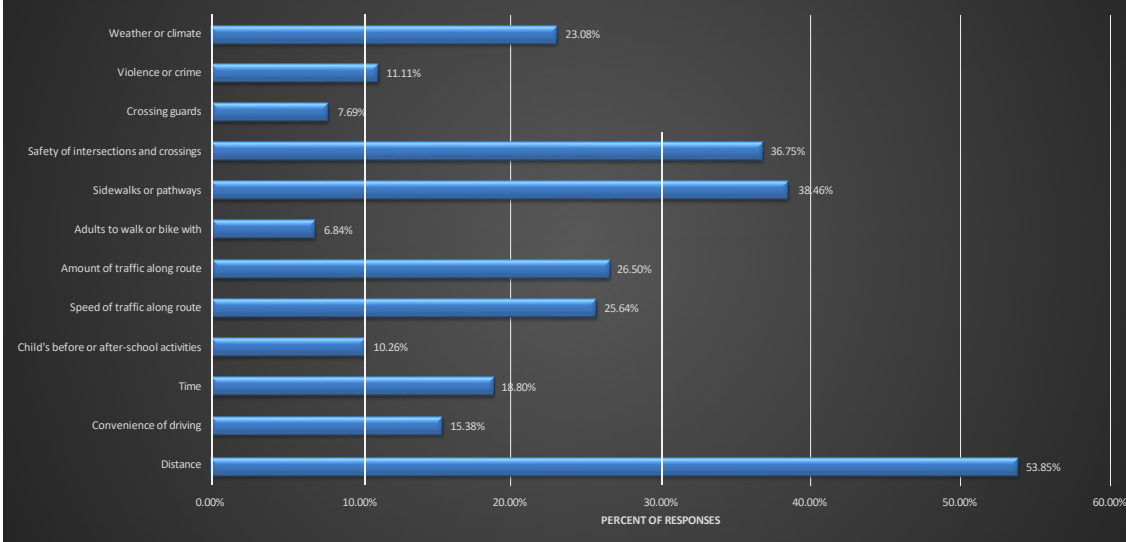
Distance	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	12.50%	8.33%	16.67%	58.33%	0.00%	0.00%	4.17%
1/4 mile to 1/2 mile	21	0.00%	9.52%	23.81%	61.90%	4.76%	0.00%	0.00%
1/2 mile to 1 mile	26	7.69%	0.00%	23.08%	65.38%	3.85%	0.00%	0.00%
1 mile to 1 1/2 miles	24	0.00%	0.00%	33.33%	62.50%	4.17%	0.00%	0.00%
1 1/2 mile to 2 miles	33	3.03%	0.00%	9.09%	12.12%	3.03%	0.00%	0.00%
More than 2 miles	33	0.00%	0.00%	24.24%	75.76%	0.00%	0.00%	0.00%



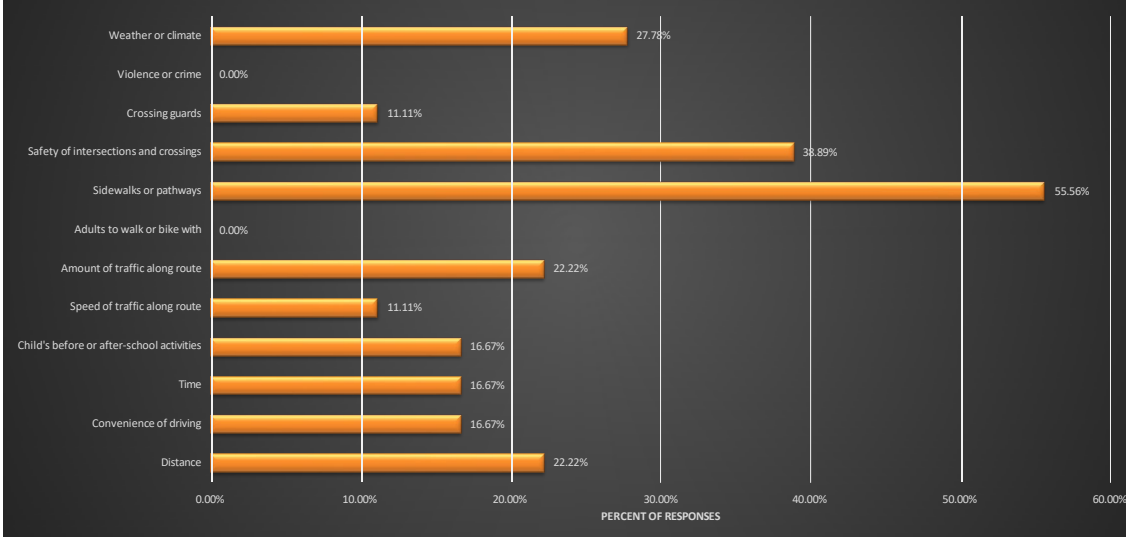
Percent of children who have asked for permission to walk or bike to/from school by distance the live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 mile to 2 miles
Yes	54	31.48%	24.07%	14.81%	16.67%	7.41%
No	84	8.33%	9.52%	21.43%	17.86%	5.95%

