GENOA TOWNSHIP
SCHOOL TRAVEL PLAN

FOR THE SAFE ROUTES TO SCHOOL PROGRAM

GENOA TOWNSHIP, DELAWARE COUNTY, OHIO
ALCOTT ELEMENTARY, FOUSE ELEMENTARY, GENOA MIDDLE & WALNUT CREEK ELEMENTARY

MARCH 11, 2011

PRESENTED TO:
OHIO DEPARTMENT OF TRANSPORTATION

PREPARED BY:
GENOA TOWNSHIP SAFE ROUTES TO SCHOOL TEAM
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SECTION 1: THE GENOA TOWNSHIP SAFE ROUTES TO SCHOOL TEAM

Over the past decade, the Genoa Township Board of Trustees has organized and funded numerous trail connections and mobility improvement projects around all of its local schools. With significant growth rates over the past two decades, many early projects were developer funded while most recent projects were directly funded through the Genoa Township General Fund.

In 2009, with an estimated population of 22,000, the Genoa Township Parks Advisory Board began organizing key stakeholders to map out all improvements needed in the interest of getting students safely to and from school. This enabled school representatives, safety officers, parents, students, county officials and other interested parties to join the conversation and become a part of successfully developing and implementing a School Travel Plan.

The Genoa Township Safe Routes to School Team will serve as a catalyst to further expand the efforts of the Genoa Township Parks Advisory Board. It will also provide an opportunity to reach out and engage new members of the community which may not have had the opportunity to participate in the Township’s prior efforts.

The Primary Contact for the Genoa Township Safe Routes to School Travel Plan is Project Manager Susan Dorsch with Genoa Township Administration Office, 5111 South Old 3C Highway, Westerville, OH 43082, (614) 568-2033, sdorsch@genoatwp.com. Writers of the plan included Joe Clase and Susan Dorsch.

The following is a listing of stakeholders who have been involved as members of the Safe Routes to School Team and represented the 5 E’s which are essential to the program (education, encouragement, enforcement, engineering and evaluation).

**Education & Health Program Area**

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Evaluation Program Area

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Cindy Juliano, P.E., Transportation & Planning Manager with CH2M Hill as assigned by ODOT to complete the engineering study affiliated with this plan. Cindy can be contacted at office phone number 216.623.0326, extension #41211, or mobile # 216.392.8683. CH2M Hill offices are located at 1100 Superior Avenue, East Suite 1420, Cleveland, Ohio 44114. Ms. Juliano’s assistance in this plan was very beneficial to identifying engineering barriers and solutions.

Additionally, staff members from the Ohio Department of Transportation (ODOT) have attended Genoa Township Safe Routes to School Team meetings. These representatives were Brenda Moore with ODOT District 6, (740) 833-8159, Brenda.Moore@dot.state.oh.us, and Julie Walcoff with ODOT Central Office, (614) 466-3049, Julie.Walcoff@dot.state.oh.us. We would like to thank these two individuals for their guidance on this project.
SECTION 2: INTRODUCTION TO THE PLAN

WHAT IS THE HISTORY?
As Genoa Township experienced rapid development over the past fifteen (15) years, it was noted that walking and biking are critical to a healthy and safe community. The Genoa Township Board of Trustees, with the assistance of the Genoa Township Zoning Commission, obtained hundreds of miles of sidewalks and bike trails through developer commitments as subdivisions blanketed lands that were once agricultural fields. These connections helped to facilitate basic access internal to developments.

Additionally, Genoa Township developed a bike trail, referred to as the “Genoa Trail,” along the east side of State Route 3 on an old abandoned railroad bed which is a part of the regional Ohio-to-Erie Trail. Over the past decade, the Genoa Township Parks Advisory Board recognized the need to connect communities to the Genoa Trail and to our various community assets, such as parks and schools.

In Spring 2009, the Genoa Township Parks Advisory Board recommended that the Genoa Township Board of Trustees develop a Safe Routes to School Travel Plan. The Genoa Township Safe Routes to School Team was formed in July 2009 for the purpose of developing and implementing such a plan. This plan is to pull together critical partners to develop a master plan for addressing problems, such as:
1. Missing trail connections between neighborhoods, along unimproved collector and arterial roadways and surrounding our public schools;
2. Perception of poor safety where sidewalks and trails cross public roads; and
3. Lack of motivation for students to walk or bike to school.

