DAYTON PUBLIC SCHOOLS

SAFE ROUTES TO SCHOOL TRAVEL PLAN

February 2018

Adopted, Dayton City Plan Board, April 10, 2018
Adopted, Dayton City Commission, June 13, 2018, Resolution 6336-18

DAYTON PUBLIC SCHOOLS

SafeRoutes
Ohio Safe Routes to School

OHIO DEPARTMENT OF TRANSPORTATION

By Mr. Shaw No. 6336-18

A RESOLUTION

Concurring with the Adoption of the
Dayton Public Schools District-Wide Safe
Routes to School Travel Plan.

WHEREAS, The City Commission adopted its comprehensive plan, called CitiPlan 20/20, on May 5, 1999, the Livable Streets Policy on February 3, 2010, the 2025 Bicycle Action Plan on September 7, 2011, and the Dayton Transportation Plan 2040 on September 6, 2017, and

WHEREAS, The Dayton Public Schools District-Wide Safe Routes to School Travel Plan supports recommendations contained in the aforementioned plans; and

WHEREAS, The City Plan Board on April 10, 2018, Case PLN2017-00358, reviewed the Plan, found it to be consistent with CitiPlan 20/20, and adopted the Plan; now, therefore,

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF DAYTON:

Section 1. The City supports the recommendations in the Dayton Public Schools District-Wide Safe Routes to School Travel Plan and shall use the Plan to provide direction for the implementation of public infrastructure improvements around schools contained in the plan and open to students.

Section 2. The Plan shall be considered the official district-wide Dayton Public Schools Safe Routes to School Travel Plan and shall remain in effect until repealed or replaced.

Section 3. The City Plan Board may, from time to time, interpret and modify the Plan by notifying the Clerk of the City Commission of such action. The Plan, including any modifications, will be on file with the Secretary to the City Plan Board.

Adopted by the Commission ..... June 13 2018

Signed by the Mayor ..... June 13 2018

Nan Whaley
Mayor of the City of Dayton, Ohio

Attest:
Rashella Lavender
Clerk of the Commission

Approved as to form:
Andrew D. Dayton
City Attorney

Acknowledgements

The district-wide School Travel Plan (STP) for Dayton Public Schools (DPS) was prepared by TranSystems Corporation, with assistance from MurphyEpson and Toole Design Group in cooperation with the Ohio Department of Transportation (ODOT), DPS, City of Dayton (Public Works, Planning & Community Development, Police), Miami Valley Regional Planning Commission (MVRPC), Bike Miami Valley, the Public Health Department of Dayton & Montgomery County, Dayton Children's Hospital and staff members from other agencies and organizations that volunteered their time to develop and finalize this STP. A special thanks to the leaders and members of the Dayton Safe Routes to School Team.

The Dayton Safe Routes to School Team would like to extend a special thanks to the following people for their help and support related to Safe Routes to School (SRTS) and the School Travel Plan for Dayton:

- Elizabeth Lolli, PhD, Acting Superintendent**,** Dayton Public Schools
- Dayton Public Schools Board of Education Members:

  Dr. William E. Harris, Jr., President

  John S. McManus, Vice President

  Mohamed Al-Hamdani

  Jocelyn Spencer-Rhynard

  Sheila Taylor

  Dr. Robert C. Walker

  Karen Wick-Gagnet

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INTRODUCTION

Safe Routes to School Program

The Ohio Safe Routes to School (SRTS) program is funded by the Federal Highway Administration (FHWA) and administered by the Ohio Department of Transportation (ODOT). The program supports projects and programs that enable and encourage safe walking and bicycling to and from school.

A School Travel Plan (STP) is a requirement for funding requests through the ODOT SRTS program. An STP is the written document that outlines a community's intentions for enabling students to engage in active transportation (i.e., walking or bicycling) as they travel to and from school. Serving as the foundation for an SRTS program, the STP can be updated and modified as needed to meet community values and goals. The plan is created through a team-based approach that involves key community stakeholders to identify barriers to active transportation and use all 5 *Es*, a set of solutions to address them.

The 5 Es are Engineering, Education, Enforcement, Encouragement and Evaluation. Engineering refers to infrastructure projects that improve the pedestrian and bicycle environment within two miles of a school. The other Es refer to non-infrastructure programs that are intended to affect student or driver behavior to result in more walking and biking to school.

Dayton School Travel Plan

The Dayton STP follows ODOT's draft guidelines for large school districts. Large school districts are defined by ODOT as those with more than 15 kindergarten through 8th grade (K-8) schools. In prior years, ODOT's funding process restricted applications for STP development to four schools at a time. ODOT observed that large school districts did not apply for SRTS grant funding at a rate proportionate to their representation in the state. The Dayton STP is the sixth district-wide STP for large school districts in Ohio and one of the first nationwide.

In 2007-2008, DPS and the City of Dayton created five school travel plans for Cleveland, Edison, Fairview, Kiser and Ruskin Elementary Schools.

Body Mass Index for Ohio's Third Grade Students

A review of the *Report on the Body Mass Index of Ohio's Third Graders*, conducted by the Ohio Department of Health (ODH), found that childhood obesity is one of the most important public health issues in Ohio with more than 30% of children and adolescents classified as overweight or obese. In a 2009-2010 study, it was reported that 33.2% of third grade students living in Montgomery County, where Dayton Public Schools (DPS) are located, have a prevalence of being overweight or obese. A map of the State of Ohio showing the percentage of overweight and obese third graders by county can be found in **Appendix A**. Through physical activity, such as walking or biking to and from school, and/or educating youth about the importance of an active lifestyle, ODOT's SRTS Program hopes to foster awareness and prevention to combat this serious public health issue.

County Health Rankings

The Robert Wood Johnson Foundation, in partnership with the University of Wisconsin, have ranked the health of residents in nearly every county in the United States. The County Health Rankings (countyhealth.org) measure what is making people sick or healthy and identify how healthy residents are and how long they will live. Out of Ohio's 88 counties, Montgomery County, where Dayton Public Schools are located, is ranked 77th in 2017. This is an improvement from 2016, when it was ranked 80th.

1.0: TARGET SCHOOLS AND SAFE ROUTES TO SCHOOL TEAM

Dayton Public Schools (DPS) Safe Routes to School Coordinator

Following the model established with the Cincinnati School Travel Plan (STP), a full-time Safe Routes to School (SRTS) Coordinator is in place to guide the development of the process locally. Audrey Logan is the Safe Routes to School Coordinator for the Dayton Public Schools. A life-long resident of the city, Audrey has worked for the Dayton Public School district for more than a decade in a variety of positions, including as a Creative Writing Adjunct Teacher, OEC Paraprofessional, Supplemental Clerical Staff and now as the SRTS Coordinator. Her previous positions include teaching and tutoring at local schools and with the Dayton Urban League. She holds degrees in Middle Child Education from Sinclair Community College and in English from Wright State University. The Ohio Department of Transportation (ODOT) is funding her position for the length of the STP development process.

Dayton SRTS Team Members

- Fred Stovall, City of Dayton, Public Works
- Joe Weinel, City of Dayton, Public Works
- Jon White, City of Dayton, Planning and Community Development
- Leatha Savage, Ron Strehle, Christine Hamilton and Kervin Velez, City of Dayton, Police
- Laura Estandia, Bike Miami Valley
- Emmy Fabich, Bike Miami Valley
- Mary Hoy, Ohio Department of Transportation, District 7 Safe Routes to School Coordinator
- Jamie Bullens, DPS (Former Executive Director of Safety & Security)
- Kjirsten Frank Hoppe, MVRPC
- Matt Lindsay, MVRPC
- Abbey Rymarczyk, Dayton Children's Hospital
- Haley Riegel, Public Health – Dayton & Montgomery County
- Robert Harrison, Public Health – Dayton & Montgomery County
- Randy Ryberg, Five Rivers Metroparks
- Eric Sauer, Five Rivers Metroparks
- Julie Walcoff, Ohio Department of Transportation, Safe Routes to School Program Manager

Consultant Team Members

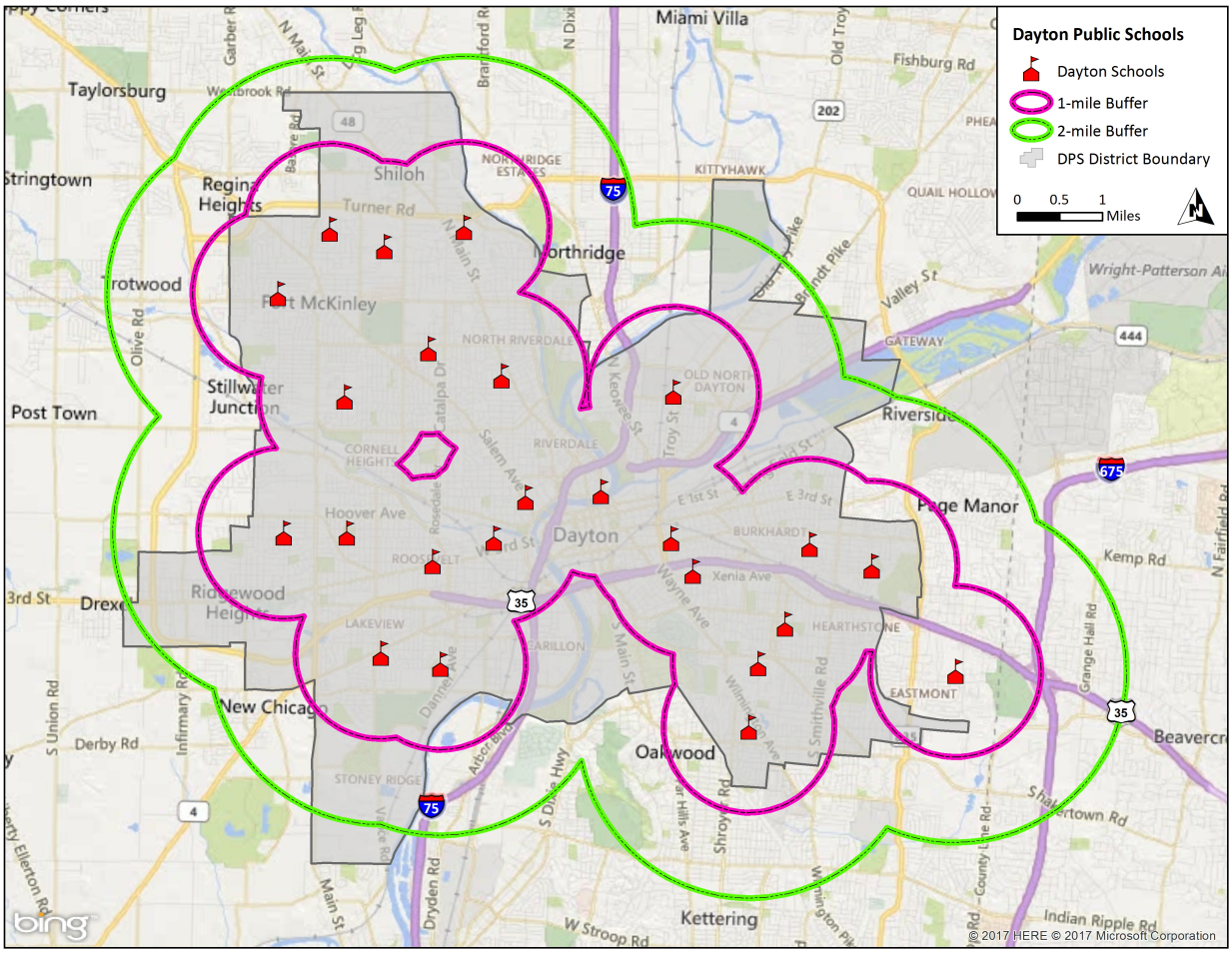
- David F. Shipps, AICP – Toole Design Group and previously with TranSystems Corporation (Project Manager)
- Stephanie Tresso – MurphyEpson (Public Involvement Lead)

Target Schools

The DPS District includes 24 schools that serve students in kindergarten to 8th grade. Many of these schools serve grades pre-Kindergarten through 8th grade. Schools that only serve grades 9-12 are excluded from this STP since they are not the focus of the federal SRTS program. Specific demographic information from the Ohio Department of Education for each school included in the plan is in **Appendix B**.

Figure 1 displays a map of the K-8th grade schools in DPS.

Figure 1: Dayton Public Schools District



2.0: PUBLIC INVOLVEMENT

Vision

The Dayton Safe Routes to School (SRTS) team adopted the following vision statement for its district-wide School Travel Plan (STP).

> *Dayton Safe Routes to School (SRTS) strives to create a community that supports and enhances safe walking and biking to school by focusing on fair access to transportation options through engineering, enforcement, evaluation, education and encouragement.*
>
> *The Dayton SRTS program has three goals:*
>
> - ***Safety:*** *Creating designated neighborhood routes that avoid unsafe intersections and high crime spots where possible, by strengthening supervision and improving the infrastructure of neighborhoods - making them more walkable for everyone.*
> - ***Health and Wellness:*** *Improving the health of our community and children by encouraging walking and biking to school. Supporting students' academic success by encouraging them to walk and bicycle to school.*
> - ***Environment:*** *Creating cleaner air and improving our environment by reducing the use of cars and buses for travel to and from school.*

Public Involvement Process

This section summarizes input received through the public involvement process including input from the Dayton SRTS Team, school leadership, parents and DPS partners (i.e., organizations that can help with implementation of this travel plan).

Dayton Safe Routes to School Team Input

The SRTS Planning Team conducted a kick-off meeting with the Dayton SRTS Team on May 2, 2016. At the meeting, attendees discussed the School Travel Plan process, the travel plan methodology for large school districts and next steps. Meeting materials are in **Appendix C**.

School Input

The Dayton SRTS Team collected input from DPS schools through parent surveys, school travel tallies and school-specific walk audits.

Walk Audits

Walk Audits were conducted at the 17 of the 24 K-8 DPS schools in December 2016. Each Walk Audit included members of the Dayton SRTS Team along with principals or other school staff, when available. The primary goal of the Walk Audits was to analyze the schools' walking and biking environments. The following DPS school buildings were included in the initial Walk Audits with the Consultant Team:

- Eastmont
- Meadowdale
- Valerie
- Cleveland
- Wright Brothers
- Kiser
- Edison
- Westwood
- Louise Troy
- EJ Brown
- Fairview
- Belle Haven
- Kemp
- Horace Mann
- World of Wonder
- Wogaman
- Ruskin

Dayton SRTS team members met with the school principal or another school representative while at the school. The purpose of the meeting was to:

- Identify barriers on the planned walk audit route prior to observation in the field
- Identify barriers beyond the planned walk audit route
- Identify non-infrastructure barriers or other concerns of the principal or school representative
- Discuss how walking and biking safety is currently taught to students and communicated to parents
- Increase understanding of the unique characteristics of each neighborhood and community surrounding each school building, and how this relates to safe walking and biking for students

The walk audits included observing student arrival and/or dismissal and the conditions along adjacent roadways. Notes and photographs of existing bicycle and pedestrian infrastructure and likely barriers to walking and bicycling to school were documented. The information collected contributed to the countermeasures recommended in **Section 4.0: Issues and Countermeasures**. Written notes for the walk audits are included in **Appendix D**.

Parent Input

The Ohio Department of Transportation's Safe Routes to School Parent Survey was distributed district-wide to in December 2017-February 2018. The surveys provided a base of information regarding existing conditions and barriers (real and perceived) to walking and biking to school. The Dayton SRTS Team intends to administer this survey annually to evaluate the effectiveness of their SRTS programs and general walking and biking concerns. The survey consists of a multiple-choice section to indicate barriers to active transportation and an open comment section at the end of the survey. The overall Parent Survey Summary is in **Appendix E**.

The top issues identified by parents as affecting their decision to allow their child to walk to or from school were:

- Distance
- Speed of traffic along the route
- Amount of traffic along the route
- Safety of intersections and crossings
- Violence or crime

In the comment section of the Parent Survey, the top issues identified were: distance from school, closely followed by safety in general - with one citing registered sex offenders specifically, safety of crossings at intersections, speed along the route and volume of traffic along the route. Other comments included requests for adult crossing adults, crosswalks and either stop signs or traffic signals at specific locations. These have been shared with the City of Dayton. Many of these concerns are items that SRTS Programs address, even if the issue is perceived.

Student Travel Tallies

The Ohio Department of Transportation's Safe Routes to School's Student Travel Tally Forms were distributed district-wide from December 2017-February 2018. Student Travel Tally Forms were completed in the classroom and returned for tabulation. **Table 1** shows a summary of the morning and afternoon travel modes as indicated in the Tallies. The Travel Tally Summary is in **Appendix F**. The purpose of the Student Travel Tally Forms is to establish a baseline for current student travel modes.

Table 1: Student Travel Tally Results

	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Morning trips - 348	6.9%	0%	35.06%	55.75%	1.15%	1.15%	0%
Afternoon trips - 303	7.59%	0%	39.27%	51.49%	.99%	.66%	0%

3.0: EXISTING CONDITIONS

City Context

The Dayton Public Schools District (DPS) is located in Montgomery County, Ohio. The District is located in the City of Dayton, which is predominately an urban area, and generally has a well-connected pedestrian infrastructure. Most of the streets within a mile of DPS's schools have sidewalks on one or both sides of the street. Additionally, crosswalks and pedestrian signals exist at most of the signalized intersections, although, in some cases these facilities are not across all legs (streets) of the intersection. Some recent infrastructure improvements around the City and on school grounds were funded by ODOT through the SRTS program with the implementation of initial School Travel Plans at the five schools that were completed in 2008.

School District Context

As of the fall of 2016, DPS had 24 K-8 schools. According to the 2015-2016 Ohio Department of Education Report Card, the district had an enrollment of 13,902 students. The ethnic distribution for the District is African-American (65.4%), Caucasian (25%), Multi-Racial (4.8%), Hispanic (4.2%), Asian or Pacific Islander (.5%), and American Indian or Alaskan Native (0.1%). It is of note that 5.5% of DPS students have limited English proficiency. Fully 100% of students are eligible to participate in the federal free/reduced-price breakfast and lunch programs. During the 2016-2017 school year DPS offered transportation for students in grades K-8 who live more than 1.5 miles from their school on a yellow bus.

Schools Included in the Dayton Metropolitan School District School Travel Plan

A list of the 24 schools included in the DPS School Travel Plan (STP) is shown in

Table **2**. **Appendix G** highlights maps of each DPS school along with the location of their enrolled students' proximity to the building.

Table 2: Schools Included in the Dayton Public School District School Travel Plan

School	Type	Grades	Address	Total Students	1 mile	2 miles
Belle Haven	Elementary	PK-6	4401 Free Pike	329	29.2%	45.3%
Belmont High	High	7-12	2615 Wayne Ave	210	27.1%	61.0%
Charity Adams Earley Academy	Elementary	K-8	450 Shoup Mill Rd	210	14.3%	54.8%
Cleveland	Elementary	PK-6	1102 Pursell Ave	334	44.0%	78.4%
Dayton Boys Prep Academy	Elementary	PK-8	1923 W 3rd St	208	16.3%	54.8%
Eastmont	Elementary	PK-6	1480 Edendale Rd	340	15.9%	47.1%
Edison	Elementary	PK-6	228 N Broadway St	350	24.6%	65.1%
EJ Brown	Elementary	7-8	31 Willowwood Dr	344	24.7%	50.9%
Fairview	Elementary	PK-6	2314 Elsmere Ave	412	27.9%	75.0%
Horace Mann	Elementary	PK-6	715 Krebs Ave	365	22.2%	65.5%
Kemp	Elementary	PK-6	1923 Gondert Ave	381	32.0%	70.1%
Kiser	Elementary	PK-6	1401 Leo St	410	38.5%	66.1%
Longfellow Academy I	Alternative	7-8	245 Salem Ave	24	16.7%	33.3%
Louise Troy	Elementary	PK-5	1630 Miami Chapel Rd	356	26.4%	59.6%

Meadowdale	Elementary	PK-6	3871 Yellowstone Ave	283	15.5%	42.0%
Meadowdale	High	7-12	3873 Yellowstone Ave	101	19.8%	40.6%
River's Edge Montessori	Elementary	PK-6	108 Linwood St	450	6.7%	34.4%
Rosa Parks	Elementary	PK	3705 Lori Sue Ave	95	28.4%	53.7%
Ruskin	Elementary	PK-6	407 Ambrose Ct	430	50.0%	80.7%
Stivers School for the Arts	Alternative	7-12	1313 E 5th St	275	10.5%	25.8%
Valerie	Elementary	PK-6	4020 Bradwood Dr	341	17.6%	68.3%
Westwood	Elementary	PK-6	2805 Oakridge Dr	271	33.9%	70.8%
Wogaman	Elementary	7-8	920 McArthur Ave	311	18.6%	46.9%
World of Wonder	Elementary	PK-6	4411 Oakridge Dr	259	27.0%	58.7%
Wright Brothers	Elementary	7-8	1361 Huffman Ave	389	34.2%	63.8%

Crash Statistics

According to The Ohio Department of Transportation (ODOT), from 2011-2013, 2,113 crashes were reported involving pedestrians or bicyclists within 1.5 miles of a DPS school building serving kindergarten through 8th grade students. As seen in ***Figure 1***, the two-mile radius for all 24 schools in the STP includes 83% of the City of Dayton.

Overall, 1,434 crashes involved pedestrians, 680 involved bicyclists. These crashes resulted in 89 fatalities. Additionally, 1,434 of the crashes led to 1,958 injuries.

While 2,113 pedestrian- and bicycle-related crashes may seem like a high number, it is important to remember that this is an urban area where higher populations lead to initially higher numbers of walkers and cyclists. Walking and bicycling are great modes of transportation for children for many reasons, and are safe in most cases. Travelling from one location to another poses some degree of inherent danger regardless of mode, but the crash numbers do show that more work needs to be done to make streets safe for children who walk, bike and also ride in vehicles.

School District Policies and Accomplishments

Current DPS policies that impact school travel are listed below. School district policies are organized by category. Additionally, the DPS SRTS Program's accomplishments to date are listed.

School District Policies

Walking and Bicycling Policies

DPS does not have a formal policy encouraging or discouraging walking and bicycling to school.

The Board of Education supports the creation of a district-wide school travel plan by accepting the original agreement document for The Ohio Department of Transportation (ODOT) grant and funds to create the STP.

Student Wellness Policy

DPS has a Student Wellness Policy with goals for nutrition education, physical activity and other school-based activities designed to promote student wellness.

Regarding Pedestrian and Bicycle Accommodation on School Campuses

Bicycle racks are a part of the standard design of new and renovated DPS schools.

Liability Policies

DPS does not require waivers for students who regularly walk and bicycle to school. It is decided on a building-by-building basis if students who participate in special walking and bicycling activities will need parental permission. These activities include *Walk to School Day, Bicycle Rodeos, Walking School Buses and Bicycle Trains*. DPS requires background checks for adults who volunteer with their programs when unsupervised by DPS staff.

Personal Security Policies

At the policy level, DPS addresses the issue of personal security, which includes walking and bicycling to school, through its district-wide Code of Student Conduct.

Busing Policies

During the 2016-2017 school year DPS offered busing to K-8 students who live more than 1.5 miles from school. The Ohio Department of Education (ODE) regulations prohibit school bus drivers from picking up or dropping off students at locations that are not assigned stops. Consequently, school bus drivers cannot drop students off at a remote drop off or park and walk locations as part of a walk or bike to school event.

Shared Use Policy

DPS has a shared use policy to encourage and allow community members to use schools outside of "traditional" school hours.

School District Accomplishments

The following list of accomplishments highlights the school(s) who participated in the activity and denotes the corresponding ***E*** (Encouragement, Education, Enforcement, Evaluation, and Engineering).

- International Bike (and Walk) to School Day Event – Ruskin PreK-6, spring 2017. (Education, Encouragement)
- International Walk to School Day Event – Kiser PreK-6, fall 2017. (Education, Encouragement)
- Walk Audits – Walk audits were conducted at 17 DPS K-8 schools in December 2016 as part of the development of the School Travel Plan. (Education, Encouragement)
- Parent Surveys – Conducted in in November-December 2017. (Evaluation)
- Student Travel Tallies – Conducted in in November-December 2017. (Evaluation)
- Reviewed DPS policies related to busing, walking, and bicycling to school – Completed during the 2016-2017 school year. (Evaluation)
- Created and began to implement school travel plans at five schools in 2007-2008. (All 5 Es)
- Student Safety Patrol – Ruskin, Fairview, Westwood, Edison, Kiser, Cleveland (Enforcement)

Grants Awarded

- The Ohio Department of Transportation – SRTS Coordinator
- The Ohio Department of Transportation – STP Development

- From 2010-2015, the City of Dayton received $750,000 in SRTS funding from ODOT for infrastructure and non-infrastructure projects at: Kiser, Fairview, Edison, Cleveland and Ruskin Elementary Schools.

The Dayton SRTS Program's recommended ***Es*** are outlined in the infrastructure and non-infrastructure countermeasures in **Section 4.0**: **Issues and Countermeasure.**

Local Government Policies, Plans and Programs

This section summarizes the local government policies, plans and programs that impact school travel.

Local Government Policies

The SRTS and Consultant Team Members reviewed relevant city and regional policies to incorporate existing recommendations. The list of policies reviewed include:

- The City of Dayton has a formal policy that requires every new roadway project to be evaluated for pedestrian and bicycle improvements through its Livable Streets policy.
- The City of Dayton requires the replacement of all storm drain inlets with bicycle-safe inlets during street rehabilitation through its Livable Streets policy.
- The City of Dayton has standards for sidewalk construction that address the Americans with Disabilities Act's (ADA) Standards for Accessible Design requirements.
- The City of Dayton has an ordinance that requires children age 13 and older to ride in the street, not on sidewalks.
- Miami Valley Regional Planning Commission (MVRPC) Complete Streets Policy (2011)

Local Government Plans

The SRTS and Consultant Team Members reviewed relevant city and regional plans to incorporate existing recommendations. Additionally, coordination will be ongoing as plans are updated. The plans reviewed with their implementation date include:

- City of Dayton 2025 Bicycle Action Plan (2011)
- Miami Valley Bike Plan Update (2015)
- MVRPC 2008 Comprehensive Local-Regional Bikeway Plan
- MVRPC 2040 Long Range Transportation Plan
- MVRPC Transportation Improvement Plan 2018-2021

Local Government Programs

The SRTS and Consultant Team Members reviewed relevant local government programs as they relate to walking and biking. The list of programs reviewed include:

- MVRPC Trail Bicycle Count Program

4.0: ISSUES AND COUNTERMEASURES

This section discusses issues that impact walking and bicycling at Dayton Public Schools (DPS) school buildings and proposes countermeasures for addressing them. The section is divided into three chapters:

- Support for Safe Routes to Schools (SRTS) – includes plans, policies, procedures and stakeholder involvement
- Student Safety and Comfort – includes the safety and comfort of students as they walk and bicycle to school
- SRTS Program Sustainability – discusses sustaining the Dayton SRTS Team beyond the creation of the district-wide School Travel Plan (STP) and the implementation of the countermeasures

Issues

The issues covered in this section were identified through discussions with the Dayton SRTS Team; Parent Survey responses; Student Travel Tallies; Walk Audits; evaluation of online and written documents detailing City and School District plans; policies, procedures, programs and evaluation of data provided by the State of Ohio, Miami Valley Regional Planning Commission (MVRPC), City of Dayton and DPS.

Countermeasures

A table of related countermeasures follows each issue discussion. The table includes infrastructure and non-infrastructure countermeasures to emphasize the multi-faceted approach necessary to address the identified issues. ODOT has created infrastructure and non-infrastructure countermeasure toolkits to help communities identify possible countermeasures as part of the School Travel Plan development.

The table includes references, where appropriate, to **Attachment 1**, which provides additional detail on common SRTS countermeasures. An Action Plan that indicates the general schedule and key stakeholders needed for implementing each countermeasure is in **Section 5.0: Prioritized Strategies**.

The column heading "Es Addressed" in the below tables indicates which of the 5 Es (Education, Enforcement, Encouragement, Engineering and Evaluation) are supported by the proposed countermeasure.

Priority Corridors

Due to the geographic extent and number of schools covered, this STP focuses on location-specific issues and countermeasures along *Priority Corridors*. Priority Corridors are defined as routes where the majority of students are currently walking and biking or could potentially walk and/or bike.

The Consultant Team identified Priority Corridors by analyzing the spatial relationship between school locations, student addresses, sidewalks and pedestrian crossing locations in Geographic Information Systems (GIS). The analysis was limited to a one-mile radius around each school. Decisive factors for this analysis included the presence of sidewalks and signalized locations for crossing streets functionally classified as collectors and/or arterials (i.e., streets that are designed for larger traffic volumes than standard residential streets). The Priority Corridors identified for DPS schools included in this STP are in

Attachment 2 alongside countermeasures aimed at improving walking and bicycling conditions on the corridors.

The three chapters below present issues and countermeasures that do not directly relate to the Priority Corridors either because they are district-wide or because they relate to policies and programming.

Support for Safe Routes to School

This chapter covers issues and countermeasures related to the plans, policies, procedures and **involvement** of constituencies whose support is needed to build the DPS SRTS Program and improve conditions for DPS students who engage in active transportation to school. The following pages address the various issues and countermeasures the Dayton SRTS Team will spearhead with the support of the City of Dayton, DPS, students and parents/caregivers. An active and engaged team, with members from a wide range of agencies and organizations working together, will work together to build the DPS SRTS Program while implementing the prioritized countermeasures. This is detailed in **Section 5.0: Prioritized Strategies**.

City Support for Safe Routes to School

Many of the countermeasures recommended in this STP would have to be implemented directly by the City of Dayton or with the City's support and approval. Consequently, this STP's success depends on support from the Office of the Mayor, Dayton City Council and City Manager; coordination with City agencies, such as the Public Works, Planning and Community Development, Police and others; and alignment with the plans, regulations and programs that guide the inspection, maintenance, improvement and regulation of neighborhood development and City-owned streets. In addition, continued participation from MVRPC on the Dayton SRTS Team will help move the STP into implementation.

Table 3 provides a list of countermeasures intended to facilitate City support for the DPS SRTS Program and implementation of the countermeasures recommended in this STP.

Table 3: Countermeasures for City Support

Countermeasure	Es Addressed	Countermeasure Type
Seek formal adoption of the DPS STP by Dayton City Council.	All	School/city support
Continue the City's participation on the Dayton SRTS Team. Especially participation from the City of Dayton Departments of Public Works, Planning and Community Development, and Police in support of the STP's recommendations.	All	School/city support
Continue MVRPC's participation on the Dayton SRTS Team.	All	School/city support
Invite City leadership, including the Mayor, City Council Members, City Manager and Department Directors to participate in high-profile SRTS-sponsored activities, such as Walk and Bike to School Days.	All	School/city support
Look for opportunities to include DPS STP infrastructure priorities into planned City roadway improvement projects.	Engineering	School/city support
Identify areas with poor, broken or missing street lighting, work with the City of Dayton and Miami Valley Lighting on repairs. This will improve lighting in certain areas, as well as having a positive effect on higher crime locations.	All	School/city support
Work with Life Enrichment Center and Dayton Police Department to obtain access to bicycles in property room to distribute to community-based programs for use or repair, if needed.	All	School/city support

School District Support for Safe Routes to School

Support from DPS Administration and the Board of Education are critical to continuing and expanding the SRTS program. The Board of Education sets the vision, mission, goals and priorities for the District. They also establish policies that directly or indirectly influence the environment for walking and bicycling to DPS school buildings. Policies that could impact this STP's implementation include policies regarding:

- Student transportation
- Student conduct
- School safety
- Wellness
- Parent involvement
- School building site selection
- School site design and maintenance

DPS Administration implements the Board of Education's visions, goals and policies through a variety of procedures and practices.

The success of the DPS SRTS Program depends on aligning policies, procedures and practices at the district-level to support safe walking and bicycling to and from school. DPS Administration and the Board of Education have already taken several steps in this direction, including participation in *Walk and Bike to School Days, Student Safety Patrol* and installing bicycle racks at all newly renovated schools.

Table 4 provides a list of countermeasures intended to continue and deepen the District's support for safe walking and bicycling to school.

Table 4: Countermeasures for School District Support

Countermeasure	Es Supported	Countermeasure Type
Continue providing regular updates to DPS Administration and Board of Education regarding the progress of the SRTS initiative.	All	School/city support
Obtain DPS Administration's approval of STP.	All	School/city support
Obtain DPS Board of Education's approval of STP.	All	School/city support
Request that members of the school board and Administration participate in SRTS activities (*e.g.,* Walk and Bike to School Days).	All	School/city support
Review and update the DPS Wellness Policy to encourage walking and bicycling to school (active transportation) as way for students to obtain regular physical activity and reduce motor vehicle traffic and air pollution near schools. Educate administrators, principals and staff about the policy change and implementation expectations. Provide resources and curriculum goals to help with implementation.	Encouragement	School/city support
Identify and task appropriate DPS staff and/or Dayton SRTS Team members to distribute school walking and bicycling maps.	Encouragement	School/city support
Establish a SRTS presence online on DPS's site. It could include: 1) creating a SRTS program webpage and making it easy to find from the homepage; 2) adding the District-wide STP and school-specific STPs to the website as they are completed; 3) adding SRTS content to relevant pages on the website.	Education, Encouragement	School/city support

Countermeasure	Es Supported	Countermeasure Type
Modify the DPS Transportation Director's job description to include responsibility for student pedestrian and bicyclist safety.	All	School/city support
Continue employing a full-time SRTS coordinator.	All	School/city support
Annually review the District's and participating Schools' policies to assess if any policies encourage walking and bicycling to school.	All	School/city support
Incorporate the Ohio Department of Transportation's' SRTS lesson plans into DPS's teachers' professional development activities.	All	School/city support

Local School Support for SRTS

For purpose of this STP, *Local Schools* are defined as all K-8 school buildings including neighborhood schools and district-wide schools. Local School Administration has influence over the conditions for walking and bicycling in a variety of ways, including but not limited to:

- Policies and procedures related to walking and bicycling
- Policies and procedures related to school arrival and dismissal
- Communications with students and parents
- Classroom instruction
- Extracurricular activities
- School-sponsored events

Several DPS schools have programs and activities to support safe walking and bicycling to school through pedestrian and bicycle safety education; participation in Walk and Bike to School Days, Student Safety Patrol and installing bicycle racks at renovated schools.

The countermeasures included in **Table 5** are meant to maintain support for the DPS SRTS Program at schools already taking action and to expand support to additional schools.

Table 5: Countermeasures for Local School Support

Countermeasure	Es Supported	Countermeasure Type
Continue cultivating Local School SRTS Champions.	All	Non-infrastructure
Include an SRTS Champion on the Dayton SRTS Team.	All	Non-infrastructure
Establish a fund to pay for Local School SRTS materials, e.g., flyers, signage, whistles, vests, etc.	All	Non-infrastructure
Educate principals at schools that do not permit walking and bicycling regarding liability for walking and bicycling to school. Principals may be reluctant to encourage walking and bicycling to school due to concerns about liability.	All	Non-infrastructure
Encourage Local Schools to adopt policies supporting safe walking and bicycling to and from school and to inform parents of these policies. Provide principals and SRTS Champions with guidance regarding how to formulate and communicate these policies.	Education, Encouragement	School/city support
Cultivate formation of Local School SRTS committees. Provide principals and SRTS Champions with guidance regarding who should be on the committee and how the committee should function.	All	Non-infrastructure

Countermeasure	Es Supported	Countermeasure Type
Educate principals regarding the academic benefits of physical activity.	Education	Non-infrastructure
Educate principals regarding SRTS implementation expectations. Provide resources and curriculum goals to help with implementation.	Education	Non-infrastructure
Administer Student Travel Tallies annually.	Evaluation	Non-infrastructure
Create and distribute information on Dayton SRTS to school administrators, leaders and members of parent volunteer groups and neighborhood groups.	Education, Encouragement	Non-infrastructure

Parent and Caregiver Support for SRTS

Parent and caregiver support is crucial for SRTS program success. Parents and caregivers decide how children get to and from school, model pedestrian and bicycle behaviors, and influence the travel environment near schools by following (or failing to follow) traffic laws and arrival/dismissal procedures. Parents and caregivers may understand the barriers to walking and bicycling to school better than school or district staff, and are often the ones who plan and implement SRTS activities.

The Dayton SRTS program has encouraged parents and caregivers to participate in Walk and Bike to School Day events and provide feedback regarding barriers to walking and biking through the National Center for SRTS Parent Survey.

The Dayton SRTS Program recognizes the importance of enlisting parent and caregiver support and understanding their concerns. As outlined in **Section 2.0: Public Involvement**, the top issues parents identified in the Parent Survey affecting their decision to allow their child to walk to or from school were:

- Distance
- Speed of traffic along the route
- Amount of traffic along the route
- Safety of intersections and crossings
- Violence or crime

In the comment section of the Parent Survey, the top issues identified were: distance from school, closely followed by safety in general - with one citing registered sex offenders specifically, safety of crossings at intersections, speed along the route and volume of traffic along the route. Other comments included requests for adult crossing adults, crosswalks and either stop signs or traffic signals at specific locations. These have been shared with the City of Dayton.

Table 6 includes countermeasures that will continue to build parent and caregiver support.

Table 6: Countermeasures for Building Parent and Caregiver Support

Countermeasure	Es Addressed	Countermeasure Type
Dayton SRTS Team to provide guidance to Local Schools on how to involve parents in the SRTS programming and communicate with parents regarding pedestrian and bicycle safety issues.	All	Non-infrastructure
Make presentations at back-to-school events, parent meetings and others. Encourage inclusion of parents and caregivers on Local School SRTS Committees.	Education	Non-infrastructure
Add a parent volunteer representative to the Dayton SRTS Team.	All	Non-infrastructure
Send parents recorded voicemails from DPS's Superintendent. Messages can address SRTS activities, pedestrian/bicycle safety, pedestrian/bicycle policies and other SRTS-related issues.	Education, Encouragement, Enforcement	Non-infrastructure
Create and distribute information on Safe Routes to School to parents via a flyer or email and what they can do to support it.	Education	Non-infrastructure
Conduct the Safe Routes to School's Parent Survey annually.	Evaluation	Non-infrastructure
Work with Public Health – Dayton & Montgomery County to implement and possibly expand the Second Step anti-bullying curriculum, in K-8 schools throughout the District. Documents like the *National Center for Safe Routes to School's "Personal Security and Safe Routes to School*" also can help with guidance on this.	Education, Encouragement	Non-infrastructure

Student Safety and Comfort

This chapter covers issues and countermeasures related to the safety and comfort of DPS students as they walk and bicycle to school. An Action Plan, which indicates the general schedule and key stakeholders needed for implementing each countermeasure, is in **Section 5.0: Prioritized Strategies.**

Pedestrian and Bicycle Safety Education

Young children may have difficulty judging the speed of cars, when it is safe to cross a street, where to position themselves on the sidewalk while waiting to cross and how to walk along the road. Pedestrian and bicycle infrastructure (e.g., crosswalks and bike lanes) are most effective when everyone understands the rules of the road and uses facilities as they are intended. Pedestrian and bicycle infrastructure makes it easier to predict each other's movements and make decisions that keep everyone safe. Parents who are confident that their children have the skills needed to make smart decisions are more likely to encourage walking and biking to school.

Safe walking and biking behavior comes from repeated skill practice rather than intuition. Pedestrian and bicycle safety skills can be introduced as early as Kindergarten and develop throughout a child's school career. Middle school, high school or college students can serve as role models for younger students, and can help communicate pedestrian and bicycle safety messages.

The countermeasures recommended in **Table 7** are aimed at continuing and expanding pedestrian and bicycle safety education efforts throughout the District.

Table 7: Countermeasures for Pedestrian and Bicycle Safety Education

Countermeasure	Es Addressed	Countermeasure Type
Implement ODOT's *"Every Move You Make, Make It Safe" Campaign* to educate students (and parents) about the proper ways to walk and bicycle to school, as well as the benefits of doing so.	Education, Encouragement	Non-infrastructure
Add pedestrian safety into DPS physical education (PE) and/or health curriculum.	Education, Encouragement	Non-infrastructure
Host *Fix-it Events* at schools, where students can bring their bike to school and have it checked for safety and for minor repairs with a local bike co-op or non-profit.	Education, Encouragement	Non-infrastructure
Establish a monthly walk and bicycle to school day. Consider incorporating competitions between schools in the same area or district-wide**.**	Education, Encouragement	Non-infrastructure
Add a bike rodeo, bike safety and helmet fitting techniques to the DPS PE curriculum, including for students with disabilities. AAA is a local resource.	Education, Encouragement	Non-infrastructure
Identify and target 2 middle school(s) to pilot *Girls in Gear*, a female-focused, middle school student empowerment program.	Education, Encouragement	Non-infrastructure
Develop and implement a pilot mentoring program where older students at K-8 schools walk and bicycle to school with younger students and teach basic bike and pedestrian safety.	Education, Encouragement	Non-infrastructure

On-Campus Pedestrian and Bicycle Accommodations

The school campus is the final destination for all trips to school and the starting point for all trips from school. Consequently, the presence or absence of appropriate on-campus pedestrian and bicycle accommodations can have a significant impact on the safety and comfort of student walkers and bikers, which can also influence the number of students who walk and bicycle.

Common issues associated with pedestrian and bicycle accommodations on school campuses include:

- Campus sidewalk/path system does not provide convenient, comfortable and/or accessible connections to off-campus sidewalks and paths
- Marked crosswalks are not provided at locations where the campus sidewalk/path system intersects school driveways and parking lots
- Bicycle racks are not provided or existing bicycle racks are difficult to use, in poor repair, not in a secure location and/or not protected from rain and snow
- Driveways and curb radii are wider than necessary to accommodate cars and busses, increasing pedestrian crossing distances and exposure to traffic

The countermeasures recommended in **Table 8** are aimed at ensuring appropriate pedestrian and bicycle accommodation on DPS campuses.

Table 8: Countermeasures for Pedestrian and Bicycle Accommodation

Countermeasure	Es Addressed	Countermeasure Type
Provide bicycle racks at all schools that are easy to use, in good repair, in a secure location and, if possible, protected from rain and snow.	Engineering	Infrastructure
Provide pedestrian pathways between school entrances, sidewalks and pathways adjacent to school properties.	Engineering	Infrastructure
Provide crossing facilities at locations where pedestrian pathways intersect school driveways and parking lots.	Engineering	Infrastructure

Driver Awareness of School Zones

The SCHOOL ZONE is generally referred to as the roadway(s) adjacent to the school within a one- to two-block radius. Drivers from outside of the local community may be unaware when they are driving through a school zone and may not exercise appropriate caution, including moderating speed and looking out for student pedestrians and bicyclists. School zone signs and markings help increase awareness of the school zone and communicate the need for special care and attention.

The Ohio Revised Code establishes a 20-mile-per-hour speed limit for school zones during school arrival and dismissal. The Ohio Manual of Uniform Traffic Control Devices (OMUTCD) establishes standards and guidelines for school zone signs and markings.

The countermeasures recommended in **Table 9** are aimed at increasing awareness of the school zone.

Table 9: Countermeasures to Increase School Zone Awareness

Countermeasure	Es Addressed	Countermeasure Type
Add school zone signage and markings as needed.	Engineering	Infrastructure
Install flashing school zone beacons and speed feedback signs as needed.	Engineering	Infrastructure
Update existing school zone signage and markings to meet new Ohio MUTCD standard.	Engineering	Infrastructure
Provide parents with information regarding driver and pedestrian safety within the school zone.	Education	Non-Infrastructure
Install community signage promoting SRTS. Consider a student art contest to design signs. Also could be installed along priority corridors. Additionally, collaborate with property owners in the school zone or along school routes to install yard signs warning drivers to moderate their speed and look out for student pedestrians and bicyclists. The signs could incorporate an SRTS Program logo designed by students.	Education	Non-Infrastructure
Distribute school walking and bicycling maps to all students at the beginning of each school year. This will not only allow parents to know the best routes for their children to take, it will also make them aware of where other students may be walking and bicycling.	Education, Encouragement	Non-infrastructure

Driver Behaviors

Today's drivers are often eating, using phones or other devices, and operating various buttons in their vehicles, all while traveling at speeds sometimes higher than the posted speed limits. They may be distracted, which puts pedestrians and other motorists at risk. A driver typically needs nearly 200 feet to stop a vehicle moving at just 30 MPH. Driving distracted significantly reduces the driver's reaction time, which is particularly critical if drivers are traveling at high speeds.

The odds of a pedestrian dying in a collision with a motor vehicle increase dramatically with vehicular speeds. For example, a pedestrian hit by a vehicle traveling at 20 MPH has 95% chance of survival, while a pedestrian hit by a vehicle traveling 40 MPH has only a 15% chance of survival.

The countermeasures recommended in **Table 10** are aimed at encouraging and enforcing safe driver behaviors near DPS schools.

Table 10: Countermeasures to Encourage and Enforcing Safe Driver Behaviors

Countermeasure	Es Addressed	Countermeasure Type
Implement traffic calming measures (traffic circles, chicanes, speed humps, road diets, etc.) at problem locations, where feasible.	Engineering	Infrastructure
Research current speed studies at DPD and conduct speed studies with DPD at locations where speeding is suspected/identified as a concern.	Enforcement	Non-infrastructure
Install speed feedback signs at problem locations.	Enforcement	Non-infrastructure
Encourage DPS parents and high school students to sign a pledge that they will avoid distracted driving, drive at a safe speed and abide by traffic laws, especially during school arrival and dismissal times.	Education	Non-infrastructure
Establish a district-wide speed reduction and/or "No Phone Zone" campaign.	Education, Enforcement	Non-infrastructure
Help schools start a Pace Car program – a driver safety and awareness program that improves traffic safety around schools and in neighborhoods by encouraging parents and members of the community to obey the speed limit and drive safely around pedestrians and bicyclists. Parents who sign a pledge receive a car decal (or magnet).	Education, Enforcement	Non-Infrastructure

Volume of Vehicular Traffic along Student Walking and Biking Routes

The volume of traffic along student walking and biking routes is a significant concern for parents of DPS students. Forty-eight percent of parents who responded to the Parent Survey, and whose children currently do not walk or bicycle to school, reported that the "amount of traffic" affected their decision.

Traffic volumes along walking and biking routes present several challenges for student pedestrians and bicyclists. High traffic volumes make it difficult for students to cross the street, even with pedestrian signals and other crossing assistance devices. This can be worrisome for parents of elementary-aged children, knowing that students are still learning how to judge the speed of cars and how to cross within the sight of cars. High-traffic volumes also contribute to the perception of the street as a place dominated by automobiles and unsafe for pedestrians and bicyclists.

Studies by the Safe Routes to School National Partnership show that 10-14% of morning traffic is school-related. One of the best ways to reduce traffic congestion may be to encourage families traveling to and from school to substitute car trips with walking and biking trips. This can initiate a virtuous cycle,

whereby more students walking and biking to school results in lower traffic volumes along school walking and biking routes, which further increases the attractiveness of walking and biking. Other strategies for reducing traffic volumes along student walking and biking routes include encouraging carpools, remote drop-off locations or bus hubs where students are dropped off at locations within walking distances of the school. These strategies have the benefit of dispersing traffic around the school rather than concentrating it immediately around the campus. This may also reduce transportation costs for the district.

The countermeasures recommended in **Table 11** are aimed at reducing traffic volumes along student walking and biking routes.

Table 11: Countermeasures to Reduce Traffic

Countermeasure	Es Addressed	Countermeasure Type
Establish and implement at least one district-wide education/ encouragement event every quarter, such as Walk and Bike to School Day, such as Walking or Biking Wednesdays. Identify possible remote drop-off and pick- up locations at pilot schools.	Education, Encouragement	Non-infrastructure
Enable school bus drivers to drop-off/pick-up students at remote locations on designated Walk and Bike to School Days.	Encouragement	Non-infrastructure
Encourage and facilitate carpooling, use *MORPC's School Pool* program as a resource.	Encouragement	Non-infrastructure
Establish remote drop-off/pick-up locations and/or bus hubs.	Encouragement	Non-infrastructure
Establish a DPS-Sponsored *Mileage Club or Contest* that includes pedometers for students to track their mileage**.**	Encouragement	Non-infrastructure

Student Safety and Comfort at Intersections and Crossings

Throughout the City of Dayton, many of the primary and secondary roadways have been designed with motorists in mind. In fact, the primary consideration is generally the efficient movement of motorists that in most instances warrants wider roadways with multiple lanes and limited pedestrian crossing cycles at signalized intersections. Several of these roadways were designed to accommodate higher volumes of traffic than the roadway currently experiences. Because of the size of the roadway compared to the volume of traffic, vehicles tend to travel at higher speeds than what are posted, which can impact the safety of the crossing for all pedestrians. Additionally, the wider the streets are, the more difficult it is for children to safely cross. This is especially true for young pedestrians, who cross at a slower pace than adults, and do not have the same awareness of traffic as adults.

Vehicular traffic is only part of the issue. Students are generally driven to their destinations (school, errands, entertainment, etc.) and do not take many walking trips with their families. As a result, they have fewer opportunities to practice safe crossing skills at intersections and crossings with adult supervision. Creating a consistent, structured traffic safety curriculum is a key countermeasure recommended in this STP.

Safety at intersections and crossings is a key concern for DPS parents. Forty eight percent of DPS parents who responded to the Parent Survey, and whose children currently do not walk or bicycle to school, reported that the "safety at intersections and crossings" affected their decision.

Safety at intersections and crossings was also a primary consideration in the development of Priority Corridors for DPS. The design and simplicity of the crossing was considered important for children's safe

passage. The development of safe and accessible crossings for children is guided by several key principles including: the need to establish or identify good crossing locations; reduce crossing distances; provide crossings that are direct so that children with visual impairments can easily navigate them; use appropriate traffic controls, such as marked crosswalks, traffic signals, and warning signs or flashers; and slow motor vehicle speeds.

The countermeasures recommended in **Table 12** are aimed at creating safer and more accessible crossings.

Table 12: Countermeasures to Improve Crossings

Countermeasure	Es Addressed	Countermeasure Type
Work with DPS and the Dayton Police Department (and other City Departments as needed) on placement of adult crossing guards.	Enforcement	Non-infrastructure
Implement traffic calming measures at key student crossing locations to reduce motor vehicle speeds and encourage yielding.	Engineering	Infrastructure
Install median crossing islands where appropriate.	Engineering	Infrastructure
Reduce pedestrian crossing distance where appropriate.	Engineering	Infrastructure
Mark and sign crosswalks at key student crossing locations.	Engineering	Infrastructure
Install pedestrian countdown signals to provide pedestrians with a better understanding of the time remaining for crossing, where appropriate.	Engineering	Infrastructure
Establish leading pedestrian intervals to reduce conflicts between pedestrians and turning vehicles where appropriate. This traffic signalization strategy assigns the pedestrian(s) an exclusive three- to five-second signal to begin crossing the street before cars are given a green light.	Engineering	Infrastructure
Implement *no right turn on red* restrictions to reduce conflicts between pedestrians and turning vehicles where appropriate.	Engineering	Infrastructure
Mark stand back lines at crossings as a visual cue to students regarding where to stand while waiting to cross.	Engineering	Infrastructure

Student Safety and Comfort along the School Route

A common barrier to walking or biking to school is the lack of a safe, convenient and accessible route to school. Students may live within walking distance of a school (typically one mile or less for elementary school students); however, due to traffic conditions and the lack of convenient routes with continuous sidewalks or paths, parents will drive their children to school rather than allow them to walk and bike. Lacking safe, convenient and accessible routes is especially an issue for many DPS students that live within a 1.5-mile radius of their school, as DPS does not typically provide busing to those students. If parents cannot identify a safe and convenient route for their child to use, often they will choose to drive them instead. This increases traffic congestion around schools and deprives students of the benefits of walking and biking to school.

