

# Bay Village, Ohio

SAFE ROUTES TO SCHOOL TRAVEL PLAN

2019



*School Travel Plan for  
Normandy Elementary,  
Westerly Elementary,  
and Bay Middle School.*

## SAFE ROUTES TO SCHOOL TRAVEL PLAN OVERVIEW

This School Safe Routes to School Travel Plan (STP) outlines Bay Village’s intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school. The Ohio Safe Routes to School (SRTS) program requires applicants to have an approved STP when applying for SRTS funds.

**Section 1: Our Schools and SRTS team.** This section includes information on target schools, our SRTS team members, and additional stakeholders.

**Section 2: Our SRTS Vision.** This section records the SRTS team’s vision for long term goals of the SRTS program.

**Section 3: Existing Conditions.** This section describes the current travel environment and behaviors, including such things as the current number of walkers/bicyclists, current community concerns, and current activities or policies that either support or hinder walking and bicycling to school.

**Section 4: Key Issues Impacting Safe Walking and Bicycling to School.** This section records specific issues that deter students from walking and bicycling to school.

**Section 5: Recommended SRTS Countermeasures.** This section includes a comprehensive listing of potential solutions to barriers identified in Section 4; all 5 Es (education, encouragement, enforcement, engineering and evaluation) are addressed.

**Section 6: Public Input.** This section records the process used to solicit public input on the STP and a bulleted summary of key input provided.

**Section 7: Final Plan – Pledge of Support.** This section records endorsement and pledges of support from key people, agencies, and organizations for the SRTS program and STP.

## SECTION 1: OUR SCHOOLS AND SRTS TEAM

School District		School Name					School Address			Grades served	
Bay Village City Schools		Bay Middle School					27725 Wolf Road Bay Village, OH 44140			5-8	
Students 2019-2020											
Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economic Disadvantage	Limited English Proficient	Students with Disabilities	Migrant	
765	4	0	7	6	14	710	53	0	66	0	

School District		School Name					School Address			Grades served	
Bay Village City Schools		Normandy Elementary					26920 Normandy Road Bay Village, OH 44140			K-2	
Students 2019-2020											
Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economic Disadvantage	Limited English Proficient	Students with Disabilities	Migrant	
537	3	0	5	23	21	484	26	1	38	0	

School District		School Name					School Address			Grades served	
Bay Village City Schools		Westerly Elementary					30301 Wolf Road Bay Village, OH 44140			3-4	
Students 2019-2020											
Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economic Disadvantage	Limited English Proficient	Students with Disabilities	Migrant	
353	3	0	5	13	13	319	33	2	41	0	

## SECTION 1A: COMMUNITY STAKEHOLDERS AND THE SRTS TEAM

### School Representatives:

Name	Email address	5 E Role:
Tom Grodek	<a href="mailto:Tom.grodek@bayschoolsphio.org">Tom.grodek@bayschoolsphio.org</a>	Education
Jodie Hausmann	<a href="mailto:Jodie.hausmann@bayschoolsphio.org">Jodie.hausmann@bayschoolsphio.org</a>	Education

### Community Representatives:

Name	Email address	5 E Role:
Rob Chappelle	<a href="mailto:Robert.chappelle@mottmac.com">Robert.chappelle@mottmac.com</a>	Engineering
Jennifer Smilie	<a href="mailto:jennifer@villagebicycle.org">jennifer@villagebicycle.org</a>	Encouragement
Carl Gonzalez	<a href="mailto:carl@villagebicycle.org">carl@villagebicycle.org</a>	Encouragement
Kate Moening	<a href="mailto:kmoening@mpo.noaca.org">kmoening@mpo.noaca.org</a>	Encouragement/Education
David Short	<a href="mailto:David.short@dot.ohio.gov">David.short@dot.ohio.gov</a>	Encouragement/Engineering

### Local Government Representatives:

Name	Email address	5 E Role:
Kathryn Kerber	<a href="mailto:kkerber@cityofbayvillage.com">kkerber@cityofbayvillage.com</a>	Evaluation
Paul Koomar	<a href="mailto:pkoomar@cityofbayvillage.com">pkoomar@cityofbayvillage.com</a>	Encouragement
Jon Liskovec	<a href="mailto:jliskovec@cityofbayvillage.com">jliskovec@cityofbayvillage.com</a>	Engineering

### Education Representative:

Name	Email address	5 E Role:
Lawrence Kuh	<a href="mailto:Lawrence.kuh@bayschoolsohio.org">Lawrence.kuh@bayschoolsohio.org</a>	Education
Aaron Ereditario	<a href="mailto:Aaron.Ereditario@bayschoolsohio.org">Aaron.Ereditario@bayschoolsohio.org</a>	Education
Josie Sanfilippo	<a href="mailto:Josie.Sanfilippo@bayschoolsohio.org">Josie.Sanfilippo@bayschoolsohio.org</a>	Education
Dan Sebring	<a href="mailto:Dan.Sebring@bayschoolsohio.org">Dan.Sebring@bayschoolsohio.org</a>	Education

### Health Representatives:

Name	Email address	5 E Role:
Megan Conklin	<a href="mailto:mconklin@ccbh.net">mconklin@ccbh.net</a>	Encouragement/Education

### Public Safety Representatives:

Name	Email address	5 E Role:
Mark Spaetzel	<a href="mailto:mspaetzel@cityofbayvillage.com">mspaetzel@cityofbayvillage.com</a>	Enforcement
Calvin Holliday	<a href="mailto:cholliday@cityofbayvillage.com">cholliday@cityofbayvillage.com</a>	Enforcement

#### 1A. The lead contact for our Plan is:

Name: Kathryn Kerber  
 Affiliation: City of Bay Village  
 Phone Number: 440-899-3412  
 Email address: [kkerber@cityofbayvillage.com](mailto:kkerber@cityofbayvillage.com)  
 Mailing address: 350 Dover Center Road, Bay Village, Ohio 44140

## SECTION 2: OUR SRTS VISION

The vision of the Bay Village Safe Routes to School Committee is to encourage safe walking, biking, and other forms of active transportation by enhancing the infrastructure and promoting activities to improve health and sense of community.

## SECTION 3: CURRENT STUDENT TRAVEL

### BAY MIDDLE SCHOOL (5-8)

2018-2019 enrollment = 633

2019-2020 enrollment = 764

#### 3A. Number of students who live within walking and bicycling distance of school (2018-19)

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	18	2.8%
Within 1/2 mile of school	57	9.0%
Within 1 mile of school	172	27.2%
Within 2 miles of school	260	41.1%

**Mapping student addresses.** A map showing the school attendance boundary, school site and dots indicating where students live is attached. (2018-19)

#### 3B. Number of students currently walking and bicycling to school and the primary walking and bicycling routes.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
April 2018 morning	2.96%	22.92%	18.15%	50.09%	5.79%	0.00%	0.09%
April 2018 afternoon	12.78%	23.21%	24.15%	33.69%	6.08%	0.00%	0.09%
May 2018 morning (Bike-to-School)	1.66%	60.16%	8.45%	27.62%	2.11%	0.00%	0.00%
May 2018 afternoon (Bike-to-School)	3.38%	61.05%	12.81%	20.76%	1.95%	0.00%	0.05%
Primary walking/bicycling routes	Wolf Road, Cahoon Road, Sutcliffe Road, Beach Lane, Osborn Road, West Oakland Road						

### 3C. School or district policies that impact students walking or bicycling to school.

#### District Bus Policies

*Policy:* Students who live more than 2 miles away from school are eligible for bus transportation.

*How it affects student travel modes:* About 60% of students are eligible for busing. Students who aren't eligible and those who choose not to take the bus are driven by their parents, walk, or bike to school.

Students are dropped off and picked up in the back of the school on West Oakland. Parents are not permitted to drop students off here. This helps separate buses and parents, who are only allowed to pick up and drop off in the front of the school. This helps avoid possible accidents between parents who drive cars and students who take the bus. It has also allowed buses to move more quickly and easily to pick students up at the end of the school day.

#### School Travel Policies

*Policy:*

##### **“Parent Transportation**

Parents who drive students to school from areas east and west of the school are asked to drop students in front of the building at the main entrance. Please do not drop students behind the building on West Oakland. This is not a drop off area.

Please do not enter the bus turnaround at bus arrival or bus departure times. This presents a safety hazard for students. Parents may use the bus turnaround after 7:30 am and after 3:30 pm. This is subject to change throughout the school year due to Bay Village traffic patterns.

##### **Bicycles Riders and Walkers**

Students are permitted and encouraged to ride bicycles to school. It is recommended that bicycles be locked and properly licensed by the Bay Village Police Dept. The school is not responsible for lost, stolen or damaged bicycles. Make sure your bicycle is locked in an appropriate location.

There is to be no bicycle riding or walking in the parking lots at any time. Students are expected to observe the rules of safety, courtesy and respect for the property of others in the operation of their bicycle; this includes using caution when crossing the street.”

*How it affects student travel modes:* Parents are not permitted to drop students off in the back of the school, but only in the front two parking lots. Students are not permitted to step foot or ride bikes in the parking lot at Bay Middle School, which keeps students safe around parent vehicles. Students are also required to walk their bikes on sidewalks until they are off school property.

**3D. School Arrival and Dismissal Process.**

<p><b>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</b></p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p><b>Do all students use the same entrance to the school building in the morning?</b></p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p>Students enter at four different locations at the front and back of the building at the main entrance and gym entrance. There is a security guard from 6:45 AM to 7:45 AM at each entrance.</p>
<p><b>Are all students released at the same time during dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, all students are released at the same time.</p> <p><input type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p>No, school staff is not involved in either arrival or dismissal.</p> <p>School staff are stationed at the main entrances of the school.</p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>A crossing guard is located at the intersection of Wolf Road and Cahoon Road</p>
<p><b>Are there police officers that help with arrival or dismissal procedures at this school?</b></p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p> <p>If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:</p>
<p><b>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</b></p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p>

**3E. Parent Attitudes towards walking and biking.** The top 5 reasons impacting the decisions of parents who currently DO NOT allow their children to walk or bicycle to school according to the Parent Survey Report.