WHAT IS THE MISSION?
The Genoa Township Safe Routes to School Team wants to identify key barriers to safe walking and biking around our local schools and identify solutions for improving safety while encouraging more students to use active transportation. Improvements will be put into an action plan and key stakeholders will be charged with implementing necessary improvements and seeking funding partners and other assistance where it is needed.

HOW TO DEVELOP THE PLAN?
The Genoa Township Safe Routes to School Team (“Team”) will inventory school demographics, the current school travel environment, identify all existing programs and improvements that help to promote or provide safe active transportation for students to get to and from school. The Team will then engage the public through a series of public workshops and an online survey to identify key barriers. Working with the Ohio Department of Transportation, the Team will map out potential solutions and engage the Team members in developing an action plan for implementing the necessary solutions. The complete planning process will take at least 18 months from commencement in July 2009 to develop a final plan.

WHAT IS OUR STUDY AREA?
Genoa Township (“Township”) is located north of the City of Westerville and south of the Village of Galena in Delaware County, Ohio. The Township is located east of I-71 and the Alum Creek Reservoir. The Hoover Reservoir passes through the eastern side of the Township. Genoa Township has 22,000 residents today, according to projections by the Delaware County Regional Planning Commission. Over 85% of this population is centered on the west side of the Hoover Reservoir south of Lewis Center Road. This is the area of primary focus for the purpose of this plan.
The following maps indicate major roads within Genoa Township and also demonstrate the traffic flow on some of the major collector and arterial roadways.

**TOWNSHIP MAP WITH FUNCTIONAL CLASSIFICATION OF ROADWAYS & TRAFFIC COUNTS**

There are three public school districts in Genoa Township. Two-thirds (67%) of residents are within the Westerville City School District, 18% are within the Olentangy Local School District and 15% are within the Big Walnut Local School District. The Westerville City School District has one high school, one middle school and two elementary schools in Genoa Township. The Olentangy Local School District has one elementary school within Genoa Township. The Big Walnut Local School District does not have a school site in Genoa Township.

The Big Walnut Local School District is comprised of 95 square miles in rural Central Ohio, mostly within Delaware County. The district educates about 3,000 students, operates four elementary schools, two middle schools and one high school. For more information about the district, you can visit [www.bigwalnut.k12.oh.us](http://www.bigwalnut.k12.oh.us) or call their Administration Office at (740) 965-3010.

The Olentangy Local School District is comprised of 95 square miles in urban and rural Central Ohio. Most of the district is in Delaware County with a small, southern portion in Franklin County. The district educates about 15,200 students. The district operates 14 elementary schools, four middle schools and three high schools. For more information about the district, you can visit [www.olentangy.k12.oh.us](http://www.olentangy.k12.oh.us) or call their Administration Office at (740) 657-4050.

The Westerville City School District serves an urban, culturally and economically diverse 52 square-mile area in northeastern Franklin and southern Delaware counties. Westerville City Schools educates approximately 14,600 students. The district operates 16 elementary schools, four middle schools and three high schools. For more information about the district, you can visit [www.westerville.k12.oh.us](http://www.westerville.k12.oh.us) or call their Administration Office at (614) 797-5700.

The following is a map of Genoa Township with school districts highlighted and school sites within the Township indicated by name.
SCHOOL DISTRICT MAP WITH SCHOOL SITES INDICATED

(Source: Delaware County Auditor’s Office, 2011)
In order to identify study areas, the Genoa Township Safe Routes to School Team took each school site’s existing non-transport area and expanded the boundary to include neighborhoods within a 2-mile radius that would be likely generators of students who could walk or bike to school.

Three (3) contiguous study areas were identified: a northern study area surrounding Walnut Creek Elementary, a central study area surrounding Fouse Elementary and Genoa Middle, and a southern study area surrounding Alcott Elementary. Each study area contains around 1,500 residences lies within two-miles of the school and lies mostly within Genoa Township. The exception is a small portion of the Walnut Creek Elementary study area that extends into Orange Township to the west.

The following map indicates the Walnut Creek Elementary Study Area. This area is bound by State Route 3 to the east and the Freeman Road area to the south. Both of these boundaries follow the boundary between the Olentangy Local School District and the adjacent Big Walnut Local School District to the east and the Westerville City School District to the south. The western boundary follows the edge of existing development west of Interstate 71 to Africa Road. The rest of this boundary is defined by the edge of lands owned by the U.S. Army Corps at Alum Creek State Park. The northern boundary is old Jaycox Road which remained after the development of the Sheffield Park Subdivision realigned the roadway to the north. According to calculations using the Delaware County Auditor’s data, this area includes 1,393 acres and there are 1,567 homes within this study area. There are no significant non-residential uses within this area.