Although there are sidewalks along most streets in Dayton, locations where sidewalks are missing, inaccessible or in poor repair can be a significant barrier for student walkers and bikers. Twenty two

percent of parents who responded to the Parent Survey, and whose children currently do not walk or bicycle to school, reported that "sidewalks and pathways" affected their decision.

The availability of bicycle facilities, such as bicycle lanes and multi-use paths, on the route to school can be an important consideration when accommodating students who ride bikes to school.

One issue that is often overlooked for student routes to school is lighting. For several months of the year, students are leaving their homes before the sun rises. Some students leave after-school activities during the dark hours after the sun sets. Visibility is a key safety issue. Therefore, lack of pedestrian-scale lighting can be a deterrent for many families to allow their children to walk or bike to school. The absence of lighting can also make a route seem uninviting and insecure. Even when lighting is provided, it is important to teach students how to safely walk and bike during dark hours. This includes wearing bright and reflective clothing, carrying flashlights and being extra cautious when crossing the street. Providing pedestrian-scale lighting and teaching students how to safely travel during dark and dusk hours will make the routes safer for all users.

There are additional benefits to improving walking and biking routes to school. When schools are in neighborhoods, often the streets that students take to school are the streets that others take to work, to run errands or visit friends. All community members will benefit from new or improved sidewalks, multi-use paths, bike lanes and street lighting. These facilities create safe places for everyone to walk and bike, and they also remind drivers that pedestrians and bicyclists are likely to be present and deserve a place in the greater transportation network.

The countermeasures recommended in **Table 13** are aimed at creating safe, convenient and accessible routes to school.

Table 13: Countermeasures to Improve Routes to School

Countermeasure	Es Addressed	Countermeasure Type
Work with the City of Dayton's Department of Public Works to investigate locations along school walking routes where sidewalks are in poor condition.	Engineering	City, School District Support
Identify areas with poor, broken or missing street lighting, work with City of Dayton and Miami Valley Lighting on repairs. This will not only improve lighting in certain areas, but also potentially have a positive effect on higher crime locations.	All	City, School District Support, City, School District Policies
Schedule and promote ODOT-sponsored *Walking School Bus Training* in Dayton, Ohio. Encourage school SRTS Champions to attend ODOT-sponsored Walking School Bus Trainings.	Education	Non-infrastructure
Establish Walking School Bus Program. Use ODOT's *Walking School Bus Kit,* MORPC's or Toledo SRTS's as training tools.	Encouragement, Education	Non-infrastructure
Establish *Bike Train Program*. Train parents and educators about starting Bike Trains at their school. Use International Bike to School Day events to develop and implement bike trains at schools.	Encouragement, Education	Non-infrastructure
Identify and partner with local high schools to participate in Walking School Buses as a community service project.	Education, Encouragement	Non-infrastructure
Educate administrators and families on how a Walking School Bus Program can alleviate concerns through parent meetings, principal meetings, school events and other forums.	Encouragement, Education	Non-infrastructure

Countermeasure	Es Addressed	Countermeasure Type
Teach parents to talk to their children about personal safety. The team could use a child abuse prevention program such as an evidence-based program to use like Darkness to Light's Stewards of Children program (used locally by Care House's Child Advocacy Center) or the Summit County (OH) Prosecutor's Office Women & Girls Personal Safety program. The team also can research other self-defense and child abuse prevention programs.	Encouragement, Education	Non-infrastructure
Plan and implement International Walk and Bike to School Day events.	Encouragement, Education	Non-infrastructure
Add Walk and Bike to School Day resources and links to the SRTS website.	Encouragement, Education	Non-infrastructure

Arrival and Dismissal Procedures

Finding the best process for morning arrival and afternoon dismissal is a challenge. Ideally, the processes are safe, orderly, efficient and convenient for everyone. Sometimes, these processes result in traffic congestion caused by family vehicles waiting to pick-up or drop-off students. If the campus and school zone appear crowded and chaotic, parents are less likely to encourage students to walk or bike to school. Conversely, the less crowded and chaotic the campus and school zone appear during arrival and dismissal times, the more likely parents are to encourage walking and bicycling.

Arrival and dismissal procedures should address how student pedestrians and bicyclists safely maneuver through the mix of school buses and family vehicles on the school campus. Differences in the design of school campuses are the most difficult challenge for establishing safe and effective arrival and dismissal procedures. For some schools, the problem might stem from a lack of queuing space on campus. At others, the main issue might be timing how students access and exit the campus by travel mode. The DPS SRTS Program appreciates that there is not a one-size-fits-all solution for arrival and dismissal; however, there are issues that schools likely have in common, such as traffic congestion.

The countermeasures recommended in **Table 14** are aimed at improving arrival and dismissal processes addressing these common issues.

Table 14: Countermeasures to Improving Arrival and Dismissal Processes

Countermeasure	Es Addressed	Countermeasure Type
Use AAA's *Student Safety Patrol Program* to help facilitate arrival and dismissal processes on school grounds.	Education, Enforcement	Non-Infrastructure
Develop and distribute an arrival and dismissal best practices document. Among other things, this document should suggest district-wide policies, such as dismissing walkers and bikers earlier than bus and car riders to avoid conflicts between walkers and bicyclists and motor vehicle traffic and to provide added encouragement for walking and bicycling.	Education	Non-infrastructure
Provide direct assistance on arrival and dismissal procedures to schools that request it.	Education	Non-infrastructure

Countermeasure	Es Addressed	Countermeasure Type
Conduct individual arrival and dismissal audits at schools with known issues. This will help identify the issues that need to be addressed at each school and come up with individualized solutions.	Education, Encouragement	Non-infrastructure

Adult Supervision

Parents generally appreciate the benefits of walking and biking to school. They recognize that walking and biking are healthy activities that children enjoy. While many parents would consider allowing their children to walk or bike to school, a key barrier may be the lack of adult supervision.

Sixteen percent of parents who responded to the Parent Survey, and whose children currently do not walk or bicycle to school, reported that "adults to walk and bike with" affected their decision to not let their child bike or walk to school.

The DPS SRTS Program understands that while many parents cannot commit to walking or biking with their children to and from school every day, they may be able to take a morning or afternoon trip once a week. Therefore, if students could walk or bike in groups with a rotating adult leader more students could have the opportunity to walk or bike to school more often.

The countermeasures recommended in Table 15 are aimed at initiating and organizing adult-led walking and biking groups. Adult leaders can include parents, grandparents or even high school or college students working on community service projects.

Table 15: Countermeasures to Improve Adult-Led Walking and Biking

Countermeasure	Es Addressed	Countermeasure Type
Use Walking School Bus kit to train administrators, parents, volunteers and educators on how to start a walking school bus program at their school. (ODOT, Toledo SRTS and MORPC have WSB toolkits)	Education, Encouragement	Non-infrastructure
Start a "Corner Captains" program at schools that express an interest. Corner Captains are adults who volunteer to provide an extra set of eyes along common school routes, making the environment around schools safer for students.	Education, Encouragement	Non-infrastructure
Increase the law enforcement presence around all school sites before and after school.	Encouragement, Enforcement	Non-infrastructure
Educate parents and caregivers about benefits of active transportation including academic, health, and traffic safety.	Education, Encouragement	Non-infrastructure

Personal Security

Personal security concerns can be a critical barrier for students who want to walk or bike to school. Children deserve to feel safe on their routes to and from school. When implementing an SRTS program, it is important to address actual and perceived safety issues. If parents believe that a school route poses a threat to personal security, it is unlikely that they will allow their child to walk or bike to and from school.

Personal security is the top concern for DPS parents who are considering whether to allow their children to walk and bike to and from school. Forty five percent of parents who responded to the Parent Survey

and whose children currently do not walk or bicycle to and from school reported that the "violence" affected their decision.

Issues related to personal security cover a wide range of topics that affect the environment inside the school as well as along the school routes. These issues can include bullying, violent crime, abduction, human trafficking and gang activity. At a policy level, DPS addresses the issue of personal security while walking and bicycling to and from school through its district-wide Code of Student Behavior. The countermeasures recommended in **Table 16** are aimed at alleviating parents' concerns and improving personal security for DPS students as they walk or bike to and from school.

Table 16: Countermeasures for Improve Personal Security

Countermeasure	Es Addressed	Countermeasure Type
Partner with law enforcement and district security staff on targeted security efforts.	Enforcement	Non-infrastructure
Work with local Block Watch groups.	Encouragement	Non-infrastructure

SRTS Program Sustainability

This chapter covers issues and countermeasures associated with sustaining the Dayton SRTS Team and implementing the recommendations in this STP. Sustainable SRTS programs are more likely to attain the desired goals and objectives. The infrastructure and non-infrastructure countermeasures identified in this STP may take several years to implement. Education, Encouragement, Enforcement and Evaluation strategies must often be implemented continuously and concurrently to be effective. It may take some time for key messages to resonate within school and community populations that are in a constant state of flux. This is why creating a sustainable structure for an SRTS program is so important.

Countermeasures for creating a sustainable SRTS program are included in

Table **17.**

Table 17: Countermeasures for a Sustainable SRTS Program

Countermeasure	Es Addressed	Countermeasure Type
Continue employing a full-time SRTS Coordinator.	All	City, School District Support
Recruit new Dayton SRTS Team members. Include Local School SRTS Champions and parent volunteer representatives.	All	Non-infrastructure
Establish a calendar. Create an annual calendar of SRTS activities for the District. Determine where and how frequently the Dayton SRTS Team will meet. Include a timeline for evaluations, which should occur at least annually.	All	Non-infrastructure
Identify a person or people to coordinate implementation of high-priority countermeasures. Identifying a lead coordinator is important to building and maintaining momentum for implementation. The lead coordinator initiates coordination efforts and maintains momentum through planning and implementation by assembling a coordination team, scheduling meetings and ensuring that necessary tasks get done.	All	Non-infrastructure

Countermeasure	Es Addressed	Countermeasure Type
Monitor and evaluate. Establish measurable goals and conduct regular reviews to determine the progress toward meeting them.	Evaluation	Non-infrastructure
Secure a summer intern to assist in project design and implementation.	All	Non-infrastructure
Identify potential funding sources for high-priority projects and programs.	All	Non-infrastructure
Present the STP to local active transportation advocacy groups, seek to engage them in plan implementation and partner with them on program funding. This may include Bikes for All, Safe Kids, the library and Metro Parks.		
Identify stakeholders and keep them informed about DPS SRTS Program implementation. Stakeholders are people who should be consulted when planning and implementing a SRTS program but may not necessarily contribute in an active way. Potential stakeholders include residents and business owners with properties adjacent to proposed improvements, as well as elected and appointed officials.	All	Non-infrastructure
Purchase special event materials, such as a tabletop exhibit, pop-up banner or booth.	All	Non-infrastructure

5.0: PRIORITIZED STRATEGIES

This Section includes an Action Plan for implementing the countermeasures recommended in **4.0: Issues and Countermeasures**. The recommended countermeasures are for planning purposes only and may require further analysis, design and public input prior to implementation. The Action Plan brings together key information for the implementation of each countermeasure, including:

- A brief description of the countermeasure
- The priority of the countermeasure
- The expected timeframe for implementation of the countermeasure
- The estimated cost of the countermeasure and potential sources of funding for implementation (non-infrastructure and infrastructure countermeasures only)
- The schools affected (non-infrastructure and infrastructure countermeasures only)
- The Dayton SRTS Team member(s) or committee responsible for overseeing countermeasure implementation
- Potential partners (non-infrastructure countermeasures only)
- The existing status of the countermeasure including pending implementation, currently being implemented or implementation is complete

The Action Plan is divided into three Tables: **Table 18: Countermeasures Addressing School and City Policies;**

Table 19: Non-Infrastructure Countermeasures; and Table 20: Infrastructure Countermeasures. It should be noted that the Dayton Safe Routes to School (SRTS) Team will update the details of these Tables as appropriate to reflect changes in countermeasure status; Dayton SRTS Team priorities; and available human, financial and material resources.

Notes on Prioritization, Timeframes and Estimated Cost

A key purpose of the Action Plan is to communicate information about the priority and timeframe (or sequencing) of each countermeasure. The following sections provide information on how priorities and timeframes were assigned.

Notes on Prioritization

The Action Plan distinguishes "high" priority countermeasures from other countermeasures. The Dayton SRTS Team prioritized the recommended school/city policy countermeasures and non-infrastructure countermeasures based on the following criteria:

- Feasibility and estimated costs
- Alignment with the Dayton SRTS Team vision and goals for this STP

The Dayton SRTS Team prioritized recommended infrastructure countermeasures with a prioritization matrix that included the following factors:

  - Pedestrian and bicycle potential (including proximity to a priority corridor and proximity to K-8 schools)

- Pedestrian and bicycle deficiency (including sidewalks, high-speed/high-volume roads and crashes involving pedestrians or bicyclists)
- Support (including Local School participation in SRTS-related activities such as International Walk to School Day, bicycle and pedestrian safety education and priorities identified by the Dayton SRTS Team)
- Feasibility (including estimated project cost and whether right-of-way would be required)
- School demographics (including percent of students classified as economically disadvantaged or as having disabilities)

The matrix used to calculate priorities is included as **Appendix H**. The matrix shows the definition, scoring and weight assigned to each criterion used in the prioritization.

Notes on Timeframe

The Dayton SRTS Team assigned timeframes to school/city policy and non-infrastructure countermeasures. These timeframes were based on the committee's judgment regarding the best way to sequence the countermeasures.

The Dayton SRTS Team assigned estimated timeframes to each infrastructure countermeasure. The estimated timeframe represents an estimate of the amount of time that would likely be required to implement the recommended countermeasure once the project is approved and funding is secured. Actual timeframes may vary depending on a variety of factors including: site characteristics, right-of-way acquisition, environmental regulations, lead agency and the design and construction process.

Notes on Estimated Cost

The following estimated costs were assigned to each recommended countermeasure:

- Low cost = $20,000 or lower
- Medium cost = between $20,000 and $150,000
- High cost = $150,000 or higher

These ranges are based on those in Ohio Department of Transportation's (ODOT) existing STP guidelines. The estimated cost represents an estimate of the design and implementation cost for each recommended countermeasure. The actual cost may vary depending on a variety of factors, including site characteristics, right-of-way acquisition and the design and construction process.

The infrastructure countermeasures for the Dayton Public Schools' (DPS) District-wide travel plan were developed from: consultant field visits; Dayton SRTS Team field visits; Dayton SRTS Team analysis and discussion; prior documents and studies completed for the City of Dayton; and analysis in Geographic Information Systems (GIS). The countermeasures include the following types of recommendations: analyzing intersection, adding lighting, adding sidewalks, adding bike facilities, striping crosswalks, adding curb extensions, adding signage, enhancing crossings and roadway analysis/potential road diets. It is important to note that the countermeasures are considered "planning level" and will require further analysis to confirm that Ohio Manual of Uniform Traffic Control Devices (OMUTCD) as well as, city criteria, policies and/or procedures are met.

School and City Policies

Table 18: Countermeasures Addressing School and City Policies

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Responsible Party	Countermeasure Lead(s)	Status
City Support							
Seek formal adoption of the STP by City Council.	City support for STP	All	High	1 year	Planning Team	Audrey Logan, Director Stovall	Planned
Continue the City's participation on the SRTS Team. Especially participation from the City of Dayton Departments of Public Works, Planning and Community Development, and Police in support of the STP's recommendations.	City support for STP	All	High	1 year	Planning Team	Audrey Logan, Director Stovall	Ongoing
Continue MVRPC's participation on the SRTS Planning Team.	City support for STP	All	High	1 year	Planning Team	Audrey Logan, Kjirsten Frank Hoppe	Ongoing
Invite city leadership, including the Mayor, City Council Members, City Manager and Department Directors to participate in high-profile SRTS-sponsored activities, such as Walk and Bike to School Days.	City support for STP	All	High	1 year	Planning Team	Audrey Logan, Director Stovall	Planned
Look for opportunities to include STP infrastructure priorities in planned City roadway improvement projects.	City support for STP	Engineering	High	1 year	Planning Team	Audrey Logan, Director Stovall	Planned
Identify areas with poor, broken or missing street lighting, work with City of Dayton and Miami Valley Lighting on repairs. This will not only improve lighting in certain areas, but also potentially have a positive effect on higher crime locations.	City support for STP	Enforcement	High	1 year	Planning Team	Audrey Logan. Director Stovall	Not yet implemented
Work with the Life Enrichment Center and DPD to obtain access to bicycles in property room to repair (if needed) and distribute to students needing bicycles.	City support for STP	Encouragement	High	1-2 years	Planning Team	Audrey Logan, Jeff Sorrell	Not yet implemented
School District Support							
Continue providing regular updates to the Administration and Board of Education regarding the progress of the SRTS initiative.	School district support for STP	All	High	1 year	Planning Team	Audrey Logan	Planned
Obtain DPS Administration's approval of STP.	School district support for STP	All	High	1 year	Planning Team	Audrey Logan	Planned
Obtain DPS Board of Education's approval of STP.	School district support for STP	All	High	1 year	Planning Team	Audrey Logan	Planned
Request that members of the school board and administration participate in SRTS activities (*e.g.* Walk and Bike to School Days).	School district support for STP	All	High	1 year	Planning Team	Audrey Logan	Planned
Review and update the DPS Wellness Policy to encourage walking and bicycling to school (active transportation) as way for students to obtain regular physical activity and reduce motor vehicle traffic and air pollution near schools. Educate administrators, principals and staff about the policy change and implementation expectations. Provide resources and curriculum goals to help with implementation.	School district support for STP	Encouragement	High	1-3 years	Planning Team	Audrey Logan, other DPS staff as appropriate	Not yet implemented
Identify and task appropriate DPS staff or SRTS Team members to distribute school walking and bicycling maps.	School district support for STP	Encouragement	High	1 year	Planning Team	Audrey Logan	Not yet implemented
Modify the DPS Transportation Director's job description to include responsibility for student pedestrian and bicyclist safety.	School district support for STP	All	High	1 year	Planning Team	Audrey Logan, other DPS staff as appropriate	Not yet implemented
Annually review the district's and participating schools' policies to ensure they continue to encourage walking and bicycling to school.	School district support for STP	All	High	Ongoing	Planning Team	Audrey Logan,	Not yet implemented
Incorporate ODOT SRTS Lesson Plans into teachers' professional development activities.	School district support for STP	All	High	1-2 years	Planning Team	Audrey Logan, other DPS staff as appropriate	Not yet implemented
Establish an SRTS presence on DPS's site. This includes: 1) creating a SRTS program webpage and making it easy to find from the district's homepage; 2) adding the district-wide STP to the website as completed; 3) adding SRTS content relevant pages on the website as appropriate.	School district support for STP	All	High	1 year	Planning Team	Audrey Logan, DPS Communications	Not yet implemented
Continue employing a full-time SRTS coordinator.	School district support for STP	All	High	1 year	Planning Team	Audrey Logan	Planned

Table 19: Non-Infrastructure Countermeasures

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Countermeasure Lead(s)	Status
Local School Support									
Continue cultivating local school SRTS champions.	Local School Support	All	High	1-5 years	Free	N/A	Planning Team	Audrey Logan	Planned
Include an SRTS champion on the SRTS Team.	Local School Support	All	High	1-5 years	Free	N/A	Planning Team	Audrey Logan	Planned
Encourage individual schools to adopt policies supporting safe walking and bicycling to and from school and to inform parents of these policies. Provide principals and SRTS champions with guidance regarding how to formulate and communicate these policies.	Local School Support	Education, Encouragement	High	1 year	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Cultivate formation of individual school SRTS committees. Provide principals and SRTS champions with guidance regarding who should be on the committee and how the committee should function.	Local School Support	All	High	1-5 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Educate principals regarding the academic benefits of physical activity.	Local School Support	Education	High	1 year	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Educate principals regarding Safe Routes to School implementation expectations. Provide resources and curriculum goals to help with implementation.	Local School Support	Education	High	2-5 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Administer student travel tallies annually.	Local School Support	Evaluation	High	1-5 years	Covered in SRTS Coordinator's salary	SRTS	Planning Team	Audrey Logan	Planned
Create and distribute information on Dayton Safe Routes to School to school administrators, parent leaders, neighborhood groups and parent volunteer groups.	Local School Support, Building Parent Support	Education, Encouragement	High	1-5 years	Up to $1,000, depending on what is created	SRTS	Planning Team	Audrey Logan	Not yet implemented
Educate principals at schools that do not permit walking and bicycling regarding liability for walking and bicycling to school. Some principals may be reluctant to encourage walking and bicycling to school due to concerns about liability.	Local School Support	All	High	2-5 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Review SRTS curriculum guides and determine how to integrate into school day and after-school instruction, as available.	School District Support, Pedestrian & Bicycle Safety Education	Education, Encouragement	Medium	1-2 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Recruit middle and high school ambassadors to volunteer with walking and bicycling programs at Local Schools.	Local School Support	Education, Encouragement	Medium	1-2 years	Up to $1,000 to cover administrative costs	SRTS,	Planning Team	Audrey Logan	Not yet implemented
Establish fund to pay for SRTS materials at individual schools, e.g., flyers, signage, whistles, vests, etc.	Local School Support	All	Medium-Low	3-5 years	Up to $1,000 to cover administrative costs	SRTS,	Planning Team	Audrey Logan	Not yet implemented
Parent/Caregiver Support for SRTS									
Provide guidance to individual schools on how to involve parents in the SRTS program and communicate with parents regarding pedestrian and bicycle safety issues.	Building Parent Support	All	High	1 year	Free	N/A	Planning Team	Audrey Logan	Planned
Make presentations at back-to-school events, parent meetings and others. Encourage inclusion of parents and caregivers on school-level SRTS committees.	Building Parent Support	Education	High	1-5 years	Free	N/A	Planning Team	Audrey Logan	Planned
Add a parent volunteer representative to the SRTS Planning Team.	Building Parent Support	All	High	1 year	Free	N/A	Planning Team	Audrey Logan	Planned
Conduct parent surveys annually.	Building Parent Support	Evaluation	High	1-5 years	Covered in SRTS Coordinator's salary	SRTS	Planning Team	Audrey Logan	Ongoing
Create and distribute information on Safe Routes to School to parents via a flyer or email and what they can do to support it.	Building Parent Support	Education, Encouragement	High	1-5 years	Up to $1,000 for copies, depending on what is created	SRTS	Planning Team	Audrey Logan	Not yet implemented
Send parents recorded voicemails recorded by the Superintendent. Voicemail topics can include: SRTS activities, pedestrian/bicycle safety, pedestrian/bicycle policies and other SRTS-related issues.	Building Parent Support	Education, Encouragement, Enforcement	Medium	2-3 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Work with Public Health – Dayton & Montgomery County to implement and possibly expand the Second Step anti-bullying curriculum, in K-8 schools throughout the District. Documents like the *National Center for Safe Routes to School's "Personal Security and Safe Routes to School"* also can help with guidance on this.	Building Parent Support	Education, Encouragement	Medium	2-3 years	TBD – based on number of schools, etc.	SRTS	Planning Team, National Center for SRTS	Audrey Logan	Not yet implemented

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Countermeasure Lead(s)	Status
Pedestrian & Bicycle Safety Education									
Implement ODOT's "Every Move You Make, Make It Safe" campaign to educate students (and parents) about the proper ways to walk and bicycle to school, as well as the benefits of doing so.	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1-3 years	Printing - $500-$2,500 depending on quantities	SRTS	Planning Team	Audrey Logan	Not yet implemented
Add pedestrian safety into PE and/or health curricula	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1-3 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Host fix-it events at schools, where students can bring their bike to school and have it checked for safety and for minor repairs with a local bike co-op or non-profit.	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1 year	$2,000 for bike repair materials	ODOT AT, SRTS, others	Planning Team	Audrey Logan, Bike Miami Valley, Bikes for All	Not yet implemented
Establish a monthly walk and bicycle to school day. Consider incorporating competitions between schools in the same area or district-wide.	Pedestrian and Bicycle Safety Education, Reduce Traffic	Education, Encouragement	Medium	1-2 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Identify and target 2 school(s) to pilot Girls in Gear to female middle school age students.	Pedestrian and Bicycle Safety Education	Education, Encouragement	Medium	1-2 years	$5,000	SRTS,	Planning Team	Audrey Logan	Not yet implemented
Develop and implement a pilot mentoring program where older students at K-8 schools walk and bicycle to school with younger students and teach them basic bike and pedestrian safety.	Pedestrian and Bicycle Safety Education	Education, Encouragement	Medium	1-3 years	$500 for incentives	SRTS	Planning Team	Audrey Logan	Not yet implemented
Add a bike rodeo, bike safety and helmet fitting techniques to the PE curriculum, including for students with disabilities. AAA is a local resource.	Pedestrian and Bicycle Safety Education	Education, Encouragement	Low	3-5 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Increase School Zone Awareness									
Distribute school walking and bicycling maps to all students at the beginning of each school year. This will not only allow parents to know the best routes for their children to take, it will also make them aware of where other students may be walking and bicycling.	Increase School Zone Awareness	Education, Encouragement	High	1 year	Up to $1,000	SRTS	Planning Team	Audrey Logan	Planned
Install community signage promoting SRTS. Consider a student art contest to design signs. Also could be installed along priority corridors. Additionally, collaborate with property owners in the school zone or along school routes to install yard signs warning drivers to moderate their speed and look out for student pedestrians and bicyclists. The signs could incorporate an SRTS Program logo designed by students.	Increase School Zone Awareness	Education	Medium	2-3 years	Varies by location	SRTS, MVRPC, City of Dayton	Planning Team	Audrey Logan	Not yet implemented
Provide parents with information regarding driver and pedestrian safety within the school zone.	Increase School Zone Awareness	Education	Medium	1-2 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Encourage & Enforce Safe Driver Behaviors									
Help schools start a Pace Car program – a driver safety and awareness program that improves traffic safety around schools and in neighborhoods by encouraging parents and members of the community to obey the speed limit and drive safely around pedestrians and bicyclists. Parents who sign a pledge receive a car decal (or magnet).	Encourage and Enforcing Safe Driver Behaviors	Education, Enforcement	High	1 year	$500	SRTS, others?	Planning Team	Audrey Logan	Not yet implemented
Research current speed studies at DPD and conduct speed studies with DPD at locations where speeding is suspected/identified as a concern.	Encourage and Enforcing Safe Driver Behaviors	Enforcement	Medium	1-2 years	Varies per location	City of Dayton, ODOT	Planning Team, City of Dayton	Audrey Logan, Joe Weinel, Mary Hoy	Not yet implemented
Encourage parents and high school students to sign a pledge that they will avoid distracted driving, drive at a safe speed and abide by traffic laws, especially during school arrival and dismissal times.	Encourage and Enforcing Safe Driver Behaviors	Education	Medium	2-3 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Establish a district-wide speed reduction and/or "No Phone Zone" campaign.	Encourage and Enforcing Safe Driver Behaviors	Education, Enforcement	Medium	2-3 years	$2,500	SRTS	Planning Team	Audrey Logan	Not yet implemented
Install speed feedback signs at problem locations.	Encourage and Enforcing Safe Driver Behaviors	Enforcement	Medium-Low	2-5 years	$5,000 - $25,000	City of Dayton, MVRPC, ODOT	Planning Team, City of Dayton	Audrey Logan, Joe Weinel, Kjirsten Frank Hoppe, Mary Hoy	Not yet implemented

Reduce Traffic									
Enable school bus drivers to drop-off/pick-up students at remote locations on designated Walk/Bike to School Days.	Reduce Traffic	Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Audrey Logan, DPS Director of Transportation	Not yet implemented
Encourage and facilitate carpooling (consider MORPC's School Pool Program as a model)	Reduce Traffic	Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Audrey Logan, DPS Director of Transportation	Not yet implemented
Establish remote drop-off/pick-up locations and/or bus hubs.	Reduce Traffic	Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Audrey Logan, DPS Director of Transportation	Not yet implemented
Establish a district-sponsored Mileage Club or Contest that includes pedometers to track their mileage.	Reduce Traffic	Encouragement	Medium	2-3 years	Up to $1,000 for pedometers if donations cannot be secured	SRTS, others?	Planning Team	Audrey Logan	Not yet implemented
Establish and implement at least one district-wide education/encouragement event every quarter, such as Walk and Bike to School Day, such as Walking or Biking Wednesdays. Identify possible remote drop-off and pick- up locations at pilot schools.	Reduce Traffic	Encouragement	Medium	1-2 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Improve Crossings									
Work with district and DPD (and other City Departments as needed) on placement of adult crossing guards	Improve Crossings	Enforcement	High	1 year	Free	N/A	Planning Team	Audrey Logan, Richard Wright II, DPD	Not yet implemented
Improve Routes to School									
Establish walking school bus program. Use ODOT's, MORPC's or Toledo's SRTS Walking School Bus Kit as a training tool.	Improve Routes to School, Improve Adult-Led Walking and Biking	Education, Encouragement	High	1-2 years	Free	N/A	Planning Team	Audrey Logan	Planned
Educate administrators and families on how a walking school bus program can alleviate concerns through School Parent Organizations (SPOs), principal meetings, school events, parent meetings and any other forums.	Improve Routes to School, Improve Personal Security	Education, Encouragement	High	1 year	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Teach parents to talk to their children about personal safety. The team could use a child abuse prevention program such as an evidence-based program to use like Darkness to Light's Stewards of Children program (used locally by Care House's Child Advocacy Center) or the Summit County (OH) Prosecutor's Office Women & Girls Personal Safety program. The team also can research other self-defense and child abuse prevention programs.	Improve Routes to School, Improve Personal Security	Education, Encouragement	High	1-2 years	TBD once program is identified	SRTS	Planning Team	Audrey Logan, Richard Wright II	Not yet implemented
Identify and partner with local high schools to create a WSB pilot – high school students participate in walking school buses as a community service project	Improve Routes to School, Improve Adult-Led Walking and Biking	Education, Encouragement	High	1-2 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Add Walk and Bike to School Day resources and links to the SRTS website.	Improve Routes to School, Improve Adult-Led Walking and Biking	Education, Encouragement	High	1-5 years	Free	N/A	Planning Team, National Center for SRTS	Audrey Logan	Not yet implemented
Plan and implement International Walk to School and Bike to School Day events.	Improve Routes to School	Education, Encouragement	High	1-5 years	Free	N/A	Planning Team, National Center for SRTS	Audrey Logan	Planned
Schedule and promote ODOT-sponsored Walking School Bus Training in Dayton.	Improve Routes to School, Improve Adult-Led Walking and Biking	Education	Medium	1-2 years	Free	N/A	Planning Team	Audrey Logan, ODOT Safe Routes Academy	Not yet implemented
Establish bike train program. Train parents and educators about starting bike trains at their school. Use International Bike to School Day events to develop and implement bike trains at schools.	Improve Routes to School	Education, Encouragement	Medium	1-2 years	Free	N/A	Planning Team, AAA	Audrey Logan	Not yet implemented
Continue encouraging school SRTS champions to attend ODOT-sponsored walking school bus trainings.	Improve Routes to School, Improve Adult-Led Walking and Biking	Education	Medium	1-2 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented

Improve Arrival & Dismissal Processes									
Provide direct assistance on arrival and dismissal procedures to schools that request it.	Improving Arrival and Dismissal Processes	Education	Medium	2-3 years	Free	N/A	Planning Team	Audrey Logan, SRTS Team members	Not yet implemented
Conduct individual arrival and dismissal audits at schools with known issues. This will help identify the issues that need to be addressed at each school and come up with individualized solutions.	Improving Arrival and Dismissal Processes	Education, Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Audrey Logan, SRTS Team members	Not yet implemented
Use AAA's Student Safety Patrol program to help facilitate arrival and dismissal processes on school grounds.	Improving Arrival and Dismissal Processes	Education, Enforcement	Medium	1-2 years	Free	N/A	AAA	Audrey Logan	Not yet implemented
Develop and distribute an arrival and dismissal best practices document. Among other things, this document should suggest district-wide policies, such as dismissing walkers and bikers earlier than bus and car riders to avoid conflicts between walkers and bicyclists and motor vehicle traffic and to provide added encouragement for walking and bicycling.	Improving Arrival and Dismissal Processes	Education	Medium	2-3 years	Free	N/A	Planning Team, Consultant Team	Audrey Logan, David Shipps	Not yet implemented
Improve Adult-Led Walking & Biking									
Use Walking School Bus kit to train administrators, parents, volunteers and educators on how to start a walking school bus program at their school. (ODOT, Toledo SRTS and MORPC have WSB toolkits)	Improve Adult-Led Walking and Biking	Education, Encouragement	High	1-2 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Educate parents and caregivers about benefits of active transportation including academic, health, and traffic safety.	Improve Adult-Led Walking and Biking	Education, Encouragement	High	1-2 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Start a "Corner Captains" program at schools that express an interest. Corner Captains are adults who volunteer to provide an extra set of eyes along common school routes, making the environment around schools safer for students.	Improve Adult-Led Walking and Biking	Education, Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Increase law enforcement presence around all school sites before and after school.	Improve Adult-Led Walking and Biking	Education, Enforcement	High	1-5 years	Free	N/A	Planning Team	Audrey Logan, other DPS staff as appropriate, DPD	Not yet implemented
Improve Personal Security									
Partner with law enforcement and district security staff on targeted security efforts.	Improve Personal Security	Enforcement	High	1 year	Free	N/A	Planning Team	Audrey Logan, other DPS staff as appropriate, DPD	Not yet implemented
Work with local Block Watch groups.	Improve Personal Security	Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Audrey Logan, other DPS staff as appropriate, City of Dayton Planning Department Community Liaisons	Not yet implemented
Sustain SRTS Program									
Recruit new SRTS Team members. Include a Local School SRTS champions and a parent representative.	Sustainable SRTS Program	All	High	1 year	Free	N/A	Planning Team	Audrey Logan	Planned
Establish a calendar. Create an annual calendar of SRTS activities for the district. Determine where and how frequently the SRTS Team will meet. Include a timeline for evaluations, which should occur at least annually.	Sustainable SRTS Program	All	High	1 year	Free	N/A	Planning Team, Consultant Team	Audrey Logan	Planned
Identify a person or people to coordinate implementation of high-priority countermeasures. Identifying a lead coordinator is important to building and maintaining momentum for implementation. The lead coordinator initiates coordination efforts and maintains momentum through planning and implementation by assembling a coordination team, scheduling meetings and ensuring that necessary tasks get done.	Sustainable SRTS Program	All	High	1 year	Free	N/A	Planning Team, Consultant Team	Audrey Logan	Not yet implemented
Monitor and Evaluate. Establish measurable goals and conduct regular reviews to determine progress toward meeting them.	Sustainable SRTS Program	Evaluation	High	1-5 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented
Identify potential funding sources for high-priority projects and programs.	Sustainable SRTS Program	All	High	1 year	Free	N/A	Planning Team, Consultant Team	Audrey Logan	Planned
Identify stakeholders and keep them informed about SRTS Program implementation. Stakeholders are people who should be consulted when planning and implementing a SRTS program but may not necessarily contribute in an active way. Potential stakeholders include residents and business owners with properties adjacent to proposed improvements, as well as elected and appointed officials.	Sustainable SRTS Program	All	High	1-5 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented

Purchase special event materials, such as a tabletop exhibit, pop-up banner or booth.	Sustainable SRTS Program	All	High	1 year	Costs varies depending on items selected $1,000 - $15,000	SRTS	Planning Team, Consultant Team	Audrey Logan	Not yet implemented
Secure a summer intern to assist in project design and implementation.	Sustainable SRTS Program	All	Medium	1-2 years	Up to $5,000	Local high schools	Planning Team	Audrey Logan	Not yet implemented
Present the STP to local active transportation advocacy groups, seek to engage them in plan implementation and partner with them on program funding. This may include Bikes for All, Safe Kids, the library and Metro Parks.	Sustainable SRTS Program	All	High	1-2 years	Free	N/A	Planning Team	Audrey Logan	Not yet implemented

Table 20: Infrastructure Countermeasures

Map ID	Countermeasure	Location	School(s) Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
P277	Add crosswalk(s)	Wayne and Watervliet - N, S and E	Cleveland	732	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L53	Add bike route	Xenia between Keowee and Linden - Add Bike Lanes	Ruskin	710	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P115	Remark crosswalk(s), ladder style	Shoyer and Wilmington - SE	Horace Mann	676	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P190	Add crosswalk(s)	5th and McClure - S	Ruskin	676	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P192	Add crosswalk(s)	5th and Terry - N	Ruskin	676	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P95	Add crosswalk(s)	Main and Norman - E and W	EJ Brown	670	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P202	Add crosswalk(s)	Fillmore and Xenia - S	Ruskin	662	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P31	Add crosswalk(s)	Alice and Phillips - N and S	Cleveland	648	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P116	Add crosswalk(s)	Thorpe and Wilmington - E	Horace Mann	648	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L29	Repair sidewalk	5th between Hamilton and Huffman - S side of street crossing tracks	Ruskin	640	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L9	Add sidewalk	Alice between Epworth and Tip Top - N, S side of street	Cleveland	628	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L11	Add sidewalk	Tip Top between Eva and Alice - W side of street	Cleveland	628	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P89	Add crosswalk(s)	Hillcrest and Willowood - S	EJ Brown; Fairview	622	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P104	Add crosswalk(s)	Colwick and Wilmington - E	Horace Mann	622	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P112	Add crosswalk(s)	Patterson and Revere - N	Horace Mann	622	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P201	Add pedestrian barriers	Fillmore and Xenia - Parking lot at SE corner	Ruskin	622	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P28	Add stop sign(s)	Alice and Arbor - S	Cleveland	620	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P65	Add crosswalk(s)	Broadway and Superior - E and W	Edison	620	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P188	Add crosswalk(s)	5th and June - N	Ruskin	620	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P191	Add pedestrian barriers	5th and McReynolds - At the Circle K; SW corner	Ruskin	620	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P94	Add crosswalk(s)	Main and Maplewood - E and W	EJ Brown	614	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P154	Add crosswalk(s)	Edmund and Troy - W	Kiser	614	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented

Map ID	Countermeasure	Location	School(s) Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
P195	Add bumpout(s)	Ambrose and McClure - NW and NE corners	Ruskin	614	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P37	Add crosswalk(s)	Hodapp and Linden - S	Cleveland	610	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L43	Repair sidewalk	Oakridge between Decker and Delphos - N side of street, on former RR ROW	World of Wonder	600	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P42	Add crosswalk(s)	Koening and Wyoming - N	Cleveland; Ruskin	594	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P44	Add pedestrian barriers, define or shorten the driveway width	Phillips and Wyoming - In front of convenience store, SW corner	Cleveland; Ruskin	594	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P45	Add crosswalk(s)	Phillips and Wyoming - S	Cleveland; Ruskin	594	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P47	Add crosswalk(s)	St Nicholas and Wyoming - N	Cleveland; Ruskin	594	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P198	Add pedestrian barriers	Fillmore and Noel - NE & NW corners	Ruskin	594	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P137	Add pedestrian barriers	748 Troy St - La Michoacana parking lot	Kiser	586	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P27	Add crosswalk(s)	Alice and Arbor - N and S	Cleveland	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P29	Add crosswalk(s)	Alice and Creighton - N and S	Cleveland	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P30	Add stop sign(s)	Alice and Creighton - S	Cleveland	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P35	Add crosswalk(s)	Eva and Highland - N	Cleveland	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P36	Add stop sign(s)	Eva and Highland - N and S	Cleveland	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P69	Add stop sign(s)	Dunbar and Edison - N and S	Edison	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P90	Tighten corner(s)	Hudson and Main - NW corner	EJ Brown	580	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P111	Add crosswalk(s)	Morse and Revere - S and E	Horace Mann	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P166	Add stop sign(s)	Albritton and Heartsoul - All directions	Louise Troy	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P175	Add crosswalk(s)	Randolph and Richley - N	Louise Troy	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P185	Add crosswalk(s)	Fleetwood and Yellowstone - W	Meadowdale	580	High	1-3 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P245	Add crosswalk(s)	Decker and Oakridge - S	World of Wonder	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P250	Add crosswalk(s)	Marvine and Oakridge - N	World of Wonder	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P252	Add crosswalk(s)	Oakridge and Sylvan - S	World of Wonder	580	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P105	Add crosswalk(s)	Crowden and Wilmington - E	Horace Mann	566	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented

Map ID	Countermeasure	Location	School(s) Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
P106	Add pedestrian refuge island w/crosswalk	Croyden and Wilmington - Wide intersection here	Horace Mann	566	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P136	Add pedestrian barriers	645 Troy St - Family Dollar parking lot	Kiser	566	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P161	Add crosswalk(s)	Leonhard and Troy - E	Kiser	558	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P162	Add crosswalk(s)	Leonhard and Troy - W	Kiser	558	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P197	Add crosswalk(s)	Drummer and McLain - All directions	Ruskin	558	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P203	Add crosswalk(s)	McClure and McLain - All directions	Ruskin	558	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P100	Add crosswalk(s)	Pinehurst and Willowood - N	EJ Brown	554	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L6	Add sidewalk	Alice between Arbor and Creighton - N side of street, S side of street ending at midblock alley	Cleveland	550	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P79	Add crosswalk(s)	Elsmere and Fairview - All directions	EJ Brown; Fairview	550	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L8	Add sidewalk	Alice between Creighton and Phillips - N, S side of the street beginning at midblock alley	Cleveland	538	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L10	Add sidewalk	Eva between Highland and Tip Top - N, S side of street	Cleveland	538	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P55	Mitigate hazard	2nd and Broadway - Car lot/repair yard is parking excess vehicles on the sidewalk (NW corner)	Edison	538	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P56	Add crosswalk(s)	2nd and Broadway - E and W	Edison	538	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P80	Add crosswalk(s)	Fairview and Mayfair - N, S and W	EJ Brown; Fairview	538	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P84	Add crosswalk(s)	Fairview and Willowood - N	EJ Brown; Fairview	538	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P85	Add speed bump	Fairview between Mayfair and Rustic - midblock	EJ Brown; Fairview	538	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P86	Add speed bump	Fairview between Mayfair and Valley View - midblock	EJ Brown; Fairview	538	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P141	Add crosswalk(s)	Baltimore and Leo - N, S and E	Kiser	538	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P173	Add stop sign(s)	Danner and Miami Chapel - N and S	Louise Troy	538	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P215	Add pedestrian barriers	Burleigh and Hoover - SW corner; Rock's repair shop	Westwood	538	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P63	Remark crosswalk(s), ladder style	Broadway and Riverview - All directions	Edison	530	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P64	Add bumpout(s)	Broadway and Riverview - SW and SE corners	Edison	530	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P66	Add pedestrian signal w/crosswalk	Broadway between Edgewood and Superior - At midblock bumpout; leads to Dayton View Park	Edison	530	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented

Map ID	Countermeasure	Location	School(s) Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
P68	Add crosswalk(s)	Dunbar and Edison - All directions	Edison	530	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L17	Add bike route	Ridge between Main and Riverside - Add Bike Lanes	EJ Brown	530	High	1-3 years	Low	local funds; other grants	City of Dayton, Township, and/or Montgomery County	Not yet implemented
P128	Add bumpout(s)	Huffman and Smithville - All corners	Kemp; Wright Brothers	530	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P204	Add crosswalk(s)	McLain and Samuel - All directions	Ruskin	530	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L35	Repair sidewalk	Hoover between Gramont and Shoop - N side of street	Westwood	530	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L36	Repair sidewalk	Oakbridge between Brooklyn and Shoop - N side of street	Westwood	530	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P249	Add bumpout(s)	Gettysburg and Oakridge - All corners	World of Wonder	530	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P99	Add crosswalk(s)	Parkwood and Wildwood - N	EJ Brown	526	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L48	Add off street path	Wright Brothers School Grounds - Extend sidewalk along Pleasant to school doors	Wright Brothers	526	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L19	Add bike route	Main between Fairview and Ridge - Add Bike Lanes	Fairview; EJ Brown	520	High	1-3 years	Medium	local funds; other grants	City of Dayton, Township, and/or Montgomery County	Not yet implemented
L50	Add sidewalk	Hillcrest between Elsmere and Philadelphia - S side of street	Fairview	520	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L27	Repair sidewalk	Trieschman between Tampa to end of the street - E side of street	Louise Troy	518	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P41	Add crosswalk(s)	Indiana and Wyoming - S	Cleveland; Ruskin	512	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P40	Add crosswalk(s)	Hodapp and Wyoming - N	Cleveland	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P54	Add crosswalk(s)	1st and Broadway - E and W	Edison	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P59	Add stop sign(s)	5th and Broadway - N and S	Edison	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P61	Add crosswalk(s)	Broadway and Dakota - E and W	Edison	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P77	Add crosswalk(s)	Birchwood and Fairview - N	EJ Brown; Fairview	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P83	Add crosswalk(s)	Fairview and Wheatley - S	EJ Brown; Fairview	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P139	Add crosswalk(s)	Alaska and Leo - S	Kiser	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P147	Add stop sign(s)	Deeds and Leo - E and W	Kiser	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P158	Add crosswalk(s)	Leo and Maryland - S and E	Kiser	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented

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P179	Add pedestrian barriers	4023-4051 Dayton-Greenville Pike - E side of street	Meadowdale	510	High	1-3 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P181	Add crosswalk(s)	Ark and Wolf - E	Meadowdale	510	High	1-3 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P186	Add pedestrian barriers	Haney and Wolf - SE corner	Meadowdale	510	High	1-3 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P220	Add crosswalk(s)	Hoover and Walton - N, S and E	Westwood	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P229	Add crosswalk(s)	Germantown and Rider - S	Wogaman	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P231	Add crosswalk(s)	Germantown and Ruth - S	Wogaman	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P232	Add crosswalk(s)	Heartsoul and McArthur - E	Wogaman; Louise Troy	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P271	Add crosswalk(s)	Burkhardt and Wright - N	Wright Brothers	510	High	1-3 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P72	Remark crosswalk(s), ladder style	Grand and Grafton and North - All directions	Edison	504	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P73	Add bumpout(s)	Grand and Grafton and North - All directions	Edison	504	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P266	Add crosswalk(s)	Burkhardt and Hedges - All directions	Wright Brothers	504	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L47	Add off street path	Wright Brothers School Grounds - Between school and corner of Burkhardt and Garland	Wright Brothers	504	High	1-3 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L7	Add curbing	Alice between Arbor and Phillips - Curbing needed N, S side of street; cars are parking on the few existing sidewalks	Cleveland	498	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P114	Add crosswalk(s)	Revere and Bellaire - W	Horace Mann	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P125	Add crosswalk(s)	Huffman and Martz - N	Kemp	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P126	Add crosswalk(s)	Huffman and Seminary - S	Kemp	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P129	Add crosswalk(s)	Huffman and Westview - N	Kemp; Wright Brothers	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P130	Add crosswalk(s)	Huffman and Wright - S	Kemp; Wright Brothers	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P214	Add crosswalk(s)	Burleigh and Hoover - S	Westwood	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P224	Add crosswalk(s)	Lorenz and Oakridge - S	Westwood	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P236	Add crosswalk(s)	Madden Hills and McArthur - E	Wogaman	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P272	Add crosswalk(s)	Garland and Pleasant - N and S	Wright Brothers	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P264	Add crosswalk(s)	Burkhardt and Darst - E and N	Wright Brothers; Kemp	498	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented

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P88	Tighten corner(s)	Hillcrest and Main - NW, SE, and SW corner	EJ Brown; Fairview	496	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P60	Add crosswalk(s)	Antioch and Edison - All directions	Edison	490	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L14	Repair sidewalk	Edison at RR Tracks - S side of street	Edison	490	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P110	Tighten corner(s)	Morse and Revere - Intersection is quite wide, tighten up NE corner	Horace Mann	490	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P165	Add crosswalk(s)	Albritton and Heartsoul - All directions	Louise Troy	490	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P176	Add crosswalk(s)	Randolph and Weaver - All directions	Louise Troy	490	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L32	Repair sidewalk	McLain between Yates and Tato - N side of street	Ruskin	490	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L37	Repair sidewalk	Walton between Edith and Fairbanks - E side of street	Westwood	490	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L38	Repair sidewalk	Lakeview between Blanche to McArthur - N side of the street	Wogaman	490	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P102	Add crosswalk(s)	Otterbein and Salem - SW	Fairview	484	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P4	Remark crosswalk(s), ladder style	Arlene and Free Pike - Crosswalk to be converted to ladder style	Belle Haven	476	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P5	Add bumpout(s)	Arlene and Free Pike - SE and SW corners	Belle Haven	476	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P155	Add pedestrian barriers	Hart and Troy - Abandoned gas station; NE corner	Kiser	476	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P196	Add crosswalk(s)	Clover and Fillmore - All directions	Ruskin	476	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P200	Remark crosswalk(s), ladder style	Fillmore and Wyoming - All directions	Ruskin	476	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P230	Tighten corner(s)	Germantown and Rider - SW corner	Wogaman	476	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P2	Add crosswalk(s)	Annapolis and Myron - W and E	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P3	Add crosswalk(s)	Arlene and Copeland - N	Belle Haven	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P11	Add crosswalk(s)	Catalina and Redonda - N	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P12	Add speed bump	Curnudu between Marlin and Myron - midblock	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P13	Remark crosswalk(s), ladder style	Curundu and Marlin - Crosswalk to be converted to ladder style	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P15	Remark crosswalk(s), ladder style	Curundu and Myron - Crosswalk to be converted to ladder style	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P17	Add stop sign(s)	Curundu and Myron - W and E	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented

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P18	Add crosswalk(s)	Curundu and Parkfield - S	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P21	Remark crosswalk(s), ladder style	Gatewood and Marlin - Crosswalk to be converted to ladder style	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P22	Add stop sign(s)	Gatewood and Marlin - E	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P24	Add crosswalk(s)	Marlin and Redonda - E	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P25	Remark crosswalk(s), ladder style	Parkfield and Redonda - Crosswalk to be converted to ladder style	Belle Haven	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P32	Add crosswalk(s)	Arbor and Wyoming - S	Cleveland	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P33	Add crosswalk(s)	Argyle and Pursell - W	Cleveland	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P34	Add stop sign(s)	Argyle and Pursell - W	Cleveland	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P46	Add crosswalk(s)	Pursell and Wyoming - S	Cleveland	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P51	Add crosswalk(s)	Edendale and Pickford - All directions	Eastmont	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P67	Add crosswalk(s)	Conover and Edison - N and S	Edison	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P117	Add crosswalk(s)	4th and Hedges - S	Kemp	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P118	Add crosswalk(s)	5th and Hedges - N and W	Kemp	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P120	Add crosswalk(s)	Brownell and Shedbourne - W	Kemp; Wright Brothers	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P122	Add crosswalk(s)	Gondert to Shedbourne - W	Kemp; Wright Brothers	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P127	Add crosswalk(s)	Huffman and Shedbourne - All directions	Kemp; Wright Brothers	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P144	Add speed bump	Deed between Edmund and Ray - midblock	Kiser	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P150	Add crosswalk(s)	Deeds and Schaeffer - N, S and E	Kiser	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P151	Add speed bump	Deeds between Edmund and Leonhard - midblock	Kiser	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P152	Add speed bump	Deeds between Lamar and Schaeffer - midblock	Kiser	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L23	Add sidewalk	Leo between both branches of Rita - N side of street, on former RR ROW	Kiser	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P167	Add crosswalk(s)	Clement and Richley - All directions	Louise Troy	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P168	Add stop sign(s)	Clement and Richley - E and W	Louise Troy	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P170	Add stop sign(s)	Clement and Weaver - E and W	Louise Troy	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented

