Section 1 – The Safe Routes to School Team
To assist with the planning process and community engagement activities, an Ad Hoc Safe Routes to School (SRTS) Team was formed to work with PDG during the planning period. The SRTS Team is the core group of people that commit to preparing and following through with the School Travel Plan and its strategies. The Team includes representatives from a range of stakeholder groups. The team members will be those completing the tasks in the SRTS plan. In this section you will identify each member of your Team. The Permanent SRTS Team includes the following people:

<table>
<thead>
<tr>
<th>Safe Routes to School Team</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sara Keeran, Village Administrator</td>
</tr>
<tr>
<td>Mark Hartman, School Superintendent</td>
</tr>
<tr>
<td>Scott McMichael, School District Representative</td>
</tr>
<tr>
<td>Steve Arnold, High School Principal</td>
</tr>
<tr>
<td>Jon Short, Parent &amp; Teacher</td>
</tr>
<tr>
<td>George Clemens, Police Chief</td>
</tr>
<tr>
<td>Denny O’Donnell, Parent</td>
</tr>
<tr>
<td>Mike Rohrs, Antwerp Councilman</td>
</tr>
<tr>
<td>Courtenay McMichael, Parent</td>
</tr>
<tr>
<td>Peg Savage, School District Representative</td>
</tr>
</tbody>
</table>

The Village Council served as a final public input forum.

Section 2 - Introduction

A School Travel Plan is the written document that outlines a community’s intentions for enabling students to engage in active transportation. Active transportation is traveling by means other than a motor vehicle or bus to and from school. This is accomplished by reducing individual car trips, increasing walking and bicycling and by making the walking and bicycling environment safer. Active transportation is the first step in a successful Safe Routes to School program.

SRTS is a federal program which provides limited funds to states including Ohio. These funds will be used to improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are:

• To enable and encourage children, including those with disabilities, to walk and bicycle to school.

• To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.

• To 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 (approximately 1 mile) of primary and middle schools (Grades K-8).

To assure continuity as stakeholders and circumstances change, the Plan should be annually updated and amended as necessary.
Background
The “Antwerp Safe Routes to School Travel Plan” was developed as a collaborative effort between the Village of Antwerp and the Antwerp Local School District. These entities are undertaking the preparation of the School Travel Plan because a new K through 12 grade school was built on Harmon Road in the southeast part of the village in 2004.

The Village of Antwerp is a community of approximately 1,700 people where many children walk or bike to school. The Village is at the intersection of State Route 49 and US 24 with heavy truck traffic. The construction of a new school campus on the southeast side of the village has changed school travel routes and methods. The Antwerp Local School District is currently organized into an elementary school (PK-5), a middle school (6-8), and a high school (9-12). All of the district’s approximately 725 students are educated in a new, state-of-the-art PK-12 building.

The Plan has been created through a team-based approach that will identify the barriers to active transportation and formulates a set of solutions and countermeasures to address them. The Antwerp community’s motivation for this Plan is derived from the lack of pedestrian access to the new elementary school and the need to advocate for more active travel locally. This Plan will be an important tool in improving student and community health, safety, traffic congestion and air quality.

The Antwerp community recognizes that safe pedestrian and bicycle access to local schools can only be accomplished by a comprehensive approach that addresses changes to the physical environment, as well as education, enforcement, encouragement and evaluation. School Travel Plans are not just about school travel; they also address the goal of creating livable communities. A return to active forms of travel, such as walking, biking and other non-motorized means of transportation is part of an overall goal to achieve a more healthy and livable community.

The comprehensive approach outlined in this brief plan has been developed by the Village and Schools, with involvement and authorship from key stakeholders in the community, students and the general public and is based upon the foundation of the ODOT Safe Routes to Schools program guidelines. The Antwerp community recognizes that neighborhoods that promote and facilitate walking and bicycling are attractive to residents and support healthy lifestyles.

Antwerp SRTS Purpose
It is the desire of community leaders that this plan be a basis for making existing good partnerships between schools and the community even better. Children are very important to the Antwerp community and the safety of our most precious resource cannot be overstated. Teaching safety, as well as healthy lifestyles, is critical for the future success of this generation of school-aged children.

The location of the new school campus on the southeast edge of the village will prevent most PK-8 students from walking or biking to school until a safe solution can be determined and constructed. The current policy of the school is to have all students bused. Sidewalks are inconsistent through most of the village with a few neighborhoods having no sidewalks. Problems that are more prevalent include the lack of striped crosswalks, ADA compliant curb ramps and no signalized pedestrian facilities.