<b>Reasons for not allowing children to walk or bicycle to school:</b>
Distance – 68.89% Spring, 2019. 60.71% Fall, 2019
Safety of intersections and crossings – 62.22% Spring, 2019. 60.71% Fall, 2019

Weather or climate – 51.11% Spring, 2019. 53.57% Fall, 2019
Traffic along route – 42.22% Spring, 2019. 48.21% Fall, 2019
Speed of traffic along route – 31.11% Spring, 2019. 33.93% Fall, 2019 Time – 31.11% Spring, 2019. 50.00% Fall, 2019

3F. **Safety Issues and Concerns.** Summary of traffic safety issues and concerns that were gathered anecdotally from the team, parents and the community at large.

“Drivers not paying attention” was the most common issue reported. They failed to comply with posted signs and crossing guards.

**Relevant traffic crashes.** Summary of crash data reports recorded within 2 miles of the school site for 2013-2017.

There were **1,487** total crashes within the STP study area.

The crashes resulted in **304** injuries and **0** fatalities.

The number of crashes that involved bicycles was **23**.

The number of crashes that involved pedestrians was **6**.

3G. **Walking and bicycling encouragement activities at the school.**

Activity	How it encourages walking or bicycling
Bike to School Month Challenge	Students are encouraged to bike to school for an entire month in the spring, typically the entire month of May. Students can win gift cards, prizes, and free treats for participating and wearing a helmet in bike to school month.
Bike Safety Education and Positive Behavioral Interventions and Supports (PBIS)	There are videos created by students to display proper bike safety that are shown in the spring. There is also a bike fair that provides bike maintenance and bike safety giveaways. Bike safety posters are displayed throughout the school during bike to school month.

## NORMANDY ELEMENTARY (K-2)

2018-2019 enrollment = 470

2019-2020 enrollment = 537

### 3A. Number of students who live within walking and bicycling distance of school (2018-19).

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	23	4.9%
Within 1/2 mile of school	61	13.0%
Within 1 mile of school	95	20.2%
Within 2 miles of school	157	33.4%

**Mapping student addresses.** A map showing the school attendance boundary, school site and dots indicating where students live is attached. (2018-19)

### 3B. Number of students currently walking and bicycling to school and the primary walking and bicycling routes.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
April 2018 morning	3.52%	0.32%	66.81%	26.36%	2.77%	0.00%	0.21%
April 2018 afternoon	3.62%	0.32%	70.29%	22.26%	2.77%	0.00%	0.75%
May 2018 morning (Bike-to-School)	2.95%	0.95%	64.70%	28.45%	2.57%	0.38%	0.00%
May 2018 afternoon (Bike-to-School)	4.11%	0.86%	66.44%	26.29%	1.72%	0.29%	0.29%
Fall 2019 morning	4.72%	0.10%	65.42%	27.70%	1.18%	0.00%	0.88%
Fall 2019 afternoon	4.40%	0.00%	68.36%	22.97%	3.16%	0.00%	1.10%
Primary walking/bicycling routes	Normandy Road, Douglas Drive, Dover Center Road, Wolf Road.						

### 3C. School or district policies that impact students walking or bicycling to school.

#### District Bus Policies

*Policy:* Students must live more than a mile away to be eligible for a bus. Exceptions are made for students with disabilities who may need transportation services regardless of residence.

*How it affects student travel modes:* Students are encouraged to ride the bus if they live a bussing area. We find the bus to be the most efficient and reliable way to get students to school and home at dismissal.

### School Travel Policies

*Policy:* Normandy student population is made up of kindergarten, first, and second grade students. Due to the age of the students, they are not allowed to walk on their own or ride their bikes on their own to or from school.

*How it affects student travel modes:* Principal Sebring has had very few parents question this practice. Overall, it has allowed for a very safe and secure release of students at the end of the day. The school provides a bike rack, but with a sign that says the following: “Due to the age of our Normandy students, they are not permitted to ride their bicycle to or from school. For parents who choose to ride bikes to and/or from school with their child, the school has no responsibility in these situations.

### 3D. School Arrival and Dismissal Process.

<p><b>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p><b>Do all students use the same entrance to the school building in the morning?</b></p> <p><input checked="" type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input type="checkbox"/> No, students can use different entrances.</p>
<p><b>Are all students released at the same time during dismissal?</b></p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>We release car riders first (including those walking with parents), then begin 2 buses at a time.</p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>We have aides at both our car drop off area and bus drop off area, and teaching staff and security aide visible immediately inside building to greet students as they enter.</p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>Crossing guards are located at Wolf and Douglas; and Normandy and Douglas.</p>
<p><b>Are there police officers that help with arrival or dismissal procedures at this school?</b></p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>

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

- Yes, we have a student safety patrol.
- No, we do not have a student safety patrol.

3E. **Parent Attitudes towards walking and biking.** The top 5 reasons impacting the decisions of parents who currently DO NOT allow their children to walk or bicycle to school according to the Parent Survey Report.

Reasons for not allowing children to walk or bicycle to school:
Distance – 71.59% Spring, 2019
Safety of Intersections and crossings – 60.23% Spring, 2019
Amount of traffic along route – 60.23% Spring, 2019
Weather or climate – 59.09% Spring, 2019
Speed of traffic along route – 48.86% Spring, 2019

3F. **Safety Issues and Concerns.** Summary of traffic safety issues and concerns that were gathered anecdotally from the team, parents and the community at large.

The biggest concern was traffic on Normandy Road. Cars, buses, and day car vans all maneuver for space during pickup and drop off. Parents often park inappropriately on Normandy, and the Normandy/Douglas intersection is very busy during arrival and dismissal.

**Relevant traffic crashes.** Summary of crash data reports recorded within 2 miles of the school site for 2013-2017.

There were **1,358** total crashes within the STP study area.  
 The crashes resulted in **308** injuries and **0** fatalities.  
 The number of crashes that involved bicycles was **21**.  
 The number of crashes that involved pedestrians was **8**.

3G. **Walking and bicycling encouragement activities at the school.**

Activity	How it encourages walking or bicycling
Parent Involvement	Due to the age of the students, parents are encouraged to walk or bike to school with their children.

## WESTERLY ELEMENTARY (3-4)

2018-2019 enrollment = 320

2019-2020 enrollment = 353

### 3A. Number of students who live within walking and bicycling distance of school (2018-19).

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	10	3.1%
Within 1/2 mile of school	38	11.9%
Within 1 mile of school	87	27.2%
Within 2 miles of school	79	24.7%

**Mapping student addresses.** A map showing the school attendance boundary, school site and dots indicating where students live is attached. (2018-19)

### 3B. Number of students currently walking and bicycling to school and the primary walking and bicycling routes.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
April 2018 morning	4.35%	18.59%	44.78%	30.33%	1.96%	0.00%	0.00%
April 2018 afternoon	7.03%	18.30%	60.94%	11.38%	2.34%	0.00%	0.00%
May 2018 morning (Bike-to-School)	1.25%	51.20%	28.82%	18.21%	0.52%	0.00%	0.00%
May 2018 afternoon (Bike-to-School)	1.76%	51.21%	38.44%	7.82%	0.77%	0.00%	0.00%
Primary walking/bicycling routes	Wolf Road, Bradley Road, Bassett Road, Ashton Lane, Maple Drive, Crestview Drive, Wildbrook Drive						

### 3C. School or district policies that impact students walking or bicycling to school.

#### District Bus Policies

*Policy:* Students in grades 3-4 living more than one and one-half miles from Westerly Elementary are eligible for bus transportation.

*How it affects student travel modes:* About half the students are eligible for busing, the remainder are brought by car, walk, or bike to school. All students are dropped off and picked up at the main entrance of the building. As buses enter the driveway, students are dropped off near the main entrance. Parents are informed

that they should not pull in between buses, and that the buses have priority in the am. At the end of the day, all buses line the parking lot as bus riders are dismissed. With the help of staff and safety patrol, we ensure all students are on buses before leaving. Once buses have left, parents picking up their children arrive and students walking and riding are dismissed.

### School Travel Policies

*Policy:* There are designated entrances and procedures for walkers, bike riders, bus riders, and car riders.

*How it affects student travel modes:* All students are required to enter through the main entrance of the building. Parents are not permitted to drop students off in the back of the building (Maple). Bike riders must walk their bike when entering school grounds, wear a helmet and lock their bike using the bike racks available. No student is permitted to enter the parking lot during pick up. Parents are not to park in spaces and have their child walk to their parked car.

### 3D. School Arrival and Dismissal Process.

<p><b>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p><b>Do all students use the same entrance to the school building in the morning?</b></p> <p><input checked="" type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input type="checkbox"/> No, students can use different entrances.</p>
<p><b>Are all students released at the same time during dismissal?</b></p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>Walkers and bikers not released until buses leave.</p>
<p><b>Is school staff involved in either arrival or dismissal?</b></p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>Martha Fisher is in charge of the Safety Patrol. She is present for arrival and dismissal to make sure everyone is safe and follows the rules.</p> <p>A teacher monitors bike arrival in the morning to make sure bikes are parked safely.</p>
<p><b>Are there any adult crossing guards located along student walking routes?</b></p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>A crossing guard is located at Wolf Road and Saddler Road</p>
<p><b>Are there police officers that help with arrival or dismissal procedures at this school?</b></p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p>

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

- Yes, we have a student safety patrol.
- No, we do not have a student safety patrol.

There is a 4th grade Safety Patrol that assists guiding kids to buses. At the end of the school year, the graduating 4<sup>th</sup> graders help train the rising 4<sup>th</sup> graders on the Safety Patrol responsibilities.

3E. **Parent Attitudes towards walking and biking.** The top 5 reasons impacting the decisions of parents who currently DO NOT allow their children to walk or bicycle to school according to the Parent Survey Report.

Reasons for not allowing children to walk or bicycle to school:
Distance – 72.34% Spring, 2019. 57.14% Fall, 2019
Amount of traffic along route – 63.83% Spring, 2019. 71.43% Fall, 2019
Safety of Intersections and crossings – 53.19% Spring, 2019. 57.14% Fall, 2019
Weather or climate – 51.06% Spring, 2019. 28.57% Fall, 2019
Speed of traffic along route – 42.55% Spring, 2019. 57.14% Fall, 2019

3F. **Safety Issues and Concerns.** Summary of traffic safety issues and concerns that were gathered anecdotally from the team, parents and the community at large.

