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## **SCHOOL TRAVEL PLAN: SAFE ROUTES HUDSON**

**Evamere Elementary School  
Ellsworth Hill Elementary School  
McDowell Elementary School  
East Woods Elementary School  
Hudson Middle School**

**by**

**Safe Routes Hudson – a community initiated project  
to promote walking and biking for a healthy Hudson.**

**and**

**TranSystems, Columbus, Ohio**

**Hudson, Ohio**

**December 16, 2011**



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## School Travel Plan: Safe Routes Hudson

### Section 1:

### Safe Routes Hudson Team

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The Safe Routes Hudson Team represents the 5 “E”s of the State Routes to Schools Program:  
Engineering, Education, Encouragement, Enforcement, and Evaluation.

Section 1 – continued

The School Travel Plan includes the following schools of the Hudson City Schools:

**Evamere Elementary**

76 North Hayden Parkway; Hudson, Ohio 44236

Grades: Kindergarten through First Grade

563 students, 10/2010

**Ellsworth Hill Elementary**

7750 Stow Road; Hudson, Ohio 44236

Grades: Second Grade

322 students, 10/2010

**McDowell Elementary**

280 North Hayden Parkway; Hudson, Ohio 44236

Grades: Third Grade

330 students, 10/2010

**East Woods Elementary**

120 North Hayden Parkway; Hudson, Ohio 44236

Grades: Fourth and Fifth Grade

718 students, 10/2010

**Hudson Middle School**

77 North Oviatt Street; Hudson, Ohio 44236

Grades: Six, Seven, and Eight Grades

1,190 students, 10/2009

## School Travel Plan : Safe Routes Hudson Section 2

### Introduction

The City of Hudson follows a 200 year old New England village green and street grid pattern, and was developed for pedestrian use with sidewalks throughout the original village. Residential development continued outside of the village, and the Village and Township merged in 1994 into one 25 square mile community made up of historic village and recent suburban streets.

The Hudson City School District and City of Hudson follow roughly the same progression. Four of Hudson schools K-8 buildings are located on a contiguous campus area near the geographic city center and downtown. The Hudson City Schools has a "walk zone," roughly corresponding to the old village area, with no school buses provided. The newest school building, Ellsworth Hills Elementary, was built outside of the campus close to newer residential developments.

The majority of students, even in the "walk zone" are not taking advantage of "active transportation" modes. Some outside the walk zone, particularly in the older grades, do bike to schools where paths exist. The majority in adjacent residential areas have some sidewalks, some paths, but a lack of safe "connections" to city sidewalks and paths and safe routes to their schools.

The Safe Routes Hudson Committee agrees that the parents, the school and the community have a joint responsibility for providing a safe route to school, both in motorized and active modes. Walking and bicycling need to be safe transportation options which means creating safe environments and teaching safety skills to walkers, bicyclists and drivers. Our community recognizes that safe pedestrian and bicycle access to local schools can only be accomplished by a comprehensive approach that addresses changes in the physical environment, as well as education, enforcement, encouragement and evaluation. A return to "active transportation" becomes part of an overall goal to achieve a more healthy and livable community. The Hudson community recognizes that neighborhoods that promote and facilitate walking and bicycling are appealing to residents and support healthy lifestyles. Enhancing safe routes to schools has added benefit better connecting neighborhoods to the central schools campus for recreation and enjoyment of open space during non-school hours.

School Travel Plan: Safe Routes Hudson

Section 3: Education, Enforcement and Encouragement Programs

**A. Current Education, Enforcement and Encouragement Programs**

**Safety Town** is an annual program that introduces the importance and methods of safety to preschool children. After the course is complete, children are familiar with the proper way to cross the street; the meaning of terms like intersection, pedestrian, and motorist; safety signs, safe places to play, bus procedures, stranger danger; bike safety; and much more. The program takes place each summer and is designed only for students entering Kindergarten in the upcoming fall. It consists of 2 week, half day sessions located at Evamere Elementary School. There are 5 different time sessions offered for families to select from. It is coordinated by the Hudson Community Education and Recreation (HCER) Department of the Hudson City School District, along with the Hudson Safety Forces.

**A One-Mile Walking/Running Unit** is offered as part of the Physical Education (P.E.) classes at McDowell Elementary each year. The one-mile walk/run includes building student stamina in either walking or running a mile. All third grade students are provided with pedometers. Students are then encouraged to log the number of miles they walk each day during this curricular lesson. The unit was incorporated as part of the Presidential Fitness Program. The training culminates in having each of the 3<sup>rd</sup> grade classes complete a one mile run. Students are so proud of their accomplishment and family is invited to cheer them on during the run. Walking/running is encouraged throughout the lesson to promote healthier lifestyles for students.

**Unicycle Club** has been offered at East Woods Elementary for the past several years. Approximately 20-30 students participate in the fun extracurricular activity. Students meet weekly for one hour prior to school starting. One of the East Woods' Physical Education (P.E.) teachers supervises the club. First he teaches the students how to unicycle and the safety rules. Later he continues to advance their skills with various tricks including riding the five foot unicycle, navigating ramps, trampolines, carrying items, or forming trains. The students would then put on performances to music for the other 4<sup>th</sup> and 5<sup>th</sup> grade students in the building as well as participate in the annual community Memorial Day Parade in Hudson. This club encourages a healthy activity and a unique lifelong skill for the students that participate.

**Bus Safety Meeting.** At the beginning of each school year, school bus drivers go through bus safety training on the school bus and in the classroom with all bus riders. They discuss bus conduct, how to safely ride the bus and how to exit the bus in case of an emergency.

**Speed Target Enforcement Program.** The City of Hudson has a Target Speed Zone program where on designated and posted streets violations to speed limit results in doubling of the traffic fines. Council can designate a Target Speed Zone when a petition is signed by 60% of the owners of property along the roadway in a prospective Target Speed Zone; the City Manager finds that a Target Speed Zone designation is warranted; and upon the finding by Council that a critical need for such designation exists. Once approved a Target Speed Zone is signed as a Speed Target Enforcement Program (S.T.E.P.) street. North Hayden Parkway adjacent to Evamere, East Woods, and McDowell is a S.T.E.P street.

**B. Past Education, Enforcement, and Encouragement Program**

**Bike Safety Units** were offered annually for over 20 years to all 6<sup>th</sup> graders at Hudson Middle School (approximately 400 students). It was originally offered to 7<sup>th</sup> graders until the Hudson Police Department recommended that the unit be taught to 6<sup>th</sup> graders since they were doing more biking around town than the 7<sup>th</sup> graders. Students participated in a 2 week bike unit that included bike safety, biking signals, traffic safety/rules and bike repair. Students had their bikes brought to school by their parents for the duration of the unit or borrowed a bike in order to participate in the lessons each day. Students spent their Physical Education (P.E.) class time biking around Hudson with the P.E. teachers and some parent volunteers. In 2006, they stopped offering the biking unit because the unit was lot of work and the staff did not feel they had adequate supervision for all of the students to be biking in the community.



School Travel Plan: Safe Routes Hudson  
Section 3C: Description of Public Meetings and Input

Formation of Safe Routes Hudson , Meetings and Events

Safe Routes Hudson is a community initiated project to promote walking and bike riding for a healthy Hudson. The group is focused on two areas—promoting the National Safe Routes to Schools program in Hudson and engaging citizens in long-term planning for improved connectivity of paths and sidewalks and bike routes. The Safe Routes Hudson Committee has sought public input, collected data and will be making recommendations regarding programs and projects to further their mission of improving connectivity for walking and biking throughout the City. Goals include improvements in pathways as well as education, promotion, and enforcement.

Safe Routes Hudson is guided by a Committee of approximately 30 members and a Steering Committee of nine members. Represented on the Steering Committee are two citizen co-chairs, representatives of Hudson City Schools administration, City of Hudson administration, and Hudson Community First, a local non-profit promoting positive youth development. The following chronology represents the community outreach and participation in Safe Routes Hudson:

<b>Booth at PTA Health, Wellness, Safety Fair</b> 10:30 am – 1 pm, <i>Handouts, Sign-Ups, Questionnaires</i>	January 15, 2011
<b>Press Release announcing the formation of Safe Routes Hudson</b>	January 26, 2011
<b>Organizational meeting of Safe Routes Hudson Committee</b> 7 – 8:30 pm, <i>36 in attendance</i>	February 17, 2011
<b>Outreach booth at community Pancake Breakfast</b> 8 am – 1 pm, <i>Handouts, Sign-Ups, Questionnaires</i>	March 6, 2011
<b>Outreach booth Hudson Community Expo</b> 10 am – 4 pm, <i>Handouts, Sign-Ups, Questionnaires</i>	April 2, 2011
<b>Safe Routes Hudson Community Open House</b> 5 – 7:30 pm, <i>28 in attendance, Handouts, Sign-Ups, Questionnaires</i>	April 6, 2011
<b>Safe Routes Hudson Committee Meeting</b> 7 – 8:30 pm, <i>14 in attendance</i>	April 27, 2011
<b>Safe Routes Hudson Walk to School Day</b> Estimated walkers and bikers to 5 schools: 240+ students	May 18, 2011
<b>Safe Routes Hudson Committee Meeting</b> 7 – 8:30 pm, <i>10 in attendance</i>	June 22, 2011
<b>Safe Routes Hudson Committee Meeting</b> 7-8:30 pm, <i>12 in attendance</i>	September 20, 2011

School Travel Plan Safe Routes Hudson  
Section 3C: Description of Public Meetings and Input (continued)

**Safe Routes Hudson Committee Meeting**

October 27, 2011

7-8:30 pm, 14 in attendance

**Safe Routes Hudson Committee Meeting**

November 30, 2011

7-9:00 pm, 14 in attendance

Additional Public Input

The website [www.saferouteshudson.org](http://www.saferouteshudson.org) was created and contains information about the Hudson program and links to national Safe Routes to Schools information. Safe Routes Hudson composed a questionnaire largely similar to the Parent Survey and Stakeholder survey of the Safe Routes to Schools program and we have been distributing the survey since January. Approximately 50 surveys have been returned and the results included in Section 3E of this Plan. Numerous email and letters have been sent by the public offering comments on needs for improving biking and walking in Hudson and those are included in Attachment A to this Plan and were used in the Committee's analysis of barriers to walking and biking to school.

The Safe Routes Hudson Committee divided into 3 sub-committees this spring with significant accomplishments:

- a) The **Publicity** Sub-Committee formed to invite public participation in Safe Routes Hudson and to promote the aims of the Committee to encourage more biking and walking. The attractive design logo for the Committee was designed and a banner produced to be displayed at public events. This Committee has generated 12 news articles in the **Hudson Hub Times** the local community newspaper, contributed to an article in the **Akron Beacon Journal**, and generated a feature article in the **Hudson Life Magazine**. The publicity has invited public participation in Committee meetings, events such as the Safe Routes Hudson "Let's Get Moving" public open house at the Hudson Library, highlighted the Safe Routes Hudson "Walk to School Day" and promoted the benefits of walking and biking. They also publicized and encouraged parent participation in the on-line Parent Survey. A postcard was mailed to every household of a Hudson local schools student promoting attendance of a Safe Routes Hudson meeting October 27 and participation in the October 12 Walk to School Day.
- b) The **Data Gathering** Sub-Committee formed to obtain needed information about the schools, their surroundings and barriers to more students walking and biking to school. Along with obtaining much of the data within this Plan the Committee made the on-line Parent Survey available to student households of all five schools during the period April 22 – May 15, 2011 with 226 surveys completed: an 8% response rate. In classroom student tallies were completed during the second week of May recording student responses to the method of travel to school. The Committee entered all of the survey forms into the national Safe Routes to School data base and the results are reported in Section 5B of this Plan. To compile the results of the analysis of barriers the Committee divided into teams of two and examined all the data collected to date.

School Travel Plan Safe Routes Hudson

Section 3C: Description of Public Meetings and Input (continued)

- c) The teams made reports listing the barriers to walking and biking to school after analyzing each schools situation and data collected. Those reports were reviewed by the full committee June 22 and comprise Section 6 of this Plan.
- d) The **Education** Sub-Committee formed to evaluate past and current programs in Hudson that promote biking and walking to school and to research programs of other communities that offer promise to Hudson. Part of their work is shown in Section 3A of this Plan and their larger contribution will be proposals for additional programs of education, encouragement, enforcement and evaluation for Hudson.

School Travel Plan: Safe Routes Hudson  
Section 3D

**SRTS Stakeholder Interview Sheet**  
Building Principals

As a part of the data collection process I conducted interview of the building principals of Evamere Elementary, East Woods Elementary, Hudson Middle School and McDowell Elementary. I have consolidated the results into one document.

**Interview Questions/Answers:**

1. How do students travel for the trip to school? Indicate the number of students for each mode.

	Evamere(563)	McDowell(330)	Ellsworth Hill (392)	East Woods (718)	Middle School (1,191)	Total (3,194)
Walk	5	10	1	25	100	141
Bike	5	15	10	25	40	95
Bus	425	285	352	633	1054	2749
Drop off	50	25	30	40	50	195

2. Does your school have any school transportation policies, including drop off and pick-up procedures?

Each school building has developed policies and procedures to enhance safety and to ensure an orderly intake and outflow of students. These directives vary slightly by building to take into consideration the age of the students attending that school.

Middle School (Grades 6-8)

HMS has designated drop off and pick up areas for bus riders and for students who are transported to and from school by parents. School buses generally enter from Oviatt St. and line up along the North side of the building and then they continue along the sidewalk adjacent to Franklin Field up to Franklin St. Parents must enter from Franklin Street and line up in the parking lot along the curb adjacent to the Auto Garage. Once those students are loaded into cars, they exit out to Oviatt Street.

East Woods(Grades 4,5)

East Woods Elementary is used as a central bus loading area for both East Woods and McDowell Elementary Schools. The McDowell students that ride the bus walk to and from East Woods to get on and off the bus and ride together. The walk is approximately 150 yards and is supervised by teachers. Parent drop off and pickup for both East Woods and McDowell is located in front of McDowell Elementary. This allows for a more efficient bus loading process and separates bus traffic from private vehicle traffic.

McDowell (Grade 3)

Drop off and pick up procedures are described in the East Woods section.

Ellsworth Hill (Grades Pre-k ,2)

At Ellsworth Hill, school buses enter from Middleton Rd. and park on the North side of the building to pick up and drop off bud riders. Private vehicles enter from Stow Rd. on the West side or front of the building. This separates bus traffic from private vehicle traffic.

Evamere (Grades K, 1)

At Evamere, Parents enter the school from N. Hayden Parkway and line up on the circle and in the east bound land of N. Hayden Parkway to pick up in front of the building. School buses enter from both N. Hayden and from the service road located to the north that runs behind the school building. Buses line up on the sidewalk to the west side of the building, pick up students and exit out on the service road or to N. Hayden Parkway depending on what area of town they are headed to.

3. Are students permitted to ride their bikes to school?

Yes. All buildings permit bike riding to school. However, at Evamere and Ellsworth Hill, students are not permitted to ride a bike to school without express written consent every day. Students at that age cannot be allowed to leave without a guardian or other agreed upon arrangements.

4. Does your school use:

	Evamere	McDowell	Ellsworth Hill	East Woods	Middle School
Crossing Gaurds	no	no	no	yes-N. Hayden	no
Police	no	no	no	no	no
Student Patrols	no	no	no	no	no
Parent patrols	no	no	yes-1st weeks	no	no
School personnel to manage student arrival/dismissal	yes- principal,teachers , and custodian	yes- principal,teachers and custodians	yes-3 staff rotate, principal, teachers	yes-Principals, and teachers manage mainly dismissal	yes- teachers, principal,

5. What education, encouragement, evaluation, or enforcement techniques are already in place?

	Evamere	McDowell	Ellsworth Hill	East Woods	Middle School
Education	Wellness	Wellness	Wellness	Wellness	Wellness
Encouragement	Bike rack, service road, walking path	Bike Rack	Bike Rack	Bike rack, service road, walking path	Bike rack, service road, walking path
Evaluation	none	none	none	none	none
Enforcement	signage	signage	signage	signage	no

6. What problems have you encountered during student arrival and dismissal related to school transportation?

Ellsworth Hill

- There are more buses than available spaces so buses are always moving in and out.

East Woods

- Walkers and bike riders have to cross driveway that leads into staff parking lot.
- Students who walk from houses near the access road have to cross the road because sidewalk is only on one side of road.

Evamere

- Bus fumes.
- Additional supervision required in rear of building
- Traffic congestion on N. Hayden Parkway due to parent pickup in afternoon.

Middle School

- Parents park on both sides of Oviatt during pick-up and drop-off
- Parents not following established traffic patterns

McDowell

- During after school pick-up private vehicle traffic in front of school is heavy and moves slowly. Twice the number of students being picked up after school.

7. Have you experienced complaints from parents, caregivers, or community members regarding student drop-off and pick-up?

All schools have received complaints about the issues raised in no. 6.

8. Are you aware of any problem locations in the school vicinity that serve as barriers to walking or bicycling?

Middle School

No. There are sidewalks on most streets in the area. There are crossing guards on Rt. 303 and a controlled access service road. A crossing guard on N. Oviatt would help.

Evamere

No. The age of the kids is the biggest barrier. Kindergarten and 1<sup>st</sup> graders.

East Woods

Yes. Crossing major roads including N. Hayden Parkway, Hudson Aurora Rd..

### Ellsworth Hill

Yes. The location of the school at the intersection of two major roads. Major improvements are required to create safe crossing zones for 2<sup>nd</sup> graders to walk. Don't expect pre-school children to walk or ride.

### McDowell

Not really. Placing crossing guards at the entrance to the school driveway and at the intersection of N. Hayden and Hudson Aurora would improve safety and probably encourage more walking and bike riding for students/families who live within a to 2 miles from the school. In addition, walking/ridng paths that connect the village area to the main campus, if promoted, could increase walking and bike riding to school.

School Travel Plan: Safe Routes Hudson  
Stakeholder Interview – City Engineer  
Section 3D

Thomas Sheridan, P.E., P.S.  
April 26, 2011

The City of Hudson Engineering Department is responsible for engineering improvement and speed and traffic studies. It is the City of Hudson's intent to provide a balance between the ability of residents to travel in the City to handle their day-to-day activities and the need to provide a safe environment for those living along the busy streets, while maintaining the City's historical nature.

The City has a Sidewalk Program, but funding has not been available in the past few years due to budget constraints. A 2005 study identified sidewalk and connection projections together with plans of the City park system and their Park Master Plan Trails.

Three areas identified with the 2005 study have immediate potential in a SRTS application. Completion of sidewalks on Herrick Park Drive, would serve 1067 residents, completion of sidewalks in the Hudson Park Drive/Edgeview Drive area, has a potential of 1569 residents in the Hudson Park Estates neighborhood. The third area is connecting the disjointed sidewalks along Middleton Road, a primary east-west arterial road on the north side. Hudson's new elementary school, Ellsworth Hills, is located on Middleton Road.

The Schools have not brought any engineering concerns to the City that have application to a Safe Routes program. The immediate campus area of the schools is served by sidewalks on at least one side of each street. Any traffic modifications, particularly within the historic center, will have to be weighed against design aesthetics.

A good test of form over function will be changes on the campus of the Western Reserve Academy. City Council recently approved safety measures to modify crosswalks and sidewalks in an effort to improve pedestrian safety in that school area.

Interview summary submitted by:  
Alex Kelemen  
Safe Routes Hudson  
May 3, 2011



**School Travel Plan: Safe Routes Hudson  
Section 3D**

**SRTS Stakeholder Interview Summary**  
School Crossing Guards

As a part of the data collection process, interviews of school crossing guards were conducted the week of April 18. The crossing guards are located in four locations. They are at the intersection of Hayden and Victoria (**A**), the intersection of Oviatt and Streetsboro (**B**), Simon and Hayden (**C**), and Hayden and Streetsboro (**D**).

**Interview Questions/Answers**

1. How do students travel for the trip to school?

	A	B	C	D
Walk	10-15	2-3	25	15
Bike	5-6	2-3	15	5
Do you assume the remainder ride a school bus or are driven by an adult?	Yes	Yes	Yes	Yes
How have the amounts of children walking and biking changed over the last several years?	No Change	Declining	No Change	No Change

2. Are you aware of any school transportation policies, including drop-offs and pick-up procedures?

All crossing guards replied no.

3. Are students permitted to ride their bikes to school?

All crossing guards replied yes.

4. In addition to crossing guards, are you aware of the schools using police, student patrols, or parent patrols?

All crossing guards replied no. All crossing guards also stated that if they are absent, police officers fill in for them.

5. Are you aware of any school personnel directly involved in managing student arrival or dismissal?

Three crossing guards replied no. The crossing guard at Simon and Hayden receives regular assistance from school personnel to assist with keeping traffic out of East Woods parking lot.

6. What education, encouragement, evaluation, or enforcement techniques are you aware of that are already in place?

All crossing guards replied that they are not aware of any practices currently in place.

7. What problems have you encountered during student arrival and dismissal related to school transportation?

Three crossing guards reported that they have not experienced problems relating to school transportation. The crossing guard at Simon and Hayden report that there were regular problems with limiting vehicular traffic into East Woods.

8. Have you experienced complaints from parents, caregivers, or community members regarding student drop-off and pick-up?

Three crossing guards reported that they have not experienced any complaints regarding student drop-off and pick-up. The crossing guard at Simon and Hayden reported that she has received several complaints about traffic.

9. Are you aware of any problem location in the school vicinity that serve as barriers to walking or bicycling?

All crossing guards reported that they were not aware of any locations within the vicinity of the schools that serve as barriers.

10. In your experience, do you find that cars are willing or unwilling to yield to children walking or bicycling to school? On a scale of 1-10, please indicate how challenging it is to disrupt the flow of traffic with 10 being the most challenging.

	A	B	C	D
Willing or Unwilling?	Unwilling	Unwilling	Unwilling	Unwilling
Scale: 1-10	3	10	7	5



53 surveys as of 6/01/2011  
SUMMARY REPORT

[www.saferouteshudson.org](http://www.saferouteshudson.org)

1. How close are sidewalks to where you live? **\_30%** In front of my house or across the street  
**\_19%** Less than one block away  
**\_19%** Less than a half mile away  
**\_32%** More than a half mile away

Check all that apply about you:

2. \_\_\_\_\_ I walk outdoors in Hudson regularly. If so, please check which apply:  
**\_83%** Near my house **\_43%** on local streets **\_45%** on sidewalks  
**\_13%** Drive to another neighborhood **\_68%** on a park path **\_13%** outside of Hudson

3. What are the principal reasons for you not walking or not walking more:  
**\_30%** Time **\_51%** Weather **\_15%** I exercise in other ways **\_0%** Prefer not to walk  
**\_45%** Need more adequate facilities. List where \_\_\_\_\_  
 What facilities are needed \_\_\_\_\_

4. \_\_\_\_\_ In seasonal weather I ride a bike in Hudson regularly. If so, please check which apply:  
**\_55%** Near my house **\_36%** on local streets **\_32%** on sidewalks  
**\_17%** Drive to another neighborhood **\_53%** on a park path **\_34%** outside of Hudson

5. What are the principal reasons for you not riding a bicycle more:  
**\_21%** Time **\_43%** Weather **\_13%** I exercise in other ways **\_0%** Prefer not to ride  
**\_42%** Need more adequate facilities. List where \_\_\_\_\_  
 \_\_\_\_\_ What facilities are needed \_\_\_\_\_

Questions for those with elementary or middle school children **69%** (Otherwise skip to question 11) **31%**

6. Which school does your child(ern) attend:  
 Name of School Evamere = **17%** Ellsworth = **13%** McDowell = **11%** East Woods = **22%**  
 Middle School = **33%** Other = **5%**

7. Distance to school(s) **9%** Less than ½ mile **9%** Between ½ mile and 1 mile  
**23%** Between 1 and 2 miles **30%** More than 2 miles

8. How has your child travelled to school? Enter the School Letter (A, B, C from above) on all that apply.  
**\_15%** Walk **17%** Ride their bike **\_58%** School bus **\_35%** Driven by Parent  
**\_8%** Car pool with other families **\_0%** Other \_\_\_\_\_

9. What barriers or factors limit your child from walking or biking to school?

**Distance**

distance  
Distance and most ??? (can't read word written)  
Distance  
School too far away.  
Too far  
Distance - through center of town. Working parents  
  
Too far. Weather.  
Distance from home + traffic

**Safety**

Too far to walk. Biking crosses a busy road.  
No thought given to routes taken by walkers and their safety  
Safety  
Route 303  
Safety - No crossing guards  
We try to walk during good weather. Once we get to school, Evamere parking lot is very dangerous.  
Sidewalks not plowed. Drivers speeding on N. Hayden. Concerns about crossing N. Hayden & Hudson-Aurora intersection  
Snow not being cleared. Traffic moving too quickly with the hills and curves on the roads to be crossed.  
No streetlights on Hud-Aurora Rd & Prospect

**No sidewalks**

No sidewalks on Weir Dr. or Glenn Echo. No crossing guards at McDowell or at Hudson-Aurora and N. Hayden.  
No sidewalks in our neighborhood. Safety concerns, especially in winter  
No sidewalks  
No sidewalks  
No sidewalks  
Lack of sidewalks & distance  
limited sidewalks on the route (more in our direct neighborhood)  
No sidewalks in our neighborhood or connecting neighborhoods. Crossing Middleton Road. Weather. Lack of friends who also want to bike and/or walk  
Lack of sidewalks and bike path  
No sidewalks - worry about riding a bike to the H.S. without sidewalk.  
Lack of sidewalks. Start time – dark  
Too many main streets without sidewalks. Too far for their ages  
No sidewalks on Prospect Morse to St Marys

**Other**

Time - after school commitments  
We live on a cul de sac with the schools behind us so they cut through on the grass because faster.  
When grass too wet I have driven.  
Age at this time. Bus is offered as transportation.  
Nothing. They sometimes walk home.



