

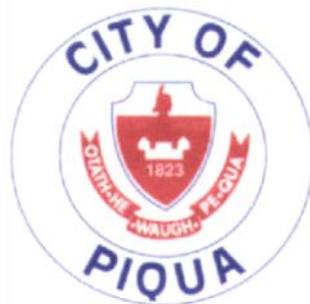


**PIQUA, OHIO**

**Safe Routes To Schools Program**

**School Travel Plan**

**August 26, 2011**



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## SECTION 1

### THE SAFE ROUTES TO SCHOOLS TEAM

The Piqua Safe Routes To Schools team includes representation from school, community, local government, health, education, and public safety stakeholder groups. The specific team members, the organization with which they are affiliated, and the primary program area they represent are indicated in the following table.

Name	Affiliation	Program Area	Phone/Email
Amy Havenar City Engineer	City of Piqua Engineering Department	Engineering	937.778.2044 <a href="mailto:ahavenar@piquaoh.org">ahavenar@piquaoh.org</a>
Chris Schmiesing City Planner	City of Piqua Development Office	Evaluation	937.778.2049 <a href="mailto:cschmiesing@piquaoh.org">cschmiesing@piquaoh.org</a>
Bruce Jamison Chief of Police	City of Piqua Police Department	Enforcement	937.778.2027 <a href="mailto:bjamison@piquaoh.org">bjamison@piquaoh.org</a>
Amy Welker Health Director	City of Piqua Health Department	Encouragement	937.778.2060 <a href="mailto:awelker@piquaoh.org">awelker@piquaoh.org</a>
Rick Hanes Superintendent	Piqua City Schools Administration	Education	937.773.4321 <a href="mailto:hanesr@piqua.org">hanesr@piqua.org</a>
Roger Ely Business Administrator	Piqua City schools Administration	Evaluation	937.773.4321 <a href="mailto:elyr@piqua.org">elyr@piqua.org</a>
Teresa Anderson Principal	Piqua City Schools Nicklin Kindergarten Center	Education	937.773.4742 <a href="mailto:andersont@piqua.org">andersont@piqua.org</a>
Curt Montgomery Principal	Piqua City Schools Wilder Intermediate	Education	937.773.2017 <a href="mailto:montgomeryc@piqua.org">montgomeryc@piqua.org</a>
Mindy Gearhardt Principal	Piqua City Schools Favorite Hill Intermediate	Education	937.773.4678 <a href="mailto:gearhardtm@piqua.org">gearhardtm@piqua.org</a>



### PIQUA Safe Routes To School Program



<b>Name</b>	<b>Affiliation</b>	<b>Program Area</b>	<b>Phone/Email</b>
Loretta Henderson Principal	Piqua City Schools Washington Intermediate	Education	937.773.8472 <a href="mailto:hensonl@piqua.org">hensonl@piqua.org</a>
Chad Albers Assistant Principal	Piqua City Schools Piqua Junior High	Education	937.778.2997 <a href="mailto:albersc@piqua.org">albersc@piqua.org</a>
Mary Alice Haithcoat Superintendent	Piqua Catholic Schools Administration	Education	937.773.1564 <a href="mailto:haithcoatm@piquacatholic.org">haithcoatm@piquacatholic.org</a>
Jim Hemmert Citizen	Bicycling Enthusiast	Encouragement	937.773.9233 <a href="mailto:jimhemm645@aol.com">jimhemm645@aol.com</a>
Bob Bloom Citizen	Parent of School Children	Encouragement	937.778.1860 <a href="mailto:bobbloom714@yahoo.com">bobbloom714@yahoo.com</a>

The primary contact person for the Piqua Safe Routes To Schools team is City Engineer, Amy Havenar.

END OF SECTION 1



**PIQUA Safe Routes To School Program**



## SECTION 2

### INTRODUCTION

In the spring of 2009 Piqua city and school officials came together to discuss the merits of developing a local Safe Routes to Schools (SRTS) program. After meeting with Ohio Department of Transportation (ODOT) representatives to learn more about SRTS, city and school officials were convinced the community would benefit from such a program. The Piqua representatives recognized the positive impact a SRTS program could have on the local environment and the mobility of residents, and also the overall quality of life enjoyed by residents of the community.

ODOT officials provided local representatives with information describing the program funding opportunities and eligible infrastructure and non-infrastructure project types, and outlined the 12-step School Travel Plan development process. A Piqua Safe Routes To Schools Team assembled and the group turned their attention towards establishing a vision for the local program and defining the goals of the requisite School Travel Plan document. As the SRTS Team brainstormed on the various project types that would fit well with “5 E’s” principles of the program, the vision for the Piqua Safe Routes To Schools program and purpose for compiling a School Travel Plan document began to emerge. The team determined that a local SRTS program should produce a School Travel Plan document that...

- provides information enabling the development of a handbook that presents material suggesting what routes, and how, children should travel from their home to the school they attend.
- provides information highlighting what areas of the community require increased enforcement activity to insure pedestrian and bicyclist safety.
- examines the relationship between the location and walk-ability of residential neighborhoods and school sites within the community.
- identifies opportunities to disseminate safety education material and information related to the associated environmental and health benefits of children walking and bicycling to and from school.

END OF SECTION 2



**PIQUA Safe Routes To School Program**



## SECTION 3

### THE PUBLIC INPUT PROCESS

The Piqua SRTS team utilized a variety of techniques to engage the community in the SRTS initiative. Public input was secured through special school events, parent and student surveys, various media communications, public meetings, and stakeholder participation in the SRTS meetings. The following sections highlight the public input processes utilized and the type of information collected, and also describes existing study documents or policies that contribute to the SRTS effort.

**Interview Key Stakeholders** – The SRTS team includes a number of individuals from the community who hold positions directly involved with student travel. The Chief of Police, the City Engineer, the City Planner, the Superintendent of the local school district, several Principals from the school district, and the Superintendent of the local Catholic Schools, all are members of the SRTS team and have contributed throughout the development of a local SRTS initiative.

Stakeholder interviews identified concerns such as missing sidewalks, intersections that are difficult to cross, and long lengths of street segments with no opportunity to cross as impediments to students wishing to travel to school by foot or bike. Difficulties separating on-site auto, bus, bike and pedestrian school traffic were also cited as concerns. A recent incident near Wilder School that involved a student traveling from school and an automobile was cited as evidence of the existence of this problem. In addition to the input of SRTS team members building principals completed Stakeholder Interview Sheets, which are included in the supporting documents section of this plan.

**Host Public Meetings** – A public meeting was held on May 6, 2010 at 6:30 in the evening at the YWCA. The meeting opened with a presentation that provided an overview of the SRTS program and outlined the STP development process. This was followed by a series of interactive exercises designed to solicit the opinions of those present and discover the community's vision for walking and biking to school. The findings of the interactive exercise indicate:

- Travel distance, travel time, after school activities, adequacy and completeness of public sidewalks, safety of intersection crossings, traffic volumes and speeds, and fear of crime or violence weigh heavily in a parent's decision on whether or not to allow a student to walk or bike to school.
- Convenience of driving their child to school, availability of a friend to walk or bike with, availability of crossing guards, and the weather have a modest affect on a parent's decision concerning whether or not to allow a student to walk or bike to school.



**PIQUA Safe Routes To School Program**



**Solicit Student Opinions** – On October 21, 2009 k-8 students throughout Piqua celebrated *International Walk to School Day*. As part of the event students prepared essays and performed skits for their classmates to highlight walking and bicycling safety tips, and also participated in neighborhood walks to identify potential safety hazards and discuss best practices for walkers and bicyclist. School and city officials also used this event as an opportunity to promote the benefits of walking and biking to school and to conduct a survey of students and parents to gain their input on the topic. Parents responded by returning 1,577 parent surveys in conjunction with the Walk to School Day event celebrated at eight school buildings including a K-8 grade level. The information collected via the parent survey was forwarded to the National Center for Safe Routes to Schools for inclusion in the Center’s data base. The data is saved by building location, includes basic demographic information about the respondent and his/her preferences with regards to their child walking or biking to school, and also provides information about their child’s current travel conditions and habits. A summary report of the survey results for each building is included in Section 6 of this document. To review the survey data in its entirety visit the following URL address - <http://www.saferoutesinfo.org/data/>.

**Incorporate Existing Bike or Pedestrian Plan Recommendations** – The City of Piqua has several recently completed planning documents that provide information relevant to the SRTS initiative. The *Plan It Piqua 2007 Comprehensive Plan Update*, the *Intersections Improvement Study* completed in January of 2009, and the *Great Miami River Recreational Trail Study* completed in February of 2008. In addition, on December 4, 2008 the MVRPC Board of Directors adopted the Comprehensive Local-Regional Bikeway Plan (CLRBP). The plan identifies the existing facilities throughout the region and cites opportunities to expand the existing trails facilities to connect to community destinations such as parks and school sites. Links to each of these documents can be found in the supporting documents section of this plan.

**Incorporate School Wellness Policy Objectives** – A copy of the Wellness Policy can be found in the supporting documents section of this plan.

**Education, Enforcement, and Encouragement Programs Already In Place** – A number of programs within the community that already exist support the goals of the SRTS program. The Careful Corners program teaches children how to safely use public sidewalks and street crossings to travel safely to and from school, and events like the Bike Rodeo held on occasion by the Police Department promotes proper bicycling skills and safety practices for children and adults alike. The Moonlight Ride and Stride events sponsored by the Mainstreet Piqua organization encourage citizens to get out and enjoy walking and biking as a leisure activity.

A detailed description of each of these programs can be found in the supporting documents section of this plan.



## PIQUA Safe Routes To School Program



END OF SECTION 3



**PIQUA Safe Routes To School Program**



## SECTION 4

### DESCRIPTION OF SCHOOLS

The process of identifying the four school building sites to be included in the initial School Travel Plan document turned out to be rather straight forward. The Piqua SRTS team mapped the existing K-8 school building sites within the community and placed a 2 mile radius around each building location. As the group studied the map they recognized that the 2 mile radius around the 3 intermediate school buildings (Washington, Wilder, Bennett), plus the 2 mile radius around the Junior High School building, covered virtually all of the developed areas of the community. Therefore, by focusing on the four buildings sites identified the School Travel Plan document addresses the needs of all school building locations within the community. The specific coverage area of the STP document for each of the four buildings and the physical location of the facilities are defined on the map included in section 6 of this document.

The following table provides the name and location address for each of the four target buildings, and also the grade level, hours of operation, and enrollment information specific to each building.

School	Address	Grades	Hours	Enrollment
Washington Intermediate	800 N. Sunset Drive	4-6	8:30AM to 3:30PM	297
Bennett Intermediate	625 S. Main Street	4-6	8:30AM to 3:30PM	310
Wilder intermediate	818 Nicklin Avenue	4-6	8:30AM to 3:30PM	278
Piqua Junior High School	1 Tomahawk Trail	7-8	7:30AM to 2:30PM	577

END OF SECTION 4



**PIQUA Safe Routes To School Program**



## SECTION 5

### SCHOOL DEMOGRAPHICS

The following tables provide a snapshot of the demographics of the four target buildings.

#### Washington Intermediate

Ethnicity	This School	State Average
White	90%	78%
Black	5%	15%
Multiracial	4%	3%
Unspecified	1%	n/a
Subgroups		
Economically Disadvantaged	30%	36%
Disabled Students	11%	14%

Source: <http://www.greatschools.org/cgi-bin/oh/other/1290#students>

#### Bennett Intermediate

Ethnicity	This School	State Average
White	86%	78%
Black	0%	15%
Multiracial	8%	3%
Unspecified	6%	n/a
Subgroups		
Economically Disadvantaged	69%	36%
Disabled Students	18%	14%

Source: <http://www.greatschools.org/cgi-bin/oh/other/1283#students>



**PIQUA Safe Routes To School Program**



**Wilder Intermediate**

Ethnicity	This School	State Average
White	85%	78%
Black	4%	15%
Multiracial	9%	3%
Unspecified	2%	n/a
Subgroups		
Economically Disadvantaged	56%	36%
Disabled Students	18%	14%

Source: <http://www.greatschools.org/cgi-bin/oh/other/1291#students>

**Junior High School**

Ethnicity	This School	State Average
White	88%	78%
Black	5%	15%
Multiracial	4%	3%
Unspecified	3%	n/a
Subgroups		
Economically Disadvantaged	44%	36%
Disabled Students	16%	14%

Source: <http://www.greatschools.org/cgi-bin/oh/other/3824#students>

END OF SECTION 5



**PIQUA Safe Routes To School Program**



## SECTION 6

### CURRENT SCHOOL TRAVEL ENVIRONMENT

Currently, the vast majority of students arrive at the school buildings within the community by bus or automobile, with just a small portion of the students arriving by foot or on bike. A number of factors contribute to the current travel habits of the students attending the target buildings. Within the public right of way there are missing, inadequate, or unsafe sidewalks, street crossings, and bike routes. On site issues at the school building locations include a lack of off-street parking and drop-off/pick-up zones, poor on-site traffic circulation patterns and deficient or non-existent building connectivity to public pedestrian and bicycle infrastructure, and inadequate separation of motor vehicles and pedestrian and bike routes. Likewise, the existing building grade level configurations require students to attend school buildings located much further from their home than the nearest school building. Thus, students are discouraged from walking and biking to school and the district is forced to provide busing for a far greater number of students than what would otherwise be necessary. The resulting influx of bus and motor vehicle traffic creates traffic congestion at the school sites and in the streets around the schools. The high volume of motor vehicle traffic merely reinforces the parental mindset that their child is safest when on a bus or in their own vehicle. This results in even more parents bringing their child to school in their personal automobile or requiring him/her to ride a bus. Due to the resulting poor pedestrian and bike travel conditions there have been a number of incidents in recent years near at least one of the target school sites, involving a collision between a pedestrian/bicyclist and a motor vehicle.

### PARENT SURVEY RESULTS

The following pages summarize the findings of the parent survey and student tallies collected for each target building during the 2009 *International Walk to School Day* event.



**PIQUA Safe Routes To School Program**



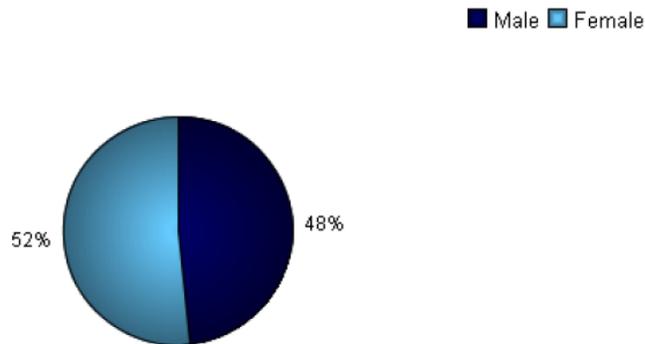
## Washington Intermediate

### Parent Survey Summary

Program Name:	City of Piqua	Month and Year Collected:	Fall 2009
School Name:	Washington Intermediate	Set ID:	3377
School Enrollment:	300	Date Report Generated:	06/06/2011
Enrollment within Grades Targeted by SRTS Program:	300	Number of Questionnaires Analyzed for Report:	196
Number of Questionnaires Distributed:	300		

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

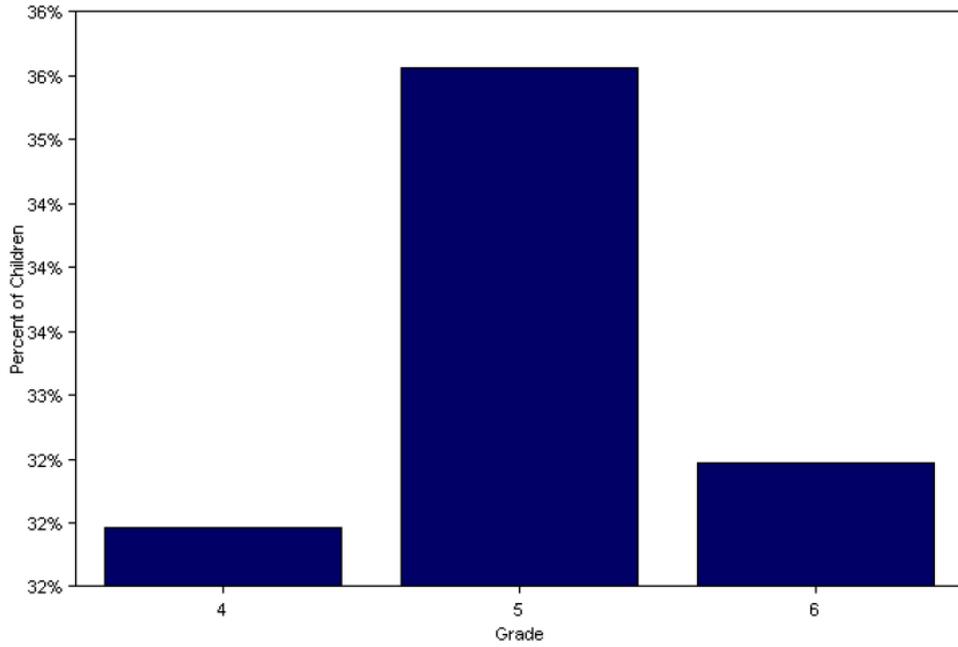
#### Sex of children for parents that provided information



PIQUA Safe Routes To School Program



**Grade levels of children represented in survey**



**Grade levels of children represented in survey**

Grade in School	Responses per grade	
	Number	Percent
4	62	32%
5	69	36%
6	63	32%

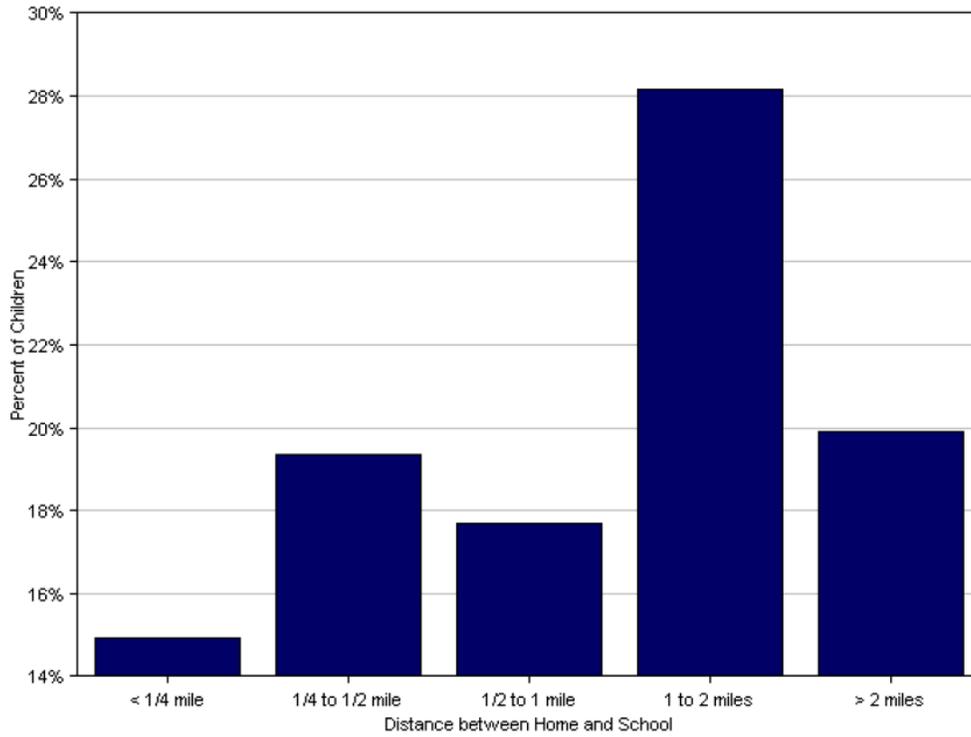
No response: 2  
 Percentages may not total 100% due to rounding.



**PIQUA Safe Routes To School Program**



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



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

Distance between home and school	Number of children	Percent
Less than 1/4 mile	27	15%
1/4 mile up to 1/2 mile	35	19%
1/2 mile up to 1 mile	32	18%
1 mile up to 2 miles	51	28%
More than 2 miles	36	20%

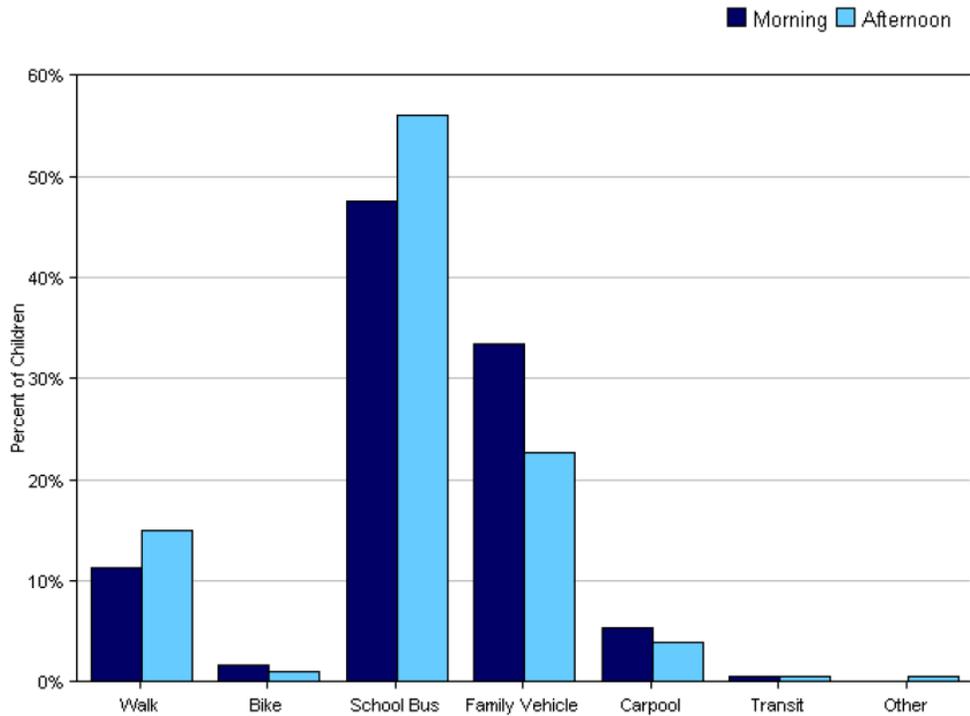
Don't know or No response: 15  
 Percentages may not total 100% due to rounding.



**PIQUA Safe Routes To School Program**



### 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	185	11%	2%	48%	34%	5%	0.5%	0%
Afternoon	180	15%	1%	56%	23%	4%	0.6%	0.6%

No Response Morning: 11

No Response Afternoon: 16

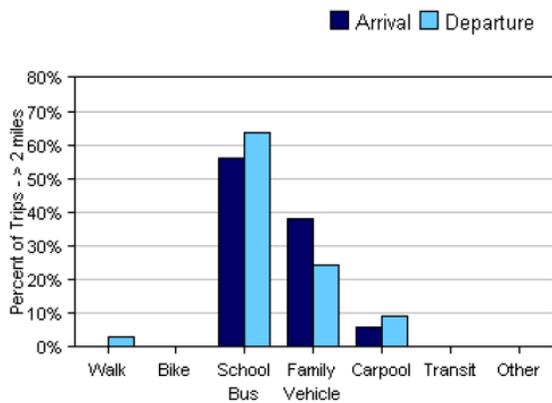
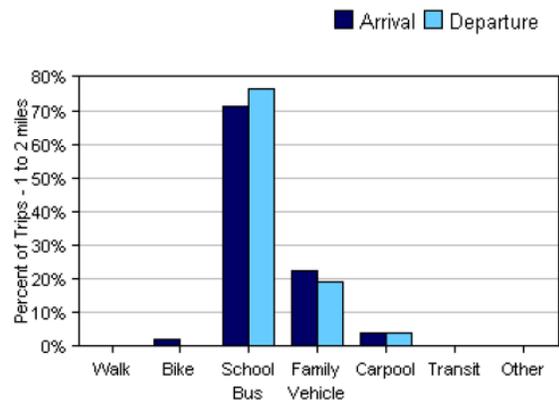
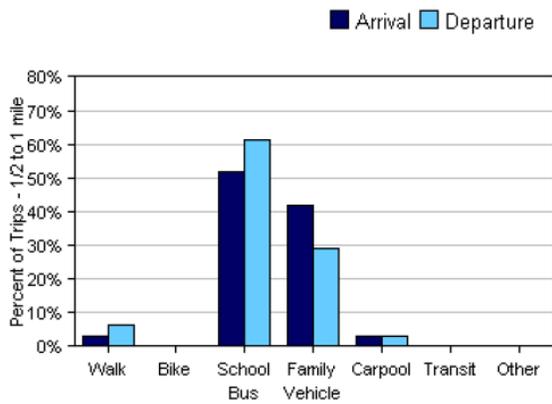
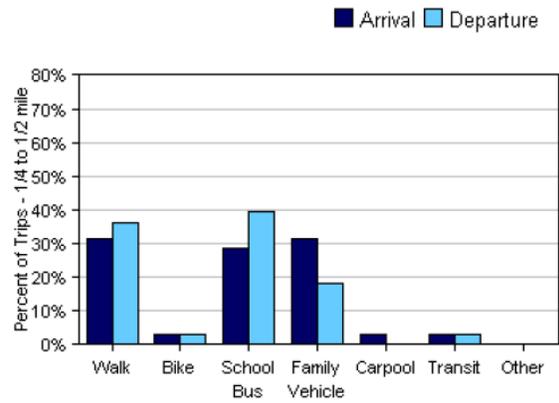
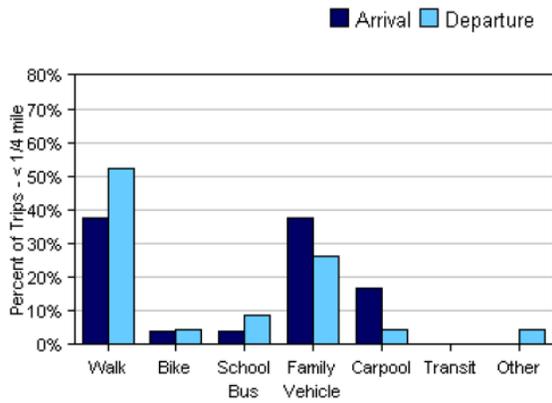
Percentages may not total 100% due to rounding.



## PIQUA Safe Routes To School Program



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



### PIQUA Safe Routes To School Program



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

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	38%	4%	4%	38%	17%	0%	0%
1/4 mile up to 1/2 mile	35	31%	3%	29%	31%	3%	3%	0%
1/2 mile up to 1 mile	31	3%	0%	52%	42%	3%	0%	0%
1 mile up to 2 miles	49	0%	2%	71%	22%	4%	0%	0%
More than 2 miles	34	0%	0%	56%	38%	6%	0%	0%

Don't know or No response: 23

Percentages may not total 100% due to rounding.

### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	23	52%	4%	9%	26%	4%	0%	4%
1/4 mile up to 1/2 mile	33	36%	3%	39%	18%	0%	3%	0%
1/2 mile up to 1 mile	31	6%	0%	61%	29%	3%	0%	0%
1 mile up to 2 miles	47	0%	0%	77%	19%	4%	0%	0%
More than 2 miles	33	3%	0%	64%	24%	9%	0%	0%

Don't know or No response: 29

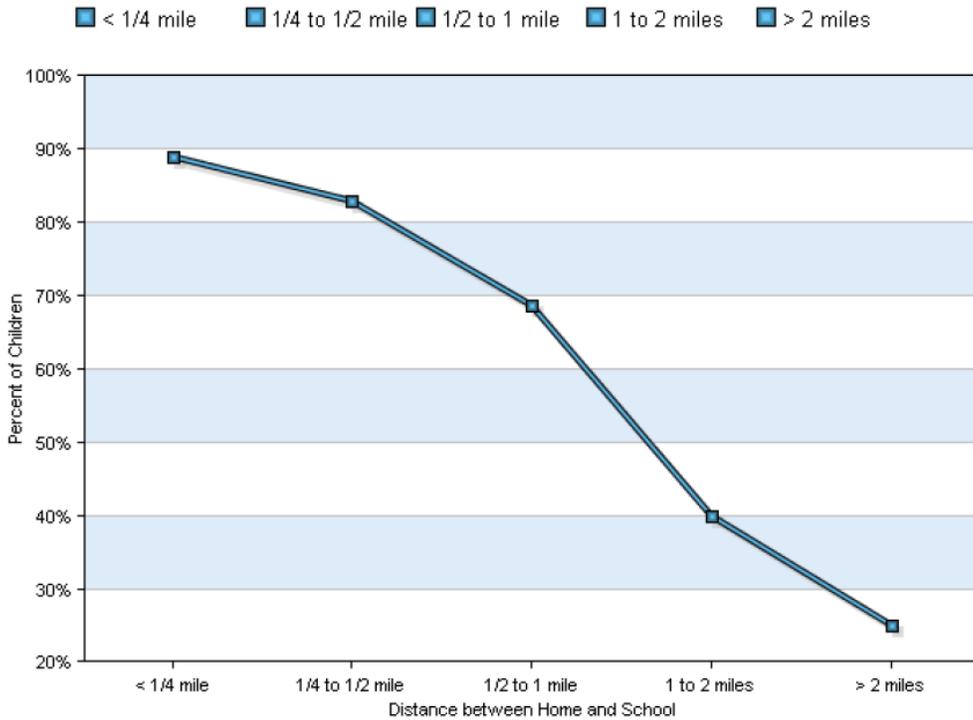
Percentages may not total 100% due to rounding.



## PIQUA Safe Routes To School Program



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



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

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	104	89%	83%	69%	40%	25%
No	76	11%	17%	31%	60%	75%

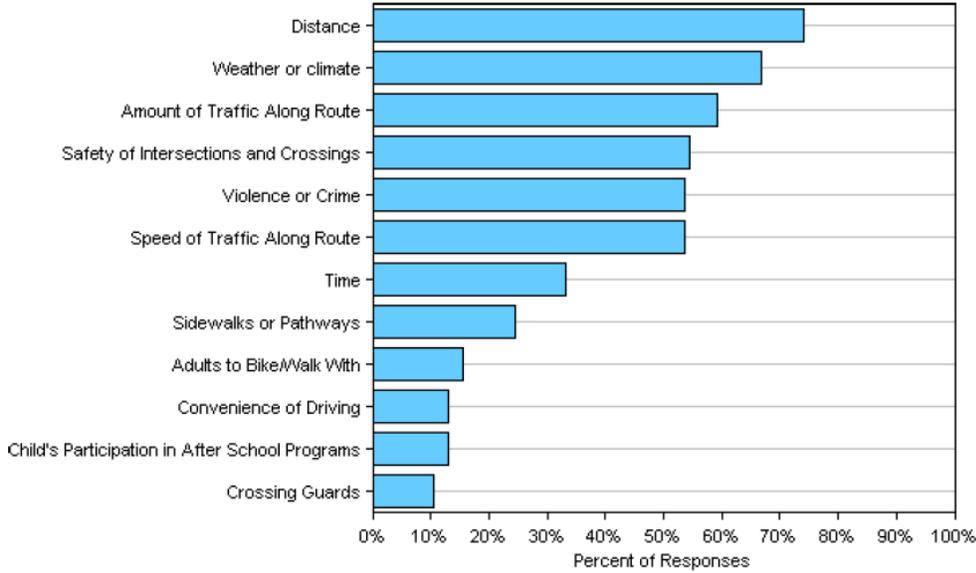
Don't know or No response: 16  
 Percentages may not total 100% due to rounding.