The biggest safety concern was the backup of cars and buses on Wolf Road and in the parking lot during pickup and drop off.

**Relevant traffic crashes.** Summary of crash data reports recorded within 2 miles of the school site for 2013-2017.

There were **1,182** total crashes within the STP study area.  
 The crashes resulted in **252** injuries and **1** fatalities.  
 The number of crashes that involved bicycles was **17**.  
 The number of crashes that involved pedestrians was **5**.

3G. **Walking and bicycling encouragement activities at the school.**

Activity	How it encourages walking or bicycling
Bike to School Week	Students and parents are encouraged to Bike to School for a week in the spring. This is in coordination with the Bike to School Month that takes place across the district. Students can win gift cards, prizes, and even a bike(s) for participating.

## SECTION 4: KEY ISSUES IMPACTING WALKING AND BIKING TO SCHOOL

### BAY MIDDLE SCHOOL (5-8) – KEY ISSUES

Issue/Description
<p>1. Issue: Distance</p> <ul style="list-style-type: none"> <li>• Students have to leave home earlier to arrive on time when walking or biking.</li> <li>• Only major intersections close to the schools have crossing guards</li> <li>• Weather conditions exacerbate distance issues.</li> </ul>
<p>2. Issue: Safety of Intersections and Crossings</p> <ul style="list-style-type: none"> <li>• Crossing guards are not available at most crossings.</li> <li>• Lack of vehicle compliance with traffic laws.</li> <li>• Not all intersections are ADA-compliant.</li> <li>• The crossing distance and time at the Wolf-Cahoon and Wolf-Dover Center intersections is rather long, especially if crossing both roads.</li> </ul>
<p>3. Issue: Weather or Climate</p> <ul style="list-style-type: none"> <li>• Winter weather and lack of clear sidewalks may force students onto roadways.</li> <li>• Corners of intersections are piled with snow forcing students onto roadways and creating blind spots.</li> </ul>
<p>4. Issue: Amount of traffic along route</p> <ul style="list-style-type: none"> <li>• Vehicles exceed the posted speed limits</li> <li>• Vehicles disregard “No Turn on Red” and other posted signs.</li> </ul>
<p>5. Issue: Speed of traffic along route / Time</p> <ul style="list-style-type: none"> <li>• Blind driveways with poor visibility create risk for cars and bicycles in a hurry</li> <li>• Shrubbery blocks visibility</li> </ul>

### NORMANDY ELEMENTARY (K-2) – KEY ISSUES

Issue/Description
<p>1. Issue: Distance</p> <ul style="list-style-type: none"> <li>• Students are accompanied by an adult at this age/grade level to walk or bike to school</li> <li>• Only major intersections close to the schools have crossing guards</li> <li>• Weather conditions exacerbate distance issues.</li> </ul>
<p>2. Issue: Safety of Intersections and Crossings</p> <ul style="list-style-type: none"> <li>• Crossing guards are not available at most crossings.</li> <li>• Lack of vehicle compliance with traffic laws.</li> <li>• Not all intersections are ADA-compliant.</li> </ul>
<p>3. Issue: Amount of traffic along route</p> <ul style="list-style-type: none"> <li>• Vehicles exceed the posted speed limits, disregard “No Turn on Red” and other signs.</li> <li>• Vehicles don’t follow established drop off and pickup procedures.</li> </ul>
<p>4. Issue: Weather or Climate</p> <ul style="list-style-type: none"> <li>• Winter weather and lack of clear sidewalks may force students onto roadways.</li> <li>• Corners of intersections are piled with snow forcing students onto roadways and creating blind spots.</li> </ul>
<p>5. Issue: Speed of traffic along route</p> <ul style="list-style-type: none"> <li>• Vehicles exceed speed limits, disregard “No Turn on Red” and other posted signs.</li> <li>• Blind driveways with poor visibility create risk for cars and bicycles in a hurry</li> <li>• Shrubbery blocks visibility especially for younger/smaller children.</li> </ul>

## WESTERLY ELEMENTARY (3-4) – KEY ISSUES

Issue/Description
<p>1. Issue: Distance</p> <ul style="list-style-type: none"> <li>• Students have to leave home earlier to arrive on time when walking or biking.</li> <li>• Only major intersections close to the schools have crossing guards</li> <li>• Weather conditions exacerbate distance issues.</li> </ul>
<p>2. Issue: Amount of traffic along route</p> <ul style="list-style-type: none"> <li>• Vehicles exceed the posted speed limits</li> <li>• Vehicles disregard “No Turn on Red” and other posted signs.</li> </ul>
<p>3. Issue: Safety of Intersections and Crossings</p> <ul style="list-style-type: none"> <li>• Crossing guards are not available at most crossings.</li> <li>• Lack of vehicle compliance with traffic laws.</li> <li>• Not all intersections are ADA-compliant.</li> </ul>
<p>4. Issue: Weather or Climate</p> <ul style="list-style-type: none"> <li>• Winter weather and lack of clear sidewalks may force students onto roadways.</li> <li>• Corners of intersections are piled with snow forcing students onto roadways and creating blind spots.</li> </ul>
<p>5. Issue: Speed of traffic along route</p> <ul style="list-style-type: none"> <li>• Vehicles exceed speed limits, disregard “No Turn on Red” and other posted signs.</li> <li>• Blind driveways, shrubbery inhibit visibility and create risk for cars and bicycles in a hurry</li> </ul>

## SECTION 5: RECOMMENDED SRTS COUNTERMEASURES

### 5A. Non-infrastructure Countermeasure Recommendations

**EDUCATION COUNTERMEASURES:** Strategies to implement in the next 12 months.

EDUCATION	
Issue	Countermeasure
Student Education	<p>Collaborate with BVPD to provide instruction for students about traffic signals and traffic laws.</p> <p>Continue Safety Town Program, implement “refresher” course for older students (grades 2-3?).</p> <p>Provide travel route maps to students and parents indicating the safest routes to school.</p> <p>Continue and expand cross-curricular education on biking.</p>
Bicycle Safety Education	<p>Provide educational opportunities for students to learn about the importance of bike helmets and following traffic rules/laws.</p> <p>Show ODOT’s “Every Move You Make, Keep it Safe” video and utilize the Toolkit.</p> <p>Incorporate (SRTS Curriculum and/or bike helmet and related safety information) into PE and health class curricula</p>
Safety at crossings (off school property)	<p>Encourage use of designated safe routes to school by students and parents.</p> <p>Continue Safety Town Program, implement “refresher” course for older students (grades 2-3?).</p>

Medium and long term strategies that the team will undertake beyond 12 months:

1. Continue to provide student education programs and incentives for bicycle and walking safety.
2. Provide drop off/ pickup plan information for each school, and share details with students and parents.
3. Continue or implement Walk & Bike to School Days, Walking School Bus, Safety Town, and Bike Rodeo programs.
4. Use online communications to share travel plans with students and parents.

**ENCOURAGEMENT COUNTERMEASURES:** Strategies to implement in the next 12 months.

ENCOURAGEMENT	
Issue	Countermeasure
Safe travel routes to school	Create a Walking School Bus program for students walking to school.  Promote National Bike/Walk to School Day/Week/Month.
Pedestrian safety	Target enforcement along travel routes.  Create and implement Walking Wednesdays and/or Fitness Fridays to encourage students to walk/bike to school with parents participation
Crossing guard placement and community awareness	Communicate the location of crossing guards along travel routes to students and parents.
Bicycle maintenance and safety	Continue Bike Safety Fair just prior to BTS month with information on bike maintenance and registration.  Introduce Bike Maintenance Club at the Middle School in coordination with the Village Bike Co-op.

Medium and long term strategies that the team will undertake beyond 12 months:

1. Provide educational opportunities for students, parents, and drivers about school travel routes.
2. Evaluate, update, and communicate school travel plan.
3. Work with school/parents/volunteers to establish walking school bus routes.

**ENFORCEMENT COUNTERMEASURES:** Strategies to implement in the next 12 months.

ENFORCEMENT	
Issue	Countermeasure
Make travel routes safe in inclement weather	Enforce/encourage clearing of sidewalks during inclement weather, increase awareness of city ordinance for sidewalk snow removal  Consider plan to help older adults and people with disabilities with snow removal.
Enforcement of traffic speed in school zones and along travel routes.	Enforce 20 MPH zone during posted hours.  Display digital speed signs in speed zones and along travel routes.

Traffic enforcement to improve safety along routes to schools	Collaborate with BVPD to improve safety along travel routes to schools.
Crossing guard review and implementation	Purchase/update safety clothing (vests, hats, gloves, etc.) and equipment (flags, cones, flashlights, etc.) for crossing guards.  Provide additional training for crossing guards (LTAP)
Illegal parking, drop-off/pick-up violations	Enforce transportation policies/rules.

Medium and long term strategies that the team will undertake beyond 12 months:

1. Evaluate, update, and communicate travel plan changes with students and parents.
2. Collaborate with BVPD for traffic law/speed enforcement in school zones and along school travel routes.
3. Train and support crossing guards.

**EVALUATION COUNTERMEASURES:** Strategies to implement in the next 12 months.

EVALUATION	
Issue	Countermeasure
Measure success and sustainability of STP according to parents	Conduct online parent surveys.
Measure success and sustainability of STP based on actual student travel	Conduct in-class student tallies.
Sustainability of STP	Implement online link for students and parents to submit input to the SRTS committee.

Medium and long term strategies that the team will undertake beyond 12 months:

1. Conduct online parent surveys at the start and end of the school year.
2. Conduct in-class student travel tallies at the start and end of the school year.
3. Evaluate, update, and communicate STP.
4. Implement the online link for input to the SRTS committee.