**WALNUT CREEK ELEMENTARY STUDY AREA**

(Source: Genoa Township Development & Zoning Office, 2010)
The following map outlines the Fouse Elementary and Genoa Middle Study Area. Both of these schools are studied in this plan and are located just a couple hundred feet apart on the same campus, so they were combined into one study area. The northern boundary is roughly Freeman Road or the boundary of the Westerville City School District adjacent to the Olentangy Local School District and the Big Walnut Local School District. The eastern boundary is Tussic Street Road and the southern and western boundaries encompass all developments that front on Old 3C Highway or Freeman Road where the schools are located. According to calculations using the Delaware County Auditor’s data, this area includes 974 acres and there are 1,719 homes within this study area. There are no significant non-residential uses in this area.

Fouse Elementary & Genoa Middle Study Area

The following map outlines the boundaries of Alcott Elementary Study Area. This study area is bound by Maxtown Road to the south and primarily encompasses developments with frontage on Mount Royal and Tussic Street Road on which the school has frontage. According to calculations using the Delaware County Auditor’s data, this area includes 910 acres and there are 1,445 homes within this study area. There are a couple churches and a few home-based businesses that front on Tussic Street Road in this area. Also, Heritage Christian Church which has a large sanctuary and parochial school on the north side of Maxtown Road, east of Tussic Street Road lies within this study area. A significant commercial/industrial node abuts this study area to the southwest at the intersection of Polaris Parkway (Maxtown Road) and State Route 3 (State Street). This area was excluded from the study area.
Each of these areas were reviewed with the Genoa Township Safe Routes to Schools Team at their March 16, 2010 meeting and via e-mail to ensure that the study areas:

1. Include existing and planned non-transport areas;
2. Include only areas that are served by the identified school building;
3. Exclude all areas that are outside a 2-mile radius of school properties; and
4. Exclude all land uses that will not benefit by connectivity to school properties.

Major roadways create the most noticeable barriers to safe active transportation in Genoa Township. The Genoa Township Safe Routes to School Travel Team identified in these maps some corridor extensions along these roadways and up to major intersections, such as Interstate 71 and Big Walnut Road, Big Walnut and Grand Oak Boulevard, State Route 3 and Big Walnut Road, State Route 3 and Freeman Road, as well as State Route 3 and Mount Royal Avenue which are the most commonly mentioned safety concerns for pedestrians and bicyclists. Studying these intersections and the areas around them will help to address public comments received prior to the planning process.

The follow map highlights the total area including the three (3) mentioned study areas. In total, this area includes 4,731 households. Covering 5.12 square miles, this study area covers less than 25% of the Township’s 21.5 square miles of land area, but includes over 60% of the Township’s total residential population. This area is of primary interest as Genoa Township, the Olentangy Local School District and the Westerville City School District team up to provide safe walking and biking routes to and from our local schools.
While other areas could have been included in this map by being within a 2-mile radius of the schools, the Genoa Township Safe Routes to Schools Team felt that these areas best represented the mission of the School Travel Plan.

**WHAT ARE THE GOALS & OBJECTIVES OF THE PLAN?**

The one cohesive goal of this plan is to identify ways to improve the safety of and promote healthy pedestrian and bicycle travel to and from school for students. This can be achieved through the following objectives:

1. **Involve key stakeholders, such as the school district staff, school building administration, school educators, township administrative personnel, local public safety officers, health educators, community advocates for pedestrian and bicycle activities and others that share a similar goal.**

2. **Ensure accurate accounts of all existing data for the five focus areas of education, encouragement, enforcement, engineering and evaluation.**

3. **Gather feedback from parents and students regarding their feelings about existing programs in the five focus areas of education, encouragement, enforcement, engineering and evaluation.**
SECTION 3: THE PUBLIC INPUT PROCESS

EXISTING EDUCATION, ENCOURAGEMENT & ENFORCEMENT PROGRAMS
All schools utilize safety patrol officers and volunteers to help direct traffic and work as crossing guards around their schools to keep kids safe. Schools provide bike racks on their grounds and make special exceptions for those that are biking or walking in arrival and dismissal procedures to allow for safer travel for students.

The Genoa Township Police Department identified that they provide traffic patrol to areas around the schools as speeding and traffic become an issue. They noted that officers are aware of when students typically arrive and leave the schools as well as when events are being held that may result in traffic or safety concerns.