10. What problems have you encountered during student arrival/dismissal on school grounds?

**Too much traffic/Safety Concerns**

Too many cars on and around school property

Too crowded

Lots of traffic. Cars on "walkways", No ramps for bikes to get on/off curbs

Traffic from parents pickup up

Too much car traffic - compromises the safety of children walking/biking home.

Dangerous cars - too fast - children crossing N. Hayden alone, without crossing guards

Heavy traffic, congestion, safety concerns

Long lines, parents talking/texting while driving in parking lots, pedestrian-bus-car safety issues, children walking through M.S. lot (pass buses & not on sidewalks to parent waiting by Franklin Field)

Crowded

Heavy traffic both buses and vehicles

Traffic

Crazy "soccer mom" drivers cell phone/texting while driving - Hurry to get where they are going.

Too many cars - too many moms on phones not watching what they are doing and almost hitting kids.

Way too much traffic at Evamere!! No way could this be safe for anyone.

**Traffic onto nearby streets**

Traffic backing up on N. Hayden Pkwy between Evamere and East Woods is horrific.

Refused entrance to school due to bus times. Narrow road/traffic backed onto road. Staggered dismissal times.

Traffic, buses, cars out in the street in lines.

N. Hayden pkwy is very congested

**Other**

Late

Working parents

Parents taking too much time to drop kids off - spend time talking to them.

11. Rank the priority of where you would like to see improvements for walking and or biking:

  #2   Near your home     #3   Route to school     #1   To get to downtown  
  #4   To get to a park     #5   Park trails     #6   I don't see this as a priority

12. **Question is not included.**

13. **Question is not included.**

14. Where would you like to see improvements made in our sidewalk and path system?

**Near schools**

Throughout the no bus zone (Glen Echo, east side of N. Hayden)

More sidewalks in the "no bus" zone

I'd like to see sidewalks where all the walkers live in the "gray zone"

### **General connection**

To get to schools and to the library

Major roads to downtown.

Each neighborhood

Longer paths - connected paths

More sidewalks/community awareness on how to make this possible

Sidewalks/paths to downtown and to Cuyahoga Valley Park.

Every neighborhood should have sidewalks

People shovel. Put sidewalks in old neighborhoods.

They need to be connected to every neighborhood.

From all outlying neighborhoods to downtown

Connection

Safety / speed control

Encourage all developments to provide sidewalk system.

Connectivity to parks

Connect, connect, connect. One side of the street is ok!

Large streets to get downtown (91 & 303)

Along streets and paths to access places of gathering like downtown, schools, shopping centers, esp.  
along busy difficult to walk main roads and bridges

Connections for walking/biking so adults and kids can walk downtown and to bike trails

Have a "safe route" off city streets – permit cycling on sidewalks

### **Connections - specific locations**

Sidewalks west Barlow Road

Across North Hudson so that we can walk to downtown

Need a sidewalk from Lake Forest Drive down Boston Mills to 303 - for Laurel Lake and all residents on  
Lake Forest, Boston Mills, etc.

Barlow (west of 91) to 91 and to bike/hike trail

Either bridge or walkway over or tunnel under railroad bridge over Owen Brown. Sidewalk and bike  
path along Boston Mills Rd. at least from Stratford up to Rt. 303.

Connect Ashbrooke to downtown Hudson

Middleton - local neighborhoods near Middleton & Valley View.

Sidewalks specifically on Stow or 91

Sidewalks on Rt. 91 and neighborhoods (Chadd's Ford)

From St. Mary's parking lot to Morse Rd.

Stoney Hill Drive/Colony Park area

Norton Road

St. Andrews Commons to schools & downtown

Glenn Echo needs a sidewalk for school, park access and downtown

Dangerous intersections at Rt. 91 and Prospect; Hudson Aurora and Hudson St.

Street lights

15. *How can we encourage more walking and riding, particularly to our schools?*

### **More sidewalks, paths**

Safe routes

Sidewalks, bike paths

Sidewalks!

Make safe pathways

Pedestrian awareness, trails, connectivity

Have kid-friendly paths and sidewalks

Additional walking paths/sidewalks

Add'l sidewalks, crossing guards

More sidewalks.

Connect existing bike trails to allow residents who live further away the opportunity to walk/bike.

Add bridges (pedestrian) and walk ways in places where access is blocked

More bike lanes on roads

### **Education**

Education - make people understand importance of safety.

More awareness for community members to shovel sidewalks when it snows, especially Aurora St. and N. Hayden Pkwy.

Publicity of safe routes, drop-off zone for students outside of walk zone

Create a map with areas that have sidewalks so that people are more aware of possibilities. Propose & implement plan to build more sidewalks. Obtain funding.

Send a flyer to every kid in the schools to walk or bike to school for 2 days (submitted by 2nd grader!)

Create more "pedestrian crossing" signage & locations. Media coverage of education, increase awareness of state/local laws (including enforcement).

Talk with the building principals. Ask them to include this topic @ their Spring orientations.

Visible bike racks at more businesses like Acme.

### **Enforcement**

Clear the sidewalks in the winter

Require sidewalk clearances

Enforce the speed limit on N. Hayden Pkwy!!!!

Limit vehicle traffic on and around school property.

Increase safety, police presence, caution lights on N. Hayden, enforcing school speed limits on N. Hayden

Keep the "speeders" off the road or fine them for exceeding speed limits

### **Safety/Change in Procedure**

Provide crossing guards around Ellsworth Hill. Have parents in close neighborhoods "on board with.

Out, get moving

Later start time - daylight

Prohibit parking on main school routes due to safety concerns for children, preschool children, vehicles & emergency services

More crossing guards for safety

Coordinate school times better

Make neighborhood schools so more than one child per family can attend

More bike racks

## Hudson City School District Bylaws & Policies

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### **8510 - WELLNESS**

As required by law, the Board of Education establishes the following wellness policy for the Hudson City School District.

The Board recognizes that good nutrition and regular physical activity affect the health and well-being of the District's students. Furthermore, research suggests that there is a positive correlation between a student's health and well-being and his/her ability to learn. Moreover, schools can play an important role in the developmental process by which students establish their health and nutrition habits by providing nutritious meals and snacks through the schools' meal programs, by supporting the development of good eating habits, and by promoting increased physical activity both in and out of school.

The Board, however, believes this effort to support the students' development of healthy behaviors and habits with regard to eating and exercise cannot be accomplished by the schools alone. It will be necessary for not only the staff, but also parents and the public at large to be involved in a community-wide effort to promote, support, and model such healthy behaviors and habits.

The Board sets the following goals in an effort to enable students to establish good health and nutrition habits:

- A. With regard to nutrition education, the District shall:
  1. Nutrition education shall be included in the Health curriculum so that instruction is sequential and standards-based and provides students with the knowledge, attitudes, and skills necessary to lead healthy lives.
  2. Nutrition education shall be integrated into other subject areas of the curriculum, when appropriate, to complement, but not replace, the standards and benchmarks for health education.
  3. Nutrition education standards and benchmarks shall be age-appropriate and culturally relevant.
  4. The school cafeteria shall serve as a learning lab by allowing students to apply the knowledge, attitudes, and skills taught in the classroom when making choices at mealtime.
  5. Nutrition education shall extend beyond the school by engaging and involving families and the community.
  6. Nutrition education standards and benchmarks promote the benefits of a balanced diet that includes fruits, vegetables, whole grain products, and low-fat and fat-free dairy products.
- B. With regard to physical activity, the District shall:
  1. **Physical Education**
    - a. A sequential, comprehensive physical education program shall be provided for students in 1 - 12 in accordance with the standards and benchmarks established by the State.
    - b. The sequential, comprehensive physical education curriculum shall provide students with opportunities to learn, practice, and be assessed on developmentally appropriate knowledge, attitudes, and skills necessary to engage in lifelong, health-enhancing physical activity.
  2. **Physical Activity**



## School Travel Plan: Safe Routes Hudson

### Section 3G

- a. Physical activity should not be employed as a form of discipline or punishment.
  - b. Physical activity and movement shall be integrated, when possible, across the curricula and throughout the school day.
  - c. Schools shall encourage families to provide physical activity outside the regular school day, such as outdoor play at home, participation in sports sponsored by community agencies or organizations, and in lifelong physical activities like bowling, swimming, or tennis.
  - d. All students in grades K- 5 shall be provided with a daily recess period at least twenty (20) minutes in duration. Recess shall not be used as a reward or punishment.
  - e. The school shall encourage families and community organizations to institute programs that support physical activity of all sorts.
  - f. Schools shall discourage extended periods of student inactivity, defined as two (2) hours or more without some physical activity.
- C. With regard to other school-based activities the District shall:
1. The schools shall schedule mealtimes so there is minimum disruption by bus schedules, recess, and other special programs or events.
  2. The school shall provide attractive, clean environments in which the students eat.
  3. Students, parents, and other community members shall have access to, and be encouraged to use, the school's outdoor physical activity facilities outside the normal school day.
  4. A wellness program may be available to all staff.
  5. The schools may provide opportunities for staff, parents, and other community members to model healthy eating habits by dining with students in the school dining areas.
  6. Schools in our system utilize electronic identification and payment systems, therefore, eliminating any stigma or identification of students eligible to receive free and/or reduced meals.
  7. Students are discouraged from sharing their foods or beverages with one another during meal times, given concerns about allergies and other restrictions on some students' diets.

Furthermore, with the objectives of enhancing student health and well being, and reducing childhood obesity, the following guidelines are established:

- A. In accordance with Policy [8500](#), entitled Food Service, the food service program shall comply with Federal and State regulations pertaining to the selection, preparation, consumption, and disposal of food and beverages as well as to the fiscal management of the program.
- B. As set forth in Policy [8531](#), entitled Free and Reduced Price Meals, the guidelines for reimbursable school meals are not less restrictive than the guidelines issued by the U.S. Department of Agriculture (USDA).
- C. The food service program will strive to be financially self-supporting; however, if it is necessary to subsidize the operation, it will not be through the sale of foods with minimal nutritious value.
- D. The food service program will provide all students affordable access to the varied and nutritious foods they need to be healthy and to learn well.
- E. All foods available to students in the dining area during school food service hours shall comply with the current USDA Dietary Guidelines for Americans, including competitive foods available to student a la carte or from vending machines.
- F. All foods available to students in District programs, other than the food service program, shall be served with consideration for promoting student health and well-being.
- G. The food service program shall be administered by a qualified nutrition professional.
- H. Continuing professional development shall be provided for all staff of the food service program.

## School Travel Plan: Safe Routes Hudson

### Section 3G

The Board designates the Superintendent as the individual charged with operational responsibility for measuring and evaluating the District's implementation and progress under this policy. The Superintendent shall develop administrative guidelines necessary to implement this policy.

The Superintendent shall report on the District's compliance with this policy and the progress toward achieving the goals set forth herein when requested to do so by the Board.

Review of this policy shall occur annually by the District Wellness Committee, consisting of a representative(s) of the Board, the administration, the food service provider, the parents, the students, and the public.

42 U.S.C. 1751, Sec. 204

42 U.S.C. 1771

Adopted 8/1/09

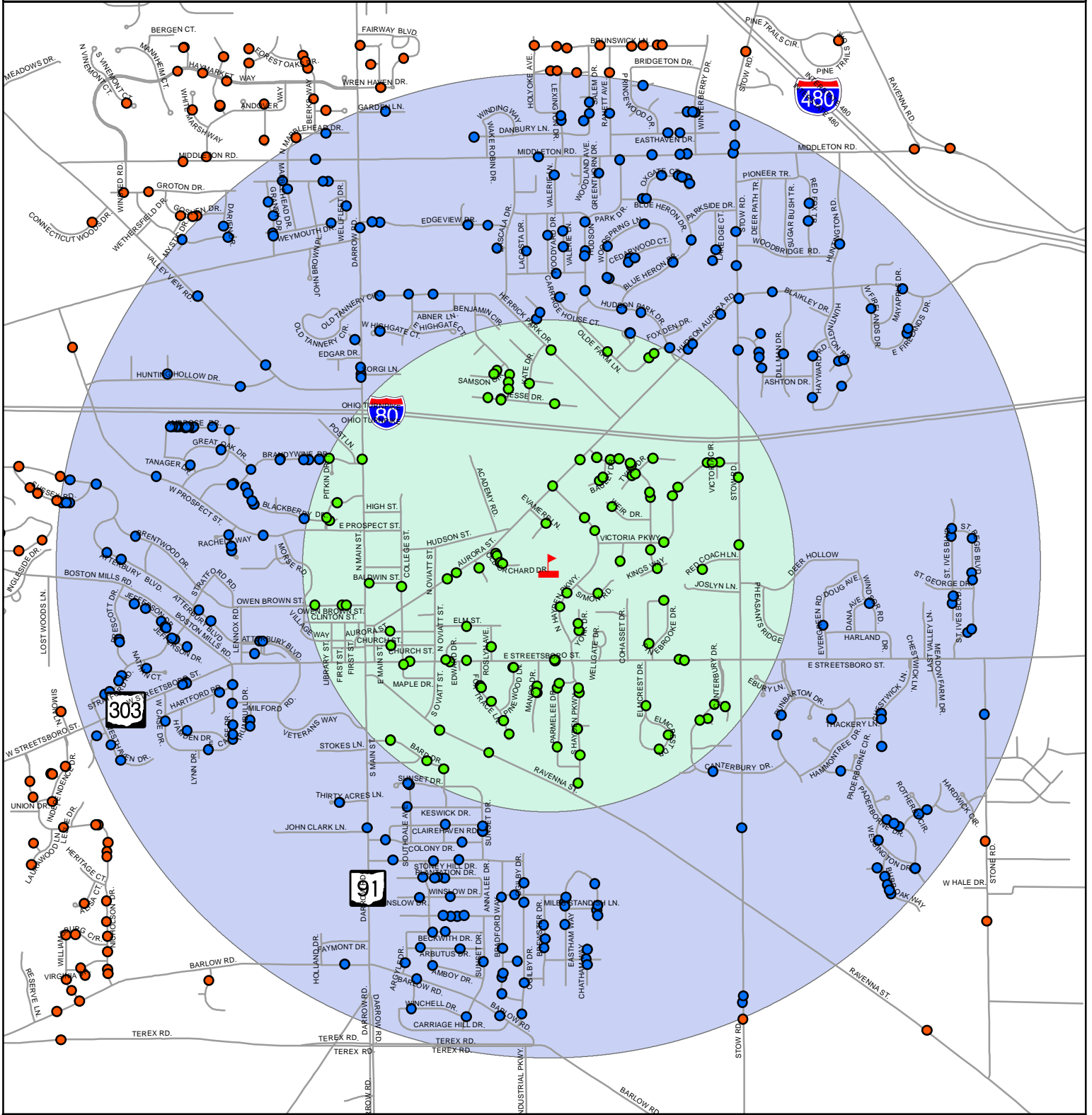
School Travel Plan: Safe Routes Hudson  
 Section 4  
 School Demographics

	No. of Students	Economically Disadvantaged	Disabled Students	No. of Households
Evamere Elementary Kindergarden Grade 1	566	3%	13%	525
Ellsworth Hill Preschool Grade 2	390	3%	16%	406
McDowell Elementary Grade 3	330	3%	18%	322
East Woods Grade 4 Grade 5	340	2%	17%	677
Middle School Grade 6 Grade 7 Grade 8	1193	3%	16%	1048
Statewide Average		36%	14%	

School Travel Plan: Safe Routes Hudson  
Section 5: Current School Travel Environment

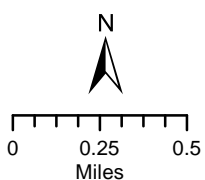
- A. Maps of School Enrollment and Distance to School  
--All schools have attendance boundaries concurrent with District Boundaries
- B. School Travel Tallies, May 2011
- C. Parent Survey Report, May 2011 -- Refer to Attachment C
- D. Student Arrival and Dismissal Procedures
- E. School Transportation Policy
- F. Crossing Guard Locations and Times
- G. Sidewalk Maintenance Policy – Ordinance 74-03
- H. Maps Showing Pedestrian and School Traffic Signs

# East Woods School Fall 2010 Enrollment



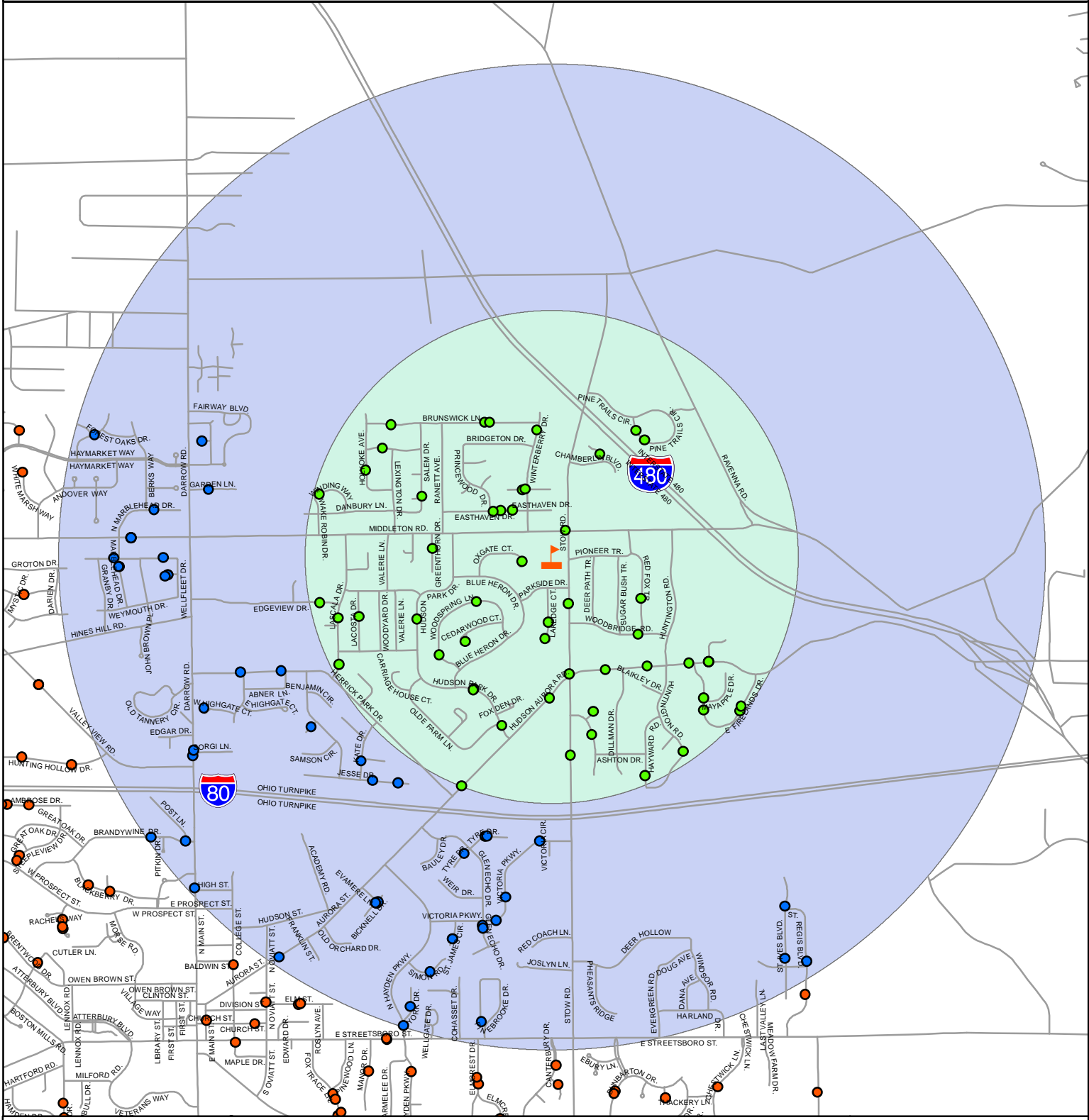
	1 Mile Buffer - 16.4%*		Streets
	2 Mile Buffer - 42.9%*		1 Mile Buffer
	Outside Buffer - 40.7%		2 Mile Buffer
	East Woods School		

\* Categories are not inclusive



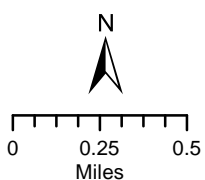
**DISCLAIMER:**  
All data on this map were created for the City of Hudson to assist City Departments in management and planning activities. The suitability of this map for any other use is not guaranteed and the user assumes all risk for such uses. The City of Hudson, Ohio, assumes no legal responsibility for the information on this map. Users noting errors or omissions are encouraged to contact the City of Hudson Geographic Information Services at 330-342-9541.

# Ellsworth Hill Elementary Fall 2010 Enrollment



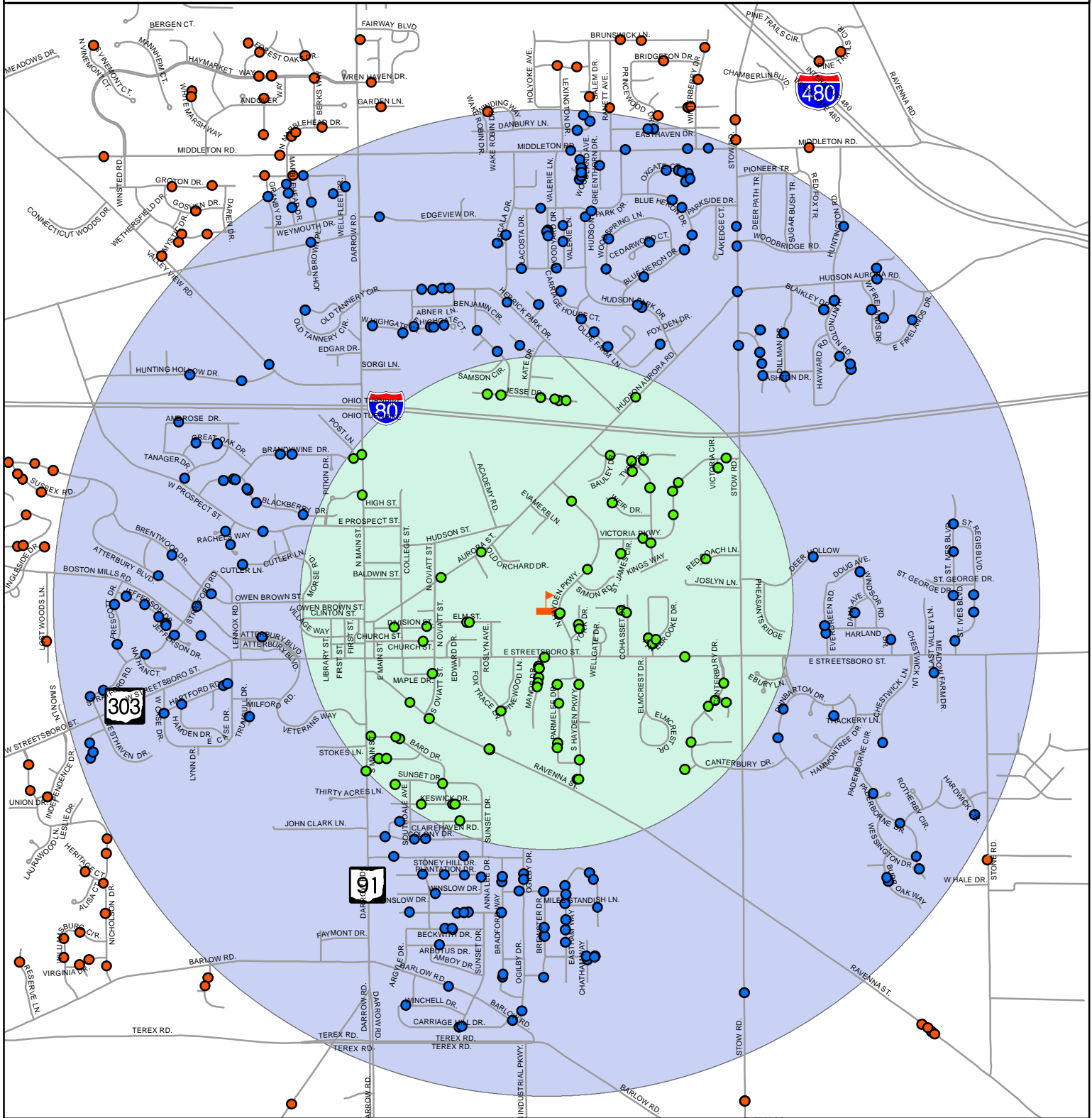
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<span style="color: blue;">●</span> 2 Mile Buffer - 14.9%*	<span style="background-color: #c8e6c9; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 1 Mile Buffer
<span style="color: orange;">●</span> Outside Buffer - 68.6%	<span style="background-color: #bbdefb; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 2 Mile Buffer
<span style="color: red;">▬</span> Ellsworth Hill Elementary	