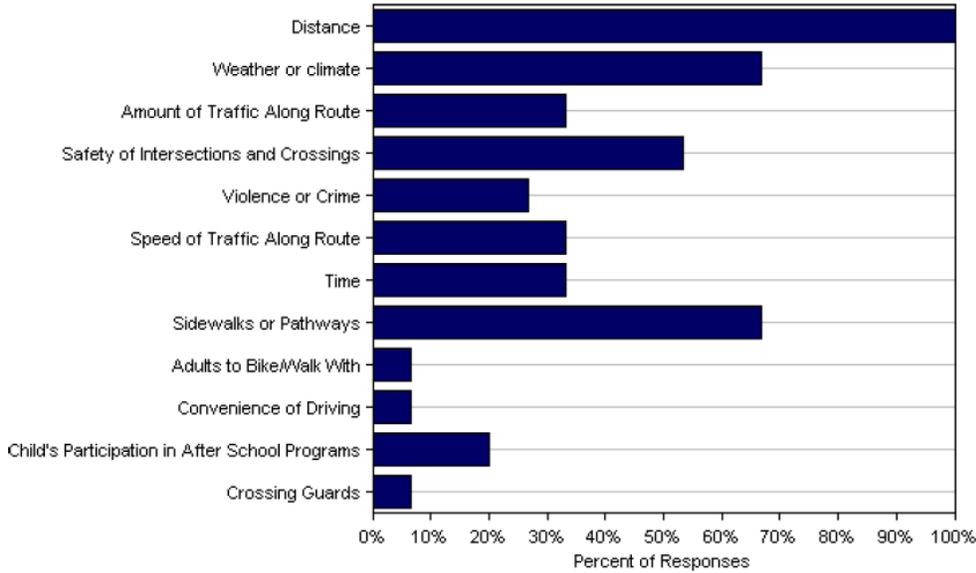
**PIQUA Safe Routes To School Program**



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



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



**PIQUA Safe Routes To School Program**



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	74%	100%
Weather or climate	67%	67%
Amount of Traffic Along Route	59%	33%
Safety of Intersections and Crossings	54%	53%
Violence or Crime	54%	27%
Speed of Traffic Along Route	54%	33%
Time	33%	33%
Sidewalks or Pathways	24%	67%
Adults to Bike/Walk With	15%	7%
Convenience of Driving	13%	7%
Child's Participation in After School Programs	13%	20%
Crossing Guards	11%	7%
<b>Number of Respondents per Category</b>	<b>123</b>	<b>15</b>

No response: 58

Note:

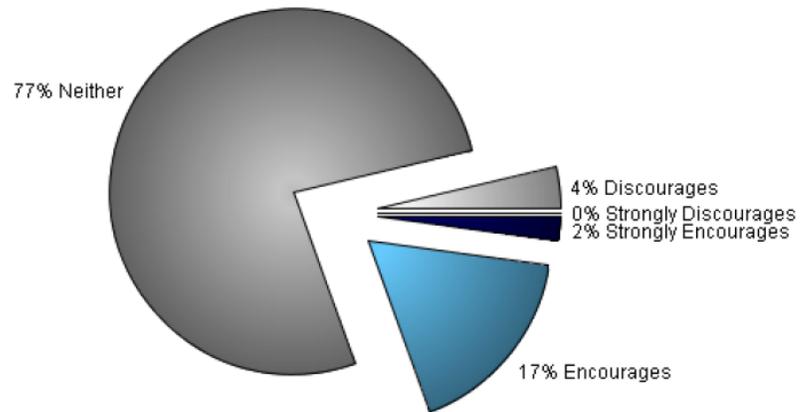
- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.



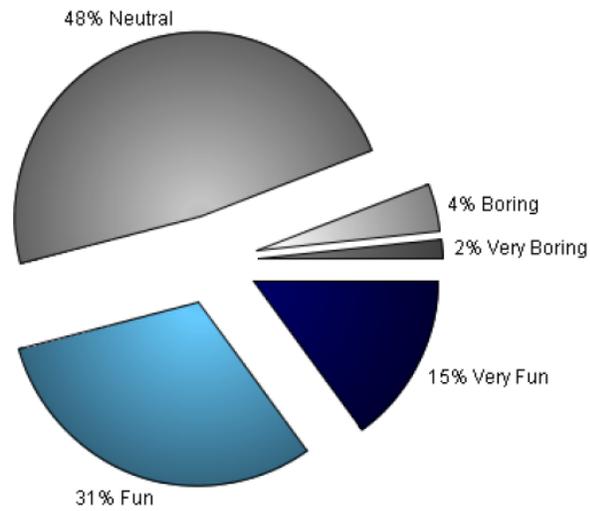
**PIQUA Safe Routes To School Program**



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



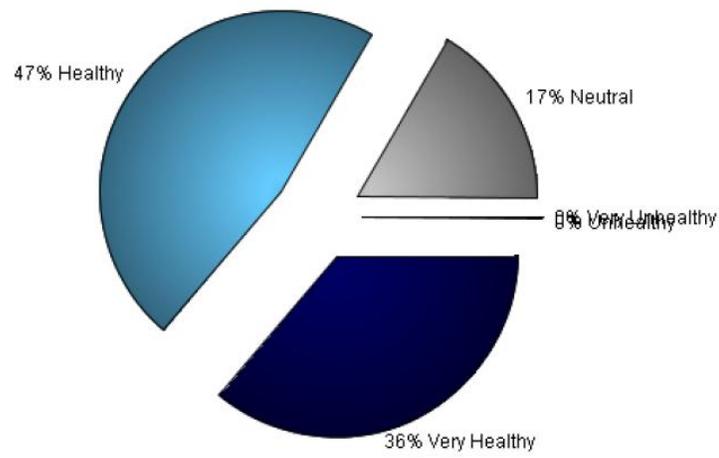
**Parents' opinions about how much fun walking and biking to/from school is for their child**



**PIQUA Safe Routes To School Program**



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



**PIQUA Safe Routes To School Program**



## Comments Section

SurveyID	Comment
359032	OUR STREET CROSSES 185 THAT IS WHY WE DON'T LET OUR CHILDREN WALK TO & FROM SCHOOL
359043	TOO MANY BAD PEOPLE TO TAKE THE CHANCE. MY CHILD DID WALK HOME ONE DAY BECAUSE SHE MISSED THE BUS & WAS CONFRONTED BY A MALE IN A TRUCK. SHE RAN AND HID.
359046	QUESTION #9 - BUT I WOULD STILL FEEL UNCOMFORTABLE
359053	I VERY RARELY LET MY KIDS RIDE THEIR BIKES PAST MY NEIGHBORS WE HAVE SEXUAL PREDATORS ALL OVER I DON'T TRUST HARDLY ANYONE NOW A DAYS.
359068	NONE BUT I'M NOT QUITE SURE WHY I'M FILLING THIS OUT I DO NOT THINK WE SHOULD GET RID OF ANY BUS
359079	#10 WAS A LITTLE CONFUSING. I WASN'T SURE ABOUT MARKING SIDEWALKS OR PATHWAYS. THERE ARE NONE FROM OUR HOUSE TO THE SCHOOL. IF THERE WAS A BIKE PATH I MAY BE MORE LIKELY TO LET MY DAUGHTER RIDE HER BIKE TO SCHOOL.
359098	I ALLOW MY CHILD TO WALK HOME BUT SHE HAS TO WALK WITH AT LEAST ONE OTHER OLDER CHILD. I TAKE HER TO SCHOOL ONLY BECAUSE I HAVE TO TAKE OTHER CHILDREN TO BUS STOPS/OTHER SCHOOL DISTRICTS. QUESTION #9 - WITH OTHER CHILDREN.
359099	OUR STREET CROSSES 185 THAT IS WHY WE DON'T LET OUR CHILDREN WALK HOME.
359103	OF ALL MY CHOICES THAT WERE MADE ABOVE - VIOLENCE OR CRIME IS THE #1 REASON MY CHILDREN DO NOT WALK TO SCHOOL. IN TODAY'S SOCIETY YOU CAN'T TRUST A LOT OF PEOPLE. *MY CHILDREN ARE DROPPED OFF AT THEIR COUSIN'S HOUSE EVERY MORNING AND WALK ACROSS THE STREET TO WASHINGTON.
359161	SHE RIDES TO SCHOOL WITH ME BECAUSE I TEACH AT THAT SCHOOL. SHE IS OPEN ENROLLED.
359055	I WENT TO COLLEGE
359097	I DRIVE MY SON TO SCHOOL IN THE MORNING - AFTER SCHOOL HE SOMETIMES WALKS TO HIS DADS HOUSE WHICH IS JUST A FEW BLOCKS FROM SCHOOL WEATHER PERMITTING
359108	IT IS GREAT WALKING OR RIDING BIKES ARE ENCOURAGED. THIS IS A FUN WAY TO EXERCISE BUT THEY WOULD NEED TO HIRE PEOPLE TO WALK THE ROUTES FOR CHILDREN TO GET TO SCHOOL SAFELY. QUESTION #10 - VIOLENCE OR CRIME-NOT THAT PIQUA HAS THESE ISSUES OFTEN I WOULDN'T WANT TO OPEN THAT TO HAPPEN
359167	IN THIS DAY OF AGE IT IS NOT SAFE FOR ANY CHILD TO WALK ANYWHERE WITHOUT AN ADULT. TO MUCH CHILD CRIMES.
359002	1. THE SIDEWALKS NEED TO BE FIXED! 2. I WANT CROSSING GUARDS! 3. MAKE THE CARS DRIVE SLOWER! THANK YOU VERY MUCH FOR THIS!
359013	THE LOCATION OF OUR HOME TO THE SCHOOL IS THE PRIMARY REASON MY DAUGHTER WALKS TO SCHOOL.
359018	THE SCHOOL IS LOCATED AT A VERY BUSY AND DANGEROUS INTERSECTION. IT IS VERY DIFFICULT FOR KIDS TO DISMISS SAFELY BECAUSE OF THE IMPATIENT DRIVERS AT THAT 4-WAY STOP.
359059	I PREFER TO TAKE MY KIDS TO SCHOOL TO MAKE SURE THEY GET THERE SAFE AND IT MAKES ME FEEL BETTER TO KNOW THEIR AT GREAT SCHOOLS.
359101	CRIME AND CLIMATE AND DISTANCE AND MY MAIN CONCERNS. WATCH THE NEWS KIDS ARE BEING TAKEN ALL THE TIME WALKING TO & FROM SCHOOL. IT IS NOT SAFE TO MAKE K-6 GRADES WALK TO SCHOOL.
359129	MY HUSBAND AND I BOTH WORK AND ARE NOT HOME UNTIL 5
359170	IT WOULD BE GOOD IF THERE WERE ONE CROSSING GUARD AT THE INTERSECTION OF PARK AVE & PARKWAY DR DUE TO THE SPEED & TRAFFIC THAT APPEARS TO BE TRAVELING ON THESE STREETS.
359006	STEVEN IS OPEN ENROLLED SO WALKING IS A LITTLE BIT TOO FAR



### PIQUA Safe Routes To School Program



359056	BY THE TIME I MAY FEEL COMFORTABLE W/ HIM WALKING TO SCHOOL HE'D BE GOING TO JR. HIGH & THAT'S TOO FAR. I ENJOY TAKING HIM TO SCHOOL & HE IS VERY ACTIVE SO HE GETS PLENTY OF EXERCISE. QUESTION #12 - HE HAS NEVER WALKED/BIKE BEFORE
359116	BOOKBAG IS TOO HEAVY FOR HIM TO RIDE HIS BIKE EVERYDAY.
359120	CONCERNED ABOUT TRAFFIC FLOW @ WASHINGTON
359151	OUR CHILD RODE HIS BIKE UNTIL IT BECAME TOO COLD IN THE MORNING. WE ALSO DID NOT WANT HIM SITTING IN THE GYM FOR 20 MIN - SO BRINGING HIME AS CLOSE TO SCHOOL OPENING AS POSSIBLE. I WISH THEY COULD PLAY OUTSIDE BEFORE SCHOOL.
359020	WE OPEN ENROLL OUR STUDENT & MOST OF THE QUESTIONS DON'T APPLY SINCE WE LIVE IN ANOTHER CITY.
359071	WE LIVE APPROX 5 MILE FROM SCHOOL IT IS TO FAR FOR HER TO WALK
359007	IT WOULD BE GOOD IF THERE WAS ONE CROSSING GUARD AT THE INTERSECTION OF PARK AVE & PARKWAY DR DUE TO THE SPEED & TRAFFIC THAT APPEAR TO BE ON THE ROUTE.
359048	I WOULDN'T MIND MY CHILDREN RIDING THEIR BIKES BUT I WORRIED ABOUT A LOT OF THINGS THAT COULD HAPPEN TO THEM IT'S MY JOB TO MAKE SURE THEIR SAFE WHEN THEIR NOT WITH ME. QUESTION #8 - BUT I SAID NO!
359049	WATER STREET IS DANGEROUS FOR KIDS TO BE CROSSING ALONE!
359051	OUR SON WOULD LIKE TO WALK TO SCHOOL BUT WE FEEL HE IS TOO YOUNG IT'S TOO FAR & I DON'T FEEL IT'S SAFE. MAYBE 6TH GRADE - *MAYBE
359061	I AM NOT COMPLETELY COMFORTABLE LETTING MY SON RIDE HIS BIKE TO SCHOOL.
359150	IF IT DOES NOT PERTAIN TO MY CHILD I WILL NOT ANSWER. THANK YOU.
359176	MY CHILD RIDES A BUS OUT OF OUR DISTRICT.
359180	I DON'T SEE THE RELEVANCE OF QUESTIONS 12-14. I ALSO DO NOT UNDERSTAND THE PURPOSE OR POINT OF THIS SURVEY



**PIQUA Safe Routes To School Program**



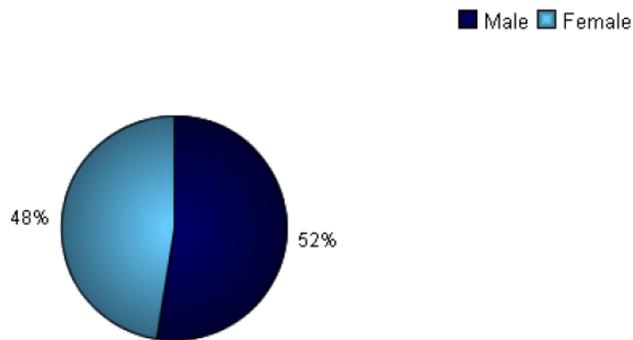
**Wilder Intermediate**

**Parent Survey Summary**

<b>Program Name:</b>	City of Piqua	<b>Month and Year Collected:</b>	Fall 2009
<b>School Name:</b>	Wilder Intermediate	<b>Set ID:</b>	3365
<b>School Enrollment:</b>	300	<b>Date Report Generated:</b>	06/06/2011
<b>Enrollment within Grades Targeted by SRTS Program:</b>	300	<b>Number of Questionnaires Analyzed for Report:</b>	202
<b>Number of Questionnaires Distributed:</b>	300		

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

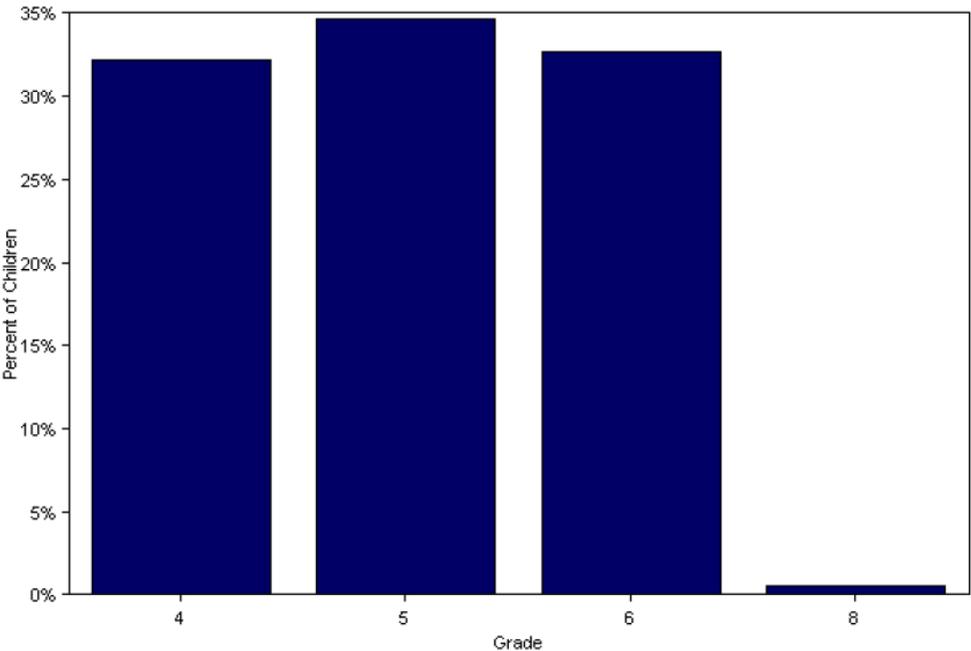
**Sex of children for parents that provided information**



**PIQUA Safe Routes To School Program**



**Grade levels of children represented in survey**



**Grade levels of children represented in survey**

Grade in School	Responses per grade	
	Number	Percent
4	65	32%
5	70	35%
6	66	33%

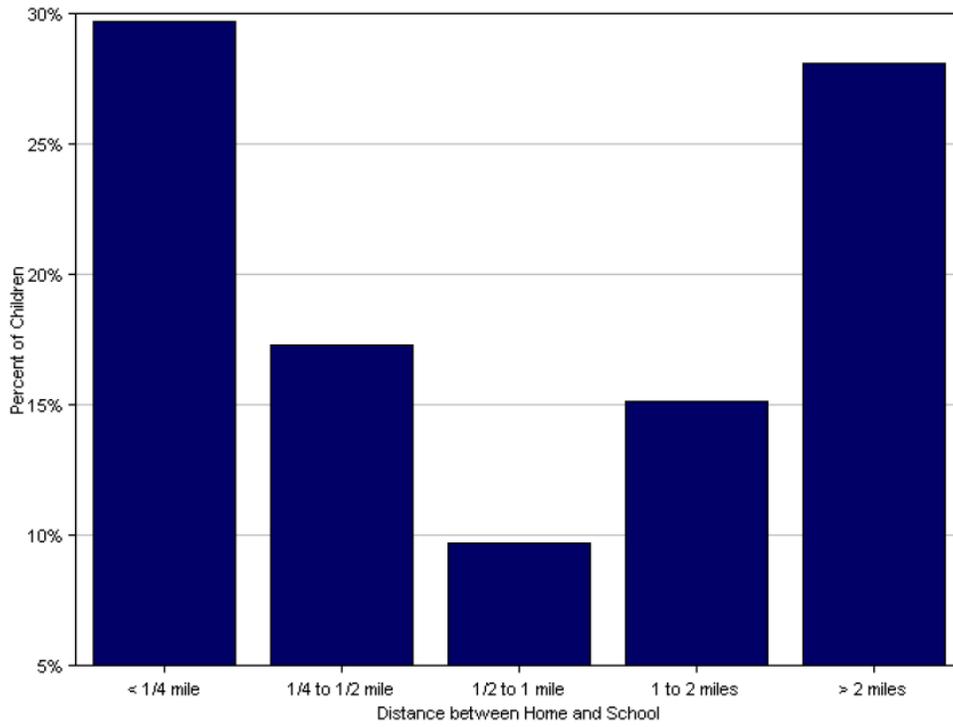
No response: 0  
 Percentages may not total 100% due to rounding.



**PIQUA Safe Routes To School Program**



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



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

Distance between home and school	Number of children	Percent
Less than 1/4 mile	55	30%
1/4 mile up to 1/2 mile	32	17%
1/2 mile up to 1 mile	18	10%
1 mile up to 2 miles	28	15%
More than 2 miles	52	28%

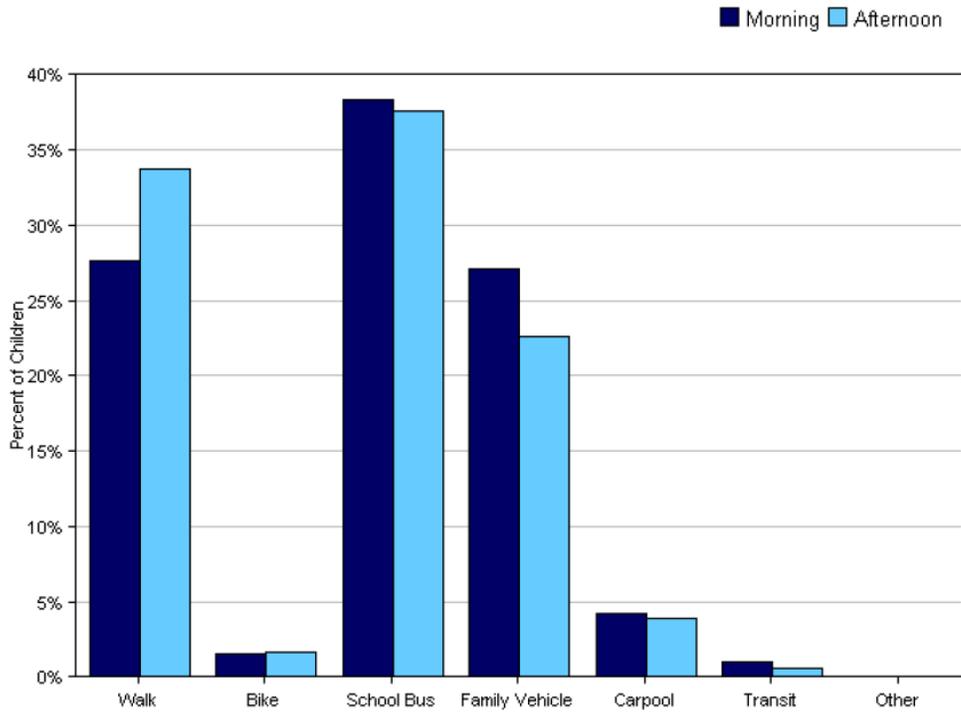
Don't know or No response: 17  
 Percentages may not total 100% due to rounding.



**PIQUA Safe Routes To School Program**



### 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	188	28%	2%	38%	27%	4%	1%	0%
Afternoon	181	34%	2%	38%	23%	4%	0.6%	0%

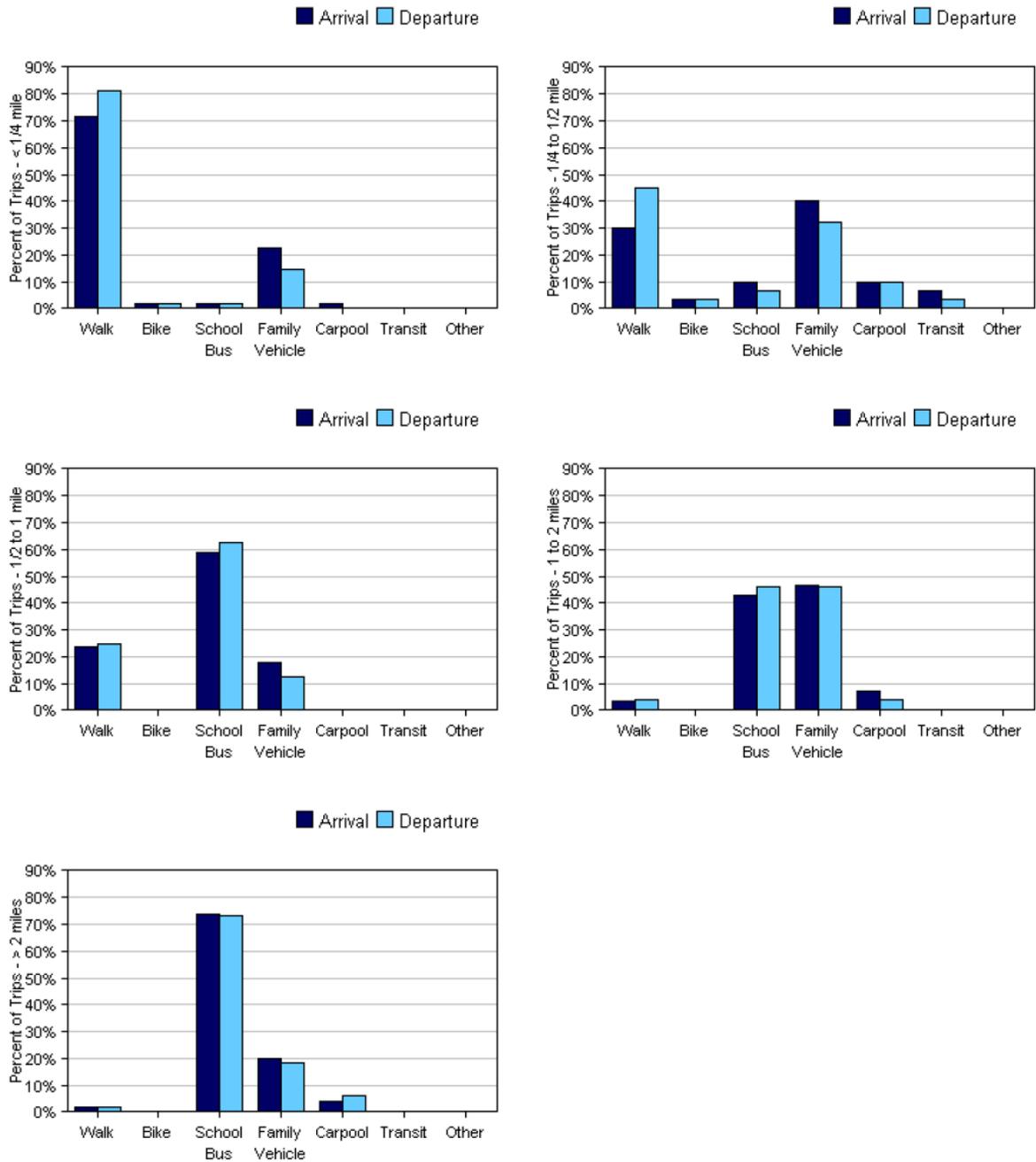
No Response Morning: 14  
 No Response Afternoon: 21  
 Percentages may not total 100% due to rounding.



### PIQUA Safe Routes To School Program



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



### PIQUA Safe Routes To School Program



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

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	49	71%	2%	2%	22%	2%	0%	0%
1/4 mile up to 1/2 mile	30	30%	3%	10%	40%	10%	7%	0%
1/2 mile up to 1 mile	17	24%	0%	59%	18%	0%	0%	0%
1 mile up to 2 miles	28	4%	0%	43%	46%	7%	0%	0%
More than 2 miles	50	2%	0%	74%	20%	4%	0%	0%

Don't know or No response: 28  
 Percentages may not total 100% due to rounding.

### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	48	81%	2%	2%	15%	0%	0%	0%
1/4 mile up to 1/2 mile	31	45%	3%	6%	32%	10%	3%	0%
1/2 mile up to 1 mile	16	25%	0%	63%	13%	0%	0%	0%
1 mile up to 2 miles	24	4%	0%	46%	46%	4%	0%	0%
More than 2 miles	49	2%	0%	73%	18%	6%	0%	0%

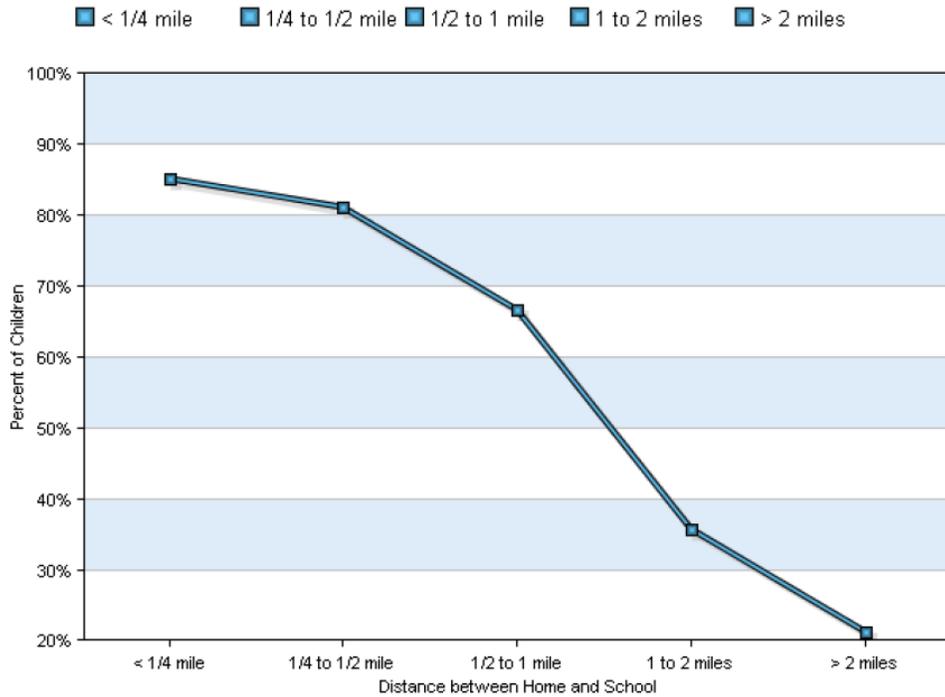
Don't know or No response: 34  
 Percentages may not total 100% due to rounding.