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



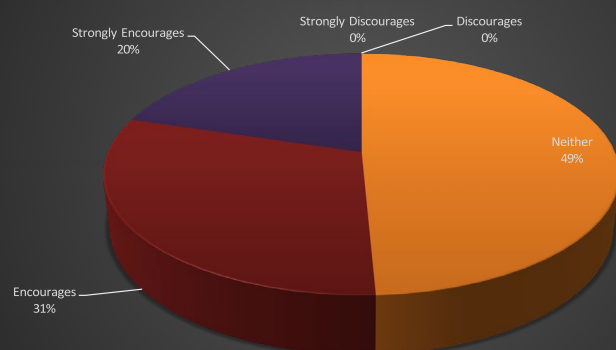
Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



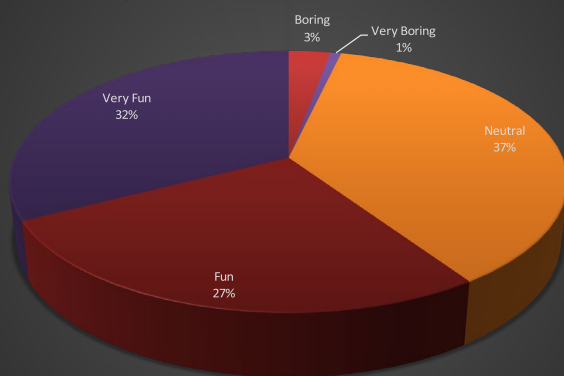
Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children

Issue	Child Does not Walk/Bike to School		Child Walks/Bikes to School	
Distance	63	53.85%	4	22.22%
Convenience of driving	18	15.38%	3	16.67%
Time	22	18.80%	3	16.67%
Child's before or after-school activities	12	10.26%	3	16.67%
Speed of traffic along route	30	25.64%	2	11.11%
Amount of traffic along route	31	26.50%	4	22.22%
Adults to walk or bike with	8	6.84%	0	0.00%
Sidewalks or pathways	45	38.46%	10	55.56%
Safety of intersections and crossings	43	36.75%	7	38.89%
Crossing guards	9	7.69%	2	11.11%
Violence or crime	13	11.11%	0	0.00%
Weather or climate	27	23.08%	5	27.78%
Number of Respondants	117	100.00%	18	100.00%

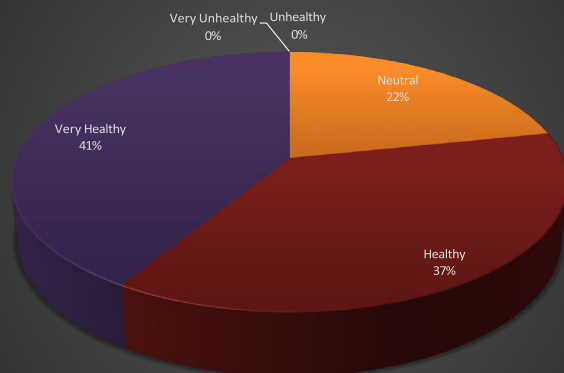
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

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APPENDIX A –
STUDENT ADDRESS MAPS

APPENDIX C –
WALK AUDIT PHOTOS

APPENDIX D –
WALK AUDIT OBSERVATIONS/NOTES

APPENDIX E –
INFRASTRUCTURE COUNTERMEASURES LOCATION MAPS

APPENDIX G –
PLEDGES OF SUPPORT