\* Categories are not inclusive



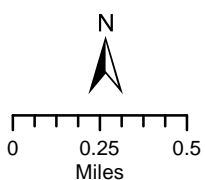
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# Evamere School Fall 2010 Enrollment



	1 Mile Buffer - 15.6%*		Streets
	2 Mile Buffer - 41.4%*		1 Mile Buffer
	Outside Buffer - 43%		2 Mile Buffer
	Evamere School		

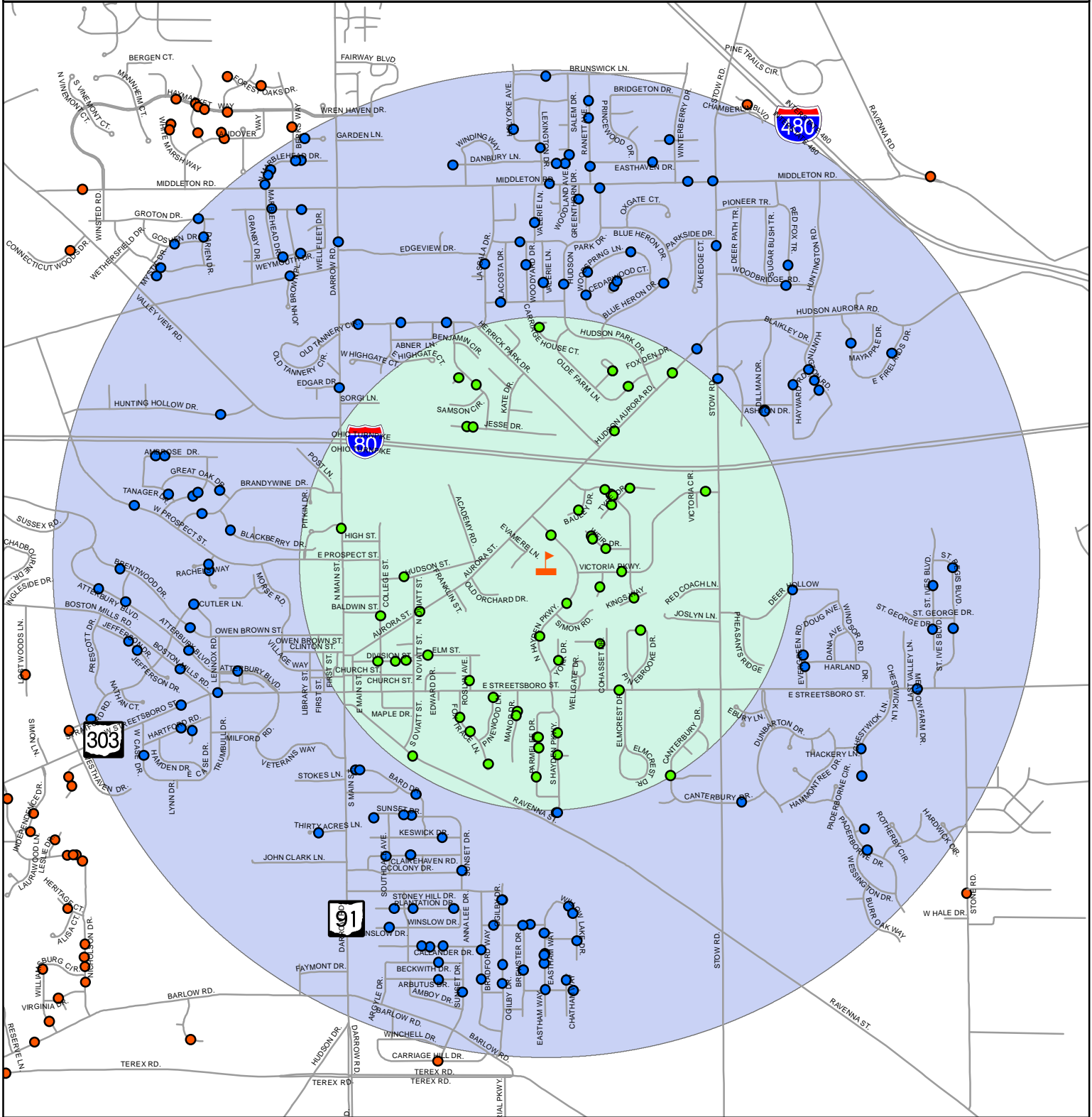
\* Categories are not inclusive



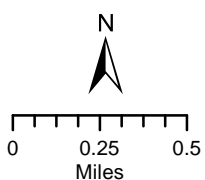
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# McDowell School Fall 2010 Enrollment



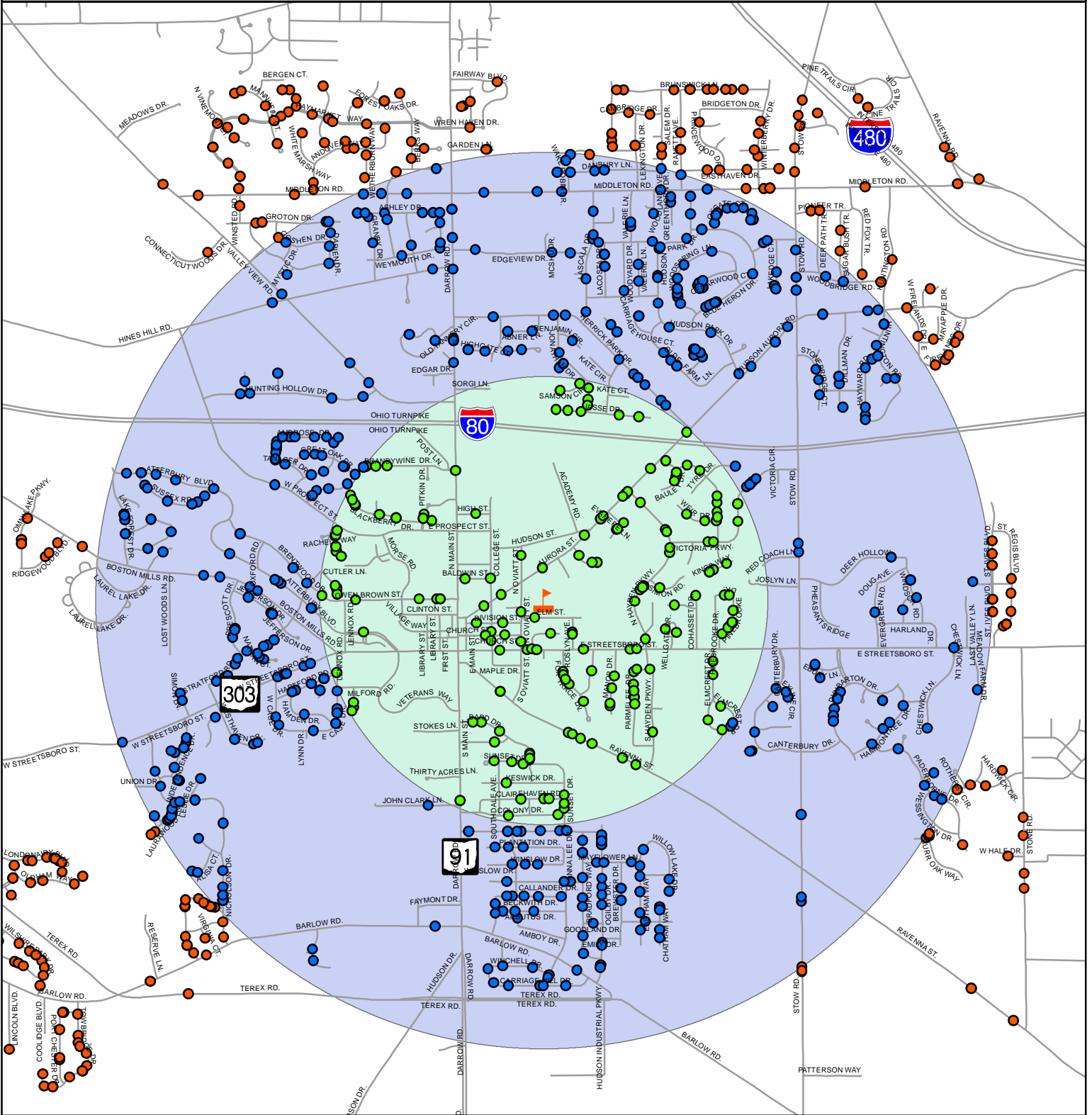
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  - 2 Mile Buffer - 45.5%\*
  - Outside Buffer - 38.2%
  - McDowell School
  - Streets
  - 1 Mile Buffer
  - 2 Mile Buffer
- \* Categories are not inclusive



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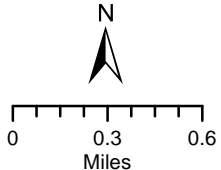


# Hudson Middle School Fall 2010 Enrollment



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<span style="color: blue;">●</span> 2 Mile Buffer - 44.1%*	<span style="background-color: #e0ffe0; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 1 Mile Buffer
<span style="color: orange;">●</span> Outside Buffer - 39.3%	<span style="background-color: #e0e0ff; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 2 Mile Buffer
<span style="color: red;">▬</span> Hudson Middle School	

\* Categories are not inclusive

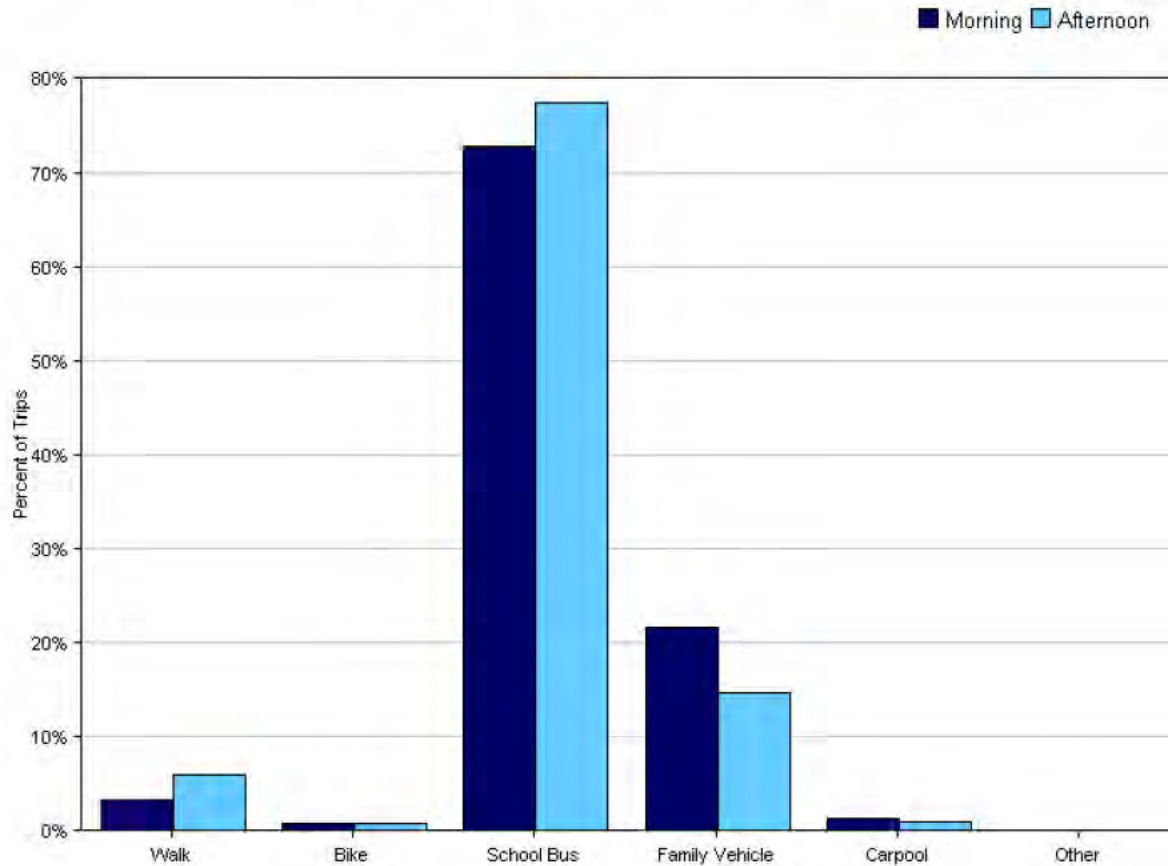


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## Tally Report

<b>Program Name:</b>	Safe Routes Hudson	<b>Month and Year Collected:</b>	May 2011
<b>School Name:</b>	East Woods Elementary	<b>Set ID:</b>	6760
<b>School Enrollment:</b>	0	<b>Date Report Generated:</b>	07/12/2011
<b>Enrollment within Grades Targeted by SRTS Program:</b>		<b>Number of Classrooms Included in Report:</b>	29
<b>Number of Classrooms in School:</b>	29		

### Morning and Afternoon Travel Mode Comparison

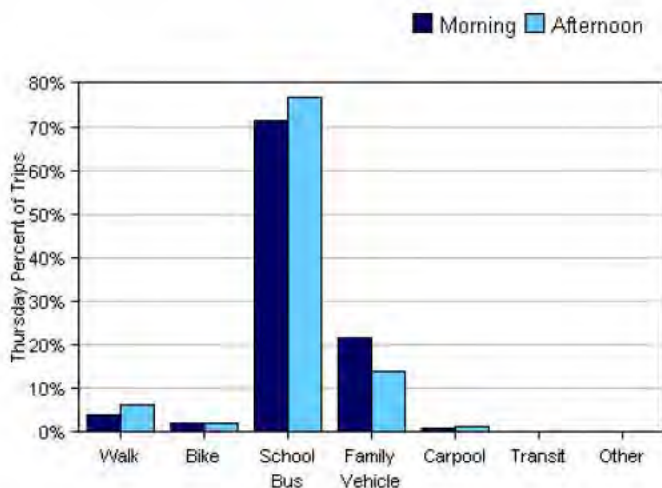
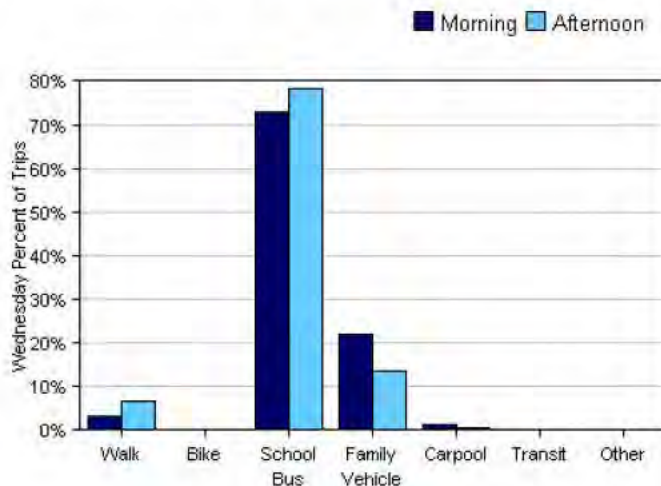
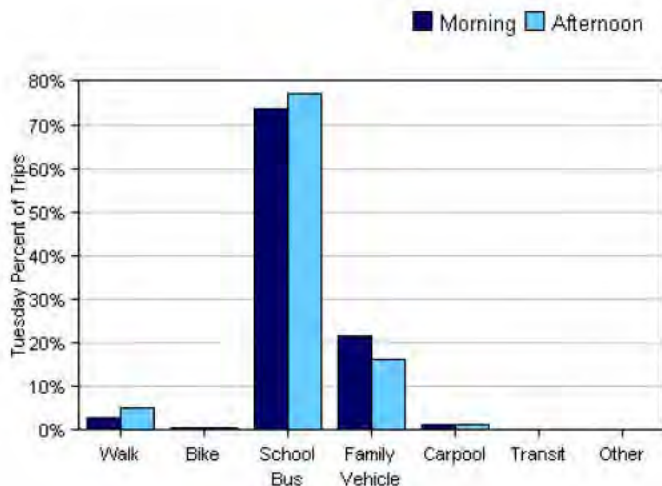


### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1502	3%	0.8%	73%	22%	1%	0%	0.1%
Afternoon	1457	6%	0.8%	77%	15%	1%	0%	0.1%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day



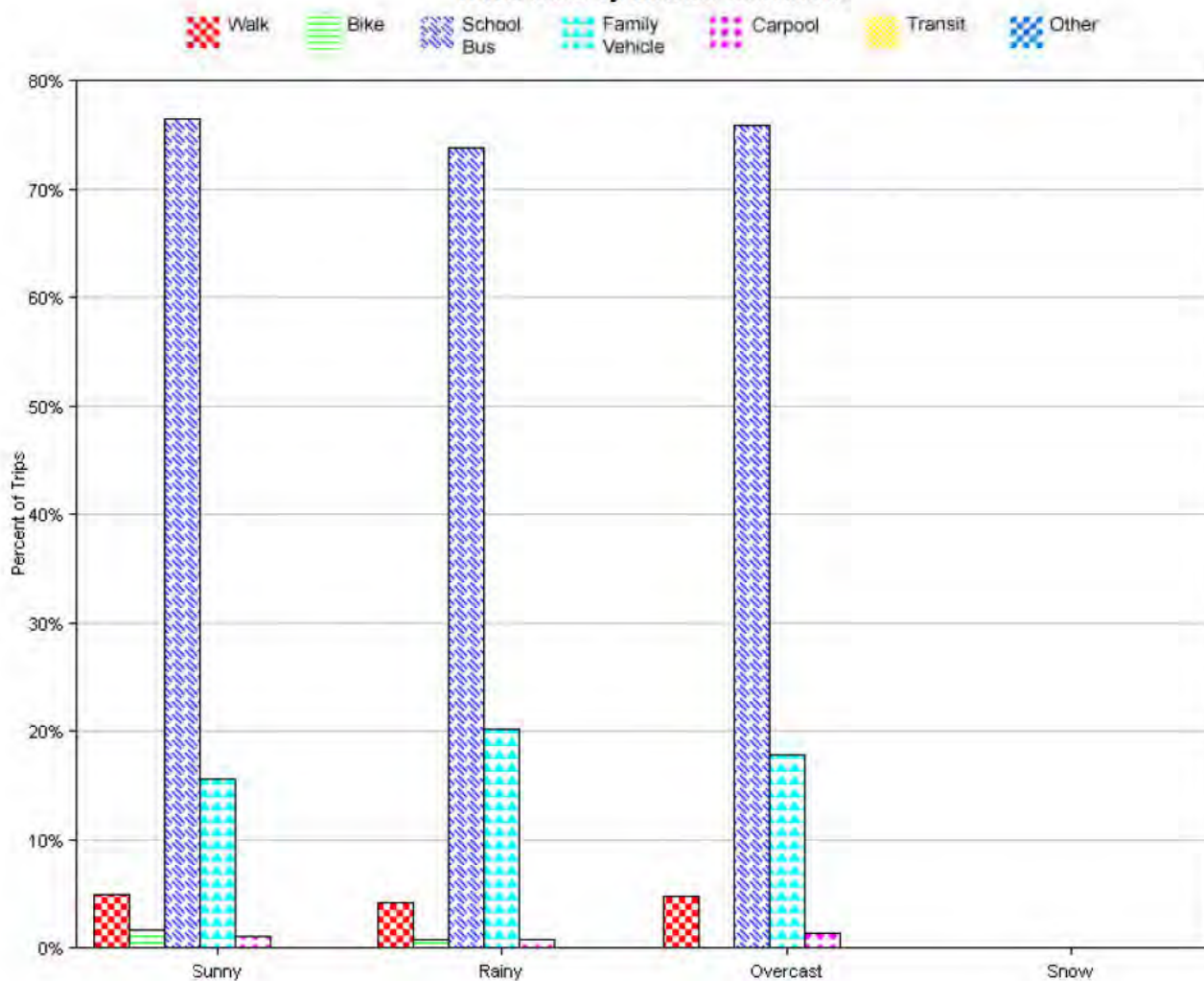
### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	516	3%	0.4%	74%	22%	1%	0%	0%
Tuesday PM	517	5%	0.4%	77%	16%	1%	0%	0%
Wednesday AM	586	3%	0.3%	73%	22%	1%	0%	0.2%
Wednesday PM	581	7%	0.3%	78%	14%	0.7%	0%	0.3%
Thursday AM	400	4%	2%	72%	22%	1%	0%	0%
Thursday PM	359	6%	2%	77%	14%	1%	0%	0%

Percentages may not total 100% due to rounding.



### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

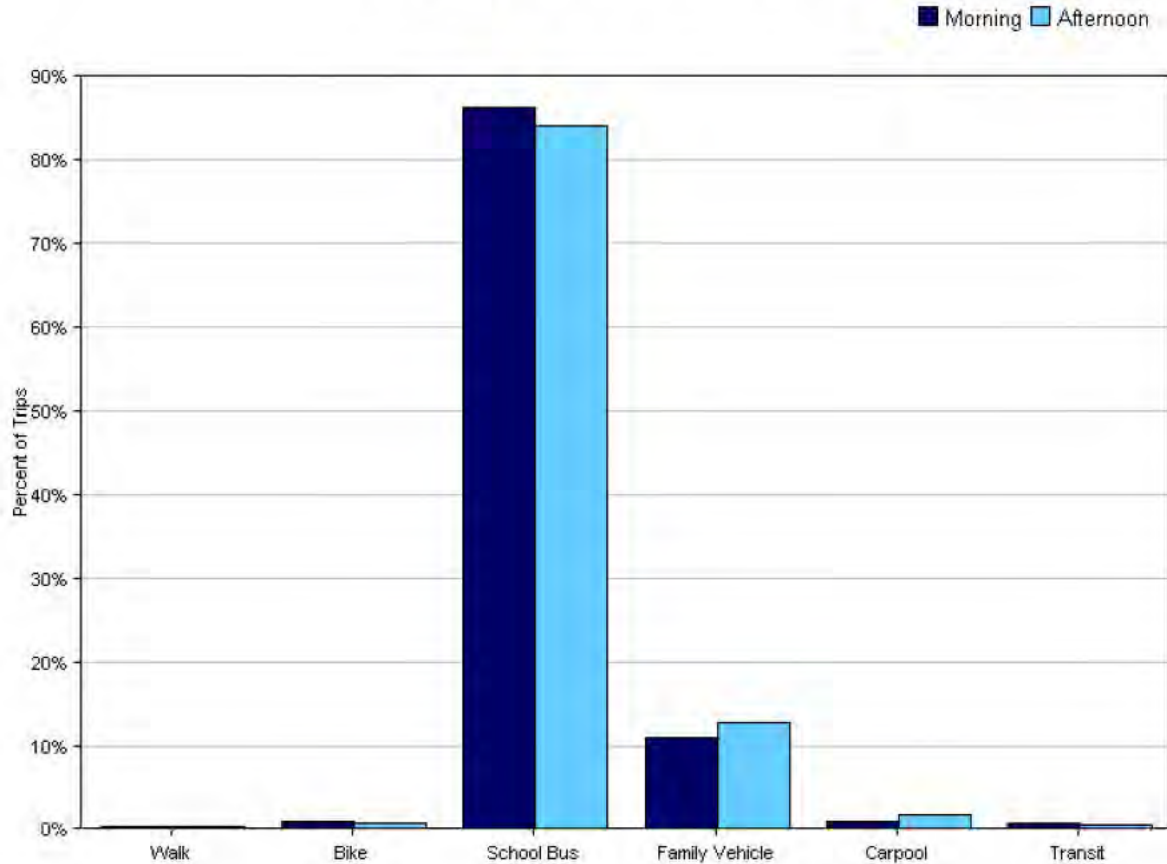
Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	855	5%	2%	76%	16%	1%	0%	0.1%
Rainy	964	4%	0.8%	74%	20%	0.8%	0%	0%
Overcast	949	5%	0%	76%	18%	1%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

## Tally Report

<b>Program Name:</b>	Safe Routes Hudson	<b>Month and Year Collected:</b>	May 2011
<b>School Name:</b>	Ellsworth Hill Elementary	<b>Set ID:</b>	6948
<b>School Enrollment:</b>	0	<b>Date Report Generated:</b>	07/12/2011
<b>Enrollment within Grades Targeted by SRTS Program:</b>	Don't Know	<b>Number of Classrooms Included in Report:</b>	15
<b>Number of Classrooms in School:</b>	15		