It is the intention of the Antwerp Safe Routes to School Team to utilize this Plan to identify and prioritize ways in which the community can work together to improve accessibility between the school campus and the community. Because the barriers in the physical environment have direct and pronounced affects, engineering countermeasures receive a high priority in this plan. However, engineering countermeasures are not the only priorities identified in this plan.

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Section 3 – The Public Input Process

Key issues were identified, examined and evaluated relative to school travel and impediments to mobility. The SRTS Team, recognizing that public input is critical to the planning process, undertook the following public input sessions:

- **Steering Committee Meetings**
  The Antwerp Safe Routes to School Team held two open planning sessions, and Team members were the only citizens to attend those meetings. The items discussed during the meetings were the 5-E’s and how each played a role in the overall plan. The one key issue discussed was how to safely get students, who walked or rode their bikes, to school. Also members of the team are parents of students who will be attending school at the new elementary building.

- **Walking Audit**
  A walking audit to the school was conducted on June 25, 2008. Nine task force members were in attendance for the 9:30 am event. Three members from DGL Consulting Engineers were in attendance along with Kirk Slusher from ODOT District One and Julie Walcoff, from ODOT Central office. The walking audit began in the Antwerp Schools administration office. Six routes were determined prior to the meeting and are shown in the appendices. DGL presented an aerial map of the village and discussed the types of things to look for on the walking audit. The task force was then split into five groups with one group responsible for two routes. Each group was provided a clipboard, digital camera, photo log sheet, walking audit checklist and a walking audit survey. The groups then traveled their appointed routes and recorded their observations. The walking audit was concluded with each group returning to the school to download photos, turn in photo logs and complete the walking audit survey for each route. Each group presented some of the key items seen along their walk. Possible solutions were also discussed. The walking audit ended at approximately 11:15 am. Following the walking audit, DGL representatives conducted additional field reconnaissance based on comments provided by the task force. SR 49 is currently closed on the south side of the village due to construction of the SR 49/US 24 interchange. Traffic detours are posted for SR 49 traffic. Local traffic appears to use US 24 and Canal St. to CR 43 to regain access to SR 49. The village has noted increased traffic at Canal/Kroos along with stop sign running.

- **Informal Classroom Survey**
  A raised hand survey was conducted in each classroom to determine the current distribution of how students arrive at school.

Information garnered from these input mechanisms was incorporated into the plan and reinforced much of what the SRTS Team discussed as issues and potential solutions. Additional information can be reviewed in the attached *SRTS Engineering Report* prepared by DGL.

Section 4 – Scope

The SRTS Team examined the existing travel patterns of students walking or biking to school, as well as prior trends in pedestrian and bike travel routes in the District. It was decided that a one mile radius around the schools was the maximum any student travels by those means, and this was determined to be the basis for the study area used for this Plan.

The scope of this plan addresses the travel safety issues for the new school, while the focus is predominately on those students attending kindergarten through the 5th Grade. This report summarizes the specific issues, identifies long-range goals and objectives, and suggests strategies to implement and attain these goals and objectives.

School Description

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The Village of Antwerp recently opened a new PK-12 school in 2004 located on the southeast side of the village. The new school is located on the southwest corner of Canal Street and CR 43 outside the heart of the village. The old school location was situated in the center of the village and more accessible to the walking student. The major routes to get to the school include Canal Street, Kroos Drive and CR 43. There is no clear walking path on any of these routes and where there is sidewalk, there are gaps between segments. Within the residential area of the village there is adequate amount of sidewalk but much of it is cracked, heaved or missing. The Village of Antwerp has begun a maintenance project of marking sidewalk for repair that will alleviate most of these problems. The village has indicated that property owners are to repair sidewalks at their own cost by September 2009. Those walks not repaired by then will be repaired by the village and the property owner will be assessed on their water/sewer bill. The project includes Main Street and Canal Street between Main and Erie.  

Most residences located in the Village limits are within 1.0 mile of the school campus. Most Students walking to school would enter the school campus from the northwest quadrant utilizing the pathway that connects to Water Plant Road near Canal Street. Antwerp’s transportation policy provides bus transportation for all students. Current School Hours are from 8:05 am to 3:05 pm with building access allowed at 7:45 am. School flashers, signage and pavement markings are present at the school building. All vehicle access to the school is via CR 43. This includes the bus loop drive, the parent drop off loop and the student/staff parking. See Figure 3 – Antwerp PK-12 School Site.