## PIQUA Safe Routes To School Program



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



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

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	105	85%	81%	67%	36%	21%
No	79	15%	19%	33%	64%	79%

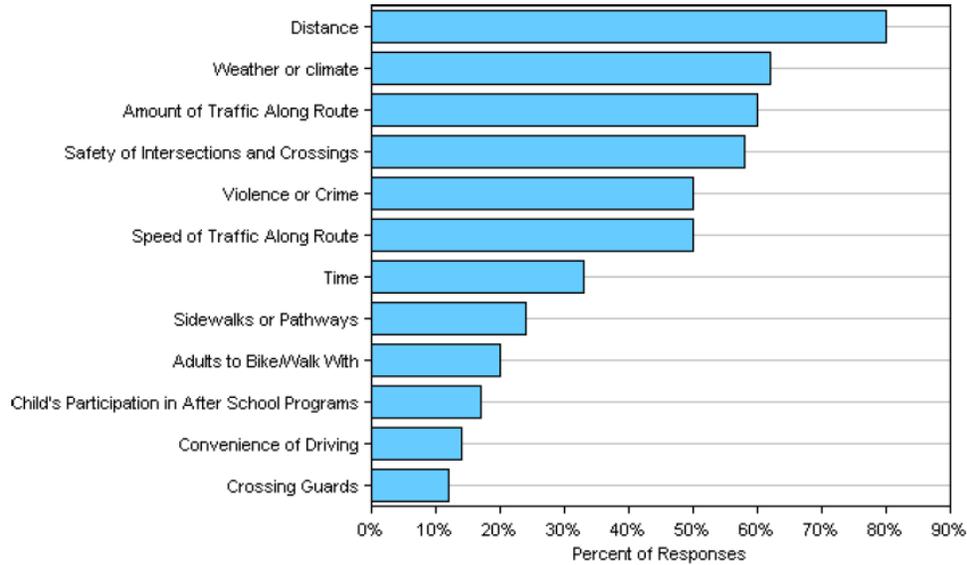
Don't know or No response: 18  
 Percentages may not total 100% due to rounding.



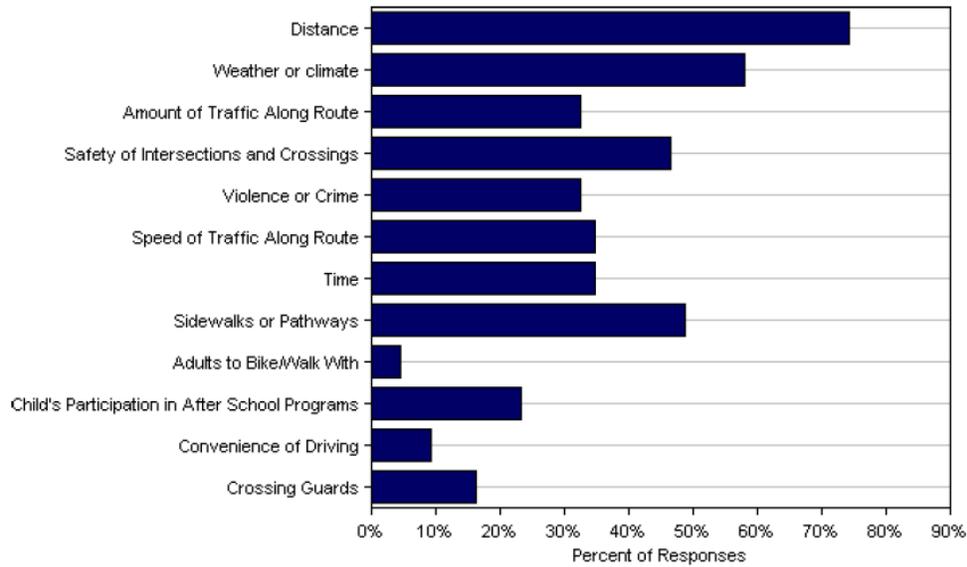
**PIQUA Safe Routes To School Program**



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



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



**PIQUA Safe Routes To School Program**



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	80%	74%
Weather or climate	62%	58%
Amount of Traffic Along Route	60%	33%
Safety of Intersections and Crossings	58%	47%
Violence or Crime	50%	33%
Speed of Traffic Along Route	50%	35%
Time	33%	35%
Sidewalks or Pathways	24%	49%
Adults to Bike/Walk With	20%	5%
Child's Participation in After School Programs	17%	23%
Convenience of Driving	14%	9%
Crossing Guards	12%	16%
<b>Number of Respondents per Category</b>	<b>100</b>	<b>43</b>

No response: 59

Note:

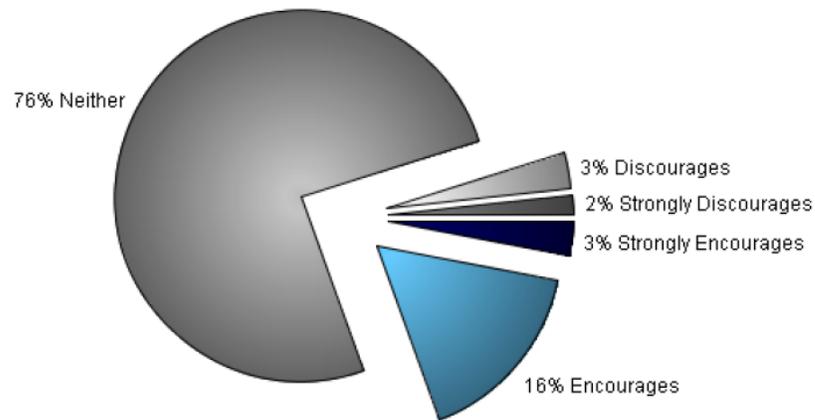
- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.



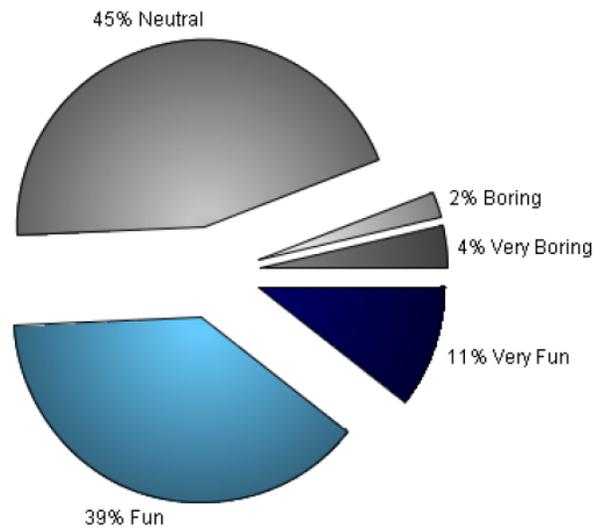
**PIQUA Safe Routes To School Program**



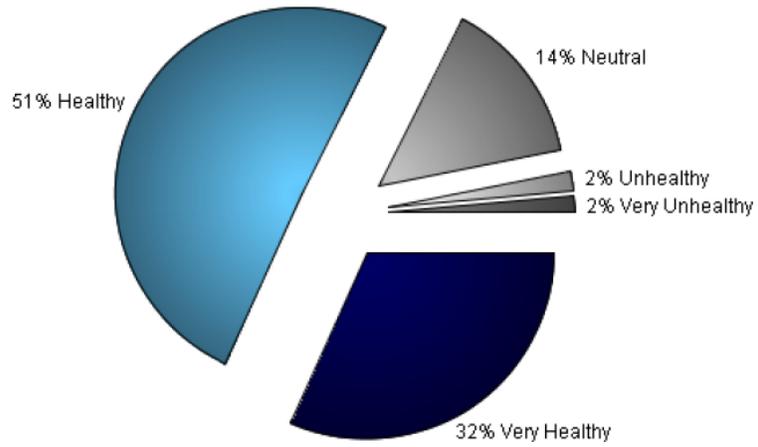
**Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school**



**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



**PIQUA Safe Routes To School Program**



## Comments Section

SurveyID	Comment
359204	WHEN MY DAUGHTER HAS AFTER SCHOOL STUFF OR IS LATE GETTING UP I LET HER WALK HOME IT'S NOT THAT FAR. IT DOES SCARE ME IF THEIR IS A DANGEROUS PERSON AROUND! BUT MY 1ST GRADER @ SPRINGCREEK I WOULD NOT BECAUSE OF GRADE & IT'S REALLY FAR AWAY!
359218	THE STREET WE LIVE ON - WASHINGTON AVE HAS 25 MPH SPEED LIMIT BUT CARS GO FLYING DOWN THE STREET. THE ONLY CROSSWALK IS AT PARK & WASHINGTON WHICH IS OUT OF THE WAY & NOT CONVENIENT. QUESTION #9 - ONLY WITH AT LEAST 2 OTHERS - ONE MUST BE OLDER
359242	I WOULD RATHER NOT FOR MY KIDS NOT TO WALK THERE CRAZY PEOPLE OUT THERE
359273	THERE ARE TO MANY CHILD MOLESTERS & SICK/CRAZY PEOPLE TO CONSIDER THIS. IF YOU HAVE TO MANPOWER TO PUT VOLUNTEERS AT EVERY INTERSECTION FOR PROTECTION I WOULD CONSIDER THIS. (VOLUNTEERS W/ NO CRIMINAL BACKGROUND OR DRUGS USED. (DRUG SCREEN NEEDED AND BACKGROUND CHECK)
359287	I GREW UP IN THIS COMMUNITY AND USED TO WALK EVERYWHERE IN THIS TOWN
359313	WE LIVE ON WASHINGTON AVENUE AND THE CARS FLY DOWN THE STREET EVEN THOUGH THE SPEED LIMIT IS 25 MPH. SOME OF THE SIDE STREETS DO NOT HAVE SIDEWALKS ON A PORTION OF THEM. ALSO THE CLOSEST CROSS STREET WITH A LIGHT IS WASHINGTON AND PARK WHICH IS TOO FAR AWAY. QUESTION #9 - ONLY WITH AT LEAST 2 OTHERS - ONE MUST BE OLDER
359221	I TRUST MY CHILD WHEN HE IS WALKING TO SCHOOL CAUSE HE KNOWS WHAT TO DO SO I DON'T WORRY THAT MUCH CAUSE HE MAKES IT TO SCHOOL HE WALKS DON'T RIDE A BIKE TO SCHOOL.
359236	WE LIVE 2 DOORS FROM SCHOOL HE STARTED AT THAT SCHOOL IN 4TH UNTIL THEN HE ROAD A BUS THAT STOP WAS AT THAT SCHOOL & I WALKED HIM UNTIL 3RD GRADE. QUESTION #9 - WE LIVE 2 DOORS DOWN
359244	WE LIVE OUT IN THE COUNTRY. TO FAR FROM WILDER
359246	WE HAVE TO MANY PEDOPHILES IN OUR CITY TO ALLOW CHILD TO GO ON THEIR OWN TO FAR.
359252	I WOULD LIKE TO SEE SPECIAL CHOSEN HOUSES ALONG SCHOOL ROUTES SO THAT IF ANY CHILD NEEDS HELP THEY CAN GO TO THAT HOUSE FOR HELP.
359262	SKATEBOARDS & BIKES ARE CONFISCATED VERY OFTEN AT WILDER
359264	IF I HAD MY WAY MY KIDS WOULDN'T WALK BECAUSE OF WEIRDO
359340	MY SON JORDAN IS IN A "SPECIAL CLASS" @ SCHOOL SO MY ANSWERS ARE VERY DIFFERENT FROM WHAT MY OTHER CHILDRENS WOULD BE! I PROBABLY WOULD NEVER LET HIM WALK HOME OR TO SCHOOL BUT MY OTHER KIDS IT WOULD BE DIFFERENT. THANKS
359370	IS THIS JUST A SCARE TACTIC TO PASS A LEVY?
359188	I AM VERY CONCERNED ABOUT THE SUPERVISION BEFORE SCHOOL B/C MY OLDER CHILD ARRIVES @ 8 WHEN HER YOUNGER BROTHER MUST RIDE THE BUS.
359189	WE LIVE JUST A FEW BLOCKS FROM SCHOOL. THEY DO NOT PROVIDE A BUS FOR KARLY TO AND FROM SCHOOL
359202	I LIVE VERY CLOSE. I HAVE ALWAYS WALKED BECAUSE I DON'T DRIVE. THERE WERE FEW PARENTS WHO WALKED. I FELT LIKE PEOPLE WERE BEING JUDGEMENTAL ABOUT NOT DRIVING!
359215	QUESTION #14 - BUT NOT SAFE!
359217	I DON'T TRUST PEOPLE I DON'T KNOW
359350	QUESTION #9 - TOO FAR QUESTION #12 - I HAVE NO IDEA. QUESTION #13 - SHE DOESN'T. QUESTION #14 - THEY DON'T.
359354	I AS A PARENT DOES NOT FEEL IT IS SAFE FOR CHILDREN TO WALK OR BIKE FROM SCHOOL IN THIS CITY.
359181	HE WAS ABLE TO WALK/BIKE LAST YEAR BUT HOW WE LIVE TO FAR FROM SCHOOL.



### PIQUA Safe Routes To School Program



359186	OUR CHILD ONLY HAS TO WALK ACROSS THE STREET BUT IF IT WAS MORE THAN A COUPLE OF BLOCKS I WOULD PROBABLY NOT LET MY CHILDREN WALK TO SCHOOL.
359209	OUR CHILD STARTED WALKING/RIDING WHEN WE MOVED TWO BLOCKS FROM THE SCHOOL
359226	IT HELPS THAT ALL 4 OF OUR ELEMENTARY STUDENTS ARE ABLE TO WALK TOGETHER. SO THEY HAVE THEIR OWN LITTLE BUDDY SYSTEM.
359233	I DON'T KNOW IF I COULD TRUST MY SON TO WALK FROM EAST ASH ST TO WILDER INTERMEDIATE SAME APPLYS FOR RIDING HIS BIKE NOT ONLY THAT BUT YOU NEVER KNOW IF ANY STRANGERS OR CHILD MOLESTERS WOULD TRY TO ABDUCT HIM THAT SCARES ME TO DEATH THERE ARE ALOT OF WEIRD PEOPLE. I WILL NOT ALLOW MY CHILD TO WALK TO SCHOOL.
359238	WHAT BUSINESS IS MY EDUCATION TO MY CHILD WALKING OR RIDING A BUS?
359247	I PERSONALLY THINK THAT THE SCHOOL SYSTEM SHOULD HAVE NO SAY IN WHAT THE PARENTS DECIDE FOR THEIR CHILDREN AS LONG AS PARENTS ACCEPT RESPONSIBILITY FOR WHAT MAY OR MAY NOT HAPPEN DURING THEIR CHILDREN'S ROUTES.
359254	HAVE FOUND TIMES WHEN NATHANIEL WILL BE DOING HOMEWORK HOME FROM SCHOOL WHILE WALKING. I HAVE STRESSED HOW DANGEROUS THAT IS WHEN HE SOMETIMES DOES NOT PAY WELL ATTENTION WITH HIM HAVING ADHD. THANK YOU
359258	PERHAPS A "WALKING POOL" COULD BE FORMED WITH OTHER STUDENTS OR FAMILIES IN THE AREA; THE STUDENTS WOULDN'T BE WALKING ALONE.
359268	NO OTHER CHILDREN AVAILABLE TO WALK W/ SON. THE WORLD IS FULL OF PREDATORS AND W/IN THIS CITY. QUESTION #10 - SPEED OF TRAFFIC ALONG ROUTE - PEOPLE DON'T PAY ATTENTION IN A BIG HURRY. VIOLENCE OR CRIME - TOO MANY PREDATORS
359319	MY CHILD LIVES TO FAR TO WALK OR BIKE TO/FROM SCHOOL.
359327	IF WE LIVED IN TOWN I WOULD HAVE MY KIDS WALK TO & FROM SCHOOL. I THINK IT IS HEALTHY & SAFE IF THE KIDS KNOW THE SAFEST ROUTE AND PRECAUTIONS TO TAKE
359353	THE WORLD ISN'T AS SAFE AS IT USED TO BE.
359250	I DO NOT FEEL AN ELEMENTARY STUDENT IS SAFE WALKING/RIDING TO SCHOOL ALONE
359364	MY CHILD HAS EXPRESSED WALKING HOME BUT THERE ARE TO MANY SEXUAL OFFENDERS IN THE NEIGHBORHOOD. I AM VERY UNCOMFORTABLE WITH IT.
359366	I FEEL ITS WAY TO UNSAFE FOR HER TO WALK THAT FAR TO AND FROM SCHOOL
359206	THERE ARE NO SIDEWALK AVAILABLE TO JR OR HIGH SCHOOL UNSAFE HIGHWAYS MY SON LIVES TOO FAR TO WALK AND HE IS TOO YOUNG TO WALK ALONE. QUESTION #9 - NO SIDEWALKS NOT SAFE
359219	*HARD TO REALLY VOICE OPINION. MY CHILD LIVES DIRECTLY ACROS THE STREET FROM SCHOOL. I PROBABLY WOULD NOT WANT HIM TO WALK IF FURTHER DISTANCE MAINLY BECAUSE OF VIOLENCE OR CRIME.
359310	MY SON RIDES THE BUS!
359311	WHY DOES THE LAST QUESTION MATTER? DOES THE AMOUNT OF SCHOOLING THE PARENT HAS HAD REALLY AFFECT THEIR DESIRE TO HAVE THEIR CHILDREN WALK FROM SCHOOL?
359331	I WILL NOT ALLOW MY CHILD TO WALK HOME FROM SCHOOL OR WALK TO SCHOOL.
359342	THE MAIN REASON MY CHILDREN DO NOT WALK TO SCHOOL IS DUE TO THE SEXUAL PREDATORS IN THIS TOWN. YOU CAN NOT TRUST ANYBODY ANYMORE
359357	THE NUMBER OF REGISTERED SEX OFFENDERS IN THE TOWN GREATLY AFFECTS MY DECISION.
359382	SOME OF THESES QUESTIONS WERE VERY HARD TO ANSWER SINCE WE LIVE OUTSIDE CITY LIMITS ON A BUSY ROAD.
359245	MARKED UNHEALTH ABOVE ONLY BECAUSE OF THE RISKS INVOLVED! THANKS FOR ASKING!



**PIQUA Safe Routes To School Program**



359288	MY CHILD WILL NOT BE CROSSING & WALKING ALONG A HIGHWAY W/ NO SIDEWALK AND OVER BRIDGE WITH POSTED SPEEDS 40 & 45 MPH AND WALK IN DARK DURING FALL/WINTER MORNINGS! OVER 2 MILES AWAY TOO. QUESTION #10 - SIDEWALKS OR PATHWAYS-NONE FROM HOME TO SCHOOL. CROSSING GUARDS-NONE ON/NEAR 25A AND INTO TOWN. VIOLENCE AND CRIME-WHEN I WAS IN THE 8TH GRADE ONE OF MY FRIENDS WAS KIDNAPPED AND MURDERED IN FL. WEATHER OR CLIMATE-IS AN ISSUE IN WINTER. QUESTION #11 - I'M NOT MOVING ANYTIME SOON. DUE TO #1 TO MANY LARGE COMMERCIAL VEHICLE TRAFFIC. DUE TO #1 # 6. QUESTION #14 - UNSAFE FROM OUR LOCATION/DISTANCE FROM SCHOOL.
359336	OUR CHILD IS WHEELCHAIR BOUND THESE QUESTIONS ON THE BACK OF THIS FORM DO NOT PERTAIN TO HER CONDITION. BUSSING IS A MUST FOR HER. THX
359352	WE LIVE TOO FAR FOR HER TO WALK OR RIDE BIKE TO SCHOOL.
359277	I FEEL THAT IF MY SON LIVED CLOSER IT WOULD BE OK FOR HIM TO WALK WILDER IS WONDERFUL ABOUT HAVING CROSSING GUARDS REGARDLESS OF THE WEATHER.
359337	IT'S WAY TO FAR FOR EITHER OF THOSE

**Bennett Intermediate**

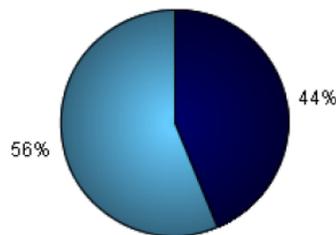
**Parent Survey Summary**

<b>Program Name:</b>	City of Piqua	<b>Month and Year Collected:</b>	January 2010
<b>School Name:</b>	Bennett Intermediate	<b>Set ID:</b>	3361
<b>School Enrollment:</b>	250	<b>Date Report Generated:</b>	06/06/2011
<b>Enrollment within Grades Targeted by SRTS Program:</b>	250	<b>Number of Questionnaires Analyzed for Report:</b>	163
<b>Number of Questionnaires Distributed:</b>	250		

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

**Sex of children for parents that provided information**

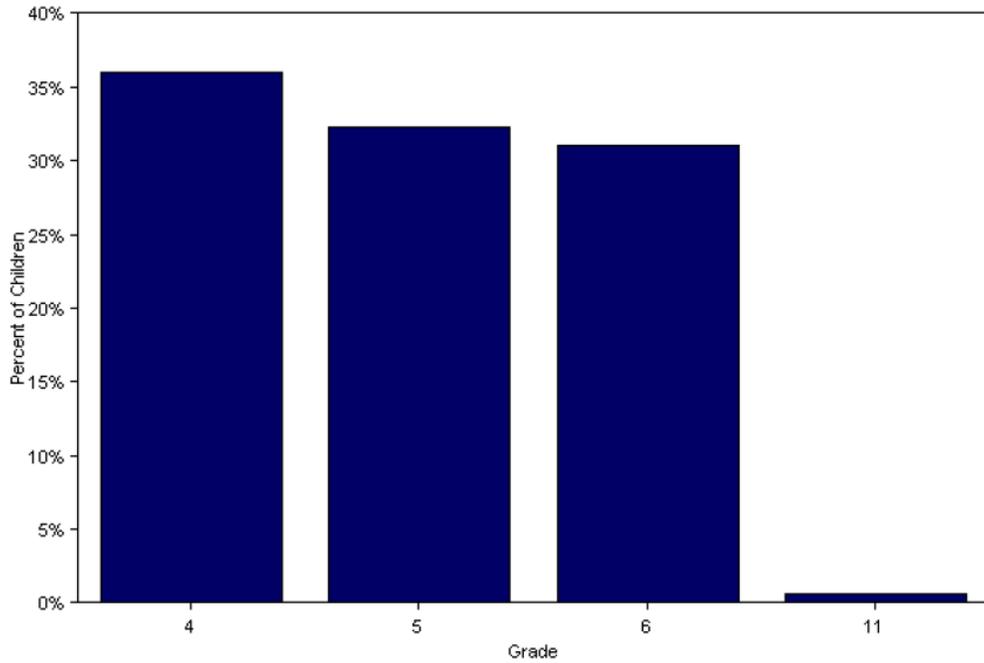
■ Male ■ Female



**PIQUA Safe Routes To School Program**



**Grade levels of children represented in survey**



**Grade levels of children represented in survey**

Grade in School	Responses per grade	
	Number	Percent
4	58	36%
5	52	32%
6	50	31%
11	1	1%

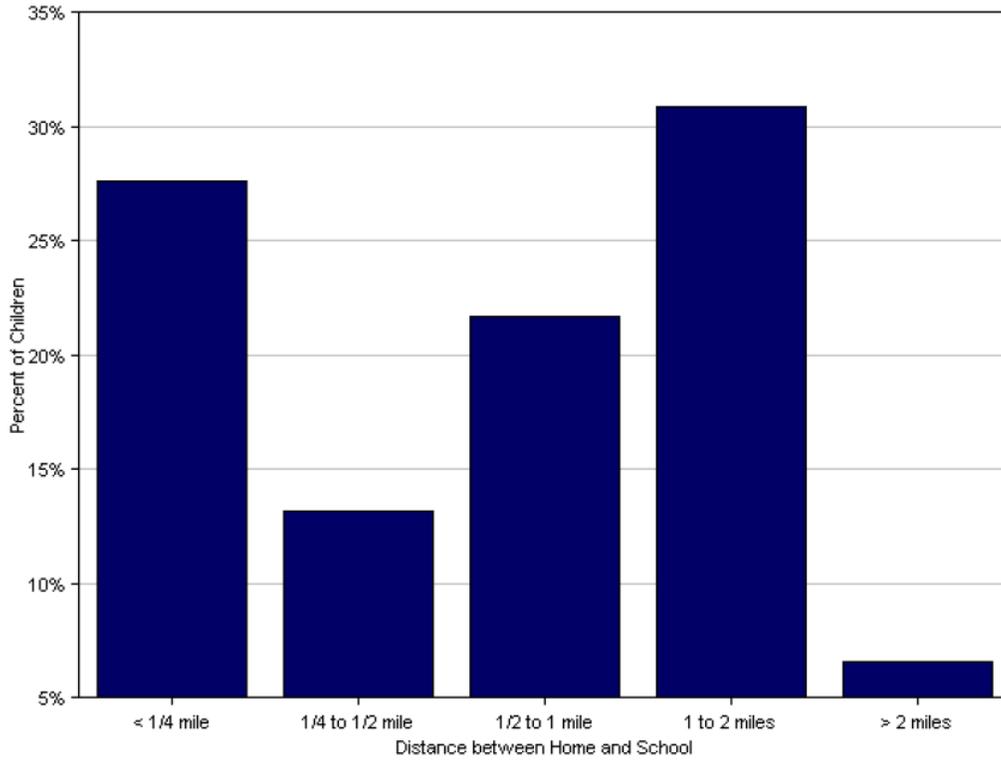
No response: 2  
 Percentages may not total 100% due to rounding.



**PIQUA Safe Routes To School Program**



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



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

Distance between home and school	Number of children	Percent
Less than 1/4 mile	42	28%
1/4 mile up to 1/2 mile	20	13%
1/2 mile up to 1 mile	33	22%
1 mile up to 2 miles	47	31%
More than 2 miles	10	7%

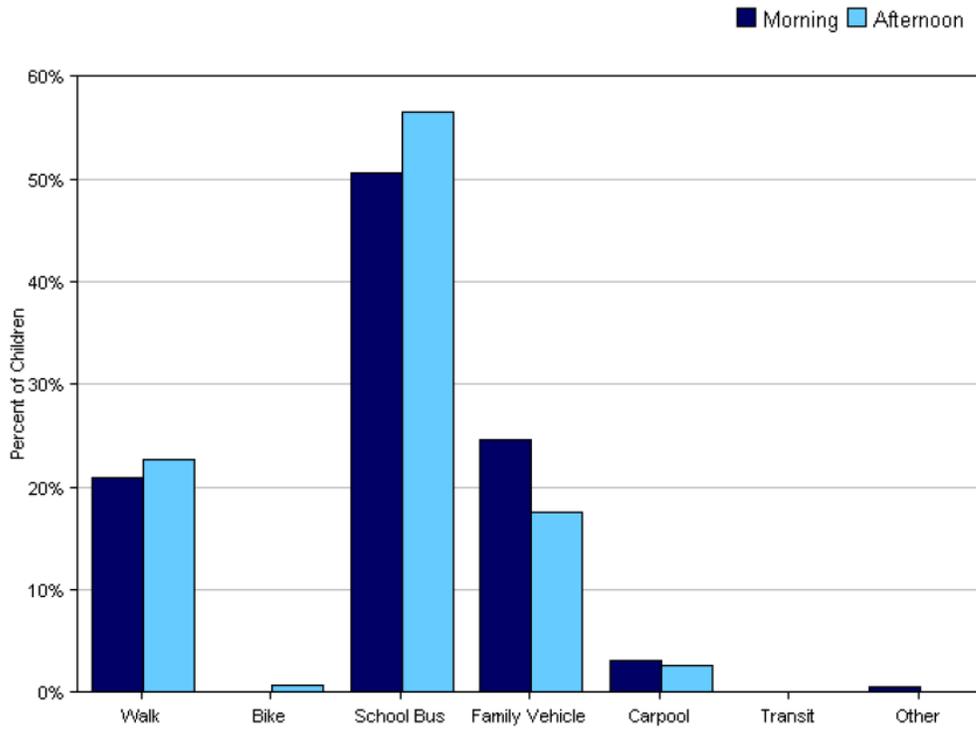
Don't know or No response: 11  
 Percentages may not total 100% due to rounding.



**PIQUA Safe Routes To School Program**



### 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	158	21%	0%	51%	25%	3%	0%	0.6%
Afternoon	154	23%	0.6%	56%	18%	3%	0%	0%

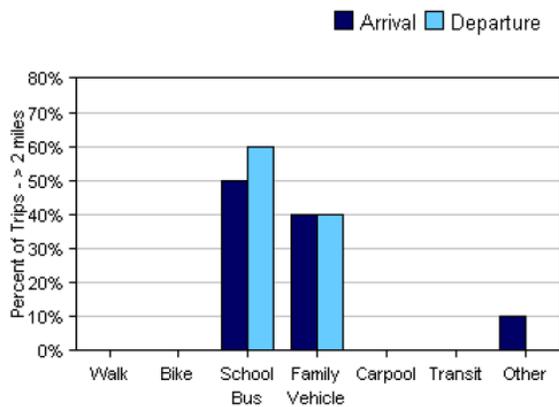
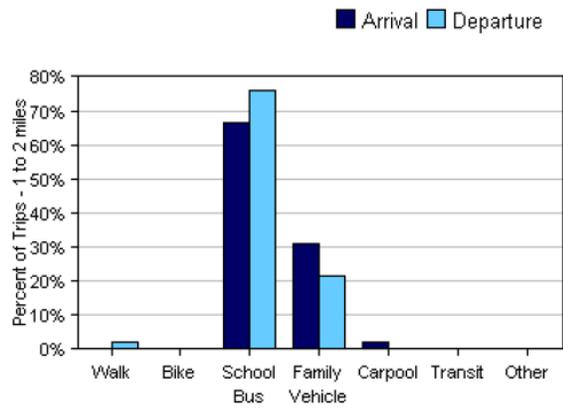
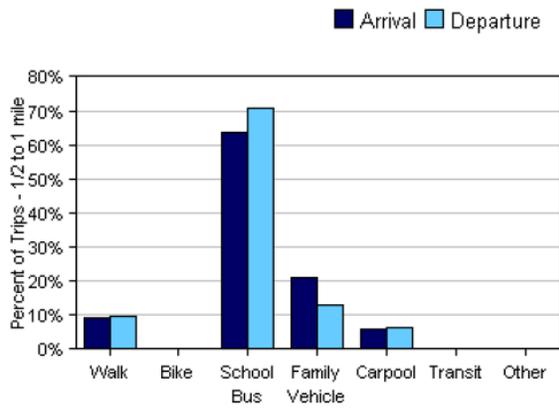
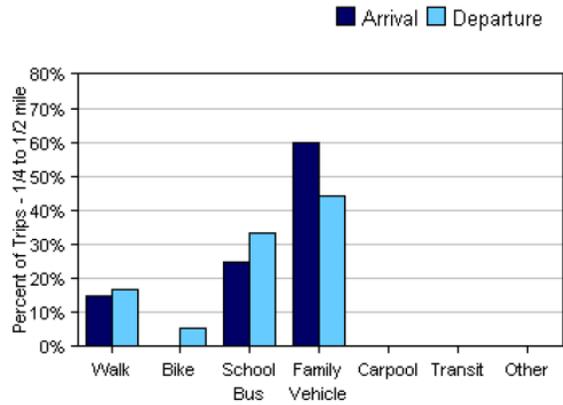
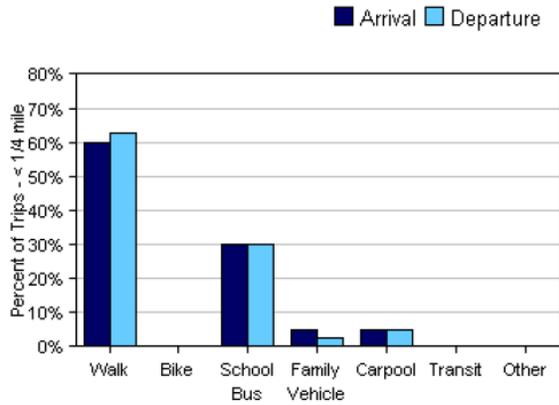
No Response Morning: 5  
 No Response Afternoon: 9  
 Percentages may not total 100% due to rounding.



