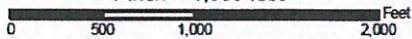


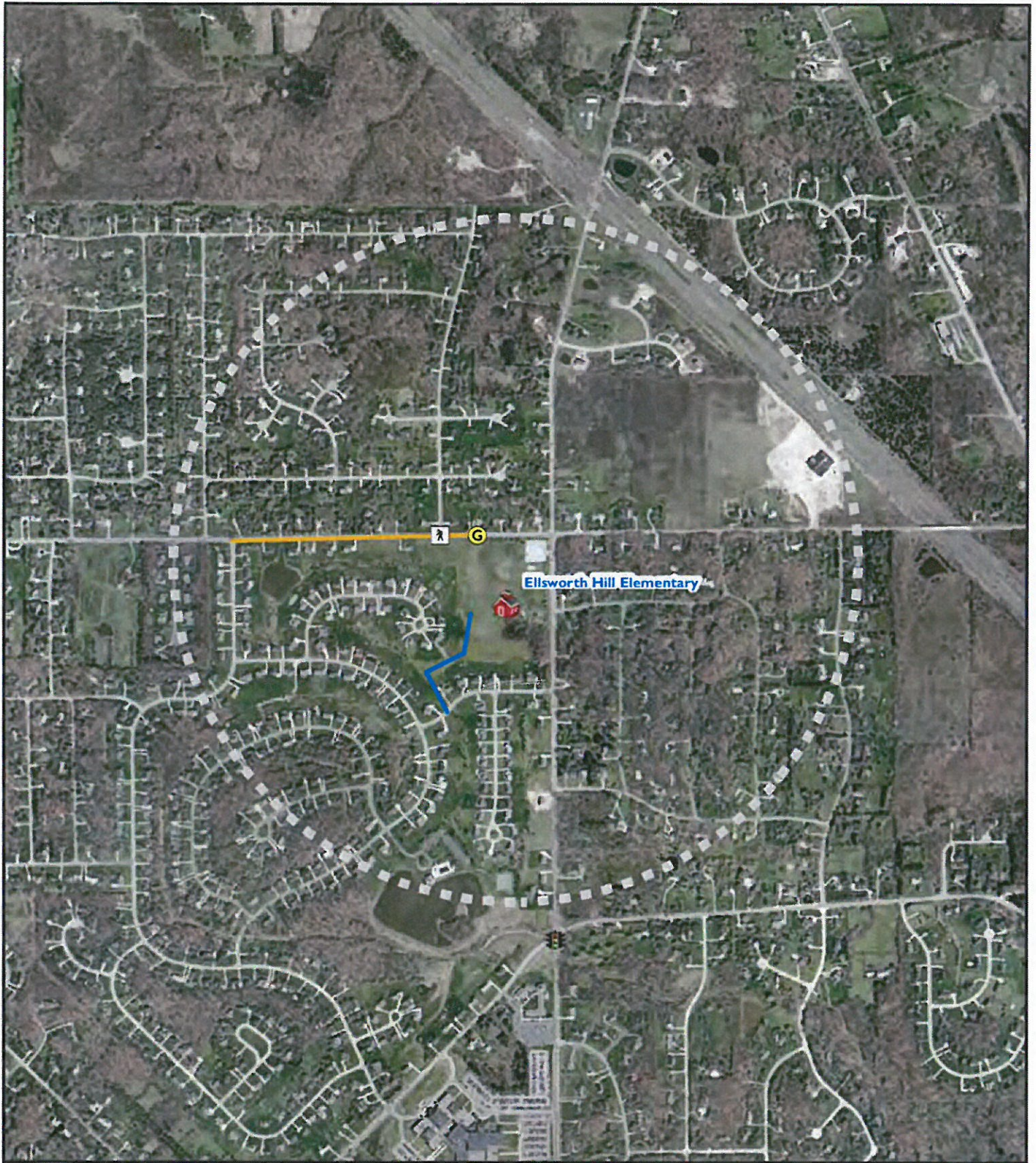
City of Hudson Schools Solutions Map



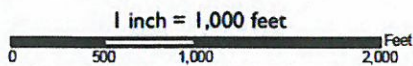
1 inch = 1,000 feet









- | | | | |
|--|-----------------------------|--|---------------------------------|
| | 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
-  Proposed Crossing Guard
-  Walking Path Construction
-  Sidewalk Construction
-  Traffic Signal
-  1/2 Mile Radius