### Morning and Afternoon Travel Mode Comparison

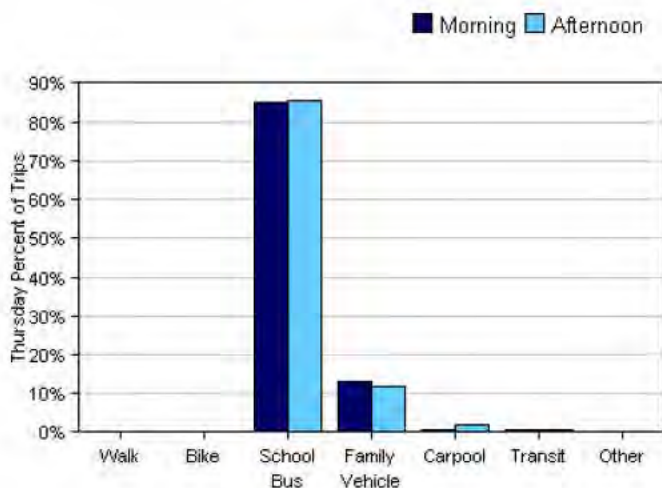
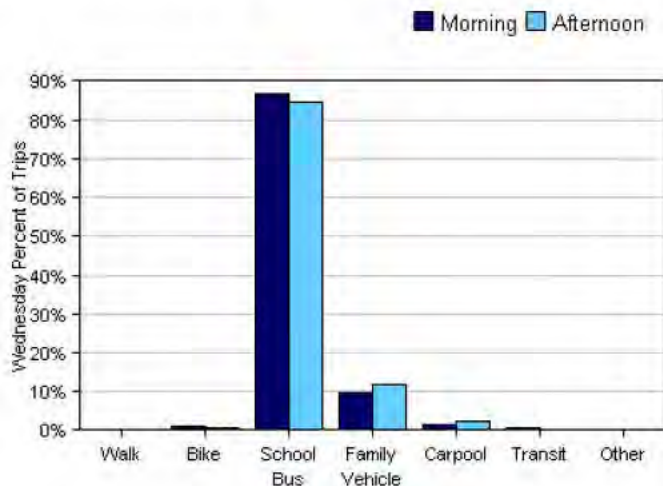
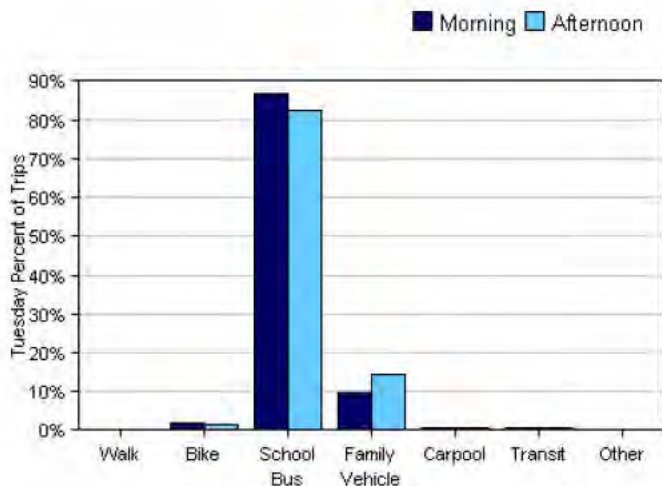


### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	927	0.2%	1.0%	86%	11%	1.0%	0.6%	0%
Afternoon	918	0.2%	0.8%	84%	13%	2%	0.5%	0%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day



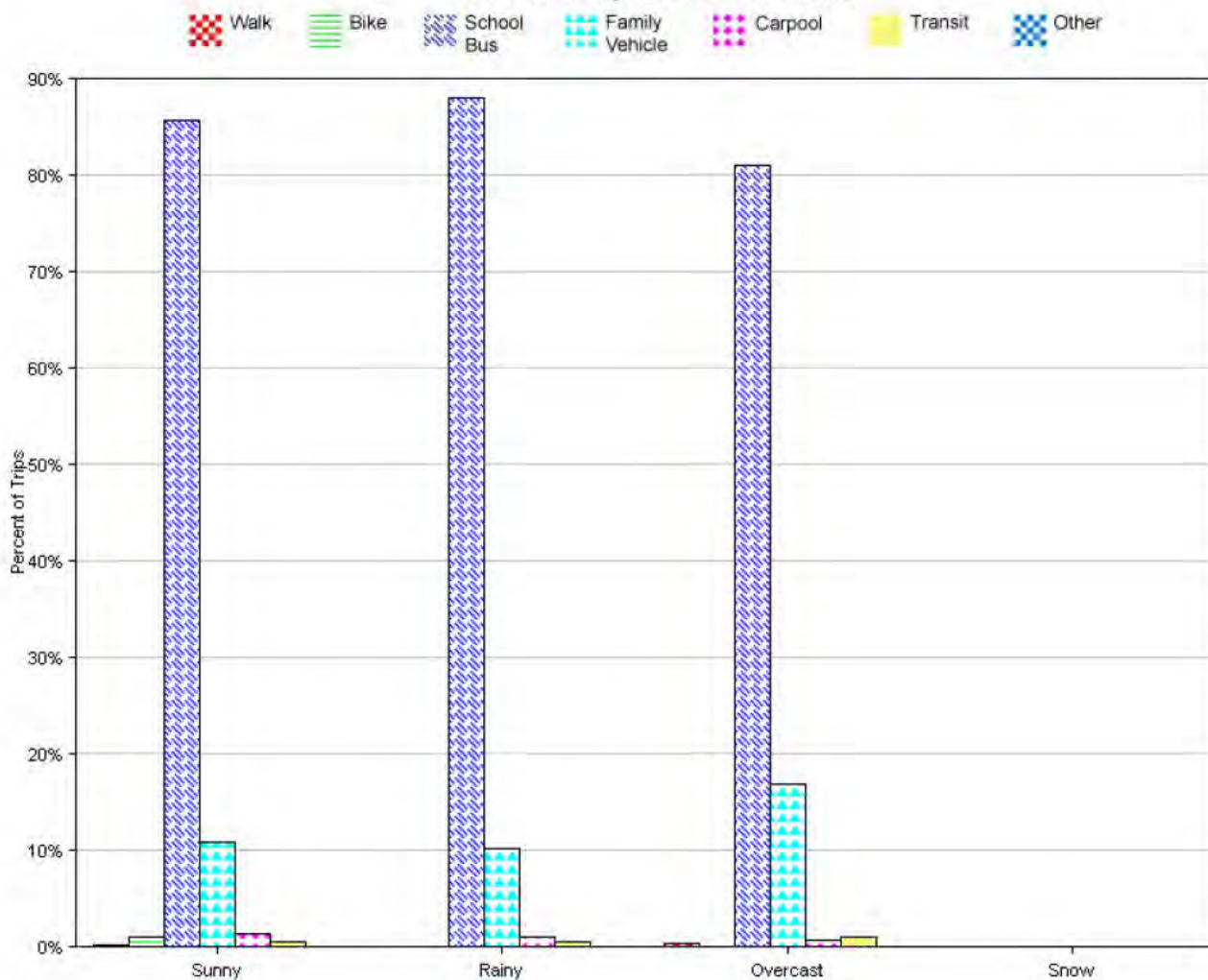
### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	310	0.3%	2%	87%	10%	0.6%	0.6%	0%
Tuesday PM	304	0%	2%	83%	14%	0.7%	0.7%	0%
Wednesday AM	306	0%	1.0%	87%	10%	2%	0.7%	0%
Wednesday PM	308	0.3%	0.6%	84%	12%	2%	0.3%	0%
Thursday AM	311	0.3%	0%	85%	13%	0.6%	0.6%	0%
Thursday PM	306	0.3%	0%	85%	12%	2%	0.7%	0%

Percentages may not total 100% due to rounding.



### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

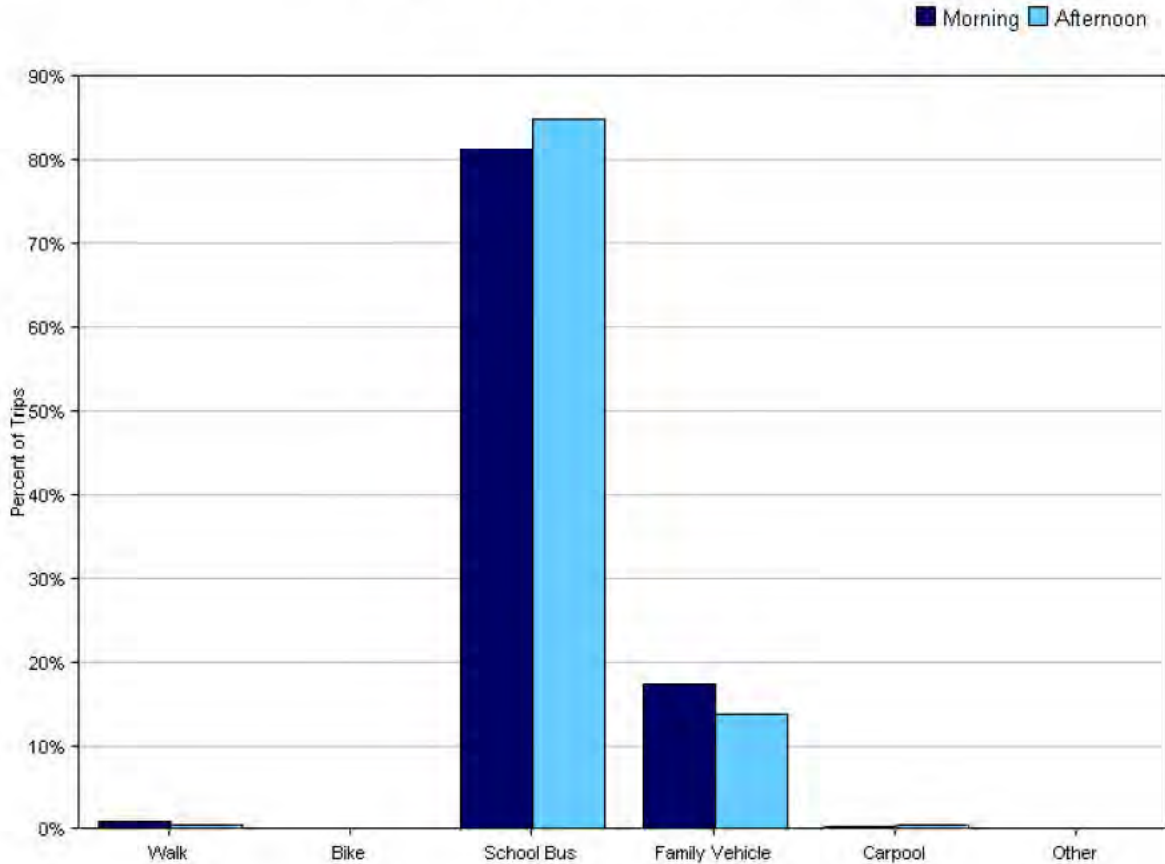
Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1383	0.2%	1%	86%	11%	1%	0.5%	0%
Rainy	177	0%	0%	88%	10%	1%	0.6%	0%
Overcast	285	0.4%	0%	81%	17%	0.7%	1%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

## Tally Report

<b>Program Name:</b>	Safe Routes Hudson	<b>Month and Year Collected:</b>	May 2011
<b>School Name:</b>	Evamere Elementary	<b>Set ID:</b>	6849
<b>School Enrollment:</b>	0	<b>Date Report Generated:</b>	07/12/2011
<b>Enrollment within Grades Targeted by SRTS Program:</b>	Don't Know	<b>Number of Classrooms Included in Report:</b>	27
<b>Number of Classrooms in School:</b>	30		

### Morning and Afternoon Travel Mode Comparison



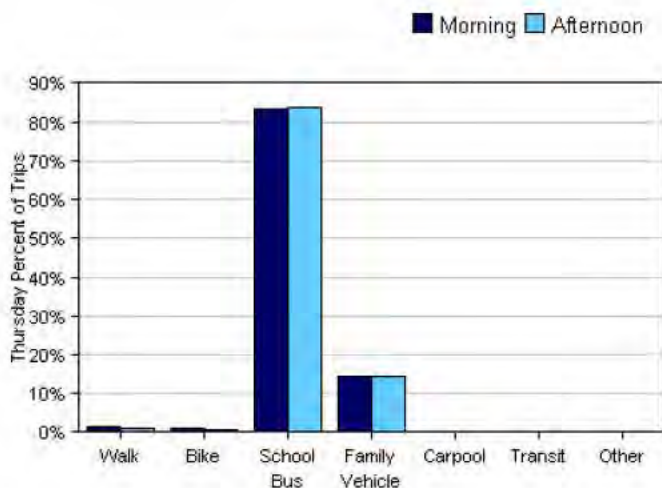
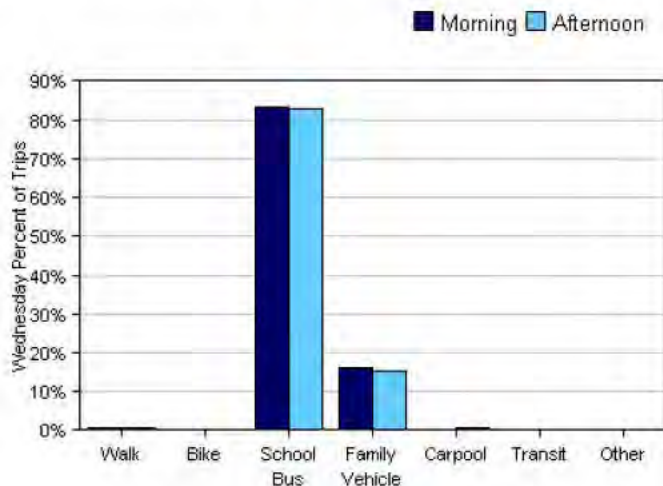
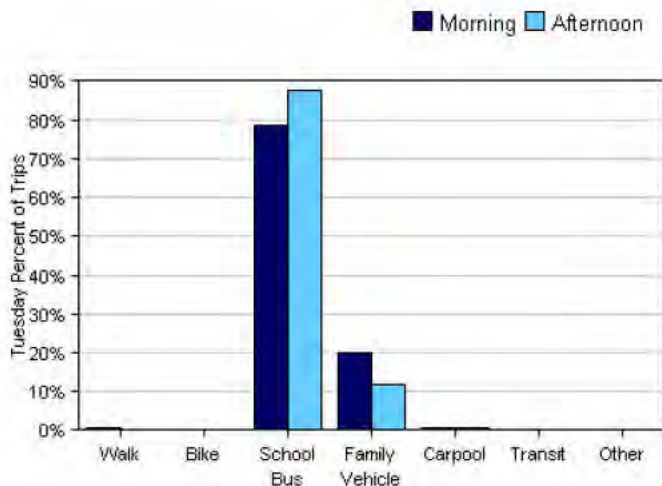
### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1186	0.8%	0.2%	81%	17%	0.3%	0%	0.1%
Afternoon	1176	0.5%	0.1%	85%	14%	0.6%	0%	0.1%

Percentages may not total 100% due to rounding.



### Morning and Afternoon Travel Mode Comparison by Day

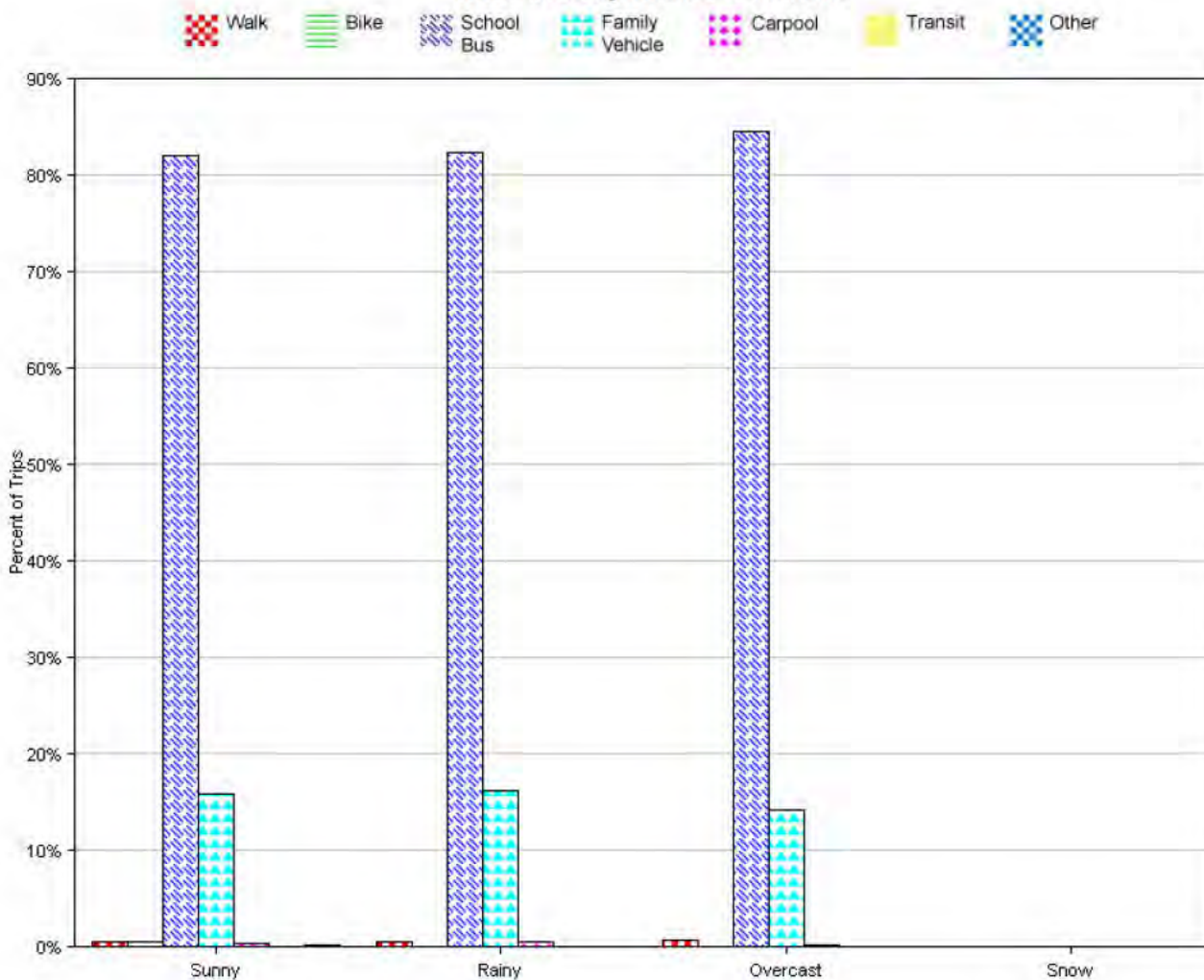


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	491	0.6%	0%	79%	20%	0.6%	0%	0.2%
Tuesday PM	486	0.2%	0%	87%	12%	0.6%	0%	0%
Wednesday AM	499	0.8%	0%	83%	16%	0%	0%	0%
Wednesday PM	498	0.6%	0%	83%	15%	0.8%	0%	0.2%
Thursday AM	196	2%	1%	83%	14%	0%	0%	0%
Thursday PM	192	1%	0.5%	84%	15%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

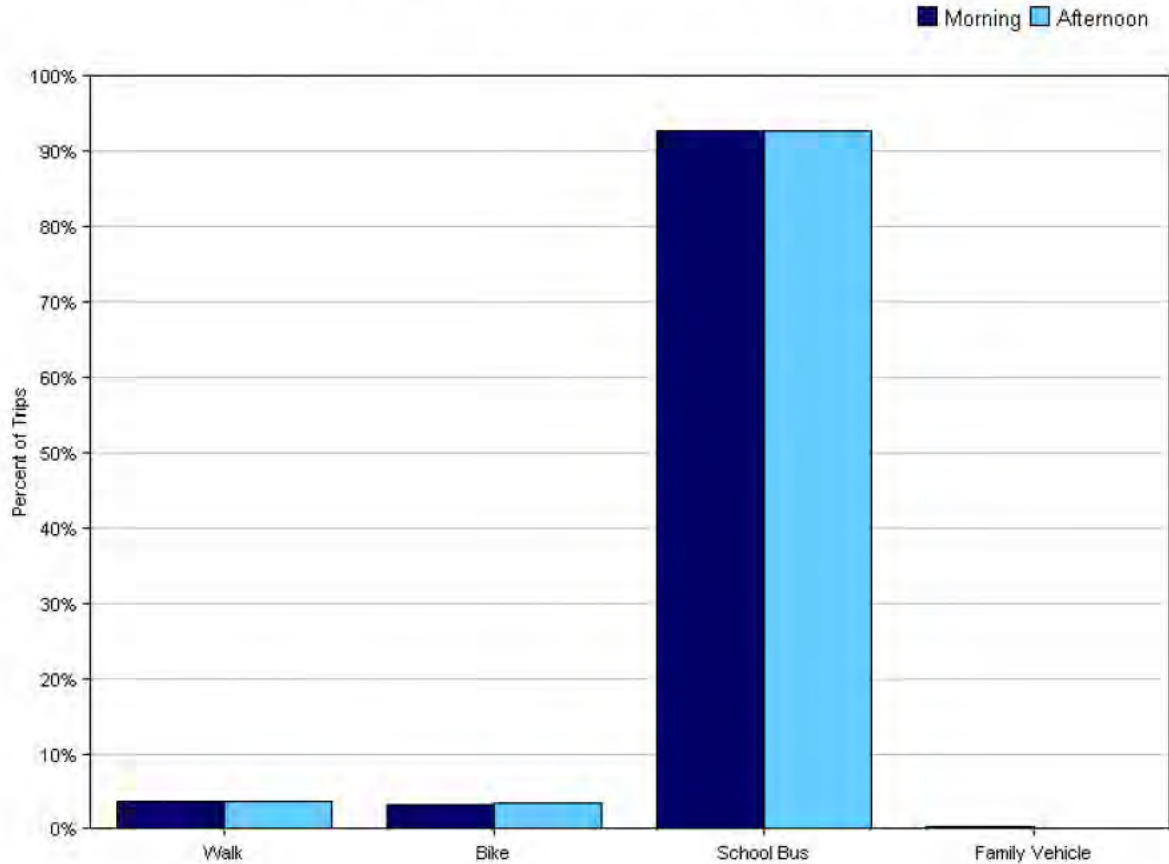
Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	469	0.6%	0.6%	82%	16%	0.4%	0%	0.2%
Rainy	1130	0.6%	0%	82%	16%	0.5%	0%	0.1%
Overcast	763	0.8%	0%	85%	14%	0.3%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

## Tally Report

<b>Program Name:</b>	Safe Routes Hudson	<b>Month and Year Collected:</b>	May 2011
<b>School Name:</b>	McDowell Elementary	<b>Set ID:</b>	6982
<b>School Enrollment:</b>	0	<b>Date Report Generated:</b>	07/12/2011
<b>Enrollment within Grades Targeted by SRTS Program:</b>	Don't Know	<b>Number of Classrooms Included in Report:</b>	15
<b>Number of Classrooms in School:</b>	15		

### Morning and Afternoon Travel Mode Comparison



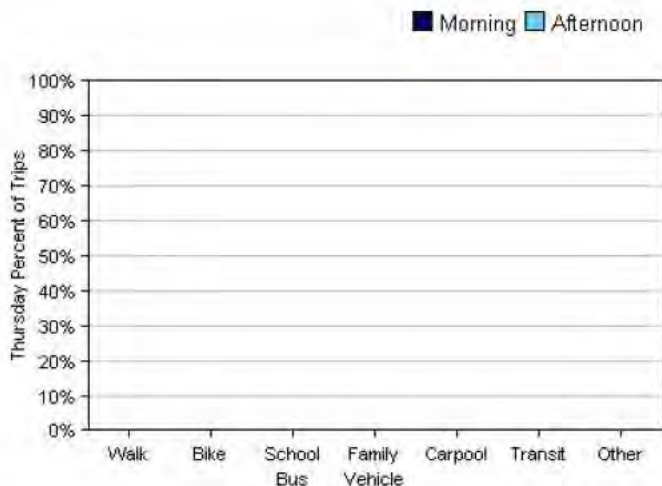
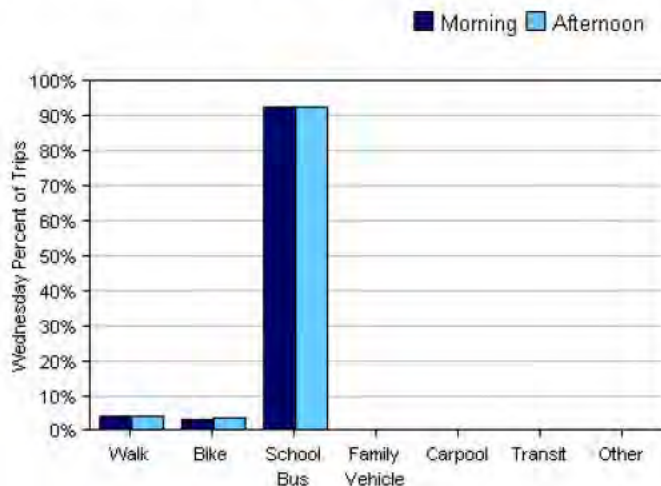
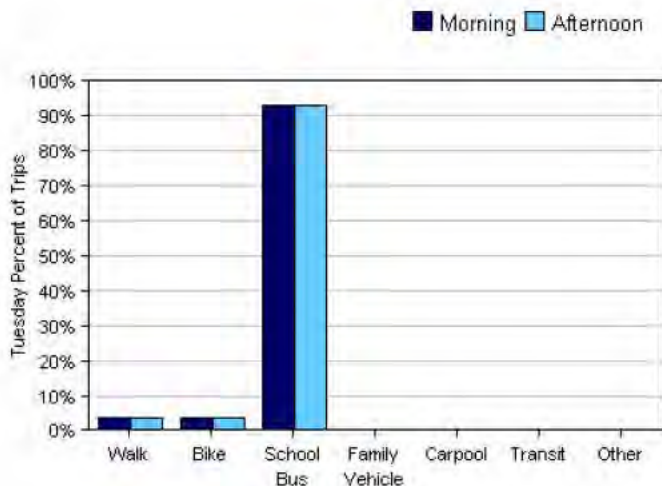
### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	648	4%	3%	93%	0.3%	0%	0%	0%
Afternoon	648	4%	4%	93%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.