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

Non-Infrastructure Countermeasure		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Collaborate with BVPD to provide instruction for students about traffic signals and traffic laws.	PLAN												
All School Administrators, BVPD	IMPLEMENT												
Continue Safety Town Program, implement “refresher” course for older students (grades 2-3?).	PLAN												
Normandy Administrator, BVPD	IMPLEMENT												
Provide travel route maps to students and parents indicating the safest routes to school and location of crossing guards, promote use of those routes.	PLAN												
All School Administrators	IMPLEMENT												
Continue and expand cross-curricular education on biking.	PLAN												
All School Administrators	IMPLEMENT												
Provide educational opportunities for students to learn about the importance of bike helmets and following traffic rules/laws.	PLAN												
All School Administrators	IMPLEMENT												
Show ODOT’s “Every Move You Make, Keep it Safe” video and utilize the Toolkit.	PLAN												
All School Administrators	IMPLEMENT												
Incorporate (SRTS Curriculum and/or bike helmet and related safety information) into PE and health class curricula	PLAN												
PE, Health Teachers	IMPLEMENT												

Create a Walking School Bus program for students walking to school.	PLAN												
All School Administrators	IMPLEMENT												
Promote National Bike/Walk to School Day/Week/Month.	PLAN												
All School Administrators	IMPLEMENT												
Target enforcement along travel routes for pedestrian safety.	PLAN												
BVPD	IMPLEMENT												
Create and implement Walking Wednesdays and/or Fitness Fridays to encourage students to walk/bike to school with parents participation	PLAN												
All School Administrators	IMPLEMENT												
Continue Bike Safety Fair just prior to BTS month with information on bike maintenance and registration	PLAN												
BMS Administrator	IMPLEMENT												
Introduce Bike Maintenance Club at the Middle School in coordination with the Village Bike Co-op.	PLAN												
BMS Administrator, Lawrence Kuh, Village Bicycle Cooperative	IMPLEMENT												
Enforce/encourage clearing of sidewalks during inclement weather, increase awareness of city ordinance for sidewalk snow removal.	PLAN												
BVPD	IMPLEMENT												
Consider plan to help seniors with snow removal.	PLAN												
All School Administrators, City Administration	IMPLEMENT												
Enforce 20 MPH zone during posted hours.	PLAN												
BVPD	IMPLEMENT												

Display digital speed signs in speed zones and along travel routes.	PLAN													
BVPD	IMPLEMENT													
Collaborate with BVPD to improve safety along travel routes to schools.	PLAN													
All School Administrators, BVPD	IMPLEMENT													
Purchase/update safety clothing (vests, hats, gloves, etc.) and equipment (flags, cones, flashlights, etc.) for crossing guards.	PLAN													
BVPD	IMPLEMENT													
Provide additional training for crossing guards (LTAP)	PLAN													
BVPD	IMPLEMENT													
Enforce school transportation policies/rules for parking, pick up, and drop off.	PLAN													
All School Administrators, BVPD	IMPLEMENT													

## 5C. Infrastructure Countermeasure Recommendations

### Map ID Key:

BMS = Bay Middle School

NE = Normandy Elementary

WE = Westerly Elementary

City = Citywide, impacts multiple schools

Map ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source	Status
City	Pedestrian Crossings	Pedestrian crosswalks in the city lack ADA-compliant ramps	Replace non-compliant ramps with ADA-compliant ramps	Short term	High	City of Bay Village	\$2,500 per corner	ODOT SRTS	Planning
City	Pedestrian Crossings	Pedestrian crosswalks in the city lack ADA-compliant pedestrian signals	Replace non-compliant pedestrian signals with ADA-compliant pedestrian signals	Short term	High	City of Bay Village	\$1,500 per signal	ODOT SRTS	Planning
City BMS (1) NE (1)	Wolf Rd at new library entrance	Blind exit from west end of shopping center	Coordinate with townhome developer/library	Medium term	High	City of Bay Village	\$5,000	ODOT SRTS Developer	Planning
BMS (2)	Wolf Rd at BMS front entrance or Glendenning Intersection	No pedestrian crossing from bike path to BMS	Add RRFB crosswalk at intersection or further east for soccer traffic	Medium term	High	City of Bay Village	\$25,000	ODOT SRTS	Planning
BMS (3)	Wolf Rd at Porter Creek Dr or Beach Ln Intersection	No pedestrian crossing from bike path/LENSC to BMS	Add standard or RRFB ADA-compliant crosswalk	Medium term	High	City of Bay Village	\$25,000	ODOT SRTS	Planning
BMS (4)	Osborn Rd / Sutcliffe Dr Intersection	Ramps not angled correctly	Replace ramps with ADA-compliant ramps Restripe crosswalks	Medium term	High	City of Bay Village	\$15,000	ODOT SRTS	Planning
BMS (4)	Osborn Rd / Sutcliffe Dr Intersection	Heavily used intersection would benefit from increased visibility	Add RRFB crosswalk	Medium term	High	City of Bay Village	\$25,000	ODOT SRTS	Planning

<b>BMS (5)</b>	W Oakland Rd at BMS bus entrance	Drop off/pickup is non-compliant	Reconstruct drop off	Medium term	Medium	City of Bay Village	\$15,000	ODOT SRTS	Planning
<b>BMS (6)</b>	Cahoon Rd at BMS Service Entrance	No nearby east-west crosswalk	Consider crosswalk at BMS east exit	Long term	Medium	City of Bay Village	\$3,000	ODOT SRTS	Planning
<b>BMS (7)</b>	Cahoon Rd / Wolf Rd Intersection	Long crossing distance	Consider installing scramble type crosswalk	Short Term	High	City of Bay Village	\$2,000	ODOT SRTS	Planning
<b>BMS (8)</b>	Cahoon Rd at Park Ln	No nearby east-west crosswalk	Add standard or RRFB ADA-compliant crosswalk	Medium term	High	City of Bay Village	\$25,000	ODOT SRTS	Planning
<b>NE (2)</b>	Normandy Rd / Douglas Intersection	Congested during dropoff and pickup	Widen pavement, relocate sidewalk	Short Term	High	City of Bay Village	\$25,000	ODOT SRTS	Planning
<b>City NE (3)</b>	Wolf Rd / Douglas Rd Intersection	Crosswalks are angled wrong	Replace ADA ramps, add audible pedestrian signals, restripe	Short Tern	High	City of Bay Village	\$15,000	ODOT SRTS	Planning
<b>City NE (4)</b>	Wolf Rd / Dover Center Rd Intersection	Not enough time to cross both streets	Consider Installing scramble type crosswalk	Short Term	High	City of Bay Village	\$2,000	ODOT SRTS	Planning
<b>City NE (5)</b>	Dover Center Rd / Donald Ave Intersection	Multiple crosswalks, slope is too steep	Eliminate north crosswalk, enhance south crosswalk	Short Term	High	City of Bay Village	\$4,000	ODOT SRTS	Planning
<b>City NE (5)</b>	Dover Center Rd at bank exit	Blind driveway	Remove shrubs, add signage	Short term	High	City of Bay Village	\$750	ODOT SRTS	Planning
<b>NE (6)</b>	Douglas Dr near Midland Rd	Low sidewalk	Raise or replace sidewalk	Long Term	Low	City of Bay Village	\$1,000	ODOT SRTS	Planning
<b>City WE (1)</b>	Wolf Rd, from Bassett Rd to Bradley Rd	Regularly used by bicyclists, but no designated bicycle lane	Consider adding sharrows	Medium Term	Medium	City of Bay Village	\$5,000	ODOT SRTS	Planning
<b>City WE (2)</b>	Wolf Rd / Bradley Rd Intersection	Non-ADA compliant curb ramps	Replace ADA ramps, add audible pedestrian signals, restripe	Medium Term	Medium	City of Bay Village	\$15,000	ODOT SRTS	Planning

<b>City WE (3)</b>	Bradley Rd at Bradley Road Park entrance / Bay Lodge	No crosswalk across Bradley connecting the park to the route students travel	Install mid-block RRFB crosswalk	Medium term	Medium	City of Bay Village	\$25,000	ODOT SRTS	Planning
<b>WE (4)</b>	Pedestrian Bridge south of Westerly across Porter Creek	Structural maintenance concerns, non-compliant ADA	Rehabilitate or replace	Short Term	High	City of Bay Village	\$50,000	ODOT SRTS	Planning
<b>City WE (5)</b>	Ashton Ln / Bassett Rd Intersection	Irregular crosswalk configuration	Replace ADA ramps, restripe crosswalks	Long term	Low	City of Bay Village	\$15,000	ODOT SRTS	Planning
<b>City WE (6)</b>	Bassett Rd	Regularly used by bicyclists, but no designated bicycle lane	Consider adding sharrows	Long term	Low	City of Bay Village	\$2,500	ODOT SRTS	Planning
<b>City</b>	Wolf Rd	Regularly used by bicyclists, but no designated bicycle lane	Consider adding sharrows	Short Term	High	City of Bay Village	\$10,000	ODOT SRTS	Planning

## SECTION 6: PUBLIC INPUT

<b>Public Input Process:</b> Information table at BMS, Normandy, and Westerly open houses
<b>Dates:</b> August 13, 21, 22, 23, 2019
<b>Target Audience:</b> Administrators, Parents
<b>Key Input Received:</b> Distributed 500 flyers with information and requesting input. Received several emails with specific concerns about intersections, crosswalks, etc., in attached log.

<b>Public Input Process:</b> Presented at Board of Education Meeting
<b>Date:</b> Monday, August 26, 2019
<b>Target Audience:</b> Administrators, Parents
<b>Key Input Received:</b> Board of Education was interested in the project and seeing the draft plan.

<b>Public Input Process:</b> Presented at City Council meeting
<b>Date:</b> Tuesday, September 3, 2019
<b>Target Audience:</b> City Council and city residents
<b>Key Input Received:</b> City Council is interested in the project and seeing the draft plan.

<b>Public Input Process:</b> Presented at PTA meeting
<b>Date:</b> Thursday, September 5, 2019
<b>Target Audience:</b> Parents
<b>Key Input Received:</b> PTA members were interested in the project and seeing the draft plan.

<b>Public Input Process:</b> Public Input Meeting at BMS Library
<b>Date:</b> Wednesday, September 25, 2019
<b>Target Audience:</b> Parents, general public
<b>Key Input Received:</b> Received emails in advance of the public input meeting, log attached.

<b>Public Input Process:</b> Public Input and Team Meeting at Bay Village City Hall
<b>Date:</b> Wednesday, October 23, 2019
<b>Target Audience:</b> Parents, general public, SRTS Team
<b>Key Input Received:</b> Received emails in advance of the public input meeting, log attached.