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L26	Add off street path	School grounds - Between Richley and door of the school	Louise Troy	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P182	Add crosswalk(s)	Beatty and Otis - All directions	Meadowdale	470	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented
P207	Add crosswalk(s)	2nd and Upland - S	Westwood	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P216	Add crosswalk(s)	Burleigh and Oakridge - S and W	Westwood; World of Wonder	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P225	Add crosswalk(s)	Oakridge and Upland - S and W	Westwood; World of Wonder	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P233	Add crosswalk(s)	Lakeview and McArthur - S, E and W	Wogaman	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P234	Add crosswalk(s)	Lakeview and Mt Clair - S, E and W	Wogaman	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P239	Add crosswalk(s)	Ruth and Weaver - All directions	Wogaman	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P243	Add crosswalk(s)	Circle and Oakridge - S	World of Wonder	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P248	Add crosswalk(s)	Elmhurst and Oakridge - S	World of Wonder	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P251	Add crosswalk(s)	Mia and Oakridge - All directions	World of Wonder	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P255	Add crosswalk(s)	Seeley and Tyson - W	World of Wonder	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L44	Add sidewalk	Oakridge between Gettysburg and Verona - S side of street	World of Wonder	470	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P258	Remark crosswalk(s), ladder style	5th and Wright - E	Wright Brothers	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P259	Remark crosswalk(s), ladder style	5th and Wright - S	Wright Brothers	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P262	Add crosswalk(s)	Bierce and Jersey - S and W	Wright Brothers	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P263	Add crosswalk(s)	Bierce and Martz - N and S	Wright Brothers	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P273	Add crosswalk(s)	Harbine and Pleasant - N and S	Wright Brothers	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P270	Add stop sign(s)	Burkhardt and Westview/Wright - E and W	Wright Brothers; Kemp	470	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L40	Repair sidewalk	Madden Hills between Crocus and McArthur - N side; S side of the street, McArthur E to midblock	Wogaman	468	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L20	Add bike route	Irving between Wilmington and Dayton-Kettering Connector - Add Bike Lanes	Horace Mann	466	Medium	4-7 years	Medium	local funds; other grants	City of Dayton, Township, and/or Montgomery County	Not yet implemented
L15	Repair sidewalk	Edison between James McGee and Paul Laurence Dunbar - S; N side of street to just east of Paul Laurence Dunbar	Edison	460	Medium	4-7 years	High	SRTS	SRTS Infrastructure Team	Not yet implemented

Map ID	Countermeasure	Location	School(s) Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
L25	Add sidewalk	Nicholas between Elsie Place and Stolz Ave - N side of street	Louise Troy	456	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P194	Add crosswalk(s)	5th and Van Lear - N	Ruskin	456	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P265	Add crosswalk(s)	Burkhardt and Gerlaugh - N and S	Wright Brothers	456	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L42	Add sidewalk	Oakridge between Almond and Cleverly - S side of street	World of Wonder	450	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L45	Add sidewalk	Oakridge between Mia and Tyson - N side of street	World of Wonder	450	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L46	Add sidewalk	Oakridge between Mia and Whitmore - S side of street	World of Wonder	450	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P57	Remark crosswalk(s), ladder style	3rd and Broadway - All directions	Edison	448	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P75	Add bumpout(s)	Grand and Salem - All directions	Edison	448	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P76	Remark crosswalk(s), ladder style	Grand and Salem - All directions	Edison	448	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P81	Add bumpout(s)	Fairview and Mayfair - W side of the intersection	EJ Brown; Fairview	448	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P103	Tighten corner(s)	Bellaire and Wilmington - SE corner	Horace Mann	448	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P135	Add pedestrian barriers	228-310 Troy St - Concentra and Supportive Living parking lots	Kiser	448	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P140	Add bumpout(s) w/crosswalk	Baltimore and Leo - E of intersection	Kiser	448	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P153	Add crosswalk(s)	Dell and Troy - E and W	Kiser	448	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P156	Add crosswalk(s)	Keifer and Troy - W	Kiser	448	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P164	Add pedestrian barriers	Troy and Light - Between sidewalk and parking lot for the Troy and Dell building (SE corner of Troy and Light)	Kiser	448	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L34	Repair sidewalk	Hoover between Anna and Lorenz - S side of street	Westwood	448	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P235	Add bumpout(s) w/crosswalk	Madden Hills and McArthur - S	Wogaman	448	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L22	Add bike route	Patterson between Dayton-Kettering Connector and Washington - Add Bike Lanes	Horace Mann	440	Medium	4-7 years	Medium	local funds; other grants	City of Dayton, Township, and/or Montgomery County	Not yet implemented
P160	Add bumpout(s)	Leo and Troy - All corners but NW	Kiser	440	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P132	Add pedestrian refuge island w/RRFB and crosswalks	Huffman between Westview and Seminary - midblock	Kemp	436	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L4	Add sidewalk	Myron south of Annapolis - E side of street; sidewalk ends midblock	Belle Haven	430	Medium	4-7 years	Low	SRTS	Township and/or Montgomery County	Not yet implemented

Map ID	Countermeasure	Location	School(s) Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
P211	Add crosswalk(s)	Anna and Hoover - N, S and E	Westwood	428	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P238	Add crosswalk(s)	Nicholas and Stolz - N	Wogaman	428	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P58	Add crosswalk(s)	5th and Broadway - All directions	Edison	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P70	Add pedestrian signal	Edison and James McGee - Add ped signal across McGee; keep so there's not a cut in boulevard for vehicular cross traffic	Edison	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P74	Add crosswalk(s)	Grand and Meredith - All directions	Edison	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P107	Add RRFB pedestrian signal w/restriped crosswalk	Horace Mann School entrance @ Wilmington - Already a pedestrian island present	Horace Mann	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P138	Add crosswalk(s)	Air and Troy - E	Kiser	420	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P145	Add bumpout(s)	Deeds and Leo - All corners	Kiser	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P146	Add crosswalk(s)	Deeds and Leo - All directions	Kiser	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P157	Add bumpout(s) w/crosswalk	Leo and Maryland - E of intersection	Kiser	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P171	Add crosswalk(s)	Danner and Germantown - S	Louise Troy	420	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P174	Add crosswalk(s) w/bumpout	Danner between Bancroft and Banker - midblock, with bumpout on west side	Louise Troy	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P183	Tighten corner(s)	Curundu and Salem - NW corner	Meadowdale	420	Medium	4-7 years	Medium	SRTS	Township and/or Montgomery County	Not yet implemented
P184	Tighten corner(s)	Dayton-Greenville Pike - NW corner	Meadowdale	420	Medium	4-7 years	Medium	SRTS	Township and/or Montgomery County	Not yet implemented
P199	Add crosswalk(s)	Fillmore and Pierce - All directions	Ruskin	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P212	Remark crosswalk(s), ladder style	Brooklyn and Hoover - All directions	Westwood	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P213	Add crosswalk(s)	Brooklyn and Oakridge - All directions	Westwood; World of Wonder	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P228	Add bumpout(s)	Germantown and McArthur - All corners	Wogaman	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P237	Add bumpout(s)	Nicholas and McArthur - NE and SE corners	Wogaman; Louise Troy	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P267	Remark crosswalk(s), ladder style	Burkhardt and Jersey - All directions	Wright Brothers	420	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P260	Add crosswalk(s)	Bierce and Findlay - W	Wright Brothers	416	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P96	Add bumpout(s)	Maplelawn and Knecht and Main - NW and SE corner	EJ Brown	414	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented

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L2	Add off street path	End of Gatewood - On school grounds; sidewalks on Gatewood end at school property boundary	Belle Haven	410	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P39	Add crosswalk(s)	Hodapp and Tacoma - All four directions	Cleveland	408	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P91	Add crosswalk(s)	Hudson and Wheatley - All directions	EJ Brown	408	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P172	Add crosswalk(s)	Danner and Miami Chapel - All corners	Louise Troy	408	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P43	Add crosswalk(s)	Missouri and Wyoming - S	Cleveland; Ruskin	400	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P108	Add crosswalk(s)	Kenmore and Patterson - N	Horace Mann	400	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P159	Add crosswalk(s)	Leo and Stanley - E	Kiser	400	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L28	Add sidewalk	Wolf between Ark and Dayton-Greenville Pike - W side of street	Meadowdale	400	Medium	4-7 years	Medium	SRTS	Township and/or Montgomery County	Not yet implemented
P193	Add crosswalk(s)	5th and Torrance - S	Ruskin	400	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L30	Repair sidewalk	McLain between Milton and Yates - N, S side of street	Ruskin	400	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L33	Repair sidewalk	2nd between Delphos and Upland - S side; N side street; on former RR ROW	Westwood	400	Medium	4-7 years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P268	Add crosswalk(s)	Burkhardt and Martz - S	Wright Brothers	400	Medium	4-7 years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L24	Add bike route	Stanley/Findlay between Leo and Monument - Add Bike Lanes	Kiser	394	Low	8+ years	Medium	local funds; other grants	City of Dayton, Township, and/or Montgomery County	Not yet implemented
L12	Add bike route	Plainfield between Townsley and Spaulding - Add Bike Boulevard signage	Eastmont	390	Low	8+ years	Low	local funds; other grants	City of Dayton, Township, and/or Montgomery County	Not yet implemented
L13	Add bike route	Spaulding between Plainfield and Iron Horse Trail - Add Bike Boulevard signage	Eastmont	390	Low	8+ years	Low	local funds; other grants	City of Kettering, Township, and/or Montgomery County	Not yet implemented
P143	Add bumpout(s)	Chapel and Troy - All directions	Kiser	386	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L52	Add sidewalk	Richley between Danner and Randolph - S side of street	Louise Troy	388	Low	8+ years	Medium	local funds; other grants	City of Dayton, Township, and/or Montgomery County	Not yet implemented
P14	Add bumpout(s)	Curundu and Marlin - SE and SW corners	Belle Haven	380	Low	8+ years	Medium	SRTS	Township and/or Montgomery County	Not yet implemented
P16	Add bumpout(s)	Curundu and Myron - NE and NW corners	Belle Haven	380	Low	8+ years	Medium	SRTS	Township and/or Montgomery County	Not yet implemented
L1	Repair sidewalk	Arlene north of Waymire - Bush impedes on sidewalk midblock	Belle Haven	380	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented

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L5	Repair sidewalk	Prescott between England and Bohemian - N side of street adjacent to empty lots	Belle Haven	380	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P38	Add crosswalk(s)	Hodapp and St Charles - All four directions	Cleveland	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P48	Add bumpout(s)	Edendale and Ferngrove - All corners	Eastmont	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P49	Add crosswalk(s)	Edendale and Ferngrove - All directions	Eastmont	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P50	Add bumpout(s)	Edendale and Pickford - All corners	Eastmont	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P71	Add crosswalk(s)	Edison and Orchard - All directions	Edison	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P87	Add crosswalk(s)	Five Oaks and Richmond - All directions	EJ Brown	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P97	Add crosswalk(s)	Marson and Willowood - All directions	EJ Brown	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P98	Add crosswalk(s)	Niagara and Wheatley - All directions	EJ Brown	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P101	Add crosswalk(s)	Santa Clara and Wheatley - All directions	EJ Brown	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P82	Add RRFB pedestrian signal w/restriped crosswalk	Fairview and Wheatley - E	EJ Brown; Fairview	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P119	Add crosswalk(s)	5th and Westview - All directions	Kemp	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P124	Add bumpout(s)	Huffman and Livington - midblock	Kemp	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P131	Add bumpout(s) w/crosswalk	Huffman between Gilbert and Jersey - midblock	Kemp	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P123	Add crosswalk(s)	Huffman and Kester - All directions	Kemp; Wright Brothers	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P133	Add crosswalk(s)	Shedbourne and Suman - All directions	Kemp; Wright Brothers	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P134	Add crosswalk(s)	Shedbourne and Tuttle - All directions	Kemp; Wright Brothers	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L51	Add pathway	Pinewood Park between Kemp Elem and Alexander	Kemp	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P148	Add crosswalk(s)	Deeds and Leonhard - All directions	Kiser	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P149	Add crosswalk(s)	Deeds and Ray - All directions	Kiser	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P169	Add crosswalk(s)	Clement and Weaver - All directions	Louise Troy	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P177	Add crosswalk(s)	Roosevelt and Trieschman - All directions	Louise Troy	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P178	Add crosswalk(s)	Trieschman and Weaver - All directions	Louise Troy	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P205	Add crosswalk(s)	McLain and St Jude - All directions	Ruskin	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented

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P208	Add crosswalk(s)	2nd, Burleigh, and Delphos - N, NW, W, and SE	Westwood	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P209	Make all legs stop-controlled, tighten corners, and add crosswalks	2nd, Burleigh, and Delphos - Several streets intersect at blind angles here	Westwood	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P222	Add crosswalk(s)	Kilmer and Oakridge - All directions	Westwood	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P217	Add crosswalk(s)	Delphos and Oakridge - All directions	Westwood; World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P218	Tighten corner(s)	Delphos and Oakridge - SE and SW corner	Westwood; World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P223	Add crosswalk(s)	Leland and Oakridge - All directions	Westwood; World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P226	Add crosswalk(s)	Oakridge and Westwood - All directions	Westwood; World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P227	Add crosswalk(s)	Burwood and Lakeview - All directions	Wogaman	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P240	Add crosswalk(s)	2nd and Elmhurst - All directions	World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P241	Add crosswalk(s)	Elmhurst and Sylvan - All directions	World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P242	Add crosswalk(s)	Almond and Oakridge - All directions	World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P244	Add crosswalk(s)	Cleverly and Oakridge - All directions	World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P253	Add crosswalk(s)	Oakridge and Tyson - All directions	World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P254	Add crosswalk(s)	Oakridge and Whitmore - All directions	World of Wonder	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P256	Add crosswalk(s)	4th and Wright - All directions	Wright Brothers	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P274	Add crosswalk(s)	Hedges and Pleasant - All directions	Wright Brothers	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P269	Add crosswalk(s)	Burkhardt and Westview - All directions	Wright Brothers; Kemp	380	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P62	Remark crosswalk(s), ladder style	Broadway and Home - All directions	Edison	366	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P257	Add bumpout(s)	5th and Findlay - All corners	Wright Brothers; Ruskin	366	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P9	Remark crosswalk(s), ladder style	Arlene and Prescott - Crosswalk to be converted to ladder style	Belle Haven	360	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P20	Add stop sign(s)	England and Prescott - W and E	Belle Haven	360	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P93	Add crosswalk(s)	Kenilworth and Wheatley - All directions	EJ Brown	360	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P109	Add crosswalk(s)	Morse and Fauver - W	Horace Mann	360	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented

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P206	Add crosswalk(s)	McLain and Tato - W and S	Ruskin	360	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L39	Add sidewalk	Lakeview between Fleetfoot and Bowie - N side of street, starting at the Trinity United Church to 3405 Lakeview	Wogaman	360	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P246	Add crosswalk(s)	Elmhurst and Greenleaf - At entrance to bus turnaround	World of Wonder	360	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P247	Add crosswalk(s)	Elmhurst and Lee - At entrance to bus turnaround	World of Wonder	360	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
L41	Add sidewalk	Hollencamp from municipal border between Dayton and Trotwood and 2nd - E side of street	World of Wonder	360	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P261	Add crosswalk(s)	Bierce and Gerlaugh - N and S	Wright Brothers	360	Low	8+ years	Low	SRTS	SRTS Infrastructure Team	Not yet implemented
P210	Add bumpout(s) w/crosswalk	Anna and Hoover - Across Hoover, E leg of intersection	Westwood	338	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L18	Add pathway	Ridge to Stillwater River Trail - Add a graded ramp connecting the sidewalk on Ridge Ave to the Stillwater River Trail	EJ Brown	328	Low	8+ years	Low	local funds; other grants	City of Dayton, Township, and/or Montgomery County	Not yet implemented
P121	Add crosswalk(s)	Gondert and Cosler - Add crosswalks and crossing signage	Kemp	320	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P52	Add crosswalk(s)	Falke and Woodbine - All directions	Eastmont	310	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P53	Add crosswalk(s)	Russet and Woodbine - All directions	Eastmont	310	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P113	Add crosswalk(s)	Patterson and White Oak - All directions	Horace Mann	310	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P142	Tighten corner(s)	Brandt and Stanley - N and E	Kiser	310	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P163	Tighten corner(s)	Stanley and Valley - All corners but SE	Kiser	310	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P180	Tighten corner(s)	Annapolis and Salem - NW corner	Meadowdale	310	Low	8+ years	Medium	SRTS	Township and/or Montgomery County	Not yet implemented
P187	Add crosswalk(s)	4th and Findlay - All directions	Ruskin	310	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P221	Add crosswalk(s); RRFB and Refuge Island (on blvd)	James McGee and Walton - W and S	Westwood	310	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P189	Tighten corner(s)	5th and Linden - NE and SW corner	Ruskin	306	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P6	Add crosswalk(s)	Arlene and Genesee - All four directions	Belle Haven	298	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P275	Add crosswalk(s)	Woodley and Wright - All directions	Wright Brothers	298	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L16	Repair sidewalk	Kenilworth between Richmond and Wheatley and Wheatley between Delaware and Kenilworth - N, S, and E side of street	EJ Brown	290	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented

Map ID	Countermeasure	Location	School(s) Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
L3	Add sidewalk	Hillcrest between Gettysburg and Trone - N side of street	Belle Haven	278	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P7	Add bumpout(s)	Arlene and Hillcrest - All four corners	Belle Haven	270	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P8	Add crosswalk(s)	Arlene and Hillcrest - All four directions	Belle Haven	270	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P10	Add crosswalk(s)	Arlene and St James - All four directions	Belle Haven	270	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P19	Add crosswalk(s)	England and Hillcrest - All four directions	Belle Haven	270	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P23	Add crosswalk(s) w/RRFB	Hillcrest east of Trone - At the top of the hill	Belle Haven	270	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P78	Add crosswalk(s)	Delaware and Wheatley - All four directions	EJ Brown	270	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
P92	Add crosswalk(s)	Kenilworth and Richmond - All directions	EJ Brown	270	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented
L31	Add pathway	Steve Whalen and Xenia - Connect Steve Whalen Bikeway to Xenia Ave	Ruskin	270	Low	8+ years	Medium	local funds; other grants	City of Dayton, Township, and/or Montgomery County	Not yet implemented
P219	Add connection; restripe crosswalks	Hoover and James McGee - Add formal connection between sidewalk and Wolf Creek Trail	Westwood	210	Low	8+ years	Medium	SRTS	SRTS Infrastructure Team	Not yet implemented

6.0: ENDORSEMENTS

Dayton Safe Routes to School (SRTS) strives to create a community that supports and enhances safe walking and biking to school by focusing on fair access to transportation options through engineering, enforcement, evaluation, education and encouragement.

The Dayton SRTS program has three goals:

- **Safety:** Creating designated neighborhood routes that avoid unsafe intersections and high crime spots where possible, by strengthening supervision and improving the infrastructure of neighborhoods - making them more walkable for everyone.
- **Health and Wellness:** Improving the health of our community and children by encouraging walking and biking to school. Supporting students' academic success by encouraging them to walk and bicycle to school.
- **Environment:** Creating cleaner air and improving our environment by reducing the use of cars and buses for travel to and from school.

The undersigned endorse these goals and pledge to support this School Travel Plan and the Dayton SRTS Program.

Name	Organization	Signature
Elizabeth Lolli, PhD,	Acting Superintendent, Dayton Public Schools	
Dr. William E. Harris, Jr.	President, Dayton Public Schools, Board of Education	
Nan Whaley	Mayor, City of Dayton	
Shelley Dickstein	City Manager, City of Dayton	

EVERY move YOU MAKE

KEEP IT SAFE

INFRASTRUCTURE TOOLKIT

ENGINEERING

SafeRoutes
Ohio Safe Routes to School

Ohio Department of Transportation

INFRASTRUCTURE TOOLKIT

Innovative and out-of-the-box infrastructure tools can improve the built environment and increase safety for pedestrians and bicyclists. Engineering is one of the complementary strategies that Safe Routes to School Travel (SRTS) programs use to improve the walking and bicycling environment and enable more children to walk and bicycle to school.

Engineering is a broad concept used to describe the design, implementation, operation and maintenance of traffic control devices or physical measures, including low-cost and high-cost capital measures.

In some situations, changing the infrastructure is the best way to counteract a safety hazard; however, it is important to keep in mind that infrastructure improvements are costly to build and take several years to develop. Even after completion, a change in infrastructure may not be enough to change students' and parents' decisions about how to travel to school.

This is why infrastructure countermeasures are most effective when they incorporate SRTS's other Es — education, encouragement, enforcement and evaluation — in a School Travel Plan (STP).

The infrastructure countermeasures in this toolkit illustrate various engineering techniques that work to create safe routes by:

- Improving paths
- Creating safer crossings
- Slowing down traffic

while recognizing the importance of a balanced roadway environment to accommodate the needs of all modes of transportation — be it on foot, on a bicycle or in a motor vehicle.

The goal of these countermeasures is to create street environments where vehicles travel the speed limit, non-motorized users can travel safely and comfortably, roadway design is context-sensitive and people of all ages and abilities can travel throughout their community.

KEY CONSIDERATIONS

Key considerations associated with SRTS infrastructure countermeasures include:

- Countermeasures must accommodate emergency vehicles as appropriate, a determination that varies depending on road type.
- Any infrastructure improvement could require changes to drainage or utilities.
- Implemented countermeasures must comply with the Americans with Disabilities Act, and measures should be taken to involve persons with disabilities when considering pedestrian improvements.
- Maintenance of trees and landscaping is necessary over time to allow sufficient space on paths and sidewalks for pedestrians and bicyclists. Maintenance of signs and the surrounding vegetation is required to keep signs visible and in good condition.
- Infrastructure and non-infrastructure countermeasures can be combined and often are most effective when they work together.

INFRASTRUCTURE PROGRAMS

This summary is an overview of infrastructure countermeasures for communities and school districts across Ohio. This list, while not all-encompassing, is a great reference to begin identifying possible projects to improve the built environment and that fit with your community's or school's SRTS efforts.

ENGINEERING

BICYCLE RACKS Safe, visible bicycle parking is an important requirement to fully accommodate children who ride bikes to and from school. The ideal location for bike racks may be inside in the school building, where they are protected from weather and thieves, and in an area large enough to accommodate existing and future parking demand. This could be done most easily during new building construction. Where an indoor facility is not possible, outdoor bike parking should be in a visible area near the main entrance to the school. Such a location advertises to all visitors that bicycle parking is visible and easy to access. It also deters would-be thieves or vandals. Outdoor parking should be covered when possible and racks should be secured to a concrete surface.

SCHOOL CROSSWALK SIGNS AND ADVANCE WARNING SIGNS School crosswalk signs should be located on the side of the road and should be Ohio Manual of Uniform Traffic Control Devices (OMUTCD) compliant: currently the signs are of an adult and child walking on a fluorescent yellow-green background.

Advance warning signs are similar but include an additional sign that reads "AHEAD" to notify drivers of an upcoming crossing. These signs may be installed at crossings not controlled by stop signs or yield signs. Keep in mind that if they are overused, drivers may be more likely to ignore them.

RESEARCH SAYS
According to FHWA, pedestrian crossing signs in residential areas reduced motorist speeds by 15% and in school zones by 9%.

SCHOOL ZONE PAVEMENT MARKINGS The word "SCHOOL" can be painted on the roadway pavement and act as a horizontal sign. This is a cost-effective way to communicate to drivers that they are in a special school area and should drive with heightened awareness. The markings are more effective when used in conjunction with school zone signs either along the side of the road or overhead.

SCHOOL SPEED LIMIT SIGNS AND BEACONS Ohio law allows for a 20 MPH speed limit in school zones when children are arriving to school and when they are dismissed. Signs accompanied by flashing beacons should only be activated during arrival and dismissal to be most effective at attracting drivers' attention.

Generally, signs are located along the side of the road. However, they can also be installed overhead for increased visibility.

School speed limit signs may be installed without flashing beacons on some streets while taking into consideration traffic speeds and volumes, and the area's general characteristics.

SPEED FEEDBACK SIGNS Speed feedback signs provide drivers with real-time information of their speed when they pass a sign. Feedback signs should be used in conjunction with speed limit signs so that drivers know how their speed compares to the legal limit. If a car is speeding, the feedback sign could also post a message saying "SLOW DOWN" or flash a warning light to further catch the driver's attention and cause them to reduce their speed. Speed feedback signs can be permanently installed, like in the picture, or on portable trailers used at key times throughout the school year as part of targeted enforcement efforts.

RESEARCH SAYS
The FHWA found that speed feedback signs in school zones reduced speeds an average of 14% in rural and urban locations.

CHICANES Chicanes create a horizontal diversion of traffic using staggered curb extensions or a serpentine roadway alignment. They discourage, or make it impossible, for drivers to drive in a straight line. This reduces vehicle speeds. The simplest and most basic approach to create chicanes is to alternate on-street parking (parallel or angled) from one side of the street to the other. They force drivers to drive more slowly and with greater awareness, particularly at midblock locations. Chicane structures can beautify the roadway with vegetation and potentially help capture storm water.

SPEED HUMPS Speed humps reduce speeds by requiring vehicles to slow down while traveling over them. They are not emphasized in STPs because they disrupt the movement of all vehicles regardless of whether they are speeding or not. This differs from many other traffic calming devices that do not inconvenience a driver who is traveling the speed limit. Because of these issues, speed humps are only recommended sparingly, and as appropriate, in STPs.

RAISED CROSSWALKS AND RAISED INTERSECTIONS Raised crosswalks elevate crosswalks but not the other portions of an intersection to make pedestrians more visible to drivers. They can also be implemented at midblock locations where no intersection is present to increase awareness and visibility.

Raised intersections are raised areas of a street, including crosswalks. The goal is to reduce vehicle speeds. As vehicles travel over the raised area, drivers' awareness increases. They also enhance the pedestrian environment and make the intersection more apparent to drivers. Raised intersections can potentially improve the streetscape design through the use of special paving materials.

INTERSECTION SPEED TABLES Intersection speed tables are one type of raised intersection. With a speed table, the intersection is elevated but the crosswalks are not. They could be a lower cost infrastructure treatment instead of raising an entire intersection and its crosswalks.

TRAFFIC CIRCLES Also known as "mini-circles," traffic circles are round traffic islands in the center of a traditional low-volume intersection on residential streets. Vehicle speeds are reduced because motorists are forced to maneuver around the circle(s). Lower speeds reduce the frequency and severity of crashes, and improve safety for pedestrians and cyclists. They can beautify the roadway with vegetation as well. Traffic circles are not the same as roundabouts.

SIDEWALKS Sidewalks are the most effective countermeasure to increase safety for pedestrians. In urban areas, especially near schools and transit locations, the FHWA recommends sidewalks on both sides of roads. The feasibility of providing sidewalks on all roads must be considered in light of the associated cost, which can be high. In many Ohio cities, children can ride bicycles on sidewalks, so sidewalk improvements benefit both walkers and young cyclists on their way to and from school. An ideal sidewalk includes a grassy, tree-lined buffer between the sidewalk and the street, and a minimum sidewalk width of 5 feet, and up to 6 feet wide for optimal pedestrian safety and comfort.

RESEARCH SAYS
According to the FHWA, the presence of a sidewalk or pathway on both sides of the street corresponds to approximately an 88% reduction in "walking along road" pedestrian crashes.

SHARED ROADWAYS WITH PAVEMENT MARKINGS (BICYCLE BOULEVARDS) Located on residential roads, bicycle boulevards are roadways that allow all types of vehicles, but have been modified to enhance bicycle safety and efficiency. Bicycle boulevards create a safe riding environment for bicyclists who are uncomfortable riding on main roads. They often provide a free-flowing route for bicyclists by placing stop signs on streets intersecting with the bicycle boulevard and not on the boulevard itself.

Enhancements may be as simple as pavement markings with destination signs or as complex as a street with traffic circles and bicycle detection devices at signalized intersections. By creating a road that emphasizes bicycle transportation, motorized traffic slows and the road becomes safer for all users. A residential road with low traffic volumes and no sidewalks is a good candidate for creating a bicycle boulevard to increase safety for children riding their bikes to school.

BICYCLE LANES AND PROTECTED BICYCLE LANES (CYCLE TRACKS) On arterial and collector roads, traditional bike lanes increase safety for cyclists by providing designated space on the side of the road. Striped lines and pavement markings that are painted on the roadway typically delineate them.

In contrast to the paint that separates a traditional bike lane, protected bike lanes are separated from moving vehicles by a physical barrier such as parked cars, raised barriers or bollards (short vertical posts used to direct or control road traffic). Research confirms that protected bike lanes, also called cycle tracks, increase bicycle ridership among cyclists of all ages and abilities, including those who are fearful of riding in traffic.

Generally speaking, sidewalks are the primary recommendation to accommodate young cyclists. However, in some situations where sidewalk installation is not feasible and a cyclist connection is necessary, it is possible that a protected bike lane on existing pavement could be a useful, cost-effective way to increase safety for children biking to and from school. Additionally, crowded sidewalks may not be ideal locations for bicyclists of any age to ride, further underscoring the need to consider on-road options.

RESEARCH SAYS

Research confirms that protected bike lanes, also called cycle tracks, increase bicycle ridership among cyclists of all ages and abilities, including those who are fearful of riding in traffic.

BIKE BOXES Bike boxes are an intersection safety design to prevent bicycle-car collisions. They are a painted green space on the road with a white bicycle symbol inside. In some locations, there is also a green bicycle lane approaching the box. Bike boxes create space between motor vehicles and the crosswalk, allowing bicyclists to position themselves ahead of motor vehicles at an intersection.

The main goals of bike boxes are to improve safety by: increasing cyclists' awareness and visibility; helping cyclists make safer intersection crossings (especially when drivers are turning right and bicyclists are going straight); encouraging bicyclists to make more predictable approaches to and through intersections; and reducing crosswalk encroachment for pedestrians.

RESEARCH SAYS

Studies in Texas and Oregon found that bike boxes increase bicyclists' overall safety, bicyclists' obeying the red light and motorists' awareness of bicyclists in the intersection. They are even more effective when combined with "No Turn on Red" signs.

More details at nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes

ROADWAY RECONFIGURATIONS Also known as road diets, road configurations are countermeasures where the number of vehicular lanes and/or their widths is reduced to provide more space for pedestrians and bicyclists. Roadway configurations can range from relatively simple treatments of restriping the roadway to a full street reconstruction that includes additional sidewalks, trees, medians and other amenities. Roadway configurations are often implemented on four-lane roads to transform them into three-lane roads (one lane in each direction and a center turn lane).

In urban commercial corridors, Roadway configurations can contribute to revitalized business districts. Roadway configurations also help reduce vehicular speeds, reduce crash severity and increase safety for pedestrians and bicyclists. The decreased width of the road allows pedestrians to cross with more ease.

Before

After

REMOTE DROP-OFF AND PICK-UP LOCATIONS A disorganized or congested drop-off and pick-up process can decrease safety for all children regardless of their mode of travel. Students who walk or bike should be able to access the main school entrance safely and comfortably without crossing dangerous conditions as other students get dropped off or picked up by their parents' cars or school buses. One solution is to designate a remote area, such as a side street adjacent to the school or a remote parking lot, where drop-off and pick-up can occur separate from the majority of the walkers and cyclists. Either adults – parents, staff or other volunteers – or older students can then lead the group to school grounds.

With this countermeasure, all students become pedestrians while on school grounds and safety increases for everyone.

Remote drop-off and pick-up locations can easily be integrated with other non-infrastructure countermeasures such as adult crossing guards, student safety patrol, walking school buses and bike trains. Learn more about these non-infrastructure countermeasures in ODOT's SRTS Non-Infrastructure Toolkit (bitly.com/ODOT-Non-Infrastructure-Toolkit, and scroll down the page).

LIGHTING While the majority of school-related commuting occurs during daylight hours, street lighting is an effective tool to increase safety for pedestrians and bicyclists during inclement weather, nighttime and early morning. As early classes or after-school activities often begin or end when it is dark, lighting is a valuable SRTS countermeasure.

RESEARCH SAYS
According to FHWA, improved lighting at intersections may reduce the rate of pedestrian crash injuries by approximately 40%.

HIGH-VISIBILITY CROSSWALKS Whenever possible and appropriate, diagonal, ladder-style or "continental design" (vertical stripes only) crosswalk markings should be used rather than simply two parallel lines, especially where approaching traffic is not controlled by a stop sign. A crosswalk that has more lines is more visible to drivers, making them more aware of the crosswalk's presence. Crosswalks can guide pedestrians to the best locations to cross. However, to increase their safety, crosswalks must be accompanied by additional crosswalk and/or advance warning signs or traffic signals in locations with high traffic and speeds.

YIELD LINES Also known as "shark's teeth," these markings are a row of solid white triangles painted on the roadway, in advance of a crosswalk. They are often at an uncontrolled location on a multilane roadway. Ohio law requires drivers to yield to pedestrians in a crosswalk. Yield lines indicate the point where drivers are required to yield in advance of the crosswalks. The increased visibility of the crosswalk decreases the chance of a multiple threat crash, where a car in one lane blocks the view of a crossing pedestrian from a car in the adjacent lane. However to increase their safety, crosswalks and yield lines must be accompanied by additional crosswalk and/or advance warning signs.

STOP BARS Stop bars are an advance stop line placed 20 to 50 feet ahead of the crosswalk. They improve the visibility of pedestrians to motorists and help prevent crashes that occur at crosswalks on multilane roads. The Stop Bar line encourages drivers to stop back far enough so a pedestrian can see if a second motor vehicle is not stopping and, if necessary, be able to take evasive action to avoid being hit.

The Stop Bar line should be used with "Stop Here for Pedestrians" signs to alert drivers where to stop to let a pedestrian cross.

In addition, Stop Bars can greatly reduce the likelihood of a multiple-threat crash at unsignalized midblock crossings. Studies have found that advance yield markings at midblock crossings can be particularly useful when combined with signs and beacons, such as the Pedestrian Hybrid Beacon or rectangular rapid flash beacon (RRFB).

RESEARCH SAYS
One study found using a sign alone reduced conflicts between drivers and pedestrians by 67%. With the addition of a Stop Bar line, this type of conflict was reduced by 90% compared to baseline levels.

IN-STREET PEDESTRIAN CROSSING SIGNS In-street pedestrian crossing signs can be installed in the middle of a crosswalk for increased visibility at unsignalized locations. They are most effective at increasing motorist yield rates on low-speed, two-lane streets. They are small enough to be located in the middle of the street or on a median.

PEDESTRIAN COUNTDOWN SIGNALS Pedestrian signals with additional countdown indicators can help pedestrians crossing the street at signalized intersections. This additional countdown information provides increased comfort and confidence for pedestrians who may otherwise fear that they will not have enough time to cross. They are particularly helpful for slower-moving pedestrians such as children and the elderly. Countdown signals are a low-cost treatment and can be implemented as a standard treatment for all signalized intersections across a jurisdiction, particularly those near schools.

RECTANGULAR RAPID FLASH BEACONS (RRFB) Rectangular Rapid Flash Beacons are warning devices that alert drivers of pedestrians who intend to cross the street at uncontrolled crossings, such as midblock. A pedestrian crossing sign is paired with a flashing beacon, which consists of two alternating yellow LED lights that flash rapidly like emergency vehicle strobe lights. The device is activated by a pedestrian push button or by passive detection and remains flashing for a period that allows the pedestrian sufficient time to cross.

RESEARCH SAYS

Research for FHWA finds that RRFBs are effective tools for increasing motorists' yield rates at crosswalks. In one study, yield rates at crosswalks with a four-beacon RRFB system were 88% making it significantly safer for pedestrians and bicyclists. This compared to a 15% yield rate when the crosswalk had a standard overhead yellow flashing beacon.

PEDESTRIAN HYBRID BEACONS Also known as HAWKs (**H**igh intensity **A**ctivated cross**W**al**K**), these countermeasures are pedestrian-activated traffic control devices located on the roadside or on mast arms over midblock pedestrian crossings. They are designed for arterial roads with high traffic and several lanes. The beacons are dark until a pedestrian wants to cross the street. The pedestrian then pushes a button, which activates the signal. This results in a series of flashing and steady lights that allows traffic to stop and the pedestrian to cross safely. According to the FHWA, pedestrian hybrid beacons should only be used at midblock locations in conjunction with a marked crosswalk. In general, they should be used if gaps in traffic are not adequate to permit pedestrians to cross, if vehicle speeds on the major street are too high to permit pedestrians to cross or if pedestrian delay is excessive.

RESEARCH SAYS

Research shows that 97% of drivers yield at an intersection with a Pedestrian Hybrid Beacon (also called a HAWK Signal), compared to other intersection treatments using a red signal or beacon.

Another study found a 54% decrease in bicycle-motor vehicle crashes and a 69% decrease in pedestrian-motor vehicle crashes at intersections with these beacons.

CURB EXTENSION Also known as "bulbouts," "neckdowns" or "chokers," curb extensions expand the curb into the roadway for a portion of a block either at a corner or midblock. Curb extensions are appropriate where there is on-street parking. They increase pedestrian safety by shortening crossing distance, reducing pedestrian exposure and improving the ability of pedestrians and drivers to see each other. Curb extensions also can reduce vehicle speeds because they physically and visually narrow the roadway. At a corner, curb extensions inhibit the ability of vehicles to make turns at high speeds. At crossings, curb extensions make the crosswalk more apparent to drivers, encourage them to stop in advance and reduce illegal parking in crosswalks.

MEDIAN REFUGE ISLANDS Also known as "crossing islands" or "center islands," median refuge islands are located in the center of a crosswalk to help protect crossing pedestrians from motor vehicles. Medians reduce approaching vehicle speeds by narrowing the roadway. They increase pedestrian safety and reduce crashes by shortening crossing distance, reducing pedestrian exposure, increasing pedestrian visibility and allowing crossing to occur in stages. Medians often are appropriate on wide roads where the crossing distance is a barrier for pedestrians. They can be installed at intersections or midblock crossings.

RESEARCH SAYS

According to the FHWA, median refuge islands are one of the most effective and proven methods of increasing pedestrian safety.

TWO-STAGE CROSSING ISLANDS Two-stage crossing islands are a type of median that staggers or offsets the two halves of the crosswalk at the island. The median island directs the pedestrian to face traffic as they proceed across the island before crossing the second half of the street. This increases pedestrian awareness of oncoming vehicles. Additionally, these crossings only stop traffic in one direction at a time, so vehicles don't have to wait for pedestrians to cross the entire road, only their direction of traffic.

"STAND-BACK" LINES AND WAITING AREAS During arrival and dismissal, there may be intersections near schools where high numbers of school children are waiting to cross. In these locations, "stand-back" lines could be painted on the sidewalk several feet from the curb to designate a waiting area so that children do not stand close to moving traffic.

If there is not sufficient space to accommodate students behind "stand-back" lines, then a larger waiting area could be created by adding a concrete pad on property adjacent to the sidewalk. At locations with adult school crossing guards, the guard can easily direct the children to stand behind the line.

PEDESTRIAN RAILROAD GATES AND CROSSING IMPROVEMENTS

There are a number of ways pedestrian safety can be improved at railroad crossings by selectively using a mix of passive and/or active devices.

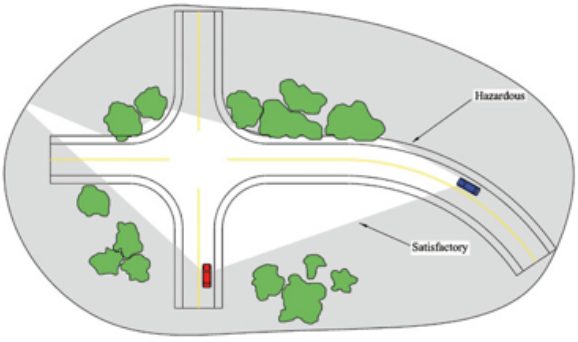
The only safe place to cross railroad tracks is at a designated public crossing with either a crossbuck, flashing red lights or a gate.

Passive devices that can be added to railroad crossings include: fencing; channelization; swing gates; pedestrian barriers; pavement markings and texturing; refuge areas; and designing crossings so that the pedestrian paths of travel intersect the railroad track at a 90 degree angle.

Active devices include flashers; audible active warning devices; automated pedestrian gates; pedestrian signals; and variable message signs. In Ohio, railroad crossing "crossbuck" signs must be used whenever railroad tracks intersect a public roadway or pathway.

CLEARING SIGHT LINES In order for students to see and be seen by approaching traffic, it may be necessary to clear intersection sight lines. Obstructions may be overgrown or misplaced vegetation or parked vehicles. Trees or shrubs are planted either by residents or jurisdictions, but may not be maintained. In many urban locations with high-volume and high-speed streets, jurisdictions may need to restrict parking near pedestrian crossings.

Keeping sight lines clear allows pedestrians to make better decisions about when it is safe to cross the street. It also allows drivers to react in a timelier manner when pedestrians are actively using the crossing.



FUNDING OPTIONS

INFRASTRUCTURE COUNTERMEASURES FUNDING OPTIONS

There are a number of different funding options available to help fund construction of infrastructure countermeasures outlined in this toolkit.

In addition to funding through your local municipality or jurisdiction, project funds may also be available through your local Metropolitan Planning Organization (MPO), the Ohio Department of Transportation (ODOT), the Ohio Department of Natural Resources (ODNR) and the Ohio Public Works Commission (OPWC).

While all of the programs identified below are able to provide funding for bicycle and pedestrian facilities, some programs may have additional conditions to meet in order to use the funds.

METROPOLITAN PLANNING ORGANIZATION (MPO)

- Congestion Mitigation and Air Quality Program (CMAQ) – CMAQ funds are available for projects that help reduce transportation-related pollutants in US EPA-designated air quality areas.
- Surface Transportation Program (STP) – STP provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STP funds can be used for multimodal maintenance, operations and new construction.
- Transportation Alternatives Program (TAP) – TAP funds are available through MPOs and ODOT for projects that advance non-motorized transportation facilities, for historic transportation preservation and environmental mitigation and vegetation management activities. TAP funded activities must be accessible to the general public or target a broad segment of the general public.

Click here to see if your municipality or jurisdiction is served by an MPO: http://regionalcouncils.org/members.

OHIO DEPARTMENT OF TRANSPORTATION (ODOT)

- ODOT's Safe Routes to School Program funds infrastructure projects and non-infrastructure programs as well as the development of SRTS School Travel Plans. Currently funds cover 100% of costs. Communities must have a completed and current School Travel Plan in order to apply for implementation funding.

Learn more at bit.ly/ODOT-Safe-Routes-funding

- ODOT's Safety Program funds engineering projects that improve high-crash or severe-crash locations on any public roadway across the state. Funds can cover up to 90% of preliminary engineering, detailed design, right-of-way or construction costs for the project.

Learn more at bit.ly/ODOT-Safety-Program-grants

- TAP – TAP funds are available through ODOT and local MPOs. TAP funds are available for projects that advance non-motorized transportation facilities, support historic transportation preservation and environmental mitigation and vegetation management activities. TAP funded activities must be accessible to the general public or targeted to a broad segment of the general public.

Details are at bit.ly/ODOT-Local-Funding-Opportunities, click on Transportation Alternatives tab.

- State Infrastructure Bank (SIB) – The SIB is a loan and bond program that can be used for up to 100% of the cost of transportation projects. Any highway or transit project eligible under US Code Tile 23 is eligible for financing.

Go to bit.ly/ODOT-State-Infrastructure-Bank to learn more.

OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR)

- Recreational Trails – The Recreational Trails Program funds trail development, trail maintenance, trail restoration, trailhead facilities, land acquisition for trails and environment and safety education programs related to trails.
- Clean Ohio Trails Fund – The Clean Ohio Trails Fund works to improve outdoor recreational opportunities by funding trails for outdoor pursuits. Projects should be consistent with statewide or regional trail plans, complete regional trail systems, link population centers with outdoor recreation areas, preserve natural corridors or provide links in urban areas to commuter access. Funds can be used for land acquisition for a trail, trail development, trailhead facilities, engineering and design.

Details are at ohiodnr.gov/grants and click on the Parks & Recreation link.

OHIO PUBLIC WORKS COMMISSION (OPWC)

- Improvement Program (SCIP) and the Local Transportation Improvement Program (LTIP). SCIP is a grant/loan program for roads, bridges, water supply, wastewater treatment, storm water collection and solid waste disposal. LTIP is a grant program specifically for roads and bridges.

Learn more at bit.ly/ohio-public-works-commission-programs.

VARIOUS FEDERAL SOURCES

- The Federal Highway Administration has updated a chart that includes a variety of programs that could fund pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs.

Learn more at bit.ly/USDOT-ped-bike-program-funding


EVERY
move
YOU MAKE
KEEP IT SAFE

EVERY move YOU MAKE

KEEP IT SAFE

NON-INFRASTRUCTURE TOOLKIT

4 E's

1. EDUCATION
2. ENCOURAGEMENT
3. ENFORCEMENT
4. EVALUATION

SafeRoutes
Ohio Safe Routes to School

Ohio Department of Transportation

NON-INFRASTRUCTURE TOOLKIT

A variety of non-infrastructure tools can increase pedestrians' and bicyclists' safety. Non-infrastructure tools in SRTS School Travel Plans are generally described as education, encouragement, enforcement and evaluation.

- **EDUCATION** – Teaching children and parents about transportation choices, instructing them in lifelong bicycling and walking safety skills and launching safety campaigns.
- **ENCOURAGEMENT** – Using events and activities to promote walking and bicycling.
- **ENFORCEMENT** – Partnering with local law enforcement to ensure traffic laws are enforced in the vicinity of schools and initiating community enforcement such as crossing guard programs.
- **EVALUATION** – Monitoring and documenting outcomes and trends by collecting data, including before and after implementing a SRTS program.

In some situations, changing the infrastructure is the best way to counteract a safety hazard; however, infrastructure improvements are costly to build and take several years to develop. Even after completion, a change in infrastructure may not be enough to change students' and parents' decisions about how to travel to school.

Non-infrastructure items are implemented at a low cost and relatively quickly. In some cases, non-infrastructure programs are scaled to a wide audience (i.e. several schools instead of just one) with relative ease. Education, encouragement, enforcement and evaluation are valuable non-infrastructure tools to create safer, friendlier streets for pedestrians and bicyclists.

NON-INFRASTRUCTURE PROGRAMS

This summary is an overview of non-infrastructure programs for communities and school districts across Ohio to use or modify. Education initiatives include recommended audiences to help target instruction appropriately. This list, while not all-encompassing, is a great reference to begin identifying action steps that fit with your community's or school's efforts.

EDUCATION

STATEWIDE SAFETY CAMPAIGN ODOT created a campaign called "Every Move You Make, Make It Safe" (walk.ohio.gov) that provides educational safety materials for students, parents and teachers. This educational outreach effort, including a show choir video, lesson guides that align with Ohio Department of Education content standards, travel tips and other materials, is designed to make walking and bicycling safety education easy and appealing to young students. *Recommended Audiences: K-8 students, non-formal education programs*

SAFE ROUTES TO SCHOOL LESSON GUIDES Students develop brainstorming, reporting, interviewing, observation, investigation, group collaboration, design and other skills using the SRTS Lesson Guides (walk.ohio.gov). There are three sets of guides that are age and grade appropriate (K-2, 3-5, 6-8), and align with Ohio Department of Education's Ohio Academic Content Standards. Lessons cover math, science, writing, speaking and listening, and incorporate walking and bicycling safety. They feature vocabulary words, student worksheets, material lists, day plans, literature and technology connections, games, experiments and extended learning. Students can even play an online game modeled after JEOPARDY.

The lesson guides can be integrated into the annual curricula of specific grades, whole schools and/or entire districts. This is an effective approach to institutionalize Safe Routes to School concepts. *Recommended Audiences: K-8 students*

E'S IN ACTION
EDUCATION

Since 2013, a Gahanna (OH) Middle School South teacher has incorporated biking and walking safety into her 6th grade health class. Each quarter, students participate in elements of the "Text-astrophe!" activity from the 6-8th grade lesson guide that teaches students how distractions and visibility impact walking and biking to school safely. There's also a bike education day that includes information on local and state laws, and bike helmet safety. All 200 6th graders participate annually.