### PIQUA Safe Routes To School Program



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



### PIQUA Safe Routes To School Program



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

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	40	60%	0%	30%	5%	5%	0%	0%
1/4 mile up to 1/2 mile	20	15%	0%	25%	60%	0%	0%	0%
1/2 mile up to 1 mile	33	9%	0%	64%	21%	6%	0%	0%
1 mile up to 2 miles	45	0%	0%	67%	31%	2%	0%	0%
More than 2 miles	10	0%	0%	50%	40%	0%	0%	10%

Don't know or No response: 15  
 Percentages may not total 100% due to rounding.

### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	40	63%	0%	30%	3%	5%	0%	0%
1/4 mile up to 1/2 mile	18	17%	6%	33%	44%	0%	0%	0%
1/2 mile up to 1 mile	31	10%	0%	71%	13%	6%	0%	0%
1 mile up to 2 miles	46	2%	0%	76%	22%	0%	0%	0%
More than 2 miles	10	0%	0%	60%	40%	0%	0%	0%

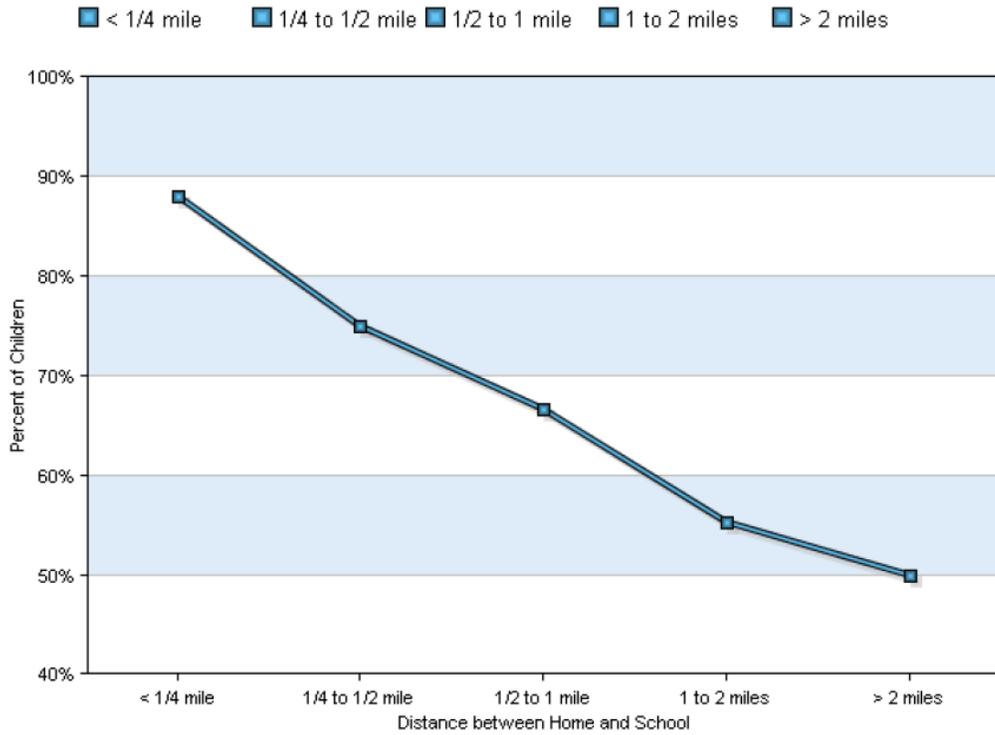
Don't know or No response: 18  
 Percentages may not total 100% due to rounding.



## PIQUA Safe Routes To School Program



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



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

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	105	88%	75%	67%	55%	50%
No	47	12%	25%	33%	45%	50%

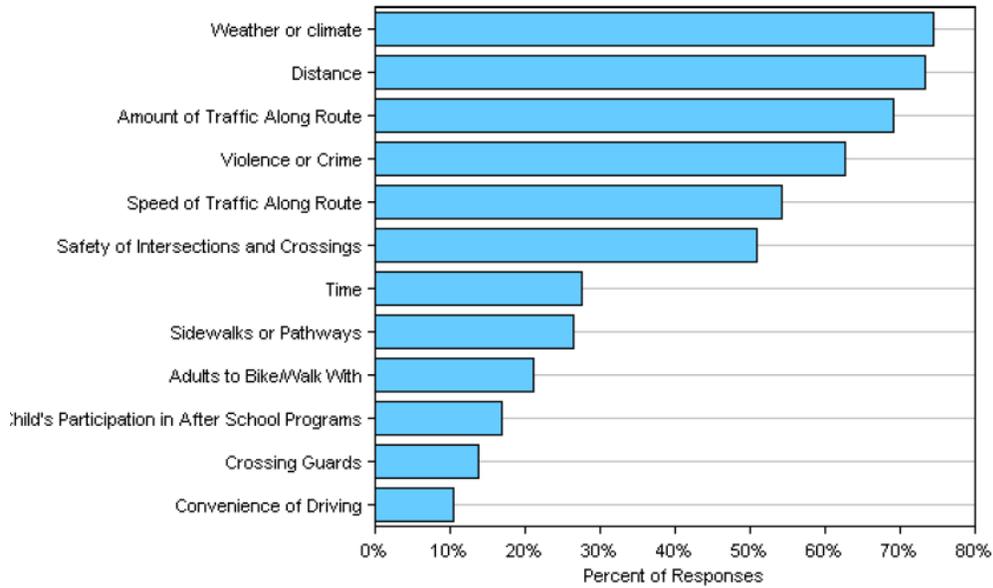
Don't know or No response: 11  
 Percentages may not total 100% due to rounding.



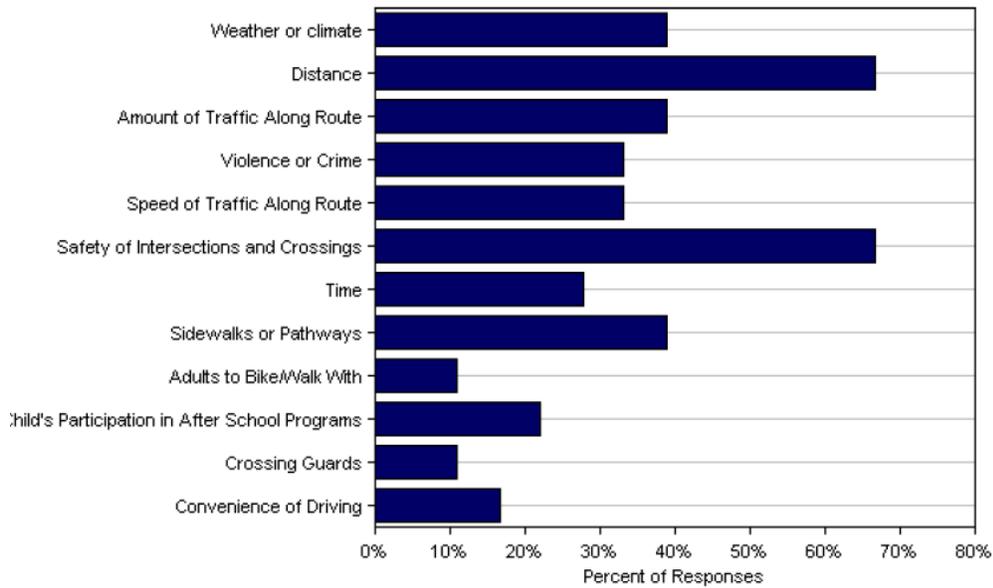
**PIQUA Safe Routes To School Program**



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



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



**PIQUA Safe Routes To School Program**



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Weather or climate	74%	39%
Distance	73%	67%
Amount of Traffic Along Route	69%	39%
Violence or Crime	63%	33%
Speed of Traffic Along Route	54%	33%
Safety of Intersections and Crossings	51%	67%
Time	28%	28%
Sidewalks or Pathways	27%	39%
Adults to Bike/Walk With	21%	11%
Child's Participation in After School Programs	17%	22%
Crossing Guards	14%	11%
Convenience of Driving	11%	17%
<b>Number of Respondents per Category</b>	<b>94</b>	<b>18</b>

No response: 51

Note:

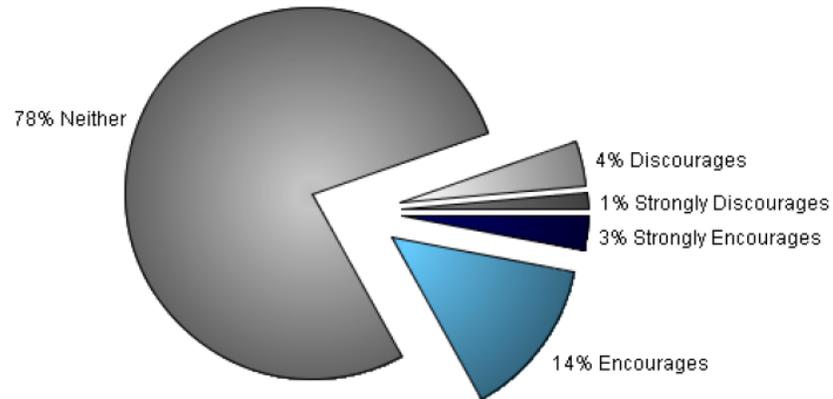
- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.



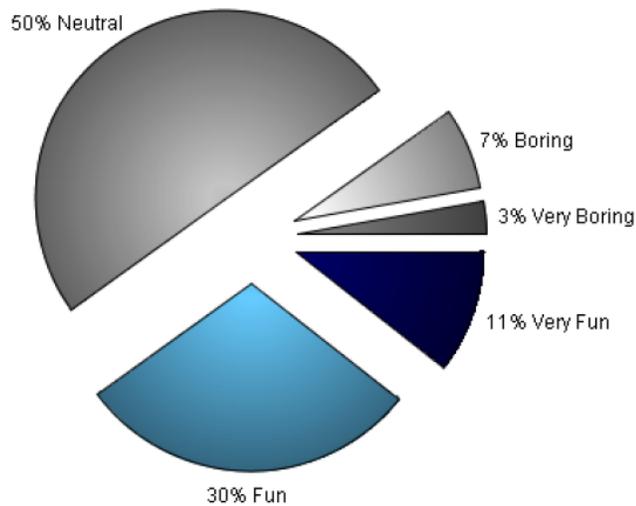
**PIQUA Safe Routes To School Program**



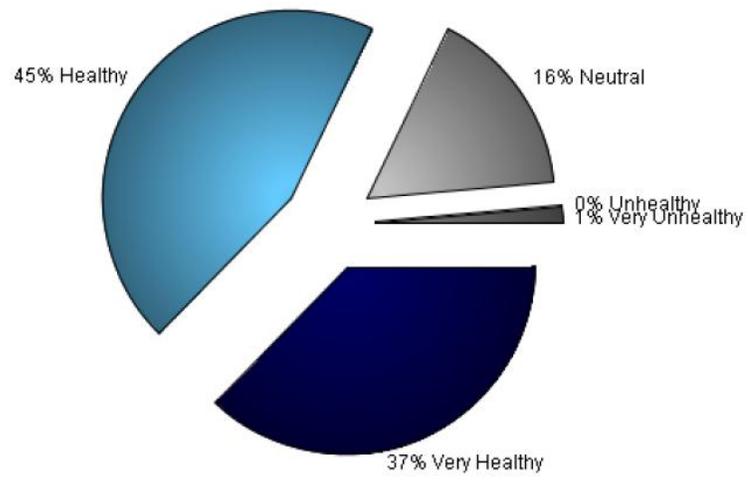
**Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school**



**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**



**PIQUA Safe Routes To School Program**



### Comments Section

SurveyID	Comment
359855	MY DAUGHTER ALWAYS WALKS WITH FRIENDS NEVER ALONE.
359908	WHAT DOES THAT HAVE TO DO WITH THIS SURVEY? MY EDUCATION HAVE NOTHING TO DO WITH THE SAFETY OF MY CHILDREN IN ANYWAY SHAPE OR FORM. 12 - I AM ASSUMING THIS IS YOUR WAY OF ENCOURAGING THEM WALKING OR BIKING TO SCHOOL.
359915	QUESTION #7 - VEHICLE
359946	NONE
359959	TO AFRAID TO ALLOW MY DAUGHTER TO WALK TO AND FROM SCHOOL. TO MUCH CRIME AND KIDS BEING KIDNAPPED. THEN HAVE TO WORRY IF MY DAUGHTER ARRIVED TO AND FROM SCHOOL SAFELY.
359981	I TAKE MY DAUGHTER TO SCHOOL BUT LET HER WALK HOME & ONLY IF FRIENDS ARE WITH HER. IF SHE DOES NOT HAVE ANYONE TO WALK WITH I WILL PICK HER UP AT SCHOOL & WHEN THE WEATHER IS BAD. SHE HAS BEEN VERY TRUSTWORTHY & COMES RIGHT HOME. THIS IS THE 1ST YEAR WE HAVE DONE THIS.
359989	PIQUA NEEDS TO FIX SIDEWALKS AND STREETS ALLEYS. TO MAKE SAFER WALKING AND RIDING AND ALSO DRIVING TO AND FROM SCHOOLS.
359849	I DON'T THINK HIS DAD WILL EVER LET HIM WALK.
359866	THERE ARE TOO MANY SEX OFFENDERS IN PIAUA THAT LIVE ON THE ROUTE TO SCHOOL FOR MY SON. HE WILL NEVER BE ALLOWED TO WALK OR RIDE A BIKE TO OR FROM SCHOOL.
359869	WE DO NOT ALLOW OUR CHILDREN TO WALK ALONE AND ALL OF HIS SIBLINGS GO TO OTHER SCHOOLS.
359881	MY SON WALKS HOME FROM SCHOOL ON THUR (WEATHER PERMITTING) I THINK IT HELPS GIVE HIM THE RESPONSABILITY HE NEEDS. I MAKE SURE HE DOESN'T WALK ALONE!
359925	I JUST DON'T LET HIM WALK OR RIDE BIKE BECAUSE LIKE I SAID HE DON'T PAY ATTENTION AND I MAKE HIM RIDE BUS.
359928	I DO NOT LIKE FOR MY SON TO WALK ALONE BECAUSE THERE ARE STILL SOME DRIVERS THAT DO NOT WAIT FOR KIDS TO CROSS THE STREET AND THERE ARE SOME THAT DON'T CARE AND DON'T PAY ATTENTION. ME AND MY CHILD NEARLY GOT HIT BY A SPEEDING CAR THAT RAN A RED LIGHT LAST YEAR ON THE WAY HOME
359938	GROUP WALKING / BIKING IS GREAT BUT WOULD NOT ALLOW A SOLO.
359968	SOUTH STREET BY MOTE PARK IS A VERY BUSY INTERSECTION & DOESN'T HAVE A SAFE WAY TO CROSS.
359972	HE LIKES TO WALK IF THE WEATHER IS NICE. I LET HIM WALK HOME ON NICE DAYS WITH THE CONDITION HE WALK GARNSEY AND CUT BACK TO SOUTH. 1ST BLOCK OF SOUTH OFF MAIN NOT GOOD. NOT SURE IF HE LISTENS. MAJOR CONCERN IF HE WERE ALONE.
359851	I LIKE THE SCHOOL JAILA ATTEND THEY ARE ALL FAMILY THANK YOU!
359871	QUESTION #5 - AROUND 1/4 MILE DON'T KNOW IF MORE OR LESS QUESTION #9 - BUT I LIKE FOR HER TO WALK W/ FRIENDS
359874	MY CHILD WALKS TO SCHOOL BUT NOT WITHOUT AN ADULT. THERE ARE TOO MANY KIDS THAT PAY NO ATTENTION TO TRAFFIC SIGNALS OR CROSS WALKS AND CARS DON'T PAY ATTENTION TO PEDESTRIANS IN THE CROSSWALK.
359878	WE HAVE RECIEVED A # OF NOTICES OF REGISTERED SEX OFFENDERS LIVING BETWEEN OUR HOME & THE SCHOOL THAT ALONE MAKES ME NERVOUS ABOUT ALLOWING MY CHILD TO GO TO AND FROM SCHOOL UNSUPERVISED.
359879	SHE IS A LITTLE GIRL SO I GET NERVOUS. SHE HAS TO CALL WHEN SHE GETS THERE AND CALL WHEN SHE'S ON HER WAY HOME.
359885	FOR THE WEATHER AND THE DISTANCE IS A BIG FACTOR AND IE SHES A GIRL
359898	GRADUATED 11TH GRADE. HAVE HIGH SCHOOL DIPLOMA



## PIQUA Safe Routes To School Program



359900	THE VIOLENCE BETWEEN KIDS AND THE SEX PREDATORS ARE TO MUCH IN THIS TOWN.
359901	I CONSIDER DRIVING MY KIDS TO SCHOOL A SAFE WAY TO ENSURE THAT THEY ARRIVE TO SCHOOL SAFELY AND ON TIME.
359929	WEATHER IS AN ISSUE AND WHEN I'M WORKING ITS AN ISSUE
359932	ANNE MARIE ENJOYS WALKING TO SCHOOL WHEN THE WEATHER COOPERATES. HER FRIENDS WHO LIVE DOWN THE STREET USUALLY MEET UP WITH HER AND THEY WALK TOGETHER. THIS IS A GOOD THING AS IT PROVIDES SOME SOCIAL TIME BEFORE SCHOOL.
359936	I FEEL THEY NEED TO HAVE MORE POLICE PATROLLING THE BUS & AREAS.
359954	TOO MANY SEXUAL PREDATORS IN THE VICINITY OF SCHOOL ROUTE.
359979	SINCE WE LIVE SO CLOSE TO THE SCHOOL WALKING IS PRACTICAL BUT IF WE LIVED MORE THAN A BLOCK OR TWO AWAY I'D DRIVE THEM.
359861	I WALK MY SON TO/FROM BUS STOP BECAUSE THE STOPS DON'T HAVE SUPERVISION.
359864	MY CHILD WALKS TO THE BUS STOP ON BLOCK AWAY. I'M COMFORTABLE W/ THAT KNOWING HE IS SAFE & KNOWS WHAT TO DO IN CASE OF EMERGENCY ECT.
359883	MOST OF PIQUA SCHOOLS ARE IN VERY HIGH TRAFFIC AREAS AND (OR) VERY "INCONVENIENT" AREAS WHICH ARE SAFETY ISSUES FOR MY CHILDREN TO WALK OR BIKE TO ANY SCHOOL WITHIN THE PIQUA SCHOOL DISTRICT!
359957	SAFETY IS A HUGE ISSUE WITH HAVING MY CHILD WALK TO AND FROM SCHOOL. WE TAKE HIM TO SCHOOL IN MORNING HE RIDES BUS HOME THEN WALKS FROM BUS STOP TO HOME WITH FRIENDS WHEN WEATHER IS GOOD.
359970	HE WOULD HAVE TO GO ACROSS LEVY. OUT OF THE QUESTION. HE HAS TO RIDE BUS. MUCH SAFER.
359971	I THINK PEOPLE SHOULD GO BY THE CHILDS MATURITY AND HIS ABILITY TO PAY ATTENTION TO STREET SIGNS AND IF HE IS STREET SMART NEVER GET IN CAR WITH STRANGER ECT. YOUR NEVER TO OLD TO BE TOLD SAFETY FIRSTRULES AND REMINDED. QUESTION
359975	CHILD WALKS 6 1/2 BLOCKS TO CATCH SCHOOL BUS IN THE OPPOSITE DIRECTION HIS SCHOOL IS IN ON A BUSY INTERSECTION WITH NO 4-WAY STOP OR STOP LIGHT.
359854	TO MANY OFFENDERS OR PREDATORS IN AREA OF ROUTE TO SCHOOL
359859	WE LIVE IN TROY SO MY CHILD IS OPEN ENROLLED IN PIQUA CITY SCHOOLS. SHE IS TRANSPORTED BY VEHICLE MOST OF THE TIME.
359856	WE HARD KNOW CHOICE WE WERE POOR DID NOT HAVE A CAR. BUT TODAY IT'S NOT SAFE.
359906	MY SON HAS ADHD AND I FEEL WALKING AND BIKING COULD BE UNSAFE DO TO HIS LACK OF FOCUS. NOT SURE HOW HE COULD HANDLE CHALLENGES IF THEY CAM ABOUT.
359934	MY SON HAS A BEHAVIOR PROBLEM I DOUBT HE WOULD EVER BE ABLE TO MAKE IT TO SCHOOL BY HIMSELF.
359941	MY CHILD HAS TO HAVE HIS OWN TRANSPORTATION ONLY BECAUSE HE IS OPEN ENROLLED. I WOULDN'T FEEL COMFORTABLE WITH THEM WALKING A FAR DISTANCE IT JUST ISN'T SAFE NO MORE.
359974	MY CONCERN WITH ANY CHILD WALKING IS THE CRIME VIOLENCE AND ABDUCTIONS
359836	WE LIVE IN TROY SO I DON'T BELIEVE THAT THIS SURVEY WILL HELP WITH THE INFORMATION YOU ARE TRYING TO COLLECT.
359944	DON'T FEEL IT'S SAFE TO RIDE A BIKE OR WALK
359960	THEY SURVEY HAS NOTHING TO DO WITH MY SCHOOLING IT THE TIMES WE ARE LIVING IN.
359983	CONCERNING TO AND FROM SCHOOL RIDING THE BUS - I FEEL THAT TOO MUCH TIME STANDING OUTSIDE IS REQUIRED BY THE BUS DRIVER. I AM REQUIRED TO HAVE THE BOYS OUTSIDE BY 7:00 AND ON MOST DAYS THEY ARE NOT PICK-UP UNTIL 7:15 AND THE TIME HAS BEEN AS LATE AS 7:24



## PIQUA Safe Routes To School Program



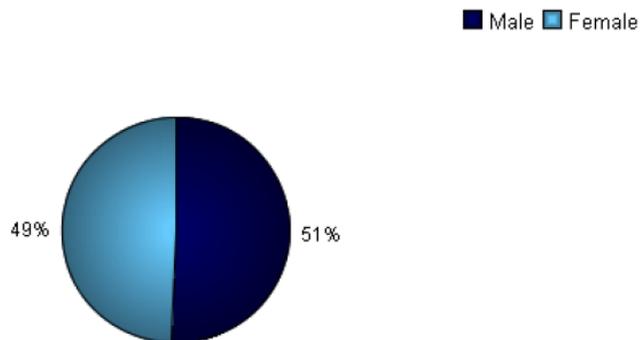
## Piqua Junior High School

### Parent Survey Summary

<b>Program Name:</b>	City of Piqua	<b>Month and Year Collected:</b>	Fall 2009
<b>School Name:</b>	Piqua Junior High School	<b>Set ID:</b>	3360
<b>School Enrollment:</b>	581	<b>Date Report Generated:</b>	06/06/2011
<b>Enrollment within Grades Targeted by SRTS Program:</b>	581	<b>Number of Questionnaires Analyzed for Report:</b>	327
<b>Number of Questionnaires Distributed:</b>	581		

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

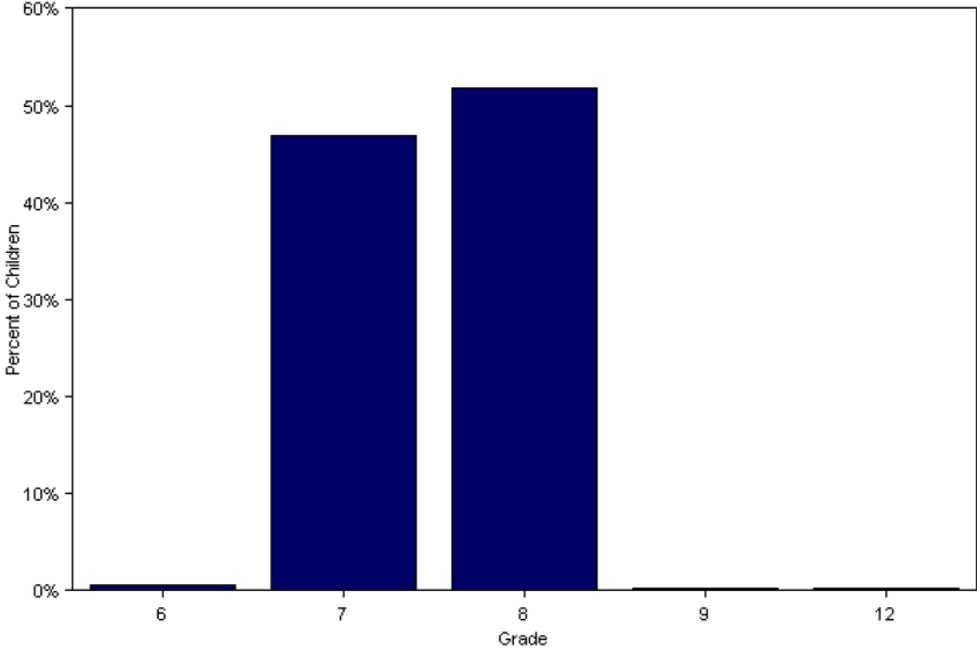
#### Sex of children for parents that provided information



**PIQUA Safe Routes To School Program**



**Grade levels of children represented in survey**



**Grade levels of children represented in survey**

Grade in School	Responses per grade	
	Number	Percent
6	2	1%
7	152	47%
8	168	52%

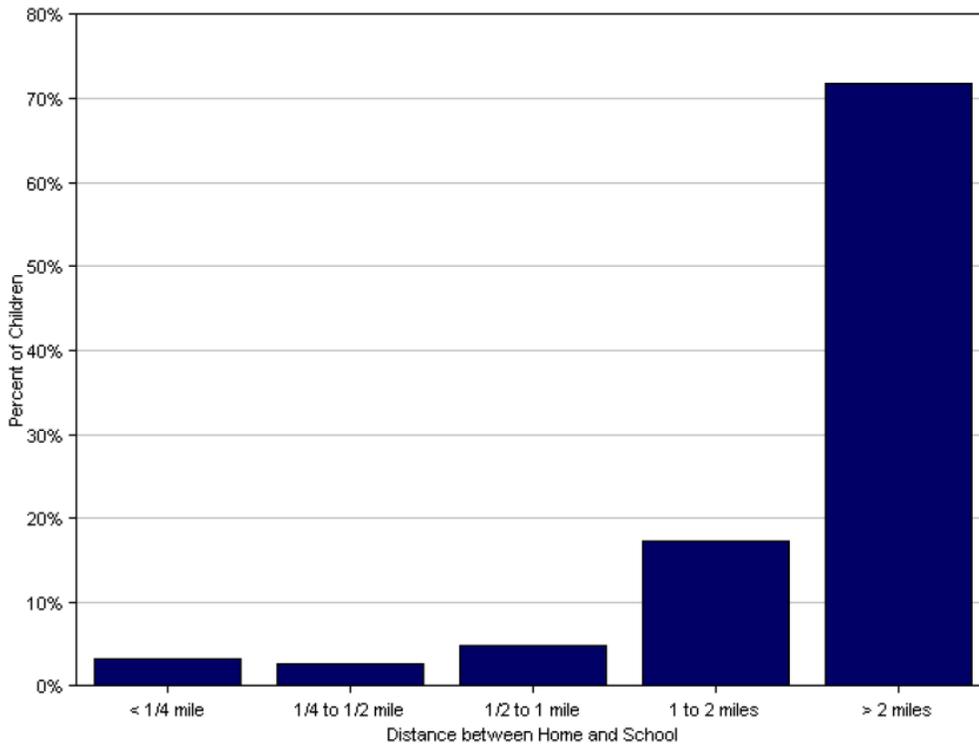
No response: 3  
 Percentages may not total 100% due to rounding.



**PIQUA Safe Routes To School Program**



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



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

Distance between home and school	Number of children	Percent
Less than 1/4 mile	10	3%
1/4 mile up to 1/2 mile	8	3%
1/2 mile up to 1 mile	15	5%
1 mile up to 2 miles	53	17%
More than 2 miles	219	72%

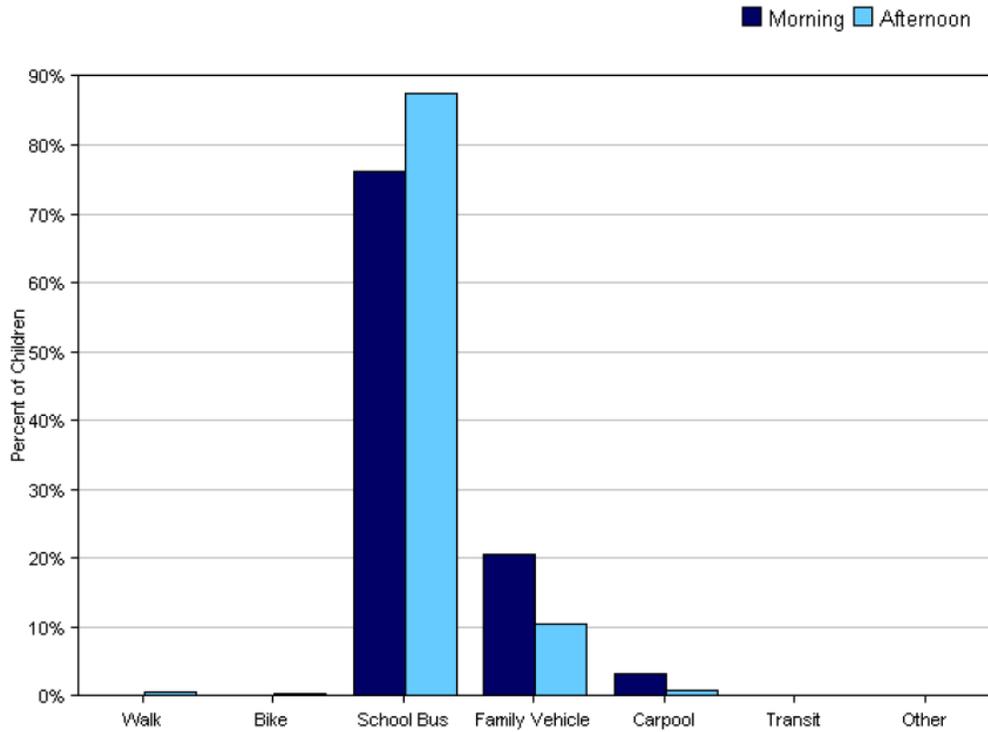
Don't know or No response: 22  
 Percentages may not total 100% due to rounding.