<b>Public Input Process:</b> Public Input and Team Meeting at Bay Village City Hall
<b>Date:</b> Thursday, November 7, 2019
<b>Target Audience:</b> Parents, general public, SRTS Team
<b>Key Input Received:</b> Received emails in advance of the public input meeting, log attached.

## **SECTION 7: FINAL PLAN – PLEDGES OF SUPPORT (ATTACHED)**

**Bay Village City Council**

**Bay Village City Schools Board of Education**

**NOACA**

RESOLUTION NO. 19-105  
INTRODUCED BY: Mr. Mace

**A RESOLUTION**  
**IN SUPPORT OF THE SAFE ROUTES TO SCHOOL TRAVEL PLAN, SUBMISSION  
OF THE PLAN TO THE OHIO DEPARTMENT OF TRANSPORTATION, AND  
DECLARING AN EMERGENCY.**

**WHEREAS**, the Ohio Department of Transportation (ODOT) has established the Safe Routes to School (SRTS) program to promote safe, active transportation for students in kindergarten through eighth grades.

**WHEREAS**, pursuant to the guidelines of the SRTS program, the City of Bay Village, Bay Village City Schools, and members of the community formed a Safe Routes to School team responsible for creating a School Travel Plan;

**WHEREAS**, the Safe Routes to School team, per the SRTS guidelines and after considerable research and input from city officials, the schools, and the public, has drafted a School Travel Plan, presented it to the public in three public meetings separated by two-week comment periods, and subsequently finalized the Plan;

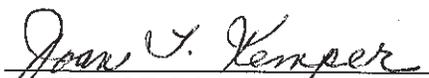
**NOW, THEREFORE**, be it resolved by the Council of the City of Bay Village, Ohio;

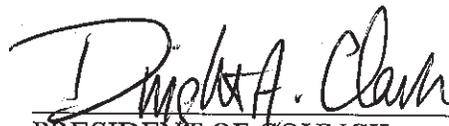
**SECTION 1.** That Council hereby endorses the School Travel Plan and submission of the plan to ODOT for review and approval.

**SECTION 2.** That Council finds and determines that all formal actions of this Council concerning and relating to the passage of this resolution were taken in an open meeting of this Council, and that all deliberations of this Council and of any committee that resulted in those formal actions were in meetings open to the public in compliance with law.

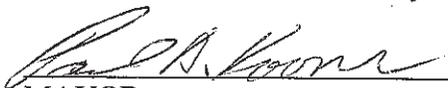
**SECTION 3.** That this resolution is hereby declared to be an emergency measure immediately necessary for the preservation of the public peace, health, safety and welfare, and for the further reason that it is necessary to authorize the submission of said plan in a timely manner, wherefore this resolution shall be in full force and take effect immediately upon its passage and approval by the Mayor.

PASSED: November 18, 2019

  
CLERK OF COUNCIL

  
PRESIDENT OF COUNCIL

APPROVED: November 19, 2019

  
MAYOR

110819 kek



377 Dover Center Road  
Bay Village, OH 44140  
(440) 617-7300  
(440) 617-7301 FAX  
[www.bayvillageschools.com](http://www.bayvillageschools.com)

October 2, 2019

Mr. David Short  
Safe Routes to School, District 12  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, OH 43223

RE: City of Bay Village, Ohio SRTS application

Dear Mr. Short:

On behalf of the Bay Village Board of Education, I want to express our support for the City of Bay Village's Safe Routes to School Travel Plan and Program.

Hundreds of our school children walk or ride bicycles to school throughout the school year. We strongly encourage this active transportation as part of a healthy lifestyle. In fact, each May for the past dozen years we have held a Bike to School Month to promote biking to school as a healthy physical activity that also benefits our environment.

We are pleased that one of our building administrators was actively involved in the study and development of Bay Village's Safe Routes to School Travel Plan and Program. Our involvement and support will continue as the plan is implemented so that our students' journey to school and back home each day is as safe as possible.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Beth Lally", written over the printed name.

Beth Lally, President  
Bay Village Board of Education

Bay Village Board of Education: Dr. Gayatry Jacob-Mosier \* Beth Lally \* Steve Lee \* Lisa Priemer \* David Vegh

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Jodie Hausmann <i>Superintendent</i>	Nicole Spriggs <i>Treasurer</i>	Marty Patton <i>Asst. Superintendent – Special Services</i>	Daryl Stumph <i>Asst. Superintendent – Business Operations</i>	Karen Derby-Lovell <i>Director Communications</i>	Char Shryock <i>Director Curriculum</i>	Dr. Holly Schafer <i>Director Human Resources</i>
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Dale Miller, Cuyahoga County Councilman  
John Picuri, P.E., District Deputy Director, ODOT, District 12  
David H. Roche, Mayor, City of Richmond Heights  
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Robert A. Stefanik, Mayor, City of North Royalton  
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**Ex Officio Member.**  
Kurt Prinic, District Chief  
Northeast District  
Office, Ohio Environmental  
· Executive Committee Members

Grace Gallucci, NOACA Executive Director

November 21, 2019

Mr. David Short  
Safe Routes to School Program Manager, District 12  
Ohio Department of Transportation  
5500 Transportation Blvd.  
Garfield Heights, OH 44125

RE: Bay Village City School District- School Travel Plan Support

Dear Mr. Short,

Transportation planning, safety and equity are of utmost importance to the mission, vision and goals of the Northeast Ohio Areawide Coordinating Agency (NOACA) and the support we provide to our communities. *SAVE: NOACA's Plan for Transportation Safety* identifies pedestrian and cycling safety as a regional priority, and we have developed a Safe Routes to School Assistance Program as a catalyst to improve safety, planning and access for vulnerable youth populations, and support for underserved communities in our region.

School travel plan (STP) development is a valuable community process to advance these goals, and we fully support the City of Bay Village and Bay Village City School District, who joined with community stakeholders to develop a STP to improve safety and encourage more students to walk and bicycle to school. This plan will:

- Enable and encourage children, including those with disabilities to walk and bicycle to school.
- Make bicycling and walking to school safer and more appealing transportation alternatives, thereby encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of our schools.

NOACA supports the Bay Village City School District Safe Routes to Schools Travel Plan and program, and will assist their efforts to implement this plan as appropriate.

Regards,

  
Grace Gallucci  
Executive Director

GG/km/8163s

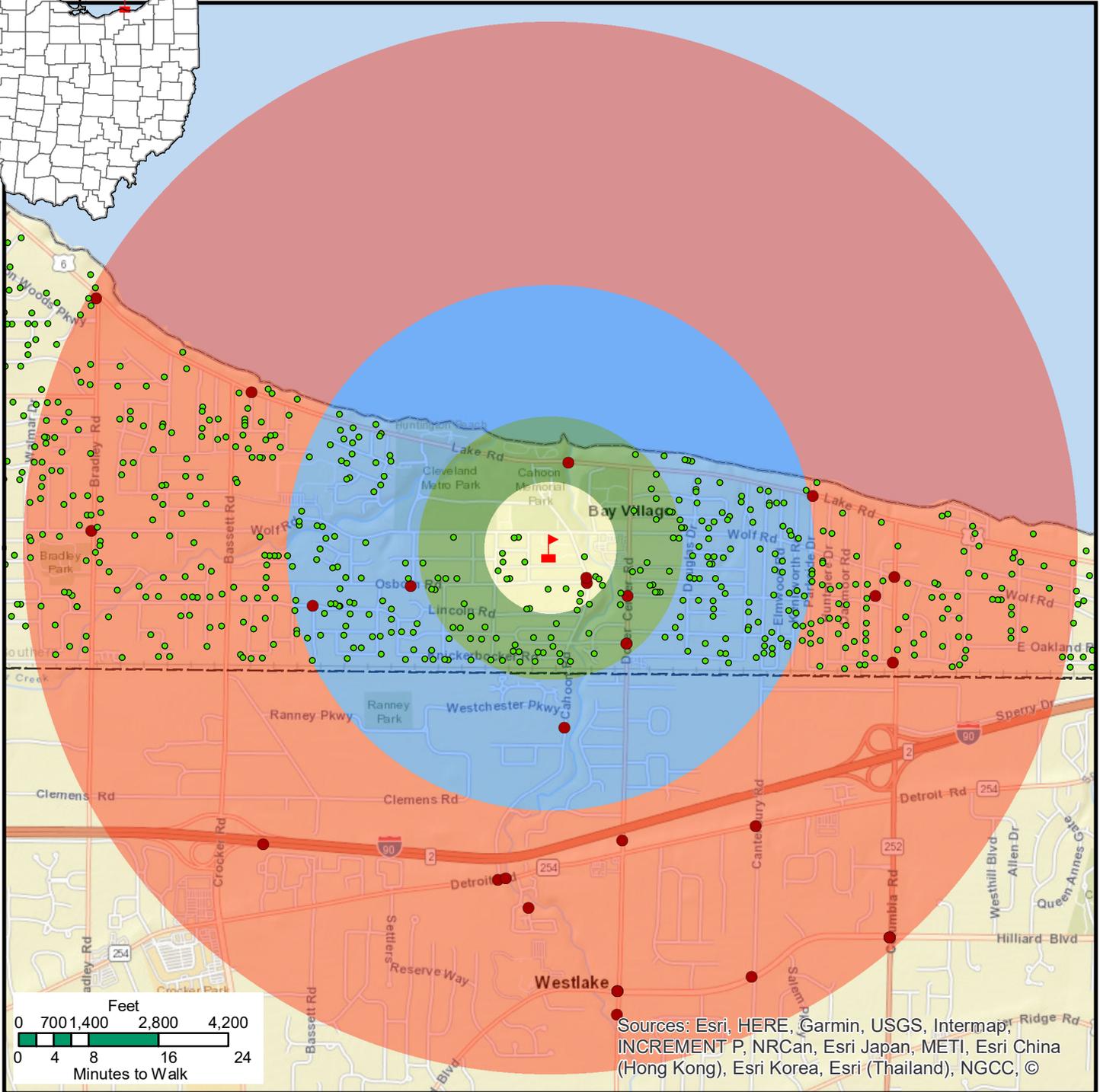
1299 Superior Ave., Cleveland, Ohio 44114-3204 Phone: 216-241-2414 FAX: 216-621-3024