BICYCLE RODEO A bike rodeo is an event that gives bicyclists the opportunity to practice and develop skills to help them ride safely, including bicycle skills activities, exhibits and games. Rodeos are often held for a few hours on a weekend. Numerous obstacle courses are set up with chalk and traffic cones. The goal of a bicycle rodeo is for participants to learn, practice and demonstrate their bicycle handling skills in a fun, noncompetitive atmosphere. *Recommended Audiences: K-8 students (more technical for 4-8), non-formal education, YMCA/ community center/cycling club partnership programs, after-school youth programs, parks and recreation programs*

SAFETY TOWN/SAFETY CITY Safety Town/Safety City is an interactive pedestrian, traffic and life safety program for young children. Many communities host the program through their police departments, often in partnership with local non-profit organizations like the Red Cross. Programs are one-two weeks long and are held inside or outdoors with a mix of classroom instruction and outdoor practice in a miniature city complete with streets, sidewalks, small buildings, traffic lights and stop signs. During Safety Town students learn about a variety of situations and what they should do to remain safe, including:

- Pedestrian and traffic safety
- Fire prevention
- School bus safety
- Poison/substance avoidance
- Animal safety
- Personal safety, including stranger danger
- Home safety

Recommended Audiences: Pre-K -1

RAILROAD CROSSING SAFETY Operation Lifesaver (oli.org) is an organization with a network of certified volunteer speakers and trained instructors that offers rail safety education programs at no cost to schools. It is co-sponsored by federal, state and local government agencies, highway safety organizations and America's railroads. Operation Lifesaver has videos, educational brochures, instructional information and other materials available for audiences of all ages. *Recommended Audiences: K-8 students*

SCHOOL ASSEMBLY A school assembly educates students about walking, bicycling and traffic safety at a special event during the school day. Assembly topics include: a safety discussion or presentation by local law enforcement officers, or an environmental education session that highlights impacts of clean air and reduced gasoline consumption. Consider a prize giveaway at the end. This could be bicycles donated by a local bike shop, or other prizes donated or sponsored by local businesses. *Recommended Audiences: K-8 students*

PARENT MEETING Hold a meeting for parents at the beginning of the school year, or when launching the SRTS program, to educate and inform them about Safe Routes to School and what to expect with the school's participation in it. *Recommended Audiences: Parents*

PERSONAL SAFETY EDUCATION Fear of abduction or assault is a common worry for parents that prevents them from allowing their children to walk or bike to school. Education initiatives address parents' perceptions of this danger and teach children about real dangers that exist. Working together, local law enforcement agencies and schools teach children about stranger danger. *Recommended Audiences: Parents, K-8 students, non-formal education*

PARENT COMMUNICATION Articles in backpacks, printed or emailed newsletters, information on school websites and emails are effective ways to educate parents. Some schools hand out informational flyers to parents as they drive up to the school. In addition, a SRTS committee may want to invite the school PTO/PTA to address transportation issues to parents. Information about Share the Road and driver safety education programs also could be included in communications. *Recommended Audiences: Parents*

GIRLS IN GEAR Girls in Gear (bike.ohio.gov) is an empowerment program using bicycling education to instill confidence, physical activity and nutrition habits in girls ages 9-14. In addition to bicycle safety and mechanics instruction, girls receive urban planning, public speaking and critical thinking experiences and instruction throughout the eight-week course. Girls then apply these development tools to any part of their lives today, and well into adulthood. *Recommended Audiences: 4-8 female students*

INJURY PREVENTION EDUCATION ThinkFirst Foundation (thinkfirst.org) has chapters throughout the country that provide injury prevention programs to students that were developed in collaboration with the National Highway Traffic Safety Administration (NHTSA) and the American Academy of Pediatrics. Program components include lesson guides, illustrated worksheets and multilingual educational videos. "Street Smart," a safety superhero, visits young children while emphasizing safe bike riding and vehicle safety. Each year ThinkFirst chapters provide thousands of educational presentations to schools and other groups of all ages to raise awareness on preventing injuries. *Recommended Audiences: K-8 students*

AFTER SCHOOL BIKE CLUBS After school bike clubs focus on teaching safe bicycle skills and cover topics such as bicycle maintenance. Bike clubs are marketed as a fun, after-school activity and are led by teachers or volunteers from local bicycle organizations. A bike club also encourages children to bicycle by keeping track of their mileage and rewarding them for being physically active. A biking club gets students and staff excited about making bicycling a part of their daily routine. *Recommended Audiences: 4-8 students, parks and recreation programs, YMCA/community center programs*

E'S IN ACTION
EDUCATION

At one of last year's Girls in Gear sessions, participant Keagan had this to say about the program, "GiG was so fun! We learned bike mechanics, urban design, road safety and hand signals for bike riders on the road. I loved learning the layout of bikes and what each part is named. I have been able to share what I have learned and all of this information has made me a better cyclist."

GIRLS IN GEAR

SCHOOL-PRODUCED WALK SMART MAPS Walk Smart maps have recommended walking and bicycling travel routes to educate parents and students about the best route to school. Some maps also feature school crossing guard locations, crosswalk locations and existing traffic signals to inform students and parents of area conditions. *Recommended Audiences: parents of K-8 students, school staff, crossing guards*

STUDENT-PRODUCED MAPPING ACTIVITIES Mapping activities, either in class or at a separate event, educate children about the best route to travel and allow them to view their trip in a new way. Children draw buildings, parks and landmarks on their maps as a fun way to make them more interested in their surroundings as they walk. *Recommended Audiences: K-8 students, clubs, after-school programs*

HOW WE ROLL These instructor-led bicycle tours (yaybikes.com/programs/how-we-roll) teach bike traffic laws and offer practical riding tips while on fun, intimate bicycle tours of a neighborhood. These riding tours have increased participants' confidence levels with understanding bicycle-related traffic laws and riding on the roads. This national award-winning educational methodology is delivered as a stand-alone bicycle tour or as a full-scale transportation behavior change campaign allowing students to practice safe and legal bicycling skills with a certified instructor. Rides and campaigns are tailored to the unique needs of each group. Parents may also participate with their children in the tours. *Recommended Audiences: parents, volunteers, clubs, after-school programs, school staff, etc., 3-8 students*

E'S IN ACTION

EDUCATION

In Chagrin Falls, OH, students and parents use a specially-created map to plan their walk or bicycle ride to school that identifies recommended routes, intersections with crossing guards and more. Maps are picked up during school registration or downloaded from the Safe Routes Chagrin website — http://saferouteschagrin.com/tools/school-route-maps/

ENCOURAGEMENT

"FIRE UP YOUR FEET" Fire Up Your Feet (www.fireupyourfeet.org) is a core program of the Safe Routes to School National Partnership. Fire Up Your Feet encourages families, students and schools to work together and create active lifestyles that inspire all children to be healthy and physically active. Centered on the school day, the website provides a full range of age-appropriate resources and educational materials to encourage physical activity to, from and at school. These online resources are available to any school or PTA/PTO group in the country.

FIRE UP YOUR FEET!

ARRIVAL AND DEPARTURE REGULATIONS Supportive regulations at a school encourage walking and bicycling by prioritizing those modes of active transportation. Providing clear and abundant bicycle parking in front of a school shows that cycling is a priority. Allowing students who walk or bike to leave a few minutes early at the end of the day encourages more students to choose to walk or bike. These regulations have the added positive effect of making parking lots and school zones safer and more orderly at the beginning and end of the school day.

WALK AND BIKE TO SCHOOL DAY Special events are one type of encouragement activity that provide a way for families to break their routines and try something new. They also highlight school travel issues to local leaders and build political support for SRTS funding. For example, in 2013 Walk To School Day was on October 9 and featured about 4,000 events across the U.S. and additional participation from more than 40 countries. The first National Bike to School Day occurred May 9, 2012 at schools in almost every state. Ohio participates in these events and identifies October of each year as Walk and Bike to School Month. When a majority of the school participates in a special event, it creates a snapshot of what life could look like if every day was a "Walk and Bike to School Day." Get planning resources and more information online at www.walkbiketoschool.org/get-set/plan-the-event/plan-event-in-7-days.

E'S IN ACTION
ENCOURAGEMENT

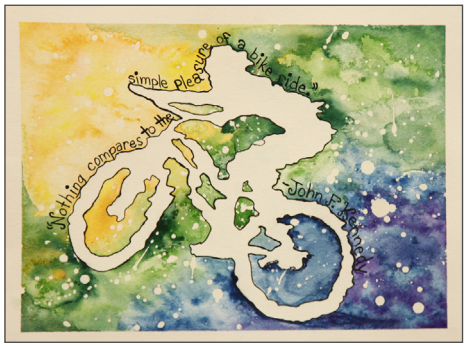
Gahanna Lincoln Elementary School has participated in Walk and Bike to School Day since 2009. The event has grown from 173 participants in the fall of 2009 to more than 380 students who walked or biked in the fall of 2013 — almost 90% of the student population. The event has had significant support and participation from city officials, police, school administrators, local businesses and parents over the years.

WALKING SCHOOL BUS AND BIKE TRAIN Walking School Buses (www.walkingschoolbus.org), (www.livewelltoledo.org/objectives/objective-2), (morpc.org/transportation/bicycle-pedestrian/walk-bike-to-school/) and Bike Trains (guide.saferoutesinfo.org/walking_school_bus/bicycle_trains.cfm) create opportunities for parents to walk and bike with groups of children who live together in a neighborhood. These activities help eliminate many parental fears of walking and bicycling by ensuring a supervised commute and creating strong community cooperation. Children get to practice safe pedestrian and bike skills, have fun, increase socialization time with friends and arrive at school alert and ready to learn. Schools hold these activities periodically, weekly or daily depending on the level of enthusiasm and support.

WALKING CLUBS A walking club is an easy, inexpensive and fun way to encourage children to walk by keeping track of their mileage and rewarding them for being physically active. A walking club gets students and staff excited about making walking a part of their daily routine.

CONTESTS Contests add value and excitement to SRTS walking and biking encouragement programs. Contest sponsors also often provide graphics and sample materials, such as posters and pictures, at no cost to participating schools and organizations. Many contests start locally and progress to state and national levels. They all offer exciting opportunities for kids to show their knowledge, gain recognition and win great prizes. Here are some to consider:

- Walk and Bike Across America (www.saferoutesinfo.org/program-tools/walk-and-bike-across-america) is a contest that encourages classrooms to track the overall number of miles children have covered by walking and bicycling, then plot the distances consecutively on a map. The exercise is a math lesson, and becomes a geography lesson too, as students "visit" the locations on the map of the United States.
- Similarly, a Frequent Miles Program (http://guide.saferoutesinfo.org/encouragement/index.cfm) is a school contest where kids track how they come to school and receive points for "pollution-free" miles.
- Another is the Saris Parking 5th Grade National Poster Contest (http://sarisparking.com/why-saris-parking/advocacy-efforts). Fifth graders learn about the benefits of bicycling and create a poster to illustrate them.



2014 National Poster Contest Winner

SAFETY PLEDGE Parents and high school students are encouraged to sign a pledge that they will avoid distracted driving, drive at a safe speed and abide by traffic laws, especially during school arrival and dismissal times. Similarly, young students sign a pledge to practice safe walking and bicycling behaviors. The act of signing a pledge encourages awareness of safe traveling habits.

MEDIA CAMPAIGN Radio ads and/or public service announcements during prime commute times are effective encouragement tools. Combining these with an overall media campaign that includes newspaper articles and/or television news stories make an impact by drawing attention to the importance of safe driving and highlighting the local SRTS program.

YARD SIGNS Yard sign campaigns, such as "Drive 25, Keep Kids Alive" (www.keepkidsalivedrive25.org), remind drivers to slow down. Communities can offer these signs to residents to encourage individuals to drive the speed limit. They are particularly useful near schools and along student walking and biking routes. The act of putting out a yard sign also reinforces residents' support for a safe community.

PARTNERSHIPS TO BOOST EXCITEMENT Walking and biking events and programs could solicit support from local sports teams, a professional team mascot, cultural institutions and media personalities such as local news anchors to encourage greater awareness of the local SRTS program or a specific event.

HEALTHY FUNDRAISING A Fun Run held on school grounds or in a nearby park is a healthy and fun fundraising activity. This type of school fundraiser promotes physical activity instead of the traditional activity of selling candy bars. A Fun Run gets students and parents in the habit of walking and exercising. Using no-cost, online resources, like those at www.fireupyourfeet.org, makes healthy fundraising fun and profitable.

EQUIPMENT GIVEAWAYS Students may not have the proper equipment to safely bike to school. While this could happen at any school, low-income students in particular may not have the funds to purchase bike helmets, locks, lights or other safety items. A relatively low cost way for schools to encourage biking is offering discounted, loaned or free bicycle safety equipment to students. A program is directly coordinated through the school or is a part of partnerships and fundraising with outside organizations.

GIVEAWAYS AND RESOURCES Many national organizations and companies offer giveaways and free resources to support walking and cycling efforts at schools. They include:

- Clif Kid (facebook.com/ClifKid), in partnership with the Safe Routes to School National Partnership, provides program toolkits for annual Walk and Bike to School Day events at no charge.
- The National Center for Safe Routes to School (www.saferoutesinfo.org) offers training and webinars to improve and expand SRTS programs.
- International Walk to School Day (www.walkbiketoschool.org) has event ideas, curricula, graphics for posters and fliers, mileage tracking templates and more.

E'S IN ACTION
ENCOURAGEMENT

Students from Madison Elementary School in Painesville Township, OH, sign their Walk to School Day poster. The poster is part of a Walk and Bike to School toolkit distributed by ClifKids.

Josh Pennock

ENFORCEMENT

ADULT CROSSING GUARDS Crossing guards safely guide children across intersections near schools. The four main components of a successful crossing guard program are location, training, equipment and funding. Having crossing guards is a good way to counteract parental fears and create safer routes for students to travel on their way to and from school.

PERSONAL SAFETY ENFORCEMENT Local police departments work to make neighborhoods more walkable and bikeable for students and improve their personal safety by having a presence during arrival and dismissal, when students are traveling between home and school. Police officers are a presence against stranger danger, deter crime and bullying, clean up graffiti, use gang task forces, deal with stray dogs and keep local parks safe for children to play. These types of measures instill confidence among students and parents.

SAFE PASSAGE ROUTES In areas where crime is a concern, adult volunteers monitor and report criminal activity during school arrival and dismissal times. This formal observation along designated walking and biking routes supports safer environments for students. While a separate program (http://cps.edu/Pages/safepassage.aspx), it is often coordinated in conjunction with crossing guard, law enforcement or block watch programs around schools.

SPEED TRAILERS AND RADAR SPEED SIGNS Speed trailers and signs show drivers how fast they are going with the goal of slowing drivers down. They collect speed data throughout the day and conduct traffic counts. This information is used to deter speeding as well as to identify times during the day when more enforcement is needed. Each Highway Patrol District in Ohio (http://statepatrol.ohio.gov/counties.stm) has a speed trailer that local jurisdictions can request.

E'S IN ACTION

ENFORCEMENT

Beginning in 2014, the Ohio Department of Transportation's Local Technical Assistance Program (ODOT/LTAP) will offer free adult crossing guard training to Ohio communities and school districts. To request information about scheduling training in your area, contact ODOT/LTAP or your ODOT Safe Routes to School District staff person at www.walk.ohio.gov

POLICE TRAINING Officers may benefit from training before starting a SRTS enforcement campaign. Some states such as Wisconsin provide a course designed to improve safety by educating law enforcement about pedestrian and bicycle rights. A course could provide information about the most common violations that cause pedestrian and bicycle crashes, what violations need better enforcement and how to raise awareness about accident prevention.

REMOTE DROP-OFF ENFORCEMENT Creating remote school drop off areas near a school address air quality issues and mitigate the traffic danger caused by the convergence of cars, buses, pedestrians and bicyclists. Not allowing parent drivers to approach the school – and instead using a nearby remote drop-off area – reduces congestion around the school. It also benefits students who exercise before the school day begins.

NO IDLING POLICIES Students, parents, school staff and bus drivers are exposed to air and noise pollutants in front of schools. The exhaust from idling school buses and cars also enters the air inside the school building through windows, open doors and the ventilation system. Creating and enforcing effective regulations that restrict idling while parents wait for their children to be dismissed from school minimizes exhaust, which exacerbates asthma and existing allergies.

BICYCLE CRIME PREVENTION Law enforcement and school officials should monitor bicycle theft and vandalism at school bike racks. This makes students and parents confident that their property will not be damaged or stolen if they ride their bikes to school.

STUDENT SAFETY PATROL Students assist with school arrival and departure as part of a Student Safety Patrol program. These students are approved by the school administration and supervised by a teacher, staff member or parent volunteer to coordinate traffic and pedestrian flow at and near the school.

EVALUATION

SURVEYS OF PARENTS AND STUDENTS These help to identify the reasons why parents are driving their children to school instead of allowing them to walk or bicycle. They also provide insight into what changes might encourage a shift in their behavior. Student surveys elicit the attitudes of youth and help demonstrate how to craft a program that will be appealing to the younger generation. Repeated surveys after the initiatives are implemented measure how successful changes in behavior have been, as well as what needs to be improved.

STUDENT IN-CLASS TRAVEL TALLIES These take a baseline measurement of the number of students who walk, bike, carpool, take the bus or get a ride to school from a caregiver. The tallies help gauge the effects of non-infrastructure programs on student travel choices. These should be administered over the course of several days in September and May each school year and include a record of the weather on the day of the tally. Over time, these provide quantitative results to show the impact of initiatives.

PEDESTRIAN AND BICYCLE COUNTS Unlike tallies taken in a classroom, pedestrian and bicycle counts quantify travel at physical street locations. Pedestrian and bicycle counts taken before implementing initiatives provide a baseline of overall numbers and trends. The relative effectiveness of the solutions is evaluated based upon periodic pedestrian and bicycle counts conducted by the school or local government.

TRAFFIC INFRACTIONS, SPEEDS, CRIME AND CRASH DATA Using data collected by law enforcement and local government, comparisons are made regarding traffic, crime and safety data from before and after the implementation of walking and biking initiatives. This is a way to evaluate walking and biking programs' overall impact on the community.

REVIEW DISTRICT AND SCHOOL POLICIES Annually review the district's and participating schools' policies to ensure they continue to encourage walking and bicycling to school.

PROGRAMS VS. POLICY

The Safe Routes to School National Partnership differentiates between ***policies***, which are all-encompassing and institutionalize processes, and ***programs***, which are implemented actions specific to a school or district. While individual programs can improve the walking and bicycling environment for Ohio's school children, policies can lead to lasting changes, increased funding and support programs in the long term. The Safe Routes to School National Partnership has noted that a "health in all policies" approach is truly the key to developing lasting improvements that comprehensively change the built environment to support active transportation.

The Safe Routes to School Local Policy Guide, developed in 2011, was created to guide the shift from implementing programs to implementing policy. The National Partnership describes how effective policies can lead to increased funding and sustained support for walking and bicycling programs in the long term. In some instances, policy change needs to occur across all departments in city, county, school and state governments. Issues such as land use, parking, school siting, speed limits and many others often need comprehensive policy change to effectively be addressed.

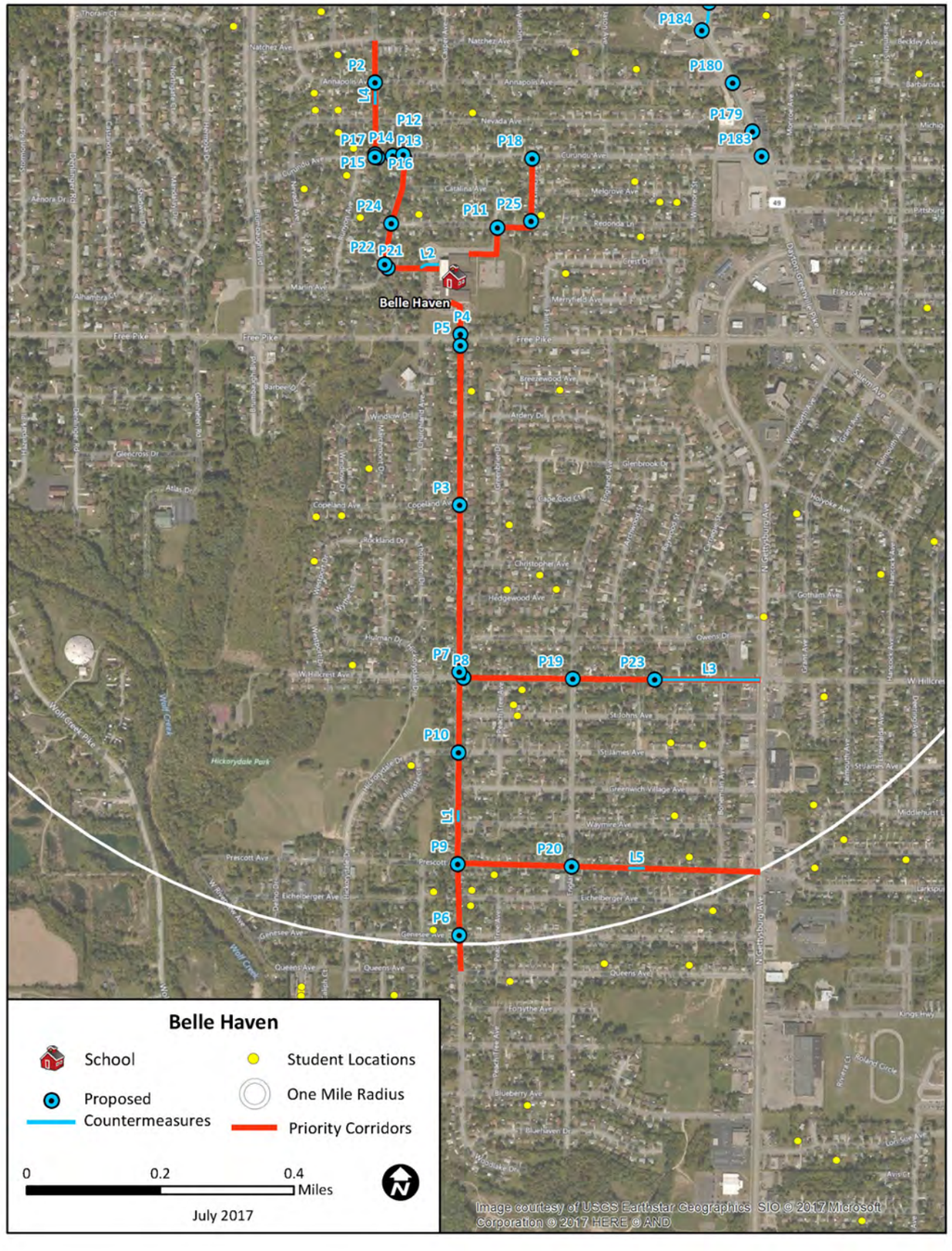
Policy language can often be intimidating, so in partnership with Changelab Solutions, the National Partnership developed the Safe Routes to School District Policy Workbook (changelabsolutions.org/safe-routes/welcome), a free, online tool to help stakeholders and decision makers research and create policies that support active transportation to and from school, using easy-to-understand and appropriate language. After selecting the provisions to include in the policy, the document can be downloaded for easy editing and presentation.

Policy change can be a multi-faceted process over several years. It is about changing priorities on how to address transportation demand and land use. This requires a comprehensive approach of political support, coordinated transportation and land use policies, enabling programs, adequate funding and implementation champions, among other things. The "health in all policies" approach should be continually pursued as part of a larger effort throughout the community and state, and can be addressed in health and wellness policies, community master plans, transportation plans and development plans, in addition to School Travel Plans and district wide policy.

Acknowledgements: Special thanks to the Kate Moening, advocacy organizer, with the Safe Routes to School National Partnership, who assisted with content, research and editing of the ODOT Non-Infrastructure Toolkit.

www.walk.ohio.gov

BELLE HAVEN – 4401 FREE PIKE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northeastern Route
This route extends north from the school along the school drive, heads east along Redonda Lane, and then continues north along Parkfield Drive to Curundu Avenue. The following engineering countermeasures should be considered along this route:

P11 - Add ladder-style crosswalks at Catalina and Redonda (N leg).
P18 - Add ladder-style crosswalks at Curundu and Parkfield (S leg).
P25 - Remark the existing crosswalks in the ladder style at Parkfield and Redonda.

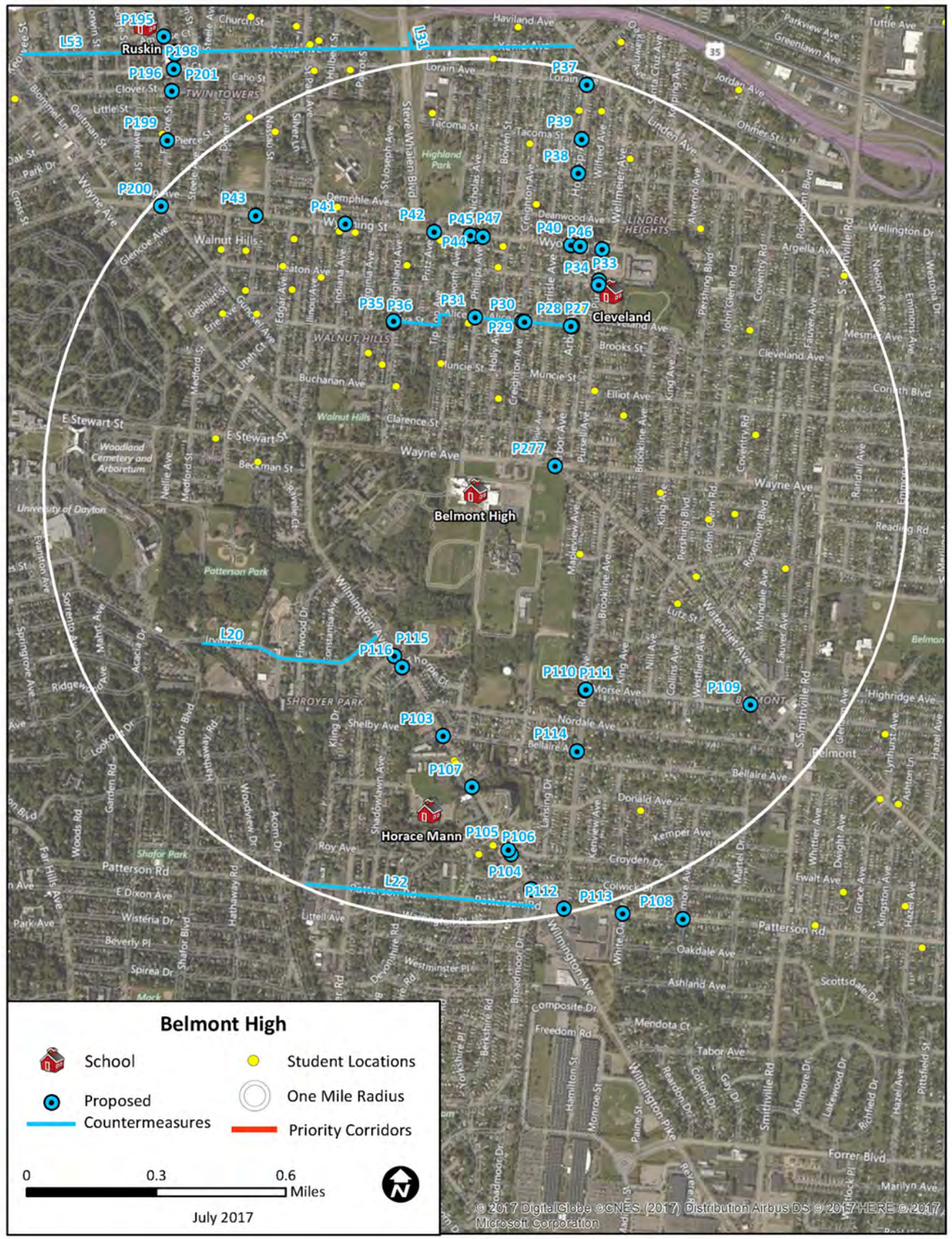
Northwestern Route
This route extends east from the school along Gatewood Place, heads north on Marlin Avenue to Curundu Avenue, follows Curundu Avenue west to Myron Avenue, and follows Myron Avenue north to Natchez Avenue. The following engineering countermeasures should be considered along this route:

P2 - Add ladder-style crosswalks at Annapolis and Myron (E and W legs).
P12 - Add a speed bump on Curnudu between Marlin and Myron (midblock).
P13 - Remark the existing crosswalks in the ladder style at Curundu and Marlin.
P14 - Add bumpouts at Curundu and Marlin (SE and SW corners).
P15 - Remark the existing crosswalks in the ladder style at Curundu and Myron.
P16 - Add bumpouts at Curundu and Myron (NE and NW corners).
P17 - Add stop signs at Curundu and Myron (E and W legs).
P21 - Remark the existing crosswalks in the ladder style at Gatewood and Marlin.
P22 - Add a stop sign at Gatewood and Marlin (E leg).
P24 - Add ladder-style crosswalks at Marlin and Redonda (E leg).
L2 - Add an off-street pathway on the Belle Haven school grounds connecting to the sidewalks on Gatewood.
L4 - Add sidewalks on Myron south of Annapolis (E side of street where the existing sidewalk ends).

Southern Route
This route extends south from the school along Arlene Avenue to Queens Avenue. It also extends east on W. Hillcrest Avenue and Prescott Avenue from Arlene Avenue to N. Gettysburg Avenue. The following engineering countermeasures should be considered along this route:

P3 - Add ladder-style crosswalks at Arlene and Copeland (N leg).
P4 - Remark the existing crosswalks in the ladder style at Arlene and Free Pike.
P5 - Add bumpouts at Arlene and Free Pike (SE and SW corners).
P6 - Add ladder-style crosswalks at Arlene and Genesee (all directions).
P7 - Add bumpouts at Arlene and Hillcrest (all corners).
P8 - Add ladder-style crosswalks at Arlene and Hillcrest (all directions).
P9 - Remark the existing crosswalks in the ladder style at Arlene and Prescott.
P10 - Add ladder-style crosswalks at Arlene and St James (all directions).
P19 - Add ladder-style crosswalks at England and Hillcrest (all directions).
P20 - Add stop signs at England and Prescott (E and W legs).
P23 - Add ladder-style crosswalks with Rectangular Rapid Flash Beacons (RRFBs) on Hillcrest east of Trone (at the top of the hill).
L1 - Repair the sidewalks on Arlene north of Waymire.
L3 - Add sidewalks on Hillcrest between Gettysburg and Trone (N side of street).
L5 - Repair the sidewalks on Prescott between England and Bohemian (N side of street adjacent to empty lots).

BELMONT HIGH – 2615 WAYNE AVENUE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Belmont High serves students in grades 7 through 12 from around the district. Due to a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.

CHARITY ADAMS EARLEY ACADEMY – 450 SHOUP MILL ROAD

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Charity Adams serves students in pre-kindergarten through grade 8 from around the district. Due to a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.

CLEVELAND – 1102 PURSELL AVENUE

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northern Route

This route extends north from the school along Pursell Avenue to Wyoming Street. It then follows Wyoming Street west to Hodapp Avenue and Hodapp Avenue north to Lorain Avenue. The following engineering countermeasures should be considered along this route:

P32 - Add ladder-style crosswalks at Arbor and Wyoming (S leg).
P33 - Add ladder-style crosswalks at Argyle and Pursell (W leg).
P34 - Add a stop sign at Argyle and Pursell (W leg).
P37 - Add ladder-style crosswalks at Hodapp and Linden (S leg).
P38 - Add ladder-style crosswalks at Hodapp and St Charles (all directions).
P39 - Add ladder-style crosswalks at Hodapp and Tacoma (all directions).
P40 - Add ladder-style crosswalks at Hodapp and Wyoming (N leg).
P46 - Add ladder-style crosswalks at Pursell and Wyoming (S leg).

Northwestern Route

This route extends north from the school along Pursell Avenue to Wyoming Street. It then follows Wyoming Street west to Dover Street. The following engineering countermeasures should be considered along this route:

P41 - Add ladder-style crosswalks at Indiana and Wyoming (S leg).
P42 - Add ladder-style crosswalks at Koening and Wyoming (N leg).
P43 - Add ladder-style crosswalks at Missouri and Wyoming (S leg).
P44 - Add pedestrian barriers and define/narrow the driveway width at Phillips and Wyoming in front of convenience store (SW corner).
P45 - Add ladder-style crosswalks at Phillips and Wyoming (S leg).
P47 - Add ladder-style crosswalks at St Nicholas and Wyoming (N leg).

Southern Route

This route extends south from the school along Pursell Avenue to Wayne Avenue and west along Wayne Avenue to Watervliet Avenue. The following engineering countermeasures should be considered along this route:

P277 - Add ladder-style crosswalks at Wayne and Watervliet (N, S and E legs).

Western Route

This route extends south from the school along Pursell Avenue to Alice Street. It follows Alice Street west to Tiptop Avenue, Tiptop Avenue south to Eva Street, Eva Street west to Highland Avenue, and Highland Avenue south to Connecticut Avenue. The following engineering countermeasures should be considered along this route:

P27 - Add ladder-style crosswalks at Alice and Arbor (N and S legs).
P28 - Add a stop sign at Alice and Arbor (S leg).
P29 - Add ladder-style crosswalks at Alice and Creighton (N and S legs).
P30 - Add a stop sign at Alice and Creighton (S leg).
P31 - Add ladder-style crosswalks at Alice and Phillips (N and S legs).
P35 - Add ladder-style crosswalks at Eva and Highland (N leg).
P36 - Add stop signs at Eva and Highland (N and S legs).
L6 - Add sidewalks on Alice between Arbor and Creighton (N side of street this whole length, S side to the alley).
L7 - Add curbing on Alice between Arbor and Phillips (on both sides of the street).
L8 - Add sidewalks on Alice between Creighton and Phillips (N side of street this whole length, S side from the alley).
L9 - Add sidewalks on Alice between Epworth and Tip Top (N and S sides of street).
L10 - Add sidewalks on Eva between Highland and Tip Top (N and S sides of street).
L11 - Add sidewalks on Tip Top between Eva and Alice (W side of street).

DAYTON BOYS PREP ACADEMY – 1923 W. 3RD STREET

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Dayton Boys Prep Academy serves students in pre-kindergarten through grade 8 from around the district. Due to a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.

EASTMONT – 1480 EDENDALE ROAD

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Southern Route

This route extends south from the school along Edendale Road to Ferngrove Drive. It then follows Ferngrove Drive west to Townsley Road and Townsley Road south to Plainfield Road. The following engineering countermeasures should be considered along this route:

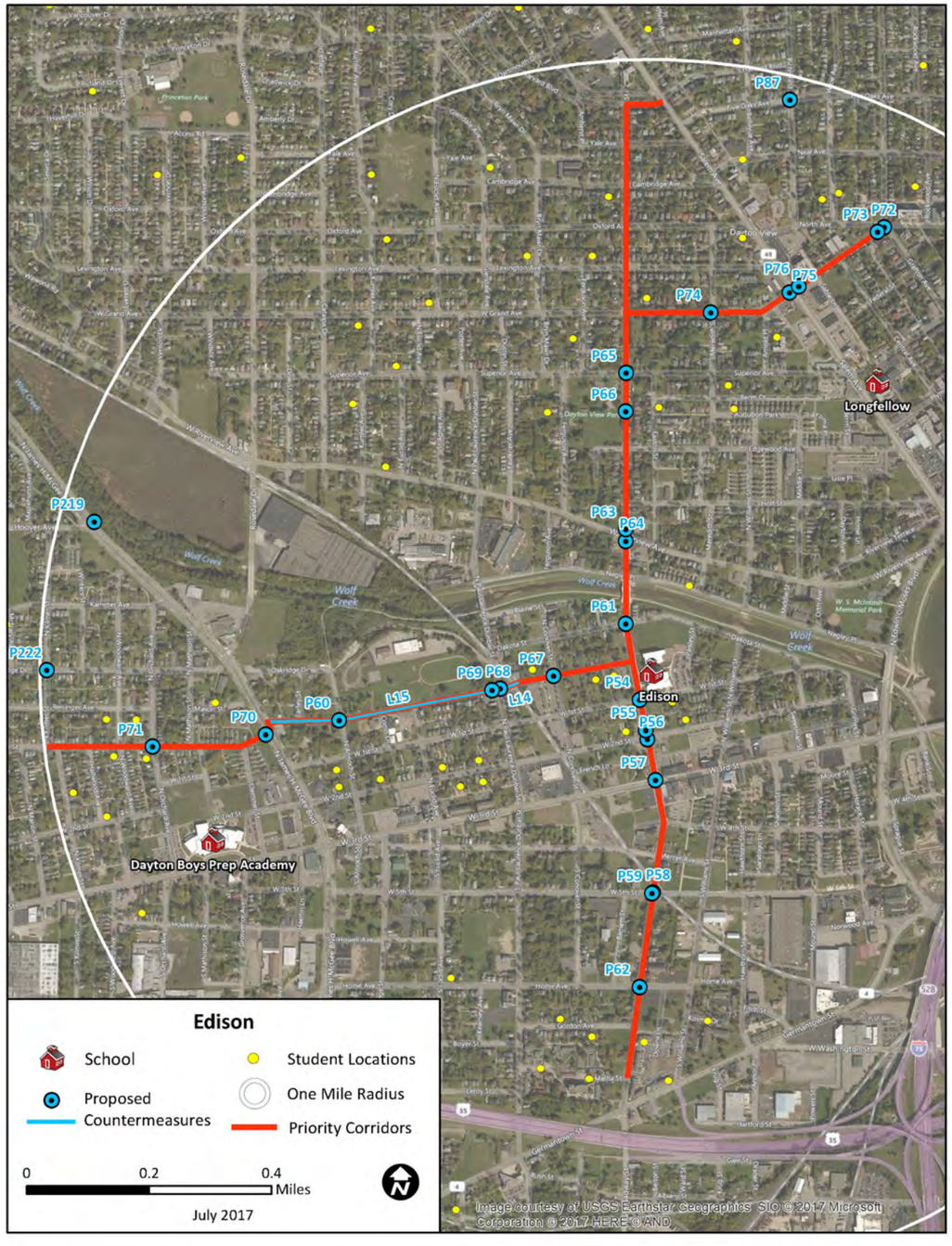
P48 - Add bumpouts at Edendale and Ferngrove (all corners).
P49 - Add ladder-style crosswalks at Edendale and Ferngrove (all directions).
P50 - Add bumpouts at Edendale and Pickford (all corners).
P51 - Add ladder-style crosswalks at Edendale and Pickford (all directions).
L12 - Add a bike route along Plainfield between Townsley and Spaulding (using Bike Boulevard signage).
L13 - Add a bike route along Spaulding between Plainfield and Iron Horse Trail (using Bike Boulevard signage).

Western Route

This route extends south from the school along Edendale Road to Woodbine Avenue and follows Woodbine Avenue west to Russet Avenue. The following engineering countermeasures should be considered along this route:

P52 - Add ladder-style crosswalks at Falke and Woodbine (all directions).
P53 - Add ladder-style crosswalks at Russet and Woodbine (all directions).

EDISON – 228 N. BROADWAY STREET



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northern Route

This route follows N. Broadway Street north from the school to Harvard Boulevard and follows Harvard Boulevard east to Salem Avenue. It also follows W. Grand Avenue east from N. Broadway Street to North Avenue. The following engineering countermeasures should be considered along this route:

P61 - Add ladder-style crosswalks at Broadawy and Dakota (E and W legs).
P63 - Remark the existing crosswalks in the ladder style at Broadway and Riverview (all directions).
P64 - Add bumpouts at Broadway and Riverview (SW and SE corners).
P65 - Add ladder-style crosswalks at Broadway and Superior (E and W legs).
P66 - Add ladder-style crosswalks with Rectangular Rapid Flash Beacons (RRFBs) on Broadway between Edgewood and Superior (at the midblock bumpout); this also leads to Dayton View Park.
P72 - Remark the existing crosswalks in the ladder style at Grand and Grafton and North (all directions).
P73 - Add bumpouts at Grand and Grafton and North (all corners).
P74 - Add ladder-style crosswalks at Grand and Meredith (all directions).
P75 - Add bumpouts at Grand and Salem (all corners).
P76 - Remark the existing crosswalks in the ladder style at Grand and Salem (all directions).

Southern Route

This route follows Broadway Street south from the school to Melba Street. The following engineering countermeasures should be considered along this route:

P54 - Add ladder-style crosswalks at 1st and Broadawy (E and W legs).
P55 - Mitigate the pedestrian/bicyclist hazard at 2nd and Broadway (NW corner) - the car lot/repair yard is parking excess vehicles on the sidewalk at this location.
P56 - Add ladder-style crosswalks at 2nd and Broadway (E and W legs).
P57 - Remark the existing crosswalks in the ladder style at 3rd and Broadway (all directions).
P58 - Add ladder-style crosswalks at 5th and Broadway (all directions).
P59 - Add stop signs at 5th and Broadway (N and S legs).
P62 - Remark the existing crosswalks in the ladder style at Broadway and Home (all directions).

Western Route

This route follows Edison Street west from the school, across N. James H. McGee Boulevard, to N. Kilmer Street. The following engineering countermeasures should be considered along this route:

P60 - Add ladder-style crosswalks at Antioch and Edison (all directions).
P67 - Add ladder-style crosswalks at Conover and Edison (N and S legs).
P68 - Add ladder-style crosswalks at Dunbar and Edison (all directions).
P69 - Add stop signs at Dunbar and Edison (N and S legs).
P70 - Add Rectangular Rapid Flash Beacons (RRFBs) on James McGee at Edison (the existing boulevard serves as a refuge island at this location).
P71 - Add ladder-style crosswalks at Edison and Orchard (all directions).
L14 - Repair the sidewalks on Edison at RR Tracks (S side of street).
L15 - Repair the sidewalks on Edison between James McGee and Paul Laurence Dunbar (S side of street this whole length; N side of street to just east of Paul Laurence Dunbar).

EJ BROWN – 31 WILLOWWOOD DRIVE

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northern Route
This route extends north from the school along Willowwood Drive to W. Hillcrest Avenue. It follows W. Hillcrest Avenue east to N. Main Street and N. Main Street north to Maplelawn Drive/Knecht Drive. The following engineering countermeasures should be considered along this route:

P88 - Tighten the corners at Hillcrest and Main (NW, SE, and SW corners).
P89 - Add ladder-style crosswalks at Hillcrest and Willowood (S leg).
P94 - Add ladder-style crosswalks at Main and Maplewood (E and W legs).
P96 - Add bumpouts at Maplelawn and Knecht and Main (NW and SE corner).
P97 - Add ladder-style crosswalks at Marson and Willowood (all directions).
P99 - Add ladder-style crosswalks at Parkwood and Wildwood (N leg).
P100 - Add ladder-style crosswalks at Pinehurst and Willowood (N leg).

Southern Route
This route extends south from the school along Wheatley Avenue to Kenilworth Avenue. It then follows Kenilworth Avenue east to Richmond Avenue and Richmond Avenue south to 5 Oaks Avenue. The following engineering countermeasures should be considered along this route:

P78 - Add ladder-style crosswalks at Delaware and Wheatley (all directions).
P82 - Add Rectangular Rapid Flash Beacons (RRFBs) at Fairview and Wheatley (E leg).
P83 - Add ladder-style crosswalks at Fairview and Wheatley (S leg).
P87 - Add ladder-style crosswalks at Five Oaks and Richmond (all directions).
P91 - Add ladder-style crosswalks at Hudson and Wheatley (all directions).
P92 - Add ladder-style crosswalks at Kenilworth and Richmond (all directions).
P93 - Add ladder-style crosswalks at Kenilworth and Wheatley (all directions).
P98 - Add ladder-style crosswalks at Niagara and Wheatley (all directions).
P101 - Add ladder-style crosswalks at Santa Clara and Wheatley (all directions).
L16 - Repair the sidewalks on Kenilworth between Richmond and Wheatley and Wheatley between Delaware and Kenilworth (N, S, and E sides of street).

Southeastern Route
This route extends east from the school along W. Fairview Avenue to N. Main Street and follows N. Main Street south to Ridge Avenue. The following engineering countermeasures should be considered along this route:

P84 - Add ladder-style crosswalks at Fairview and Willowood (N leg).
P90 - Tighten the corner at Hudson and Main (NW corner).
P95 - Add ladder-style crosswalks at Main and Norman (E and W legs).
L17 - Add bike lanes along Ridge between Main and Riverside.
L18 - Add a graded ramp connecting the sidewalk on Ridge to the Stillwater River Trail.

Western Route
This route extends west from the school along W. Fairview Avenue to Elsmere Avenue. The following engineering countermeasures should be considered along this route:

P77 - Add ladder-style crosswalks at Birchwood and Fairview (N leg).
P79 - Add ladder-style crosswalks at Elsmere and Fairview (all directions).
P80 - Add ladder-style crosswalks at Fairview and Mayfair (N, S, and W legs).
P81 - Add bumpouts at Fairview and Mayfair (W side of the intersection).
P85 - Add a speed bump on Fairview between Mayfair and Rustic (midblock).
P86 - Add a speed bump on Fairview between Mayfair and Valley View (midblock).

FAIRVIEW – 2314 ELSMERE AVENUE

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northeastern Route
This route extends east from the school along W. Hillcrest Avenue to N. Main Street. There are no engineering countermeasures recommended along this route.

Southern Route
This route extends south from the school grounds to W. Fairview Avenue. It then follows W. Fairview Avenue west to Elsmere Avenue, Elsmere Avenue south to Salem Avenue, and Salem Avenue southeast to Emerson Avenue. The following engineering countermeasures should be considered along this route:

P102 - Add ladder-style crosswalks at Otterbein and Salem (SW leg).

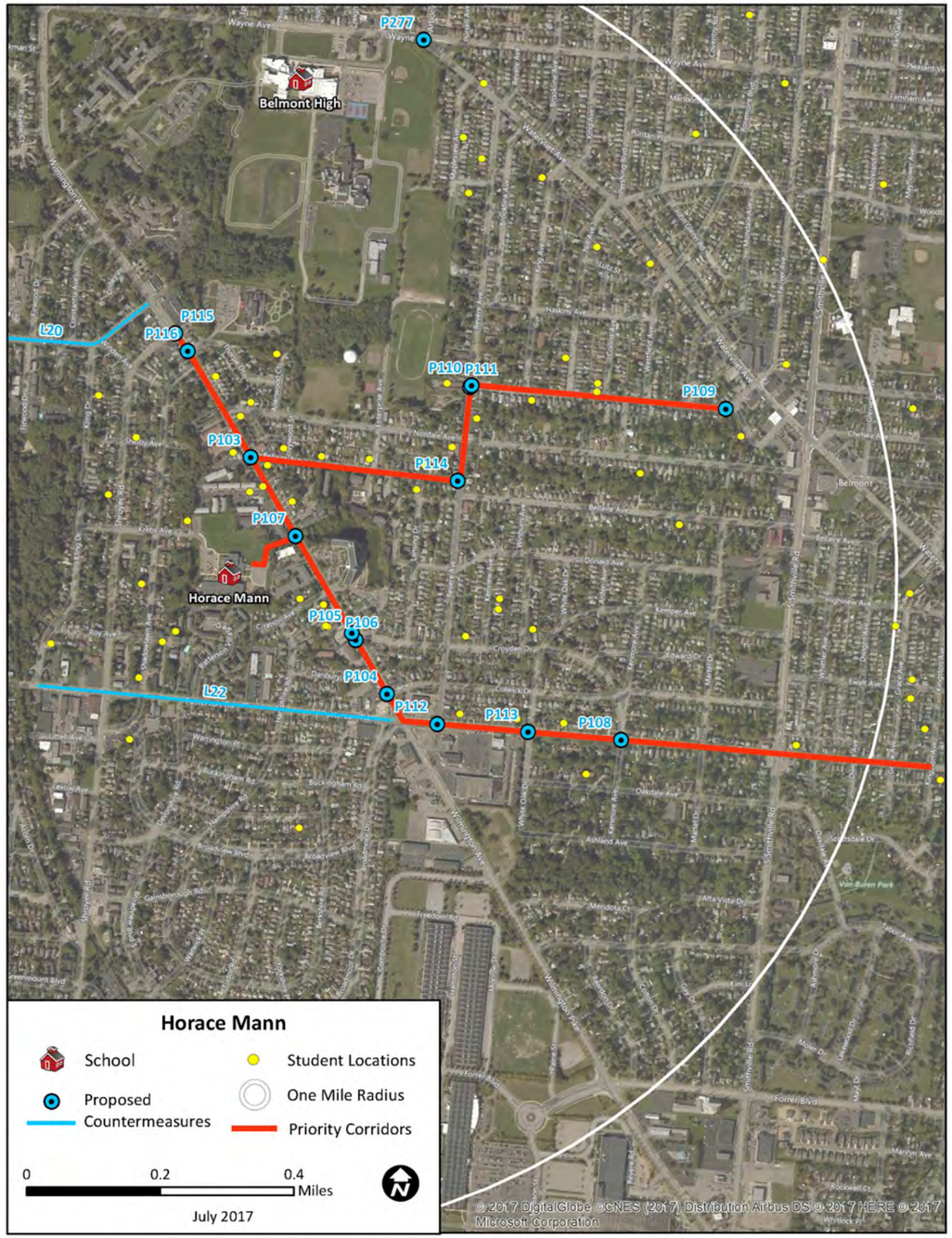
Eastern Route
This route extends south from the school grounds to W. Fairview Avenue and follows W. Fairview Avenue east to N. Main Street. The following engineering countermeasures should be considered along this route:

L19 - Add bike lanes along Main between Fairview and Ridge.

Western Route
This route extends west from the school along W. Hillcrest Avenue to Philadelphia Drive. The following engineering countermeasures should be considered along this route:

L50 - Add sidewalks on Hillcrest between Elsmere and Philadelphia (S side of street).

HORACE MANN – 715 KREBS AVENUE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northern Route
This route extends northeast along the school drive to Wilmington Avenue and follows Wilmington Avenue northwest to Shroyer Road. The following engineering countermeasures should be considered along this route:

P103 - Tighten the corner at Bellaire and Wilmington (SE corner).
P107 - Add ladder-style crosswalks with Rectangular Rapid Flash Beacons (RRFBs) on Wilmington at the Horace Mann school entrance on (where the existing refuge island is).
P115 - Remark the existing crosswalks in the ladder style at Shoyer and Wilmington (SE leg).
P116 - Add ladder-style crosswalks at Thorpe and Wilmington (E leg).
L20 - Add bike lanes along Irving between Wilmington and Dayton-Kettering Connector.

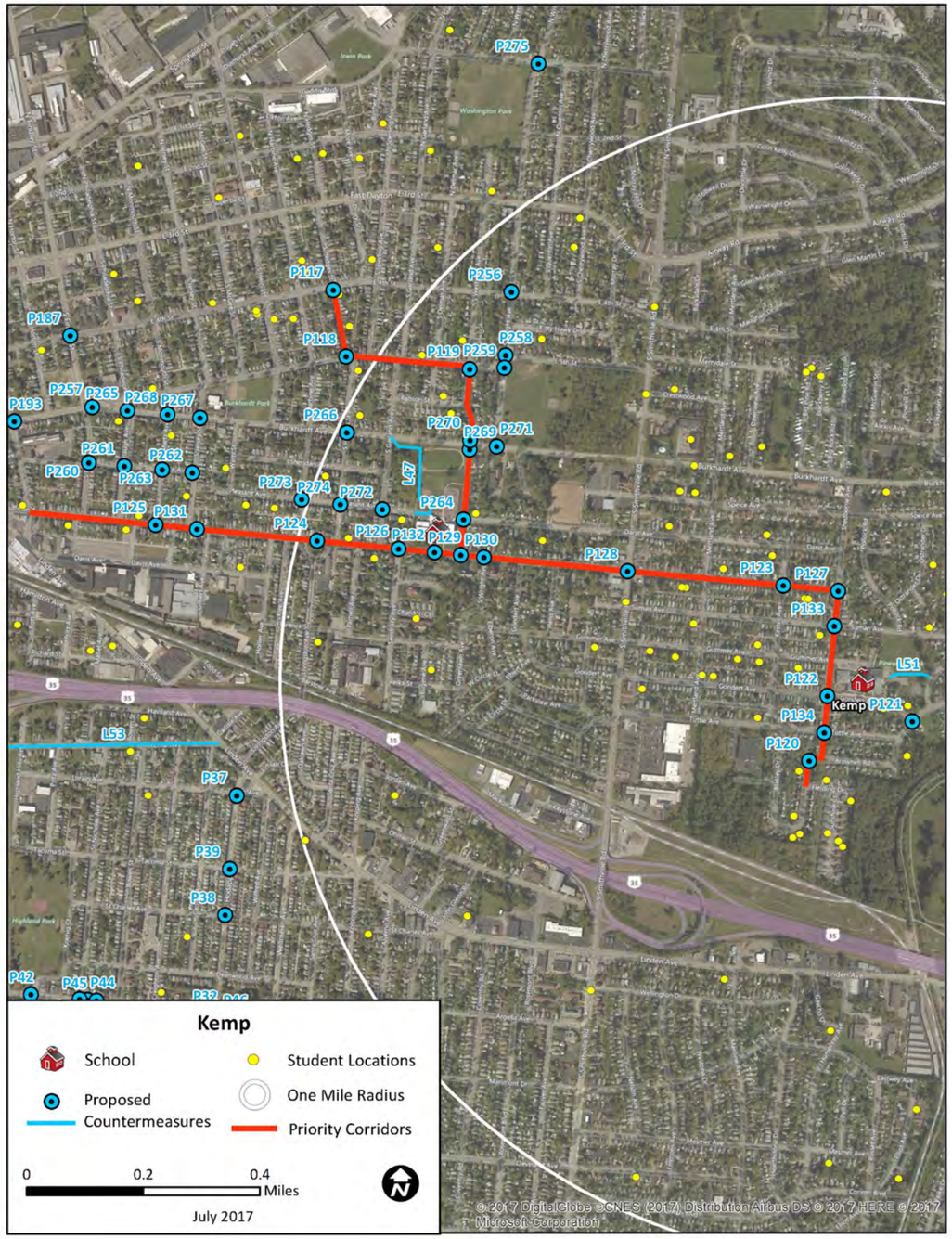
Northeastern Route
This route extends northeast along the school drive to Wilmington Avenue and follows Wilmington Avenue northwest to Bellaire Avenue. It then follows Bellaire Avenue east to Revere Avenue, Revere Avenue north to Morse Avenue, and Morse Avenue east to Fauver Avenue. The following engineering countermeasures should be considered along this route:

P109 - Add ladder-style crosswalks at Morse and Fauver (W leg).
P110 - Tighten the corner at Morse and Revere (NE corner).
P111 - Add ladder-style crosswalks at Morse and Revere (S and E legs).
P114 - Add ladder-style crosswalks at Revere and Bellaire (W leg).