PUBLIC WORKSHOPS & SURVEYS
A series of three (3) public workshops were organized and held (one in each of the study areas) to provide a forum for parents and students to come together and offer input into the planning process. The workshops were advertised on professionally printed door hangers that were delivered by volunteers to each of the 4,731 households in the study area. They were distributed one (1) to two (2) weeks before the workshops and notices were also posted on the Township website, in Township offices and in the school buildings. The ThisWeek Newspaper, a local weekly publication distributed to all homes in the Township, published an article on the workshops the week prior. Columbus’ WBNS-10TV also ran a story on the workshops which ran April 28th at 5:30 p.m. and was posted on their website earlier in the week. In total, nearly 100 hours of volunteer and staff time were utilized to publicize the workshops and an on-line public survey for parents.

DOOR HANGER LAYOUT ADVERTISING PUBLIC WORKSHOPS AND SURVEY

(Source: PrintPlace.Com, 2010)
The first was held at 7:00 p.m. on Monday, April 26, 2010 at Fouse Elementary. The second was held at 7:00 p.m. on Tuesday, April 27, 2010 at Walnut Creek Elementary. The third was held at 7:00 p.m. on Wednesday, April 28, 2010 at Alcott Elementary. During each workshop, a 10-minute video about Safe Routes to School from the National Center for Safe Routes to School titled “Why Safe Routes to School Matter” was played for attendees as they entered and then attendees were invited to join small work tables where participants were asked to help in identifying barriers to safe travel on an aerial photograph of their neighborhood and then engaged in conversation about the planning process.

**A Work Table at April 26, 2010 Workshop at Fouse Elementary**

In total, a couple dozen parents participated in the workshops and most noted that they were representing their neighborhood to some extent. Additionally, 117 parents participated in the on-line survey that was designed by the National Center for Safe Routes to School and administered on the Township website through SurveyMonkey.com. A detailed account of the workshop results and on-line survey results are posted in Section 6 of this plan.

**Stakeholder Interview Results**

In addition to parents and students, the Genoa Township Safe Routes to School Team identified that they wanted to meet with and/or interview a few stakeholders and get feedback that could be of value to the plan.

Perhaps most notably, the Team was interested in getting feedback from the Walnut Creek Elementary Parent/Teacher Organization (PTO) regarding why participation from this school was so much lower than the others. To quote an email from the Assistant Principal of Walnut Creek, Marsha Levering, dated April 29, 2010, “There are some misunderstandings about the intent of the program, and some fears that this would be reason to stop busing in certain areas of the school... The PTO feels public participation (in Safe Routes to School) is negative.”

Members of the Team also interviewed crosswalk guards surrounding all of the schools during school arrival and dismissal periods to both witness current levels of activity and also discuss procedures. Each guard demonstrated that vehicle traffic was of primary concern. Distracted drivers and those that ignore posted speed limits appear to cause the most safety concerns.
STUDENT OPINIONS
Based on feedback from parents, students enjoy the ‘freedom’ of walking or biking to school if they are given the option and it is a reasonable distance. It appears that any hesitation about such an activity comes from parents. When Team members witnessed students walking to and from school, they were mostly in groups of 2 to 5 and students were typically engaged in conversations as they walked. Some walked with a parent while others simply walked with a group of fellow students.

PUBLIC COMMENT PERIOD
The public comment period for the program will be ongoing and continuous through the life of the program. As stated earlier, the kick-off public workshops and surveys were administered April 9, 2010 thru May 12, 2010. It is expected that the online survey will be administered each year to compare results with prior years to gauge the impact of the program.

EXISTING 2009 GENOA TOWNSHIP COMPREHENSIVE PLAN RECOMMENDATIONS
The Genoa Township Parks Advisory Board maintains an active plan of work which is developed from past recommendations of the 2009 Genoa Township Comprehensive Plan and projects that are identified through regular public meetings and other methods of gathering residential input. It has been a standard practice in Genoa Township that the Parks Advisory Board maintains a prioritized list of needed improvements and that, as funds are budgeted by the Board of Trustees, staff will begin to work on projects according to their priority ranking.

The following are more recommendations made in the Plan:

1. **Expand the Recreational Pathway Network with Vital Connections.** The Board of Trustees should coordinate sidewalk projects that connect existing developments or provide sidewalks along major thoroughfares including county and township roads, in conjunction with the Genoa Township Parks Advisory Board. This could include adding downcast lighting, benches or other amenities to these pathways that will help facilitate their use and safety.