Web: [www.noaca.org](http://www.noaca.org)  [noaca.org](https://www.facebook.com/noaca.org)  [@noaca\\_mpo](https://twitter.com/noaca_mpo)

## ATTACHMENTS

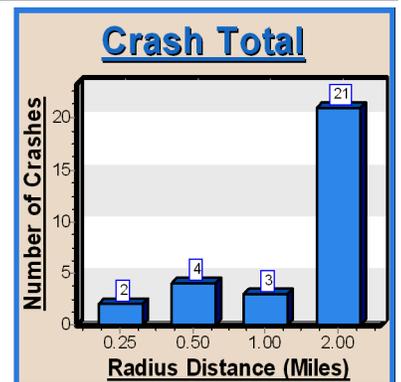
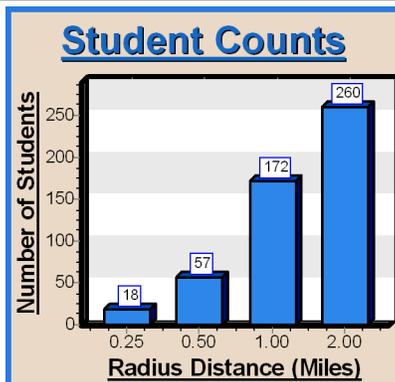
1. Bay Middle School Proximity Map
2. Normandy Elementary Proximity Map
3. Westerly Elementary Proximity Map
4. Bay Middle School Walk Audit and Infrastructure Countermeasure Map
5. Normandy Elementary Walk Audit and Infrastructure Countermeasure Map
6. Westerly Elementary Walk Audit and Infrastructure Countermeasure Map
7. Public Input Log

27725 Wolf Rd, Bay Village, OH 44140

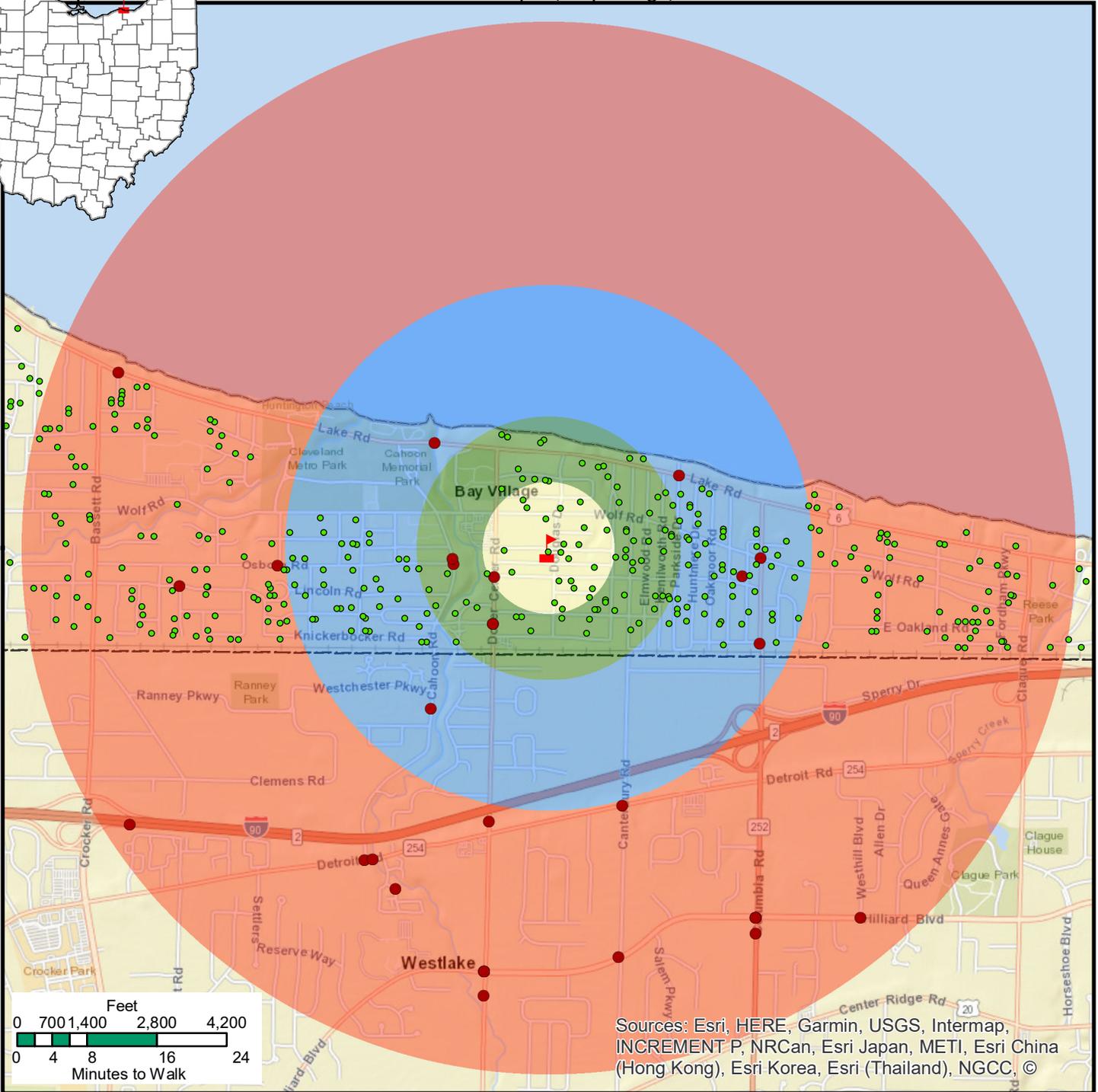


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©

● Students	Radius (Miles)	↑
● Pedestrian or Bicycle Crash	0.25	↑
▲ School	0.5	↑
Total Enrollment = 633	1.0	↑
Total Crashes = 30 (2013-2017)	2.0	↑
	County Boundary	↑
	City Boundary	↑



26920 Normandy Rd, Bay Village, OH 44140

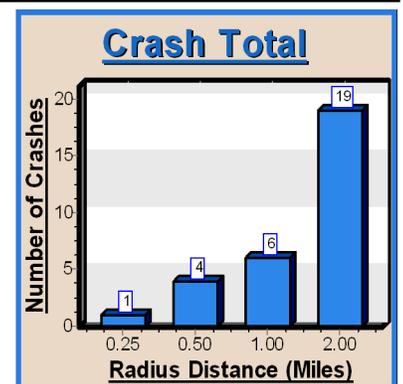
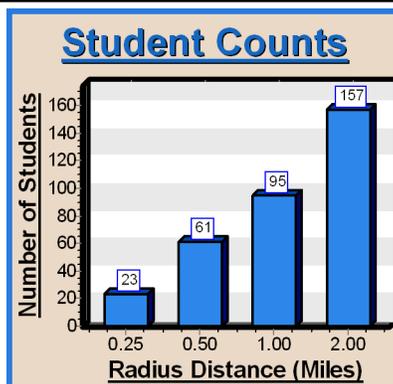


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©

● Students  
● Pedestrian or Bicycle Crash  
▲ School  
 Total Enrollment = 470  
 Total Crashes = 30 (2013-2017)

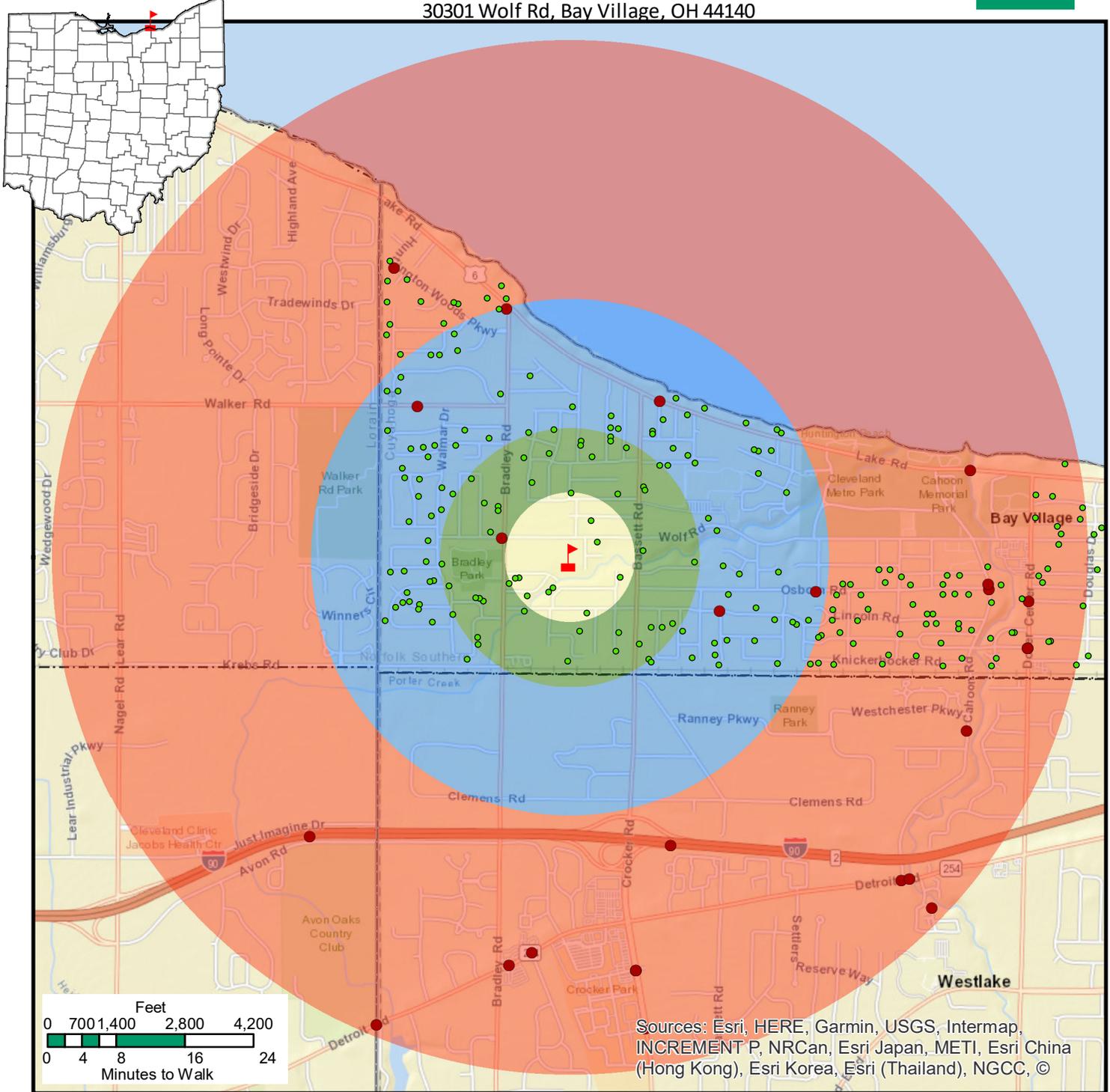
**Radius (Miles)**  
 0.25  
 0.5  
 1.0  
 2.0