Southeastern Route
This route extends northeast along the school drive to Wilmington Avenue. It follows Wilmington Avenue southeast to Patterson Road and Patterson Road east to Kingston Avenue. The following engineering countermeasures should be considered along this route:

P104 - Add ladder-style crosswalks at Colwick and Wilmington (E leg).
P105 - Add ladder-style crosswalks at Crowden and Wilmington (E leg).
P106 - Add a pedestrian refuge island with ladder-style crosswalks at Croyden and Wilmington.
P108 - Add ladder-style crosswalks at Kenmore and Patterson (N leg).
P112 - Add ladder-style crosswalks at Patterson and Revere (N leg).
P113 - Add ladder-style crosswalks at Patterson and White Oak (all directions).
L22 - Add bike lanes along Patterson between Dayton-Kettering Connector and Washington.

KEMP – 1923 GONDERT AVENUE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northwestern Route

This route extends north from the school along Shedborne Avenue to Huffman Avenue and follows Huffman Avenue west to S. Wright Avenue. It then follows S. Wright Avenue/S. Westview Avenue north to E. 5th Street, E. 5th Street west to S. Hedges Street, and S. Hedges Street north to E. 4th Street. The following engineering countermeasures should be considered along this route:

- **P117** - Add ladder-style crosswalks at 4th and Hedges (S leg).
- **P118** - Add ladder-style crosswalks at 5th and Hedges (N and W legs).
- **P119** - Add ladder-style crosswalks at 5th and Westview (all directions).
- **P123** - Add ladder-style crosswalks at Huffman and Kester (all directions).
- **P127** - Add ladder-style crosswalks at Huffman and Shedbourne (all directions).
- **P128** - Add bumpouts at Huffman and Smithville (all corners).
- **P129** - Add ladder-style crosswalks at Huffman and Westview (N leg).
- **P130** - Add ladder-style crosswalks at Huffman and Wright (S leg).
- **P133** - Add ladder-style crosswalks at Shedbourne and Suman (all directions).
- **L51** - Add a pathway through Pinewood Park to connect the school to Alexander.

Southern Route

This route extends south from the school along Shedborne Avenue to Brownell Road and continues south on Brownell Road to Fielding Drive. The following engineering countermeasures should be considered along this route:

- **P120** - Add ladder-style crosswalks at Brownell and Shedbourne (W leg).
- **P121** - Add ladder-style crosswalks with crossing signage at Gondert and Cosler (all directions).
- **P122** - Add ladder-style crosswalks at Gondert to Shedbourne (W leg).
- **P134** - Add ladder-style crosswalks at Shedbourne and Tuttle (all directions).

Western Route

This route extends north from the school along Shedborne Avenue to Huffman Avenue and follows Huffman Avenue west to S. Torrence Street. The following engineering countermeasures should be considered along this route:

- **P124** - Add bumpouts at Huffman and Livington (midblock).
- **P125** - Add ladder-style crosswalks at Huffman and Martz (N leg).
- **P126** - Add ladder-style crosswalks at Huffman and Seminary (S leg).
- **P131** - Add bumpouts with ladder-style crosswalks on Huffman between Gilbert and Jersey (midblock).
- **P132** - Add a pedestrian refuge island with Rectangular Rapid Flash Beacons (RRFBs) and ladder-style crosswalks on Huffman between Westview and Seminary (midblock).

KISER – 1401 LEO STREET

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Southeastern Route

This route extends east from the school along Leo Street to Troy Street and follows Troy Street south to Dell Street. The following engineering countermeasures should be considered along this route:

- **P135** - Add pedestrian barriers at 228-310 Troy St by the Concentra and Supportive Living parking lots.
- **P136** - Add pedestrian barriers at 645 Troy St by the Family Dollar parking lot.
- **P137** - Add pedestrian barriers at 748 Troy St by the La Michoacana parking lot.
- **P138** - Add ladder-style crosswalks at Air and Troy (E leg).
- **P143** - Add bumpouts at Chapel and Troy (all corners).
- **P153** - Add ladder-style crosswalks at Dell and Troy (E and W legs).
- **P154** - Add ladder-style crosswalks at Edmund and Troy (W leg).
- **P155** - Add pedestrian barriers at Hart and Troy - Abandoned gas station; NE corner.
- **P156** - Add ladder-style crosswalks at Keifer and Troy (W leg).
- **P157** - Add bumpouts with ladder-style crosswalks at Leo and Maryland (E of the intersection).
- **P158** - Add ladder-style crosswalks at Leo and Maryland (S and E).
- **P160** - Add bumpouts at Leo and Troy (all corners but NW).
- **P161** - Add ladder-style crosswalks at Leonhard and Troy (E leg).
- **P162** - Add ladder-style crosswalks at Leonhard and Troy (W leg).
- **P164** - Add pedestrian barriers at Troy and Light between the sidewalk and the parking lot for the Troy and Dell building (SE corner of Troy and Light).

Southwestern Route

This route extends west from the school along Leo Street to Deeds Avenue and south on Deeds Avenue to Hart Street. The following engineering countermeasures should be considered along this route:

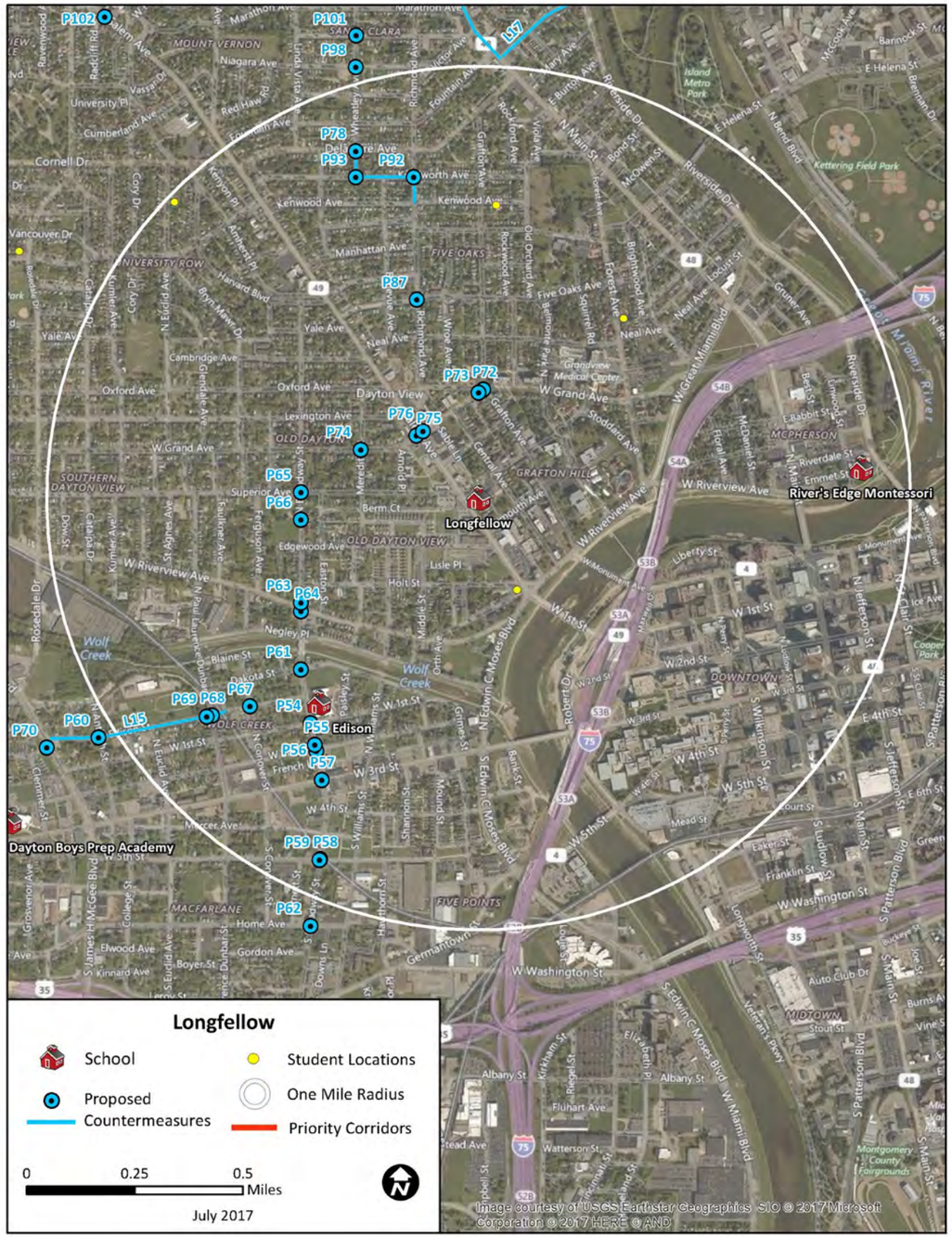
- **P144** - Add a speed bump on Deed between Edmund and Ray (midblock).
- **P145** - Add bumpouts at Deeds and Leo (all corners).
- **P146** - Add ladder-style crosswalks at Deeds and Leo (all directions).
- **P147** - Add stop signs at Deeds and Leo (E and W legs).
- **P148** - Add ladder-style crosswalks at Deeds and Leonhard (all directions).
- **P149** - Add ladder-style crosswalks at Deeds and Ray (all directions).
- **P150** - Add ladder-style crosswalks at Deeds and Schaeffer (N, S, and E legs).
- **P151** - Add a speed bump on Deeds between Edmund and Leonhard (midblock).
- **P152** - Add a speed bump on Deeds between Lamar and Schaeffer (midblock).

Eastern Route

This route extends east from the school along Leo Street to Stanley Avenue and follows Stanley Avenue southeast to Valley Street. The following engineering countermeasures should be considered along this route:

- **P139** - Add ladder-style crosswalks at Alaska and Leo (S leg).
- **P140** - Add bumpouts with ladder-style crosswalks at Baltimore and Leo (E of the intersection).
- **P141** - Add ladder-style crosswalks at Baltimore and Leo (N, S, and E legs).
- **P142** - Tighten the corners at Brandt and Stanley (N and E corners).
- **P159** - Add ladder-style crosswalks at Leo and Stanley (E leg).
- **P163** - Tighten the corners at Stanley and Valley (all corners but SE).
- **L23** - Add sidewalks on Leo between both branches of Rita (N side of street, on former RR ROW).
- **L24** - Add bike lanes along Stanley/Findlay between Leo and Monument.

LONGFELLOW ACADEMY – 245 SALEM AVENUE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Longfellow Academy serves students in grades 7 through 12 from around the district. Due to a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.

LOUISE TROY – 1630 MIAMI CHAPEL ROAD

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northern Route
This route extends north from the school along Trieschman Avenue to the pathway connecting to Bragg Place. It then follows Bragg Place northeast to W. Stewart Street, W. Stewart Street east to Danner Avenue, and Danner Avenue north to Gerrmantown Street. The following engineering countermeasures should be considered along this route:

P171 - Add ladder-style crosswalks at Danner and Germantown (S leg).
P174 - Add bumpouts with ladder-style crosswalks on Danner between Bancroft and Banker (midblock).
P177 - Add ladder-style crosswalks at Roosevelt and Trieschman (all directions).
P178 - Add ladder-style crosswalks at Trieschman and Weaver (all directions).
L27 - Repair the sidewalks on Trieschman between Tampa to end of the street (E side of street).

Northwestern Route
This route extends north from the school along Trieschman Avenue to Weaver Street and follows Weaver Street west to Gard Avenue. The following engineering countermeasures should be considered along this route:

P169 - Add ladder-style crosswalks at Clement and Weaver (all directions).
P170 - Add stop signs at Clement and Weaver (E and W legs).
P176 - Add ladder-style crosswalks at Randolph and Weaver (all directions).

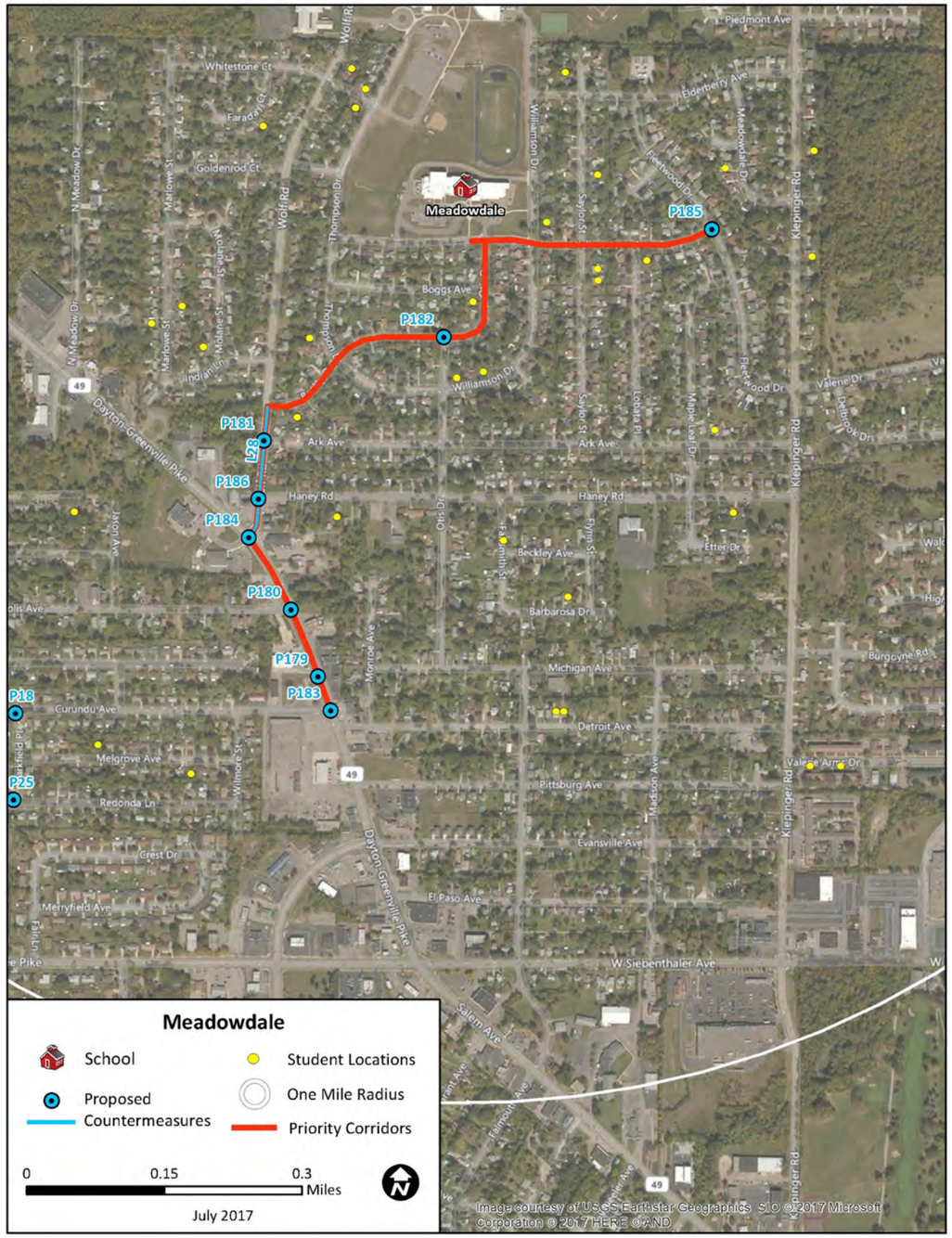
Southwestern Route
This route extends south along the school drive to Richley Avenue. It follows Richley Avenue west to Heartsoul Drive, Heartsoul Drive west to McArthur Avenue, McArthur Avenue south to Nicholas Road, and Nicholas Road west to Almore Street. The following engineering countermeasures should be considered along this route:

P165 - Add ladder-style crosswalks at Albritton and Heartsoul (all directions).
P166 - Add stop signs at Albritton and Heartsoul (all legs).
P167 - Add ladder-style crosswalks at Clement and Richley (all directions).
P168 - Add stop signs at Clement and Richley (E and W legs).
P175 - Add ladder-style crosswalks at Randolph and Richley (N leg).
L25 - Add sidewalks on Nicholas between Elsie Place and Stolz Ave (N side of street).
L26 - Add an off-street pathway on the Louise Troy school grounds connecting to Richley.
L52 - Add sidewalks on Richley between Danner and Randolph (S side of street).

Eastern Route
This route extends east from the school along Miami Chapel Road to Danner Avenue. The following engineering countermeasures should be considered along this route:

P172 - Add ladder-style crosswalks at Danner and Miami Chapel (all directions).
P173 - Add stop signs at Danner and Miami Chapel (N and S legs).

MEADOWDALE – 3871 YELLOWSTONE AVENUE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Southwestern Route
This route extends south from the school along Otis Drive and continues west along Beatly Drive to Wolf Road. It then follows Wolf Road south to Salem Avenue and Salem Avenue south to Curundu Avenue. The following engineering countermeasures should be considered along this route:

P179 - Add pedestrian barriers at 4023-4051 Dayton-Greenville Pike (E side of street).
P180 - Tighten the corner at Annapolis and Salem (NW corner).
P181 - Add ladder-style crosswalks at Ark and Wolf (E leg).
P182 - Add ladder-style crosswalks at Beatty and Otis (all directions).
P183 - Tighten the corner at Curundu and Salem (NW corner).
P184 - Tighten the corner at Dayton-Greenville Pike (NW corner).
P186 - Add pedestrian barriers at Haney and Wolf (SE corner).
L28 - Add sidewalks on Wolf between Ark and Dayton-Greenville Pike (W side of street).

Eastern Route
This route extends east from the school along Yellowstone Avenue to Fleetwood Drive. The following engineering countermeasures should be considered along this route:

P185 - Add ladder-style crosswalks at Fleetwood and Yellowstone (W leg).

RIVER'S EDGE MONTESSORI – 108 LINWOOD STREET

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

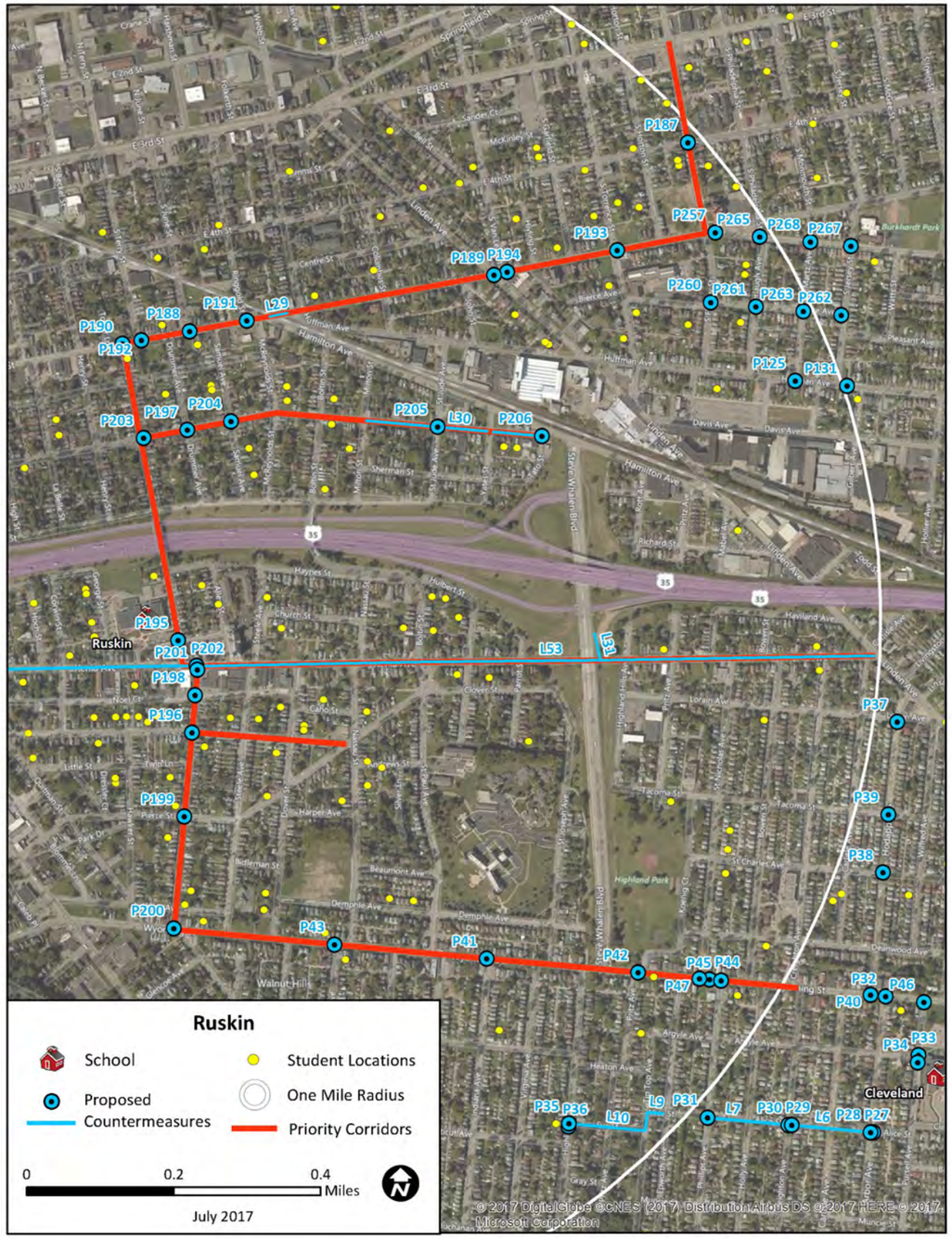
River's Edge Montessori serves students in pre-kindergarten through grade 6 from around the district. Due to a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.

ROSA PARKS EARLY LEARNING CENTER – 3705 LORI SUE AVENUE

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Rosa Parks serves students in pre-kindergarten and kindergarten from around the district. Due to a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.

RUSKIN – 407 AMBROSE COURT



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northeastern Route

This route extends north from the school along McClure Street to E. 5th Street. It then follows E. 5th Street east to S. Findlay Street and S. Findlay Street north to E. 3rd Street. It also follows McLain Street east from McClure Street to Tato Street. The following engineering countermeasures should be considered along this route:

- **P187** - Add ladder-style crosswalks at 4th and Findlay (all directions).
- **P188** - Add ladder-style crosswalks at 5th and June (N leg).
- **P189** - Tighten the corners at 5th and Linden (NE and SW corners).
- **P190** - Add ladder-style crosswalks at 5th and McClure (S leg).
- **P191** - Add pedestrian barriers at 5th and McReynolds at the Circle K (SW corner).
- **P192** - Add ladder-style crosswalks at 5th and Terry (N leg).
- **P193** - Add ladder-style crosswalks at 5th and Torrance (S leg).
- **P194** - Add ladder-style crosswalks at 5th and Van Lear (N leg).
- **P197** - Add ladder-style crosswalks at Drummer and McLain (all directions).
- **P203** - Add ladder-style crosswalks at McClure and McLain (all directions).
- **P204** - Add ladder-style crosswalks at McLain and Samuel (all directions).
- **P205** - Add ladder-style crosswalks at McLain and St Jude (all directions).
- **P206** - Add ladder-style crosswalks at McLain and Tato (S and W legs).
- **L29** - Repair the sidewalks on 5th between Hamilton and Huffman (S side of street, crossing the tracks).
- **L30** - Repair the sidewalks on McLain between Milton and Yates (N and S sides of street).
- **L32** - Repair the sidewalks on McLain between Yates and Tato (N side of street).

Southeastern Route

This route extends south from the school along McClure Street to Xenia Avenue and follows Xenia Avenue east to Fillmore Street. It then follows Fillmore Street south to Wyoming Street and Wyoming Street east to Creighton Avenue. It also follows Clover Street east from Fillmore Street to Pierce Street. The following engineering countermeasures should be considered along this route:

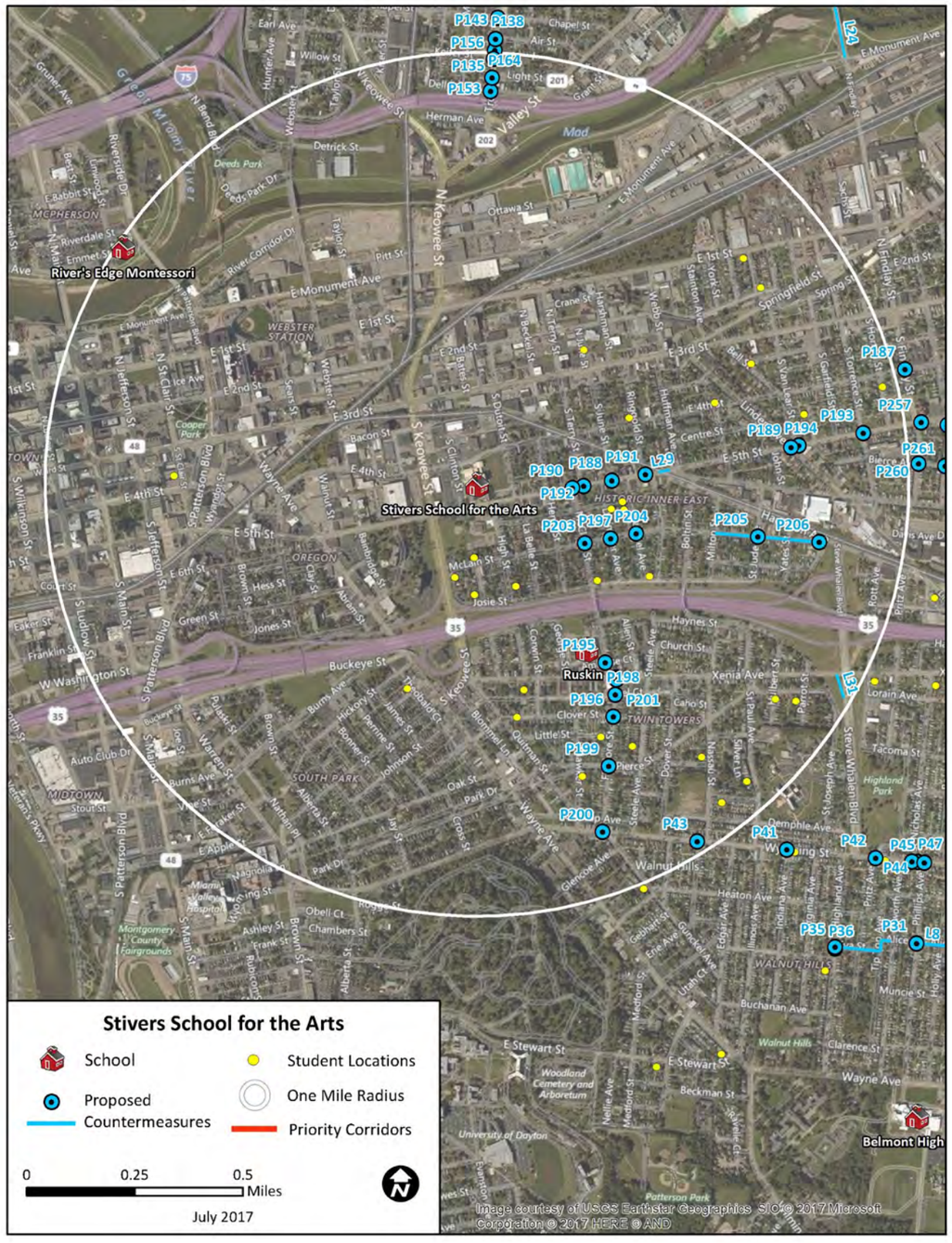
- **P195** - Add bumpouts at Ambrose and McClure (NW and NE corners).
- **P196** - Add ladder-style crosswalks at Clover and Fillmore (all directions).
- **P198** - Add pedestrian barriers at Fillmore and Noel (NE and NW corners).
- **P199** - Add ladder-style crosswalks at Fillmore and Pierce (all directions).
- **P200** - Remark the existing crosswalks in the ladder style at Fillmore and Wyoming (all directions).
- **P201** - Add pedestrian barriers at Fillmore and Xenia at the parking lot on the SE corner.
- **P202** - Add ladder-style crosswalks at Fillmore and Xenia (S leg).

Eastern Route

This route extends south from the school along McClure Street to Xenia Avenue and follows Xenia Avenue east to Linden Avenue. The following engineering countermeasures should be considered along this route:

- **L31** - Add a pathway to connect the Steve Whalen Bikeway to Xenia.
- **L53** - Add bike lanes along Xenia between Keowee and Linden.

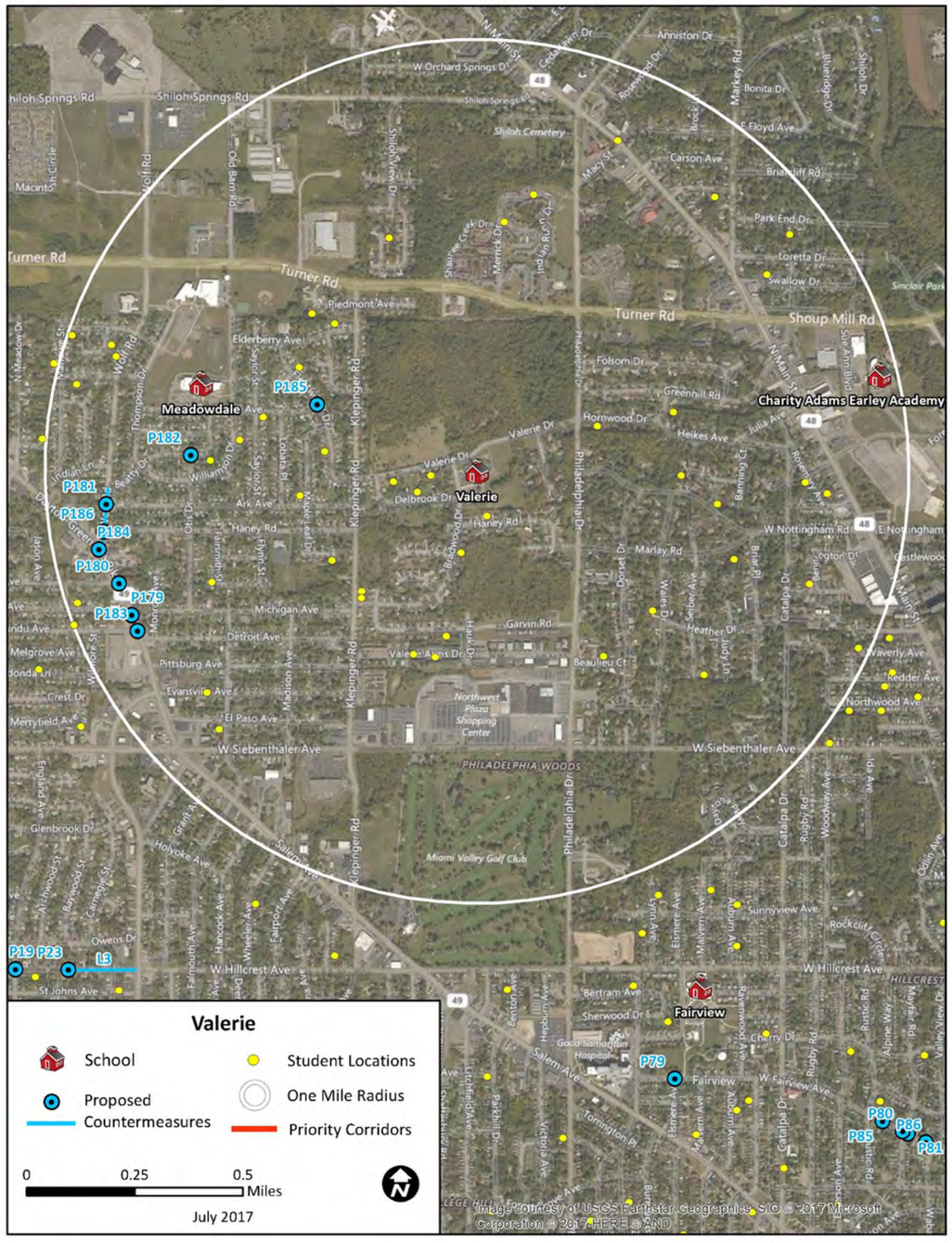
STIVERS SCHOOL FOR THE ARTS – 1313 E. 5TH STREET



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Stivers serves students in grades 7 through 12 from around the district. Due to a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.

VALERIE – 4020 BRADWOOD DRIVE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Valerie serves students in pre-kindergarten through grade 6 from around the district. Due to a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.

WESTWOOD – 2805 OAKRIDGE DRIVE

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northeastern Route

This route extends north from the school along Burleigh Avenue to Hoover Avenue and follows Hoover Avenue east to Cedarhurst Avenue. It also extends north on Walton Avenue from Hoover Avenue to N. James H. McGee Boulevard. The following engineering countermeasures should be considered along this route:

- **P210** - Add bumpouts with ladder-style crosswalks at Anna and Hoover (across Hoover, the E leg of the intersection).
- **P211** - Add ladder-style crosswalks at Anna and Hoover (N, S, and E legs).
- **P212** - Remark the existing crosswalks in the ladder style at Brooklyn and Hoover (all directions).
- **P214** - Add ladder-style crosswalks at Burleigh and Hoover (S leg).
- **P215** - Add pedestrian barriers at Burleigh and Hoover at Rock's Repair Shop (SW corner).
- **P219** - Add a formal connection between the sidewalk and Wolf Creek Trail; additionally, restripe the crosswalks at Hoover and James McGee in the ladder style.
- **P220** - Add ladder-style crosswalks at Hoover and Walton (N, S, and E legs).
- **P221** - Add ladder-style crosswalks at James McGee and Walton (S and W), with Rectangular Rapid Flash Beacons (RRFBs) and a pedestrian refuge island for the crossing across James McGee.
- **L34** - Repair the sidewalks on Hoover between Anna and Lorenz (S side of street).
- **L35** - Repair the sidewalks on Hoover between Gramont and Shoop (N side of street).
- **L37** - Repair the sidewalks on Walton between Edith and Fairbanks (E side of street).

Southern Route

This route extends south from the school along Burleigh Avenue to W. 2nd Street and west along W. 2nd Street to Decker Avenue. The following engineering countermeasures should be considered along this route:

- **P207** - Add ladder-style crosswalks at 2nd and Upland (S leg).
- **P208** - Add ladder-style crosswalks at 2nd, Burleigh, and Delphos (N, NW, W, and SE legs).
- **P209** - Make all legs stop-controlled, tighten the corners, and add ladder-style crosswalks at 2nd, Burleigh, and Delphos.
- **P216** - Add ladder-style crosswalks at Burleigh and Oakridge (S and W legs).
- **L33** - Repair the sidewalks on 2nd between Delphos and Upland (N and S sides of the street).

Eastern Route

This route extends east from the school along Oakridge Drive to N. Mathison Street. The following engineering countermeasures should be considered along this route:

- **P213** - Add ladder-style crosswalks at Brooklyn and Oakridge (all directions).
- **P222** - Add ladder-style crosswalks at Kilmer and Oakridge (all directions).
- **P223** - Add ladder-style crosswalks at Leland and Oakridge (all directions).
- **P224** - Add ladder-style crosswalks at Lorenz and Oakridge (S leg).
- **P226** - Add ladder-style crosswalks at Oakridge and Westwood (all directions).
- **L36** - Repair the sidewalks on Oakbridge between Brooklyn and Shoop (N side of street).

Western Route

This route extends west from the school along Oakridge Drive to Delphos Avenue. The following engineering countermeasures should be considered along this route:

- **P217** - Add ladder-style crosswalks at Delphos and Oakridge (all directions).
- **P218** - Tighten the corners at Delphos and Oakridge (SE and SW corner).
- **P225** - Add ladder-style crosswalks at Oakridge and Upland (S and W legs).

WOGAMAN – 920 MCARTHUR AVENUE

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northeastern Route

This route extends north from the school along McArthur Avenue to Germantown Street and follows Germantown Street east to Ruth Avenue. It then follows Ruth Avenue south to Weaver Street and Weaver Street east S. Paul Laurence Dunbar Street (jogging north along Danner Avenue). The following engineering countermeasures should be considered along this route:

P228 - Add bumpouts at Germantown and McArthur (all corners).
P229 - Add ladder-style crosswalks at Germantown and Rider (S leg).
P230 - Tighten the corner at Germantown and Rider (SW corner).
P231 - Add ladder-style crosswalks at Germantown and Ruth (S leg).
P239 - Add ladder-style crosswalks at Ruth and Weaver (all directions).

Northwestern Route

This route extends north from the school along McArthur Avenue and Groveland Avenue to Lakeview Avenue and follows Lakeview Avenue west to Bowie Drive. The following engineering countermeasures should be considered along this route:

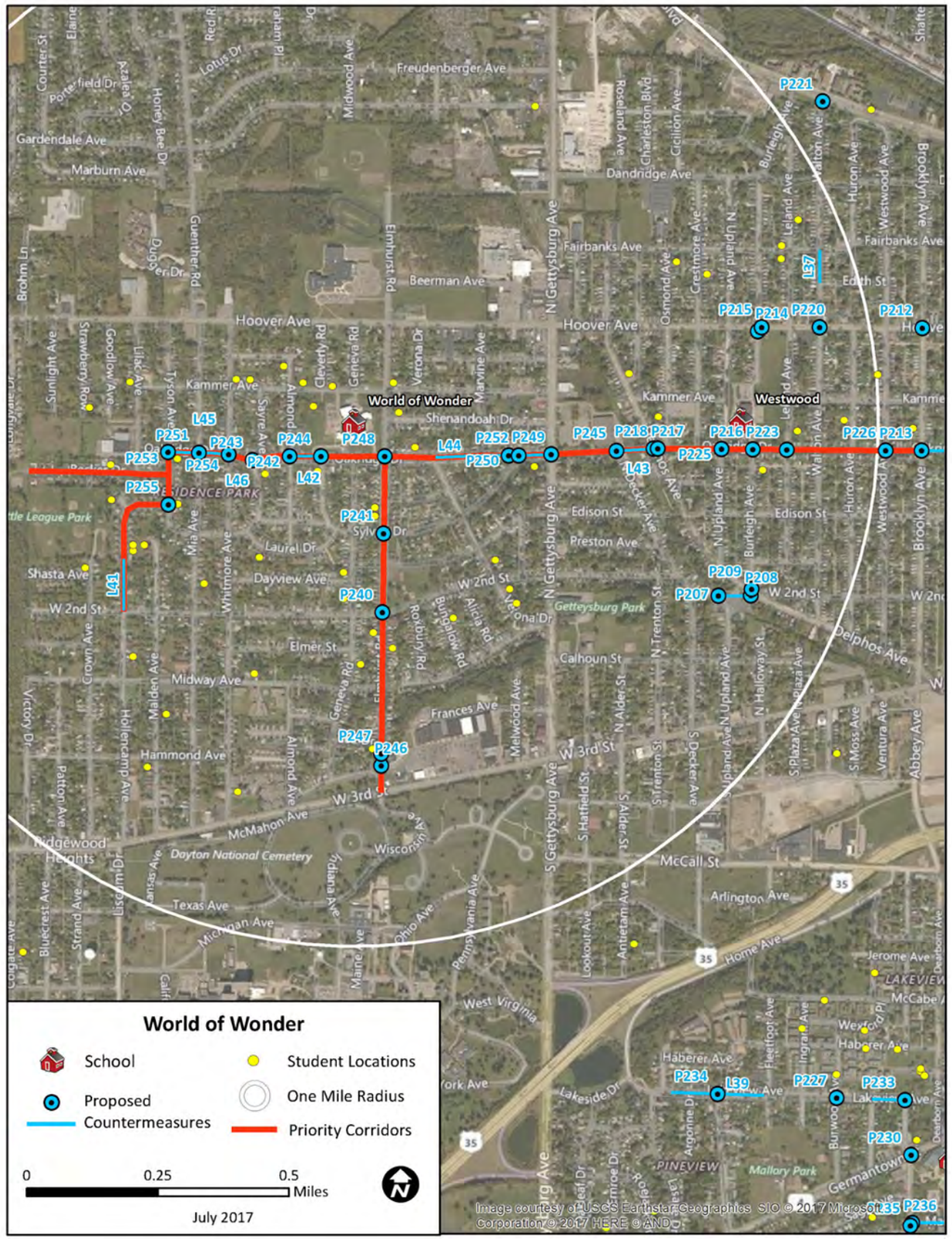
P227 - Add ladder-style crosswalks at Burwood and Lakeview (all directions).
P233 - Add ladder-style crosswalks at Lakeview and McArthur (S, E, and W legs).
P234 - Add ladder-style crosswalks at Lakeview and Mt Clair (S, E, and W legs).
L38 - Repair the sidewalks on Lakeview between Blanche to McArthur (N side of the street).
L39 - Add sidewalks on Lakeview between Fleetfoot and Bowie (N side of street, starting at the Trinity United Church to 3405 Lakeview).

Southern Route

This route extends south along the school drive to Madden Hills Drive and follows Madden Hills Drive west to McArthur Avenue. It then follows Madden Hills Drive south to Nicholas Road and Nicholas Road west to Stolz Avenue. The following engineering countermeasures should be considered along this route:

P232 - Add ladder-style crosswalks at Heartsoul and McArthur (E leg).
P235 - Add bumpouts with ladder-style crosswalks at Madden Hills and McArthur (S leg of the intersection).
P236 - Add ladder-style crosswalks at Madden Hills and McArthur (E leg).
P237 - Add bumpouts at Nicholas and McArthur (NE and SE corners).
P238 - Add ladder-style crosswalks at Nicholas and Stolz (N leg).
L40 - Repair the sidewalks on Madden Hills between Crocus and McArthur (N side of street this whole length; S side of the street, McArthur E to midblock).

WORLD OF WONDER – 4411 OAKRIDGE DRIVE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Southern Route
This route extends south from the school along Elmhurst Road to W. 3rd Street. The following engineering countermeasures should be considered along this route:

- **P240** - Add ladder-style crosswalks at 2nd and Elmhurst (all directions).
- **P241** - Add ladder-style crosswalks at Elmhurst and Sylvan (all directions).
- **P246** - Add ladder-style crosswalks at Elmhurst and Greenleaf (at the entrance to the bus turnaround).
- **P247** - Add ladder-style crosswalks at Elmhurst and Lee (at the entrance to the bus turnaround).
- **P248** - Add ladder-style crosswalks at Elmhurst and Oakridge (S leg).

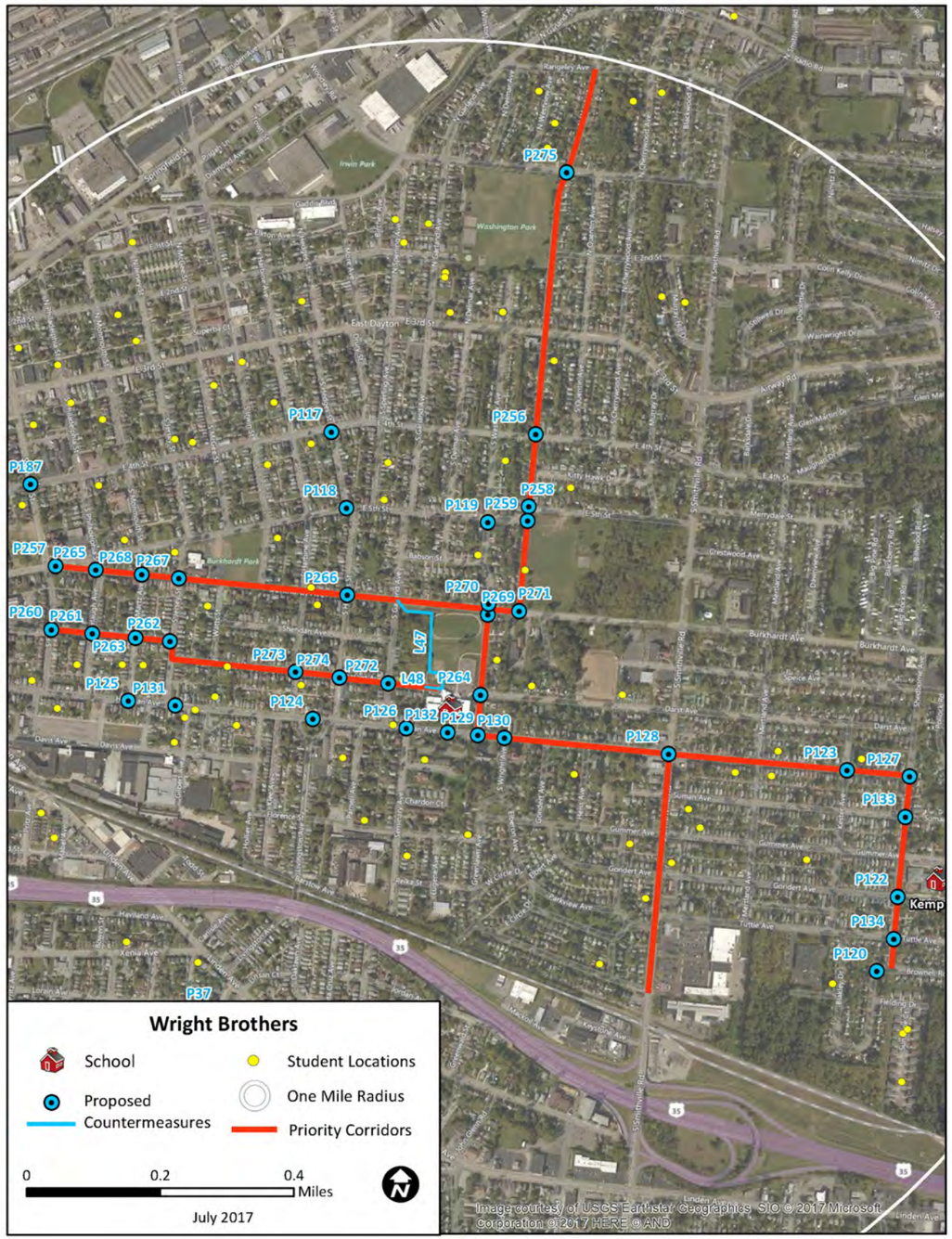
Southwestern Route
This route extends west from the school along Oakridge Drive to Tyson Avenue. It then follows Tyson Avenue south to Seeley Drive and Seeley Drive southwest to W. 2nd Street. It also extends west along Becker Drive from Tyson Avenue to the end of the street. The following engineering countermeasures should be considered along this route:

- **P242** - Add ladder-style crosswalks at Almond and Oakridge (all directions).
- **P243** - Add ladder-style crosswalks at Circle and Oakridge (S leg).
- **P244** - Add ladder-style crosswalks at Cleverly and Oakridge (all directions).
- **P251** - Add ladder-style crosswalks at Mia and Oakridge (all directions).
- **P253** - Add ladder-style crosswalks at Oakridge and Tyson (all directions).
- **P254** - Add ladder-style crosswalks at Oakridge and Whitmore (all directions).
- **P255** - Add ladder-style crosswalks at Seeley and Tyson (W leg).
- **L41** - Add sidewalks on Hollencamp from municipal border between Dayton and Trotwood and 2nd (E side of street).
- **L42** - Add sidewalks on Oakridge between Almond and Cleverly (S side of street).
- **L45** - Add sidewalks on Oakridge between Mia and Tyson (N side of street).
- **L46** - Add sidewalks on Oakridge between Mia and Whitmore (S side of street).

Eastern Route
This route extends east from the school along Oakridge Drive to Brooklyn Avenue. The following engineering countermeasures should be considered along this route:

- **P245** - Add ladder-style crosswalks at Decker and Oakridge (S leg).
- **P249** - Add bumpouts at Gettysburg and Oakridge (all corners).
- **P250** - Add ladder-style crosswalks at Marvine and Oakridge (N leg).
- **P252** - Add ladder-style crosswalks at Oakridge and Sylvan (S leg).
- **L43** - Repair the sidewalks on Oakridge between Decker and Delphos (N side of street, on former RR ROW).
- **L44** - Add sidewalks on Oakridge between Gettysburg and Verona (S side of street).

WRIGHT BROTHERS – 1361 HUFFMAN AVENUE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northern Route
This route extends north from the school along . The following engineering countermeasures should be considered along this route:

- **P256** - Add ladder-style crosswalks at 4th and Wright (all directions).
- **P258** - Remark the existing crosswalks in the ladder style at 5th and Wright (E leg).
- **P259** - Remark the existing crosswalks in the ladder style at 5th and Wright (S leg).
- **P264** - Add ladder-style crosswalks at Burkhardt and Darst (N and E legs).
- **P269** - Add ladder-style crosswalks at Burkhardt and Westview (all directions).
- **P270** - Add stop signs at Burkhardt and Westview/Wright (E and W legs).
- **P271** - Add ladder-style crosswalks at Burkhardt and Wright (N leg).
- **P275** - Add ladder-style crosswalks at Woodley and Wright (all directions).

Northwestern Route
This route extends north from the school along S. Wright Avenue to Burkhardt Avenue and along Burkhardt Avenue west to E. 5th Street. The following engineering countermeasures should be considered along this route:

- **P257** - Add bumpouts at 5th and Findlay (all corners).
- **P265** - Add ladder-style crosswalks at Burkhardt and Gerlaugh (N and S legs).
- **P266** - Add ladder-style crosswalks at Burkhardt and Hedges (all directions).
- **P267** - Remark the existing crosswalks in the ladder style at Burkhardt and Jersey (all directions).
- **P268** - Add ladder-style crosswalks at Burkhardt and Martz (S leg).

Southeastern Route
This route extends east from the school along Huffman Avenue to Shedborne Avenue and follows Shedborne Avenue south to Brownell Road. It also follows S. Smithville Road south from Huffman Avenue to Greenlawn Avenue. There are no engineering countermeasures recommended along this route.