**PIQUA Safe Routes To School Program**



### 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	312	0%	0%	76%	21%	3%	0%	0%
Afternoon	314	0.6%	0.3%	88%	11%	1.0%	0%	0%

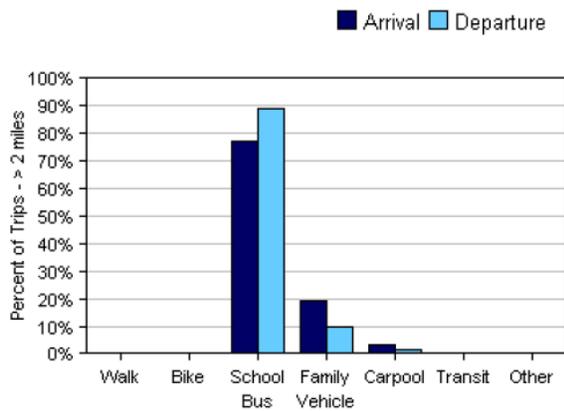
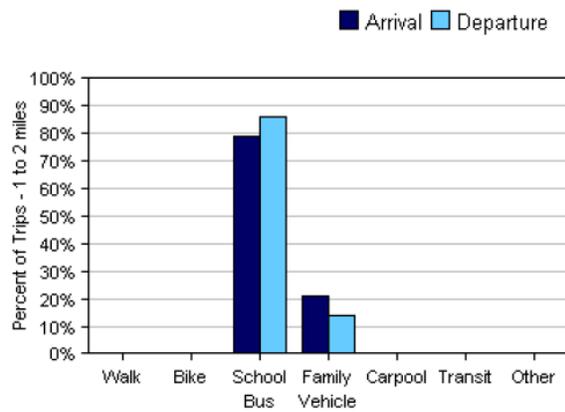
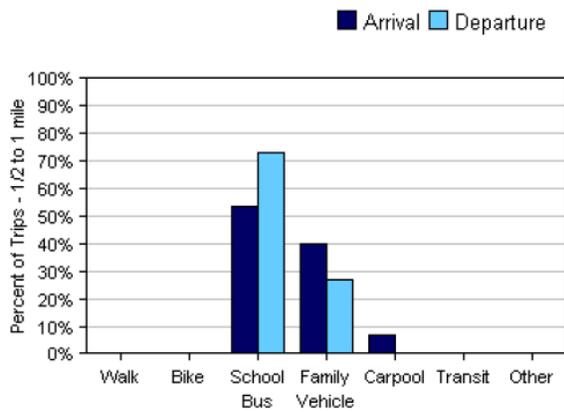
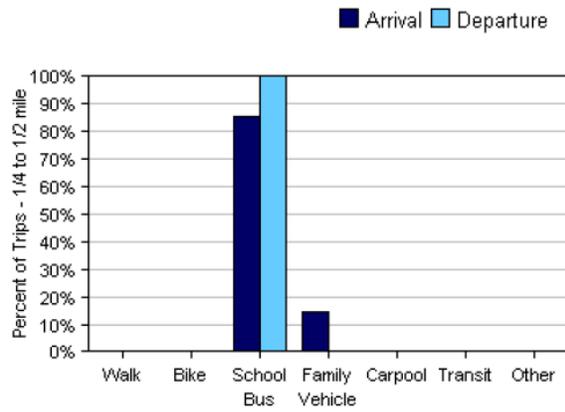
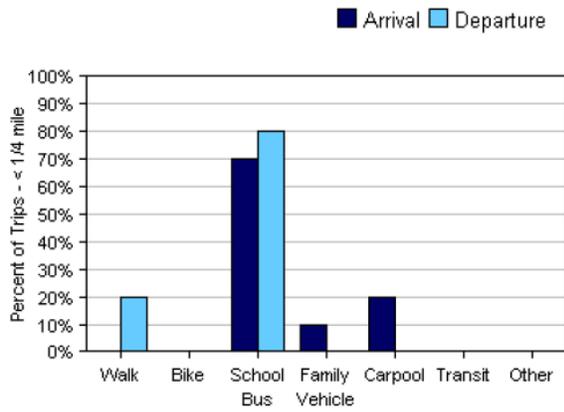
No Response Morning: 15  
 No Response Afternoon: 13  
 Percentages may not total 100% due to rounding.



## PIQUA Safe Routes To School Program



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



### PIQUA Safe Routes To School Program



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

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	0%	0%	70%	10%	20%	0%	0%
1/4 mile up to 1/2 mile	7	0%	0%	86%	14%	0%	0%	0%
1/2 mile up to 1 mile	15	0%	0%	53%	40%	7%	0%	0%
1 mile up to 2 miles	48	0%	0%	79%	21%	0%	0%	0%
More than 2 miles	212	0%	0%	77%	19%	3%	0%	0%

Don't know or No response: 35  
 Percentages may not total 100% due to rounding.

### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	20%	0%	80%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	8	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	15	0%	0%	73%	27%	0%	0%	0%
1 mile up to 2 miles	50	0%	0%	86%	14%	0%	0%	0%
More than 2 miles	211	0%	0%	89%	9%	1%	0%	0%

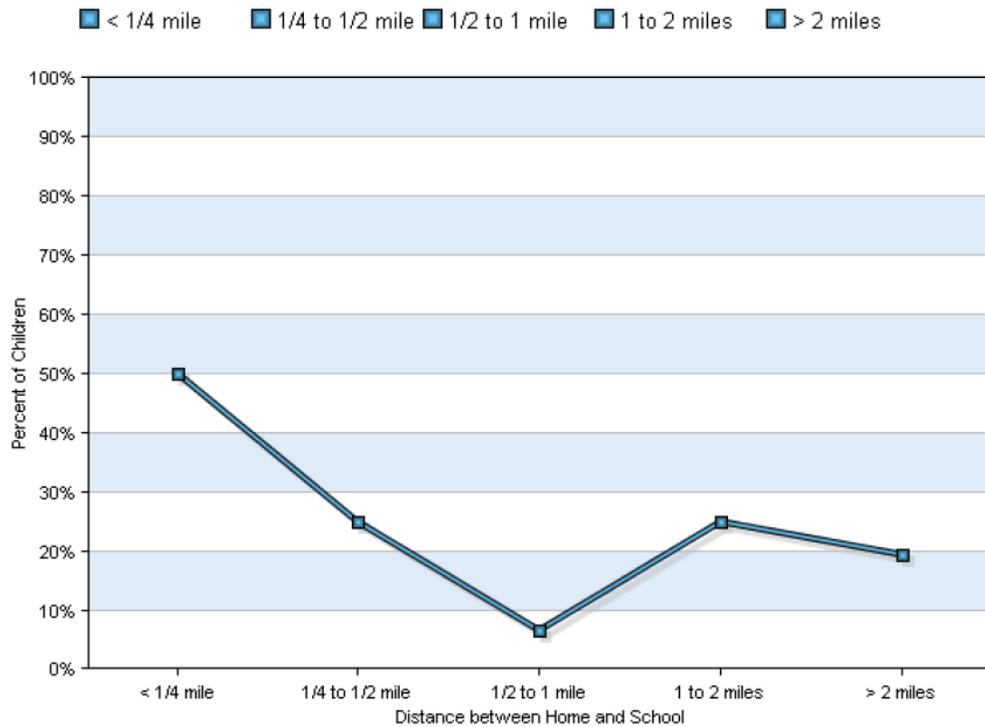
Don't know or No response: 33  
 Percentages may not total 100% due to rounding.



## PIQUA Safe Routes To School Program



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



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

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	63	50%	25%	7%	25%	19%
No	240	50%	75%	93%	75%	81%

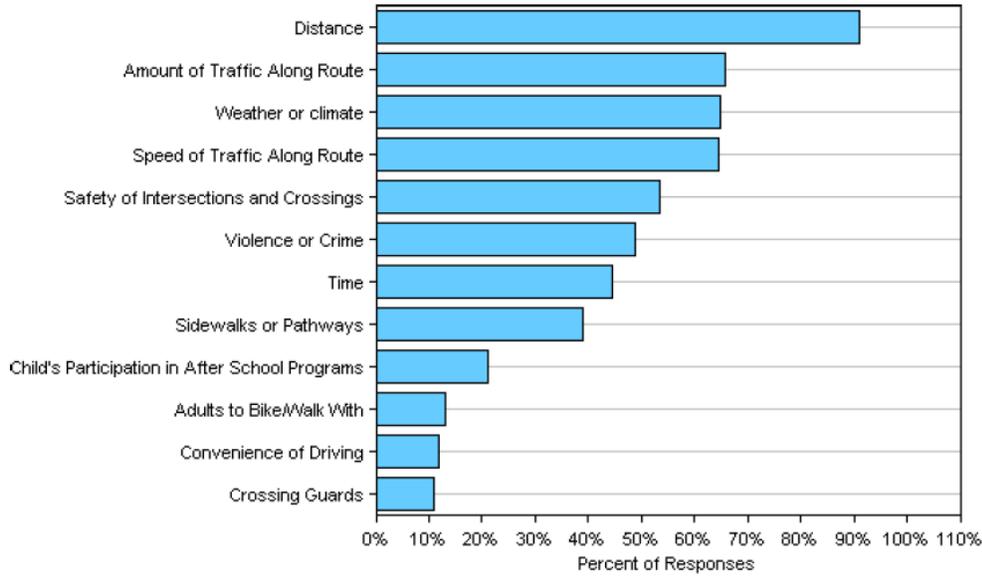
Don't know or No response: 24  
 Percentages may not total 100% due to rounding.



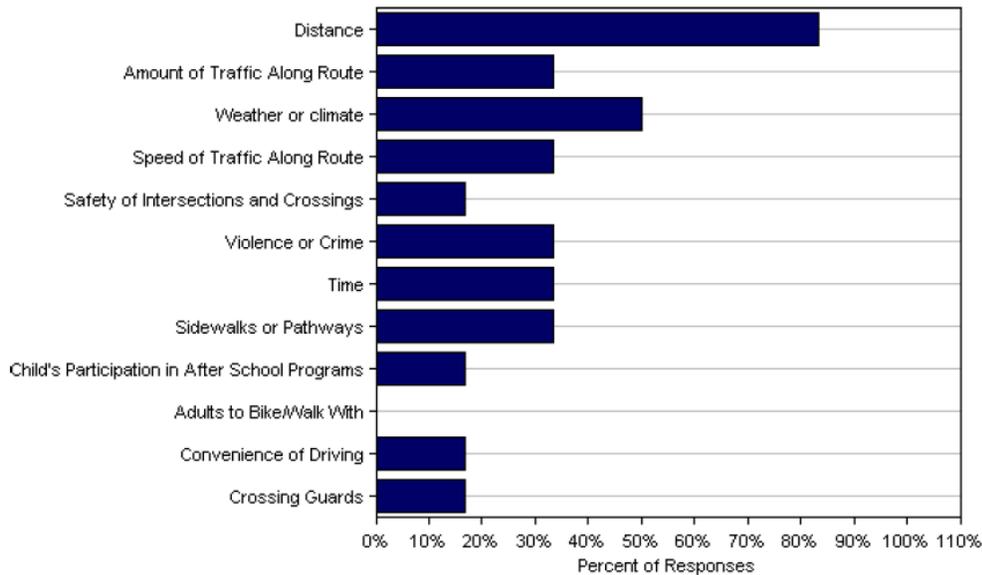
**PIQUA Safe Routes To School Program**



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



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



**PIQUA Safe Routes To School Program**



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	91%	83%
Amount of Traffic Along Route	66%	33%
Weather or climate	65%	50%
Speed of Traffic Along Route	65%	33%
Safety of Intersections and Crossings	54%	17%
Violence or Crime	49%	33%
Time	44%	33%
Sidewalks or Pathways	39%	33%
Child's Participation in After School Programs	21%	17%
Adults to Bike/Walk With	13%	0%
Convenience of Driving	12%	17%
Crossing Guards	11%	17%
<b>Number of Respondents per Category</b>	<b>254</b>	<b>6</b>

No response: 67

Note:

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

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

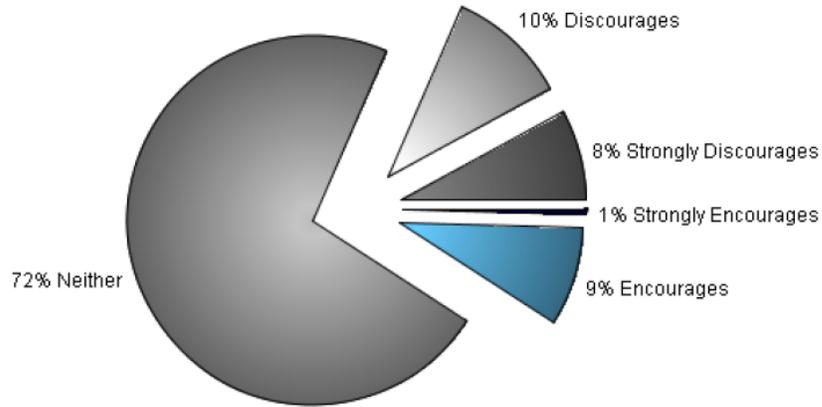
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.



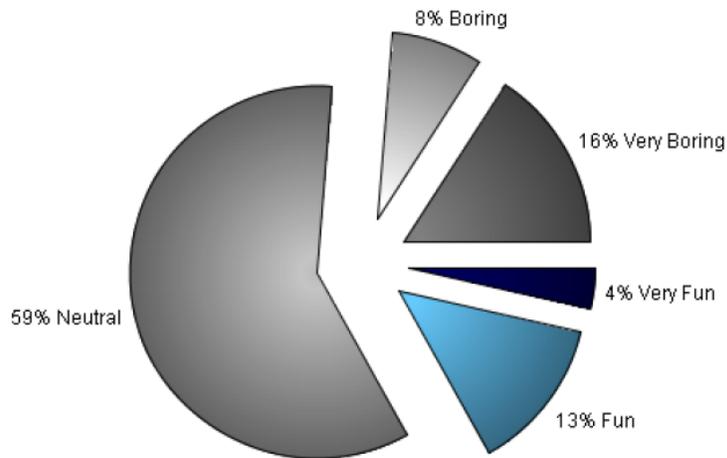
**PIQUA Safe Routes To School Program**



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



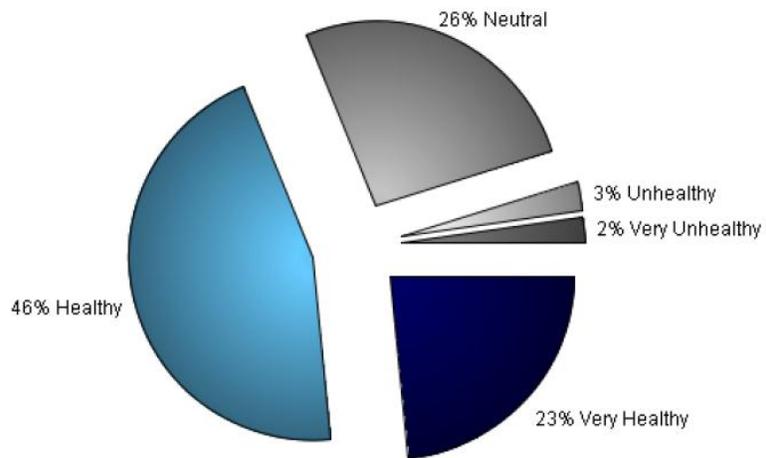
**Parents' opinions about how much fun walking and biking to/from school is for their child**



**PIQUA Safe Routes To School Program**



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



**PIQUA Safe Routes To School Program**



### Comments Section

SurveyID	Comment
360092	THE JUNIOR HIGH IS ON A VERY BUSY ROAD THAT IS DANGEROUS TO CROSS EVEN IF WE LIVED IN A NEIGHBORHOOD CLOSE TO SCHOOL.
360093	JR HIGH AND HIGH SCHOOL STUDENTS UNDER 2 MILES TO SCHOOL SHOULD WALK OR RIDE BIKE. NO BUSING. CHILDREN INSIDE THE TOWN LIMITS WITHIN 1 MILE TO SCHOOL SHOULD WALK OR RIDE BIKE CROSSING SECTIONS TO BE SET UP WITH CROSSING GUARDS.
360126	COUNTRY CLUB RD AND CO RD 25A HAVE NO SIDEWALKS. WALKING/BIKING TO SCHOOL IS NOT POSSIBLE UNDER THOSE CONDITIONS
360169	WE HAVE 20-30 REGISTERED SEX OFFENDERS IN SHAWNEE ALONE THAT IS ENOUGH REASON TO TRANSPORT MY CHILDREN TO AND FROM SCHOOL.
360182	THANK YOU FOR ASKING
360215	I FEEL KIDS SHOULDN'T HAVE TO WALK IF THERE ARE BUS THAT'S WHY PEOPLE PAY TAXES.
360240	8TH GRADE
360002	LOCATION OF SCHOOL IS WAY TOO FAR TO ALLOW MY CHILD TO WALK/RISE-HIS BUS STOP IS VERY CLOSE TO HOME & BOTH PARENTS WORKING WOULD BE A CHALLENGE TO DRIVE THEM TO SCHOOL BUSSING THEM TO SCHOOL IS THE ONLY WAY.
360043	WHAT ABOUT MOPEDS?
360086	ATTENDING COLLEGE NOW
360135	2 YEARS OF COLLEGE - NURSE
360201	TRAFFIC IS TOO BUSY TOO MANY YOUNG DRIVERS GOING IN AND OUT FOR HIGH SCHOOL AND SIDEWALKS AND PATHWAYS ARE NOT THERE.
360217	I AM VERY PLEASED WHERE WE LIVE ON MY CHILD WALKING TO AND FROM SCHOOL. NICE AREA AND SAFE. ONLY A COUPLE MINUTE WALK.
360285	MY SON DID WALK OR BIKE UP TO 6TH GRADE NOW JR HIGH SO FAR.
360014	THE DISTANCE IS TOO FAR FOR ME TO REALLY BE ABLE TO CONSIDER THIS I AGREE THAT WE SHOULD ALL DRIVE LESS & WALK MORE TO HELP SHE OUR RESOURCES & ENVIRONMENT PLUS EXERCISE IS HEALTHY BUT IT HAS TO BE REASONABLE
360024	WHEN WE LIVED IN TOWN OUR CHILDREN WALKED TO & FROM SCHOOL. I THINK WALKING IS GOOD FOR THE KIDS. IT IS IMPORTANT TO TEACH THEM RULES OF SAFETY AND WHAT TO DO IN CASE OF AN EMERGENCY.
360025	QUESTION #11 - NOT ABLE TO WALK ON 25A.
360030	I FEEL IT IS UNSAFE FOR ANY CHILD TO CROSS THE BUSY. INTERSECTIONS GOING TO SCHOOL. AND NOW A DAYS YOU CAN'T TRUST ANYBODY
360031	MY MAIN CONCERN ABOUT ANY CHILD THAT WALKS IS CRIME AND VIOLENCE AND ABDUCTION.
360063	IT IS VERY DANGEROUS HAVING THE KIDS CATCH THE BUS IN THE DARK HOWEVER I KNOW THIS IS PROBABLY UNAVOIDABLE.
360101	I'M GLAD THIS SCHOOL HAS A BUS!
360128	I HAVE READ ALL ENCLOSED INFO. QUESTION #9 - I WOULD NOT ALLOW MY CHILD TO WALK OVER 36
360179	I THINK THAT RIDING THE BUS IS OK FOR MY CHILD BECAUSE I KNOW THAT SHE IS GETTING TO SCHOOL OK.
360237	MY MOM'S IN COLLEGE NOW.
360241	THERE NEEDS TO BE SOME IMPROVEMENTS WITH LIGHTING AT THE FAVORITE HILL BUS STOP. IT IS TOO DARK IN THE MORNING FOR THESE CHILDREN.



## PIQUA Safe Routes To School Program



360260	THE SCHOOL MY CHILD ATTENDS IS TOO FARM FROM OUR HOUSE.
360275	THE SCHOOL IS FAR ENOUGH FROM THE MAIN PART OF TOWN THAT I DO NOT SEE WHY WALKING OR BIKING WOULD EVN BE AN OPTION
360288	2 1/2 YRS COLLEGE / 2 1/2 YRS TECHNICAL SCHOOL
360290	QUESTION #9 - WE LIVE TO FAR FROM SCHOOL
360044	BUSING TO AND FROM SCHOOL IS A GREAT IDEA. IT KEEPS THE CHILDREN SAFE AND THEY MAKE IT HOME
360064	NEED SIDWALKS TO JUNIOR HIGH
360074	MY EDUCATION HAS NOTHING TO DO WITH HOW SAFE I FEEL MY CHILD WOULD BE BIKING/WALKING TO SCHOOL. WHILE I REALIZE BIKING/WALKING TO SCHOOL WOULD BE HEALTHY CROSSING A STATE HIGHWAY WOULD NOT BE HEALTHY FOR MY CHILD. ALSO I REALIZE QUESTION I WANTED ONLY ME ANSWER PER COLUMN AND IT STATES NORMALLY I WANTED KNOW MISTAKEN TO BE MADE REGARDING DIFFERENCE IN TIME NEEDED TO WALK/BIKE TO SCHOOL. PLEASE EXPLAIN WHY THIS SURVEY IS SO IMPORTANT TO OUR SCHOOLS.
360094	AT THE JUNIOR HIGH THERE IS NO BIKE RACKS FOR BIKE STORAGE EVEN FOR AFTER SCHOOL SPORTS.
360116	#9 - LOCATION AND OTHER FACTORS TO CONSIDER - THERE IS NO MAGICAL GRADE.
360127	MY SEVENTH GRADER LIVES TOO FAR TO WALK OR RIDE A BIKE. IF WE LIVED CLOSER THEN I WOULD LET HIM AS LONG AS THERE WAS SIDWALKS FOR SAFETY
360177	I FEEL THAT A CHILD WALKING OR RIDING A BIKE TO JR HIGH SHOULD BE THE DECISION OF THE PARENT-NOT THE SCHOOL.
360195	MY CHILDREN WALK/BIKE TO SCHOOL WITH SEVERAL OTHER CHILDREN. ALSO MANY ADULTS KNOW MY CHILDREN IN THE NEIGHBORHOOD. THESE FACTS ALSO INFLUENCED MY DECISION.
360200	QUESTION #6 - HIS OLDER BROTHER DRIVES HIM QUESTION #8 - LAST SCHOOL YEAR WHEN IT WAS CLOSER
360209	I THINK IT WOULD BE VERY DIFFICULT TO WALK TO SCHOOL THAT FAR AWAY ESP. IN ROUGH WEATHER & KEEPING THE CHILDREN ON TIME WOULD BE AN ISSUE. I THINK THERE WOULD BE TOO MANY FIGHTS/BULLYING W/ KIDS.
360220	I AS A PARENT DO NOT FEEL IT'S SAFE FOR ANY CHILD TO WALK OR BIKE TO & FROM SCHOOL IN THE CITY OF PIQUA.
360244	THERE ARE WAY TO MANY PEDEFILES IN OUR CITY! PERIOD!
360295	OUR BUS STOP IS 1/4 MILES (LESS THAN) FROM OUR HOUSE. BUS STOP IS FINE. OCCASSIONALLY WE TAKE OUR SON TO SCHOOL THE ONLY PROBLEM WE'VE ENCOUNTERED IS STUDENTS WALKING ON ROAD INTO SCHOOL
360299	YES NEEDS PLACE TO LOCK BIKE UP THEN WOULD BE ABLE TO RIDE BIKE TO SCHOOL SOMETIMES.
360045	PIQUA HAS WAY TOO MANY SEX OFFENDERS IN THE AREA AND THE JR HIGH IS TOO FAR AWAY FOR MY CHILD TO WALK HOME.
360078	IT WOULD BE NICE BUT TOO FAR AND NO SIDWALKS AND WOULD LIKE IT IF MORE KIDS WOULD WALK TOGETHER. AND NO TROUBLE MAKER.
360091	WE LIVE ON A 4 LANE HIGHWAY. THERE ARE NO SIDWALKS. THE NEAREST SIDE STREET IS 2 MILES AWAY. WALKING TO NEAREST SIDE STREET WOULD BE IMPRACTABLE AND UNSAFE.
360117	WE HAVE LIVED IN TOWN UNTIL RECENTLY. ANY CHILD IS NOT SAFE WALKING IN MY OPINION. IF THIS IS AN ISSUE WITH BUS FUNDING IT IS COMPLETELY UNACCEPTABLE TO ELIMINATE IT. A CHILD'S SAFETY IS THE PRIORITY! ALWAYS.
360125	I DON'T THINK IT'S SAFE ANYWHERE FOR ANY CHILDREN TO BE WALKING TO AND FROM SCHOOL.
360137	THE SCHOOLS CLEAR ACROSSED TOWN IT TOO FAR TO RIDEA BICYCLE AND TOO DANGEROUS. LOTS OF AREAS WHERE THERE ARE NOT SIDWALK. SHE DOES RIDE HER BIKE BUT NOT TO SCHOOL.
360153	#13 & 14 DO NOT APPLY TO MY CHILDREN. LIVE OUTSIDE CITY LIMITS AND TOO FAR TO WALK OR RIDE BIKE



## PIQUA Safe Routes To School Program



360248	WE HAVE 20-30 REGISTERED SEX OFFENDERS IN SHAWNEE. THAT IS ENOUGH REASON TO TRANSPORT MY CHILDREN
360252	WE LIVE APPROX 12 MILES FROM SCHOOL IT IS TOO FAR TO WALK
360286	THIS IS CONFUSING WE LIVE TOO FAR FOR MY OLDEST TO WALK TO THE JR. HIGH. MY MIDDLE CHILD HAS TO WALK HOME FROM BENNETT AND IS IN 2ND GRADE SO SOMEONE HAS TO GET HER. I WON'T ALLOW HER TO WALK BY HERSELF BECAUSE OF CRAZY PEOPLE TAKING KIDS THE WEATHER IS ANOTHER BIG ISSUES.
360322	I DON'T FEEL COMFORTABLE FOR MY CHILD TO WALK ALONE AND IT IS NO INCONVIENCE FOR ME TO TAKE HER.
360077	JR HIGH IS TOO FAR FROM MY HOUSE TO WALK OR BIKE.
360089	WE LIVE ENTIRELY TOO FAR FOR MY CHILD TO WALK OR RIDE A BIKE.
360100	NONE
360124	IN TODAYS TIMES I BELIEVE NO CHILDREN SHOULD WALK TO SCHOOL BECAUSE OF CRIME AND ABDUCTIONS. AT LEAST UNTIL THEY ARE IN HIGH SCHOOL.
360165	HE LOOKS ALOT OLDER THAN 13 AND PEOPLE MISTAKEN THAT.
360166	PLEASE EXPLAIN WHY MY EDUCATION HAS TO DO WITH THIS SURVEY? 658-0886
360204	WE LIVE OUTSIDE THE SCHOOL DISTRICT ABOUT 6 MILES AWAY. TOO FAR WE FEEL FOR OUT CHILD TO RIDE HIS BIKE ON A REGULAR BASIS AS IT IS NOT SAFE. THANKS. ALSO WE ARE OVER PROTECTIVE.
360221	WHAT IS THE POINT OF THIS WHEN MOST ALL KIDS ARE BUSED TO PJHS? BIKING IS OBVIOUSLY HEALTHY BUT NOT FOR 10-12 MILES BOTH WAYS IN COLD OR RAIN.
360315	MY SON HAS AUTISM THEREFORE HE WOULD NEVER BE ALLOWED TO WALK OR BIKE TO SCHOOL.
360102	DON'T THINK THEY SHOULD WALK TO SCHOOL
360274	MY DAUGHTER HAS ASTHMA WALKING TO SCHOOL IN THE COLD WOULD NOT BE GOOD DO UNDERSTAND THE CRIME RATE INCLUDING SEX OFFENDERS IN THE PIQUA AREA WHY WOULD THIS BE CONSIDERED? CUT OTHER PLACES SO WE CAN AFFORD THE GAS MONEY.
360145	WHERE WE LIVE IT'S TO FAR TO WALK OR RIDE BIKE HE HAS ASTHMA AND CAN'T BREATH IF HE WALKS OR RIDE VERY FAR. ALSO TO DANGEROUS TRAFFIC AND NO SIDEWALKS AT ALL AND HIGHWAY.
360294	DON'T THINK THEY SHOULD WALK TO SCHOOL.
360058	NO SIDE WALKS ON INDIAN TRAIL OR TOMAHAWK TRAIL. SPEED BUMPS DO HELP BUT LOONEY RD IS 40 MPH & 25A IS 45 MPH NOT SAFE FOR 12-13 YR OLDS TO BE WALKING. SCHOOL IS CLOSE TO INTERSTATE 75. TOO MANY KIDS GET KIDNAPPED & IT IS A FAST ESCAPE ROUTE.
360085	I DON'T FEEL ANY CHILD SHOULD WALK TO SCHOOL OUR CITY HAS ENOUGH TAX MONEY TO PAY FOR BUSING NO EXCUSES TO PUT ANY CHILD ON THE STREETS AT 630-7AM IN THE DARK & COLD. SHAME ON YOU FOR EVEN CONSIDERING IT.
359997	I DO NOT WISH TO SUPPORT ANY IDEAS OR PLANS TO ELIMIATE BUSSING FROM MY SCHOOL DISTRICT!
360050	QUESTION #9 - SCHOOL IS TOO FAR OUT!
360255	PIQUA JUNIOR HIGH SCHOOL / HIGH SCHOOL DOES NOT PERMIT STUDENTS TO BIKE / WALK TO SCHOOL.
360006	I WILL NEVER ALLOW MY CHILD TO WALK OR BIKE TO SCHOOL AT ANY AGE OR GRADE. QUESTION #7 - DON'T KNOW HOW LONG IT TAKES THE BUS TO GET THERE
360008	IS BUSED FROM NEWTON SCHOOLS SO CAN'T WALK OR RIDE BIKE.
360034	AREA AND DISTANCE MAKE A BIG DECISION OR WALKING AND/OR BIKING NO MATTER WHAT AGE.
360081	MY SON IS IN A MD SCHOOL SO HE DOES NOT WALK TO THE BUS STOP OR SCHOOL (THE BUS PICK HIM IN FRONT OF THE HOUSE)
360087	LIVE OUTSIDE OF CITY WALKING/BIKING NOT A VIABLE OPTION



## PIQUA Safe Routes To School Program



360188	WE LIVE IN THE W END OF PIQUA & I WILL CONTINUE TO HAVE HIM ON THE PROVIDED SCHOOL BUS.
360296	QUESTION #11 - CONVENIENCE OF DRIVING NOT A PROBLEM AT THIS TIME

## SCHOOL BUILDING POLICIES

The following includes information extracted from the student handbook for each of the targeted school buildings that is relevant to arrival and dismissal procedures, school travel policy, school safety or hazard busing policy, location and times of crossing guards (adult or student), and descriptions of pedestrian and bicycle routes once on school property.