### Morning and Afternoon Travel Mode Comparison by Day

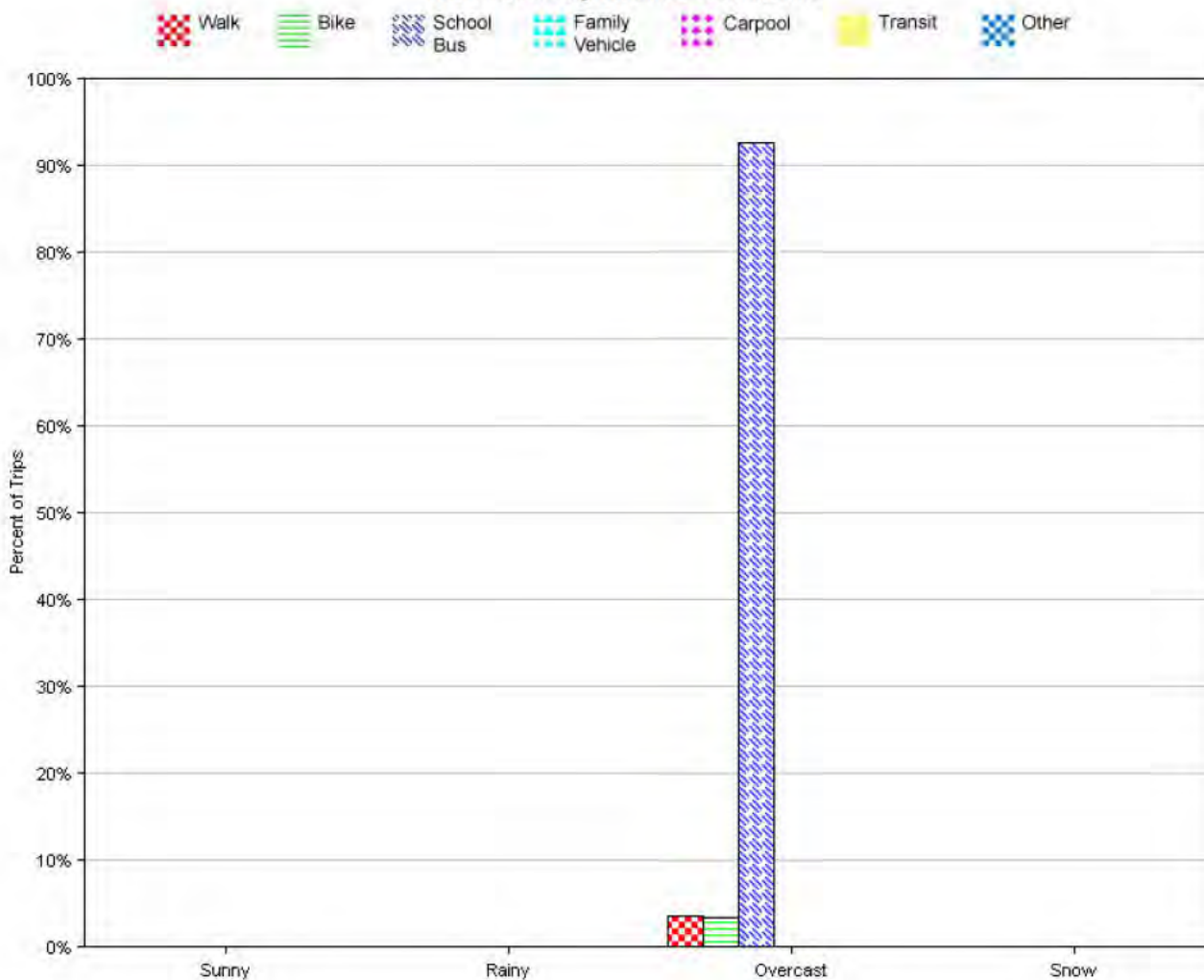


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	325	3%	3%	93%	0.3%	0%	0%	0%
Tuesday PM	325	3%	4%	93%	0%	0%	0%	0%
Wednesday AM	323	4%	3%	93%	0.3%	0%	0%	0%
Wednesday PM	323	4%	3%	93%	0%	0%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	0	0%	0%	0%	0%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	1296	4%	3%	93%	0.2%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

School Travel Plan: Safe Routes Hudson  
Section 5D: Student Arrival and Dismissal Policies

**Evamere Elementary**  
**Grade Kindergarten and 1st**

Arrival and Dismissal Procedure

School Hours:	Full Day K/1	9:10 am to 3:45 pm
	AM K	9:10 am to 11:40 am
	PM K	1:25 pm to 3:45 pm

Arrival- The building opens at 8:30 am for students to arrive. Parent drop off occurs at the front (south) of the building. All parent drop off is completely separated from bus traffic at Evamere. School buses arrive in a staggered manner starting at 8:30 am to drop off students on the curb along the west side of the building adjacent to the staff parking lot. The front drive for parent drop off is a horseshoe shape that enters and exits at N. Hayden Parkway which runs along the east side of the building. Buses enter either from the south end of the horseshoe or from the campus access road located west and north of the building.

Dismissal- Since this building houses the kindergarten program, which has morning and afternoon half day programs, the arrival and dismissal procedure occurs twice. Parents begin lining up in the designated parent pickup area in front of the building inside the horseshoe drive, at 11:15 am and at 3:30 pm to pick up students. School buses begin lining up along the west side of the building at those same times. A sidewalk traverses along that entire span. Parents enter from North Hayden Parkway. Buses begin arriving at 11:15 am to pick up morning kindergarten students; load at 11:30 am and begins dropping off those students. Buses and parents begin arriving in their designated at 1:10 pm to drop off afternoon kindergarten students. Parents and buses again arrive in their designated areas at approximately 3:00 pm to transport all students when the bell rings at 3:45 pm.

Personnel- During arrival and dismissal various staff members including teachers, principals and support staff, supervise arrival and dismissal of students. For Kindergarteners, the classroom aids and teachers escort the students into the building and then walk them from class to their assigned mode of transportation at dismissal.

Section 5D - continued

**Ellsworth Hill Elementary**  
**Grades Preschool and 2**

Arrival and Dismissal Procedure

School Hours:	2 <sup>nd</sup> grade	9:10 am to 3:45 pm
	AM Pre-k	9:10 am to 11:30 am
	PM Pre-k	1:25 pm to 3:45 pm

Arrival- The building opens at 8:30 am for students to arrive. Parent drop off at the front (east) side of the building. All parent drop off is completely separated from bus traffic at Ellsworth Hill. School buses arrive in a staggered manner starting at 8:30 am to drop off students on the curb along the north side of the building where students enter.

Dismissal- Since this building houses the Preschool program, which has morning and afternoon half day programs, the arrival and dismissal procedure occurs twice. Parents begin lining up in the designated parent pickup area in front of the building at 11:15 am and at 3:30 pm to pick up students. School buses begin lining up along the north side of the building at those same times. A sidewalk traverses along that entire span. Parents enter from Stow Road (west) and buses enter from Middleton Rd. (north). Buses begin arriving at 11:15 am to pick up morning preschoolers; loads at 11:30 am and begins dropping off those students. Buses and parents begin arriving in their designated areas to the west and north at 1:10 pm to drop off afternoon preschool students. Parents and buses again arrive in their designated areas at approximately 3:00 pm to transport all students when the bell rings at 3:45 pm.

Personnel- During arrival and dismissal various staff members including teachers, principals and support staff, supervise the arrival and dismissal of students. For Preschoolers, the classroom aids and teachers escort the students into the building and then walk them from class to their assigned mode of transportation at dismissal.

Section 5D - continued

**McDowell Elementary  
Grades 3**

Arrival and Dismissal Procedure

School Hours: 8:55 am to 3:40 pm

Arrival- The building opens at 8:00 am for students to arrive. Parent drop off is at the front (west) side of McDowell Elementary located 250 meters to the northeast of East Woods. East Woods and McDowell students ride together to and from school. All parent drop off is completely separated from bus traffic at these two buildings. School buses arrive in a staggered manner starting at 8:30 am to drop off students on the curb along an oval shaped drive in the front (south) side of East Woods at the main entrance.

Dismissal- Parents begin lining up in the designated parent pickup area at McDowell Elementary at 3:30 pm. School buses begin lining up along the oval driveway in front of East Woods elementary. A sidewalk traverses along that entire span. Buses begin arriving in 2 waves at East Woods after they have completed their middle school/high school run. The principal and administrative staff begins releasing students in planned waves as groups of buses arrive. Students who ride 1<sup>st</sup> wave buses and walkers are released at 3:38 pm, giving them time to walk to East Woods along a pedestrian only sidewalk. Students who ride 2<sup>nd</sup> wave buses are released from classrooms at 3:45 pm and begin loading the 2<sup>nd</sup> wave buses. Most buses enter from North Hayden Parkway travel around the oval and exit out at North Hayden. Some exit out of the campus access road travel west and exit at Franklin St. to Hudson Aurora Rd.

Personnel- During arrival and dismissal various staff members including teachers, principals and support staff, supervise arrival and dismissal of students.



Section 5D - continued

**East Woods Elementary  
Grades 4 and 5**

Arrival and Dismissal Procedure

School Hours: 8:55 am to 3:40 pm

Arrival- The building opens at 8:00 am for students to arrive. Parent drop off is at the front (west) side of McDowell Elementary located 250 meters to the northeast of East Woods. East Woods and McDowell students ride together to and from school. All parent drop off is completely separated from bus traffic at these two buildings. School buses arrive in a staggered manner starting at 8:30 am to drop off students on the curb along an oval shaped drive in the front (south) side of East Woods at the main entrance.

Dismissal- Parents begin lining up in the designated parent pickup area at McDowell Elementary 3:30 pm. School buses begin lining up along the oval driveway in front of East Woods elementary. A sidewalk traverses along that entire span. Buses begin arriving in 2 waves at East Woods after they have completed their middle school/high school run. The principal and administrative staff begins releasing students in planned waves as groups of buses arrive. Students who ride 1<sup>st</sup> wave buses and walkers are released at 3:40 pm. Students who ride 2<sup>nd</sup> wave buses are released to the cafeteria at 3:40 pm and wait for up to 10 minutes for the first wave buses to load and depart and the 2<sup>nd</sup> wave buses to enter and park. Most buses enter from North Hayden Parkway travel around the oval and exit out at North Hayden. Some exit out of the campus access road travel west and exit at Franklin St. to Hudson Aurora Rd.

Personnel- During arrival and dismissal various staff members including teachers, principals and support staff, supervise arrival and dismissal of students.

Section 5D – continued

**Hudson Middle School**  
**Grades 6, 7 & 8**

Arrival and Dismissal Procedure

School Hours: 7:50 am to 2:50 pm

Arrival- The building opens at 7:00 am for students to arrive. Parent drop off is on the north side of the building. Parents come in from Franklin St. and enter on the West side of the parking lot to a designated parent pick up and drop off area that is segregated from the bus line up area. School buses arrive in a staggered manner starting at 7:00 am. and drop off students on the curb adjacent to the north entrance.

Dismissal- Parents begin lining up in the designated parent pickup area on the west side of the parking lot located on the north side of the building starting at approximately 2:40 pm. This is the main entrance. School buses begin lining up along the curb that is adjacent to the north side of the building and continue lining up on the curb adjacent to the east side of the parking lot. A sidewalk traverses along that entire span. When the bell rings at 2:50 pm, all students exit on the north side of the building. Those who ride with parents, head to the designated parent pick-up area and those vehicles exit out of the west side of the property to North Oviatt Street. When buses are fully loaded, they exit to the north either on Franklin Street to Hudson Aurora Road or through the campus access road to North Hayden Parkway.

Personnel- During arrival and dismissal various staff members including teachers, principals and support staff, supervise arrival and dismissal of students.

School Travel Plan: Safe Routes Hudson  
Section 5E:

Transportation Policy for All Schools Pre-K through Grade 8

Hudson City Schools provides transportation for all students except those who live within established walk zones surrounding the school building to which they are attending. The walk zones are as follows:

Kindergarten	½ Mile
Grades 1 through 5	1 Mile
Grades 6 through 12	1.5 Mile

Transportation plans are designed by the district in consultation with our transportation service provider. The transportation plans include routing, sequencing of stops, designation of areas where 'right side only' pickup exists due to higher traffic counts, grade level and building grouping, and the location of neighborhood cluster stops. The district provides transportation service to and from day care facilities. As a general rule, the district attempts to limit the bus ride time for students to 1 hour or less.

The intent and objective of the Hudson City School District Board of Education is to provide safe, efficient, and reliable transportation to all eligible students of Hudson City Schools and to students attending parochial and other non-public schools that live in Hudson as long as it is practical to do so.

School Travel Plan: Safe Routes Hudson  
Section 5: Current School Travel Environment

F. City of Hudson Crossing Guard Locations and Schedule

<u>GUARD LOCATION</u>	<u>HOURS</u>
North Hayden Parkway & Victoria Parkway	8:20 – 9:20 am 3:00 – 4:20 pm
North Hayden Parkway & Simon Lane	8:20 – 9:20 am 3:00 – 4:20 pm
North Hayden Parkway & SR 303	8:20 – 9:20 am 3:00 – 4:20 pm
North Oviatt Street & SR 303	7:15 – 8:00 am 2:45 – 3:30 pm

G. Sidewalk Maintenance Policy – City of Hudson

**660.05 DUTY TO KEEP SIDEWALKS IN REPAIR AND CLEAN.**

(a) No owner or occupant of lots or lands abutting any sidewalk, curb or gutter shall fail to keep the sidewalks, curbs and gutters in repair and free from snow, ice or any nuisance, and to remove from such sidewalks, curbs or gutters all snow and ice accumulated thereon within a reasonable time, which will ordinarily not exceed 12 hours after any storm during which the snow and ice has accumulated.

(ORC 723.011) (Ord. 74-3. Passed 1-7-74.)

(b) Whoever violates this section is guilty of a minor misdemeanor.

## School Travel Plan: Safe Routes Hudson Section 6 – Barriers to Student Travel

### Existing Conditions

#### Community and School District

The City of Hudson (population 23,000) covers approximately 25 square miles in area within northeastern Summit County. The City is bisected by State Routes (SR) 91 and 303 which roughly divide the community into quadrants; all of the schools are located in the northeast quadrant of the City. The Hudson City School District general coincides with the City limits with two exceptions. The first exception is a small area (approximately 2 square miles) in the far southwest corner of the city adjacent to State Route 8 which is located within the Stow-Munroe Falls School District. The second exception is a 6 square mile area that parallels the western city boundary and includes residences adjacent to Akron-Cleveland Road (Olde Route 8).



The Hudson School District includes five schools that serve grades K-8: Evamere Elementary (K-1), Ellsworth Hill (2), McDowell Elementary (3), East Woods Elementary (4-5), and Hudson Middle (6-8). Evamere, McDowell, East Woods, and Hudson Middle are all located on one 85-acre contiguous campus that also includes numerous athletic fields. The campus is located within a half mile of the historic, pedestrian-friendly downtown.

## School Travel Plan: Safe Routes Hudson Section 6 – Barriers to Student Travel

### **Evamere Elementary (grades K-1)**

Evamere Elementary is located at 76 North Hayden Parkway and is in the southeast corner of the contiguous campus just east of the historic downtown. Evamere Elementary is home to approximately 550 students in kindergarten and first grade. North Hayden Parkway is just east of the school and is a 25 MPH street that has very low traffic volumes except for the morning and late afternoon/evening rush hours. The school is surrounded by the rest of the campus on the north, west, and south sides. Beyond the school campus is predominantly residential development. North Hayden Parkway intersects with SR 303 approximately 1,000 feet south of the school. The intersection is the only signalized location in the vicinity of the school campus.



**Evamere Elementary**

The school has two access drives along North Hayden Parkway. The northernmost drive is one-way, only providing access towards the school. The southernmost drive is two-way traffic and provides access to the parking lots located on the western side of the school. Immediately west of the school is Dante Lavelli Field, Hudson High School's athletics stadium. The school campus access road exits the Evamere parking lot and continues northwest toward another access road that connects the Middle School and East Woods. Parent drop-off is located along the east side of the building (utilizing the two access drives as a loop) while buses drop-off on the west side of the building. Pick-up is reversed with parents on the west side and buses on the east side.

Sidewalks are located throughout the school grounds and along the west side of North Hayden Parkway. An asphalt pathway stretches around the south side of the stadium and connects to Elm Street. A separate pathway connects the playground on the north side of the school with East Woods Elementary and is approximately 250 feet in length. A teacher assists with students crossing the southern drive in both the AM and PM. The school has bike racks located near the front entrance on the east side of the school (capacity=14) and just outside the western door (capacity=26).



**One of the bike racks behind  
Evamere Elementary**



# School Travel Plan: Safe Routes Hudson

## Section 6 – Barriers to Student Travel

### Committee Identified Barriers

1. Parking Lot- this is a barrier for people coming from the west like from Elm Street. Students walk/bike through the parked cars and active traffic. There is a crosswalk across the driveway, but it is a much farther walk. One solution would be to put a sidewalk along the edge of the parking lot on the south side with a crosswalk over to the school at the end of the sidewalk.
2. Safety in crossing North Hayden for people coming from the east
  - a. Speed of drivers- a solution would be to put yellow flashing lights at each school.
  - b. Lack of crosswalks/ sidewalks on east side- a solution might be to put a crosswalk at York Drive.
  - c. Congestion at start/ end of school on North Hayden blocking crosswalks, generating road rage, and it encourages the diversion of traffic to use (improperly) access drives internal to school campus.
3. No sidewalk/ path on access drive between East Woods School and Evamere for people coming from the north like on Aurora Street. One solution would be to add a blacktop path parallel to the access road, but 5-10 feet away.

Non-changeable barriers found:

1. Age of children at Evamere (k-1 grades)
2. Weather

Figure 1 Evamere Elementary Grade K-1



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale  
1 inch = 203 feet  
6/22/2011

# School Travel Plan: Safe Routes Hudson

## Section 6 – Barriers to Student Travel

Figure 2 Evamere Elementary Grade K-1



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale  
1 inch = 203 feet  
6/22/2011

### **Ellsworth Hill Elementary (grade 2)**

Ellsworth Hill Elementary is located at 7750 Stow Road, approximately 1.5 miles northeast of the contiguous campus in the far northeastern corner of the school district. This is the newest school within the district and was sited to be closer to the residential developments that have been constructed in Hudson over the past two decades. Ellsworth Hill Elementary is home to approximately 325 students in second grade. The school borders two major roadways: Stow Road to the east and Middleton Road to the north. Their intersection is stop controlled on Middleton Road while Stow Road has continuous movement. A flashing signal (red – Middleton, yellow – Stow) was installed with the school opening. To the south and west of the school are suburban style residential developments and the area within a half-mile of the school is dominated by residential development.

The school has access drives along both Stow and Middleton roads. Parent pick-up/drop-off is located on the east side of the building via the Stow Road drive. This is also the access to



Sidewalk along Stow Road in front of Ellsworth Hill Elementary



## School Travel Plan: Safe Routes Hudson

### Section 6 – Barriers to Student Travel

the staff and visitor parking areas. The Middleton Road drive is utilized for bus pick-up/drop-off only.

Sidewalks are located throughout the school grounds and along the west side of Stow Road and the south side of Middleton Road. The Middleton Road sidewalk terminates at the western edge of the school property. No pedestrian accommodations are provided at the Stow/Middleton intersection; however, there are no sidewalks north along Stow or east along Middleton. Bike racks are located just outside the front entrance adjacent to the parent pick-up/drop-off loop (capacity=26).

#### Committee Identified Barriers

##### Physical Barriers

1. (not changeable)  
School is located at intersection of 2 major roads (Stow Road, Middleton Road), speed limits are 35 mph, and no stop sign or light on Stow Road.
2. (changeable, requires removal of other barriers to be effective)  
Lack of sidewalks on Middleton Road west of school property.
3. (changeable, requires removal of other barriers to be effective)  
No crosswalk at Winterberry Drive/neighborhood development (cross from Winterberry on north side of Middleton to south side of Middleton where school is located). Approximately 8-13 students in this neighborhood were within 1 mile radius last year.
4. (changeable)  
No sidewalk or bike trail from Hudson Park Estates (Oxgate Court or Parkside Drive) through back of Ellsworth Hill property. Approximately 9-13 students in this neighborhood were within 1 mile radius last school year. This option would keep walkers/bikers separate from automobile traffic at the front entrance and bus traffic at the side entrance.

If the district continues to hold summer school classes at this building, this may be an effective solution (larger percentage of students year round may use this solution). There are a large number of residential properties in the 2-mile radius "quarter-circle" bordered by Middleton Road, Stow Road, and the 2-mile radius border. During summer, parents or older siblings can accompany younger children to summer school or camps at Ellsworth Hill without the conflict of other school building start times. Also, the weather is much better for biking/walking in the summer. The streets in this "quarter-circle" are mostly residential 25-mph streets (although Herrick Park Drive is a 25 mph street, this is a City designated "STEP" (Speed Target Enforcement Program) street, where speeding cars is a problem).

5. (changeable, requires removal of other barriers to be effective)  
School bus parking lot entrance/exit on Middleton Road has no safe crossing route. There

## School Travel Plan: Safe Routes Hudson

### Section 6 – Barriers to Student Travel

are more busses than available spaces in this bus lot, so there are always busses exiting and entering. There is no crossing guard across this driveway, if students were to be walking on a sidewalk on the south side of Middleton Road.

#### Enforcement Issues

Stow and Middleton Roads have speed limits of 35 mph, and Stow Road has no stop sign or traffic signal at the Middleton intersection. School zone lights are active on these roads, but while there is no written evidence to indicate that drivers are ignoring this zone. Safe Routes Hudson Committee members and public input reports common disregard for school zone restrictions and frequent speeding on Stow Road in front of the school.

#### Attitudes

1. (not changeable)  
Pre-school children are too young to bike or walk to Ellsworth Hill.
2. (not changeable)  
Second graders are too young to bike or walk alone to this school.
3. (not changeable)  
The routes to this school are too long and too dangerous for elementary children to bike or walk alone to this school. Other factors make it difficult for parents to chaperone child to this school.
4. (not changeable)  
Weather during most of the school year is not good for walking or biking very far to school.

#### Operational

1. (changeable, but difficult; make buildings multi-grade)  
Each elementary building serves only 1-2 grades, and school start/stop times are different for each building. Different age children going to different school buildings split parents' focus. For example, a parent cannot chaperone a second grader walking to Ellsworth Hill around 8:30am and make sure a fifth grader gets on the school bus to East Woods around 8:30am also. In addition, because school buildings only serve 1-2 grades, the concentration of students walking or biking to Ellsworth Hill can be very low and the concentration of students at another school building bus stop can also be low. This makes it difficult to find other parents to share chaperone duties.
2. (changeable, requires removal of other barriers to be effective)  
School bus parking lot entrance/exit on Middleton Road has no safe crossing route. There are more buses than available spaces in this bus lot, so there are always buses exiting and entering. There is no crossing guard across this driveway, if students were to be walking on a sidewalk on the south side of Middleton Road.

## School Travel Plan: Safe Routes Hudson Section 6 – Barriers to Student Travel

### 3. (changeable, but difficult)

School requires a written note each day for a student to walk or bike to/from Ellsworth Hill. Ellsworth Hill students are not permitted to leave school without a guardian or guardian approved adult supervision. The effective bus policy is that if students skip taking the bus in good weather, the bus stop at their house may be eliminated. Switching back and forth with bus use may be better accommodated by students using a nearby bus stop.

Figure 3 Ellsworth Hill Elementary Grades Pre-K



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale  
1 inch = 333 feet  
6/22/2011

### McDowell Elementary (grade 3)

McDowell Elementary is located at 280 North Hayden Parkway and is in the far northeast corner of the campus. McDowell Elementary is home to approximately 330 students in grade three. The school is bordered by East Woods Elementary to the south, athletic fields to the west, and residential development to the north and across North Hayden Parkway to the east. North Hayden Parkway intersects with Hudson-Aurora Road approximately 750 north of the school.

The school has two access drives along North Hayden Parkway. The northernmost drive is one-way, only providing access towards the school while the southernmost drive is one-way towards North Hayden Parkway. A parking lot is located just southeast of the school. McDowell's arrival and



Bike racks at McDowell Elementary

## School Travel Plan: Safe Routes Hudson

### Section 6 – Barriers to Student Travel

dismissal is shared with East Woods. Parent drop-off/pick-up for both schools is located in McDowell's loop drive. All buses drop-off/pick-up in the loop drive in front of East Woods. A 500 foot long pedestrian pathway connects the two schools. McDowell is the only school on the campus not connected to the internal campus drives.

Sidewalks are located throughout the school grounds and along the west side of North Hayden Parkway. The school has bike racks located near the front entrance adjacent to the parking lot (capacity=52).

#### Committee Identified Barriers

##### Physical Barriers

- \* Very limited signage at McDowell about student pick-up and drop off to instruct drivers.
- \* Limited marking of pedestrian crossing within school property, faded or not in place.
- \* Bike racks at McDowell and East Woods are in disrepair.
- \* No left turning lane on North Hayden increases congestion.
- \* "School Zone" painting on roadway is not repeated at each school to remind drivers.

##### Enforcement Barriers

- \* Speeding,
- \* Snow removal on sidewalks.

##### Attitude Barriers:

- \* Encourage car-pooling of pick-up and drop-off (less traffic=safest for everyone)
- \* School-related injuries and accidents, kidnappings, are very rare occurrences that media seem to celebrate.
- \* Little tie-in between "gym" class curriculum and active transportation to school for students.