County Boundary  
 City Boundary



# Westerly Elementary - Bay Village City Schools - Cuyahoga Co

30301 Wolf Rd, Bay Village, OH 44140



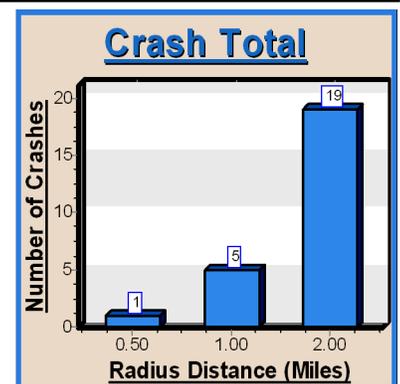
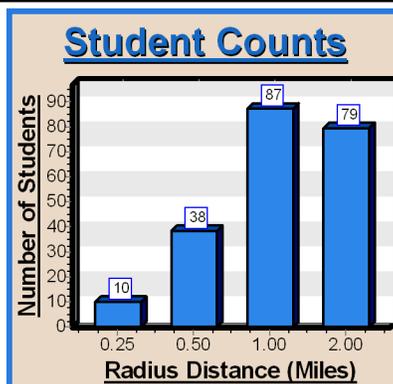
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©

- Students
- Pedestrian or Bicycle Crash
- ▲ School
- Total Enrollment = 320
- Total Crashes = 25 (2013-2017)