### Washington Intermediate

#### School Hours- Arrival and Dismissal

The school day at Washington is 8:45 AM – 3:10 PM. No student is to arrive or enter the building prior to 8:10 AM unless he/she is involved in a specific activity. Adequate supervision cannot be guaranteed before 8:10 AM. Any student arriving at school after 8:45 AM will be counted as tardy unless the bus arrives late.

At 3:10 PM walkers and car riders will exit the south end of the school through the gym doors and will go through the fence at the gate are nearest the playground. Parents who are picking up their children will need to park on the north side of Park Ave. and depart quickly so other parents can pick up their child.

Students are to exit the school grounds quickly not remaining to play with their friends or ride their bicycles after school hours.

#### Washington Safety Rules

##### Morning Rules

##### Monday- Thursday

- Student are to meet outside the gym doors following the school rules if their bus arrives prior to 8:10
- At no time should students be walking through the area where the busses pull in and park
- Students are to come into the gym quietly
- Students are to sit facing forward directly in front of the other person in their class line
- Backpack must be placed to the side of the student in the aisle
- Students are to bring a book and read silently until morning announcements.



## PIQUA Safe Routes To School Program



- If students need to use the restroom, they must have a signed planner. Students are not permitted in unsupervised areas of the building

#### Friday

- Students are to meet outside the gym doors following the school rules if their bus arrives prior to 8:10
- At no time should students be walking through the area where the busses pull in and park
- Students may choose where they sit, but may not change spots once they have sat down
- Students may talk softly with their peers. (no yelling or whistling permitted)
- If students need to use the restroom, they must have a signed planner. Students are not permitted in unsupervised areas of the building.

#### Transportation

##### Bus Transportation

School bus transportation is a privilege to students, not a right. All students are expected to follow the rules and regulations of our Transportation Department and Student Discipline Code and abide by the instructions of the Bus Drivers

##### Suspension of the Bus Riding/ Transportation

##### Board Policy 5610.04

Students on a bus or other authorized Board of Education transportation vehicles are under the authority of and directly responsible to the bus/vehicle driver. The driver has the authority to enforce the established regulations for bus/vehicle conduct. Disorderly conduct or refusal to submit to the authority of the driver will be sufficient reason for refusing transportation services to any student. A student may be suspended from school bus/vehicle riding privileges for all or part of a school year for any violation of established regulations for bus conduct and/or for conduct occurring on the bus/vehicle in violation of the Student Code of Conduct/Student Discipline Code.

Before a suspension from bus/vehicle riding privileges is imposed, the Superintendent or other designated District personnel will provide a student with notice of an intended suspension and an opportunity to appear before the Superintendent or other designated District personnel. Disciplinary suspension periods will be commensurate with the infraction(s) committed as determined by the Superintendent or designated District personnel.



## **PIQUA Safe Routes To School Program**



Any additional guidelines regarding conduct on school buses/vehicles, as well as general information about the school transportation program will be made available to all parents and students and posted in a central location.

### Bicycles

Bicycles must be parked in the bike rack located outside the gym doors. Students are not permitted to borrow or ride a bicycle that is not their own. Students are not permitted to ride their bike around the playground during arrival and dismissal times. The school cannot be responsible for bicycles, but will attempt to safeguard them.

Bus riders are not to ride their bikes to school without the written permission from their parents. Permission notes are to be sent to the principal.

Students are not permitted to be on school grounds prior to 8:10. Students are to report to the gym upon arrival to school.

### Going Home with Another Student

There are times when a student informs the school they are going home with a friend or classmate. The only way that will be permitted is:

- If BOTH PARENTS/GUARDIANS MUST WRITE A NOTE STATING THE PLAN. These notes must be submitted to the office and signed by the principal.
- If the bus the child will be riding with their friend has adequate space available.

### **Bennett Intermediate**

#### Daily Arrival

AM- the school day begins at 8:40 am. Students may come to the school as early as 8:10 to eat breakfast and read in the gym. Students must not loiter outside the school building after 8:10.

PM- the school day ends at 3:18pm. Unless students are meeting with a teacher, waiting on a bus, or involved in a supervised after-school activity, they are required to leave school grounds by 3:30pm.

#### Bicycles & Skateboards

Bicycles must be parked in the bike rack located at the back of the building. The school will not be responsible for bicycles. Bicycles are to be walked onto and off the playground. Skateboards may be ridden to school. They may be kept under the stairs on the 1<sup>st</sup> floor. The school will not be held responsible for missing or damaged skateboards.

#### Bus Students



## **PIQUA Safe Routes To School Program**



Students who ride the bus are to enter the building and report to the gym, unless otherwise directed until 8:40am.

Early bus students will be dismissed from their classrooms at 3:11 pm so they may be seated on the bus before its departure after 3:14 pm. If a bus student is not riding the bus, he/she will be dismissed with the walkers.

Bus students are to follow all bus rules directed by the bus driver.

### Daily Dismissal

The orderly and safe dismissal of students each afternoon is yet another important part of the student day. To help make sure your child is safe, and supervised, the following considerations need to be made:

Students assigned to a bus will be required to ride that bus unless a note from home is provided to the school.

Walkers need to exit the school property as soon as they are released

Students are to use crosswalks and are not to cross the street in front of moving traffic.

Persons picking up their students are asked to wait outside the building or at the office lobby.

### **Wilder Intermediate**

#### Arrival

Wilder School students are permitted to enter the building at 8:10 unless they arrive on an early bus. All bus students are to report immediately to the gym. Other students are not permitted to arrive any earlier than 8:10 as no supervision is available and they will not be able to enter the building. Students are to report directly to the gym upon entering the building. Students will be dismissed to the cafeteria for breakfast. Morning announcements will take place in the gym at 8:40.

#### Dismissal

All Students: Once Students leave the school grounds, they may not return to school property until after 4:00 unless accompanied by a parent.

#### Walkers/Bike Riders

- Must immediately leave the building and school grounds upon dismissal
- Not off school grounds by 3:25 will be subject to disciplinary action
- Are not permitted to play on the playground or lawns
- Are to use the sidewalks, crosswalks, and corners only



## **PIQUA Safe Routes To School Program**



## Bus Riders

Must report immediately to the bus if it is waiting at the dismissal time  
Bus Riders whose bus is not waiting must immediately report to their grade level's designated classroom. Students will receive instruction on appropriate behavior

## Students who wait for siblings from Springcreek

These students are to report to their grade level's designated classroom  
The person in charge will dismiss these students once the correct bus has arrived.  
These students and their siblings must leave the school grounds immediately.  
Students are to use the sidewalks, crosswalks, and corners only.

## Private Transportation

Car Riders are to report immediately to the area by the back gate at Walker Street  
Students are to stand in the designated area only.  
Students are not permitted to play on the playground or lawn.  
Students are to be picked up only from Walker Street  
Students not picked up by 3:25 will be subject to consequences.

## Bicycles

Must be parked in the bike racks located on the playground. Bicycles are to be walked onto and off the playground. The security of the bicycles is the responsibility of the owners.

## Bus Rules

1. Students shall arrive at the bus stop before the bus is scheduled to arrive.
2. Students must wait in a location clear of traffic and away from the bus stops.
3. Behavior at a school bus stop must not threaten life, limb, or property of any individual.
4. Students must go directly to an available or assigned seat, and must not move about while the bus is in motion
5. Students must remain seated, keeping aisles and exits clear
6. Students must observe classroom conduct and obey the driver promptly and respectfully
7. Students must refrain from eating and drinking on the bus except as required for medical reasons
8. Students must not use profane language
9. Students must not use tobacco on the bus
10. Students must not have alcohol or drugs in their possession on the bus except for prescription medication required for a student. This is to be given to the bus driver until arrival at school



## **PIQUA Safe Routes To School Program**



11. Students must not throw or pass objects on, from, or into the bus.
12. Students must leave or board the bus at locations to which they have been assigned unless they have parental and administrative authorization to do otherwise.
13. Students must not put head or arms out of the bust windows
14. Firearms, ammunition, weapons, explosives, or other dangerous material or objects are prohibited on school buses.

## **Piqua Junior High School**

### Arrival at School

Students who ride busses use the south commons doors to enter the building each morning. Students who are dropped off by car enter the north common doors. Students may not be dropped off at school until 730 am. Students are to remain in either the main gym or the commons area until they are released by a staff member. Seating in the commons may be limited to those who are eating breakfast. Students may use the designated restrooms, for before school use.

### Transportation

Students are not to leave school grounds for any reason after arriving at school unless given permission by one of the principals.

Junior High students are not to go to the High School without permission from one of the principals.

The Board of Education policy is that students are under the Student Discipline Code from the time they arrive at the bus stop in the morning until they leave the bus stop in the afternoon.

A student may be suspended from school bus/vehicle riding privileges for all or part of a school year for any violation of established regulations for bus conduct and/or for conduct occurring on the bus/vehicle in violation of the Student Code of Conduct/Student Disciplinary Code

### Shuttle Bus

Piqua Junior High will try to provide a shuttle bus for students in after school activities. The following are the shuttle bus stops:

- Roosevelt Fieldhouse
- Bennett Intermediate
- Bethany Center
- Favorite Hill Primary
- South and Sunset
- High St. Primary
- Washington Intermediate
- Nicklin Learning Center



## **PIQUA Safe Routes To School Program**



- Piqua Central
- Flesh Public Library

The Piqua City School by laws and policies PCS policies are included as a separate document referenced in section 12.

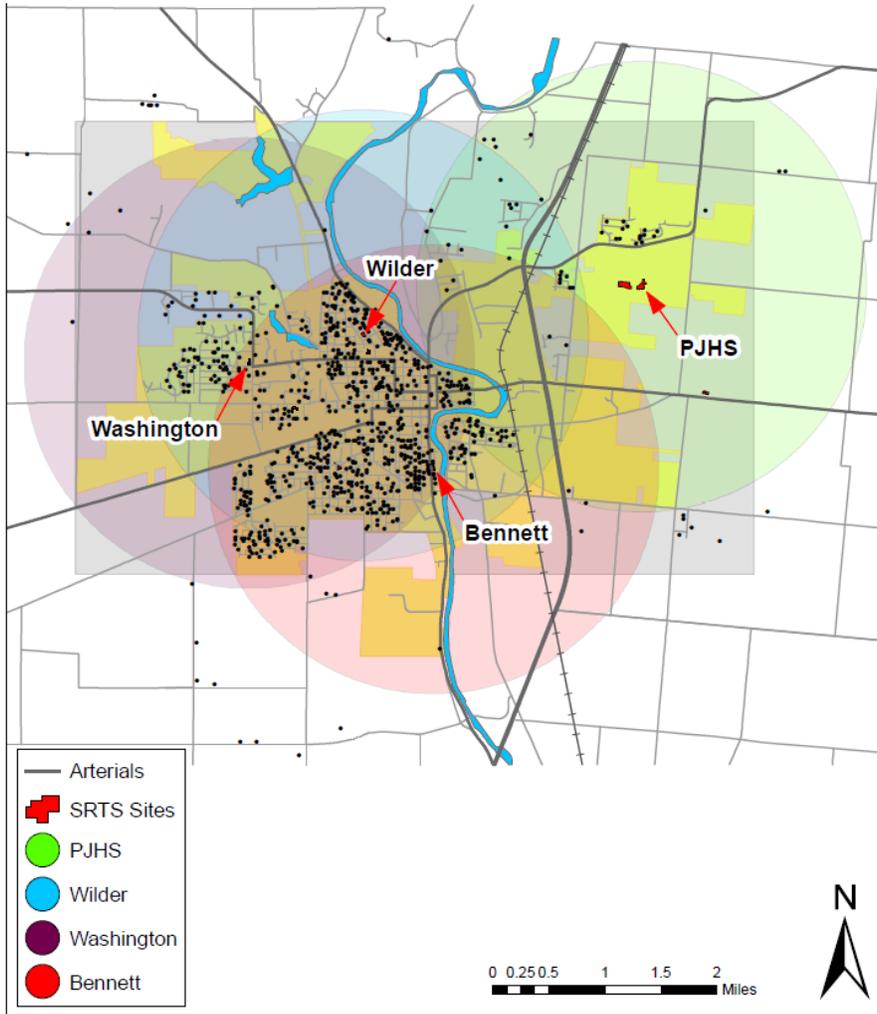
Upon request, the City of Piqua can provide GIS Data shp files for Parcels, R/W, Traffic Controls, Bike/Ped Facilities, in addition to aerial imagery and other shp files.

**Piqua City Schools: Attendance Area  
and 2-Mile Radius Around SRTS Target Buildings  
(Washington, Wilder, Bennet and PJHS)**



**PIQUA Safe Routes To School Program**





END OF SECTION 6



**PIQUA Safe Routes To School Program**



## SECTION 7

### BARRIERS TO ACTIVE TRANSPORTATION

When surveyed parents indicated the primary deterrent to allowing their children to walk or bike to school were weather/climate, violence/crime/traffic volumes, safety of intersections and crossings, and distance. Parents of students walking to school completed walkability audits during Walk to School week in October 2009. Based on parent's responses to surveys, which document the results of the walking audits, the perceived roadway and infrastructure impediments to the use of active transportation to and from school were as follow:

- Broken/cracked or missing sidewalks
- Travel distance for students too far for walking/biking
- Driver Behavior
  - Motorists driving too fast
  - Motorist not yielding to pedestrians crossing street
- Inappropriate traffic control devices at certain intersections

#### Walking Audit Identification of Barriers

In order to better clarify the circumstances and elements within the community that contribute to the parents and teachers sense of unease in allowing their children to walk or bicycle to school, a walking audit was conducted on September 13-14, 2010. Representatives from the engineering consultant, engaged by the Ohio Department of Transportation, assisted the local SRTS Teams in developing engineering strategies and reviewed the walkability and bikeability of the community. Observation of arrival and dismissal were made by the engineering consultant representatives during the walking audit in September. Specifically, the primary walking and biking routes in the immediate vicinity of the school were inventoried and observed in general and during the morning arrival and afternoon dismissal periods from the school.

A second field visit was performed on February 10, 2011 by the engineering consultant to revisit the community and continue the development of comprehensive community recommendations. New information including student residence to school relationships for all students in the district was provided to the consultant in December 2010, which allowed for more recommendations to be developed for the community as a whole.

The primary roadway connections to each school, the local collectors directing students from local streets to these connections, and the major collectors and arterials with the potential to serve the most



**PIQUA Safe Routes To School Program**



children were reviewed for barriers to active transportation. Included in the appendix is a map depicting these Safe Routes to School Walking and Biking Routes within the City of Piqua, Ohio. Throughout the audit and observation of dismissal, the team discussed the various conditions and made note of the barriers to active transportation within the immediate school areas and throughout the community of Piqua. The subsequent visit in February 2011 provided insight into community improvements that would benefit students from more than one school. The following list identifies the obstacles identified during the walking audit that are considered to hinder a student's ability to walk or bicycle safely to school. These barriers to active transportation modes were identified based upon inputs from the parent's survey, community survey, public meetings, SRTS member input, and walking audit.

Nearly every roadway in this community is a potential 'Safe Route' for students who could either walk or bike to school; the majority of students to be served by the recommendations live within two miles of a Piqua school. To better serve the students in the community the Piqua SRTS team has designated certain streets in the Piqua community as identified SRTS routes. These are the priority routes throughout the community in which SRTS focused improvements will be made to improve the sense of safety of the routes for students and their parents and encourage use by students for traveling to and from school. As a part of the roll out of these improvements to the community the Piqua SRTS team will identify these routes and educate the public on the improvements made for the purposes of developing safe routes to the community's schools for their children to use.

While improvements on any roadway would benefit at least some students on their way to and from school, *the improvements developed for this document focused on those which would have the greatest benefit for the most students.* The recommended improvements focus on the areas immediately surrounding the school considered non-transport zones where no bussing is provided to the schools as well as the designated SRTS community routes. Included in the appendix is mapping depicting these Safe Routes to School routes within the community of Piqua.



## PIQUA Safe Routes To School Program



## School Zone Barriers

### Bennett Intermediate School

- Deficient Sidewalks – existing sidewalks along Garnsey Street and South Main Street, the primary SRTS route, are in need of repair/replacement. Cracks, heaves, and missing sidewalk sections make walking less safe and biking nearly impossible.
- Insufficient Advance School Warning signs – existing school zone signing has been placed outside of sight line of motorists or blocked by trees, poles, or other roadside obstructions, particularly along South Main Street.
- Insufficient bike storage – current bike rack does not have individual parking stalls. Bikes without kickstands must lie on the ground to connect to bike rack.
- Congestion – congestion on South Main within the school zone is compounded by the bi-directional traffic flow into and out of the school drives.



Photo: Bennett Intermediate - Existing bike rack showing several bikes on the ground chained to the rack.

### Washington Intermediate School

- Missing crosswalk and pedestrian connections and at critical locations on school grounds – Students that walk to neighborhoods southwest of school often choose to cross Park Avenue at locations west of the marked crosswalk at the intersection of Sunset Drive and Park Avenue.
- Pedestrian/Biker/Auto Conflict – Bikers and walkers desiring to travel south of the school must cross Park Avenue at the peak time of auto pick-up. Park Avenue is the primary location for auto pick-ups due to the lack of on-site provisions for autos pickups.



Photo: Washington Intermediate - Primary auto pick-up along Park Avenue

### Wilder Intermediate School

- Deficient Sidewalks – non-compliant ADA curb ramps at all intersections surrounding the school. Sidewalk along Walker Street is bound along the school side by a fence



Photo: Wilder Intermediate- Non-compliant ADA curb ramps and fading crosswalk paint.



**PIQUA Safe Routes To School**

that creates an uncomfortable condition for bikers and walkers. Buses drop and pick-up at this area and infringe upon walking space that offers no 'escape' area.

- Missing/deficient crosswalks- several intersections surrounding school are either missing crosswalks or paint has faded and not highly visible.
- Insufficient Advance School Warning signs – existing school zone signing has been placed outside of sight line of motorists or blocked by trees, poles, or other roadside obstructions, particularly along Nicklin Avenue.
- Arrival/Dismissal Point Congestion – current drop-off and pick-up procedure forces overlap of various modes of arrival that clogs neighborhood streets around the school and requires students that bike or walk to conflict with motorized transportation. Automobiles stack on neighborhood streets to access current pick-up location and students walking or biking are forced to cross vehicular flow as students are dismissed to the same general area, whether biking or walking.



Photo: Wilder Intermediate - Existing Gill Street drive, currently used for auto pick-ups at dismissal.

#### Piqua Junior High School

- Missing sidewalk/pathway - no sidewalks are provided along Indian Trail and Tomahawk Trail. Walking students must walk along entrance drives or in grass to exit school.
- Deficient sidewalk/pathway – in addition to lack of available walking zone, school entryways are not lit, creating an unsafe condition during times of low natural light (seasonal, and weather related).
- Missing/deficient crosswalks – students must cross through parking lot at awkward locations and at points with no crosswalks or walkways creating disorganized pedestrian traffic flow and multiple conflicts points for pedestrians and motorized vehicles.
- No bike storage – students are discouraged from walking/biking to school.
- No Advance School Warning or Speed Limit signs exist along County Road 25A and existing school zone on Looney Road does not encompass the Indian Trail entrance drive.



Photo: Piqua Junior High - No advanced warning signs on County Road 25A approaching Tomahawk Trail.



## **PIQUA Safe Routes To School Program**



## Community Barriers

- Speed – at several locations along routes designated in the community to be SRTS routes to schools, motorists do not appear to be traveling at the recommended speeds. The following locations were specifically noted:
  - Ash Street – on the approach to downtown Piqua from the east the speed transitions quickly from 40 mph to 25 mph. The majority of vehicles do not appear to be traveling at the 25 mph speed as they enter the residential area on the east side of town. The combination of speed with high truck volume and narrow buffer area between the street and the sidewalk creates an uncomfortable walking environment for pedestrians. Also, there is a short distance between 35 mph and 25 mph zones with a dynamic speed sign associated with the 35 mph sign. This deemphasizes the 25 mph sign, which may result in the 25 mph sign being missed by motorists.
  - College Street – vehicles were observed traveling at high rates of speed along the College Street Corridor.
- Lack of pedestrian signals and pushbuttons at critical pedestrian crossings – pedestrian treatments were missing at many of the signalize intersections around the community including multiple locations along the designated SRTS routes. The intersections along the SRTS routes that are missing pedestrian signal heads and pushbuttons are:
  - College & High
  - College & Water
  - College & South
  - McKinley & South
  - Sunset & South
  - Broadway & Park
  - Broadway & High
  - Clark and Main
  - Broadway and Ash
- Wide pedestrian crossings – based on recommendations from a study completed by Kleingers & Associates, City of Piqua will be removing several unwanted signals in the downtown area and be converting these intersections to either two-way or four-way stop control. As part of this study it was also noted that the side street approaches were relatively wide, creating an uncomfortable condition for pedestrians. Several of these intersections are located along the designated SRTS routes and it is felt this condition will also influence the use of these crossings by students traveling to and from school. Intersections directly affected by this condition that are on the SRTS Routes are:
  - High & Downing
  - High & Wayne
  - Ash & Downing
  - College and Greene
  - College and Ash



## PIQUA Safe Routes To School Program



- College and North
- While not specifically on an SRTS route, the crossing of Clark Avenue at Gordon Street also presents a particularly long crossing for students. The width of Clark Avenue likely discourages the crossing along the entire length of the street. The intersection is the only stop controlled crossing of Clark Avenue and likely the best location for students to the south of Clark to cross this busy street.
- Parking – vehicles are currently allowed to park on street within the close proximity of the intersection limiting ability for approaching vehicles to see pedestrians and for pedestrians to see approaching vehicles. While this is a characteristic of all intersections in the community, the condition creates a more serious situation along routes designated to be frequented by children on their way to and from school, who are much less visible and more likely to take risks (whether intentional or unintentional) when crossing at intersections than adults .

END OF SECTION 7



**PIQUA Safe Routes To School Program**



## SECTION 8

### CREATING SOLUTIONS AND COUNTERMEASURES

The countermeasures and strategies to promote and develop safer routes focus on the five (5) E's of SRTS: Engineering, Education, Encouragement, Enforcement, and Evaluation. A combination of strategies adopted from all five of these areas will provide the most comprehensive solution, and one with the greatest chance of long term sustainability. As each school and community is unique, so should be the strategies and countermeasure developed to make active transportation safer for the children served by each school.

#### Goals

The overall goals of the School Travel plan of the Piqua City School District are to create healthy and safe environments by enhancing community connections, providing education opportunities, and facilitating increased walking and biking to promote physical activity and a healthier lifestyle.

#### Recommended Improvement Strategies

Engineering strategies and countermeasures should be developed in a way that is sensitive to the social and physical character and context of each school and community so that improvements are in harmony with the community. When combined with complementary Education, Encouragement, Enforcement, and Evaluation these Engineering Strategies allow the use of active transportation as a means for children to safely get to school. While improvements on any roadway with the community could potentially benefit at least some students on their way to and from school, *the improvements developed for this document focused on those which would have the greatest benefit for the most students.*

#### Engineering

Based on the results of the walking audit and the resulting identification of barriers to active transportation, the following targeted improvement areas were developed to be addressed through Engineering Strategies for improving the routes students use when engaging in active transportation to and from school. Two targeted improvement areas for engineering and infrastructure improvements were identified for the Piqua schools and the community to establish safer routes to schools for pedestrians within a maximum 1-mile radius, and bicyclists within a maximum 2-mile radius distance from the school.

- Improve sidewalks and paths for pedestrians and bikers, including
  - Improving and/or constructing new sidewalks or pathways
  - Improving crosswalks



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- Improve traffic control in and around the school zone and throughout the community that has direct impact on student pedestrian and biker safety, including
  - Improving school zone and crosswalk signage
  - Improving traffic circulation at drop-off/pick-up zones via use of additional infrastructure and traffic control devices

The Engineering strategies presented in this document aim to create operational and physical improvements to the infrastructure surrounding schools that will reduce vehicle speeds, pedestrian conflicts with vehicles, and establish safer crosswalks, sidewalks, and bikeways. The recommendations are categorized in terms of their expected time to implement and associated costs as follows:

- STLC - Short-term/Low-cost (estimated cost less than \$20,000)
- MTMC - Mid-term/Medium-cost (estimated cost from \$20,000 to \$150,000)
- LTHC - Long-term/High-cost (estimated cost greater than \$150,000)

While the implementation of short, mid, and long term countermeasures have been generally correlated with cost it should not be inferred that a medium or high cost recommendation should be deferred for lower cost options to be implemented first if there is an immediate need and appreciable benefit to a medium or high cost alternative that the community considers a priority under this program.

Estimated costs are included to provide a general idea of the necessary funding to assist the local SRTS team in identifying priorities based on a cost to benefit assessment. All alternatives should be evaluated for the cost to students benefit ratio to assist in prioritizing projects resulting from this study.

The identified Engineering Strategies and improvements listed below will provide Piqua Schools and the Piqua community with a full range of cost effective infrastructure and engineering solutions to counter the existing and potential impediments to active transportation for their school age children and promote active transportation through safer routes to schools. Graphics depicting the recommended improvement strategies for each school and the community are included as an attachment to this report. All engineering improvements recommended below shall be installed per ODOT standards, with pavement markings and signage per the Ohio Manual of Uniform Traffic Control Devices (OMUTCD).

The following are the recommended Engineering Improvements for each of the four Piqua City schools and the entire community evaluated as part of the STP:

Bennett Intermediate School

- a. (STLC-B1) Relocate the two existing school zone speed limits signs with flashers on South Main Street beyond the limits of the school zone crosswalks at the South Street and Garnsey Street intersections. Utility poles along the north



Photo: Bennett Intermediate - On the north approach, existing school zone speed limit sign is directly in front of school and view is obstructed by utility poles.



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approach make it difficult for the travelling public to see the speed limit sign until directly in front of school. Similarly, on the south approach, the tree line impedes the view of the speed limit sign.

- b. (STLC-B2) Install “Enter Only” signs on each side of the drive entrance on the south side of the building. Install “Exit Only” and “Do Not Enter” signs on each side of the drive exit on the north side of the building.
- c. (STLC-B3) To reinforce one-way directional flow on the drive around the school building, paint pavement arrows at the drive entrance and exit, along with arrows on the backside of the building.
- d. (STLC-B4) Remove and replace existing perpendicular parking stalls along the south end of the building with angled stalls to coincide and reinforce one-way directional flow through drive.
- e. (STLC-B5) Install painted crosswalk and crosswalk signs across 1st Street at the intersection with East Main Street.
- f. (MTMC-B6) Establish primary SRTS walking routes for students along South Street and Garnsey Street. All existing sidewalk should be inspected for conditions of disrepair and for compliance with ADA requirements. Replace/repair any broken sidewalk along the north side of Garnsey Street and along the south side of South Street. Any sidewalk that is severely broken, cracked, blocked or containing short discontinuous segments should be programmed for repair or replacement. Cost assumed up to 50% replacement may be required.
- g. (MTMC-B7) Add/repaint crosswalks along South Street. See Recommended Improvements – Map 2 for specific locations.
- h. (MTMC-B8) Add/repaint crosswalks along Garnsey Street. See Recommended Improvements – Map 2 for specific locations.
- i. (STLC-B9) Repaint crosswalk across East Street along South Main Street, just north of the South Street intersection.
- j. (STLC-B10) Reconstruct all four corners of sidewalk at the South Street and Adams Street intersection with ADA compliant curb ramps. This is the only intersection along the primary SRTS walking routes that consist of non-compliant, existing curb ramps. This work should be performed in conjunction with MTMC-B5.



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- k. (STLC-B11) Upgrade the existing two-way pedestrian signal heads to include two-way pedestrian buttons, instructional signs, and replace pedestrian signal heads for all three approaches at the South Street and South Main Street intersection. Push buttons and pedestrian heads should be mounted on existing poles and replace existing system. By adding pedestrian buttons, students will be able to activate crosswalk signal upon arrival. This will reduce the student's wait time at the intersection and potentially eliminating the desire to cross without the protection of the crosswalk signal.
- l. (STLC-B12) Upgrade the existing two-way pedestrian signal heads to include two-way pedestrian buttons, instructional signs, and replace pedestrian signal heads for all four approaches at the Garnsey Street and South Main Street intersection. Push buttons and pedestrian heads should be mounted on existing poles and replace existing system. By adding pedestrian buttons, students will be able to activate crosswalk signal upon arrival. This will reduce the student's wait time at the intersection and potentially eliminating the desire to cross without the protection of the crosswalk signal.
- m. (STLC-B13) The City of Piqua plans to improve the pedestrian/bike corridor from the Great Miami River bike trail to the Linear Park bike trail. The proposed route will follow Garnsey Street from the River; turn to the north along Commercial Street to Linear Park. In conjunction with this project, extend the sidewalk on the north side of Garnsey Street from South Roosevelt Avenue to College Street.
- n. (STLC-B14) Construct paved shoulders on both sides of Garnsey Street, west of College Street. This will be the final leg of the SRTS walking route along the north side of Garnsey Street that will provide continuous connectivity from the school to Mote Park.
- o. (STLC-B15) Upgrade/replace existing bike racks. Inverted U bike racks are recommended for bike parking. Given the existing and desired ridership, it is suggested to install ten to fifteen inverted U-racks.
- p. As part of the same city project, install a mid-block crosswalk across College Street at the Garnsey Street intersection. All of the options below include installation of crosswalk pavement markings.
  - Option 1: (STLC-B16) Install School Crossing Assembly (S1-1 and W16-7P) at this crossing location.
  - Option 2: (STLC-B17) Install School Crossing Assembly (S1-1 and W16-7P) with flashing beacons to provide better visibility of pedestrian crossing.



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Option 3: (MTMC-B18) The “HAWK” (High-Intensity Activated Crosswalk) pedestrian signal is suggested for Option 3 at this location. The HAWK uses traditional pedestrian signal heads but in a different configuration. The HAWK includes a sign instructing motorist to “stop on red” and a “pedestrians” overhead sign. The signal head is activated by pedestrians but is blacked out when not in use.