##### Operational Barriers:

- \* School crossing guards didn't know school's policies/procedures for student transportation.

##### Suggestion:

- \* Initiate a "buddy/friend" system for groups of kids from all schools to travel together. It's safer & kids with phones these days makes this pretty easy.
- \* Prohibit left turns from North Hayden into school driveways.



# School Travel Plan: Safe Routes Hudson

## Section 6 – Barriers to Student Travel

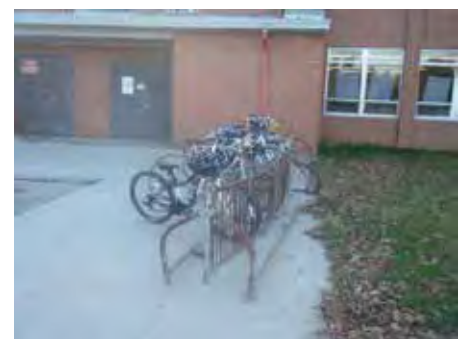
Figure 4 McDowell Elementary Grade 3



### **East Woods Elementary (grades 4-5)**

East Woods Elementary is located at 120 North Hayden Parkway and is situated between McDowell Elementary and Evamere Elementary on the east side of the campus. East Woods Elementary is home to 715 students in fourth and fifth grades.

The school has one main access drive on North Hayden Parkway. As you enter the school property the drive splits. The right fork is one way and provides access to the teacher parking lot and then continues in front of the school. The left fork is two-way and connects with the other fork to create a loop road. The drive continues to the west of the school to provide access to the natatorium, which is connected to East Woods Elementary. Just beyond the natatorium is the access point to one of the campus drives which provides access to the Middle School, Evamere Elementary, and the athletic fields.



**Bike racks at East Woods Elementary**

Sidewalks are located throughout the school grounds and there are pathways that connect to both McDowell Elementary and Evamere Elementary. Additionally, sidewalks are located on one side of the campus drive and provide direct connection between East Woods and

## School Travel Plan: Safe Routes Hudson

### Section 6 – Barriers to Student Travel

Hudson Middle. There are three sets of bike racks at East Woods: one bike rack is adjacent to the pathway between East Woods and McDowell (capacity=31) and two racks on either side of the walkway into the commons at East Woods (capacity=104).

#### Committee Identified Barriers

##### **PHYSICAL BARRIERS**

##### Roadways

- Children need to cross driveway that leads into staff parking lot;
- Students who walk from houses to the west near access road need to cross the road because sidewalk is only on one side of road... concern with children having to look around parked cars and crossing in front of busses;
- Issue of children needing to cross major roads such as North Hayden Parkway, Hudson-Aurora Road, Route 303, Rt. 91/Prospect;
- Lack of sidewalks/bike path on 91, at Chadd's Ford, Morse Road, Middleton, Valley View, Boston Mills, under railroad bridge at Owen Brown, Barlow Road, Stow Road, Stoney Hill Drive/Colony Park area, east side of North Hayden Parkway...;
- No crossing guard at McDowell or at N. Hayden/Hudson-Aurora Road;
- Cars trying to find break in traffic so that they can pull out at North Hayden/Hudson-Aurora Road do not necessarily pay attention to the fact that children are trying to cross there;
- Crosswalk at Hudson-Aurora Road and Hudson Park Drive is challenging for children to cross by themselves;
- Herrick Park Drive and Hudson-Aurora intersection is dark – no lights.

##### Traffic

- too much;
- cars on walkways (especially for children using sidewalk at Evamere);
- too many cars on and around school property;
- traffic not stopping to let pedestrians cross at crosswalks... for example, on 303 at crosswalks without traffic lights;
- high traffic at Oviatt Street and Hudson-Aurora Road intersection;
- heavy traffic/congestion.

##### Sidewalks

- would like sidewalks where all walkers live in the "gray zone";
- lack of sidewalks on Weir Drive and Glen Echo;
- sidewalks not plowed or shoveled;
- lack of ramps for bikes to get on/off curbs;
- sidewalk maintenance;
- sidewalks blocked at corners (for example, North Hayden and Hudson-Aurora) by snow mounds from street plows creating situations where students have to walk in streets.

Blind spot for vehicles traveling area by East Woods swimming pool and back lot due to curve in the lot and cars parked along the curve.

Need increased police presence on North Hayden Parkway.

## School Travel Plan: Safe Routes Hudson

### Section 6 – Barriers to Student Travel

Pedestrian-bus-car safety issues... parents talking on cell phones/texting while driving in school parking lots.

Lack of streetlights.

Lack of caution lights on North Hayden Parkway.

#### **ENFORCEMENT ISSUES**

Speeding issues

- cars traveling too fast create danger;
- speed limits not enforced;
- speed limit not enforced on North Hayden Parkway;
- drivers speed on North Hayden Parkway;
- need for speeders to be fined.

Crossing guard at Simon/North Hayden Parkway reports regular problems with limiting vehicular traffic into East Woods.

Snow removal ordinance needs to be enforced.

Unauthorized traffic on access road between East Woods and Middle School.

#### **ATTITUDES**

Age of children.

Lack of friends who want to bike/walk to school.

#### **OPERATIONAL**

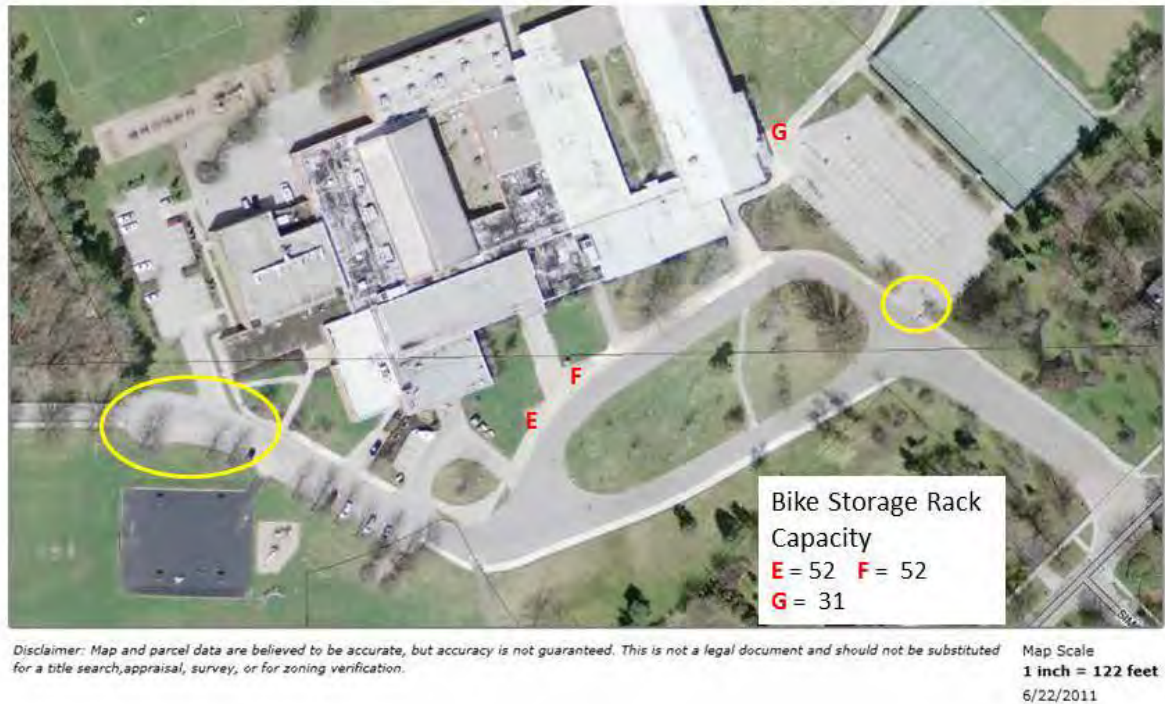
Staggered school dismissal times.

School start times... too dark when children are walking/riding to school.

Time... after school commitments.

## School Travel Plan: Safe Routes Hudson Section 6 – Barriers to Student Travel

Figure 5 East Woods Elementary Grades 4 & 5



### Hudson Middle School (grades 6-8)

Hudson Middle School is located at 77 North Oviatt Street and is positioned on the far west edge of the campus. Hudson Middle is home to 1,200 students in sixth, seventh, and eighth grades. The school is set back approximately 250 feet from North Oviatt Street. The Hudson Historic District is located just west of the school and the streets are laid out in a grid format. North Oviatt Street intersects both Aurora Street (which becomes Hudson-Aurora Road further east) and SR 303, both of which are major vehicular corridors in Hudson. Both of the intersections are stop-controlled for North Oviatt Street traffic while the other streets have continuous movement.

The school has two access points: Franklin Street, which enters the school site from Aurora Street to the northeast of the school, and North Oviatt Street. An access drive traverses the north side of the building and connects Franklin Street (and Aurora Street) with North Oviatt Street. This school was formerly the High School, so it has ample parking provided on the north side of the building and along the access drive to Franklin Street. One of the campus drives is accessible where the access drive meets Franklin Street. Parent drop-off/pick-up is located on the western side of the parking lot just north of the main entrance. No vehicular traffic is allowed during



Parent and Bus pick-up at Hudson Middle School



## School Travel Plan: Safe Routes Hudson

### Section 6 – Barriers to Student Travel

arrival and dismissal at the North Oviatt entrance other than buses.

Sidewalks are located throughout the school grounds and they continue along one of the access drives towards East Woods Elementary. Additionally, sidewalks are located along an access drive to the back of the school (south side) from Elm Street. There are three sets of bike rack at the Middle School: one at the south entrance via Elm Street (capacity=26) and two racks near the northern entrance adjacent to the parking lot (capacity=90).



**New sidewalks constructed near the Natatorium at East Woods Elementary**

#### Committee Identified Barriers

##### Barriers:

1. Distance – reviewing the material, it appears that the number one barrier is distance.
2. Street Lights – during certain times of year, it is dark in the morning and the street and sidewalk lighting on Oviatt and Elm Street are very poor.
3. Safety of the Student Drop off traffic – there are three main ways a student can be driven and dropped off at school: Franklin into the parking lot, Oviatt (and many parents turn their car around on that street) and Elm Street into the back of the school. This causes so much traffic around the school without much consistency in the flow of traffic.
4. Sidewalks – there are sufficient sidewalks to and around the Middle School but the barrier is the maintenance of the sidewalks that make them safe and cleared (snow) for walking.
5. Cross Walks – are not clearly marked near the school and do not have a sufficient signage to allow walkers the right of way.
6. No Crossing Guard at Hudson Aurora or Rt 303 and Oviatt – the schools start time is during rush hour and the traffic is high.
7. Not enough Bike Racks and insufficient area to store helmets, etc.
8. Inadequate room for students to stand and walk at the school parking lot student drop-off lane; the raised platform is too narrow.

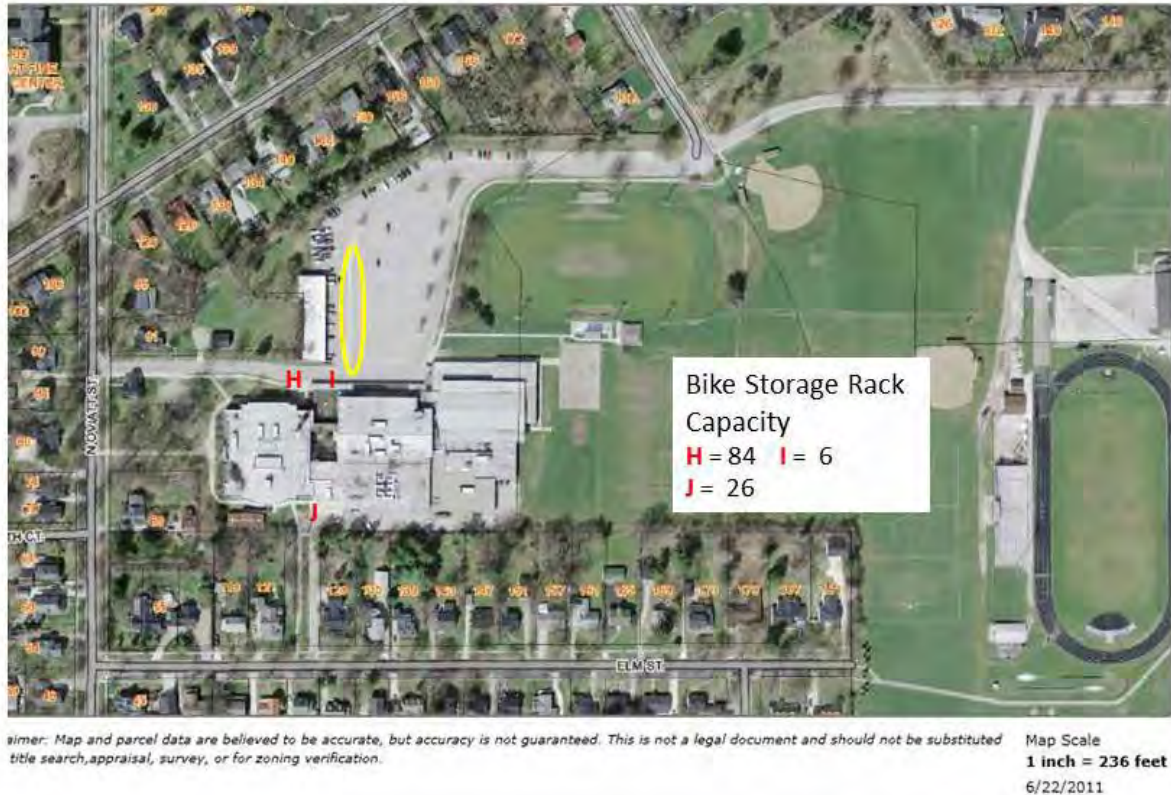
##### Solutions:

1. Distance can be solved by selecting a meeting place within 1 – 2 miles of the school for parents or bussing to drop off students to then walk to school from there.
2. Improve the street/sidewalk lighting by installing efficient lighting that would come on in the morning prior to school start time.
3. There should be one way to drop off students in the morning and at the end of school. The walkers/cyclist will be familiar with the route in and out of the school that the cars will be traveling. I suggest entering through Franklin.
4. Sidewalks should be a priority for clearing of snow and maintaining a safe surface, recommend improving the city budget to consider taking care of the surrounding sidewalks.
5. Clearly mark cross walks and provide signage that allows the walker the right of way (like Main Street).
6. Hire a crossing guard at Hudson-Aurora Road, Rt 303 and Oviatt.

## School Travel Plan: Safe Routes Hudson Section 6 – Barriers to Student Travel

7. Improve condition of the bicycle racks and designate a storage area for helmets.

Figure 6 Hudson Middle School Grades 6 - 8



### Field Work/Walk Audit

Current conditions within the Hudson City School District were inventoried for Evamere Elementary, Ellsworth Hill Elementary, McDowell Elementary, East Woods Elementary, and Hudson Middle schools. This process included creating maps of the areas surrounding each of the schools and completing walk audits of the campuses and surrounding walkable areas. Walk Audits were conducted on November 8, 2011, to observe existing conditions as well as dismissal patterns and the Safe Routes Hudson Team assembled for a discussion of barriers and potential solutions in the morning. Attendees of the morning meeting included: Tom King (Community Development Director, City of Hudson), Laura Jones (Citizen), Kelly Kempf (Director of Pupil Services, Hudson City Schools), Derek Cluse (Business Manager, Hudson City Schools), Cheryl Rauch (Co-Director, Hudson Community First), Tom Sheridan (City Engineer, City of Hudson), Chris Surma (SRTS Coordinator, ODOT District 4), and David Shipps



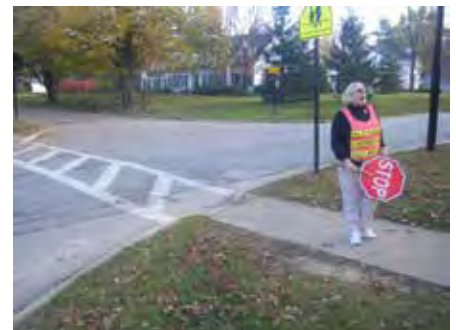
## School Travel Plan: Safe Routes Hudson Section 6 – Barriers to Student Travel

(TranSystems Corporation). Attendees at the Walk Audits in the afternoon included: Tom King (Community Development Director, City of Hudson), Laura Jones (Citizen), Leslie Daly (Citizen), and David Shipps (TranSystems Corporation).

### General Observations

Parent Surveys and Travel Tally's were completed for the five Hudson schools in April/May 2011. The major reasons given as to why parents do not allow their children to walk or bike to and from school were: distance to school, weather, traffic volumes and speed of traffic, safety of crossings, and the lack of sidewalks. Some of the key observations in relation to walking and bicycling to all of Hudson's schools include:

- ü Hudson City Schools provides transportation for all students except those who live within established walk zones surrounding the school building to which they are attending. The walk zones are as follows: half mile (K), one mile (1-5), one and a half miles (6-12).
- ü The City of Hudson employs crossing guards during school arrival and dismissal at four locations: North Hayden Parkway and Victoria Parkway (between East Woods and McDowell), North Hayden Parkway and Simon Lane (at the East Woods access drive), North Hayden Parkway and SR 303 (signalized location just south of Evamere), and North Oviatt Street and SR 303. During the walking audit the members also learned that school officials or teachers at Evamere act as crossing guards to help students across the southernmost drive. Additionally, a second person directs bus and vehicular traffic in front of East Woods. The Safe Routes Hudson Team has recommended additional crossing guards in front of McDowell and at the North Hayden Parkway and Hudson-Aurora Road intersection.
- ü During the walk audit, discussions were held with the crossing guard located in front of East Woods. She mentioned that numerous kids cross at that location to be picked up (or dropped off) by their parents on Simon Road. The recommended drop-off/pick-up location is at McDowell Elementary. Additionally, there is a pathway further down Simon Road which connects to another residential neighborhood to the east. This pathway is utilized by numerous children daily and is located on private property, but the owners allow the children to utilize the connection.



**Crossing Guard in front of East Woods Elementary**

## School Travel Plan: Safe Routes Hudson

### Section 6 – Barriers to Student Travel

- ü Since Hudson's schools each draw from across the district, each school has roughly 15% of its population within one mile of the school and 40-45% within two miles. Since four of the five schools are located on one campus, nearly 60% of the students within Hudson are not close enough to walk or bike to school. These children and their parents may appreciate options other than yellow buses or the family vehicle as a way to and from school. One such option is a remote drop-off/pick-up location.
- ü Throughout the day, there were numerous adults utilizing the existing sidewalks, trails, bike paths, bike lanes, and residential streets for exercise or shopping throughout Hudson. In fact, on every street the team encountered at least one pedestrian or bicyclist. The amount of pedestrians and bicyclists shows that the general attitude for adults is positive toward walking and biking, not only for access to shopping, but also for general health and fun.
- ü Downtown Hudson and the surrounding historic residential areas have pedestrian accommodations throughout. Most streets have sidewalks on both sides and crosswalks are clearly marked for both pedestrians and drivers. This area coincides with the original village, which was merged with the surrounding township in 1994. The former township area is plagued with intermittent sidewalks. Most residential neighborhoods have no sidewalks; however, the streets are wider (most without curb and gutter) and generally speaking are safe for pedestrian and bicycle activities of all ages. Several of the major streets, such as Stow Road, Hudson-Aurora Road, SR 303, and SR 91, only have sidewalks on one side of the street. North of the Ohio Turnpike, east of North Hayden Parkway, south of Veterans Way, and just west the SR 303 and Boston Mills Road split the sidewalks are almost non-existent. The City is prioritizing sidewalks, trails, and bike lanes for these areas, but most are more than a mile or two from the closest school.



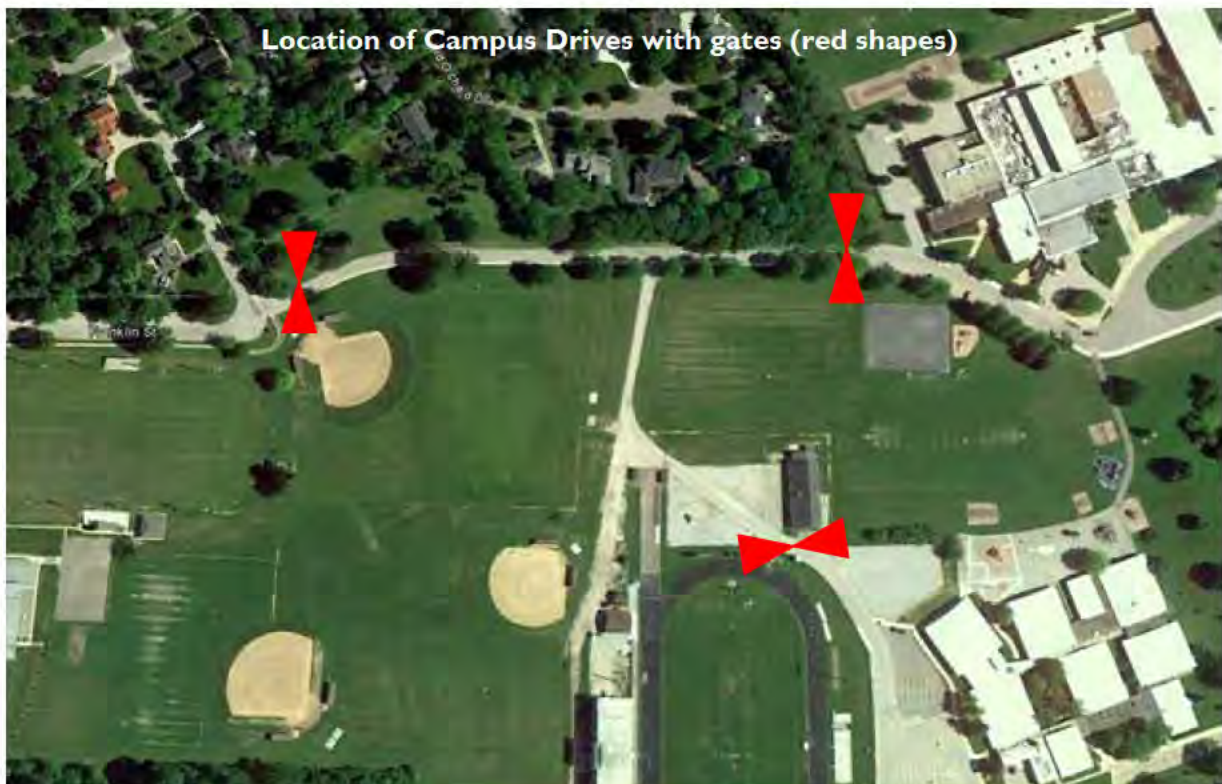
**Pedestrian crosswalk along SR 91  
in Downtown Hudson**



## School Travel Plan: Safe Routes Hudson Section 6 – Barriers to Student Travel

- ✓ In speaking with the Safe Routes Hudson Team it became apparent that the City and School District place a focus on vehicular traffic movement at the schools. This focus appears to be a result of the high number of parent drop-offs/pick-ups and the real or potential disturbance with yellow buses. Unfortunately, this policy appears to encourage more vehicular traffic in lieu of encouraging active transportation (walking and biking).

Another concern is the general flow and speed of traffic through the campus drives. All three of the access points to the drive are blocked by a vehicular gate; however, on the walk audit, the gate behind Evamere was witnessed to be open, while the other two were closed. Additionally, the gates appear to automatically open at a certain time in the afternoon (did not witness AM), thus allowing anyone to utilize the drives. Walk audit participants stated that buses, parents, and high school students (accessing athletic fields) all drive down these drives at high speeds to avoid traffic on North Hayden Parkway or other adjacent streets. Numerous walkers were present during the walk audit, which makes the speeding and cut-through vehicles even more dangerous.



## School Travel Plan: Safe Routes Hudson

### Section 6 – Barriers to Student Travel

#### Assessment of Crash Data

Ohio School Crash Statistics were provided by ODOT for 2007-2009. This data shows that there were seven reported crashes city-wide. Of these, one reported no injury and the remaining six each reported one injury. Additionally, four crashes involved bicyclists and three involved pedestrians. All of the crashes were located within two miles of the schools. The bicycle crashes were located at the intersection of SR 303 and Atterbury just west of the railroad bridge (non-injury), SR 91 and Stoney Hill, Hudson-Aurora Road and Stow Road, and Aurora Street and Franklin Street. The pedestrian crashes were located at the intersections of SR 91 and SR 303, SR 91 and Colony Drive, and SR 303 and West Case Drive. There were no instances of multiple crashes in one location and none of the crashes involved a fatality. Of particular note are the two crashes on SR 91 between Stoney Hill and Colony (one bike and one ped) because SR 91 changes in character in this area from tree lined to more wide open, which may play a role in vehicular speed and visibility.

The traffic counts for roads near the schools were obtained from the Akron Metropolitan Area Traffic Study (AMATS) and are shown in **Table 1**. In general, the numbers are relatively low, so they don't seem to be a major obstacle to active transportation in the community. Stow Road, SR 303, and SR 91 traffic numbers suggest that pedestrian crossings need to be properly sited, signed, and monitored during school arrival and dismissal (if possible).