Key issues in describing the physical environment of the school and regarding traveling to the school within a one mile radius (which is generally accepted as the pedestrian shed for students) were identified and discussed. These issues include:

- areas where there are no sidewalks;
- areas where sidewalks are deteriorated or do not meet design standards;
- lack of signage, pavement marking and overhead lighting; and
- an inadequate crossing at Harrmann and E. Canal Street intersection, which is the heaviest and most traveled intersection connecting the school to several subdivisions and main thoroughfares.

Due to the lack of sidewalks in the target area, children are either driven to and from school by family members or walk/ride bikes on the berm of the road, which is a major safety hazard.

**Section 5 - School Demographics**

Current enrollment is anticipated to be 691 students. The vast majority of children in the school district (95.6%) were considered Caucasian (non-Hispanic). The remainder of the student population’s ethnicity was categorized as such: 3.3% were multiracial; 0.6% were Hispanic; 0.3 were Asian; 0.2% were African-American (non-Hispanic).

Also, less than one third (29%) of the School District students are “Economically Disadvantaged”. Just under seven percent (6.9%) of all students in the District were identified as “Disabled”.

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Section 6 – Current Student Travel Environment

According to a raised hand survey conducted by DGL in each classroom to determine the current distribution of student travel methods:

- Walk 10%
- Bike 2%
- Drive 27%
- Driven 31%
- Bused 30%

Data was not provided as to the breakdown by grade. Elementary/middle school students may arrive/leave school with a high school sibling that drives. 7

School Travel Support

Some supports will immediately be put in place to assist with processes and procedures during student arrival and dismissal. These mechanisms can help with directing traffic, ushering students across busy streets or helping provide students with safe homes or businesses in case of threats to personal safety or security. There is currently a crossing guard located at the corner of N. Main Street and Woodcox Street.

Section 7 - Barriers to Active Transportation

Obstacles can come in many forms and can include physical barriers (missing or poor walkways and bikeways, distance, lack of access or street lighting, difficult crossings, unmarked rail crossing), traffic problems (driver recklessness, vehicle volumes and speeds), public safety issues and attitudes toward walking and bicycling. The SRTS Team identified a number of such barriers surrounding the school. Each issue identified was directly related to safety concerns for student travel. The following barriers were identified:

Physical Barriers

- See the attached Safe Routes to School Engineering Study – Antwerp Local School District. 8

Traffic Safety Concerns

The existing conditions of the sidewalks along with the absence of walks are dangerous and unsafe for students to use. Additionally, the intersection of Harrmann Road and E. Canal is not designated or marked as a pedestrian and bicycle crossing, even though it is the closest and most heavily traveled intersection connecting the school to several subdivisions and main thoroughfares. Due to the lack of sidewalks in the target area, children are driven to and from school by family members or walk and ride bicycles on the berm of the road which is a safety hazard.

There are students who live on the north side of USR 24 off Harrmann Rd (CR 43) and Shaffer Road. These students were not considered in the engineering report. They are however affected by the absence of sidewalks along Harrmann Road and USR 24. The placement of sidewalks on Harrmann Road would allow for approximately 20-25 students to safely walk or bike to school from this area. The Harrmann Road right-of-way is 50’ and with the existing pavement offset within the R/W there is enough width to allow the construction of sidewalks along this road on the west side.

The walk would extend from Shaffer Road along the north side of USR 24 to Harrmann then South along Harrmann to the entrance of the school.

8 DGL Consulting Engineers. September 2008.
Section 8 - Creating Solutions

The Antwerp Safe Routes to School Plan reviewed and referred to the Ohio SRTS Program for appropriate types of countermeasures noted in the following five categories:

Infrastructure Projects

- **Engineering**
  - Operational and physical improvements within 1 mile of the new elementary school that will establish safer and fully accessible crossings, walkways, trails and bikeways as well as planning activities.
  - School Travel Plan Development – Prioritized improvements will be developed in this category and used as a guide for program implementation also when applying for funds.

Non-Infrastructure Projects

- **Education**
  - Education projects which will primarily focus on personal safety as well as the mechanics of walking or bike riding to and from the new elementary school.

- **Encouragement**
  - Encouragement projects which will encourage students on the benefits of walking or bike riding to and from school

- **Enforcement**
  - Enforcement of traffic laws and initiating community enforcement such as crossing guard training programs

- **Evaluation**
  - Evaluation of the monitoring, documentation of outcomes and trends through the collection of data, before and after the countermeasure will need to be completed. This information will be critical to the longevity of the program.