Western Route
This route extends west from the school along Pleasant Avenue to S. Jersey Street. It then follows S. Jersey Street north to Bierce Avenue and Bierce Avenue west to S. Findlay Street. The following engineering countermeasures should be considered along this route:

- **P260** - Add ladder-style crosswalks at Bierce and Findlay (W leg).
- **P261** - Add ladder-style crosswalks at Bierce and Gerlaugh (N and S legs).
- **P262** - Add ladder-style crosswalks at Bierce and Jersey (S and W legs).
- **P263** - Add ladder-style crosswalks at Bierce and Martz (N and S legs).
- **P272** - Add ladder-style crosswalks at Garland and Pleasant (N and S legs).
- **P273** - Add ladder-style crosswalks at Harbine and Pleasant (N and S legs).
- **P274** - Add ladder-style crosswalks at Hedges and Pleasant (all directions).
- **L47** - Add an off-street pathway on the Wright Brothers school grounds connecting to the corner of Burkhardt and Garland.
- **L48** - Add an off-street pathway on the Wright Brothers school grounds connecting to the sidewalk on Pleasant.

Dayton SRTS - Planning Level Construction Cost Estimate

MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL(S)	PROJECT LENGTH (FT)	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P2	Add crosswalk(s)	Annapolis and Myron - W and E	Belle Haven		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P3	Add crosswalk(s)	Arlene and Copeland - N	Belle Haven		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P4	Remark crosswalk(s), ladder style	Arlene and Free Pike - All four directions	Belle Haven		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P5	Add bumpout(s)	Arlene and Free Pike - SE and SW corners	Belle Haven		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$40,000	
P6	Add crosswalk(s)	Arlene and Genesee - All four directions	Belle Haven		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P7	Add bumpout(s)	Arlene and Hillcrest - All four corners	Belle Haven		Curb Extensions - Full Corner	Each	4	$25,000	$100,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$100,000	
P8	Add crosswalk(s)	Arlene and Hillcrest - All four directions	Belle Haven		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P9	Remark crosswalk(s), ladder style	Arlene and Prescott - N, S, and E	Belle Haven		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P10	Add crosswalk(s)	Arlene and St James - All four directions	Belle Haven		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P11	Add crosswalk(s)	Catalina and Redonda - N	Belle Haven		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P12	Add speed bump	Curnudu between Marlin and Myron - midblock	Belle Haven		Speed Hump	Each	1	$2,000	$2,000	1 Speed Hump
									$2,000	
P13	Add crosswalk(s)	Curundu and Marlin - W and S	Belle Haven		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P14	Add bumpout(s)	Curundu and Marlin - SE and SW corners	Belle Haven		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$40,000	
P15	Add crosswalk(s)	Curundu and Myron - N and E	Belle Haven		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P16	Add bumpout(s)	Curundu and Myron - NE and NW corners	Belle Haven		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$40,000	
P17	Add stop sign(s)	Curundu and Myron - W and E	Belle Haven		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P18	Add crosswalk(s)	Curundu and Parkfield - S	Belle Haven		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P19	Add crosswalk(s)	England and Hillcrest - All four directions	Belle Haven		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P20	Add stop sign(s)	England and Prescott - W and E	Belle Haven		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P21	Remark crosswalk(s), ladder style	Gatewood and Marlin - E	Belle Haven		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P22	Add stop sign(s)	Gatewood and Marlin - E	Belle Haven		Signage	Each	1	$500	$500	1 Sign per direction
									$500	
P23	Add crosswalk(s) w/RRFB	Hillcrest east of Trone - At the top of the hill	Belle Haven		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
					RRFB	Each	1	$20,000	$20,000	
									$26,250	
P24	Add crosswalk(s)	Marlin and Redonda - E	Belle Haven		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P25	Remark crosswalk(s), ladder style	Parkfield and Redonda - N	Belle Haven		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
L1	Repair sidewalk	Arlene north of Waymire - Bush impedes on sidewalk midblock	Belle Haven	89.35	Sidewalks	Sq Ft	450	$8	$3,600	Replace with new 5' sidewalk for 1 side
									$3,600	
L2	Add off street path	End of Gatewood - On school grounds; sidewalks on Gatewood end at school property boundary	Belle Haven	155.22	Pave Pathway	Mile	0.03	$400,000	$12,000	10' wide asphalt path @ $400,000/miles
									$12,000	
L3	Add sidewalk	Hillcrest between Gettysburg and Trone - N side of street	Belle Haven	804.16	Sidewalks	Sq Ft	4030	$8	$32,300	Proposed 5' sidewalk for 1 side
									$32,300	
L4	Add sidewalk	Myron south of Annapolis - E side of street; sidewalk ends midblock	Belle Haven	149.11	Sidewalks	Sq Ft	750	$8	$6,000	Proposed 5' sidewalk for 1 side
									$6,000	
L5	Repair sidewalk	Prescott between England and Bohemian - N side of street adjacent to empty lots	Belle Haven	131.35	Sidewalks	Sq Ft	660	$8	$5,300	Replace with new 5' sidewalk for 1 side
									$5,300	
P27	Add crosswalk(s)	Alice and Arbor - N and S	Cleveland		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P28	Add stop sign(s)	Alice and Arbor - S	Cleveland		Signage	Each	1	$500	$500	1 Sign per direction
									$500	
P29	Add crosswalk(s)	Alice and Creighton - N and S	Cleveland		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P30	Add stop sign(s)	Alice and Creighton - S	Cleveland		Signage	Each	1	$500	$500	1 Sign per direction
									$500	

Dayton SRTS - Planning Level Construction Cost Estimate

MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL(S)	PROJECT LENGTH (FT)	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P31	Add crosswalk(s)	Alice and Phillips - N and S	Cleveland		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P32	Add crosswalk(s)	Arbor and Wyoming - S	Cleveland		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P33	Add crosswalk(s)	Argyle and Pursell - W	Cleveland		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P34	Add stop sign(s)	Argyle and Pursell - W	Cleveland		Signage	Each	1	$500	$500	1 Sign per direction
									$500	
P35	Add crosswalk(s)	Eva and Highland - N	Cleveland		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P36	Add stop sign(s)	Eva and Highland - N and S	Cleveland		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P37	Add crosswalk(s)	Hodapp and Linden - S	Cleveland		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P38	Add crosswalk(s)	Hodapp and St Charles - All four directions	Cleveland		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P39	Add crosswalk(s)	Hodapp and Tacoma - All four directions	Cleveland		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P40	Add crosswalk(s)	Hodapp and Wyoming - N	Cleveland		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P41	Add crosswalk(s)	Indiana and Wyoming - S	Cleveland; Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P42	Add crosswalk(s)	Koening and Wyoming - N	Cleveland; Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P43	Add crosswalk(s)	Missouri and Wyoming - S	Cleveland; Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P44	Add pedestrian barriers, define or shorten the driveway width	Phillips and Wyoming - In front of convenience store, SW corner	Cleveland; Ruskin		Pedestrian barrier (Jersey Style Barrier)	Each	20	$325	$6,500	
					Reconstruct driveway	Ft	50	$55	$2,750	Concrete plus curb & gutter
									$9,250	
P45	Add crosswalk(s)	Phillips and Wyoming - S	Cleveland; Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P46	Add crosswalk(s)	Pursell and Wyoming - S	Cleveland		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P47	Add crosswalk(s)	St Nicholas and Wyoming - N	Cleveland; Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P277	Add crosswalk(s)	Wayne and Watervliet - N, S and E	Cleveland		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
L6	Add sidewalk	Alice between Arbor and Creighton - N side of street, S side of street ending at midblock alley	Cleveland	545.10	Sidewalks	Sq Ft	5460	$8	$43,700	Proposed 5' sidewalk for 2 sides
									$43,700	
L7	Add curbing	Alice between Arbor and Phillips - Curbing needed N, S side of street; cars are parking on the few existing sidewalks	Cleveland	1132.99	Curb & Gutter	Foot	2266	$15	$33,990	Curb & gutter per linear foot
									$33,990	
L8	Add sidewalk	Alice between Creighton and Phillips - N, S side of the street beginning at midblock alley	Cleveland	425.47	Sidewalks	Sq Ft	4260	$8	$34,100	Proposed 5' sidewalk for 2 sides
									$34,100	
L9	Add sidewalk	Alice between Epworth and Tip Top - N, S side of street	Cleveland	118.06	Sidewalks	Sq Ft	1190	$8	$9,600	Proposed 5' sidewalk for 2 sides
									$9,600	
L10	Add sidewalk	Eva between Highland and Tip Top - N, S side of street	Cleveland	525.85	Sidewalks	Sq Ft	5260	$8	$42,100	Proposed 5' sidewalk for 2 sides
									$42,100	
L11	Add sidewalk	Tip Top between Eva and Alice - W side of street	Cleveland	134.68	Sidewalks	Sq Ft	680	$8	$5,500	Proposed 5' sidewalk for 1 side
									$5,500	
P48	Add bumpout(s)	Edendale and Ferngrove - All four corners	Eastmont		Curb Extensions - Full Corner	Each	4	$25,000	$100,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$100,000	
P49	Add crosswalk(s)	Edendale and Ferngrove - All four directions	Eastmont		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P50	Add bumpout(s)	Edendale and Pickford - Both existing crossings	Eastmont		Curb Extensions - Full Corner	Each	2	$25,000	$50,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$50,000	
P51	Add crosswalk(s)	Edendale and Pickford - All three directions	Eastmont		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P52	Add crosswalk(s)	Falke and Woodbine - All four directions	Eastmont		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P53	Add crosswalk(s)	Russet and Woodbine - All four directions	Eastmont		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
L12	Add bike route	Plainfield between Townsley and Spaulding - Add Bike Boulevard signage	Eastmont	1132.47	Bike Boulevard	Each	5	$200	$1,000	Bike Boulevard signage every 100-250 feet
									$1,000	
L13	Add bike route	Spaulding between Plainfield and Iron Horse Trail - Add Bike Boulevard signage	Eastmont	701.77	Bike Boulevard	Each	3	$200	$600	Bike Boulevard signage every 100-250 feet
									$600	
P54	Add crosswalk(s)	1st and Broadawy - E and W	Edison		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping

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MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL(S)	PROJECT LENGTH (FT)	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P55	Mitigate hazard	2nd and Broadway - Car lot/repair yard is parking excess vehicles on the sidewalk (NW corner)	Edison		Parking Analysis	Each	1	$0	$0	Additional information will be needed
									$0	
P56	Add crosswalk(s)	2nd and Broadway - E and W	Edison		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P57	Remark crosswalk(s), ladder style	3rd and Broadway - All four directions	Edison		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P58	Add crosswalk(s)	5th and Broadway - All four directions	Edison		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P59	Add stop sign(s)	5th and Broadway - N and S	Edison		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P60	Add crosswalk(s)	Antioch and Edison - All four directions	Edison		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P61	Add crosswalk(s)	Broadawy and Dakota - E and W	Edison		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P62	Remark crosswalk(s), ladder style	Broadway and Home - All four directions	Edison		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P63	Remark crosswalk(s), ladder style	Broadway and Riverview - All five directions (including turn lane)	Edison		Crosswalk Striping	Each	5	$1,250	$6,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	10	$2,500	$25,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$31,250	
P64	Add bumpout(s)	Broadway and Riverview - SW and SE corners	Edison		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$40,000	
P65	Add crosswalk(s)	Broadway and Superior - E and W	Edison		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P66	Add RRFB pedestrian signal w/crosswalk	Broadway between Edgewood and Superior - At midblock bumpout; leads to Dayton View	Edison		RRFB	Each	1	$20,000	$20,000	One proposed RRFB crossing
					Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$26,250	
P67	Add crosswalk(s)	Conover and Edison - N and S	Edison		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P68	Add crosswalk(s)	Dunbar and Edison - All four directions	Edison		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P69	Add stop sign(s)	Dunbar and Edison - N and S	Edison		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P70	Add RRFB pedestrian signal w/crosswalk	Edison and James McGee - Add ped signal across McGee; keep so there's not a cut in boulevard for vehicular cross traffic	Edison		RRFB	Each	2	$20,000	$40,000	Two proposed RRFB crossings
					Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$52,500	
P71	Add crosswalk(s)	Edison and Orchard - All four directions	Edison		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P72	Remark crosswalk(s), ladder style	Grand and Grafton and North - All five directions	Edison		Crosswalk Striping	Each	5	$1,250	$6,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	10	$2,500	$25,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$31,250	
P73	Add bumpout(s)	Grand and Grafton and North - All five corners	Edison		Curb Extensions - Full Corner	Each	5	$25,000	$125,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$125,000	
P74	Add crosswalk(s)	Grand and Meredith - All four directions	Edison		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P75	Add bumpout(s)	Grand and Salem - All four corners	Edison		Curb Extensions - Full Corner	Each	4	$25,000	$100,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$100,000	
P76	Remark crosswalk(s), ladder style	Grand and Salem - All four directions	Edison		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
L14	Repair sidewalk	Edison at RR Tracks - S side of street	Edison	74.37	Sidewalks	Sq Ft	380	$8	$3,100	Replace with new 5' sidewalk for 1 side
									$3,100	
L15	Repair sidewalk	Edison between James McGee and Paul Laurence Dunbar - S; N side of street to just east of Paul Laurence Dunbar	Edison	1997.13	Sidewalks	Sq Ft	19980	$8	$159,900	Replace with new 5' sidewalk for 2 sides
									$159,900	
P77	Add crosswalk(s)	Birchwood and Fairview - N	EJ Brown; Fairview		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P78	Add crosswalk(s)	Delaware and Wheatley - All four directions	EJ Brown		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P79	Add crosswalk(s)	Elsmere and Fairview - All three directions	EJ Brown; Fairview		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P80	Add crosswalk(s)	Fairview and Mayfair - N, S and W	EJ Brown; Fairview		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P81	Add bumpout(s)	Fairview and Mayfair - W side of the intersection	EJ Brown; Fairview		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$40,000	
P82	Add RRFB pedestrian signal w/restriped crosswalk	Fairview and Wheatley - E	EJ Brown; Fairview		RRFB	Each	1	$20,000	$20,000	One proposed RRFB crossing
					Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping

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					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$26,250	
P83	Add crosswalk(s)	Fairview and Wheatley - S	EJ Brown; Fairview		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P84	Add crosswalk(s)	Fairview and Willowood - N	EJ Brown; Fairview		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P85	Add speed bump	Fairview between Mayfair and Rustic - midblock	EJ Brown; Fairview		Speed Hump	Each	1	$2,000	$2,000	1 Speed Hump
									$2,000	
P86	Add speed bump	Fairview between Mayfair and Valley View - midblock	EJ Brown; Fairview		Speed Hump	Each	1	$2,000	$2,000	1 Speed Hump
									$2,000	
P87	Add crosswalk(s)	Five Oaks and Richmond - All four directions	EJ Brown		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P88	Tighten corner(s)	Hillcrest and Main - NW, SE, and SW corner	EJ Brown; Fairview		Shorten Crossing Distance	Each	3	$25,000	$75,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$75,000	
P89	Add crosswalk(s)	Hillcrest and Willowood - S	EJ Brown; Fairview		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P90	Tighten corner(s)	Hudson and Main - NW corner	EJ Brown		Shorten Crossing Distance	Each	1	$25,000	$25,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$25,000	
P91	Add crosswalk(s)	Hudson and Wheatley - All four directions	EJ Brown		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P92	Add crosswalk(s)	Kenilworth and Richmond - All four directions	EJ Brown		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P93	Add crosswalk(s)	Kenilworth and Wheatley - All three directions	EJ Brown		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P94	Add crosswalk(s)	Main and Maplewood - E and W	EJ Brown		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P95	Add crosswalk(s)	Main and Norman - E and W	EJ Brown		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P96	Add bumpout(s)	Maplelawn and Knecht and Main - NW and SE corner	EJ Brown		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$40,000	
P97	Add crosswalk(s)	Marson and Willowood - All four directions	EJ Brown		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P98	Add crosswalk(s)	Niagara and Wheatley - All four directions	EJ Brown		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P99	Add crosswalk(s)	Parkwood and Wildwood - N	EJ Brown		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P100	Add crosswalk(s)	Pinehurst and Willowood - N	EJ Brown		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P101	Add crosswalk(s)	Santa Clara and Wheatley - All four directions	EJ Brown		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
L16	Repair sidewalk	Kenilworth between Richmond and Wheatley and Wheatley between Delaware and Kwenilworth - N, S, and E side of street	EJ Brown	1339.22	Sidewalks	Sq Ft	13400	$8	$107,200	Replace with new 5' sidewalk for 2 sides
									$107,200	
L17	Add bike route	Ridge between Main and Riverside - Add Bike Lanes	EJ Brown	1209.08	Bike Lanes	Mile	0.23	$50,000	$11,500	Restripe the roadway to include bike lanes
									$11,500	
L18	Add pathway	Ridge to Stillwater River Trail - Add a graded ramp connecting the sidewalk on Ridge Ave to the Stillwater River Trail	EJ Brown	201.00	Pave Pathway	Mile	0.04	$400,000	$16,000	10' wide asphalt path @ $400,000/miles
									$16,000	
P102	Add crosswalk(s)	Otterbein and Salem - SW	Fairview		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
L19	Add bike route	Main between Fairview and Ridge - Add Bike Lanes	Fairview; EJ Brown	1952.04	Bike Lanes	Mile	0.37	$250,000	$92,500	Widen roadway and restripe to include bike lanes
									$92,500	
L50	Add sidewalk	Hillcrest between Elsmere and Philadelphia - S side of street	Fairview	1323.38	Sidewalks	Sq Ft	6620	$8	$53,000	Proposed 5' sidewalk for 1 side
									$53,000	
P103	Tighten corner(s)	Bellaire and Wilmington - SE corner	Horace Mann		Shorten Crossing Distance	Each	1	$25,000	$25,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$131,000	
P104	Add crosswalk(s)	Colwick and Wilmington - E	Horace Mann		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P105	Add crosswalk(s)	Crowden and Wilmington - E	Horace Mann		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P106	Add pedestrian refuge island w/crosswalk	Croyden and Wilmington - Wide intersection here	Horace Mann		Refuge Island	Each	1	$6,000	$6,000	100 Sq Ft Island ($10/Sq Ft) with 2 Curb Ramps ($2500)
					Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$13,500	
P107	Add RRFB pedestrian signal w/restriped crosswalk	Horace Mann School entrance @ Wilmington - Already a pedestrian island present	Horace Mann		RRFB	Each	1	$20,000	$20,000	One proposed RRFB crossing

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					Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$26,250	
P108	Add crosswalk(s)	Kenmore and Patterson - N	Horace Mann		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P109	Add crosswalk(s)	Morse and Fauver - W	Horace Mann		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P110	Tighten corner(s)	Morse and Revere - Intersection is quite wide, tighten up NE corner	Horace Mann		Shorten Crossing Distance	Each	1	$25,000	$25,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$25,000	
P111	Add crosswalk(s)	Morse and Revere - S and E	Horace Mann		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P112	Add crosswalk(s)	Patterson and Revere - N	Horace Mann		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P113	Add crosswalk(s)	Patterson and White Oak - All four directions	Horace Mann		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P114	Add crosswalk(s)	Revere and Bellaire - W	Horace Mann		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P115	Remark crosswalk(s), ladder style	Shoyer and Wilmington - SW and SE	Horace Mann		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P116	Add crosswalk(s)	Thorpe and Wilmington - E	Horace Mann		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
L20	Add bike route	Irving between Wilmington and Dayton-Kettering Connector - Add Bike Lanes	Horace Mann	2279.27	Bike Lanes	Mile	0.43	$50,000	$21,600	Restripe the roadway to include bike lanes
									$21,600	
L22	Add bike route	Patterson between Dayton-Kettering Connector and Washington - Add Bike Lanes	Horace Mann	2820.33	Bike Lanes	Mile	0.53	$250,000	$133,600	Widen roadway and restripe to include bike lanes
									$133,600	
P117	Add crosswalk(s)	4th and Hedges - S	Kemp		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P118	Add crosswalk(s)	5th and Hedges - N and W	Kemp		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P119	Add crosswalk(s)	5th and Westview - All four directions	Kemp		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P120	Add crosswalk(s)	Brownell and Shedbourne - W	Kemp; Wright Brothers		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P121	Add crosswalk(s)	Gondert and Cosler - Add crosswalks and crossing signage in all three directions	Kemp		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
					Signage	Each	3	$500	$1,500	1 Sign in each direction of travel = 3 signs
									$20,250	
P122	Add crosswalk(s)	Gondert to Shedbourne - W	Kemp; Wright Brothers		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P123	Add crosswalk(s)	Huffman and Kester - All four directions	Kemp; Wright Brothers		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P124	Add bumpout(s)	Huffman and Livington - midblock	Kemp		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
					Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
									$41,250	
P125	Add crosswalk(s)	Huffman and Martz - N	Kemp		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P126	Add crosswalk(s)	Huffman and Seminary - S	Kemp		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P127	Add crosswalk(s)	Huffman and Shedbourne - All three directions	Kemp; Wright Brothers		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P128	Add bumpout(s)	Huffman and Smithville - All four corners	Kemp; Wright Brothers		Curb Extensions - Full Corner	Each	4	$25,000	$100,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$100,000	
P129	Add crosswalk(s)	Huffman and Westview - N	Kemp; Wright Brothers		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P130	Add crosswalk(s)	Huffman and Wright - S	Kemp; Wright Brothers		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P131	Add bumpout(s) w/crosswalk	Huffman between Gilbert and Jersey - midblock	Kemp		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
					Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
									$41,250	
P132	Add pedestrian refuge island w/RRFB and crosswalks	Huffman between Westview and Seminary - midblock	Kemp		Refuge Island	Each	1	$6,000	$6,000	100 Sq Ft Island ($10/Sq Ft) with 2 Curb Ramps ($2500)
					Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					RRFB	Each	1	$20,000	$20,000	One proposed RRFB
									$28,500	
P133	Add crosswalk(s)	Shedbourne and Suman - All four directions	Kemp; Wright Brothers		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	

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MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL(S)	PROJECT LENGTH (FT)	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P134	Add crosswalk(s)	Shedbourne and Tuttle - All four directions	Kemp; Wright Brothers		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
L51	Add pathway	Pinewood Park between Kemp Elem and Alexander	Kemp	381.49	Pave Pathway	Mile	0.07	$400,000	$28,000	10' wide asphalt path @ $400,000/miles
									$28,000	
P135	Add pedestrian barriers	228-310 Troy St - Concentra and Supportive Living parking lots	Kiser		Pedestrian barrier (Jersey Style Barrier)	Each	20	$325	$6,500	
									$62,500	
P136	Add pedestrian barriers	645 Troy St - Family Dollar parking lot	Kiser		Pedestrian barrier (Jersey Style Barrier)	Each	40	$325	$13,000	
									$13,000	
P137	Add pedestrian barriers	748 Troy St - La Michoacana parking lot	Kiser		Pedestrian barrier (Jersey Style Barrier)	Each	7	$325	$2,275	
									$2,275	
P138	Add crosswalk(s)	Air and Troy - E	Kiser		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P139	Add crosswalk(s)	Alaska and Leo - S	Kiser		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P140	Add bumpout(s) w/crosswalk	Baltimore and Leo - E of intersection	Kiser		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
					Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
									$41,250	
P141	Add crosswalk(s)	Baltimore and Leo - N, S and E	Kiser		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P142	Tighten corner(s)	Brandt and Stanley - N and E	Kiser		Shorten Crossing Distance	Each	2	$25,000	$50,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$50,000	
P143	Add bumpout(s)	Chapel and Troy - All four corners	Kiser		Curb Extensions - Full Corner	Each	4	$25,000	$100,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$100,000	
P144	Add speed bump	Deed between Edmund and Ray - midblock	Kiser		Speed Hump	Each	1	$2,000	$2,000	1 Speed Hump
									$2,000	
P145	Add bumpout(s)	Deeds and Leo - All four corners	Kiser		Curb Extensions - Full Corner	Each	4	$25,000	$100,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$100,000	
P146	Add crosswalk(s)	Deeds and Leo - All four directions	Kiser		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P147	Add stop sign(s)	Deeds and Leo - E and W	Kiser		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P148	Add crosswalk(s)	Deeds and Leonhard - All four directions	Kiser		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P149	Add crosswalk(s)	Deeds and Ray - All four directions	Kiser		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P150	Add crosswalk(s)	Deeds and Schaeffer - N, S and E	Kiser		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P151	Add speed bump	Deeds between Edmund and Leonhard - midblock	Kiser		Speed Hump	Each	1	$2,000	$2,000	1 Speed Hump
									$2,000	
P152	Add speed bump	Deeds between Lamar and Schaeffer - midblock	Kiser		Speed Hump	Each	1	$2,000	$2,000	1 Speed Hump
									$2,000	
P153	Add crosswalk(s)	Dell and Troy - E and W	Kiser		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P154	Add crosswalk(s)	Edmund and Troy - W	Kiser		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P155	Add pedestrian barriers	Hart and Troy - Abandoned gas station; NE corner	Kiser		Pedestrian barrier (Jersey Style Barrier)	Each	6	$325	$1,950	
									$1,950	
P156	Add crosswalk(s)	Keifer and Troy - W	Kiser		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P157	Add bumpout(s) w/crosswalk	Leo and Maryland - E of intersection	Kiser		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
					Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
									$41,250	
P158	Add crosswalk(s)	Leo and Maryland - S and E	Kiser		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P159	Add crosswalk(s)	Leo and Stanley - E	Kiser		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P160	Add bumpout(s)	Leo and Troy - All corners but NW	Kiser		Curb Extensions - Full Corner	Each	1	$25,000	$25,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
P160					Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$65,000	
P161	Add crosswalk(s)	Leonhard and Troy - E	Kiser		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P162	Add crosswalk(s)	Leonhard and Troy - W	Kiser		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	

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P163	Tighten corner(s)	Stanley and Valley - All corners but SE	Kiser		Shorten Crossing Distance	Each	3	$25,000	$75,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$75,000	
P164	Add pedestrian barriers	Troy and Light - Between sidewalk and parking lot for the Troy and Dell building (SE corner of Troy and Light)	Kiser		Pedestrian barrier (Jersey Style Barrier)	Each	20	$325	$6,500	
									$6,500	
L23	Add sidewalk	Leo between both branches of Rita - N side of street, on former RR ROW	Kiser	102.05	Sidewalks	Sq Ft	520	$8	$4,200	Proposed 5' sidewalk for 1 side
									$4,200	
L24	Add bike route	Stanley/Findlay between Leo and Monument - Add Bike Lanes	Kiser	3324.77	Bike Lanes	Mile	0.63	$50,000	$31,500	Restripe the roadway to include bike lanes
									$31,500	
P165	Add crosswalk(s)	Albritton and Heartsoul - All four directions	Louise Troy		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P166	Add stop sign(s)	Albritton and Heartsoul - All four directions (including across drive)	Louise Troy		Signage	Each	4	$500	$2,000	1 Sign per direction
									$2,000	
P167	Add crosswalk(s)	Clement and Richley - All three directions	Louise Troy		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P168	Add stop sign(s)	Clement and Richley - E and W	Louise Troy		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P169	Add crosswalk(s)	Clement and Weaver - All four directions	Louise Troy		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P170	Add stop sign(s)	Clement and Weaver - E and W	Louise Troy		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P171	Add crosswalk(s)	Danner and Germantown - S	Louise Troy		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P172	Add crosswalk(s)	Danner and Miami Chapel - All four directions	Louise Troy		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P173	Add stop sign(s)	Danner and Miami Chapel - N and S	Louise Troy		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P174	Add crosswalk(s) w/bumpout	Danner between Bancroft and Banker - midblock, with bumpout on west side	Louise Troy		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
					Curb Extensions - Partial Corner	Each	1	$20,000	$20,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$32,500	
P175	Add crosswalk(s)	Randolph and Richley - N	Louise Troy		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P176	Add crosswalk(s)	Randolph and Weaver - All four directions	Louise Troy		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P177	Add crosswalk(s)	Roosevelt and Trieschman - All four directions (including across drive)	Louise Troy		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P178	Add crosswalk(s)	Trieschman and Weaver - All four directions	Louise Troy		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
L25	Add sidewalk	Nicholas between Elsie Place and Stolz Ave - N side of street	Louise Troy	1119.79	Sidewalks	Sq Ft	5600	$8	$44,800	Proposed 5' sidewalk for 1 side
									$44,800	
L26	Add off street path	School grounds - Between Richley and door of the school	Louise Troy	131.90	Pave Pathway	Mile	0.02	$400,000	$8,000	10' wide asphalt path @ $400,000/miles
									$8,000	
L27	Repair sidewalk	Trieschman between Tampa to end of the street - E side of street	Louise Troy	303.94	Sidewalks	Sq Ft	1520	$8	$12,200	Replace with new 5' sidewalk for 1 side
									$12,200	
L52	Add sidewalk	Richley between Danner and Randolph - S side of street	Louise Troy	2013.29	Sidewalks	Sq Ft	10070	$8	$80,600	Proposed 5' sidewalk for 1 side
									$80,600	
P179	Add pedestrian barriers	4023-4051 Dayton-Greenville Pike - E side of street	Meadowdale		Pedestrian barrier (Jersey Style Barrier)	Each	8	$325	$2,600	
									$163,800	
P180	Tighten corner(s)	Annapolis and Salem - NW corner	Meadowdale		Shorten Crossing Distance	Each	1	$25,000	$25,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$25,000	
P181	Add crosswalk(s)	Ark and Wolf - E	Meadowdale		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P182	Add crosswalk(s)	Beatty and Otis - All three directions	Meadowdale		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P183	Tighten corner(s)	Curundu and Salem - NW corner	Meadowdale		Shorten Crossing Distance	Each	1	$25,000	$25,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$25,000	
P184	Tighten corner(s)	Dayton-Greenville Pike - NW corner	Meadowdale		Shorten Crossing Distance	Each	1	$25,000	$25,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$25,000	
P185	Add crosswalk(s)	Fleetwood and Yellowstone - W	Meadowdale		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P186	Add pedestrian barriers	Haney and Wolf - SE corner	Meadowdale		Pedestrian barrier (Jersey Style Barrier)	Each	20	$325	$6,500	
									$6,500	
L28	Add sidewalk	Wolf between Ark and Dayton-Greenville Pike - W side of street	Meadowdale	769.59	Sidewalks	Sq Ft	3850	$8	$30,800	Proposed 5' sidewalk for 1 side

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									$30,800	
P187	Add crosswalk(s)	4th and Findlay - All four directions	Ruskin		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P188	Add crosswalk(s)	5th and June - N	Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P189	Tighten corner(s)	5th and Linden - NE and SW corner	Ruskin		Shorten Crossing Distance	Each	2	$25,000	$50,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$50,000	
P190	Add crosswalk(s)	5th and McClure - S	Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P191	Add pedestrian barriers	5th and McReynolds - At the Circle K; SW corner	Ruskin		Pedestrian barrier (Jersey Style Barrier)	Each	20	$325	$6,500	
									$6,500	
P192	Add crosswalk(s)	5th and Terry - N	Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P193	Add crosswalk(s)	5th and Torrance - S	Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P194	Add crosswalk(s)	5th and Van Lear - N	Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P195	Add bumpout(s)	Ambrose and McClure - NW and NE corners	Ruskin		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$40,000	
P196	Add crosswalk(s)	Clover and Fillmore - All four directions	Ruskin		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P197	Add crosswalk(s)	Drummer and McLain - All four directions	Ruskin		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P198	Add pedestrian barriers	Fillmore and Noel - NE & NW corners	Ruskin		Pedestrian barrier (Jersey Style Barrier)	Each	40	$325	$13,000	
									$13,000	
P199	Add crosswalk(s)	Fillmore and Pierce - All four directions	Ruskin		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P200	Remark crosswalk(s), ladder style	Fillmore and Wyoming - All four directions	Ruskin		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P201	Add pedestrian barriers	Fillmore and Xenia - Parking lot at SE corner	Ruskin		Pedestrian barrier (Jersey Style Barrier)	Each	20	$325	$6,500	
									$6,500	
P202	Add crosswalk(s)	Fillmore and Xenia - S	Ruskin		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P203	Add crosswalk(s)	McClure and McLain - All four directions	Ruskin		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P204	Add crosswalk(s)	McLain and Samuel - All four directions	Ruskin		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P205	Add crosswalk(s)	McLain and St Jude - All four directions	Ruskin		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P206	Add crosswalk(s)	McLain and Tato - W and S	Ruskin		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
L29	Repair sidewalk	5th between Hamilton and Huffman - S side of street crossing tracks	Ruskin	144.10	Sidewalks	Sq Ft	730	$8	$5,900	Replace with new 5' sidewalk for 1 side
									$5,900	
L30	Repair sidewalk	McLain between Milton and Yates - N, S side of street	Ruskin	891.64	Sidewalks	Sq Ft	8920	$8	$71,400	Replace with new 5' sidewalk for 2 sides
									$71,400	
L31	Add pathway	Steve Whalen and Xenia - Connect Steve Whalen Bikeway to Xenia Ave	Ruskin	303.85	Pave Pathway	Mile	0.06	$400,000	$24,000	10' wide asphalt path @ $400,000/miles
									$24,000	
L32	Repair sidewalk	McLain between Yates and Tato - N side of street	Ruskin	351.98	Sidewalks	Sq Ft	1760	$8	$14,100	Replace with new 5' sidewalk for 1 side
									$14,100	
L53	Add bike route	Xenia between Keowee and Linden - Add Bike Lanes	Ruskin	6742.39	Bike Lanes	Mile	1.28	$50,000	$63,900	Restripe the roadway to include bike lanes
									$63,900	
P207	Add crosswalk(s)	2nd and Upland - S	Westwood		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P208	Add crosswalk(s)	2nd, Burleigh, and Delphos - N, NW, W, and SE	Westwood		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P209	Make all legs stop-controlled, tighten corners, and add crosswalks	2nd, Burleigh, and Delphos - Several streets intersect at blind angles here	Westwood		Signage	Each	5	$500	$2,500	1 Sign per direction
					Shorten Crossing Distance	Each	3	$25,000	$75,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
					Crosswalk Striping	Each	5	$1,250	$6,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	10	$2,500	$25,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$108,750	
P210	Add bumpout(s) w/crosswalk	Anna and Hoover - Across Hoover, E leg of intersection	Westwood		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
					Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
									$41,250	
P211	Add crosswalk(s)	Anna and Hoover - N, S and E	Westwood		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping

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					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P212	Remark crosswalk(s), ladder style	Brooklyn and Hoover - All four directions	Westwood		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P213	Add crosswalk(s)	Brooklyn and Oakridge - All four directions	Westwood; World of Wonder		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P214	Add crosswalk(s)	Burleigh and Hoover - S	Westwood		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P215	Add pedestrian barriers	Burleigh and Hoover - SW corner; Rock's repair shop	Westwood		Pedestrian barrier (Jersey Style Barrier)	Each	20	$325	$6,500	
									$6,500	
P216	Add crosswalk(s)	Burleigh and Oakridge - S and W	Westwood; World of Wonder		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P217	Add crosswalk(s)	Delphos and Oakridge - All four directions	Westwood; World of Wonder		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P218	Tighten corner(s)	Delphos and Oakridge - SE and SW corner	Westwood; World of Wonder		Shorten Crossing Distance	Each	2	$25,000	$50,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$50,000	
P219	Add connection; restripe crosswalks	Hoover and James McGee - Add formal connection between sidewalk and Wolf Creek Trail	Westwood	5.00	Pave Pathway	Mile	0.01	$400,000	$4,000	10' wide asphalt path @ $400,000/miles
					Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$22,750	
P220	Add crosswalk(s)	Hoover and Walton - N, S and E	Westwood		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P221	Add crosswalk(s); RRFB and Refuge Island (on blvd)	James McGee and Walton - W and S	Westwood		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	$2,500	$10,000	New ADA curb ramp, for a total of 2 per crossing
					RRFB	Each	1	$20,000	$20,000	
					Refuge Island	Each	1	$6,000	$6,000	100 Sq Ft Island ($10/Sq Ft) with 2 Curb Ramps ($2500)
									$38,500	
P222	Add crosswalk(s)	Kilmer and Oakridge - All four directions	Westwood		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P223	Add crosswalk(s)	Leland and Oakridge - All four directions	Westwood; World of Wonder		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P224	Add crosswalk(s)	Lorenz and Oakridge - S	Westwood		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P225	Add crosswalk(s)	Oakridge and Upland - S and W	Westwood; World of Wonder		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P226	Add crosswalk(s)	Oakridge and Westwood - All four directions	Westwood; World of Wonder		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
L33	Repair sidewalk	2nd between Delphos and Upland - S side; N side street; on former RR ROW	Westwood	296.87	Sidewalks	Sq Ft	2970	$8	$23,800	Replace with new 5' sidewalk for 2 sides
									$23,800	
L34	Repair sidewalk	Hoover between Anna and Lorenz - S side of street	Westwood	305.23	Sidewalks	Sq Ft	1530	$8	$12,300	Replace with new 5' sidewalk for 1 side
									$12,300	
L35	Repair sidewalk	Hoover between Gramont and Shoop - N side of street	Westwood	337.95	Sidewalks	Sq Ft	1690	$8	$13,600	Replace with new 5' sidewalk for 1 side
									$13,600	
L36	Repair sidewalk	Oakbridge between Brooklyn and Shoop - N side of street	Westwood	382.64	Sidewalks	Sq Ft	1920	$8	$15,400	Replace with new 5' sidewalk for 1 side
									$15,400	
L37	Repair sidewalk	Walton between Edith and Fairbanks - E side of street	Westwood	331.92	Sidewalks	Sq Ft	1660	$8	$13,300	Replace with new 5' sidewalk for 1 side
									$13,300	
P227	Add crosswalk(s)	Burwood and Lakeview - All four directions	Wogaman		Crosswalk Striping	Each	6	$1,250	$7,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	12	$2,500	$30,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$37,500	
P228	Add bumpout(s)	Germantown and McArthur - All four corners	Wogaman		Curb Extensions - Full Corner	Each	4	$25,000	$100,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$100,000	
P229	Add crosswalk(s)	Germantown and Rider - S	Wogaman		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P230	Tighten corner(s)	Germantown and Rider - SW corner	Wogaman		Shorten Crossing Distance	Each	1	$25,000	$25,000	Shorten Crossing distance by tightening radius on corners and curb lines (including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$25,000	
P231	Add crosswalk(s)	Germantown and Ruth - S	Wogaman		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P232	Add crosswalk(s)	Heartsoul and McArthur - E	Wogaman; Louise Troy		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P233	Add crosswalk(s)	Lakeview and McArthur - S, E and W	Wogaman		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	
P234	Add crosswalk(s)	Lakeview and Mt Clair - S, E and W	Wogaman		Crosswalk Striping	Each	3	$1,250	$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	$2,500	$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$18,750	

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P235	Add bumpout(s) w/crosswalk	Madden Hills and McArthur - S	Wogaman		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
					Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
									$41,250	
P236	Add crosswalk(s)	Madden Hills and McArthur - E	Wogaman		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P237	Add bumpout(s)	Nicholas and McArthur - NE and SE corners	Wogaman; Louise Troy		Curb Extensions - Partial Corner	Each	2	$20,000	$40,000	Partial Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = $20K each corner
									$40,000	
P238	Add crosswalk(s)	Nicholas and Stolz - N	Wogaman		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P239	Add crosswalk(s)	Ruth and Weaver - S and E	Wogaman		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
L38	Repair sidewalk	Lakeview between Blanche to McArthur - N side of the street	Wogaman	337.81	Sidewalks	Sq Ft	1690	$8	$13,600	Replace with new 5' sidewalk for 1 side
									$13,600	
L39	Add sidewalk	Lakeview between Fleetfoot and Bowie - N side of street, starting at the Trinity United Church to 3405 Lakeview	Wogaman	937.89	Sidewalks	Sq Ft	4690	$8	$37,600	Proposed 5' sidewalk for 1 side
									$37,600	
L40	Repair sidewalk	Madden Hills between Crocus and McArthur - N side; S side of the street, McArthur E to midblock	Wogaman	355.40	Sidewalks	Sq Ft	3560	$8	$28,500	Replace with new 5' sidewalk for 2 sides
									$28,500	
P240	Add crosswalk(s)	2nd and Elmhurst - All four directions	World of Wonder		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P241	Add crosswalk(s)	Elmhurst and Sylvan - All four directions	World of Wonder		Crosswalk Striping	Each	6	$1,250	$7,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	12	$2,500	$30,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$37,500	
P242	Add crosswalk(s)	Almond and Oakridge - All four directions	World of Wonder		Crosswalk Striping	Each	6	$1,250	$7,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	12	$2,500	$30,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$37,500	
P243	Add crosswalk(s)	Circle and Oakridge - S	World of Wonder		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P244	Add crosswalk(s)	Cleverly and Oakridge - All three directions	World of Wonder		Crosswalk Striping	Each	5	$1,250	$6,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	10	$2,500	$25,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$31,250	
P245	Add crosswalk(s)	Decker and Oakridge - S	World of Wonder		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P246	Add crosswalk(s)	Elmhurst and Greenleaf - At entrance to bus turnaround	World of Wonder		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P247	Add crosswalk(s)	Elmhurst and Lee - At entrance to bus turnaround	World of Wonder		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P248	Add crosswalk(s)	Elmhurst and Oakridge - S	World of Wonder		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P249	Add bumpout(s)	Gettysburg and Oakridge - All four corners	World of Wonder		Curb Extensions - Full Corner	Each	4	$25,000	$100,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$100,000	
P250	Add crosswalk(s)	Marvine and Oakridge - N	World of Wonder		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P251	Add crosswalk(s)	Mia and Oakridge - All four directions	World of Wonder		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P252	Add crosswalk(s)	Oakridge and Sylvan - S	World of Wonder		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P253	Add crosswalk(s)	Oakridge and Tyson - All four directions	World of Wonder		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P254	Add crosswalk(s)	Oakridge and Whitmore - All four directions	World of Wonder		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P255	Add crosswalk(s)	Seeley and Tyson - W	World of Wonder		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
L41	Add sidewalk	Hollencamp from municipal border between Dayton and Trotwood and 2nd - E side of street	World of Wonder	519.63	Sidewalks	Sq Ft	2600	$8	$20,800	Proposed 5' sidewalk for 1 side
									$20,800	
L42	Add sidewalk	Oakridge between Almond and Cleverly - S side of street	World of Wonder	259.66	Sidewalks	Sq Ft	1300	$8	$10,400	Proposed 5' sidewalk for 1 side
									$10,400	
L43	Repair sidewalk	Oakridge between Decker and Delphos - N side of street, on former RR ROW	World of Wonder	351.75	Sidewalks	Sq Ft	1760	$8	$14,100	Replace with new 5' sidewalk for 1 side
									$14,100	
L44	Add sidewalk	Oakridge between Gettysburg and Verona - S side of street	World of Wonder	1128.41	Sidewalks	Sq Ft	5650	$8	$45,200	Proposed 5' sidewalk for 1 side
									$45,200	
L45	Add sidewalk	Oakridge between Mia and Tyson - N side of street	World of Wonder	297.58	Sidewalks	Sq Ft	1490	$8	$12,000	Proposed 5' sidewalk for 1 side
									$12,000	
L46	Add sidewalk	Oakridge between Mia and Whitmore - S side of street	World of Wonder	276.68	Sidewalks	Sq Ft	1390	$8	$11,200	Proposed 5' sidewalk for 1 side
									$11,200	
P256	Add crosswalk(s)	4th and Wright - All four directions	Wright Brothers		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing

Dayton SRTS - Planning Level Construction Cost Estimate

MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL(S)	PROJECT LENGTH (FT)	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
									$25,000	
P257	Add bumpout(s)	5th and Findlay - All four corners	Wright Brothers; Ruskin		Curb Extensions - Full Corner	Each	4	$25,000	$100,000	Full Corner Curb Extension (can include proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps,) = $25K each corner
									$100,000	
P258	Remark crosswalk(s), ladder style	5th (north leg) and Wright - E	Wright Brothers		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P259	Remark crosswalk(s), ladder style	5th (south leg) and Wright - W and S	Wright Brothers		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P260	Add crosswalk(s)	Bierce and Findlay - W	Wright Brothers		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P261	Add crosswalk(s)	Bierce and Gerlaugh - N and S	Wright Brothers		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P262	Add crosswalk(s)	Bierce and Jersey - S and W	Wright Brothers		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P263	Add crosswalk(s)	Bierce and Martz - N and S	Wright Brothers		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P264	Add crosswalk(s)	Burkhardt and Darst - E and N	Wright Brothers; Kemp		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P265	Add crosswalk(s)	Burkhardt and Gerlaugh - N and S	Wright Brothers		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P266	Add crosswalk(s)	Burkhardt and Hedges - All four directions	Wright Brothers		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P267	Remark crosswalk(s), ladder style	Burkhardt and Jersey - All four directions	Wright Brothers		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P268	Add crosswalk(s)	Burkhardt and Martz - S	Wright Brothers		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P269	Add crosswalk(s)	Burkhardt and Westview - All four directions	Wright Brothers; Kemp		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P270	Add stop sign(s)	Burkhardt and Westview/Wright - E and W	Wright Brothers; Kemp		Signage	Each	2	$500	$1,000	1 Sign per direction
									$1,000	
P271	Add crosswalk(s)	Burkhardt and Wright - N	Wright Brothers		Crosswalk Striping	Each	1	$1,250	$1,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	2	$2,500	$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$6,250	
P272	Add crosswalk(s)	Garland and Pleasant - N and S	Wright Brothers		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P273	Add crosswalk(s)	Harbine and Pleasant - N and S	Wright Brothers		Crosswalk Striping	Each	2	$1,250	$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	$2,500	$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$12,500	
P274	Add crosswalk(s)	Hedges and Pleasant - All four directions	Wright Brothers		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
P275	Add crosswalk(s)	Woodley and Wright - All four directions	Wright Brothers		Crosswalk Striping	Each	4	$1,250	$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	$2,500	$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									$25,000	
L47	Add off street path	Wright Brothers School Grounds - Between school and corner of Burkhardt and Garland	Wright Brothers	1013.43	Pave Pathway	Mile	0.19	$400,000	$76,000	10' wide asphalt path @ $400,000/miles
									$76,000	
L48	Add off street path	Wright Brothers School Grounds - Extend sidewalk along Pleasant to school doors	Wright Brothers	142.90	Pave Pathway	Mile	0.03	$400,000	$12,000	10' wide asphalt path @ $400,000/miles
									$12,000	

NOTES:

Construction cost estimates provided are planning level estimates.
Estimated quantities are based on countermeasures for each location.
Estimates are provided based on individual locations, and not a project as a whole. Unit prices may be higher for individual locations than if estimated for a whole project.
A construction cost contingency of 20% should be added to costs at this planning level.

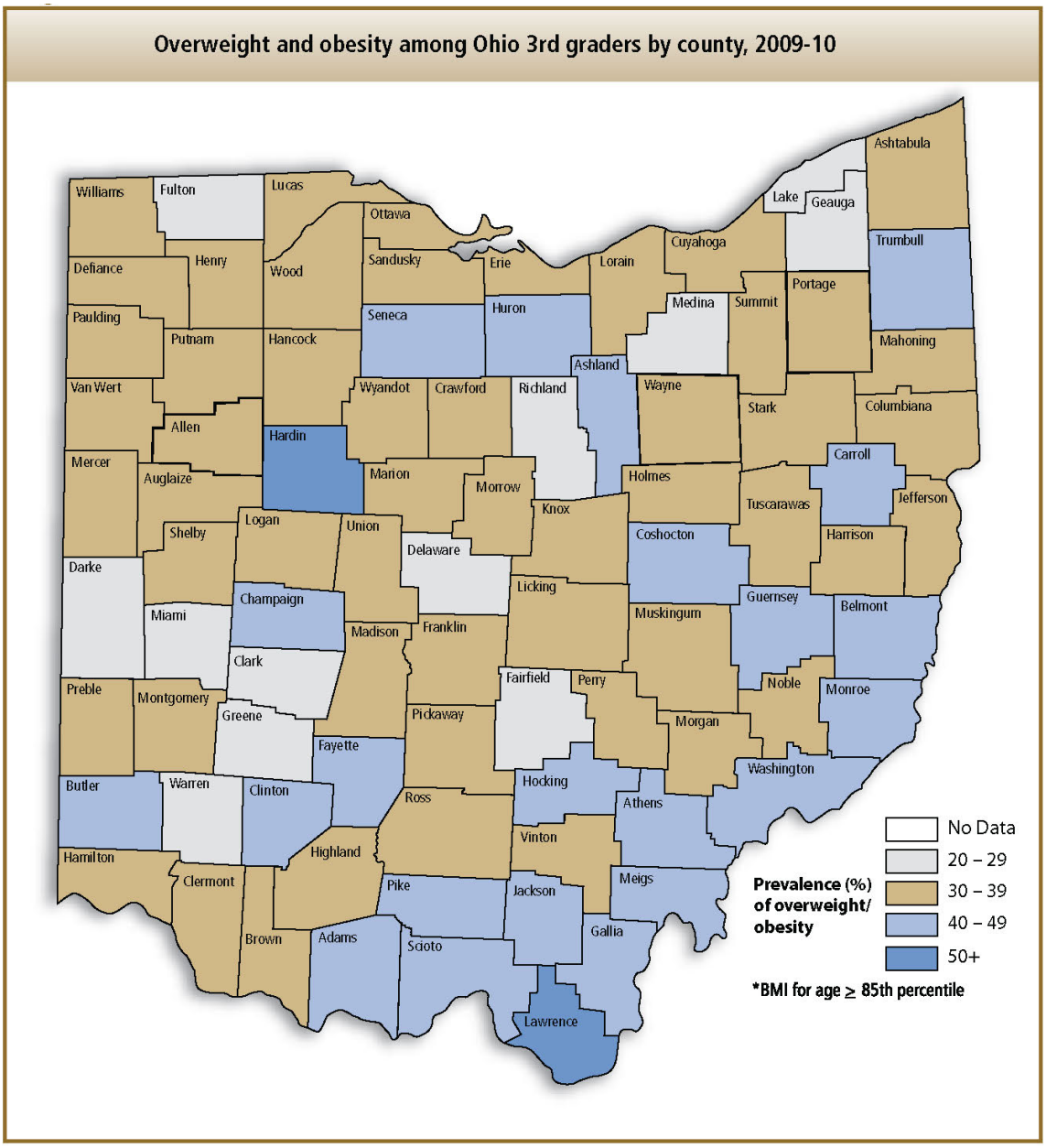
Only construction cost estimates are provided, and miscellaneous costs for maintenance of traffic and mobilization for the contractor have not been included.
Engineering Design & Survey costs have not been included.
Construction Engineering Costs have not been included.
Any environmental costs have not been included.
Any right-of-way acquisition costs have not been included.

Estimated costs for certain items have been based on a "typical" design, and applied to the locations that have this feature.
These features based on a "typical" design include crosswalk striping, new/reconstructed curb ramps, refuge islands, signing, cul-de-sacs, partial corner & full corner curb extensions, improve railroad crossings, and remove slip lane to create T-intersection.

For locations that have added proposed crosswalks on all legs (where there may not be curb ramps currently), new/reconstructed curb ramps have been accounted for at the whole intersection.
For locations that are just providing re-striping of crosswalks with proposed countdown timers, new/reconstructed curb ramps have NOT been accounted for at the intersection.