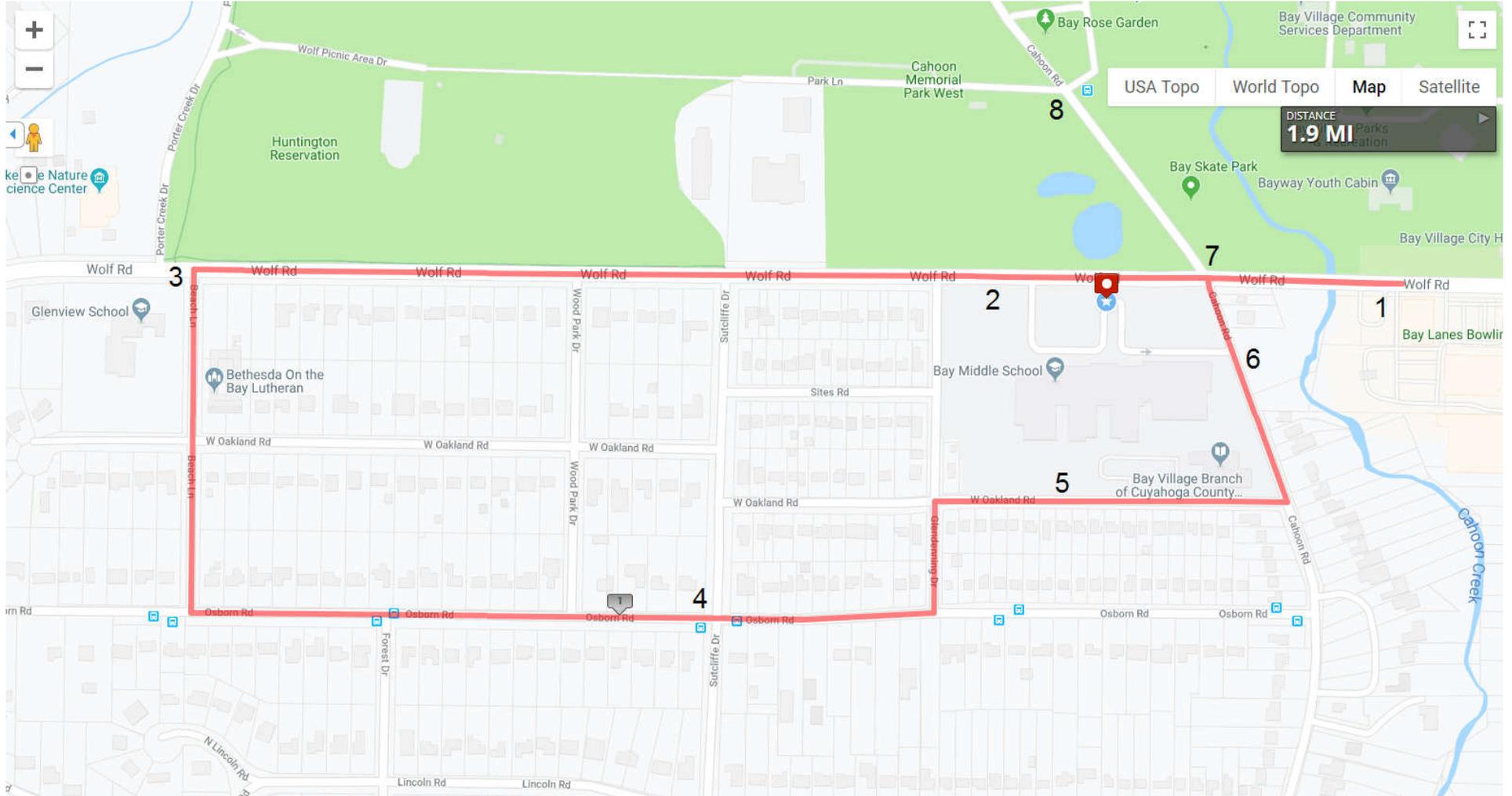
**Radius (Miles)**

- 0.25
- 0.5
- 1.0
- 2.0

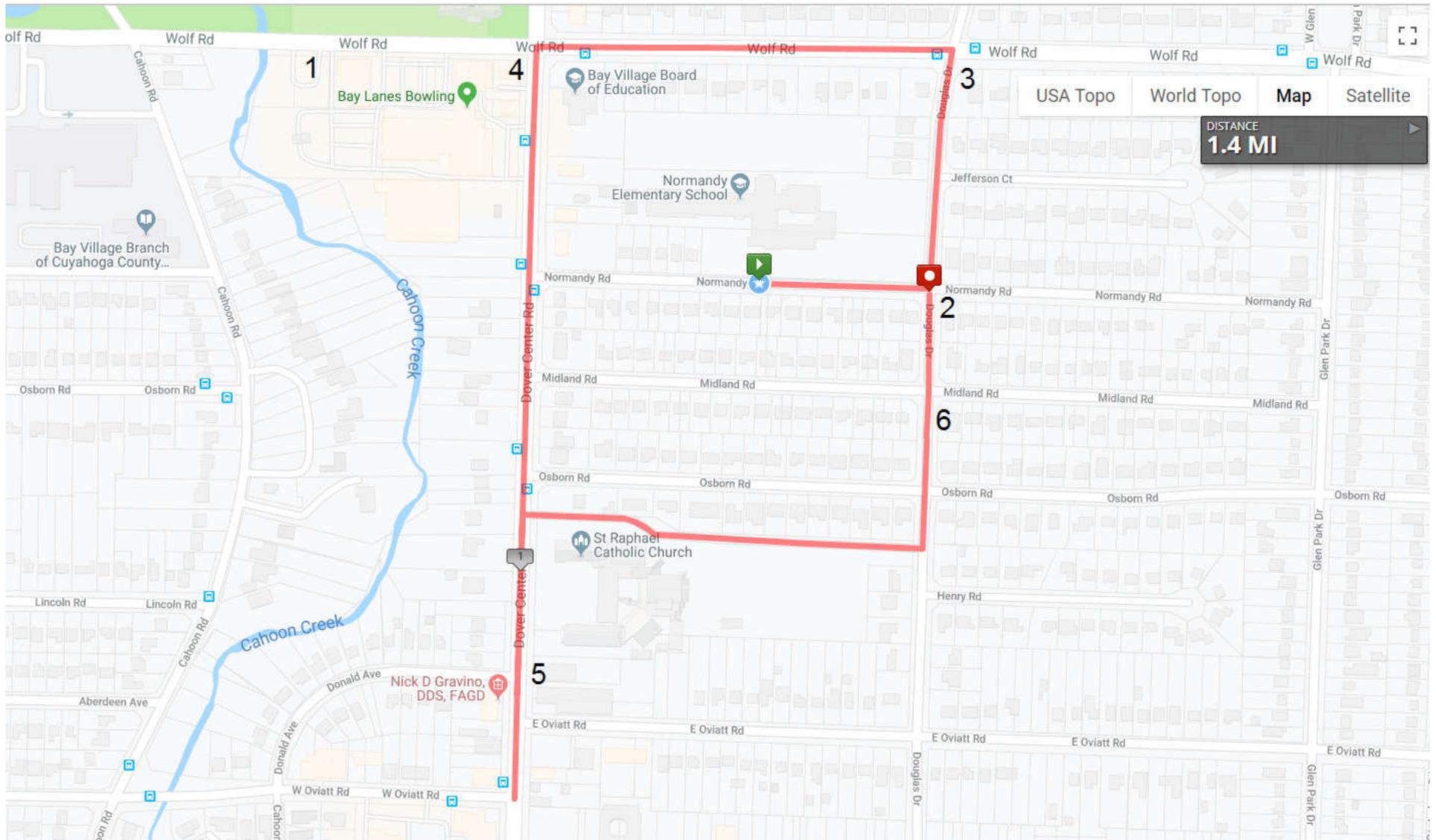
County Boundary  
City Boundary



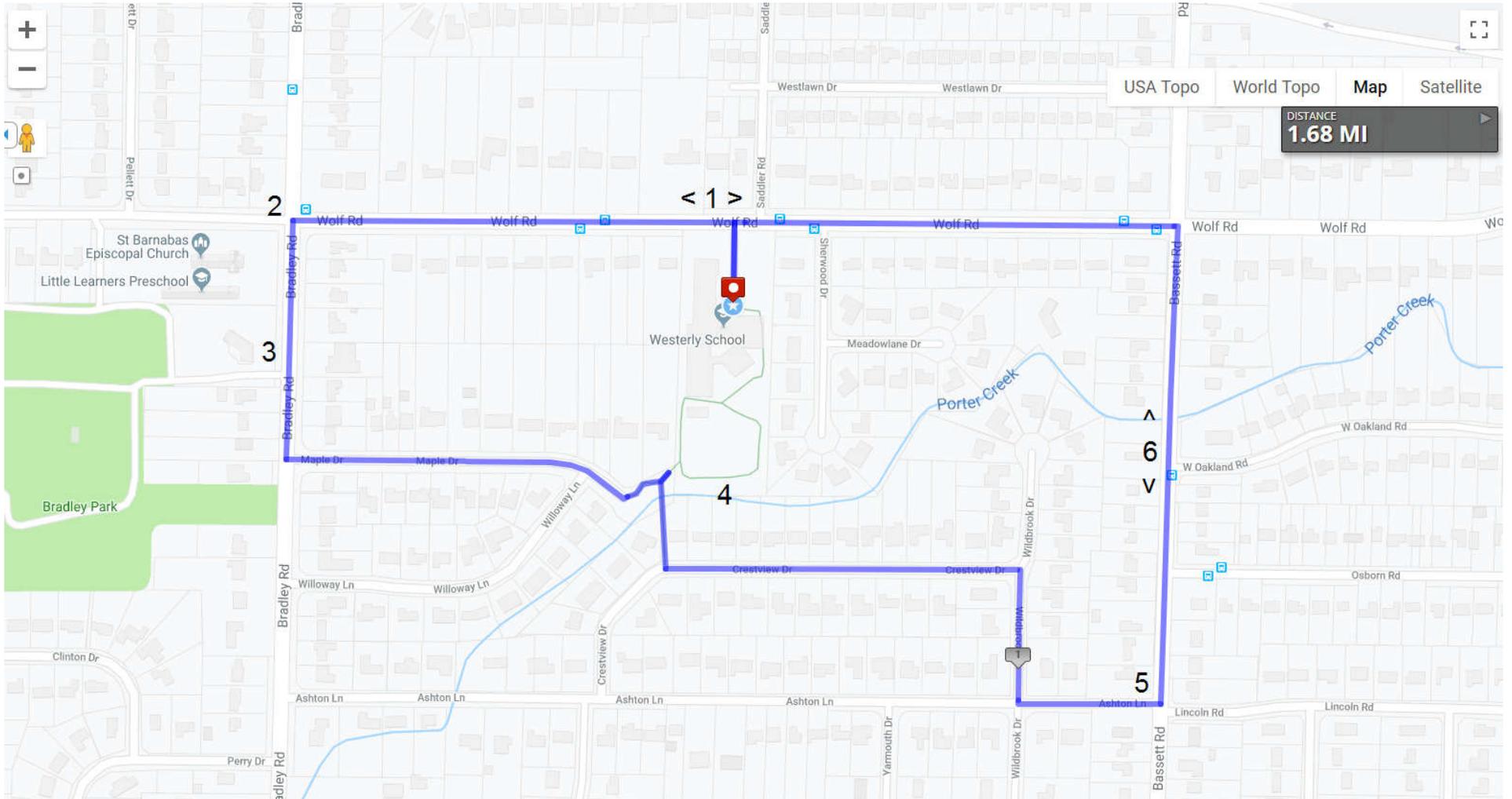
# Bay Middle School Walk Audit and Infrastructure Countermeasure Map



# Normandy Elementary Walk Audit and Infrastructure Countermeasure Map



# Westerly Elementary Walk Audit and Infrastructure Countermeasure Map





**Safe Routes to School  
School Travel Plan**

**Public Input Log**

<b>Date</b>	<b>Type</b>	<b>Name</b>	<b>Comment</b>
6/24/19	Email	A. Ross	If there was any way to install a crosswalk for the kids to cross Dover Center it would reduce a great deal of worry. Given that folks fly between the tracks and Detroit on Dover Center. That is a long distance to travel to cross the street and if a need comes up I prefer they aren't making judgement calls on bikes or foot to get across the street. The ask is to install a crosswalk similar to the one by Play and Bay to provide the kids an option to safely cross.
6/25/19	Email	K. Lane	Boat and cars parked in driveway and on sidewalk at Plymouth and Walker (referred to Bob Lyons)
6/26/19	Email	N. Murton	Our neighborhood believes a no turn on red during biking hours at the Columbia/wolf northbound intersection would have a huge safety impact. Making the crosswalk more visible would also be beneficial. Emailed again on 10/22/19 to see if any changes have been made at that intersection.
6/26/19	Email	J. Smilie	The intersection at Clague and Wolf would benefit from a no right turn during school hours and high visibility cross walk to ensure students safety. The library will be moving location so that will change traffic flow for BMS after school.
7/12/19	Email	S. Scott	The alley behind the Key bank at the shopping plaza is very hazardous for kids because the drivers can't see them coming on the sidewalks and are frequently distracted by trying to judge the traffic to pull in/out there. I'm giving them the benefit of the doubt as to cause of lack of attention, my personal opinion based on observation is not that generous. I'm concerned that as housing is developed there that it will get far worse rather than better.
8/18/19	Email	N. Brown	Normandy school traffic drop off and pick up. Saddler parking when there is a daytime school event. Middle school drop off and pick up on Wolf Road. Trees that need pruning that block school signage. Streets that are being used to walk across in a pattern like Dover Center that are not marked that way to do that.

8/22/19	Email	N. Bowman	<p>My concern is that there is no safe place for a child to cross the street from the north side of Lake road in western Bay Village. Huntington Beach is our closest crosswalk, which does not help children who go to Westerly. All 3 of my children bike to school frequently and it is always a concern. Even when they just want to bike to a friends house, it is worrisome.</p> <p>I also believe that having a cross walk, stop sign, or a traffic light at Bradley and Lake would deter quite a few drivers coming through from Avon Lake and using Lake road to get to I-90 during rush hour. Frequently these cars are traveling at a much higher speed than the posted 35 mph.</p>
9/17/19	Email	J. Evans	<p>Can the intersection of Sutcliffe and Osborn be discussed? We have tried for years to do something to make this area safer for pedestrians and cars. We would also love to look into the possibility of making all or some of Osborn Road no parking anytime. This strip of Osborn from Bassett to Cahoon becomes a raceway and getting around parked cars only increases the speed and risk for accidents.</p>
9/23/19	Email	A. Ashley	<p>My oldest child will be at Westerly next year. As far as I know there is not a crossing guard to help children northwest of the Bradley/Walker intersection get across the street. I'm sure this has been mentioned before, but just wanted to do my part in saying that a guard to help kids get across walker/bradley safely would be wonderful!</p>
9/23/19	Email	S. Corbett	<p>Stop signs, painted crosswalks, traffic calming in the Queenswood area.</p>
9/24/19	Email	W. Ferry	<p>I am aware of a “danger zone” for kids going to school. It is on Bassett Road, and there are two spots:</p> <ol style="list-style-type: none"> <li>1) Where kids cross from Winsor Drive to Foote, to take the path from Foote to the High School, and</li> <li>2) Where kids cross from Ednil, to take the High School Path by the bus garage, stadium, etc.</li> </ol> <p>Neither crossing is marked. The latter is within the 20MPH school zone, but drivers have to pay attention to cars zooming OUT of the high school and can easily miss kids crossing from Ednil. Also, in the morning, Bassett Road is used by people who are in a hurry to get to work.</p> <p>The kids I’m thinking of are often on bikes, and are younger kids than High School age. Probably headed to the Middle School.</p>

9/25/19	Email	E. Johnson	<p>I was wondering if there will be notes explaining the current walking/car rider pick up at Normandy and if there are plans to change this. The reason I'm asking is because it's very chaotic and I'm assuming some research has been done to decide to do it this way.</p> <p>I am also concerned with the car pick up. The drop off is just congested as stated in the document you sent. Car pick up at my son's preschool goes very smoothly they have one person with a walkie talkie that calls out the student and then the other staff lines them up and brings them to each car (wouldn't need to walk them to each car if they can double check tags) but it runs very efficiently. I was curious if this would work at Normandy as well, instead of a large group of students standing in a bunch waiting to hear their name and then being directed to go back to the other end of the line.</p> <p>Walking pick up is also a tad congested which I expect will get better once it's cold out but not helping car pick up congestion. Is there another door the walkers could use? Or car pick up through the parking lot? I don't know just a few suggestions</p>
10/8/2019	Email	E. Johnson	<p>We were at the Normandy PTA meeting this morning for the PTA and talked about this safety plan and what came from the meeting on Sept 25th. Someone forwarded the plans for the future and I read through it. I saw a complaint about the school pick up/drop off and looked like the fix (at least short term) was to widen the sidewalks. I am still wondering if maybe trying to have car and bus pick up/ drop off on different streets would help? Also, if the people getting the kids into the cars could possibly use a walkie talkie to communicate and send kids in a line of how the cars are lined up. These are both pretty inexpensive things to do to really help move things along quickly and to resolve some congestion on Normandy. Just some thoughts I wanted to make sure were included in the 2 week feedback time.</p>
11/7/2019	Email	M. Jerome	<p>I think it is great to encourage kids to walk or bike to school, however, these kids desperately need to learn some bicycle etiquette. I live on Osborn between the middle school and the high school and I have to deal with the bikes as I am walking my dogs in the mornings. I try to get off Osborn as soon as I can, but I can completely avoid it. These kids speed past me without warning, in the dark, it frightens my dogs and I have had may near misses. I have reached out to Mr. McAndrews at BMS and got no response. I know that he is no longer there. I know that I am speaking on behalf of all the Osborn Road dog moms.</p>