<b>Location</b>	<b>Count (2010)</b>
Aurora Street (near Franklin Street)	4,290
Hudson-Aurora Road (near High School)	4,800
Stow Road (north of Hudson-Aurora)	8,170
Middleton Road (west of Stow Road)	4,530
SR 303 (near North Hayden)	7,950
SR 303 (near Downtown)	9,840
SR 91 (north of Downtown)	13,870



## School Travel Plan: Safe Routes Hudson

### Section 7 – Recommendations

#### Recommendations

A comprehensive solutions strategy was developed consisting of general countermeasures for each of the 5 E's (Engineering, Encouragement, Education, Enforcement, and Evaluation). In general, the areas immediately around the campus and Ellsworth Hill Elementary have some infrastructure that encourages walking and bicycling to and from school. The recommendations being made will help improve upon these existing conditions while providing suggestions for areas that lack sufficient infrastructure. After improvements are made, a concerted effort on the part of the school and parents will be necessary to encourage more walking and bicycling among students.

The proposed countermeasures have been estimated with planning level costs for implementation as follows:

- ü Low Cost: \$20,000 or below;
- ü Medium Cost: \$20,000 to \$150,000; and
- ü High Cost: \$150,000 or above.

#### Infrastructure

##### Sidewalks/Pathways

*Problem: Several of the major streets such as Stow Road, Hudson-Aurora Road, SR 303, and SR 91 only have sidewalks on one side of the street.*

Proposed Countermeasure 1: Install approximately 815 feet of sidewalk on the south side of Prospect Street from the existing sidewalk at the Morse Road intersection to the existing sidewalk at the St. Mary's Church drive near Morning Song Lane. This would include the installation of ADA curb ramps with detectible warnings along with crosswalk paint at the driveway crossing. The sidewalk could be constructed entirely within the existing right-of-way.

Estimated Cost: Medium Cost (\$120,000 for the sidewalk and curb ramp improvements)

Proposed Countermeasure 2: Install approximately 1,700 feet of sidewalk to the south side of Middleton Road between Hudson Park Estates Drive and the western terminus of the existing sidewalk at Ellsworth Hill Elementary. This would include the installation of ADA curb ramps with detectible warnings along with crosswalk paint at Hudson Park Estates Drive. Additionally, a crossing would be constructed at the intersection of Winterberry Drive and Middleton along with ADA ramps, crosswalk paint, and appropriate signage. Due to grade variations on Middleton which could create sight distance issues, it is recommended to install pedestrian activated crossing signs. These signs should be highly visible and could include flashing lights. It is likely that the sidewalk project will require private property due to the lack of curb and gutter along Middleton and large drainage ditches.

## School Travel Plan: Safe Routes Hudson

### Section 7 – Recommendations

Estimated Cost: High Cost (\$250,000 for the sidewalk, curb ramp improvements, drainage improvements and paint, and \$25,000 for pedestrian activated beacons)

*Problem: Most of the residential streets in the vicinity of the main school campus have no sidewalks or only have sidewalks along one side of the street. Generally speaking, these streets are safe for pedestrian and bicycle activities; however, children may be forced to walk in the streets or cross at unmarked locations which creates unsafe conditions.*

Proposed Countermeasure 1: Install approximately 4,450 feet of sidewalk to the east side of North Hayden Parkway between Hudson-Aurora Road and SR 303. This would include the installation of ADA curb ramps with detectible warnings along with crosswalk paint at York Drive, Simon Road, and Victoria Parkway. The sidewalk could be constructed entirely within the existing right-of-way except for the segment across from Evamere Elementary near York Drive where there are slope issues that would likely warrant a retaining wall justification.

Estimated Cost: High Cost (\$190,000 – \$178,000 for the sidewalk and \$12,000 for the curb ramp improvements and paint)

Proposed Countermeasure 2: Install approximately 2,900 feet of sidewalk to the west side of Glen Echo Drive between Hudson-Aurora Road and Victoria Parkway. This would include the installation of ADA curb ramps with detectible warnings along with crosswalk paint at Bagley Drive, Tyre Drive, and Weir Drive. The sidewalk could be constructed entirely within the existing right-of-way.

Estimated Cost: High Cost (\$150,000 for the sidewalk, curb ramp improvements and paint)

*Problem: On the walk audit it was observed that several of the campus walking paths or sidewalks have missing segments. Additionally, some of the crosswalks are unmarked. Since numerous students from all of the schools utilize these campus pathways to walk or bike to and from school, they should be safe and accommodating.*

Proposed Countermeasure 1: Install approximately 850 feet of 10-foot wide multi-purpose pathway from the existing sidewalk behind Evamere Elementary, across the gravel parking lot north of the school, around the east and north sides of the field house, and the east side of the campus drive. There the pathway would connect to the existing sidewalk on the east-west campus drive between Franklin Street and East Woods Elementary. This would separate children from the bus and car traffic that utilize these campus drives.

Estimated Cost: Medium Cost (\$70,000)

## School Travel Plan: Safe Routes Hudson Section 7 – Recommendations

Proposed Countermeasure 2: Install ADA curb ramps with detectible warnings, crosswalk paint, and signage alerting drivers to pedestrian crossings adjacent to East Woods Elementary. These two locations connect existing sidewalks or pathways on either side of the access drive, but are not clearly marked. During the walk audit, the easternmost crossing was blocked by parked buses awaiting dismissal.



There was a teacher helping to direct traffic in the vicinity of the crossing; however, when questioned, they were unaware if someone was stationed there every day. During the walk audit, the team witnessed at least a dozen children utilizing these unmarked crossings. The easternmost crossing is a major pathway between East Woods (and the Natatorium plus McDowell) and Evamere.

Estimated Cost: Low Cost (\$12,000)

*Problem: Ellsworth Hill Elementary is the newest school and has sidewalks along Stow Road and a portion of Middleton Road; however, the school property backs up to Hudson Park Estates and numerous students live in the neighborhood. There appears to be a park or open space easement which could accommodate a walking path between the school and the neighborhood which may encourage parents to walk to school with their children.*

Proposed Countermeasure: Install approximately 925 feet of 10 foot wide multi-purpose pathway from the existing sidewalk adjacent to the playground just south of the school to an existing easement connecting to Parkside Drive. The pathway would be constructed on school property and park/open space for the Hudson Park Estates neighborhood. Signage should be installed on Parkside Drive to notify drivers of the pathway.

Estimated Cost: Medium Cost (\$50,500 for the pathway and signage)

### General Infrastructure

*Problem: Walk audit participants stated that buses, parents, and high school students (accessing athletic fields) all drive down the internal campus drives at high speeds to avoid traffic on North Hayden Parkway or other adjacent streets. Numerous walkers were present during the walk audit, which makes the speeding and cut-through vehicles even more dangerous.*

Proposed Countermeasure: Install speed feedback signs with the posted speed limits along the east-west drive between the Middle School and East Woods Elementary.

## School Travel Plan: Safe Routes Hudson Section 7 – Recommendations

Estimated Cost: Low Cost (\$20,000)

*Problem: There are no 20 MPH school zone beacons along North Hayden Parkway in the vicinity of the three elementary schools or along North Oviatt Street near the Middle School. These beacons notify drivers of the school zone and should be in operation during all arrival and dismissal times.*

Proposed Countermeasure 1: Install 20 MPH school zone beacon signs on North Hayden Parkway just south of Evamere Elementary (to alert northbound traffic), on Victoria Parkway prior to the North Hayden intersection (to alert westbound traffic), and on North Hayden Parkway prior to McDowell Elementary (to alert southbound traffic).

Estimated Cost: Medium Cost (\$37,500)

Proposed Countermeasure 2: Install 20 MPH school zone beacon signs on North Oviatt Street just south and north of the Middle School.

Estimated Cost: Medium Cost (\$25,000)

*Problem: All of the bike racks at McDowell, East Woods, Evamere, and Hudson Middle are in poor condition and need to be replaced.*

Proposed Countermeasure: Each of the schools should replace their existing bike racks with new multi-bike racks for durability and efficiency.

Estimated Cost: Low Cost (\$500 - \$1,000 per rack storing 11 to 18 bikes)

*Problem: The Hudson Safe Routes Team mentioned that several students bicycle to school, even on days of poor weather. The bicycle storage area should be improved for these students.*

Proposed Countermeasure: Construct a roof over bicycle storage areas at East Woods and the Middle School to protect bicycles from precipitation while students are in school. Ensure that the roof does not create such an enclosed environment that it attracts unwanted behavior such as theft or vandalism.

Estimated Cost: Low Cost (\$10,000)

*Problem: The SR 303 and North Oviatt Street intersection was specified by parents and the Hudson Safe Routes Team as unsafe. This is mostly because of the amount of traffic along SR 303 and the lack of vehicular gaps in both the AM and PM.*

Proposed Countermeasure: Installing overhead flashing crosswalk warning/identification signage can provide an added warning to drivers of the upcoming crosswalk. These can range from a traditional crosswalk warning sign with flashing beacons to an LED crosswalk sign that can be triggered to flash when a pedestrian is crossing. Also include in-road "Yield to Pedestrians in Crosswalk" signs (similar to signs along SR 91 in downtown) to bring even more attention to this crossing and let drivers know that pedestrians are utilizing this crossing frequently. There is an existing crossing guard at this location in the morning and afternoon. Even with the installation of these signs, the crossing guard should stay at this

## School Travel Plan: Safe Routes Hudson Section 7 – Recommendations

location. However, if sidewalks are constructed along the north side of SR 303, this location should be re-evaluated to determine if a crossing guard is necessary.

Estimated Cost: Low Cost (\$10,000-\$20,000 total depending on signage chosen)

*Problem: At Evamere Elementary student drop off and pick up occurs at the back of school and bus transportation at the side of the school. Much conflict occurs with mixed traffic and buses stack onto North Hayden creating congestion and limited sight for pedestrians.*

Proposed Countermeasure:  
Better separation of parent vehicles and buses will reduce congestion and improve safety for pedestrians crossing traffic lines. Installation of 550 foot drive in front of the school will provide adequate bus storage opening visibility for pedestrians, relieving traffic congestion and vehicle conflicts. This will aid conditions when all day kindergarten is added to Evamere increasing the number of students at arrival and dismissal times.



Additionally, there are several locations where mature trees block existing street lighting or there is no street lighting present. The Hudson Safe Routes Team should consider where lighting is appropriate in the vicinity of the schools. The lighting should be consistent with approved City lighting and Historic District guidelines.

### **Non-Infrastructure**

Some of the infrastructure projects listed above will have to be implemented before more students can walk or bike to school. Without a safe path for non-motorized users to travel to school, it cannot be expected that more students will walk or bike.

However, infrastructure is not enough. Even though approximately 15-16% of students live within one mile (and 40-50% within two miles) of any of the schools, many parents may not allow their children walk or bike even if safe routes exist. It can be difficult to try something new for the first



## School Travel Plan: Safe Routes Hudson

### Section 7 – Recommendations

time, and that includes changing the way children travel to school. Additionally, even after that first time of walking or biking, parents can be drawn back to driving by the allure of the automobile. After all, a 10-minute walk can be a two-minute drive.

For this reason, non-infrastructure programs must become consistent parts of the school culture throughout each school, year after year. While driving may be easy, active transportation is economical and good for the environment. Most importantly, as rates of childhood obesity continue to increase, walking and biking are healthy. Incorporating walking and biking as normal parts of everyday life ensures that children get the exercise they need. Non-infrastructure programs such as encouragement and education can assist families in thinking about these issues and changing the transportation they use to and from school.

#### **Education**

*Raise public awareness of safe non-motorized travel to and from school and promote positive prevention measures. The aim of any educational program should be to build confidence in all those involved for the safety and security of the children.*

Student Videos: The Committee proposes a video series to promote several topics to students and parents on safe drop off and pick up procedures on campus, the fun and benefits of walking and biking to school, and safety tips for walking, biking and driving near schools. Proposed for the web and cable TV these videos need to feature students and be produced by a combination of students and professionals. Students conveying the information will encourage viewing and be a much more effective message.

Walking Program: A walking program could be established to educate children on safe walking habits. This program should be developed around school curriculum and rewards could be provided for completing the program. School “Walk-Smart” routes have been produced that establish recommended travel routes in order to encourage walking to school by providing a safe and efficient route to school. School crossing guard locations, crosswalk locations, and existing intersection controls are provided to inform students and parents of area conditions. “Walk-Smart” route maps would be distributed to each student at each school in order to educate students and parents on the appropriate route to/from their school.

Safety Town: Hudson already conducts an annual safety town for students entering kindergarten. It consists of two week, half day sessions located at Evamere Elementary School. Through the program, children are taught a number of safety issues including pedestrian, bicycle, and bus safety. Safety Town is coordinated by the Hudson Community Education and Recreation Department of the Hudson City School District, along with the Hudson Safety Forces. Encouraging, or even requiring, students to attend this before they begin kindergarten is a great way to get them to start learning pedestrian and bicycle safety from a young age. Safety Town is great learning event for pre-kindergarteners, but it may be beneficial to re-teach these safety techniques and situations for students in the third/fourth grade.



## School Travel Plan: Safe Routes Hudson

### Section 7 – Recommendations

Bike Rodeo: A Bike Rodeo is usually a bicycle safety clinic featuring bicycle safety inspections and a short safety lecture about the rules of the road. This is followed by a ride on a miniature “chalk street” course set up in a parking lot where young cyclists are shown where and how to apply the rules. Optional activities include helmet fitting, prizes and drawings, and, in some cases, commercial activities such as booths set up by bicycle shops. The main focus of a bike rodeo is cycling safety for young cyclists from kindergarten to eighth grade.

Rodeos are usually held a week or two after school is out for the summer. They are usually held on a Saturday in a large parking lot where a fairly large chalk course can be laid out with simulated streets, intersections, crosswalks, and stop signs. The participants are usually escorted through the course by knowledgeable adult cyclists who point out hazards and safety tips while explaining how to apply the rules of the road that were mentioned in the lecture. This initial lecture is best handled by local police officers, either assigned or volunteers, who are familiar with bicycle safety issues and who are cyclists themselves. These officers are frequently interested in participating in such events because they see crashes resulting from uneducated cyclists.

Student-to-Parent Education: It has often been observed on walk audits as well as noted by school officials that the students know and follow the proper “rules of the road” (cross in the crosswalk, look before crossing the street, etc.); however, when parents are involved, they do not follow the rules. Students may have learned these rules through a number of programs and activities that their parents may not have attended, so a great way to spread this education onto parents is by having their children teach it to them. One way that this can be done is by including a learning event during parent-teacher conferences and having children/students there to teach parents the rules of the road that they have learned throughout the year. Additionally, students can issue “citations” during arrival and dismissal to those parents that are breaking the rules. This is often a humbling experience for parents and often modifies their behavior.

Bike & Pedestrian Education Curriculum: The National Highway Traffic Safety Administration (NHTSA) has a “Child Pedestrian Safety Curriculum” that can be taught to students in grades K-5. The program is broken down into grade-appropriate lessons that build upon each other from year to year. NHTSA provides a teacher’s guide, lesson plans, learning assessments, and student response forms for each lesson level. For more information on this program, visit <http://www.nhtsa.gov/ChildPedestrianSafetyCurriculum>.

Education & Encouragement Campaign: Have activities throughout the year at all of Hudson’s schools to promote and encourage appropriate walking and bicycling behaviors to both students and parents. These events can be held during school hours as well as evening events that parents would be able to attend. Events can include:

- ü Walk to School Contests – rewarding students who walk to school the most out of a classroom or from the whole school with extra credit or breakfast with a local “celebrity.”
- ü “Frequent Walker Cards” – providing students with rewards from participating local retailers.

## School Travel Plan: Safe Routes Hudson

### Section 7 – Recommendations

- ü “Golden Sneakers” award – a prize that goes around the school at a chosen interval (weekly, monthly, etc) to the student or classroom who has walked the most miles or trips; additionally, golden sneakers markers can be used to mark preferred routes to school.
- ü Walk/Bike Across America – students keep track of the distance they walk or bicycle (figured by mapping the route they take from their house or a drop-off point to the school) and at a certain time each week, the class adds up their collective mileage and map it to see how far they've walked (teachers can incorporate lessons about the places their class has “walked” to). Classes can compete to see who has “walked” the farthest and the winning class can get a prize.

In addition to Safety Town, two education & encouragement programs that should continue:

- ü “One Mile Walking and Running Unit” is offered as part of the Physical Education (P.E.) classes at McDowell Elementary each year. The one-mile walk/run includes building student stamina in either walking or running a mile. All third grade students are provided with pedometers. Students are then encouraged to log the number of miles they walk each day during this curricular lesson. The unit was incorporated as part of the Presidential Fitness Program. The training culminates in having each of the 3<sup>rd</sup> grade classes complete a one mile run. Students are so proud of their accomplishment and family is invited to cheer them on during the run. Walking/running is encouraged throughout the lesson to promote healthier lifestyles for students.
- ü **Unicycle Club** has been offered at East Woods Elementary for the past several years. Approximately 20-30 students meet weekly for one hour prior to school starting. Students learn unicycle and the safety rules, then skills with various tricks including riding the five foot unicycle, navigating ramps, trampolines, carrying items, or forming trains. The students would then put on performances to music for the other 4<sup>th</sup> and 5<sup>th</sup> grade students as well as participate in the annual community Memorial Day Parade in Hudson. This club encourages a healthy activity and a unique lifelong skill for the students that participate.

Student Drop off Procedure: School Safety Committee has developed formal student drop off and pick up procedures to separate bus and car traffic on campus for pedestrian safety and to reduce congestion. Additional distribution and education will help compliance with the rules.

Bus Driver Education: Bus drivers are looking for ways to shorten route times and can eliminate stops for students no longer riding the bus. However, additional education and alternate procedures need to be considered to allow students to skip the bus and walk seasonally and not lose the ability to ride in inclement weather. Consolidating stops may address some situations.

Make sure to publicize all events in school newsletters, on the district's website, and even with the local media. There can even be a monthly “column” in the school newsletters and/or online detailing an SRTS event being held that month or just a key concept related to SRTS.

#### **Encouragement**

*Provide safe and effective methods to promote active transportation.*

## School Travel Plan: Safe Routes Hudson

### Section 7 – Recommendations

No Cell Phone Zone: Use of cell phones causes distracted drivers and unsafe conditions for pedestrians and drivers on school driveways, parking lots and near schools. Discouragement of cell phone use while driving should start with promotion and encouragement efforts following policy or legislation adoption by the School Board and City Council. Enforcement could follow after the initial education and enforcement campaign.

Walking School Bus: One way to encourage students to walk to school is by starting a walking school bus. The walking school bus is a group of children walking to school with one or more adults. The walking school bus can also take the form of a bicycle train with adults supervising children riding their bicycles to school. Walking school buses can be started by neighborhood parents and can grow to accommodate more students as interest grows. Adult supervision ensures a safer walk or bicycle ride to school for students while students benefit from exercise and fun with friends.

For safety precautions, the Hudson Police Department can provide background checks and fingerprint all volunteers. Volunteers are provided with vests that identify them as “drivers” and utilize walkie-talkies or cell phones so they can coordinate with other volunteers or police officers. The volunteers can either go door to door to pick up children or stand at designated stations. To keep the “drivers” motivated and involved, they can receive small incentives throughout the year which could include gift certificates or other items donated by local businesses. The volunteers increase the “eyes on the street” and can quickly identify problem intersections and criminal activity, as well as provide a feeling of safety and security for a group of children walking to school.

Walking/Biking days: Schools can establish a day of the week when walking and bicycling to school is especially encouraged and kids can walk to school with adult supervision. For example, every week on Wednesday, orange cones can be set up along the route to increase awareness to motor vehicle drivers that more kids will be walking this day and to highlight the path the students will be walking. Parents can be involved by volunteering to be assigned to a hazard area (street corner, street crossing, or slippery spot) or they can walk with their children to school. This is a great weekly walking event where kids can also spend more time with their parents. Information on the National Walk to School Day is available at <http://www.walktoschool.org/>.

Remote Drop-off/Pick-up Location: In situations where a majority of students are bused or are driven because they live far away (like is the case in Hudson), finding an alternative drop-off/pick-up location is a great idea. Buses and private vehicles can stop a few blocks away (up to a half mile) from the school in a parking lot that has safe pathways connecting to the school. There, students are greeted by adult volunteers (parents, grandparents, community members, law enforcement officials, or teachers) who walk with the children the remaining way to school. In Hudson, the site of the former elementary school on North Oviatt Street provides the perfect location for remote drop-off/pick-up. This site is only 650 feet away from the nearest school on the campus (Hudson Middle) and is less than a mile from the farthest school on the campus (McDowell) when traveling along the existing paths on campus. The school could “recruit” volunteers or perhaps parents would consider parking and walking with a group of students to/from school. There is parking at this location.

## School Travel Plan: Safe Routes Hudson

### Section 7 – Recommendations

#### **Enforcement**

*Prevent unsafe behaviors of drivers, pedestrians, and bicyclists while reinforcing active travel behaviors.*

Enforcement countermeasures would potentially include the following measures:

- ü Provide a visible presence for enhanced behavior of drivers, pedestrians, and bicyclists to deter dangerous activities.
- ü Periodically monitor the speeds of vehicles and enforce the speed limits, especially along North Hayden Parkway in front of the school campus.
- ü Provide guidance/education to pedestrians and motorists on traffic laws and necessary safety measures to follow when in school zones.
- ü Deploy speed trailers to further assist in the education and enforcement of the speed limits in the vicinity of the schools.
- ü Provide classroom education on the “rules of the road” and safely getting to and from school.
- ü Patrolling in winter months to make sure citizens are keeping their sidewalks clear of snow and enforcing fines if they are not complying.

The Hudson Safe Routes Team recommends adding a crossing guard on North Hayden at Hudson-Aurora Road. The North Hayden/Hudson-Aurora intersection is higher volume, specifically during arrival and dismissal, and students must cross the North Hayden leg to access the sidewalk on the west side of the road. One of the recommendations in this plan is the addition of sidewalks along the east side of North Hayden. If constructed, the crossing guard may not be necessary, but currently parents are concerned about letting their children utilize this crossing.

The school zone enforcement and education is a countermeasure that is anticipated to be combined with other enforcement, education, engineering, and encouragement strategies that are a part of the overall school travel plan.

#### Sidewalk Snow Shoveling

In Ohio, snow in the winter months poses a challenge for children walking and bicycling to school. With tight budgets in mind, cities across Ohio and the country have created ways to keep sidewalks passable after snowfall. In 1993, the Ohio Supreme Court ruled that a property owner is not liable when someone slips on snow or ice in front of their building, regardless of whether an attempt to clear the sidewalk was made. This differs from other states such as Massachusetts, where a Supreme Court ruling in 2010 declared that it is mandatory for home and business owners to clear the sidewalks in front of their property. If someone slips and falls, the Massachusetts ruling declared that a successful lawsuit can be filed.

The Ohio court decision does not negate local laws, however. Columbus and Centerville, for example, have longstanding city laws that state sidewalks must be cleared or a citation will be issued. Actual enforcement is often lacking though, as both cities acknowledge that they have never issued such a citation. In addition to an ordinance, Bowling Green has an assistance program

## School Travel Plan: Safe Routes Hudson

### Section 7 – Recommendations

for elderly citizens that are physically unable to shovel their sidewalks and cannot afford to pay for snow removal. These residents may qualify for a program in which local students volunteer their time to shovel snow-covered sidewalks. Centerville, Ohio also administers a list of volunteers to help those in need with snow removal.

Saint Paul, Minnesota provides a door hanger on its website that residents can place on neighbors' doors to kindly remind them of snow removal policies. It states, "Hi – I'm a neighbor who relies on sidewalks being clear of snow and ice so that it's easy to get around safely. Our city requires that snow be removed from sidewalks within 24 hours after a snowfall. Not clearing walks can cost you a lot in fines and fees, so please see the other side of this card for helpful tips and resources." In this way, negative consequences such as fines are used in conjunction with neighborly friendliness in order to encourage property owners to remove snow and ice.

Arlington County, Virginia and Salt Lake City, Utah have snow removal ordinances similar to many places. If snow and ice are not removed within 24-36 hours from the entire sidewalk in front of a person's property, a civil penalty of \$50-\$200 could result. The government may remove the snow or ice on private property when the owner fails to comply and charge the cost to the owner. In this case, negative consequences are used exclusively to encourage removal of snow and ice. As with other cities, people with disabilities are exempted from compliance and fines. To encourage compliance, Salt Lake City states, "Help others, volunteer your time and equipment to assist the elderly or disabled by contacting your local church or the Community Service Council."

The frequent answer to the problem of snow removal is to create an ordinance enforceable by law. However, additional programs should be instituted such as in Saint Paul in which kind, helpful encouragement from neighbors may be the best way to create passable sidewalks for children walking and bicycling to school. Volunteer shoveling programs for those in need can also result in clear sidewalks while utilizing students for the common good.

#### **Evaluation**

*Provide annual evaluation of program effectiveness and improve partnerships between the school district (including the individual schools) and local agencies.*

Pedestrian/Bicycle Counts: Pedestrian and bicycle counts can be collected yearly through a School Travel Tally Sheet filled out by home room teachers. This process can be used after the proposed countermeasures have been implemented to see how much the number of walkers and bicyclists to school rises.

Parent Surveys: Parent surveys were administered in April/May 2011 as one of the first steps of the School Travel Plan. To determine the effectiveness of any proposed countermeasure(s), follow-up surveys should be conducted yearly. The results of the surveys can identify which existing programs and/or designs require modification to address unmet needs. Specific focus should be placed on the type of measures that will increase a parent's perception of safety so they will allow or encourage their child to walk or bicycle to school.