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

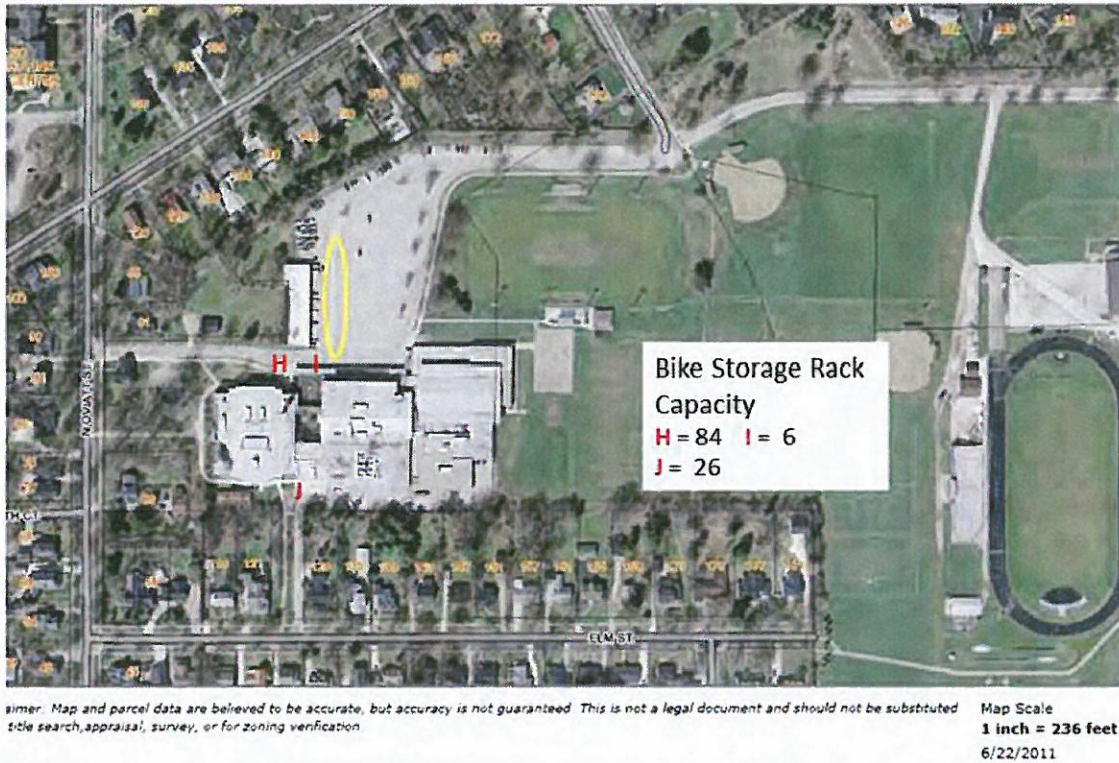
Some of the infrastructure projects listed above will have to be implemented before more students can walk or bike to school. Without a safe path for non-motorized users to travel to school, it cannot be expected that more students will walk or bike.

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 6 – Barriers to Student Travel

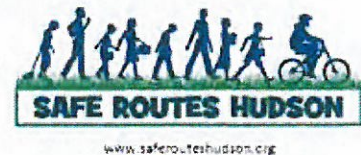
7. Improve condition of the bicycle racks and designate a storage area for helmets.

Figure 6 Hudson Middle School Grades 6 - 8



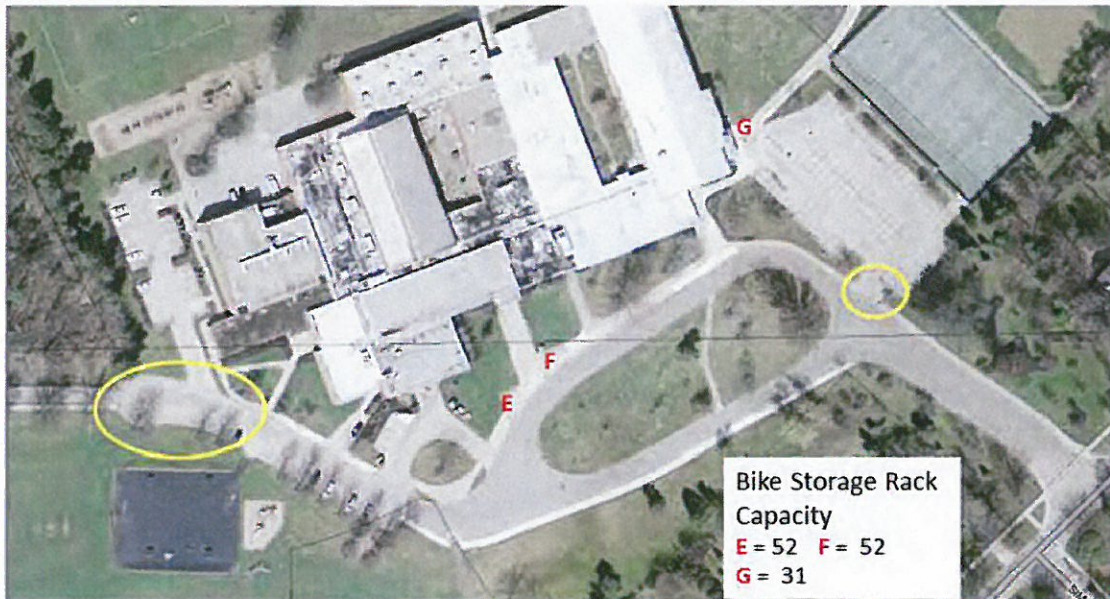
Field Work/Walk Audit

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

Figure 5 East Woods Elementary Grades 4 & 5



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 = 122 feet
6/22/2011

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