APPENDIX A: OHIO DEPARTMENT OF HEALTH 3RD GRADE BMI REPORT

Dayton Public Schools are in Montgomery County. The prevalence of overweight or obese 3rd graders in the county is 33.2% (based on the Ohio Department of Health's *A Report on the Body Mass Index of Ohio's Third Graders 2004–2010*).



In Ohio between 2004-05 and 2009-10 we observed 10 counties with significantly lower overweight/obesity prevalence between 2004-05 and 2009-10, and eight counties with significantly higher overweight/obesity prevalence (For specific county estimates, see Appendix B).

Note: Prevalence 2009-10 = 34.7%

Superintendent: Rhonda A. Corr
Address: 115 S Ludlow St
Dayton OH 45402-1812

Directory information current as of the 2016-2017 Report Card publication date

Phone: (937) 542-3000
County: Montgomery
Career Tech Planning District: Dayton City CTPD

Your District's Students

Average Daily Enrollment:

13,325

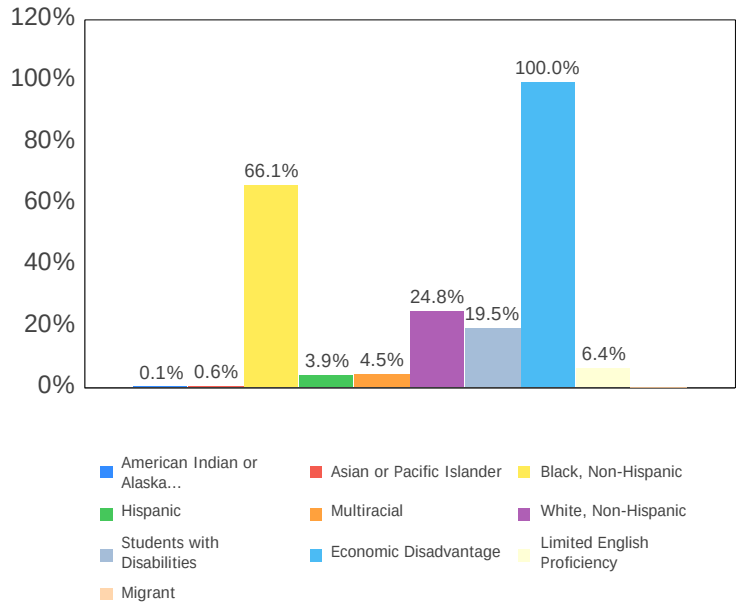
Number of Limited English Proficiency Students Excluded from Accountability Calculations:

200

Enrollment by Subgroup

	Enrollment #	Enrollment %
Am. Indian / Alaskan Native	15	0.1%
Asian or Pacific Islander	75	0.6%
Black, Non-Hispanic	8,812	66.1%
Hispanic	525	3.9%
Multiracial	594	4.5%
White, Non-Hispanic	3,304	24.8%
Students with Disabilities	2,600	19.5%
Economically Disadvantaged	13,325	100.0%
Limited English Proficiency	851	6.4%
Migrant	NC	

NC = Not Calculated because there are fewer than 10 in the group



Enrollments of less than 10 students are not shown.

State and federal law require an annual assessment of Limited English Proficient (LEP) students to measure their English language proficiency. The Ohio English Language Proficiency Assessment (OELPA) is the assessment used in Ohio to gauge LEP students' growth in learning English. For information about your district's OELPA results, see the Department of Education's web site at http://education.ohio.gov.

APPENDIX C - Kickoff Meeting Materials

SafeRoutes

Dayton School Travel Plan (STP)

What:

Enable and Encourage students in grades k-8 to walk or ride their bicycle to school.

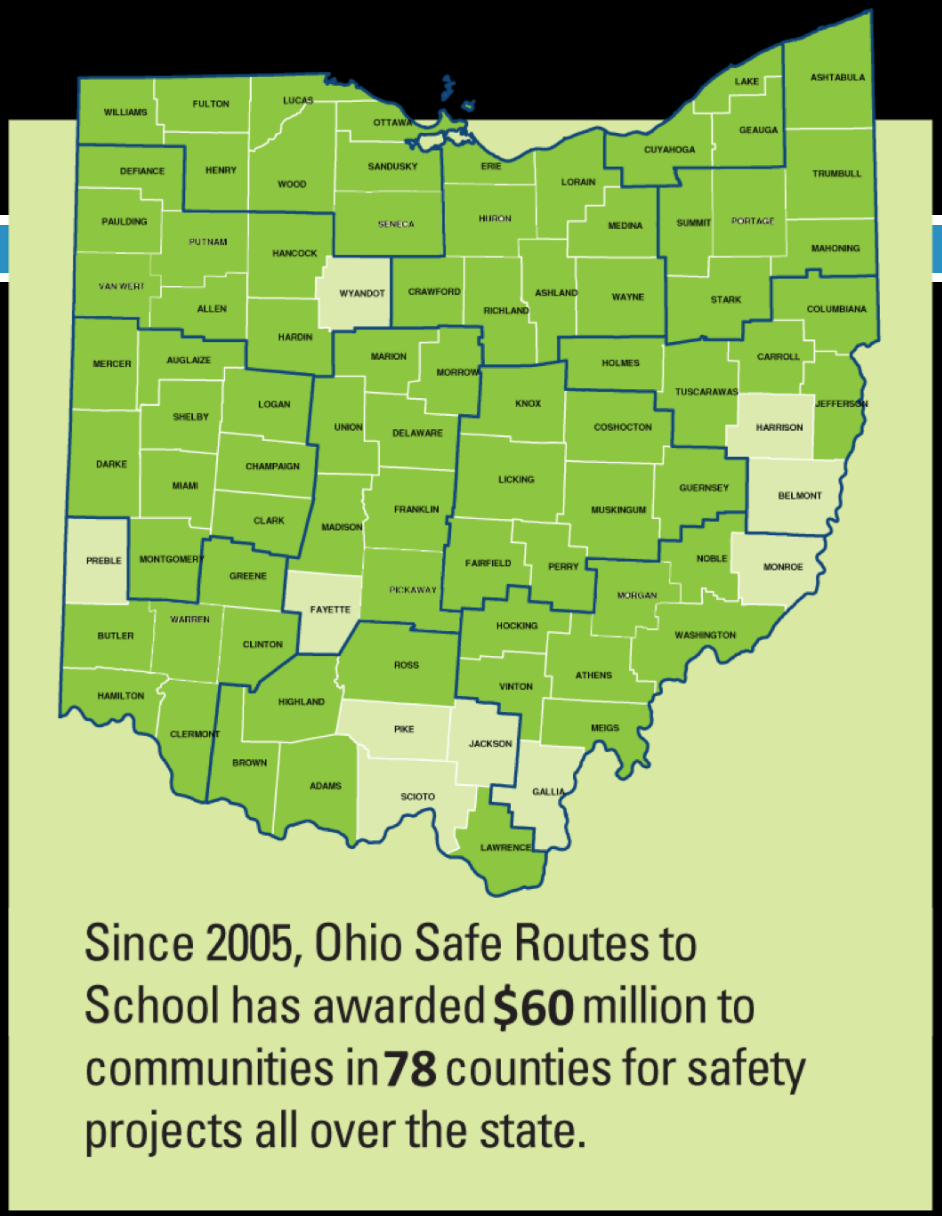
Why:

Improve health, test scores and the environment.

Safe Routes to School

By the Numbers

- SRTS in **78** out of 88 Counties
- **$ 60** Million Announced
- Over **200** Inf. **104** Sold
- Over **300** Planning and Non Inf projects



Since 2005, Ohio Safe Routes to School has awarded **$60** million to communities in **78** counties for safety projects all over the state.

What is Safe Routes to School

SRTS PROCESS

- Part 1 – Setup (1 to 2 months)
  - Obtain Initial Info
  - Identify and Educate Coordinator
  - Identify Local SRTS Team Members
- Part 2 – Data Gathering and Identifying Issues (4 to 6 months)
  - Existing Conditions and Policies
  - Mapping
  - Identify and Confirm Key Issues
- Part 3 – School Travel Plan (3 to 5 months)
  - Identifying Countermeasures
  - Action Plan
  - Finalizing STP document

Part 1 – Setup

- Obtain Initial Info
  - Target Schools List
    - Dayton Schools
    - All schools that serve grades K-8 (PK and 9-12 is not included)
    - School address, Principal contact info, and type of school
  - Student Addresses
  - GIS/Mapping Files
    - Road Centerlines, Sidewalks, Bike Facilities, Parks, etc.

Part 1 – Setup

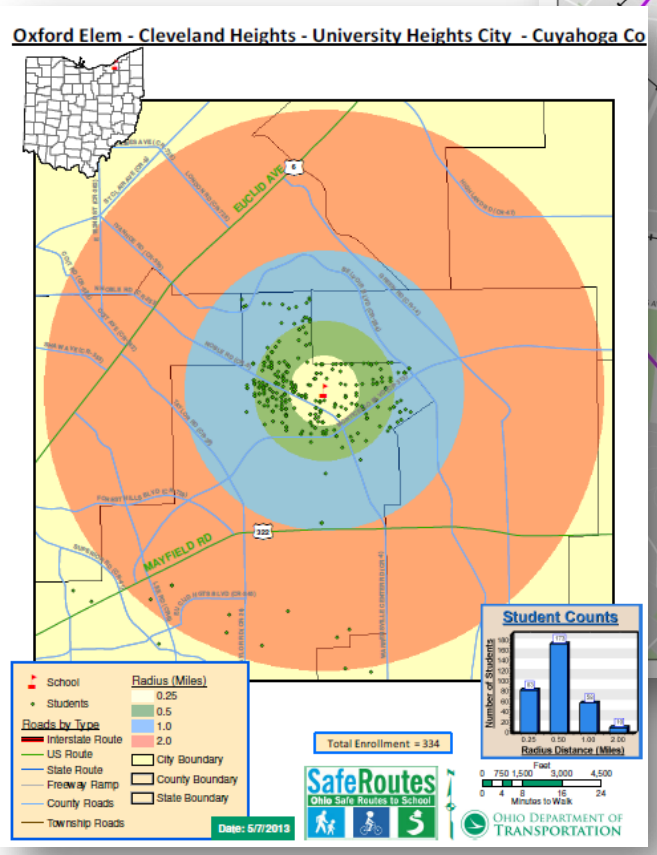
- Identify and Educate Coordinator
  - Consultant Team will Educate (as necessary)
    - What is SRTS?
    - Ohio's SRTS Program
    - Large School District Process
    - 5 E's
  - Coordinator Leads the Local Team
    - Main point of contact
    - Manages the implementation of the SRTS Program locally
    - Leads efforts to educate the community
- Identify Local SRTS Team Members

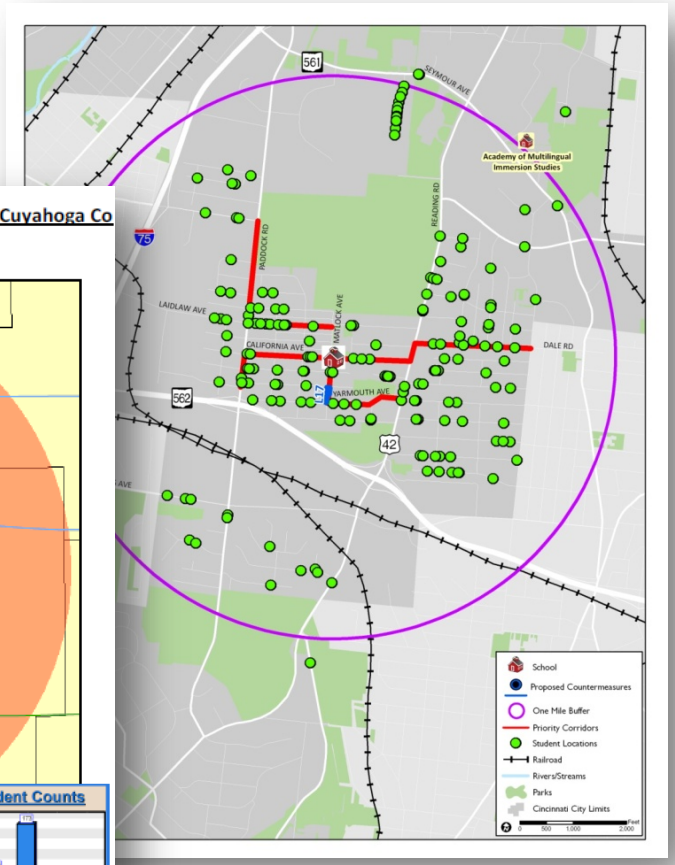
Part 2 – Data and Issues

- Existing Conditions and Policies
  - School/City Policies related to walking, biking, wellness, busing, etc.
  - Parent Survey (paper)
  - Student Travel Tally (paper)
  - Principal Survey (online)
  - Walk Audits (week long…conduct as many as possible)

Part 2 – Data and Issues

- Mapping
  - Student Maps (ODOT)
  - Walk Audit Maps
  - Priority Corridors





Part 2 – Data and Issues

- Identify and Confirm Key Issues
  - Barriers to Walking/Bicycling
  - Gathered from Surveys, Walk Audits, Local Team input, City/School District Plans and/or Policies, etc.
    - Support for SRTS (City, School, Local)
    - Student Safety and Comfort (Education, Driver Behavior, School Zones, Crossings, Arrival/Dismissal Procedures, Personal Security, etc.)
    - SRTS Program Sustainability

Part 3 – School Travel Plan

- Identify Countermeasures
  - Non-Infrastructure/Policies

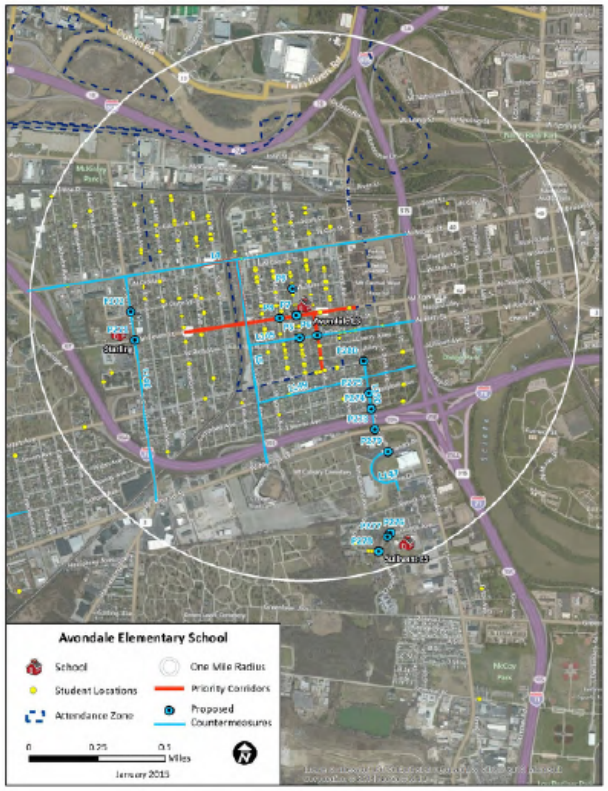
Table 19: Non-Infrastructure Countermeasures

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Steering Committee Lead	Status
Local School Support									
Administer student travel tallies annually.	Local School Support	Evaluation	High	1-5 years	$200 (for copies)	Live Well, TPS, Bike Stores	Planning Team	Jenny Hansen	Ongoing
Host fix-it events at schools where students can bring their bike to school and have it checked for safety and for minor repairs with Toledo Bikes.	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1 year	Free	Toledo Bikes	Planning Team, Toledo Bikes	Jenny Hansen	Ongoing
Create and distribute information on Toledo Safe Routes to School to school administrators, Parent Teacher Organization (PTO) leaders, HUB directors, neighborhood groups, and parent volunteer groups.	Local School Support, Building Parent Support	Education, Encouragement	High	1 year	$500-$2,500, depending on materials and quantities	Live Well, health care system foundation grant - ProMedica, etc., Toledo Community Foundation	Planning Team	Jenny Hansen	Ongoing
Educate principals regarding the academic benefits of physical activity.	Local School Support	Education	High	1 year	Free	N/A	Planning Team	Jenny Hansen, Ann Cipriani	Ongoing
Educate principals regarding the TPS Wellness Policy and Safe Routes to School implementation expectations. Provide resources and curriculum goals to help with implementation.	Local School Support	Education	High	2-5 years	Free	N/A	Planning Team	Jenny Hansen, Ann Cipriani	Not yet implemented

Part 3 – School Travel Plan

- Identify Countermeasures
  - Infrastructure

AVONDALE ELEMENTARY SCHOOL – 141 HAWKES AVENUE



ENGINEERING COUNTERMEASURES

Avondale countermeasures:

MapID	Countermeasure	Location	Total Score
L5	Bike facility	Glenwood - Broad to Mound	804
L4	Potential Road Diet	Broad - I-70 to SR 315	742
P7	Add 3-way stop (all legs stop)	Town & Avondale	638
P8	Crosswalk	Town & Dakota	568
P5	Bumpout and crosswalk	Rich & Avondale	548
P6	Bumpout and crosswalk	Rich & Hawkes	548
P9	Crosswalk	Avondale & State	498

Other countermeasures within 1 mile:

MapID	Countermeasure	Location	Total Score
L145	Bike facility	Rich - Glenwood to SR 315	708
L150	Bike facility	Souder - Sullivant to Mound	668
L146	Potential Road Diet	Central - Broad to Mound	604
P274	Crosswalk	Souder & Thomas	598
P272	Mid-block pedestrian crossing	Central & State	586
P271	Bumpout; Signal Analysis (Leading Pedestrian Interval)	Central & Town	576
P280	Crosswalk	Sullivant & Souder	570
P273	Enhance Crossing	Mound/Harmon/Souder	558
P275	Crosswalk	Souder & Campbell	558
P276	3-way stop	Griggs & Greenfield & Souder	530
P277	Crosswalk	Greenfield (W of Souder)	530
P278	Crosswalk	Greenfield & Canonby	530
P279	Crosswalk	Buchanan & Souder	530
L149	Bike facility	Bellows - Glenwood to Green	526
L148	Off street trail	Souder to Pierce	510
L147	Build sidewalk	Pierce (loop west, Souder to Souder)	420

Part 3 – School Travel Plan

- Action Plan
  - Prioritization
    - Non-Infrastructure (Team Discussion)
    - Infrastructure (Consultant-led GIS Analysis)
- STP
  - DRAFT STP (multiple drafts as pieces are complete)
  - Endorsements
  - Public Unveiling
  - Final STP

APPENDIX D: WALK AUDIT NOTES

Dayton Safe Routes to School
Team Meeting
December 8, 2016

1) Introductions

2) Audrey Logan – DPS SRTS Coordinator

3) Walk Audits/School Visits Debrief

4) Next Steps

Upcoming Meetings

Thursday, January 12 (Non-Infrastructure Recommendations)
Thursday, January 26 (Infrastructure Recommendations)
Thursday, February 9 (Infrastructure Recommendations)
Thursday, February 23 (Review of Final Recommendations/Application Submission)

ODOT 2017 Application Window
January 2 through March 6

School Visits/Walk Audits – week of December 5-8

Major Themes
Bus Transportation is a MAJOR issue
Short term – hire more drivers
Long term – shift the environment and change the culture

Open Enrollment Policy – burden on busing and parent transportation (burden on the busing…numerous buses are half empty or less)

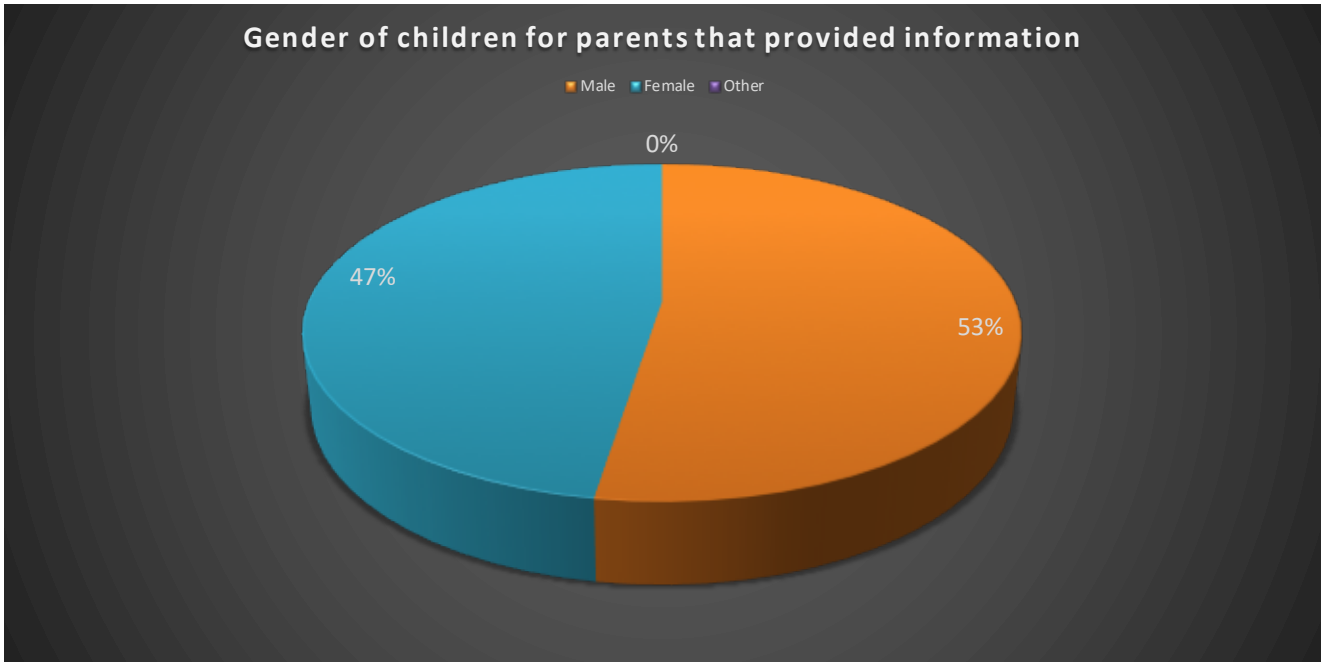
Police as a Partner – schools have solid community partners, having police as a partner would benefit schools and surrounding neighborhoods

Major Streets are barriers – With minor fixes they could be promoted (crossing guards, walking programs…) Utilize police athletic league, philanthropic community (wrap it in with Adult Crossing Guard training)

Parent Survey Report: One School in One Data Collection Period

School Name:	Kiser	**Set ID:**	
School Group:	Dayton Public Schools D 07	**Month and Year Collected:**	Jan-17
School Enrollment:		**Date Report Generated:**	3/6/18
% Range of Students Involved in SRTS:		**Tags:**	
Number of Questionnaires Distributed:		**Number of Questionnaires Analyzed for Report:**	262

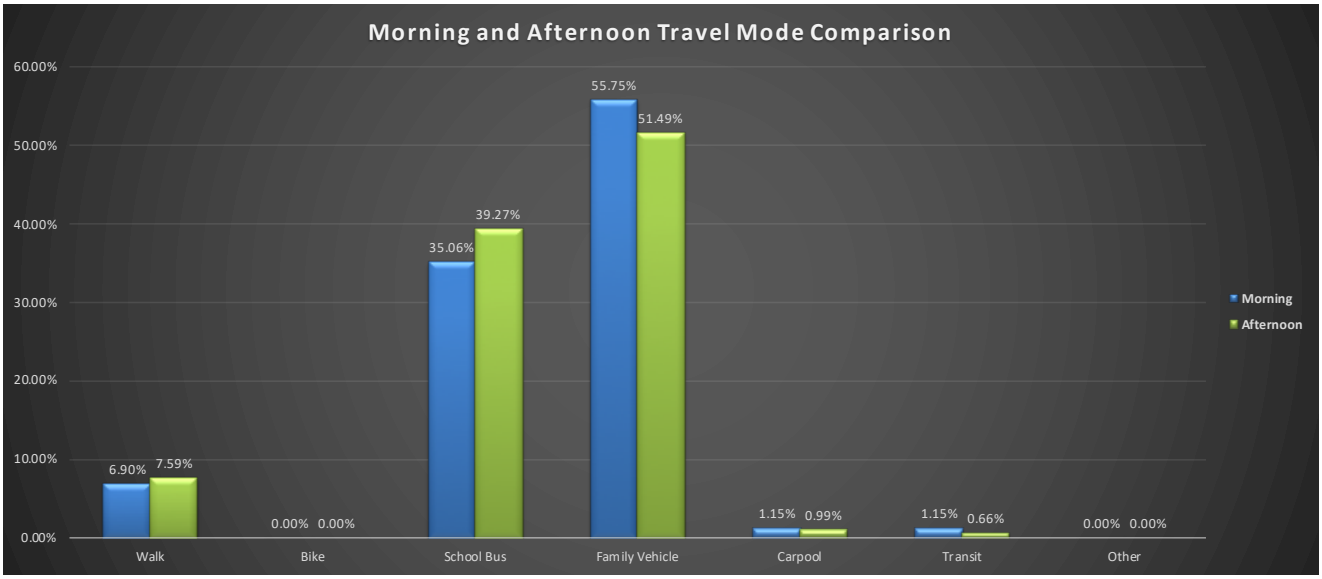
This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and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



Student Travel Tally Report: One School in One Data Collection Period

School Name:	Horace Mann pk6	**Set ID:**	
School Group:	Dayton Public Schools D 07	**Month and Year Collected:**	Dec-17
School Enrollment:		**Date Report Generated:**	3/6/18
% Range of Students Involved in SRTS:		**Tags:**	
Number of Classrooms Included in Report:	14		

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.



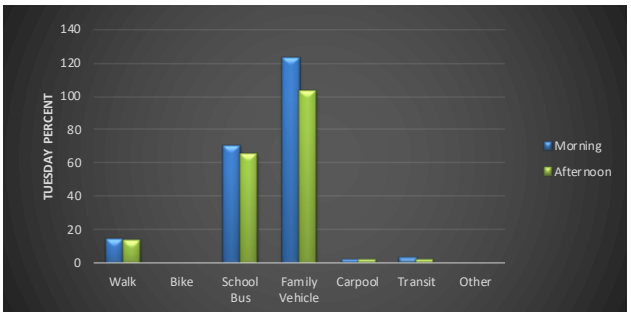
Morning and Afternoon Travel Mode Comparison								
	Number of Trips	**Walk**	**Bike**	**School Bus**	**Family Vehicle**	**Carpool**	**Transit**	**Other**
Morning	348	6.90%	0.00%	35.06%	55.75%	1.15%	1.15%	0.00%
Afternoon	303	7.59%	0.00%	39.27%	51.49%	0.99%	0.66%	0.00%

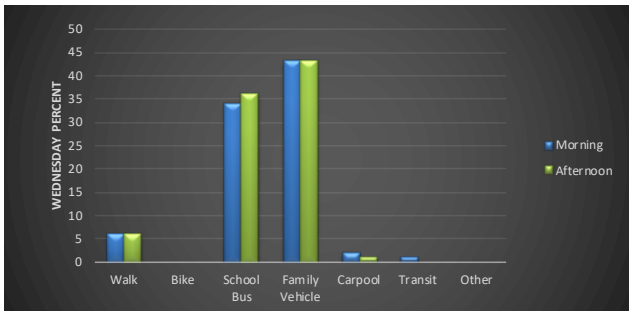
Morning and Afternoon Travel Mode Comparison by Day								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	212	14	0	70	123	2	3	0
Tuesday PM	185	13	0	65	103	2	2	0
Wednesday AM	86	6	0	34	43	2	1	0
Wednesday PM	86	6	0	36	43	1	0	0
Thursday AM	50	4	0	18	28	0	0	0
Thursday PM	32	4	0	18	10	0	0	0

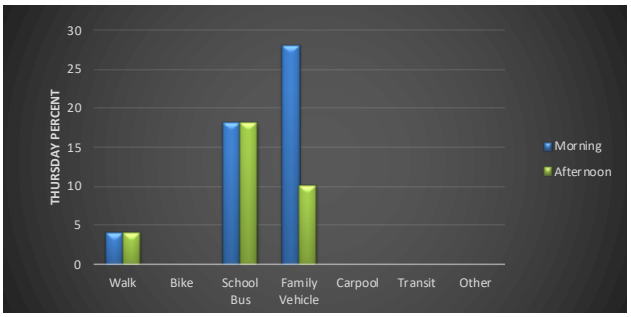
Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	348	24	0	122	194	4	4	0
Afternoon	303	23	0	119	156	3	2	0

Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	348	6.90%	0.00%	35.06%	55.75%	1.15%	1.15%	0.00%
Afternoon	303	7.59%	0.00%	39.27%	51.49%	0.99%	0.66%	0.00%

Morning and Afternoon Travel Mode by Day

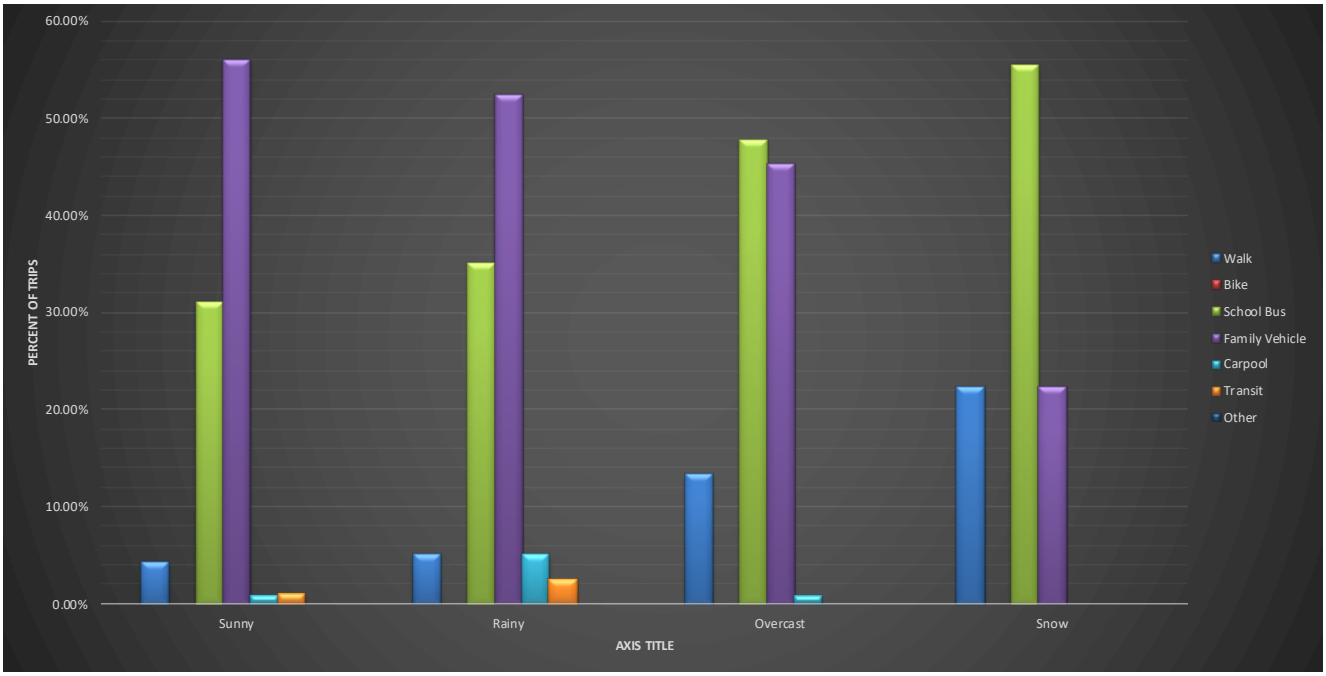




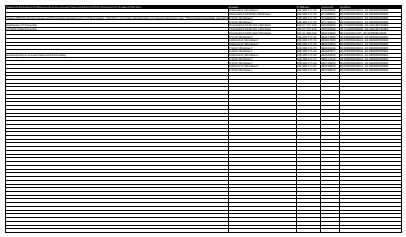


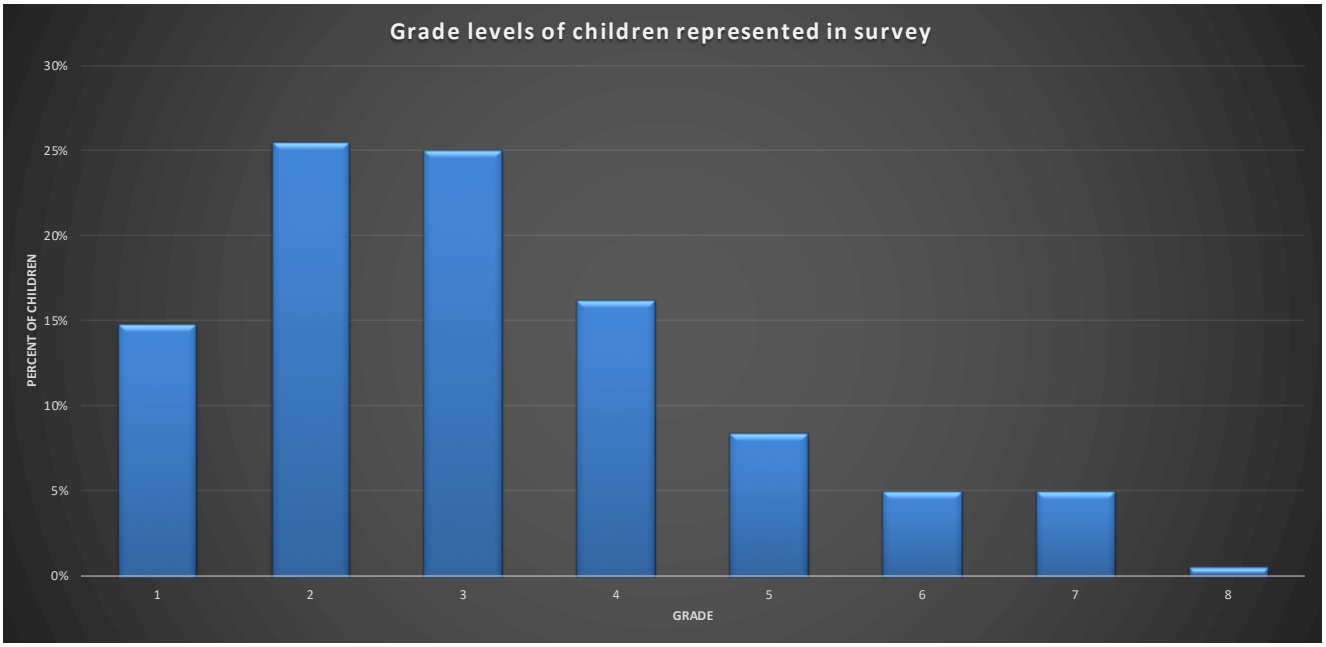
Morning and Afternoon Travel Mode Comparison by Day								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	212	14	0	70	123	2	3	0
Tuesday PM	185	13	0	65	103	2	2	0
Wednesday AM	86	6	0	34	43	2	1	0
Wednesday PM	86	6	0	36	43	1	0	0
Thursday AM	50	4	0	18	28	0	0	0
Thursday PM	32	4	0	18	10	0	0	0

Travel Mode by Weather Conditions



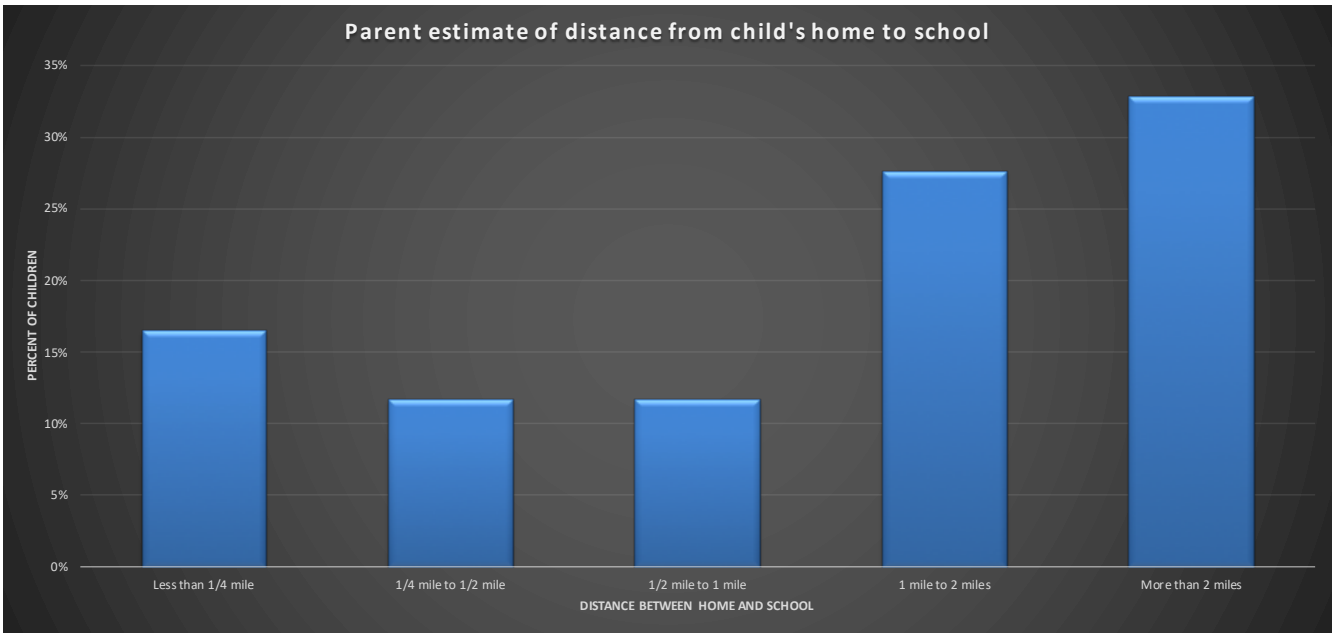
Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	470	4.26%	0.00%	31.06%	55.96%	0.85%	1.06%	0.00%
Rainy	40	5.00%	0.00%	35.00%	52.50%	5.00%	2.50%	0.00%
Overcast	128	13.28%	0.00%	47.66%	45.31%	0.78%	0.00%	0.00%
Snow	36	22.22%	0.00%	55.56%	22.22%	0.00%	0.00%	0.00%





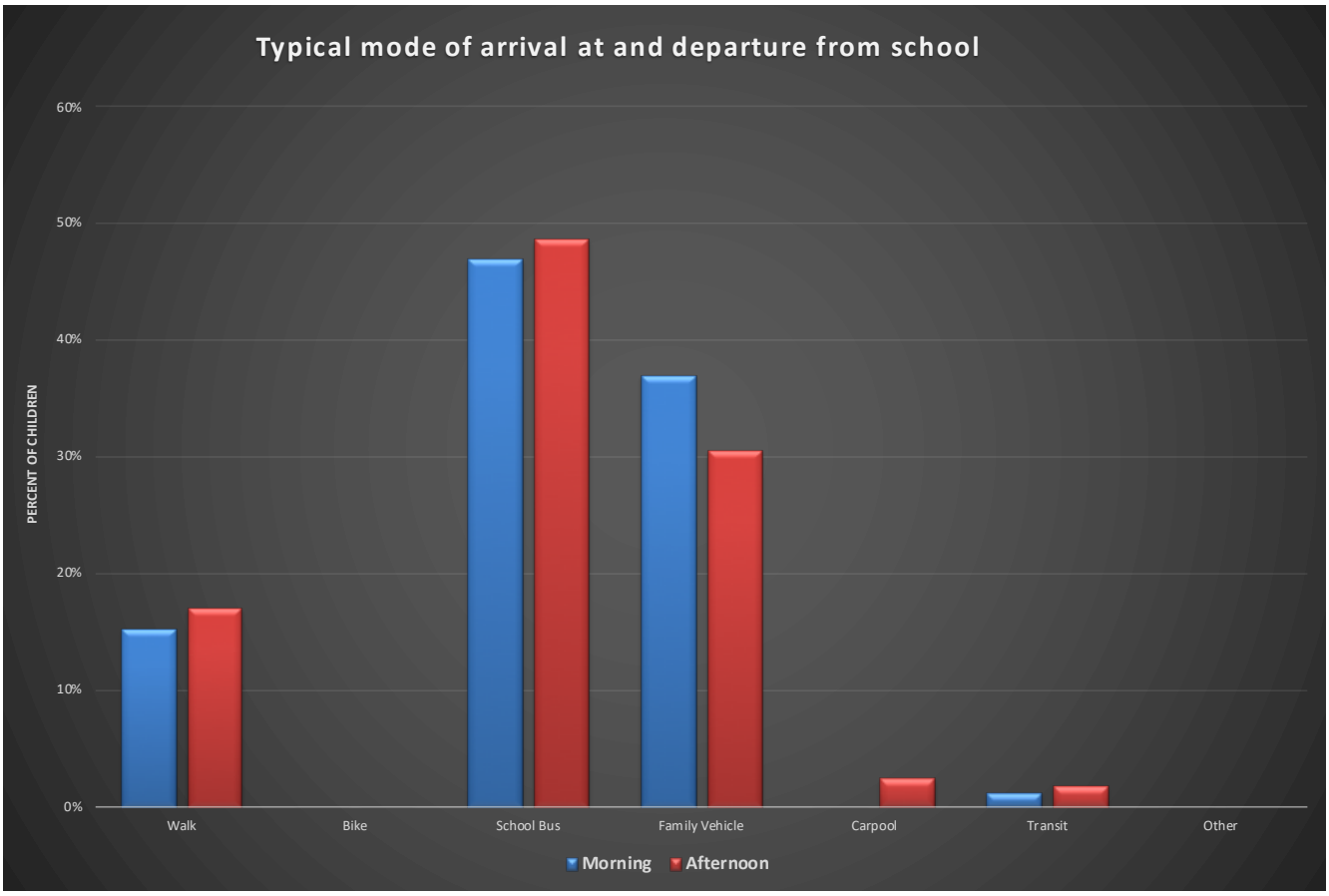
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
K	38	18.63%
1	30	14.71%
2	52	25.49%
3	51	25.00%
4	33	16.18%
5	17	8.33%
6	10	4.90%
7	10	4.90%
8	1	0.49%



Parent estimate of distance from child's home to school

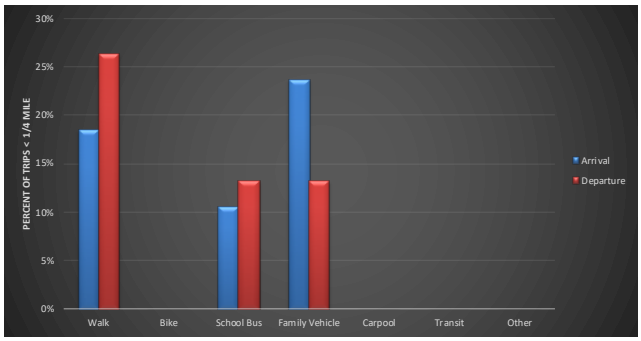
Distance between home and school	Number of children	Percent
Less than 1/4 mile	38	16.38%
1/4 mile to 1/2 mile	27	11.64%
1/2 mile to 1 mile	27	11.64%
1 mile to 2 miles	64	27.59%
More than 2 miles	76	32.76%

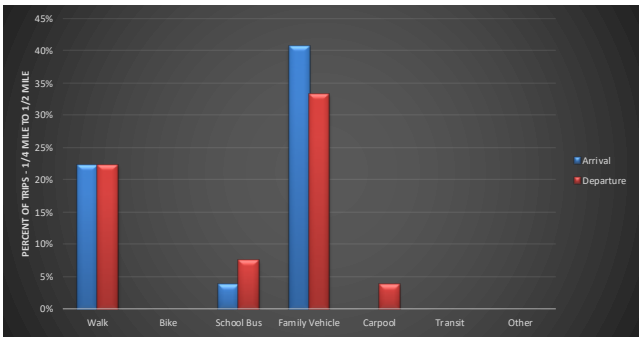


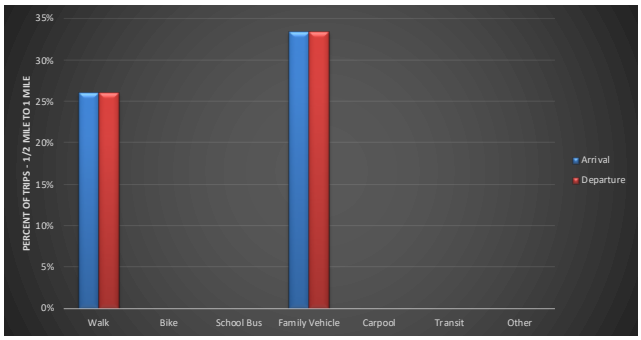
Typical mode of arrival at and departure from school

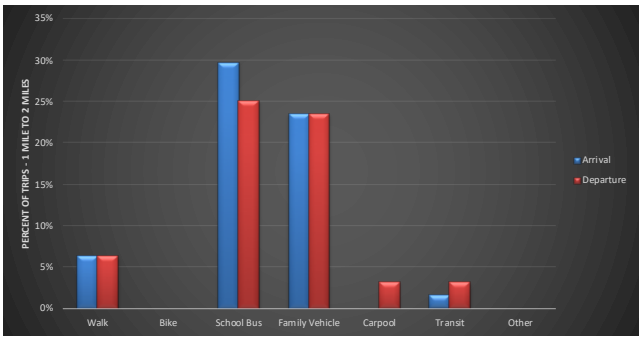
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	171	15.20%	0.00%	46.78%	36.84%	0.00%	1.17%	0.00%
Afternoon	171	16.96%	0.00%	48.54%	30.41%	2.34%	1.75%	0.00%

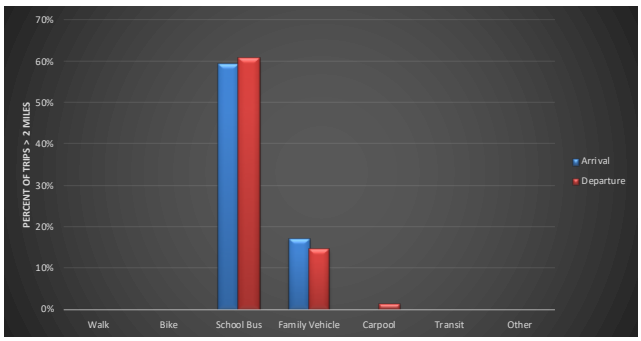
Typical mode of school arrival and departure by distance child lives from school











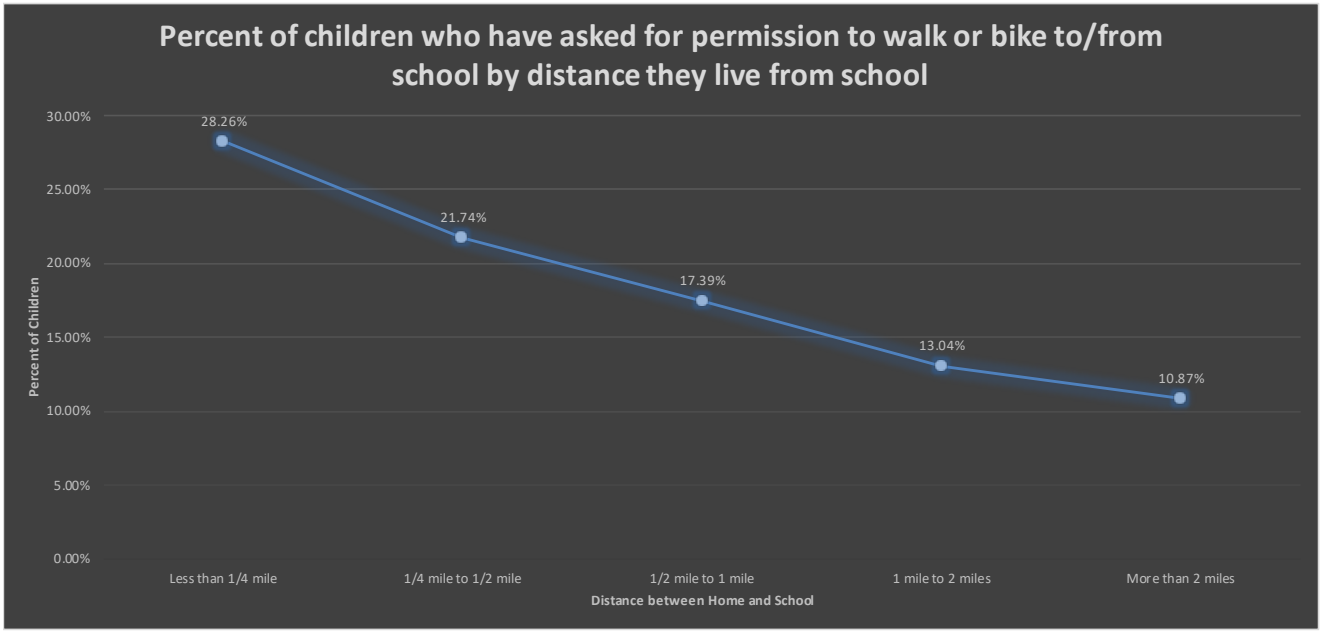
Typical mode of school arrival and dearture by distance child lives from school

School Arrival

Distance	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	38	18.42%	0.00%	10.53%	23.68%	0.00%	0.00%	0.00%
1/4 mile to 1/2 mile	27	22.22%	0.00%	3.70%	40.74%	0.00%	0.00%	0.00%
1/2 mile to 1 mile	27	25.93%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%
1 mile to 2 miles	64	6.25%	0.00%	29.69%	23.44%	0.00%	1.56%	0.00%
More than 2 miles	76	0.00%	0.00%	59.21%	17.11%	0.00%	0.00%	0.00%