Priorities for School Travel

Primary needs identified during the planning process were the physical barriers that impede active transportation in the Antwerp community. Therefore, the SRTS Team has identified addressing those needs as the top priority. Engineering goals and strategies set forth in this Plan are intended to address those needs. More specifically, the infrastructure needs identified closest to the school are viewed as those that must be addressed first. Due to the location of the school, the immediate needs in the community begin at the school and in general, work toward the west and through the village.

1. A continuous pathway to the school is the primary concern.

2. Gaps in walkways between the residential area and the school along Canal Street must be constructed to allow for a complete and unobstructed path that students can traverse.

3. Within the central part of the village, there are no pavement markings at any of the intersections. Providing curb ramps, crosswalk lines and stop lines would enhance the safety of all the crossings, dramatically.

See the attached Safe Routes to School Engineering Study – Antwerp Local School District for additional detail about these identified priorities.

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Goals

**Engineering**

*Increase ability to walk and bike to school by eliminating physical barriers.*
- Currently, the School District and the general public recognize the constraints that the existing physical barriers represent to safe and active travel, and as a result the school district has adopted a policy of providing inactive travel options to all students, regardless of where they live. Goal number one is to remove the physical barriers to the extent that it is possible to safely encourage active travel to and from the school campus.

*Decrease traffic congestion during school travel times.*
- Congestion has been identified as a safety concern at various schools during periods of arrival and dismissal. Some infrastructure improvements such as signage, signalization, traffic calming measures, and/or roadway improvements should aide in the cessation of traffic volumes and lessen the potential for conflicts.

**Education**

*Promote positive prevention.*
- Roughly eighty percent (80%) of accidents involving children are preventable. The Antwerp community strives to raise public awareness of safe motorized and non-motorized travel behaviors to proactively deter conflicts.

**Enforcement**

*Improve safety and security of walkers and bikers.*
As the physical environment to and from the school campuses is improved, the community seeks to reinforce active travel behaviors by keeping the routes to school safe from conflicts with motorized forms of transportation.

**Encouragement**

*Make active transportation fun while promoting healthy and active lifestyles.*
- Students need to be enticed to embrace active behaviors. The draw of television and other indoor pursuits often trump more physical outdoor activities. Walking or biking to school must be made enjoyable for students.

*Increase interest in bicycle and pedestrian accommodations throughout the community.*
- The SRTS Team and the community as a whole must act as role models and set an example for students by championing an active lifestyle of walking, cycling, and implementing community designs that support these activities.

**Evaluation**

*Provide annual evaluation of program effectiveness.*
- To ensure effectiveness of the plan, this plan should be reevaluated annually to assess progress and adjust strategies as needed.

*Improve partnerships among schools, the Village, parents, and the community at-large.*
- The SRTS Team has begun to foster collaboration within the community to address school travel safety, and serves as a forum for other organizations (such as transport, health, public safety, parks and recreation and education) and individuals to discuss the development of an integrated active living strategy.
Strategies

Engineering
See the attached Safe Routes to School Engineering Study – Antwerp Local School District\(^{11}\) for additional detail about the identified strategies and their temporal priority.

Education
• The Police Department will continue to work with the School District to offer safety training and will continue to work teaching safety to the children.
• The Police Department will provide speakers on various safety issues, as requested by schools’ staff.
• Identify, map and distribute actual Safe Routes to School to staff, parents and students.
• Safe walking and driving campaigns will be undertaken by both the Village and Schools to promote safe usage of the sidewalks.
• The school district can better promote walking programs, teaching children the importance of good health and how walking can become part of their daily life.
• Health and wellness walking plans can be encouraged, thus promoting a better healthy community, starting with families and extending well beyond, with fewer vehicles being used daily to transport children from home to school.

Through children teaching children, it is anticipated that even those children who are not actively participating will be exposed to the concepts and will practice greater safety by example and association, even if not through active program participation.

Enforcement
A permanent local SRTS Team has been established to continuously address enforcement issues.
• Deter unsafe behaviors of drivers, pedestrians and bicyclists via increased police presence during travel times. Increase penalties for traffic violations in School Zones.
• Create a “Safety Patrol” program where students from the Middle School and High School can volunteer to be trained and act as supplemental crossing guards. Participating students might be credited community service hours towards graduation requirements.
• A related matter of enforcing safety regulations and laws surrounding sexual predators

Encouragement
• Hold a “Bike Rodeo”.
• Seasonal events or activities could be organized along the various identified Safe Routes.
• Encourage biking and walking to schools during parades.
• Developing a permanent local SRTS committee to continuously address this issue.