Washington Intermediate School

- a. (STLC-WA1) It is recommended that the rear surface lot (playground) serve as a pick-up area for auto pick-ups during dismissal. To help ease the traffic flow, add pavement markings for four parking lanes where parents will line-up and wait for their children to be dismissed. Each lane will be released one by one once all the students have safely reached their respective vehicles. The existing painted hop scotch, four square games and two dumpsters will conflict with proposed auto-lanes and need to be relocated by the school.
- b. (STLC-WA2) Buses will continue to use the front drive for student drop-off and pick-up. At entrance to drive, add signage for auto pick-up in the rear and buses only on the front drive. Buses only sign should only be restricted to the hours during arrival and dismissal. Remove existing “Do Not Enter” sign along drive to rear surface lot.
- c. (STLC-WA3) Widen paved drive on the north end of the building to better accommodate turning movement for vehicles travelling to the rear surface lot for student pick-up.
- d. (STLC-WA4) Construct new exit drive to provide direct access from the rear surface lot to Park Avenue. Release times for walkers and auto riders will need to be staggered in order to clear all walkers from area surrounding the drive exit.
- e. (STLC-WA5) Install “Do Not Enter” signs at existing and proposed drive exits onto Park Avenue.
- f. (STLC-WA6) Add crosswalks across both Park Avenue and Parkway Drive. Install school advanced warning signs on both streets.
- g. (STLC-WA7) Reconstruct the four corners of sidewalk at the Park Avenue and Parkway Drive intersection with ADA compliant curb ramps.



Photo: Washington Intermediate - On the north end of the Washington Elementary, the existing drive will need to be widened to accommodate vehicles travelling to rear surface lot.



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- h. (STLC-WA8) Upgrade/replace existing bike racks. Inverted-U bike racks are recommended for bike parking. Given the existing and desired ridership, it is suggested to install twenty to twenty-five inverted-U racks.
- i. (STLC-WA9) Remove the drive entrance along Sunset Drive adjacent to the Sunset Drive and Park Avenue intersection. Currently, during school hours this entrance is not used but instead serves as additional parking spaces for the staff members. Remove access and add additional parking stalls to drive.
- j. (STLC-WA10) Install painted crosswalks on all four approaches to the Park Avenue and Westview Drive.

Wilder Intermediate School

- a. (STLC-WL1) Relocate the school zone speed limit sign along Nicklin Avenue approaching the Gill Street intersection south of the current location. The tree line along Nicklin Avenue at the Gill Street intersection obstructs the view of the school zone sign.
- b. (STLC-WL2) Add crosswalks across Nicklin Avenue along both sides of Gill Street. Install school crosswalk advanced warning signs on Nicklin Avenue for both crosswalks.
- c. (STLC –WL3) Reconstruct all four corners of sidewalk at the Nicklin Avenue and Gill Street intersection with ADA compliant curb ramps.
- d. (STLC –WL4) Add a crosswalk across Gill Street along the east side of Walker Street. Install school advanced warning sign on Gill Street.
- e. (STLC –WL5) Reconstruct the two corners of sidewalk at the Gill Street and Walker Street intersection with ADA compliant curb ramps.
- f. (STLC-WL6) Install “Do Not Enter” signs at the entrance and exit to the school drive along Gill Street. The drive will only be used as a school staff parking lot. Relocate auto pick-ups from Gill Street to Walker Street. All arriving buses will use Gill Street for student pick-up.
- g. (STLC-WL7) Replace existing bike racks. Relocate bike rack closer to the building, adjacent to the existing drive along Gill Street. Inverted-U bike racks are recommended for bike parking. Given the existing and desired ridership, it is suggested to install fifteen to twenty inverted-U racks.



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- h. (STLC-WL8) Relocate fence along Walker Street. While the fence relocation will cut into the school playground, extra space will be created to either construct additional sidewalk width or serve as buffer zone between students walking on the sidewalk and the vehicles on Walker Street.
- i. (STLC-WL9) In conjunction with the fence relocation, install/widen sidewalk along the east side of Walker Street from Gill Street to Scott Street.
- j. (STLC-WL10) Install school advanced warning signs and school zone speed limit signs with beacons along Scott Street and Gill Street approaching Nicklin Avenue. Currently along these streets, there is no advance warning that a school zone is ahead.
- k. (STLC-WL11) Add a crosswalk across Scott Street at the Walker Street intersection. Install school crosswalk advanced warning sign on Scott Avenue.
- l. (STLC-WL12) Add crosswalk across Walker Street and Virginia Avenue at the Scott Street intersection.
- m. (STLC-WL13) Reconstruct two corners of the Scott Street and Walker Street intersection with ADA compliant curb ramps.
- n. (STLC-WL14) Add crosswalks across Nicklin Avenue at the Scott Street intersection.
- o. (STLC-WL15) Reconstruct four corners of the Nicklin Avenue and Scott Street intersection with ADA compliant curb ramps.
- p. (MTMC-WL16) Reconstruct Walker Street and Virginia Avenue intersection to better delineate travel lanes and preferred pedestrian movements. Currently, there are no crosswalks crossing Walker Street at Scott Street because of the sharp intersecting angle of Virginia Avenue.

Piqua Junior High School

- a. (MTMC-P1) Construct paved shoulders on both sides of Tomahawk Trail from Indian Trail to County Road 25A. Because of limited school right-of-way and potential drainage issues, adding a paved shoulder for pedestrian and bike traffic provides the most economical solution.
- b. (MTMC-P2) Similar to Tomahawk Trail, construct paved shoulders on both sides of Indian Trail from Tomahawk Trail to Looney Road.



Photo: Piqua Junior High - Looking east along Indian Trail drive. Recommend adding paved



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- c. (MTMC-P3) Install street lighting along Tomahawk Trail from Indian Trail to County Road 25A.
- d. (STLC-P4) Drive in front of Junior High already functions as a one-way street. Paint pavement arrows to reinforce one-way directional flow. Restricting the traffic flow to one lane may be another consideration to prevent parents from double parking during dismissal.
- e. (STLC-P5) Install three-way stop at Tomahawk Trail and Indian Trail intersection. Install new crosswalks across both Tomahawk Trail and Indian Trail.
- f. (STLC-P6) Construct sidewalk along Tomahawk Drive between Indian Trail intersection and Senior High drive. Install new crosswalk across Senior High drive.
- g. (STLC-P7) Relocate sidewalk from Junior High to Senior High and provide ADA compliant curb ramps. The current sidewalk from the Junior High to Senior High is rarely used. Students cut across junior High lawn and cross the road at access point to sidewalk leading to the front of the Senior High building. Locate new sidewalk in line with the Senior High sidewalk.
- h. (STLC-P8) Trim trees along east side of Tomahawk Trail to increase visibility along street.
- i. (STLC-P9) Establish new school zone on County Road 25A at Tomahawk Trail intersection. Install school advanced warning signs and school zone speed limit signs with flashers on both sides of Tomahawk Trail.
- j. (STLC-P10) Currently, the school zone along Looney Road starts just to the south of the Indian Trail school drive at Edison Community College. Relocate the existing school advanced warning and school zone speed limit signs and pavement markings along Looney Road to the north side of Indian Trail, incorporating both facilities into the same school zone.
- q. (STLC-P11) Construct new sidewalk between north side of Junior High parking and tree line, from Tomahawk Trail to the north end of existing Junior High sidewalk. This will provide students access to the paved shoulders along Indian Trail and Tomahawk Trail without having to cut through the parking lot.
- r. (STLC-P12) Install new bike racks. Inverted U bike racks are recommended for bike parking. Given the existing and desired ridership, it is suggested to install ten to fifteen inverted U-racks.



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School District/Community

- a. (STLC-C1) – Ash Street Speed Zone evaluation - work with ODOT District 7 to evaluate the speed transition on Ash Street approaching downtown. Use of dynamic speed limit should be considered for use with the 25 mph speed limit sign in lieu of the 35 mph.
- b. (STLC-C2) – Install painted crosswalks and signs at Clark Avenue and Gordon Street. While the width of the street is an apparent obstacle it was not possible to observe students attempting to use the crossing nor to gain understanding of other potential issues such as intersection visibility or failure to stop by vehicles. If visibility of the crosswalk or students within the crosswalk is a concern, it is recommended that centerline signs such as sign R1-6 illustrated below, be installed either seasonally (non-winter conditions) or on a daily basis when students are most likely to use the crosswalk. If visibility of the intersection and disregard of the stop sign is an observed trend at this intersection then utilization of advance warning signs such as the W3-1 with flashing beacons may prove beneficial.



- c. (MTMC-C1.1-C1.9) – Install pedestrian signal heads/pushbuttons at the SRTS Route intersections identified as missing pedestrian treatments.
  - 1. College & High
  - 2. College & Water
  - 3. College & South
  - 4. McKinley & South
  - 5. Sunset & South
  - 6. Broadway & Park
  - 7. Broadway & High
  - 8. Clark and Main
  - 9. Broadway and Ash
- d. (MTMC-C2.1-C2.6) Curb extensions/bump-outs - On streets with curbside parking, curb extensions can reduce the required crossing distance and make pedestrians more visible to drivers. Curb extensions can also reduce motor vehicle speeds. This improvement concurs with the recommendations of the Kleingers & Associates study to construct curb bump-outs on the side street approaches at the intersections noted in the barriers section discussed previously because they fall on SRTS routes. Per the Kleingers study, the curb-extensions are recommended for installation on the side street approaches of the intersections. Based on the observed speed on College Street curb extensions could also be useful on the main street approaches as a traffic calming measure to slow traffic. However, it is recommended that other less costly countermeasures (such as increased enforcement, and or portable dynamic speed



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limit signs) be tried prior to curb extensions for the purpose of traffic calming. Intersections directly affected by this condition that are on the SRTS Routes are:

1. High & Downing
2. High & Wayne
3. Ash & Downing
4. College and Green
5. College and Ash
6. College and North

### Cost Estimates

The following table presents a rough cost estimate of the recommended infrastructure/engineering strategies within and adjacent to the school zones surrounding each school and throughout the community. These costs represent planning level construction costs. No survey or design costs have been incorporated into these estimates.

<b>Table SE-1: Engineering Strategy Cost Estimates for Recommended Infrastructure/Engineering Improvements</b>				
<b>Strategy</b>	<b>Type</b>	<b>Strategy Detail</b>	<b>Time Frame</b>	<b>Estimated Cost</b>
<b>Bennett Intermediate Improvement Strategies</b>				
STLC-B1	ENG	Relocate the two existing school zone speed limit signs with flashers on South Main Street beyond limits of the school zone crosswalks at South Street and Garnsey Street.	Short	\$1,000
STLC-B2	ENG	Install Enter Only signs at entrance and Exit Only/Do Not Enter signs at exit of the school drive.	Short	\$400
STLC-B3	ENG	Paint pavement arrows at the entrance/exit of school drive to reinforce one-way directional flow.	Short	\$300
STLC-B4	ENG	Replace perpendicular parking stalls with angled stalls to coincide and reinforce one-way directional flow through drive.	Short	\$1,200
STLC-B5	ENG	Install painted crosswalk and crosswalk signs across 1st Street at the intersection with East Main Street	Short	\$1,910
MTMC-B6	ENG	Establish primary SRTS walking routes along South Street and Garnsey Street. Replace/repair sidewalks on north side of Garnsey Street and on south side of	Mid	\$51,000



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**Table SE-1: Engineering Strategy Cost Estimates for Recommended Infrastructure/Engineering Improvements**

Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
		South Street.		
MTMC-B7	ENG	Add/repaint crosswalks at the following intersections along South Street:  South Main Street (2), South Wayne Street (4), South Downing Street (4), Adams Street (2), South Roosevelt Avenue (4), Commercial Street (2), Orr Street (2), Weber Street (2), College Street (4) and three alleys (2).  (#) – Number of crosswalks at specific intersection	Mid	\$29,000
MTMC-B8	ENG	Add/repaint crosswalks at the following intersections along Garnsey Street:  South Main Street (4), South Wayne Street (4), South Downing Street (4), Adams Street (2), South Roosevelt Avenue (2), Commercial Street (1), College Street (1) and three alleys (2).	Mid	\$24,000
STLC-B9	ENG	Repaint crosswalk at East Street on South Main Street (1).	Short	\$1,000
STLC –B10	ENG	Reconstruct four corners of sidewalk at South Street and Adams Street intersection with ADA compliant curb ramps.	Short	\$3,000
STLC-B11	ENG	Upgrade two-way pedestrian signal heads to include two-way pedestrian buttons, instructional signs, and replace pedestrian signal heads for all three approaches at the South Street and South Main Street intersection.	Short	\$3,800
STLC-B12	ENG	Upgrade two-way pedestrian signal heads to include two-way pedestrian buttons, instructional signs, and replace pedestrian signal heads for all four approaches at the Garnsey Street and South Main	Short	\$5,000



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**Table SE-1: Engineering Strategy Cost Estimates for Recommended Infrastructure/Engineering Improvements**

Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
		Street intersection.		
STLC-B13	ENG	Extend sidewalk along north side of Garnsey Street from South Roosevelt Street through to College Street.	Short	\$3,600
STLC-B14	ENG	Construct paved shoulders on Garnsey Street, west of College Street.	Short	\$10,000
STLC-B15	ENG	Upgrade/replace existing bike racks with paved pad.	Short	\$6,300
STLC-B16	ENG	Mid-block crossing across College Street at the Garnsey Street intersection.  Option 1: Install School Crossing Sign Assemblies and crosswalk pavement markings across College Street at the proposed crossing.	Short	\$3,250
STLC-B17	ENG	Mid-block crossing across College Street at the Garnsey Street intersection.  Option 2: Install School Crossing Assembly with flashing beacons and crosswalk pavement markings across College Street at the proposed crossing.	Short	\$5,500
MTMC-B18	ENG	Mid-block crossing across College Street at the Garnsey Street intersection.  Option 3: Install pedestrian signal and crosswalk pavement markings across College Street at the proposed crossing.	Mid	HAWK signal: \$52,500 to \$71,250  Add Crosswalk pavement Markings: \$2,500
<b>Washington Intermediate Improvement Strategies</b>				
STLC-WA1	ENG	Paint pavement markings on rear surface lot (playground) for auto pick-up lanes.	Short	\$800



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**Table SE-1: Engineering Strategy Cost Estimates for Recommended Infrastructure/Engineering Improvements**

Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
STLC-WA2	ENG	At drive, add signage for auto pick-up in rear and buses only on front drive during restricted times.	Short	\$400
STLC-WA3	ENG	Widen drive on north side of building.	Short	\$6,000
STLC-WA4	ENG	Construct new exit drive to provide direct access from rear surface lot to Park Avenue	Short	\$3,800
STLC-WA5	ENG	Install Do Not Enter signs at existing and proposed drive exits to Park Avenue.	Short	\$400
STLC-WA6	ENG	New crosswalk at Park Avenue and Parkway Drive intersection.	Short	\$4,000
STLC-WA7	ENG	Reconstruct four corners of sidewalk at Park Avenue and Parkway Drive intersection with ADA compliant curb ramps.	Short	\$3,000
STLC-WA8	ENG	Upgrade/replace existing bike racks with paved pad.	Short	\$8,300
STLC-WA9	ENG	Remove drive entrance along Sunset Drive adjacent to Sunset Drive and Park Avenue intersection.	Short	\$7,100
STLC-WA10	ENG	Install painted crosswalks on all four approaches to the Park Avenue and Westview Drive.	Short	\$4,000
<b>Wilder Intermediate Improvement Strategies</b>				
STLC-WL1	ENG	Relocate school zone speed limit sign along Nicklin Avenue approaching the Gill Street Intersection	Short	\$500
STLC-WL2	ENG	Add crosswalks across Nicklin Avenue at the Gill Street intersection.	Short	\$2,000
STLC-WL3	ENG	Reconstruct the four corners of the Nicklin Avenue and Gill Street intersection with ADA compliant curb ramps.	Short	\$3,000



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**Table SE-1: Engineering Strategy Cost Estimates for Recommended Infrastructure/Engineering Improvements**

Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
STLC-WL4	ENG	Add crosswalk across Gill Street at the Walker Street intersection.	Short	\$1,000
STLC-WL5	ENG	Reconstruct two corners of the Gill Street and Walker Street intersection with ADA compliant curb ramps.	Short	\$1,500
STLC-WL6	ENG	Install Do Not Enter signs at the entrance and exit to the school drive along Gill Street.	Short	\$200
STLC-WL7	ENG	Relocate and provide new bike rack with asphalt pad.	Short	\$8,300
STLC-WL8	ENG	Relocate fence along Walker Street to provide more sidewalk and/or buffer zone for students on sidewalk.	Short	\$6,000
STLC-WL9	ENG	Replace and/or widen existing sidewalk along Walker Street.	Short	\$14,000
STLC-WL10	ENG	Install school advanced warning signs and school zone speed limit signs with Beacons along Scott Street and Gill Street approaching Nicklin Avenue.	Short	\$13,000
STLC-WL11	ENG	Add crosswalk across Scott Street at the Walker Street intersection.	Short	\$1,000
STLC-WL12	ENG	Add crosswalk across Walker Street and Virginia Avenue at the Scott Street intersection.	Short	\$2000
STLC-WL13	ENG	Reconstruct two corners of the Scott Street and Walker Street intersection with ADA compliant curb ramps.	Short	\$1,500
STLC-WL14	ENG	Add crosswalks across Nicklin Avenue at the Scott Street intersection.	Short	\$2,000
STLC-WL15	ENG	Reconstruct four corners of the Nicklin Avenue and	Short	\$3,000



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**Table SE-1: Engineering Strategy Cost Estimates for Recommended Infrastructure/Engineering Improvements**

Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
		Scott Street intersection with ADA compliant curb ramps.		
MTMC-WL16	ENG	Reconstruct Walker Street and Virginia Avenue intersection to better delineate travel lanes and preferred pedestrian movements.	Mid	\$70,000
<b>Piqua Junior High Improvement Strategies</b>				
MTMC-P1	ENG	Construct paved shoulders on both sides of Tomahawk Trail from Indian Trail to County Road 25A.	Mid	\$40,000
MTMC-P2	ENG	Construct paved shoulders on both sides of Indian Trail from Tomahawk Trail to Looney Road.	Mid	\$73,000
MTMC-P3	ENG	Install street lighting along Tomahawk Trail from Indian Trail to County Road 25A.	Mid	\$60,000
STLC-P4	ENG	Convert drive in front of Junior High to one-way. Paint pavement arrows to reinforce one-way directional flow.	Short	\$300
STLC –P5	ENG	Install three-way stop at Tomahawk Trail and Indian Trail intersection. Add new crosswalks across both Tomahawk Trail and Indian Trail.	Short	\$2,300
STLC –P6	ENG	Construct sidewalk along Tomahawk Drive between Indian Trail intersection and Senior High drive. Add new crosswalk across drive in front of the Senior High.	Short	\$5,500
STLC –P7	ENG	Relocate sidewalk from Junior High to Senior High and provide ADA compliant curb ramps. Add new crosswalk at proposed sidewalk crossing.	Short	\$17,000
STLC –P8	ENG	Trim trees along east side of Tomahawk Trail.	Short	\$7,500



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**Table SE-1: Engineering Strategy Cost Estimates for Recommended Infrastructure/Engineering Improvements**

Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
STLC –P9	ENG	Establish new school zone on County Road 25A at Tomahawk Trail intersection. Install school advanced warning signs and school zone speed limit signs with flashers on both sides of Tomahawk Trail.	Short	\$13,000
STLC –P10	ENG	Relocate school zone signs and pavement markings along Looney Road to the north side of Indian Trail school drive.	Short	\$1,500
STLC –P11	ENG	Construct new sidewalk between north side of Junior High parking lot and tree line, from Tomahawk Trail to north end of existing Junior High sidewalk.	Short	\$14,000
STLC –P12	ENG	Install new bike rack with paved pad.	Short	\$6,000
<b>City of Piqua School District/Community Improvement Strategies</b>				
STLC-C1	ENG	Ash Street Speed Zone evaluation. Use of dynamic speed limit should be considered for use with the 25 mph speed limit sign in lieu of the 35 mph.  Cost includes new signs and/or sign relocation. Study should not incur cost if performed by ODOT.	Short	\$750
STLC-C2	ENG	Install painted crosswalks at intersection of Clark Avenue and Gordon Street across Clark Avenue.  Add centerline pedestrian yield sign on both approaches.  Add intersection advanced warning sign with flashing beacons on both approaches.	Short	\$3,440  \$1,200  \$3,000



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**Table SE-1: Engineering Strategy Cost Estimates for Recommended Infrastructure/Engineering Improvements**

Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
MTMC-C1.1-C1.9	ENG	Install pedestrian signal heads/pushbuttons at the SRTS Route intersections identified as missing pedestrian treatments.  Installation could be performed for all nine intersections or at select intersections only. Total and per intersection cost estimates are included here.	Medium	\$41,400
		Install pedestrian signal heads/pushbuttons at intersection of College Street and High Street only.		\$5,000
		Install pedestrian signal heads/pushbuttons at intersection of College Street and Water Street only.		\$5,000
		Install pedestrian signal heads/pushbuttons at intersection of College Street and South Street only.		\$5,000
		Install pedestrian signal heads/pushbuttons at intersection of McKinley Ave and South Street only.		\$5,000
		Install pedestrian signal heads/pushbuttons at intersection of Sunset Drive and South Street only.		\$3,800
		Install pedestrian signal heads/pushbuttons at intersection of Broadway Street and Park Avenue only.		\$5,000
		Install pedestrian signal heads/pushbuttons at intersection of Broadway Street and High Street only.		\$3,800
		Install pedestrian signal heads/pushbuttons at intersection of Clark Avenue and Main Street only.		\$3,800
		Install pedestrian signal heads/pushbuttons at intersection of Broadway Street and Ash Street only.		\$5,000



**PIQUA Safe Routes To School Program**



**Table SE-1: Engineering Strategy Cost Estimates for Recommended Infrastructure/Engineering Improvements**

Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
MTMC-C2.1-C2.6	ENG	<p>Curb extensions/bump-outs at the designated SRTS intersections to reduce the pedestrian crossing distance:</p> <ol style="list-style-type: none"> <li>1. High &amp; Downing</li> <li>2. High &amp; Wayne</li> <li>3. Ash &amp; Downing</li> <li>4. College and Green</li> <li>5. College and Ash</li> <li>6. College and North</li> </ol> <p>Cost may vary by locations and cost estimate listed here represents what might be encountered for a typical intersection for pavement, demo, and sign relocation costs only. Does not include utilities or lighting relocation.</p>	Medium	\$20,000 per intersection.

**Education, Encouragement, Enforcement, and Evaluation**

The following Education, Enforcement, Encouragement, and Evaluation Strategies are offered as suggestions to complement existing and additional actions under development by the SRTS program to complement the recommended short term infrastructure/engineering solutions.

- Establish speed enforcement zone on College Street and Ash Street targeting speed violations on this route.
- Develop comprehensive on street parking policy that prohibits parking at all intersections within defined distance from intersection. For mid-block crosswalks or on free flowing approaches to an intersection setback could be conservatively calculated per ODOT L&D manual methods for stopping sight distance. For stop controlled approaches a lesser distance could be utilized based on field observation and/or a standard setback (e.g. 20-30 feet from crosswalk).
- Work with police to enforce that arrival and dismissal to be per established procedure and in within established zone. Enforcement should include autos, pedestrian, and biker compliance with procedures.
- Create a policy and associated materials for parents and students that clearly define the schools arrival and departure policies and procedures, detail the new arrival/departure zones including a



**PIQUA Safe Routes To School Program**



map/graphic detailing how walking/biking students are expected to depart from school grounds, and how parents are expected to either drop-off or pick-up students.

- Develop materials targeted at parents and community to identify targeted safe routes for biking and walking and to emphasize the policies and procedures adopted by the school as a result of this program, with an overview of revised arrival/dismissal procedures for students. Distribute this information at the beginning of the school year and work with local media to advertise information. Periodically reissue information and associated media release throughout the course of the school year to remind parents and the community to watch for children within the school zone and on the community roadways when school is in session.

Coordinate the release of walking and biking students to reduce conflict with auto riders and drop-off/pick-up flows. Consider earlier release for walking and biking students to reduce opportunity for conflict and provide an incentive for students to participate in active transportation (i.e. they get out of school earlier).

END OF SECTION 8



**PIQUA Safe Routes To School Program**



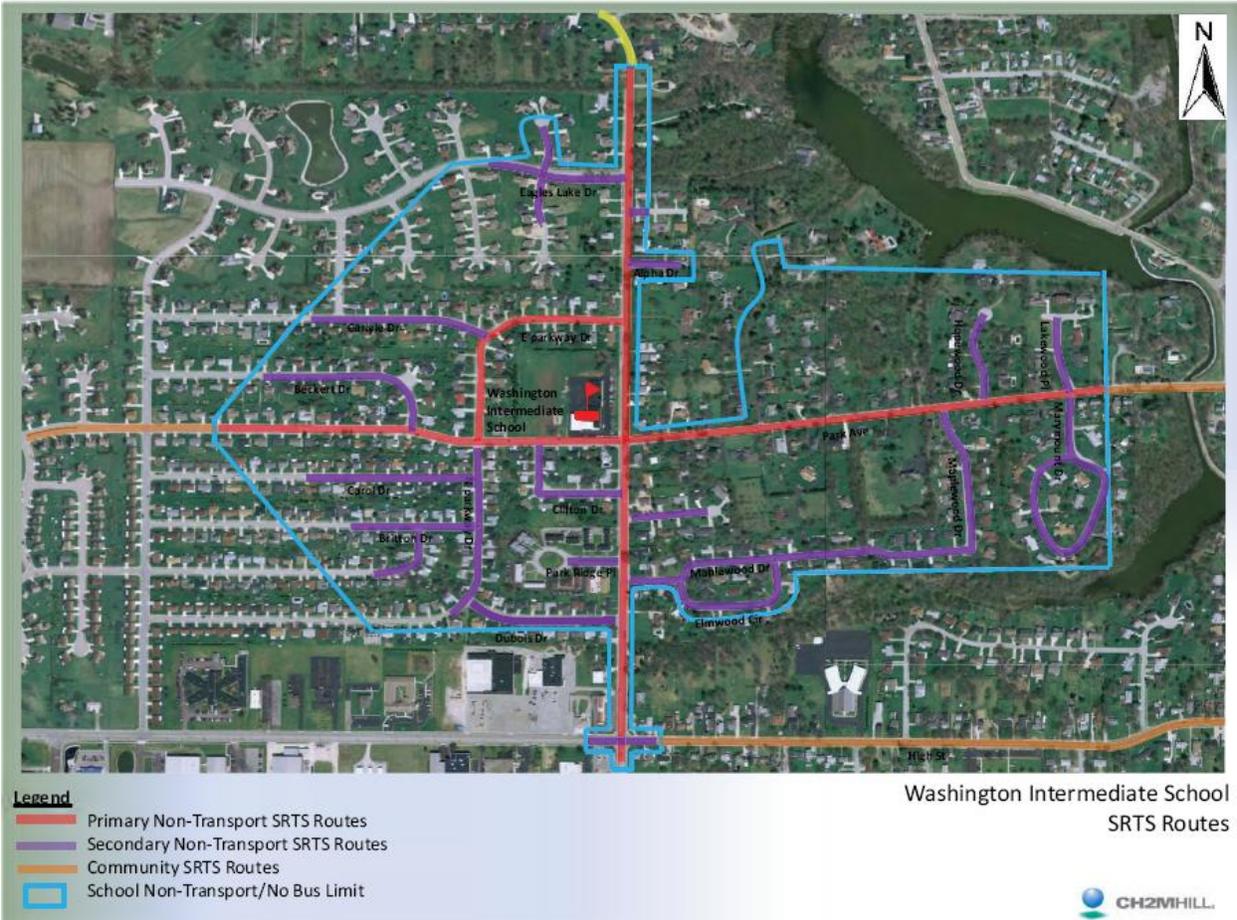
# SECTION 9

## IMPROVEMENTS MAPPING



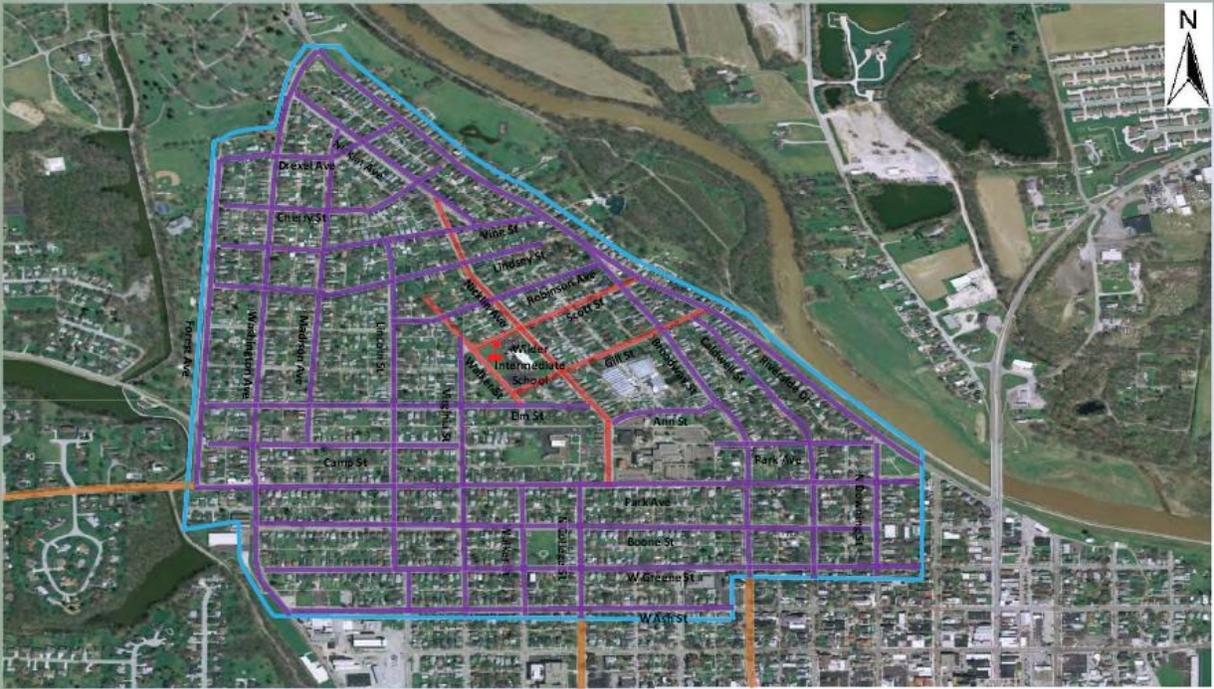
### PIQUA Safe Routes To School Program





**PIQUA Safe Routes To School Program**





**Legend**

- Primary Non-Transport SRTS Routes
- Secondary Non-Transport SRTS Routes
- Community SRTS Routes
- School Non-Transport/No Bus Limit

Wilder Intermediate School  
SRTS Routes



**PIQUA Safe Routes To School Program**

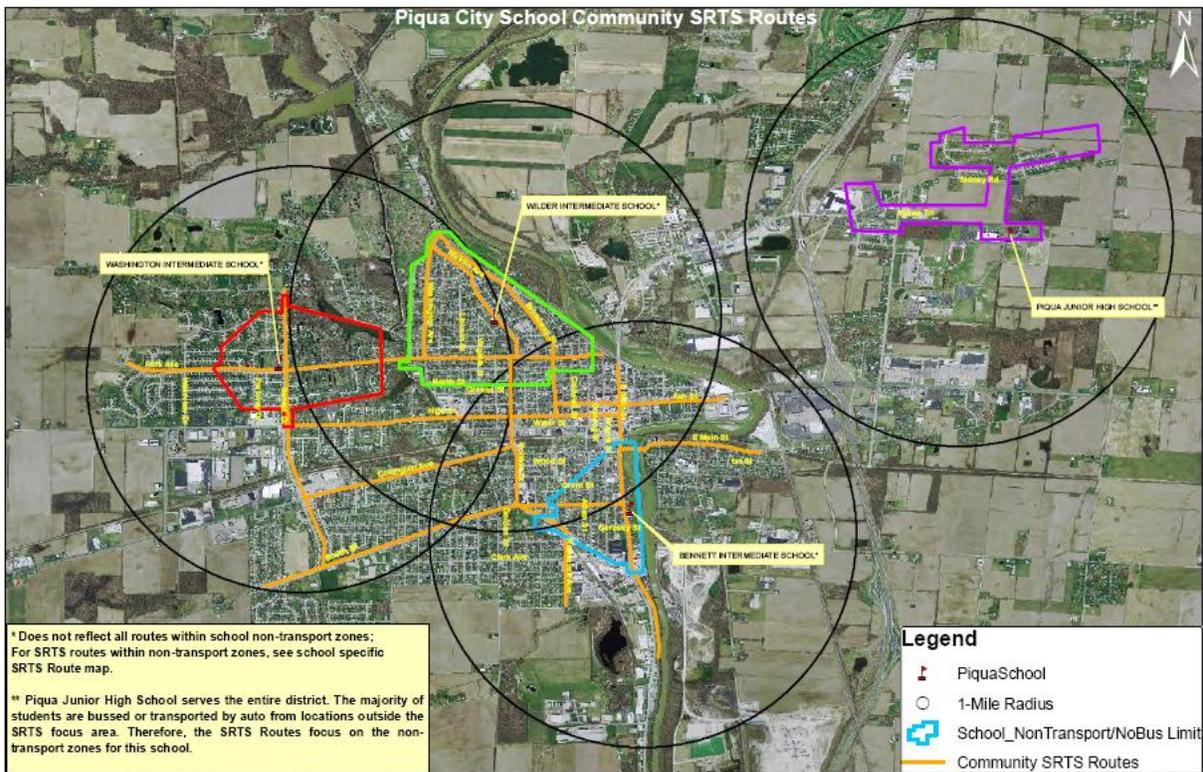




- Legend**
- Primary Non-Transport SRTS Routes
  - Secondary Non-Transport SRTS Routes
  - School Non-Transport/No Bus Limit

Piqua Junior High School  
SRTS Routes

Note: Piqua Junior High School serves the entire district. The majority of students are bussed or transported by auto from locations outside the SRTS focus area. Therefore, the SRTS Routes focus on the non-transport zone for this school.