## School Travel Plan: Safe Routes Hudson

### Section 7 – Recommendations

Speed Data and Traffic Infractions: The effectiveness of the proposed infrastructure countermeasures will be evaluated, in part, by the collection of speed data and traffic infractions. Speed counts will be conducted at or near locations where proposed countermeasures have been implemented and possibly where there is previous speed data, if available. “Before” and “after” data will be compared to determine possible benefits, such as lower traffic speeds and/or traffic volumes.

Speed Target Enforcement Program: The City of Hudson has a Target Speed Zone program where on designated and posted streets violations to speed limit results in additional traffic fines. Council can designate a Target Speed Zone when a petition is signed by 60% of the owners of property along the roadway in a prospective Target Speed Zone; the City Manager finds that a Target Speed Zone designation is warranted; and upon the finding by Council that a critical need for such designation exists. Once approved a Target Speed Zone is signed as a Speed Target Enforcement Program (S.T.E.P.) street. North Hayden Parkway adjacent to Evamere, East Woods, and McDowell is a S.T.E.P street.



School Travel Plan: Safe Routes Hudson  
Section 8

**Maps of School Routes and Solutions**

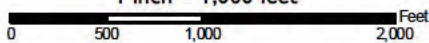




## City of Hudson Schools Solutions Map

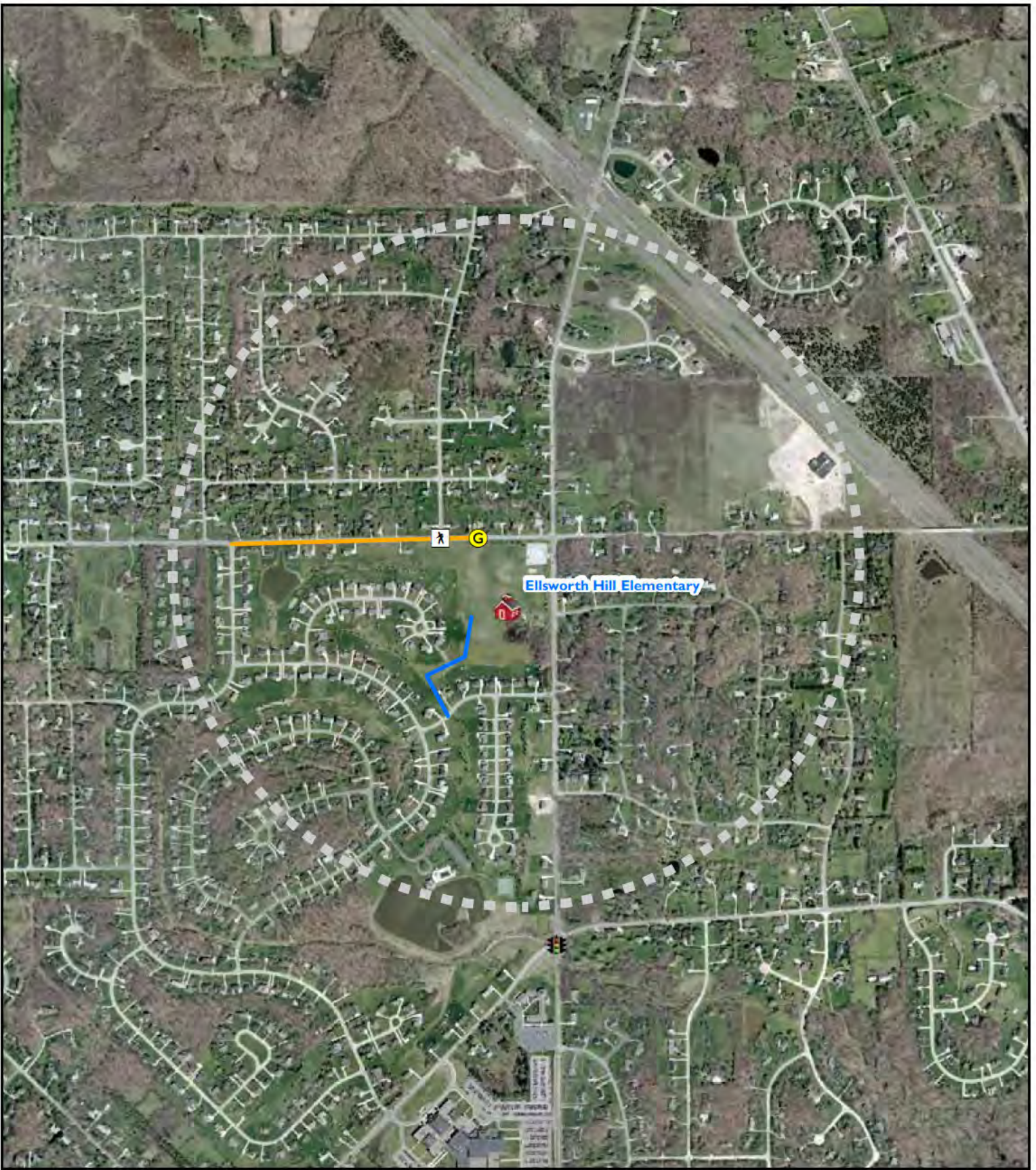


1 inch = 1,000 feet



- |  |                             |  |                                 |
|--|-----------------------------|--|---------------------------------|
|  | Proposed Beacon             |  | Proposed Bike Rack              |
|  | Proposed Crossing Guard     |  | Sidewalk Construction           |
|  | Proposed Crosswalk          |  | Multi-Purpose Path Construction |
|  | Proposed Overhead Crosswalk |  | Traffic Signal                  |
|  | Proposed Feedback Sign      |  | 1/2 Mile Radius                 |





### City of Hudson Schools Solutions Map



Proposed Crosswalk



Traffic Signal



Proposed Crossing Guard

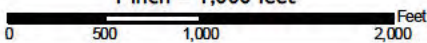


1/2 Mile Radius

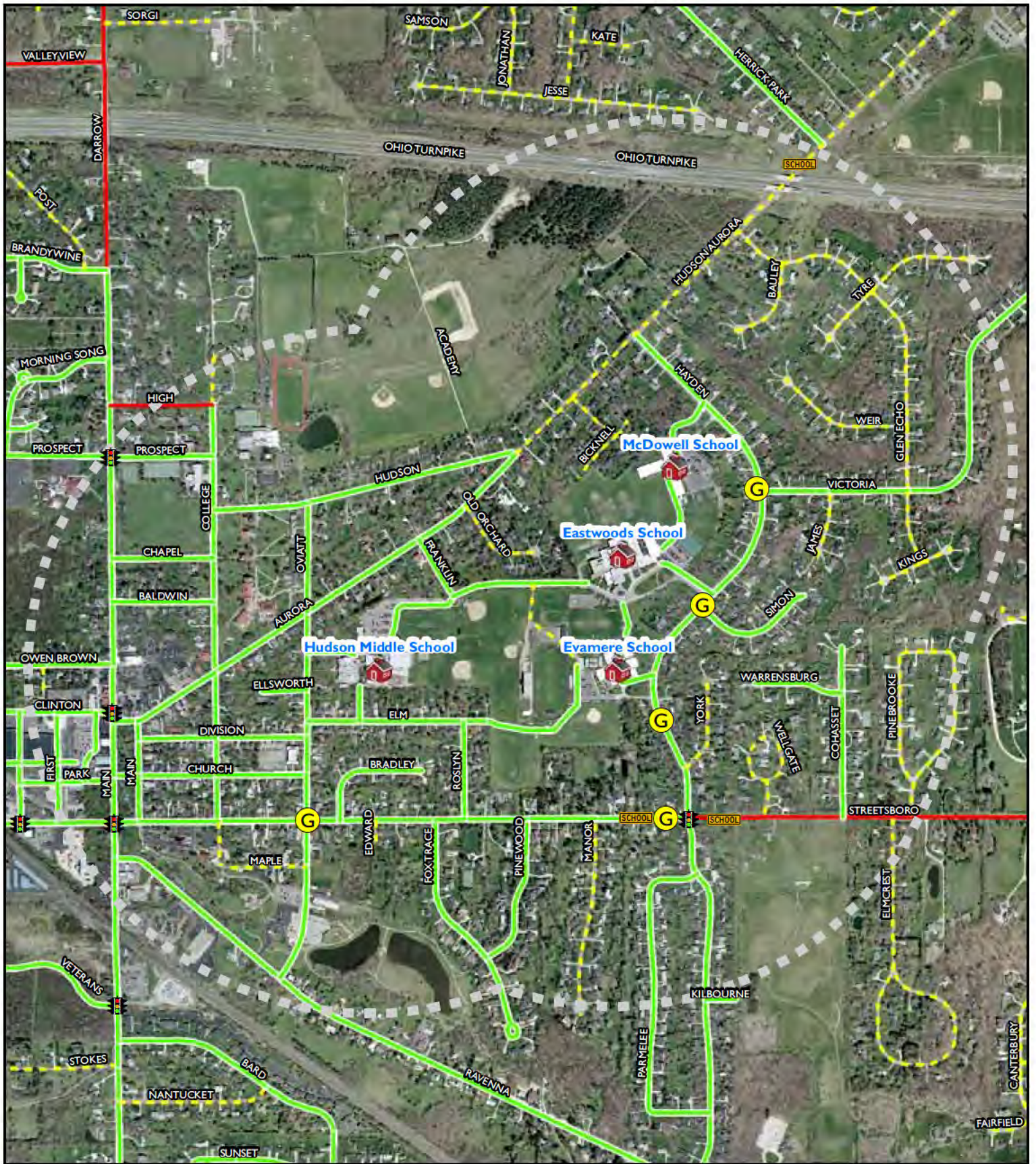
 Walking Path Construction

 Sidewalk Construction

1 inch = 1,000 feet







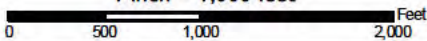
### City of Hudson Schools Walking Map



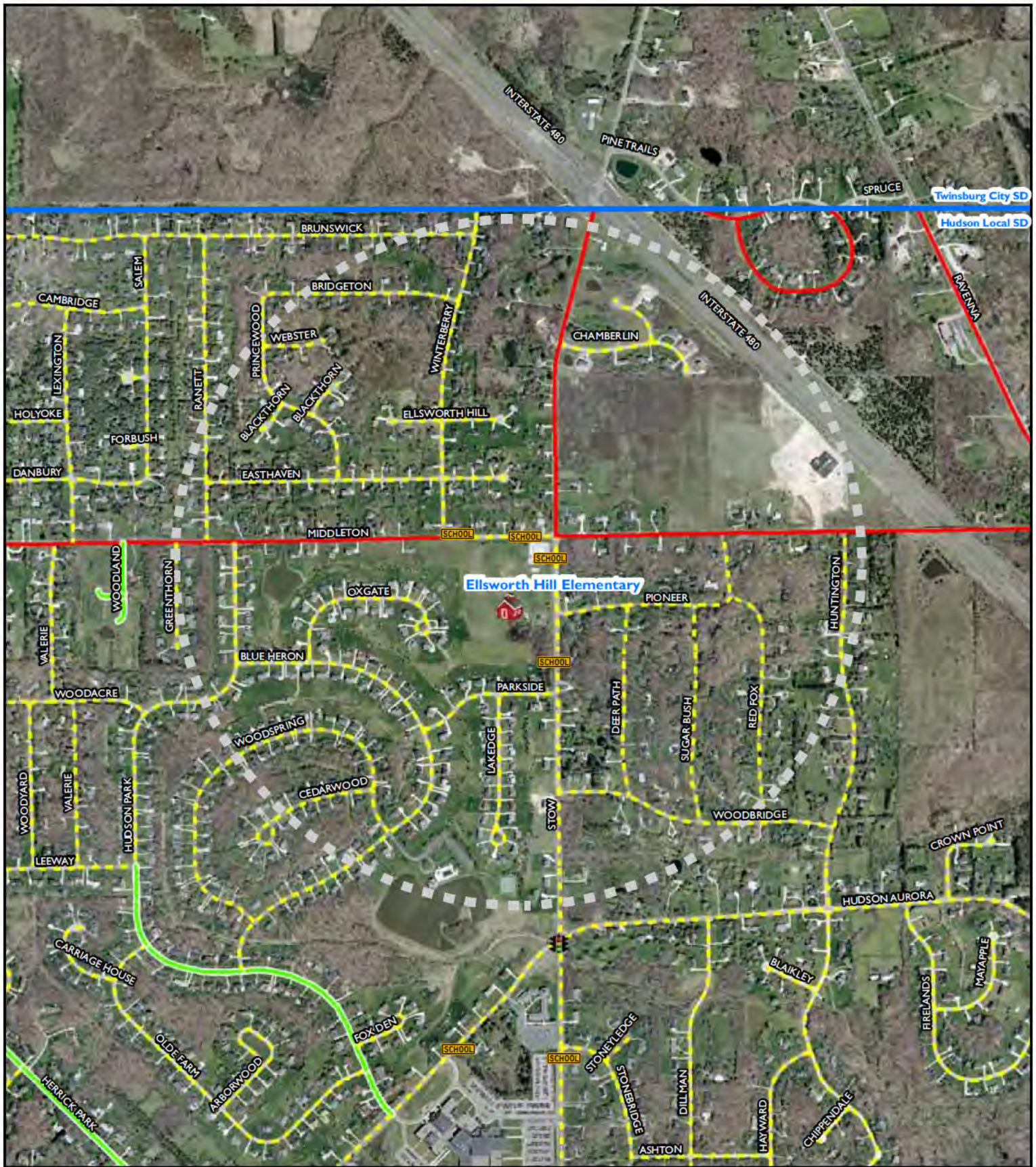
- Recommended Route
- - - Recommended Route with Caution
- Discouraged Route
- G Crossing Guard
- SCHOOL School Beacon
- Traffic Signal

1/2 Mile Radius

1 inch = 1,000 feet



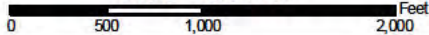




### City of Hudson Schools Walking Map



1 inch = 1,000 feet



- Recommended Route
- - - Recommended Route with Caution
- Discouraged Route
- School District Boundary
- Crossing Guard
- School Beacon
- Traffic Signal
- 1/2 Mile Radius



Section 9

Action Plan

School Travel Plan: Safe Routes Hudson

Strategy Type	Name	Strategy Detail	Status	Time Frame	Responsible Party	% of Students Affected	Cost Estimate	Possible Funding Source
Infrastructure Unfunded	Evamere Bus Staging Drive	Adding a 540' one way drive in front of Evamere to separate bus traffic from pedestrians and parent vehicles.	Proposed	Short term	Schools	20%	\$195,000	SRTS
Infrastructure	Prospect Street sidewalk	Add a 815' length of sidewalk to the south side of Prospect Street, west of Main Street to connect to sidewalks on each side and remove pedestrians from a busy street.	Proposed	Mid term	City	3%	\$120,000 \$93,137.10	STRS
Infrastructure	Middleton Road sidewalk	Add 1,700' of sidewalk to the south side of Middleton Road between Hudson Park Estates Drive and Ellsworth Hill school.	Proposed	Short term	City	3%	\$250,000 \$162,296.75	STRS
Infrastructure	North Hayden sidewalk	Add 4,450' of sidewalk to the east side of N. Hayden to direct students to enhanced crosswalks.	Proposed	Mid term	City	1%	\$190,000 \$329,403.25	STRS
Infrastructure In Progress	Glen Echo sidewalk	Add 2,900' of sidewalk to the west side of Glen Echo between Hudson-Aurora Street and Victoria Parkway.	Proposed	Short term	City	1%	\$150,000	STRS
Infrastructure Unfunded	School Campus pathway	Add 850' of multi-purpose pathway from Evamere rear sidewalk north to the east-west campus drive and walkway.	Proposed	Short term	Schools	10%	\$70,000	STRS
Infrastructure	East Woods campus crosswalks	Install marked, signed crosswalks across the internal driveway in front of East Woods school on routes used by students crossing between schools.	Proposed	Short term	Schools	5%	\$12,000	STRS or Schools
Infrastructure	Ellsworth Hill pathway AKA-Parside Drive	Install 925 feet of multi-purpose path from the Ellsworth Hill playground area through school and subdivision open space to Parkside Drive.	Proposed	Mid term	City & Schools	1%	\$50,000 \$47,444.10	STRS
Infrastructure	School Campus driveway	Install speed feedback signs and posted speed limits on east-west campus drive between East Woods and Middle School.	Proposed	Long term	Schools	5%	\$20,000	STRS
Infrastructure In Progress	N. Hayden School flashing sign	Replace School Zone Signs at north and south ends of N. Hayden with flashing beacons during school hours.	Proposed	Short term	City	75%	\$38,000	City or STRS
Infrastructure	N. Oviatt School Zone flashing sign	Add flashing beacon School Zone signs on N. Oviatt at the Middle School.	Proposed	Mid term	City	10%	\$25,000	City or STRS
Infrastructure In Progress	Bike Racks	Replace worn and damaged bike racks with new. Estimated at \$500-\$1,000 each.	Proposed	Short term	Schools	10%	\$6,000	STRS
Infrastructure	Bike Storage	Construct roof over bike storage areas at East Woods and the Middle School. Estimated at \$10,000 each.	Proposed	Mid term	Schools	3%	\$20,000	STRS
Infrastructure	Upgrade Oviatt crosswalk at 303	Install overhead flashing crosswalk sign for additional driver warning due to heavy Rte 303 traffic and lack of vehicle gaps, keeping crossing guard.	Proposed	Short term	City	2%	\$15,000	STRS or City
<b>Infrastructure Total</b>							<b>\$1.16 million</b>	

Existing School Walk to Winterberry-funded as part of the 2012 SRTS App.

Cost Estimate is From Hudson Park Drive to Winterberry



Section 9

Action Plan

School Travel Plan: Safe Routes Hudson

Strategy Type	Name	Strategy Detail	Status	Time Frame	Responsible Party	% of Students Affected	Cost Estimate	Possible Funding Source
Education	Student Video Series on Safe Routes	Create video online and cable TV as a series with topics including safe drop off and pick up procedures on campus, the fun and benefits of walking and biking to school, and safety tips.	Proposed	Mid term	Schools & Students	100%	\$6,000	SRTS
Education	Walking Program	A walking program could be established to educate children on safe walking habits. Developed around school curriculum rewards could be provided for completing the program. A brochure would be mailed to all households. "Walk-Smart" route maps is one idea for showing best, safest path including a display ad in the HJIB newspaper	Proposed	Short term	SRH	100%	\$10,000	STRS
Education	Bike Rodeo	Bike safety clinic with inspections, rules of the road, and mock street course.	Past program	Long term	SRH , HCER, or Schools	5%		
Education	Student to Parent Education	Students typically know proper safety rules, but parents often don't follow the rules. Structure opportunities for students to "teach" parents including a quiz. Students could issue "citations" to parents breaking rules	Proposed	Short term	SRH & Schools	100%	\$3,000	STRS
Education	Bike & Pedestrian School Curriculum	National Highway Safety Administration has a "Child Pedestrian Safety Curriculum" for students K-5.	Proposed	Mid term	Schools	100%		STRS
Education	Classroom Encouragement	Activities in school and at parent events: Walk to School Contests; Frequent Walker Reward Cards; Walk/Bike Across America Chart	Proposed	Short term	SRH	50%	10,000	STRS
Education	Bus Driver Education	Educate bus drivers on allowing "skips" by students on bus routes (seasonal walking).	Proposed	Short term	Schools	10%	\$0	
Education	Student Drop off Procedure	Educate parents on required locations/times for each school.	Proposed	Short term	Schools	40%	\$2,000	STRS
Education Programs Now Offered	Safety Town	Pre-K students attend 2 weeks of half day sessions on bike, pedestrian, and bus safety.	Current Program					
	One Mile Walking-Running Unit	3rd grade students build stamina to run or walk one mile. Each is given a pedometer and after tracking progress, one mile run event.	Current Program		Schools			
	Unicycle Club	Approximately 20-30 students participate in extracurricular activity.	Current Program		Schools			

## Section 9

## Action Plan

## School Travel Plan: Safe Routes Hudson

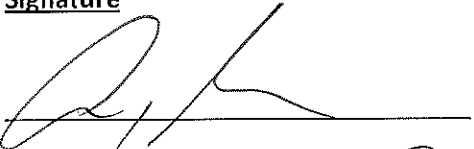
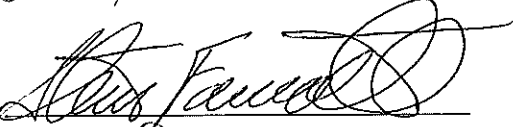

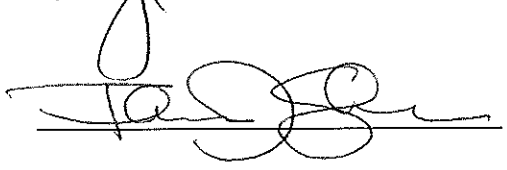
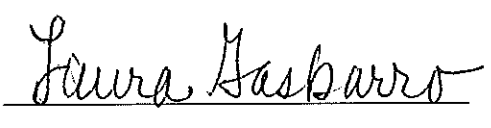
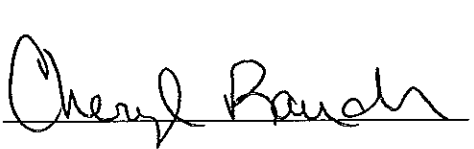
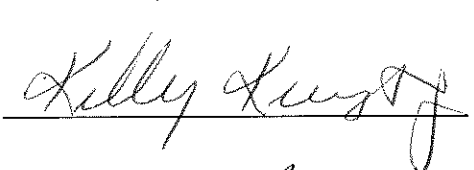


Strategy Type	Name	Strategy Detail	Status	Time Frame	Responsible Party	% of Students Affected	Cost Estimate	Possible Funding Source
Encouragement	Walking School Bus	Organize groups of students to walk together with adult supervision with a "schedule" and "stops". Volunteer "drivers" can where safety vests.	Proposed	Long term	SRH & Parents Group	2%	\$1,000	SRTS
Encouragement	Remote Drop off Pick up	Establish a satellite drop off point at former Hudson Elementary site (Oviatt & Division) or Barlow Community Center.	Further Study	Long term	SRH & Schools	8% (20% of HMS)	\$1,500	Schools & SRH
Encouragement	No Cell Phone Zone	Create and enforce no cell phone zones on school campus.	Proposed	Official Action	Schools & City	100%	\$2,000	City & Schools
Encouragement Program Now Offered	Walk/Bike to School Days	Held in May and October. Special rewards for students participating.	Current Program		SRH & Parent Group	10%	\$2,000	SRTS
Enforcement	Crossing Guard	Add crossing guard to Hudson-Aurora & Hayden intersection	Proposed	Mid term	City		\$8,000	SRTS first year
Enforcement	Assigned Officer	Visible presence to deter dangerous activity	Proposed	Mid term	City & Schools	100%		City
Enforcement	Speed Monitoring	Along North Hayden Parkway. Use of trailers "Your Speed Is XX". Enforcement as warranted.	Proposed	Short term	City	60%		City
Enforcement & Education	Classroom Education Rules of the Road	Education on rules for safely getting to school and home.	Proposed	Short term	Schools & SRH	100%	\$2,000	SRTS
Enforcement	Sidewalk Snow Shoveling	Educating property owners and use of fines to keep sidewalks clear of snow.	Proposed	Short term	SRH & City	5%	\$2,000	SRTS
Enforcement & Education	Guidance/education School Zones	Provide guidance/education to pedestrians and motorists on traffic laws and necessary safety measures to follow in school zones.	Proposed	Short term	SRH & Schools	100%	\$8,000	SRTS
Evaluation	Speed & Violations Data	Collect information before and after a speed awareness/enforcement program.	Proposed	Short term	City	15%	\$4,000	SRTS
Evaluation Programs Now Offered	Pedestrian/ Bicycle Counts	Counts have been made by teachers by a Safe Routes to Schools Tally Sheet.	Current Program	2X/ yr	Schools	100%	\$0	SRTS
	Parent Surveys	Survey to identify barriers to walking or biking to school.	May 2011	1X/ yr	SRH & Schools	100%	\$0	SRTS
	S.T.E.P.	Speed Target Enforcement Program offered by the City upon petition of property owners. In effect on North Hayden Parkway with signs. Speeding fines are increased.	Current Program		City	100%		City

Non-Infrastructure Total

\$61,500

**PLAN ENDORSEMENTS**

The Safe Routes Hudson Steering Committee enthusiastically endorses the process used to develop the School Travel Plan and its findings and recommendations submitted in 2011. Safe Routes Hudson is a community initiated project to promote walking and bike riding for a healthy Hudson. We support the efforts necessary to implement the recommended projects and programs.

<u>Program Area</u>	<u>Name and Title</u>	<u>Signature</u>
Enforcement	Anthony J. Bales City Manager City of Hudson	
Education	Steve Farnsworth Superintendent Hudson Local Schools	
Education	Derek Cluse Business Manager Hudson Local Schools	
Engineering	Thomas Sheridan City Engineer City of Hudson	
Encouragement	Laura Gasbarro Co-Director Hudson Community First	
Encouragement	Cheryl Rauch Co-Director Hudson Community First	
Evaluation	Kelly Kempf Director of Pupil Services Hudson Local Schools	
	Alex Kelemen Citizen Co-Chairperson	
	Laura Jones Citizen Co-Chairperson	
	Thomas E. King Community Development Director City of Hudson	