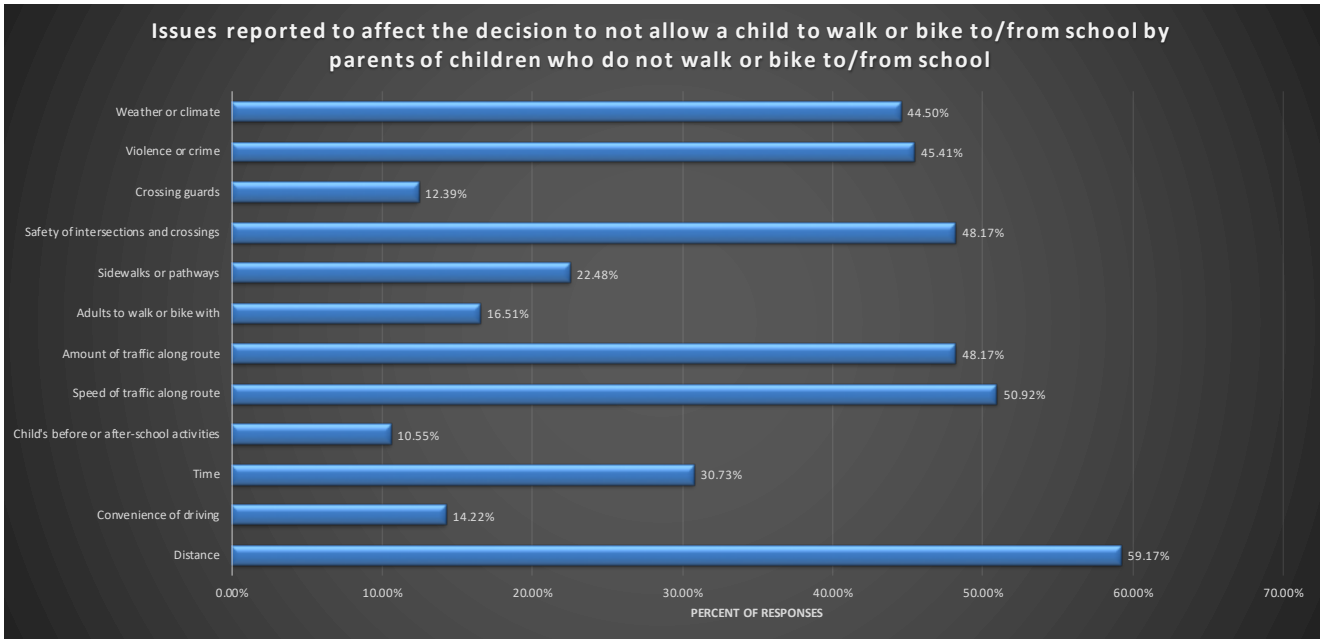
School Departure

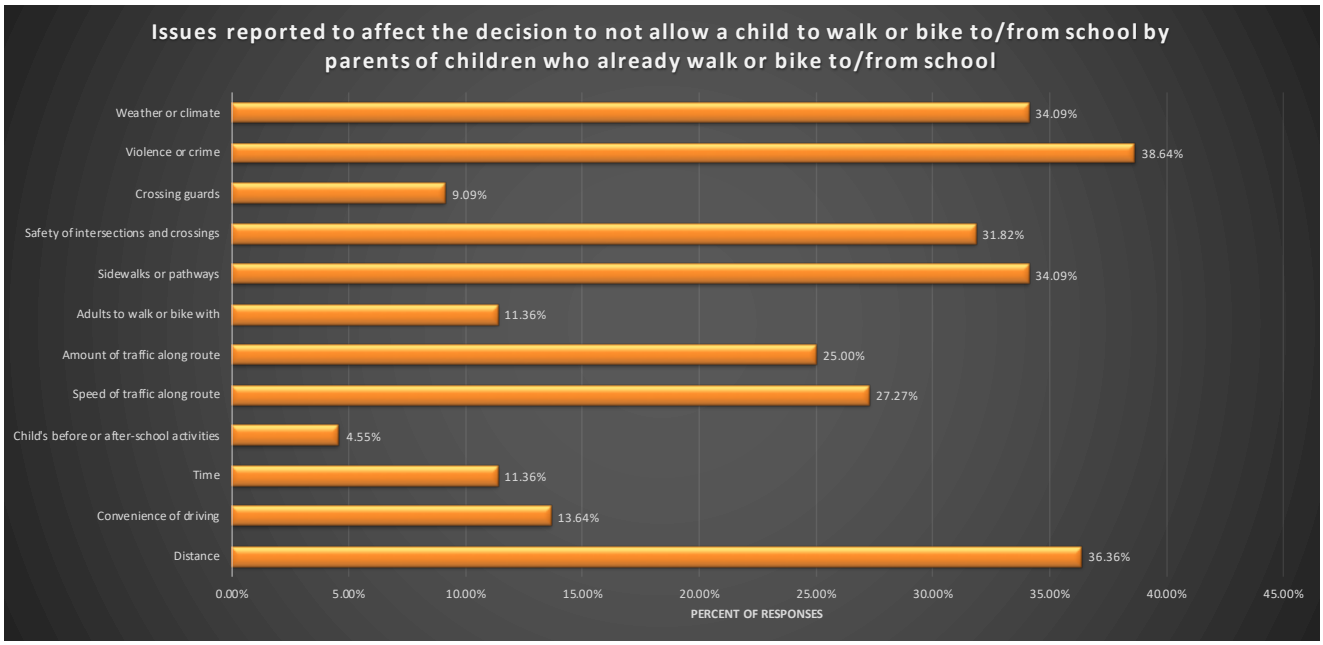
Distance	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	38	26.32%	0.00%	13.16%	13.16%	0.00%	0.00%	0.00%
1/4 mile to 1/2 mile	27	22.22%	0.00%	7.41%	33.33%	3.70%	0.00%	0.00%
1/2 mile to 1 mile	27	25.93%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%
1 mile to 2 miles	64	6.25%	0.00%	25.00%	23.44%	3.13%	3.13%	0.00%
More than 2 miles	76	0.00%	0.00%	60.53%	14.47%	1.32%	0.00%	0.00%



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

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 2 miles	More than 2 miles
Yes	46	28.26%	21.74%	17.39%	13.04%	10.87%
No	216	11.57%	7.87%	8.80%	26.85%	32.87%

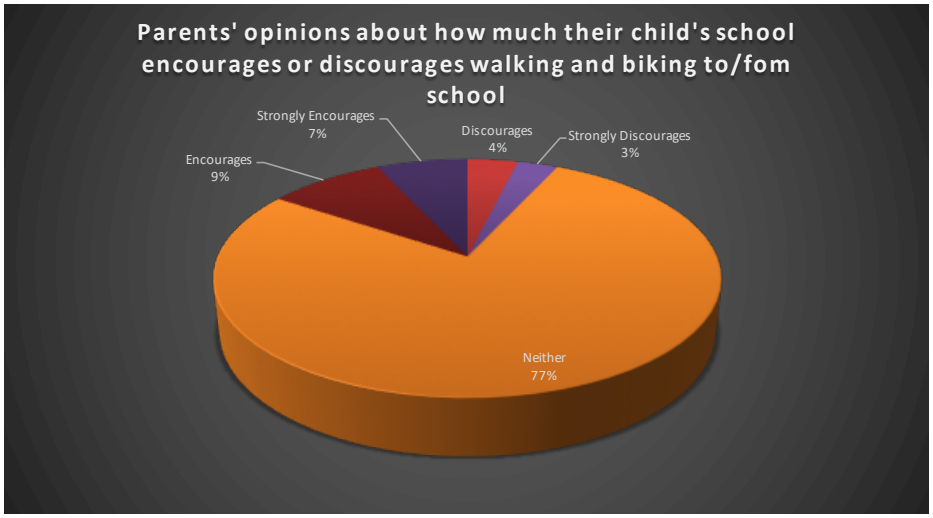


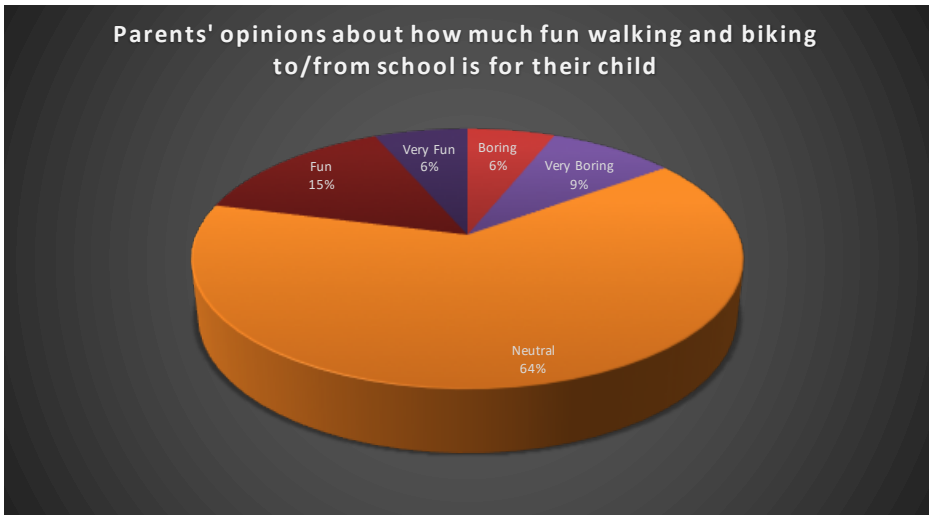


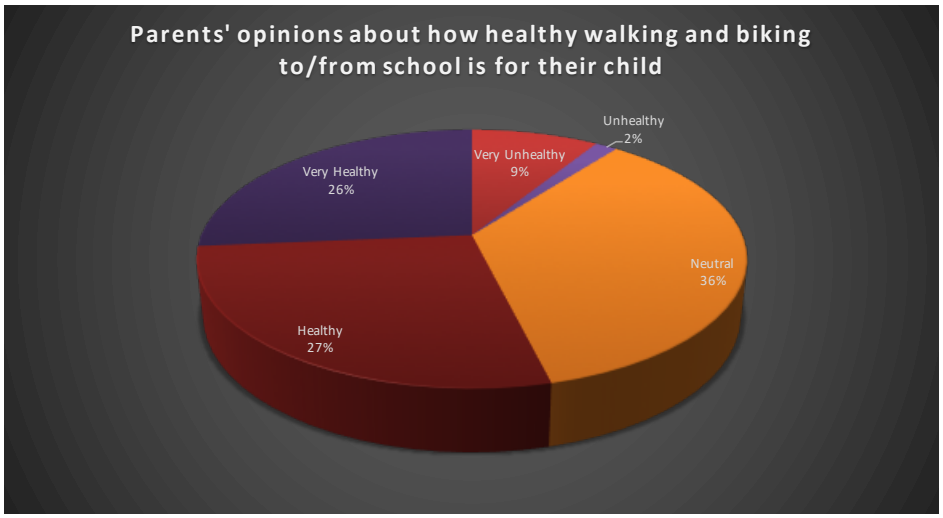
Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children

Issue	Child Does not Walk/Bike to School		Child Walks/Bikes to School	
Distance	129	59.17%	16	36.36%
Convenience of driving	31	14.22%	6	13.64%
Time	67	30.73%	5	11.36%
Child's before or after-school activities	23	10.55%	2	4.55%
Speed of traffic along route	111	50.92%	12	27.27%
Amount of traffic along route	105	48.17%	11	25.00%
Adults to walk or bike with	36	16.51%	5	11.36%
Sidewalks or pathways	49	22.48%	15	34.09%
Safety of intersections and crossings	105	48.17%	14	31.82%
Crossing guards	27	12.39%	4	9.09%

Violence or crime	99	45.41%	17	38.64%
Weather or climate	97	44.50%	15	34.09%
Number of Respondants	218	100.00%	44	100.00%


Parents' opinions about how much their child's school encourages or discourages walking and biking to/fom school
Strongly Encourages 7%
Discourages 4%
Strongly Discourages 3%
Encourages 9%
Neither 77%


Parents' opinions about how much fun walking and biking to/from school is for their child
Very Fun 6%
Boring 6%
Fun 15%
Very Boring 9%
Neutral 64%


Parents' opinions about how healthy walking and biking to/from school is for their child
Unhealthy 2%
Very Unhealthy 9%
Very Healthy 26%
Neutral 36%
Healthy 27%

Comments Section

Survey ID	Comment
298579925	
298592474	We live too far for walking or biking to be an option but I do wish they were dropped off in a more appropriate place from the bus. Ther is no sidewalk and they have to walk a very narrow side street.
298592876	
298603200	One of my main concerns is bus or no bus my 10 year old daughter must be outside waiting for bus at 640 am. That is far too early and cold in the winter for children so young to have to be out.
298656052	I don't think kids in grade 6 or under should be crossing major intersections by themselves period. It is also dark when they leave. I'm afraid they will be hit. It is not safe especially in kindergarten and 2nd. Way too much traffic in morning.
298879884	
298880904	There needs to be buses for all kids going to school Pk-12.
298888490	
299001347	
299055086	
299123640	The walk would not be so bad if we had walkways crosswalks stop signs and even a light at third street and sperling. even crossing at wright and burkhardt no crosswalk. cars speed there and third st.
299242714	N/A
299575480	We live more than 5 minutes from the school so walking is not an option for my son.
300168213	
300169254	
300169314	We live out of district and pay tuition to go to Stivers.
300169407	
300169679	There is no way I would allow my children to walk or ride a bike to and from school due to traffic, crime, and the urban environment. I don't feel it is safe for many, many reasons.
300170093	
300170149	I would not allow my child to walk to or from school for the simple fact we live too far. However I do have a high school student that I do allowed to walk to school. If we lived closer for my elementary student to walk I would definitely allow her with my assistance because I do not agree with the location of her bus stop it is a high-crime street which is known for drugs and prostitution and the location of her stop is directly in front of a strip club. but I would not wish to change her school because I feel that RiversEdge Montessori is a terrific School in the Dayton Public School District and I cannot say that about other schools in the DPS District
300170212	
300170238	I will never let my kids walk to or from school.
300170461	
300170532	We live too far to walk or bike to school. Bus transportation is not reliable or convenient enough. I take the kids to school in the morning to have breakfast on my way to work and pick them up from the after school YMCA program on my way home from work.
300170631	My daughter had a 6 minute walk to the bus and no other kids get on at get stop. It would be great if they stopped at the corner of Hillcrest and Theodore.
300170712	
300170866	We live to far from the school for any of my children to walk or ride a bike currently. Walking to and from the bus stop is a current concern. My now kindergartner rides the bus home with his 6th grade sister. She won't be attend the same school next year, and if we live in our current place and the bus stop stays the same, I'm not okay with my then 1st grader walking almost 2 blocks on a VERY busy street with busy intersections to get home from his stop.
300170914	
300171369	
300171592	
300171982	this area is too dangerous to let kids walk to school... Too many drunk/drugged people in the area.
300172168	this area is too dangerous to let kids walk to school... Too many drunk/drugged people in the area.
300172636	
300172811	My children are on the bus for nearly an hour before school starts as they are on a bus that picks up for a Catholic school that is dropped off first. They are also the second to last stop for the bus, which means that the other children are on the bus for well over an hour. Once the bus get to the school they are held on the bus until it is time to allow the kids in the building. That is crazy. In past years when the bus was just for their school and they were the last stop for that bus, it was a 10 min ride. I understand there is a lack of bus drivers and the are trying to cover routes, but holding children on the bus till whatever that special time they are allowed in the building is wrong. The administrators need to come up with a plan to let the kids in as their buses arrive.
300173110	
300173921	
300175580	At the School Age that my children are and the area in which we live, it is very unsafe for them to to be considered walkers. I'm a single parent and I have to be at work the same time they have to be in school, It has been a hardship with me getting them there on time and myself to work on time... However; them walking to School is OUT OF THE QUESTION!
300178113	I feel that it is a good idea for the pre k students or any student to catch the bus not the crime and violence that's going in our community but also it will help the parents that do not have transportation or having trouble getting there kids to and from school or school activities. I am a parent of 2 girls and i feel that it is unsafe for my kids or any kids to be walking from or to school and we can make something change if we can I really don't understand how people can sleep at night knowing that these children and parents need some type of help. It will be honored for that opportunity for parents and students
300192665	Im very upset that my child had so many issues with bussing this year and every time ive called i can never speak to someone about the issues.
300193548	There is no way I would allow my child to walk to school by herself or in a group.
300200656	With my daughter having to pass directly beside Good Samaritan Hospital to get to school it can be very dangerous because there are always different types of creepy people all over the place standing outside beside the hospital coming and going doing drug deals you name it. I am disabled and it is hard for me to walk her to school so there is absolutely no way she is walking alone.
300201080	Children would have to Cross Woodman Drive (no sidewalk) then travel up Burkhardt Avenue (not all covered with sidewalk) to Cosler Drive then to school. As it is now they are picked up at 6:40 a.m., I would never let them ride a bike that time in the morning.
300204527	
300204933	
300208964	Let me start off by saying this program sounds like a great idea, however, makes no sense for the DPS school system. My child attends a DPS school and is bused. The school she attends is a choice because it's an art school, however, if it wasn't for her attending Stivers, she would be bused across town. There's no way I would allow her to walk/bike to school. So unless DPS is going back to children going to the schools that are in their neighborhoods, this is pointless. Feel free to call me to discuss further at 937-212-9341.
300210579	We live nine-tenths of a mile from the school, and it's all uphill until we get to Catalpa Ave. The oldest is pretty much trusted to watch for traffic and to keep moving at a steady pace coming downhill. The 3rd grader does not pay as much attention, wanting to run into the road playing around. The 2nd grader is being home-schooled through online ECOT school. We worry too much about predators along the route, whether they live on the route or are just hanging around.
300229128	My problem with transportation is her bus doesn't like to show up. We live to far to walk and we do not have a car. Transportation is supposed to be provided and if the bus doesn't show up we have no way to take her.
300238685	My son has severe asthma and walking to school or biking is not an option. I feel that busing should continue all the way through high school just like other districts do for their kids. Like Kettering and Oakwood as examples. Not fair to fair to our kids to have to depend on public busing and having to transfer from one bus to another. To much violence is going on and its not safe.
300240163	My son has asthma, and due to this among other things that involve his schooling, I do not encourage him to walk, its too far, should always have bus transportation. Not public, other districts (kettering, oakwood) do not make their kids do it, why should Dayton Schools be any different. SO many are doing home schooling due to things like this and education issues, but that is for another time. As far as busing, as long as they attend school from K-12, they should always have school bus transportation, like other kids.

300240735	It is not safe for my child to walk to or from his school. We live too far for him to walk there and the neighborhood the school is in, in addition to the neighborhoods he'd have to walk passed to get home are unsafe. The street is a very busy Main St. and unsafe to walk to and from school on. If you check the statistics for the Main St in Dayton, OH, there have been many pedestrian deaths and injuries from being hit by cars in the area where Dayton Early College Academy is. Next year, he will be in the Middle School which is in downtown Dayton. I will not be comfortable with him walking or riding a bike there either. If we lived in the neighborhood directly surrounding the school, and that neighborhood were safe, I'd be ok with it within a few blocks. It is already unsafe for him to go to the bus stop at 620am. It is entirely too dark outside and I walk out with him every morning. I do not think kids should have to be up that early nor be picked up that early in the morning for a school that starts at 800am. We need more buses and safer routes, not more kids walking in bad neighborhoods and on busy streets.
300246018	Distance is too far for my child to walk or ride a bike. In the event that the bus is not available we can drive her to and from school. Primary improvement needed is the bus routes as they tend to have the bus go to multiple locations that are on opposite sides of neighborhoods causing the bus to take longer to either pickup or drop off. Some stops can be consolidated to save time for the drivers.
300273131	
300306770	
300367739	
300372354	
300389783	All children k thru 12 should be provide transportation. Pubic bussing (rta) shouldn't be an option. These children shouldn't be on the busses with adults and have to pay for the bussing. some of these bus stops are not safe! And not all parents can take and pick up the kids. Most of us have jobs as well. Bussing via DPS needs to improve. As in buses need to run. Although, I will admit this year has been a little better.
300391619	
369889843	
371707326	
374729166	Ok
375189411	
376933684	
376942995	
376968896	
376991240	
377082912	The neighborhood is not safe for any age
377651624	We stay to way to far for kids to walk in grade school or high school. Growing up I use to walk to school but it was always close and in cold weather my parents took us. So summer spring and fall are all good walking conditions even if it is raining, with proper attire, if it is a mile or so a way anything more than that is not really ok even for high school.
377932997	
377948901	
379957497	
380033604	
380141452	I work. My child is entitled to a bus under the Ohio Revised Code. He is also entitled to attend the best possible school in his district. Neighborhood schools=1950s America. We aren't going back, no thank you.
380213294	N/A
380215958	We walked when we lived closer.
380217297	N/A
380218213	N/A
380219014	N/A
380219809	N/A
380221137	We was walking at first 1.2 miles to school (very cold) out & (the dogs) not cool but now has a bus. Thanks Ms. White
380276930	N/A
380278104	I'm in school now. (parent)
380279971	N/A
380280622	N/A
380282306	N/A
380283503	My child is in the second grade and she walks from and to school and it's not safe for her and I walk her.
380284236	N/A
380284972	N/A
380285763	N/A
380286600	N/A
380287483	N/A
380288123	N/A
380288930	N/A
380302069	N/A
380304239	N/A
380308774	N/A
380310355	I'm not going to let my kids walk nor ride a bike to school to much is going on.
380311292	Distance is the issue with us, we depend on DPS which has become unreliable.
380312017	N/A
380349518	
380518384	
380597846	
381135712	
381139001	
381140311	
381141899	
381144795	Nice Work!
381145734	
381146991	My child simply lives to fair away from school to consider walking or biking to school.
381147861	
381148557	
381149479	
381150217	
381154711	
381155762	
381159809	
381162236	It might be healthier but totally unsafe at any age to walk home for males or females.
381184548	
381241583	
381956683	My kid will always be picked up as far as I know
381958054	N/A

381958872	N/A
381959724	N/A
381960389	N/A
381961095	N/A
381961695	N/A
381962572	I do not want my child to walk or ride I prefer car or busing
381991979	N/A
381993060	I think it's absolutely ridiculous that transportation is not provided to younger students especially in the cold, rain, snow etc. Even when bundled up they still get sick. And the schools wonder why kids are habitually sick. 1.5 miles is far for little kids!
381993673	N/A
381994840	N/A
381995502	N/A
381996607	Strongly concerned with students being made to leave school without phone call to parents when dismissed. My kids should never be released without my permission or made to walk home cause staff members are ready to go home. They get released again without my permission or phone call, it will be trouble.
381997420	N/A
381998342	N/A
381999001	Provide to me a buss if possible.
382000373	N/A
382001033	N/A
382001753	N/A
382002330	N/A
382003859	N/A
382004623	#10- would consider a different opinion if Cleveland opened in the daylight hours. Too Early
382005337	N/A
382005778	N/A
382006918	Majority of DPS schools are in high crime area. My child's schools immediate area has 600+ registered sexual offenders. Which wouldn't be that big of an issue to his safety if his ability to follow intuition & defend himself were at a higher level.
382007564	
382396764	
382618501	N/A
382619624	N/A
382620086	N/A
382620510	N/A
382621014	N/A
382621404	N/A
382621882	N/A
382622776	Would very much like for him to have a bus even though we don't live a full mile from school, weather conditions can be aggrevating!!
382623308	N/A
382623841	We live to far from school for my children to walk.
382624346	N/A
382624801	N/A
382625159	N/A
382625545	N/A
382625965	N/A
382626482	N/A
382626932	I personally can not walk him to school for health issues of mine.
382627482	N/A
382627882	N/A
382628360	N/A
382628703	N/A
382629077	N/A
382629491	N/A
382630007	Patterson Co-op/ South Western/ Sinclair
382631153	My grandsons bus doesn't show up at least once a week and I do not find out until my husband's break at work until 8:30 when its to late to find out if they might possible have a bus to school and if they do I take a chance that he has a bus home I have a 1st grader in Kemp PK-6 School how am I suppose to get both of them to 2 different schools at the same time not to mention that I also have a 3yr old and no transportation
383466729	N/A
383468715	We wish there was a crossing guard in the mornings. I would feel comfortable letting my kids walk alone in the mornings if there were one.
383469118	
383469614	N/A
383470124	Kemp school needs cross walks and blinking lights!
383470579	N/A
383471145	N/A
383471672	N/A
383472167	N/A
383472944	Where we live at I just don't feel comfortable with him walking or riding a bike if we lived closer it would be a different story I would let him but I will always be with him.
383473607	Child is not safe in city limits. Dayton is not a safe place for children to walk and or bike.
383474019	N/A
383474663	They could NEVER ride a bike to school PERIOD
383475107	N/A
383476487	The area in which my children would walk is not safe due to drugs, violence, crime.
383476979	N/A
383477467	N/A
383478325	My children live 5-10 miles away from schools. We live on the west side and all schools are on east side . I DON'T WANT THIS CHANGED PLEASE.
383478773	N/A
383479432	Both my Kids are underweight and don't need to walk and lose more weight, besides it's to dangerous for Kids to walk now days.
383591666	
384454442	
384455463	
384456383	
384457240	
384458273	My son lives too far from school. He is 9 years old and with all that is going on I don't feel it is safe for him to walk alone. Even if we were a little closer I still wouldn't feel comfortable letting him walk or bike to school.
384459391	My child would love to ride the bus. I figure I drive #1 its to early for her to work for its easier to drive espealy on work days.
384460487	My children will never walk/bike/stake/ride bus etc, ever either my husband & I take them or they will be old enough to drive themselves to school. Keeping my own eyes on my own kids is and always will be the safest way to keep my children safe.
384462503	
384466571	

384470103	
384471372	I would only let my child walk/ biking if with multiply or older sibling
384472280	
384473162	
384480462	We live too far away from school to walk! Because they will not allow a bus to pick them up!
384481421	
384482450	
384483356	
384484090	
384484957	
384485868	
384487239	
384488129	
384489289	N/A
384490578	
384491211	
384491883	
384492531	
384493174	
384495885	Don't trust people. To many purverts around. Who nows if someone is going to kidnap a kid. You cont just give them a gun not a good Ideal.
384498807	
384499664	
384500599	
384501072	N/A
384504549	
385025920	N/A
385027204	N/A
385028016	N/A
385028722	N/A
385029483	N/A
385030396	I could not answer 12, 13, or 14 cause my kids don't walk or ride a bike to school.
385031540	Graduated High School/ Patterson/ Beautician. Graduated Miami Jacobs Medical Assistant.
385032336	N/A
385033129	My son is a bus rider only walks sometimes with his cousins to their house.
385033911	N/A
385036050	N/A
386336197	N/A
386337597	Dayton is to far , my son is a "walker" but is also to far. More realistic distance or safe path.
386338405	N/A
386611531	N/A
386615097	N/A
386615687	N/A
386616216	N/A
386616796	N/A
386617428	N/A
386618017	N/A
386618887	Teachers and staff do as much as they can to keep kids safe. Parents need to do a better job. Maybe more police around would help?
386619355	N/A
386620208	N/A
386620913	N/A
386621621	N/A
386622300	N/A
386623809	My child NEEDS to be riding a bus to & from school each day, but you WON'T allow her to !! You say it's 1.47 miles to her school, but my GPS says it's 1.6 miles to her school, but obviously your right & we're wrong.
386624601	N/A
386625371	N/A
386627780	N/A
386628283	N/A
386629278	N/A
386629827	N/A
386630302	N/A
386630850	N/A

Student Safety Patrol – positive, do some mapping about who has it (those schools are ripe for further pilots). Also, some schools could use a mentor to help startup Safety Patrol.

Lack of Parent involvement in some schools (turnover, new school setups, etc) – drives back to open enrollment policy, the haves and the have nots

Kiser was impressive and Mr. Fowler (principal) was very well respected in the district (possible pilot location)

Neighborhood businesses & homes as safe havens/eyes on the street – Campaign to promote those locations with signage or other items

Vacant houses – what does the city do now? What happens with the vacant lots? Community gardens? Bee keeping?

Potential Recommendations

- Bike Rodeo for deaf students at Horace Mann
- Beacons on Burkhardt for Wright Brothers
- Kiser – Leo Street crossing in front of school (advanced warning "teeth", signage, possible curb bump outs). Currently safety patrol kids are stopping cars to let kids cross.
- Stranger Danger or Self Defense classes to deal with transients or pedophile issues
- Bike Rodeo/Safety Town – AAA has bike Rodeo kits and Life Enrichment Center (Jamie knows) has a Safety Town setup that schools could do a field trip
- Need bike racks near the entrance of every school
- Incorporate mapping activities with middle school students to have them help elementary school students walking routes
- Majority of schools do a Walk to School event would nice to also do Bike to School event in spring or do a combo or use as a jumping off point for rolling out walking school buses or other recommendations
- Dismissal recommendations for Belle Haven
- Consider 3 way stop at intersection of Gummer/Shedbourne at Kemp
- Incorporate bike/ped safety into ODE required bus safety presentations

Questions

Contract Question/Union Question – who can help out with arrival/dismissal (more dismissal) and then could they help with other measures (walking school buses)

Why no comprehensive after school program? Summer school program?
Buildings are at capacity in certain locations. Teachers won't stay because its not in contract. Can have up to 3 21st century grants in Dayton. East End, YMCA, and YMCA are running those within 3 buildings. Learn to earn has data about how to fund out of school time. Highest need is

out of school time. Library board is putting together teacher resource packages at libraries. Looking to do something for students.

School zones are only at property lines or shorter. Would the city/school district explore 300 foot extensions which are allowed under ORC?

Is there a bike co-op?
Bicycles for all is working towards being a bike co-op.

Consider incentives for completing the survey? Stephanie is going to check with Calley in Cleveland on how they did theirs.

What happen with the Walk School Bus Program that was started in 2012? Who was around back then that can give us some information?
Abbey has info on this. Reach out to her.

Partners – sharing districtwide. Being creative and thinking outside the box with funding and utilizing volunteers.

Promote RTA for middle school kids specifically. That would help with the busing issue. Understand if the school has program with RTA?
All students get a reduced rate. Student rate ends at 7pm so students doing after school activities may get penalized. Jamie sits on an RTA committee (maybe consider different color passes).

High/Middle School volunteer requirement? Could they assist with some SRTS activities?

Are there not block watches or civic associations?

Are all schools required to have Title 1 nights?

Can we include a bike cop or cyclist or person who rides bike to work for Ruskin's Vehicle Career Day in Spring?

Potentially look at developing bicycle safety education within physical education classes or another avenue (Safe Kids)?

Belle Haven Elem - Dayton City - Montgomery Co

4401 Free Pike, Dayton, OH 45416

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, ©

SafeRoutes
Ohio Safe Routes to School

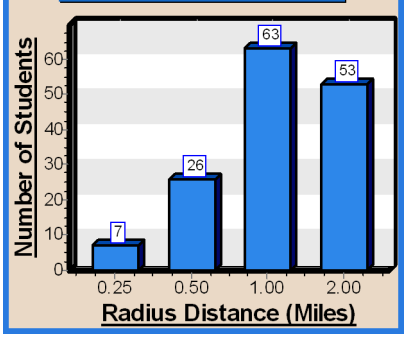
1/11/2017

Total Enrollment = 329

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

N

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Belmont High - Dayton City - Montgomery Co

2615 Wayne Ave, Dayton, OH 45420

SafeRoutes
Ohio Safe Routes to School

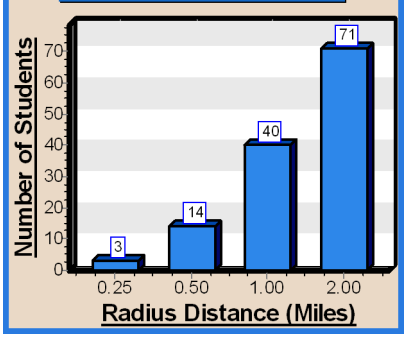
1/11/2017

Total Enrollment = 210

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Charity Adams Earley Academy - Dayton City - Montgomery Co

450 Shoup Mill Rd, Dayton, OH 45415

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, ©

SafeRoutes
Ohio Safe Routes to School

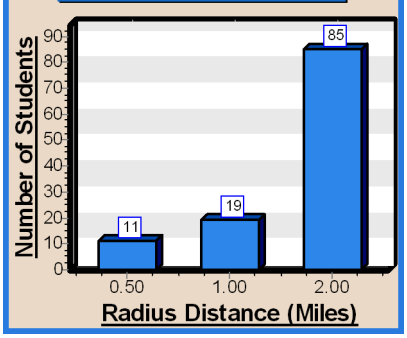
1/11/2017

Total Enrollment = 210

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Cleveland Elem - Dayton City - Montgomery Co

1102 Pursell Ave, Dayton, OH 45420

SafeRoutes
Ohio Safe Routes to School

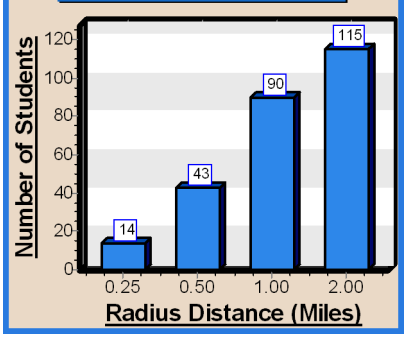
1/11/2017

Total Enrollment = 334

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Dayton Boys Prep Academ - Dayton City - Montgomery Co

1923 W 3rd St, Dayton, OH 45417

SafeRoutes
Ohio Safe Routes to School

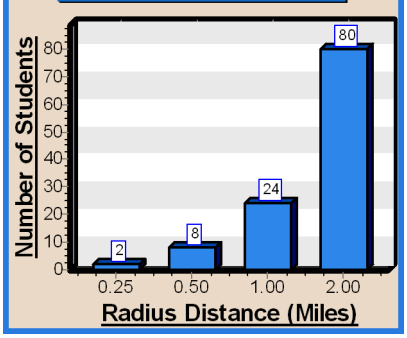
1/11/2017

Total Enrollment = 208

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Eastmont Elem - Dayton City - Montgomery Co

1480 Edendale Rd, Dayton, OH 45432

SafeRoutes
Ohio Safe Routes to School

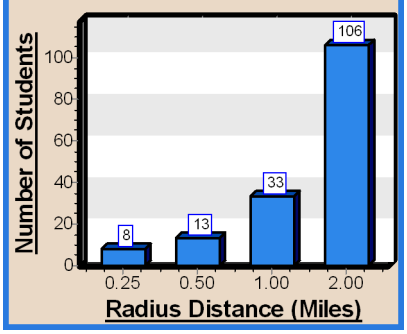
1/11/2017

Total Enrollment = 340

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Edison Elem - Dayton City - Montgomery Co

228 N Broadway St, Dayton, OH 45402

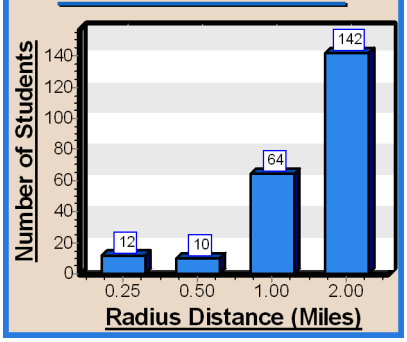
SafeRoutes
Ohio Safe Routes to School

1/11/2017

Total Enrollment = 350

	Radius (Miles)
County Boundary	0.25
City Boundary	0.5
School	1.0
Students	2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

E. J. Brown Elem - Dayton City - Montgomery Co

31 Willowwood Drive, Dayton, OH 45405

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, ©

SafeRoutes
Ohio Safe Routes to School

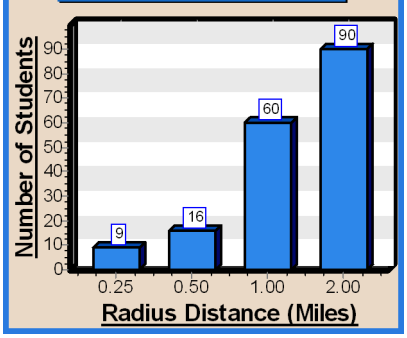
1/11/2017

Total Enrollment = 344

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Fairview Elem - Dayton City - Montgomery Co

2314 Elsmere Ave, Dayton, OH 45406

SafeRoutes
Ohio Safe Routes to School

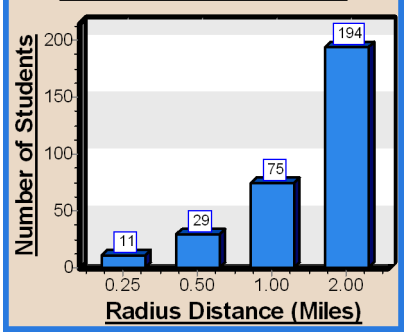
1/11/2017

Total Enrollment = 412

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

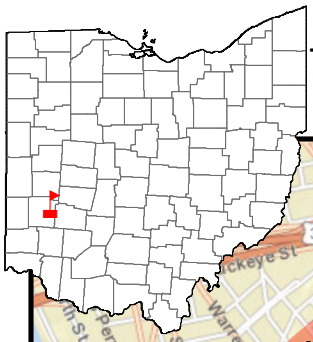
Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Horace Mann Elem - Dayton City - Montgomery Co



715 Krebs Ave, Dayton, OH 45419

SafeRoutes
Ohio Safe Routes to School

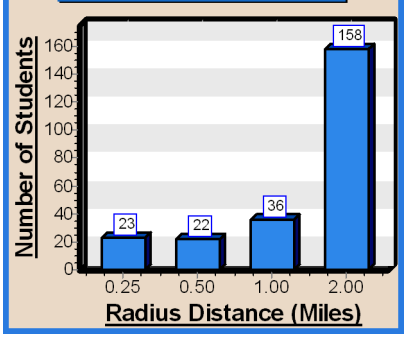
1/11/2017

Total Enrollment = 365

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

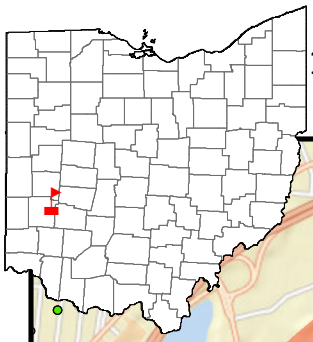
Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Kemp Elem - Dayton City - Montgomery Co



1923 Gondert Ave, Dayton, OH 45403

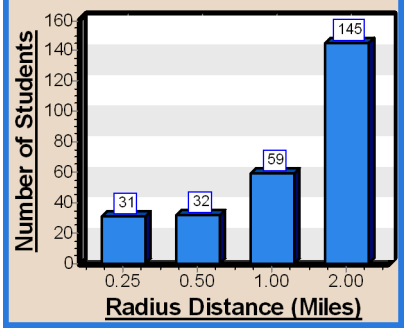
SafeRoutes
Ohio Safe Routes to School

1/11/2017

Total Enrollment = 381

County Boundary	Radius (Miles)
City Boundary	0.25
School	0.5
Students	1.0
	2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Kiser Elem - Dayton City - Montgomery Co

1401 Leo St, Dayton, OH 45404

SafeRoutes
Ohio Safe Routes to School

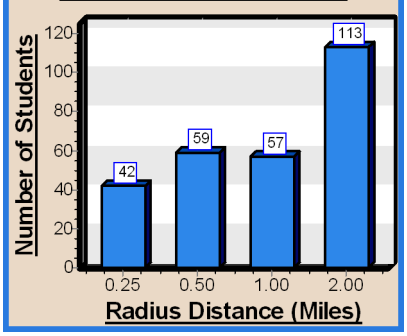
1/11/2017

Total Enrollment = 410

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Longfellow Academy - Dayton City - Montgomery Co

245 Salem Ave, Dayton, OH 45406

SafeRoutes
Ohio Safe Routes to School

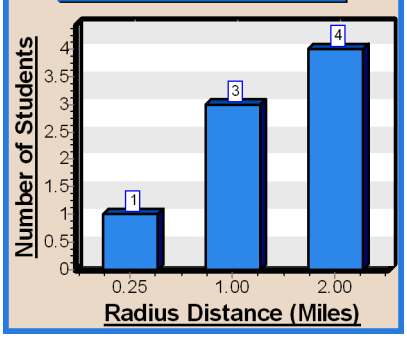
1/11/2017

Total Enrollment = 24

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Louise Troy Elem - Dayton City - Montgomery Co

1630 Miami Chapel Rd, Dayton, OH 45408

SafeRoutes
Ohio Safe Routes to School

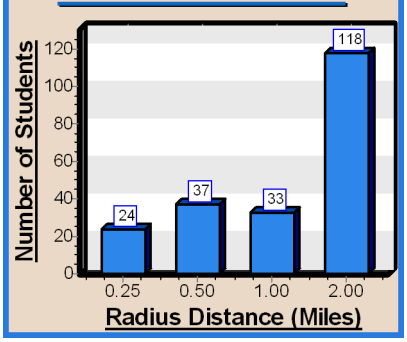
1/11/2017

Total Enrollment = 356

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Meadowdale HS High - Dayton City - Montgomery Co

3873 Whitestone Ct, Dayton, OH 45416

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, ©

SafeRoutes
Ohio Safe Routes to School

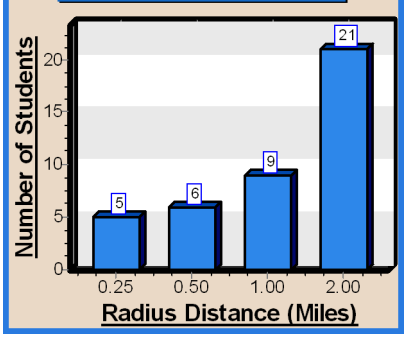
1/11/2017

Total Enrollment = 101

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Meadowdale Elem - Dayton City - Montgomery Co

3871 Yellowstone Ave, Dayton, OH 45416

SafeRoutes
Ohio Safe Routes to School

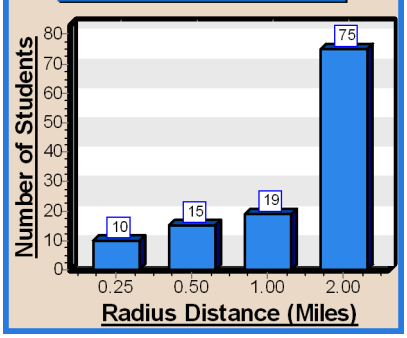
1/11/2017

Total Enrollment = 283

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

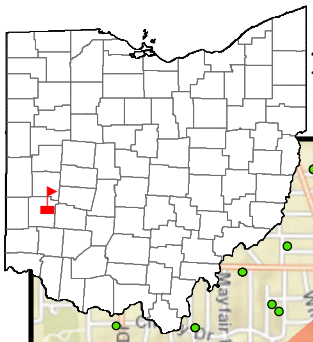
Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

River's Edge Montessori Elem - Dayton Public - Montgomery Co



108 Linwood St, Dayton, OH 45405

SafeRoutes
Ohio Safe Routes to School

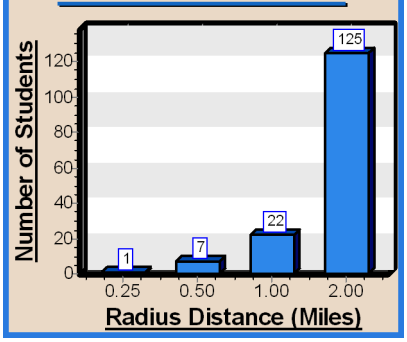
1/11/2017

Total Enrollment = 450

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Rosa Parks Elem - Dayton Public - Montgomery Co

3705 Lori Sue Ave, Dayton, OH 45406

SafeRoutes
Ohio Safe Routes to School

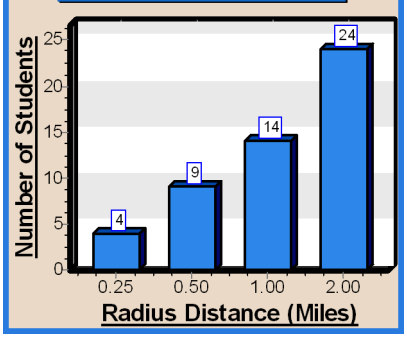
1/11/2017

Total Enrollment = 95

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Ruskin Elem - Dayton Public - Montgomery Co

407 Ambrose Ct, Dayton, OH 45410

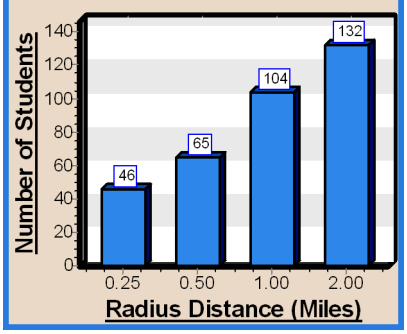
SafeRoutes
Ohio Safe Routes to School

1/11/2017

Total Enrollment = 430

County Boundary	Radius (Miles)
City Boundary	0.25
School	0.5
Students	1.0
	2.0

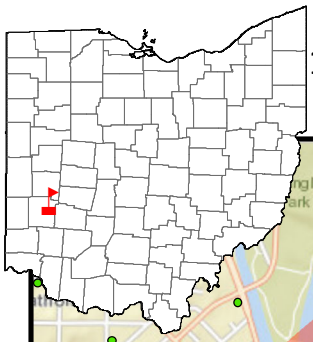
Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Stivers School For The Arts - Dayton Public - Montgomery Co



1313 E 5th St, Dayton, OH 45402

SafeRoutes
Ohio Safe Routes to School

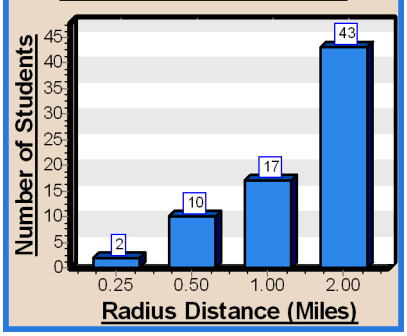
1/11/2017

Total Enrollment = 275

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Valerie Elem - Dayton Public - Montgomery Co

4020 Bradwood Dr, Dayton, OH 45405

SafeRoutes
Ohio Safe Routes to School

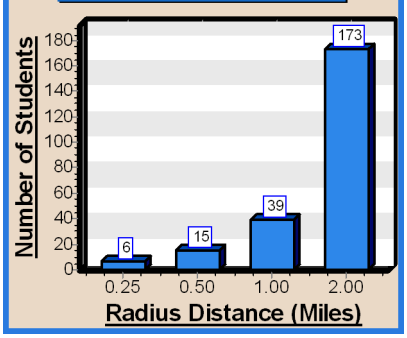
1/11/2017

Total Enrollment = 341

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Westwood Elem - Dayton Public - Montgomery Co

2805 Oakridge Dr, Dayton, OH 45417

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, ©

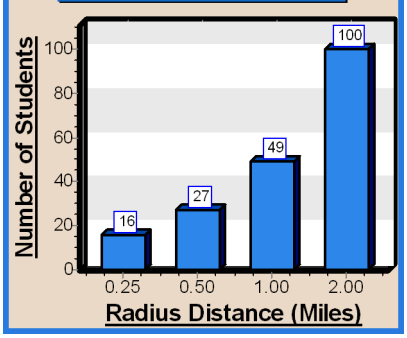
SafeRoutes
Ohio Safe Routes to School

1/11/2017

Total Enrollment = 271

	Radius (Miles)
County Boundary	0.25
City Boundary	0.5
School	1.0
Students	2.0

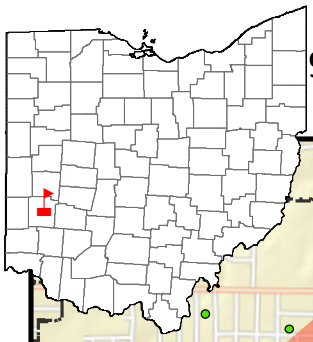
Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Wogaman Elem - Dayton Public - Montgomery Co



920 McArthur Ave, Dayton, OH 45408

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, ©

SafeRoutes
Ohio Safe Routes to School

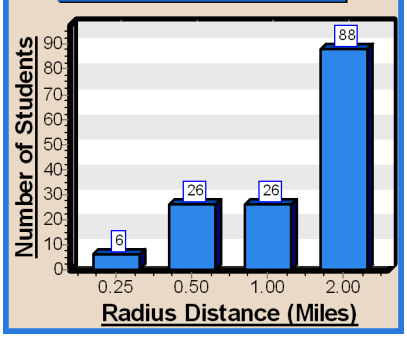
1/11/2017

Total Enrollment = 311

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

World of Wonder Elem - Dayton Public - Montgomery Co

5211 SR 634, Continental, OH 45831

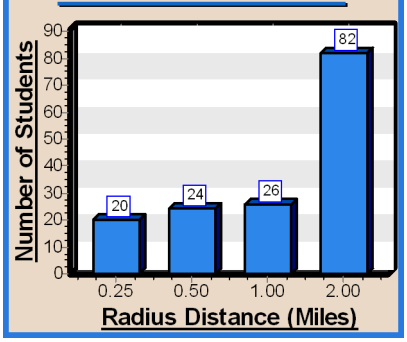
SafeRoutes
Ohio Safe Routes to School

1/11/2017

Total Enrollment = 259

	Radius (Miles)
County Boundary	0.25
City Boundary	0.5
School	1.0
Students	2.0

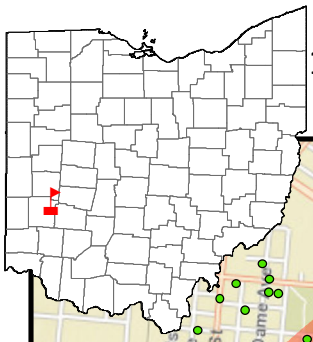
Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Wright Brothers Elementary - Dayton Public - Montgomery Co



1361 Huffman Ave, Dayton, OH 45424

SafeRoutes
Ohio Safe Routes to School

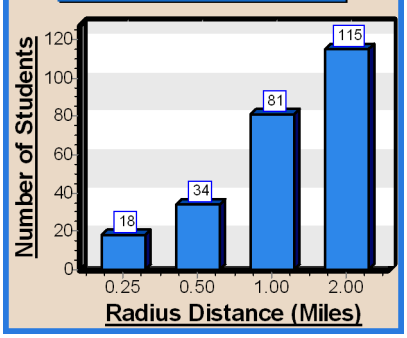
1/11/2017

Total Enrollment = 389

County Boundary
City Boundary
School
Students

Radius (Miles)
0.25
0.5
1.0
2.0

Student Counts



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

OHIO DEPARTMENT OF TRANSPORTATION
Division of Planning
Office of Program Management

Dayton SRTS Program Prioritization Matrix

Category	New Criterion Language	Weighting
Pedestrian/ bicycle potential	Project supports priority corridor (on prioritiy corridor = 20 points; within 1/4 mile of priority corridor and on street that connects to priority corridor = 5 points)	4
Pedestrian/ bicycle potential	K-8 schools within 1/2 mile of project (2+ schools = 20 points, 1 school = 10 points)	11
Deficiency	Sidewalk project is on a block with missing sidewalk (block has no sidewalks and project would provide continuous sidewalk on at least one side = 20 points; block does not have continuous sidewalks and project would provide continuous sidewalk on at least one side = 15 points; block has continuous sidewalk on one side and project would provide continuous sidewalk on the other side = 10 points; block has continuous sidewalk on one side and discontinous sidewalk on the other side and project would complete the discontinuous sidewalk, 5 points)	4
Deficiency	Project is along or facilitates crossing a road where traffic speed or traffic volume may be a concern (road classification is US Highway = 20 points; road classification is State Highway = 15 points; road classification is collector = 10 points)	4
Deficiency	Project is within 500 feet of a pedestrian or bicycle crash location that has occurred within the last 5 years (5 or more crashes = 20 points; 4 crashes = 16 points; 3 crashes = 12 points; 2 crashes = 8 points; 1 crash = 4 points)	7
Feasibility	Estimated project cost is categorized as low or medium (estimated project cost is under $20,000 = 20 points; estimated project cost is $20,000 to $149,999 = 10 points; estimated project cost is $150,000 or more = 0 points)	9
Feasibility	Project requires ROW acquisition (yes = -20)	3
School demographics	Percent of students at school closest to project that are classified by the Ohio Department of Education school report card as economically disadvantaged (over 75% = 20 points; 50-75% = 14 points; 25-50% = 6 points)	3
School demographics	Percentage of students with disabilities at school closest to project is above the state average of 15% (yes = 20 points)	2
Support	Project is within 1/4 mile of a K-8 school that has delivered a child pedestrian or bicycle safety edcuation program in the last 2 years (yes = 20)	2
Support	Project is within 1/4 mile of K-8 school that has participated in International Walk to School Day in the last 2 years (yes = 20)	2