All of the children in the K-8 school grades will be invited to participate. While participation is voluntary, not mandatory, it is anticipated that by making the events and programs fun as well as educational, children will be eager to participate. While it is unrealistic to assume that 100% of the children will actively participate, the community’s goal will be to offer the opportunity to all 100% of the children and their families.

Evaluation
• Reevaluate the School Travel Plan for annually to assess problem areas in the physical environment.
• A permanent local SRTS committee has been established to continuously address this issue and conduct evaluations as necessary.
• Conduct future parent survey utilizing the ODOT format and sample provided in the SRTS guidelines. (Schools)
• Monitor and assess annually the change in accidents relative to school travel (Police)
• Track and assess annually the change in modes of transportation for students (Schools)

\(^{11}\) DGL Consulting Engineers. September 2008.
## Section 10 – The Action Plan

<table>
<thead>
<tr>
<th>Strategy Type</th>
<th>Strategy Name</th>
<th>Time Frame</th>
<th>Responsible Entity</th>
<th>Status</th>
<th>Estimated Cost</th>
<th>Funding Source</th>
<th>% of Students Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering</td>
<td>Harrmann/USR 24 Improvements</td>
<td>2010</td>
<td>Village</td>
<td>Planned</td>
<td>$156,752</td>
<td>TBD–ODOT/SRTS</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>- Install sidewalk, RR Crossing, HDCP</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Engineering</td>
<td>Canal/Kroos Intersection Improvements&lt;sup&gt;12&lt;/sup&gt;</td>
<td>2010</td>
<td>Village</td>
<td>Planned</td>
<td>$42&lt;613</td>
<td>TBD–ODOT/SRTS</td>
<td>65%</td>
</tr>
</tbody>
</table>
|               | - Install curb ramps, crosswalks and school signs  
  - enhanced stop signs,  
  - high visibility crosswalks and  
  - yellow-green fluorescent signage | | | | | | |
| Engineering   | SR 49/E. Canal Intersection Improvements<sup>13</sup> | 2010-2012 | Village | Planned | $8,200 | TBD–ODOT/SRTS | 60% |
|               | - Install curb ramps and crosswalks at the two SR 49 intersections with Canal Street  
  - Install signals with pedestrian heads and  
  - Install school crossing signs | | | | | | |
| Engineering   | SR 49/Old US 24 Intersection Improvements<sup>14</sup> | 2010-2012 | Village | Planned | $10,280 | TBD–ODOT/SRTS | 50% |
|               | - Install pedestrian heads and pushbuttons where any signals are deemed necessary.  
  - Remove of any unwarranted signals. | | | | | | |
| Engineering   | Existing Signal Studies<sup>15</sup> | 2010-2012 | Village | Planned | $29,440 | Local | 50% |
|               | - Pedestrian heads and pushbuttons should be installed where any signals are deemed necessary.  
  - Remove of any unwarranted signals. | | | | | | |
| Engineering   | CR 43 Improvements<sup>16</sup> | 2013+ | Village | Planned | $14,320 | TBD | 50% |
|               | - The drive entrance to the school located on CR 43 will need to be enhanced.  
  - Install sidewalk north to the intersection of Canal Street and CR 43 along with curb ramps and crosswalks | | | | | | |
| Engineering   | Research additional funding sources, such as Paulding County’s Community Development Block Grant (CDBG) Community Development Program. | Ongoing | Village | Underway | $0 | Local | 100% |

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<sup>14</sup> Safe Routes to School Engineering Study – Antwerp Local School District. DGL Consulting Engineers. September 2008.

<sup>15</sup> Safe Routes to School Engineering Study – Antwerp Local School District. DGL Consulting Engineers. September 2008.