<sup>1</sup> Does not reflect all routes within school non-transport zones; For SRTS routes within non-transport zones, see school specific SRTS Route map.

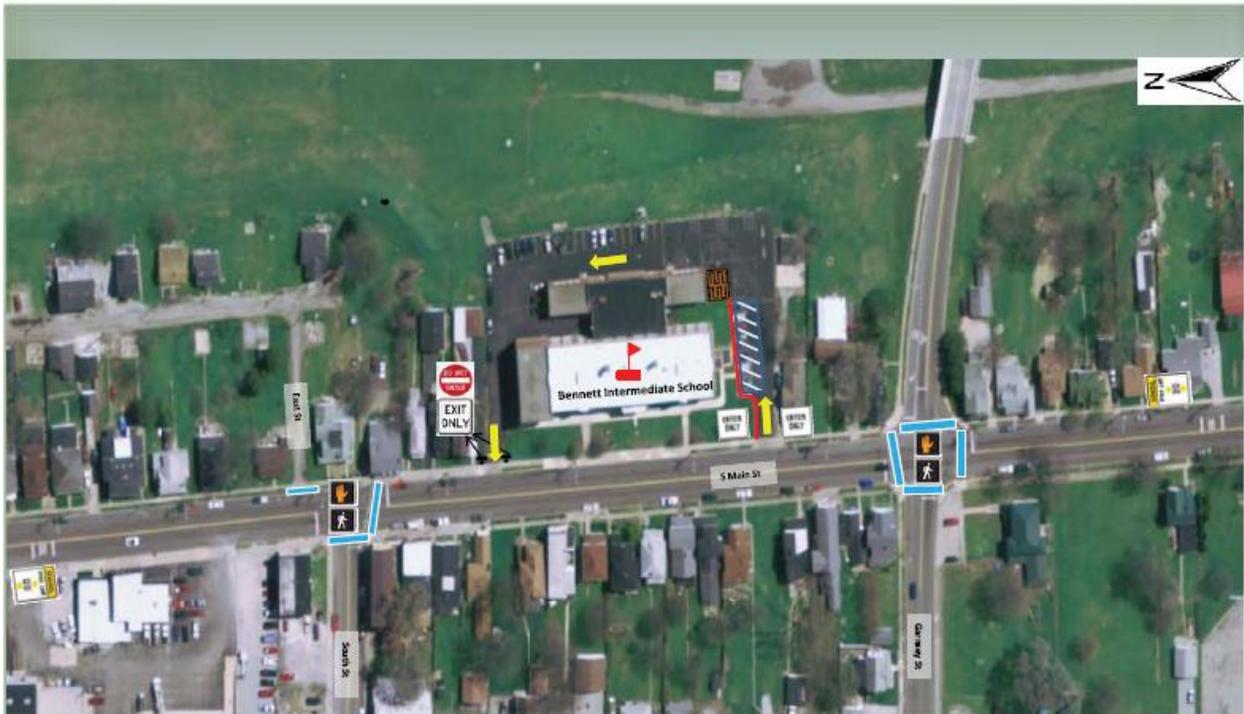
<sup>2</sup> Piqua Junior High School serves the entire district. The majority of students are bussed or transported by auto from locations outside the SRTS focus area. Therefore, the SRTS Routes focus on the non-transport zones for this school.

- Legend**
- Piqua School
  - 1-Mile Radius
  - School NonTransport/NoBus Limit
  - Community SRTS Routes



## PIQUA Safe Routes To School Program





**Recommended Improvements**

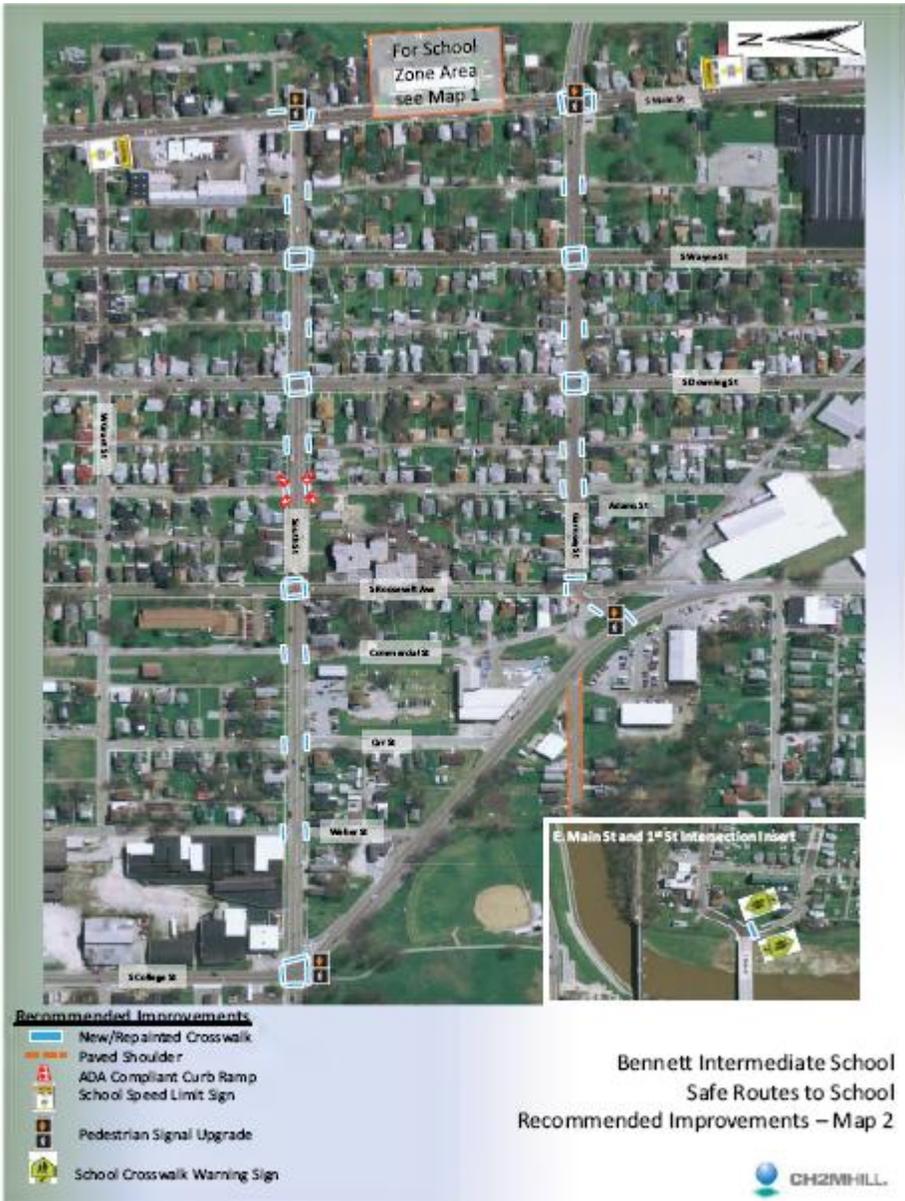
-  New Pathway
-  New/Repainted Crosswalk
-  Bike Parking
-  Pavement Arrow
-  Enter Only Sign
-  Exit Only Sign
-  Exit Only and Do Not Enter Signs
-  Angled Parking Stalls
-  Relocated School Zone Speed Limit Sign
-  Pedestrian Signal Upgrade

Bennett Intermediate School  
 Safe Routes to School  
 Recommended Improvements – Map 1



**PIQUA Safe Routes To School Program**





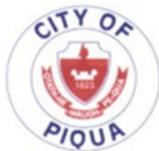
**PIQUA Safe Routes To School Program**





**PIQUA Safe Routes To School Program**





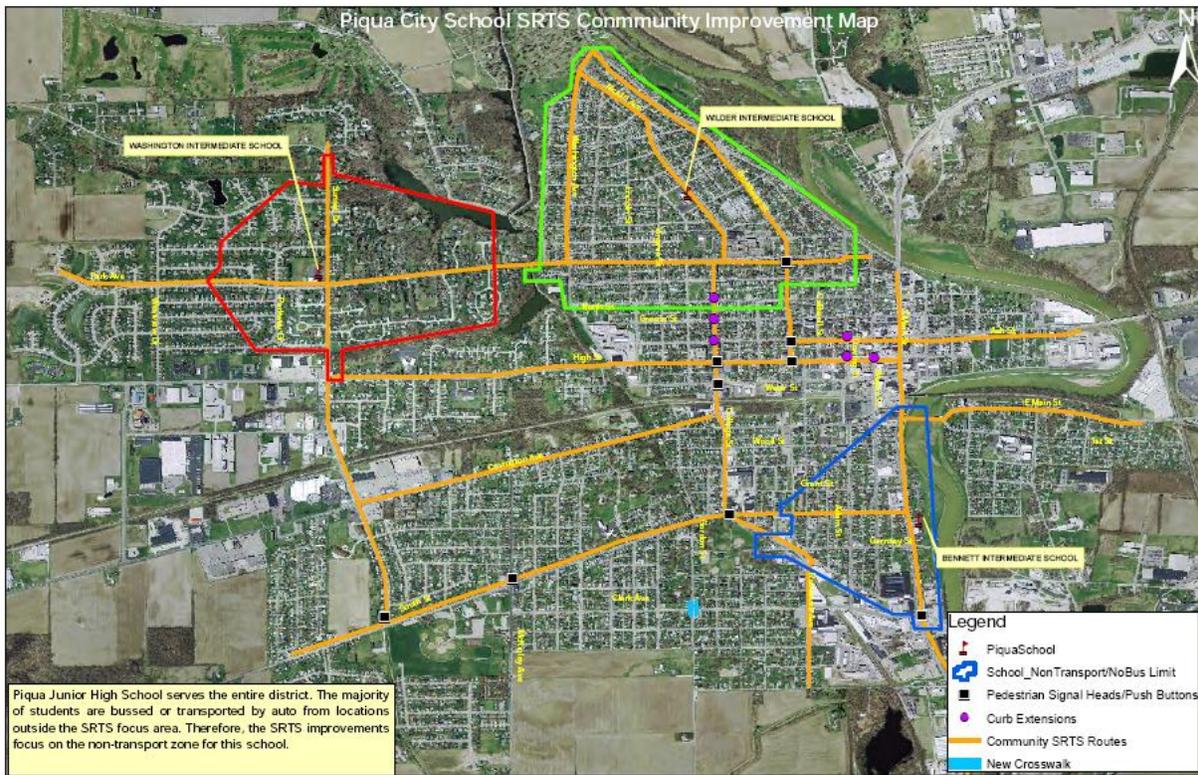
**PIQUA Safe Routes To School Program**





**PIQUA Safe Routes To School Program**





END OF SECTION 9



**PIQUA Safe Routes To School Program**



## SECTION 10

### THE ACTION PLAN

The following sections list and prioritize the action items for each of the School Travel Plan target buildings. The items shown are prioritized as “Immediate” or “Future”. The priorities defined as “Immediate” include the items the SRTS committee identified as the most appropriate initial solution to the barrier identified, with regards to the scope and cost of the proposed improvement as it relates to the scope and urgency of the barrier issue to be addressed. The priorities defined as “Future” include the items the SRTS committee identified as desirable actions best suited for implementation at a future date. In most instances the rationale for delaying the action until a future date relates to coordinating the improvement with other programmed or anticipated projects, or wanting to first test a more cost effective solution before spending the funds for a most costly fix. The SRTS committee anticipates reviewing and updating the STP on a recurring basis, in anticipation of priorities changing and new barriers and solutions being identified over time. While planning level construction costs estimates are included with each strategy for informational purposes, it is assumed that in most instances an additional 10% will be required for survey and engineering costs related to the item.

The following table presents a rough cost estimate of the recommended infrastructure/engineering strategies within and adjacent to the school zones surrounding each school and throughout the community. These costs represent planning level construction costs. No survey or design costs have been incorporated into these estimates.

#### Bennett Intermediate School

Bennett Intermediate School Improvement Strategies				
Priority	Type	Strategy Detail	Time Frame	Estimated Cost
IMMEDIATE	ENG	Relocate the two existing school zone speed limit signs with flashers on South Main Street beyond limits of the school zone crosswalks at South Street and Garnsey Street.	Short	\$1,000
IMMEDIATE	ENG	Repaint crosswalk at East Street on South Main Street (1).	Short	\$1,000
IMMEDIATE	ENG	Upgrade/replace existing bike racks with paved pad.	Short	\$6,300
FUTURE	ENG	Mid-block crossing across College Street at the	Short	\$3,250



### PIQUA Safe Routes To School Program



Bennett Intermediate School Improvement Strategies				
Priority	Type	Strategy Detail	Time Frame	Estimated Cost
		Garnsey Street intersection.  Option1: Install School Crossing Sign Assemblies and crosswalk pavement markings across College Street at the proposed crossing.		
FUTURE	ENG	Mid-block crossing across College Street at the Garnsey Street intersection.  Option2: Install School Crossing Assembly with flashing beacons and crosswalk pavement markings across College Street at the proposed crossing.	Short	\$5,500
IMMEDIATE	ENG	Add/repaint crosswalks at the following intersections along South Street:  South Main Street (2), South Wayne Street (4), South Downing Street (4), Adams Street (2), South Roosevelt Avenue (4), Commercial Street (2), Orr Street (2), Weber Street (2), College Street (4) and three alleys (2). (#) – Number of crosswalks at specific intersection	Mid	\$29,000
IMMEDIATE	ENG	Add/repaint crosswalks at the following intersections along Garnsey Street:  South Main Street (4), South Wayne Street (4), South Downing Street (4), Adams Street (2), South Roosevelt Avenue (2), Commercial Street (1), College Street (1) and three alleys (2).	Mid	\$24,000
FUTURE	ENG	Mid-block crossing across College Street at the Garnsey Street intersection.  Option 3: Install pedestrian signal and crosswalk pavement markings across College Street at the proposed crossing.	Mid	HAWK signal: \$52,500 to \$71,250  Add Crosswalk pavement markings: \$2,500



**PIQUA Safe Routes To School Program**



<b>Bennett Intermediate School Improvement Strategies</b>				
<b>Priority</b>	<b>Type</b>	<b>Strategy Detail</b>	<b>Time Frame</b>	<b>Estimated Cost</b>
IMMEDIATE	ENG	Install painted crosswalk and crosswalk signs across 1 <sup>st</sup> Street at the intersection with East Main Street.	Short	\$1,910
IMMEDIATE	ENG	Reconstruct four corners of sidewalk at South Street and Adams Street intersection with ADA compliant curb ramps.	Short	\$3,000
FUTURE	ENG	Upgrade two-way pedestrian signal heads to include two-way pedestrian buttons, instructional signs, and replace pedestrian signal heads for all three approaches at the South Street and South Main Street intersection.	Short	\$3,800
FUTURE	ENG	Upgrade two-way pedestrian signal heads to include two-way pedestrian buttons, instructional signs, and replace pedestrian signal heads for all four approaches at the Garnsey Street and South Main Street intersection.	Short	\$5,000
FUTURE	ENG	Extend sidewalk along north side of Garnsey Street from South Roosevelt Street through to College Street.	Short	\$3,600
FUTURE	ENG	Construct paved shoulders on Garnsey Street, west of College Street.	Short	\$10,000
IMMEDIATE	ENG	Reinforce primary SRTS walking route designation along South Street and Garnsey Street. Replace/repair sidewalks on both sides of Garnsey Street and South Street from Main to Commercial.	Mid	\$51,000
<b>TOTALS</b>			<b>IMMEDIATE</b>	<b>\$117,210</b>
			<b>FUTURE</b>	<b>\$104,900</b>

**Piqua Junior High School**



**PIQUA Safe Routes To School Program**



<b>Piqua Junior High School Improvement Strategies</b>				
<b>Strategy</b>	<b>Type</b>	<b>Strategy Detail</b>	<b>Time Frame</b>	<b>Estimated Cost</b>
IMMEDIATE	ENG	Install curb and drainage and sidewalk improvements to provide pedestrian facility separated from vehicular pavement along entire length of Tomahawk Trail from Indian Trail To County Road 25A.	Mid	\$75,000
IMMEDIATE	ENG	Install curb and drainage and sidewalk improvements to provide pedestrian facility separated from vehicular pavement along entire length of Indian Trail from Tomahawk Trail to Looney Road.	Mid	\$105,000
IMMEDIATE	ENG	Construct curb and sidewalk along Tomahawk Trail and Junior High parking lot entrances/exits between Indian Trail intersection and Senior High drive. Add new crosswalk across drive in front of the Senior High.	Short	\$25,500
IMMEDIATE	ENG	Construct curb and sidewalk from Indian Trail to Senior High front sidewalk leading to Junior High. Add new crosswalk across drive in front of the Senior High.	Short	\$25,500
IMMEDIATE	ENG	Install sidewalk from Junior High to Senior High and provide ADA compliant curb ramps. Add new crosswalk at proposed sidewalk crossing.	Short	\$17,000
FUTURE	ENG	Construct new curb and sidewalk between north side of Junior High parking lot and tree line, from Tomahawk Trail to north end of existing Junior High sidewalk.	Short	\$24,000
IMMEDIATE	ENG	Install street lighting along Tomahawk Trail from Indian Trail to County Road 25A.	Mid	\$60,000
FUTURE	ENG	Establish new school zone on County Road 25A at Tomahawk Trail intersection. Install school advanced warning signs and school zone speed limit signs with flashers on both sides of Tomahawk Trail.	Short	\$13,000



**PIQUA Safe Routes To School Program**



Piqua Junior High School Improvement Strategies				
Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
IMMEDIATE	ENG	Relocate school zone signs and pavement markings along Looney Road to the north side of Indian Trail school drive.	Short	\$1,500
IMMEDIATE	ENG	Trim trees along east side of Tomahawk Trail.	Short	\$7,500
IMMEDIATE	ENG	Trim trees along south side of Indian Trail.	Short	\$7,500
IMMEDIATE	ENG	Install three-way stop at Tomahawk Trail and Indian Trail intersection. Add new crosswalks across both Tomahawk Trail and Indian Trail.	Short	\$2,300
IMMEDIATE	ENG	Convert drive in front of Junior High to one-way. Paint pavement arrows to reinforce one-way directional flow.	Short	\$300
FUTURE	ENG	Install new bike rack with paved pad.	Short	\$6,000
<b>TOTALS</b>			<b>IMMEDIATE</b>	<b>\$327,100</b>
			<b>FUTURE</b>	<b>\$43,000</b>

### Washington Intermediate School

Washington Intermediate School Improvement Strategies				
Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
IMMEDIATE	ENG	New crosswalk at Park Avenue on Parkway Drive.	Short	\$4,000
IMMEDIATE	ENG	Reconstruct four corners of sidewalk at Park Avenue and Parkway Drive intersection with ADA compliant curb ramps.	Short	\$3,000
FUTURE	ENG	Paint pavement markings on rear surface lot (playground) for auto pick-up lanes.	Short	\$800
FUTURE	ENG	At drive, add signage for auto pick-up in rear and buses only on front drive during restricted times.	Short	\$400



## PIQUA Safe Routes To School Program



Washington Intermediate School Improvement Strategies				
Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
FUTURE	ENG	Widen drive on north side of building.	Short	\$6,000
FUTURE	ENG	Construct new exit drive to provide direct access from rear surface lot to Park Avenue.	Short	\$3,800
IMMEDIATE	ENG	Install Do Not Enter signs at existing drive exit to Park Avenue.	Short	\$400
IMMEDIATE	ENG	Upgrade/replace existing bike racks with paved pad.	Short	\$8,300
IMMEDIATE	ENG	Install 4-way stop and paint crosswalks on all four approaches at Park Avenue and Westview Drive.	Short	\$6,000
IMMEDIATE	ENG	Remove drive entrance along Sunset Drive adjacent to Sunset Drive and Park Avenue intersection.	Short	\$7,100
<b>TOTALS</b>			<b>IMMEDIATE</b>	<b>\$28,800</b>
			<b>FUTURE</b>	<b>\$11,000</b>

### Wilder Intermediate School

Wilder Intermediate School Improvement Strategies				
Strategy	Type	Strategy Detail	Time Frame	Estimated Cost
IMMEDIATE	ENG	Relocate school zone speed limit sign along Nicklin Avenue approaching the Gill Street Intersection.	Short	\$500
IMMEDIATE	ENG	Add crosswalks across Nicklin Avenue at the Gill Street intersection.	Short	\$2,000
IMMEDIATE	ENG	Add crosswalks across Nicklin Avenue at the Scott Street intersection.	Short	\$2,000



### PIQUA Safe Routes To School Program



<b>Wilder Intermediate School Improvement Strategies</b>				
<b>Strategy</b>	<b>Type</b>	<b>Strategy Detail</b>	<b>Time Frame</b>	<b>Estimated Cost</b>
IMMEDIATE	ENG	Add crosswalk across Gill Street at the Walker Street intersection.	Short	\$1,000
IMMEDIATE	ENG	Add crosswalk across Scott Street at the Walker Street intersection.	Short	\$1,000
IMMEDIATE	ENG	Add crosswalk across Walker Street and Virginia Avenue at the Scott Street intersection.	Short	\$2,000
FUTURE	ENG	Install school advanced warning signs and school zone speed limit signs with Beacons along Scott Street and Gill Street approaching Nicklin Avenue.	Short	\$13,000
IMMEIDATE	ENG	Relocate and provide new bike rack with asphalt pad.	Short	\$8,300
IMMEDIATE	ENG	Relocate fence along Walker Street to provide more sidewalk and/or buffer zone for students on sidewalk.	Short	\$6,000
FUTURE	ENG	Replace and/or widen existing sidewalk along Walker Street.	Short	\$14,000
IMMEDIATE	ENG	Reconstruct four corners of the Nicklin Avenue and Scott Street intersection with ADA compliant curb ramps.	Short	\$3,000
IMMEDIATE	ENG	Reconstruct the four corners of the Nicklin Avenue and Gill Street intersection with ADA compliant curb ramps.	Short	\$3,000
IMMEDIATE	ENG	Reconstruct two corners of the Gill Street and Walker Street intersection with ADA compliant curb ramps.	Short	\$1,500
IMMEDIATE	ENG	Reconstruct two corners of the Scott Street and Walker Street intersection with ADA compliant curb ramps.	Short	\$1,500



**PIQUA Safe Routes To School Program**



<b>Wilder Intermediate School Improvement Strategies</b>				
<b>Strategy</b>	<b>Type</b>	<b>Strategy Detail</b>	<b>Time Frame</b>	<b>Estimated Cost</b>
IMMEDIATE	ENG	Reconstruct Walker Street and Virginia Avenue intersection to better delineate travel lanes and preferred pedestrian movements.	Mid	\$70,000
IMMEDIATE	ENG	Reinforce primary SRTS walking route designation along College Street. Shorten side street crosswalk distance and define side street as stop approach, and slow College Street motor vehicle speeds by installing curb extensions on all 4 corners of Greene Street, North Street, and Boone Street along College Street corridor.	Mid	\$60,000
IMMEDIATE	ENG	Reinforce primary SRTS walking route designation along Broadway. Shorten side street crosswalk distance and define side street as stop approach, and slow Broadway motor vehicle speeds by installing curb extensions on all 4 corners of Greene Street, North Street, and Boone Street along College Street corridor.	Mid	\$60,000
IMMEDIATE	ENG	Reinforce primary SRTS walking route designation along High Street. Shorten crosswalk distance and define stop approaches, by installing 4-way stop and curb extensions on all 4 Wayne Street and all 4 Downing Street corners at High Street.	Mid	\$40,000
IMMEDIATE	ENG	Reinforce primary SRTS walking route designation along Ash Street. Shorten side street crosswalk distance and define side street as stop approach, by installing curb extensions on all 4 Downing Street corners of Ash Street.	Mid	\$20,000
<b>TOTALS</b>			<b>IMMEDIATE</b>	<b>\$283,800</b>
			<b>FUTURE</b>	<b>\$27,000</b>

School District/Community



**PIQUA Safe Routes To School Program**



<b>School District/Community Improvement Strategies</b>				
<b>Strategy</b>	<b>Type</b>	<b>Strategy Detail</b>	<b>Time Frame</b>	<b>Estimated Cost</b>
IMMEDIATE	EVL	Purchase 4 Traffic Analyzer Units and Software (one for each target building) and Collect Traffic Data at Key Locations Along SRTS Community Routes to Evaluate Pre and Post Infrastructure Improvement Conditions	Short	\$8,000
IMMEDIATE	EDU	Conduct Health and Safety Awareness Talks at School Buildings at Beginning of School Year and Again In Spring.	Short	\$1,000
IMMEDIATE	ENC	Develop and Implement Walking School Bus/Bike Train/Safe Houses Program.	Short	\$4,000
IMMEDIATE	ENC	Develop Safe Routes to Schools Parent/Student Committee In Each Building to be the SRTS STP Champions.	Short	\$4,000
IMMEDIATE	ENF	Conduct Targeted Enforcement to Police the SRTS Community Routes During the Early Implementation Years.	Short	\$6,000
IMMEDIATE	EDU	Conduct Bike Rodeos at School Buildings.	Short	\$2,000
IMMEDIATE	ENC	Conduct Walk to School Event at School Buildings.	Short	\$2,000
<b>TOTALS</b>			<b>IMMEDIATE</b>	<b>\$27,000</b>

END OF SECTION 10



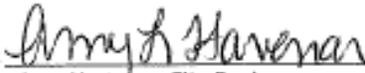
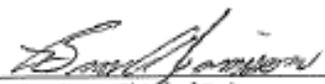
**PIQUA Safe Routes To School Program**



## SECTION 11

### PLAN ENDORSEMENTS

The Piqua SRTS team understands the value and importance of having community leaders commit to supporting a public initiative of this type. With this in mind, the SRTS team members from each of the 5 E areas who have the greatest opportunity to influence public policy were asked to acknowledge their personal and professional endorsement of the final document.

Engineering:	 Amy Havenar, City Engineer City of Piqua	<u>8/30/11</u> Date
Evaluation:	 Chris Schmiesing, City Planner City of Piqua	<u>8-30-2011</u> Date
Enforcement:	 Bruce Jamison, Chief of Police City of Piqua	<u>08/31/11</u> Date
Encouragement:	 Amy Welker, Health Director City of Piqua	<u>8/31/11</u> Date
Education:	 Rick Hanes, Superintendent Piqua City Schools	<u>8/31/11</u> Date

END OF SECTION 11



**PIQUA Safe Routes To School Program**



## SECTION 12

### SUPPORTING DOCUMENTATION

(Included in Appendix A)

#### SRTS Stakeholder Interview

- Loretta Henderson SRTS Stakeholder Interview Sheet
- Curtis Montgomery SRTS Stakeholder Interview Sheet
- Mindy Gearhardt SRTS Stakeholder Interview Sheet
- Chad Albers SRTS Stakeholder Interview Sheet

#### Piqua City Schools By Laws and Policies

- PCS Policies

#### Public Meeting Materials

- SRTS PowerPoint Presentation
- Survey Results

END OF SECTION 12



**PIQUA Safe Routes To School Program**