<sup>16</sup> Safe Routes to School Engineering Study – Antwerp Local School District. DGL Consulting Engineers. September 2008.
<table>
<thead>
<tr>
<th>Strategy Type</th>
<th>Strategy Name</th>
<th>Time Frame</th>
<th>Responsible Entity</th>
<th>Status</th>
<th>Estimated Cost</th>
<th>Funding Source</th>
<th>% of Students Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail crossing improvements&lt;sup&gt;17&lt;/sup&gt;</td>
<td>Install crossings at the main crossing is at US 24/SR 49 Install pedestrian and vehicle gates</td>
<td>Ongoing</td>
<td>Village</td>
<td>Planned</td>
<td>TBD</td>
<td>TBD</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td>Annual sidewalk improvement program with a dedicated funding source.</td>
<td>Ongoing</td>
<td>Village</td>
<td>Planned</td>
<td>TBD</td>
<td>Local-TBD</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Investigate bike path and facility funding availability.</td>
<td>Ongoing</td>
<td>Village</td>
<td>Underway</td>
<td>$0</td>
<td>Local</td>
<td>15%</td>
</tr>
<tr>
<td>Enforcement</td>
<td>Property Maintenance&lt;sup&gt;18&lt;/sup&gt; Send a letter to all village residents that outlines the Safe Routes to School Program and instructions for proper parking, property maintenance and sidewalk maintenance.</td>
<td>Ongoing</td>
<td>Village/Private</td>
<td>Planned</td>
<td>TBD</td>
<td>Private</td>
<td>33%</td>
</tr>
<tr>
<td>Legislation&lt;sup&gt;19&lt;/sup&gt;</td>
<td>Prepare and enforce legislation through the zoning code to require sidewalks in all new subdivisions, redevelopment of property and new commercial/industrial projects. Parking and sidewalk ordinances should be reinstated and enforced.</td>
<td>Ongoing</td>
<td>Village</td>
<td>Planned</td>
<td>TBD</td>
<td>Local</td>
<td>100%</td>
</tr>
<tr>
<td>Education</td>
<td>Develop and distribute flyers regarding “Positive Prevention” detailing safe school travel behaviors.</td>
<td>Fall 2009</td>
<td>Schools</td>
<td>Planned</td>
<td>TBD</td>
<td>Local</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Organize guest speaker appearances at schools regarding safety education.</td>
<td>Ongoing</td>
<td>Schools/ Police Dept./ Co. Health Dept.</td>
<td>Planned</td>
<td>$0</td>
<td>Local</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Develop maps to be distributed to students and included in the School District newsletter that identify actual designated safe routes to school.</td>
<td>Fall 2009</td>
<td>Village/Schools</td>
<td>Planned</td>
<td>TBD</td>
<td>Local</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Continue to educate children on the importance/benefits of active transportation/exercise in health and physical education classes.</td>
<td>Ongoing</td>
<td>Schools</td>
<td>Underway</td>
<td>$0</td>
<td>Local</td>
<td>100%</td>
</tr>
</tbody>
</table>

<sup>17</sup> Safe Routes to School Engineering Study – Antwerp Local School District. DGL Consulting Engineers. September 2008.

<sup>18</sup> Safe Routes to School Engineering Study – Antwerp Local School District. DGL Consulting Engineers. September 2008.

<sup>19</sup> Safe Routes to School Engineering Study – Antwerp Local School District. DGL Consulting Engineers. September 2008.
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<tr>
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<th>Responsible Entity</th>
<th>Status</th>
<th>Estimated Cost</th>
<th>Funding Source</th>
<th>% of Students Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Encouragement</strong></td>
<td>Conduct contests that promote family walks outside of school travel.</td>
<td>Spring 2009-</td>
<td>Schools</td>
<td>Planned</td>
<td>$0</td>
<td>Local</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Students can earn recognition for number of steps walked posted on “feet” cutouts on school walls.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Work with the local newspaper to run promotional pictures and stories, as well as safety-related articles throughout the school year.</td>
<td>Spring 2009</td>
<td>Schools/ Village</td>
<td>Planned</td>
<td>TBD</td>
<td>Local</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>Evaluation</strong></td>
<td>Conduct a traffic study of SR 49/E. Canal Intersection should be completed once the new US 24 is open to traffic.</td>
<td>2010-2012</td>
<td>Village</td>
<td>Planned</td>
<td>$10,000</td>
<td>TBD</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Conduct a warrant study at SR 49/Old US 24 after relocated US 24 is completed and opened to traffic.</td>
<td>2010-2012</td>
<td>Village</td>
<td>Planned</td>
<td>$10,000</td>
<td>TBD</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Conduct warrant studies should be done at the two existing signal locations at Old US 24/Madison and Old US 24/Oswalt after relocated US 24 is completed and opened to traffic.</td>
<td>2010-2012</td>
<td>Village</td>
<td>Planned</td>
<td>TBD</td>
<td>TBD</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Mandate &amp; monitor infrastructure improvements, and maintain schedule &amp; budget</td>
<td>Ongoing</td>
<td>Village</td>
<td>Underway</td>
<td>TBD</td>
<td>Local</td>
<td>100%</td>
</tr>
</tbody>
</table>

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