2. **Establish Recreational Links between Neighborhoods and Community Facilities.** As development continues, appropriate recreational pathways should be planned to provide an interlocking network of neighborhoods and community facilities to those traveling on foot or bike. As stated in this plan, the increased density of the Township and its surrounding area has congested local streets with more traffic. Having alternative methods of transportation will be important to the Township’s future and can help meet the growing recreational needs of its residents. Sidewalks should also be required in all planned developments. There is a large need for a pathway connection across State Route 3. As development occurs, it should be considered that such a crossing will take considerable land adjacent to the roadway to grade land away from either an overpass or underpass that would meet this need. It is also important to consider that developments on both sides of the connection will see a larger use of their local pathways. This should be planned in accordance with community facilities.

3. **Promote Publicly-Owned and Networked Green Space.** As developments are planned, consideration should be given to the ownership of active green space. Developers may donate active recreational lands to Genoa Township or grant them to homeowners’ associations or other entities approved by the Board of Trustees that would ensure public use and protection of the lands. As development occurs, consideration should be given to how such green space areas can be publicly linked with bike paths or pedestrian pathways. As privately-owned lands (homeowners association owned lands, land trusts, etc.) are used for networking green space, the Township should explore liability issues that the owners may incur by the increased use.
EXISTING 2010 GENOA TOWNSHIP STRATEGIC OPEN SPACE PLAN RECOMMENDATIONS

The Genoa Township Strategic Open Space Plan (SOS Plan), as adopted by the Genoa Township Board of Trustees on December 2, 2010, takes a systems based approach to advance the Township’s core ideal of “A Nice Place to Live.” One of the eight core goals of the plan is to develop a system of trails that provide access and connectivity between open spaces, businesses, schools and neighborhoods. The Plan indicated the following objectives to assist with implementation of the core goal:

**Short-Term Objectives**
- Identify locations where immediate safety concerns exist for bicyclists and/or pedestrians and take necessary precautions.
- Finalize and adopt the Safe Routes to School Travel Plan.
- Gain support for priority trail connections from property owners.
- Ensure proper trail connectivity is incorporated with all development projects.
- Advocate for complete streets in all road improvement projects.

**Long-Term Objectives**
- Implement all the recommendations of the Safe Routes to School Travel Plan.
- Connect all Township parks and amenities with an 8-foot wide trail.
- Ensure residents have safe and reliable access to the trail network.

A more detailed listing of recommended trail connections can be found in the following map.

**RECOMMENDED TRAIL CONNECTIONS IN 2010 GENOA TOWNSHIP STRATEGIC OPEN SPACE PLAN**

(Source: Genoa Township Development & Zoning Office, 2011)
SCHOOL WELLNESS POLICY OBJECTIVES
The Westerville City School District has an Office of Health Services which has the mission to “Collaborate and deliver professional health services to the school community to maximize student academic achievement and life-long wellness.” The Westerville Schools employs certificated school nurses who strengthen partnerships with families, school professionals and community resources to proactively expand comprehensive school health services designed to promote the health of all learners. The following wellness policy was adopted by the Westerville City School District on December 14, 2009.

8510 – WELLNESS: As required by law, the Board of Education establishes the following wellness policy for the Westerville City School District.

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

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

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

A) With regard to nutrition education, the District shall:
   1) Nutrition education shall be included in the Health curriculum so that instruction is sequential and standards-based and provides students with the knowledge, attitudes, and skills necessary to lead healthy lives.
   2) Nutrition education shall be included in the sequential, comprehensive Health curriculum in accordance with the curriculum standards and benchmarks established by the State.
   3) Nutrition education shall be integrated into other subject areas of the curriculum, when appropriate, to complement, but not replace, the standards and benchmarks for health education.
   4) Nutrition education standards and benchmarks shall be age-appropriate and culturally relevant.
   5) The standards and benchmarks for nutrition education shall be behavior focused.
   6) Nutrition education shall include enjoyable, developmentally appropriate and culturally relevant participatory activities, such as contests, promotions, taste testing, and others.
   7) Nutrition education shall include opportunities for appropriate student projects related to nutrition, involving, when possible, community agencies and organizations.
   8) Nutrition education shall extend beyond the classroom by engaging and involving the school’s food service staff.
   9) Nutrition education posters, such as the Food Pyramid Guide, will be displayed in the cafeteria.
   10) The school cafeteria shall serve as a learning lab by allowing students to apply the knowledge, attitudes, and skills taught in the classroom when making choices at mealtime.
   11) Nutrition education shall extend beyond the school by engaging and involving families and the community.
   12) Nutrition education shall reinforce lifelong balance by emphasizing the link between caloric intake (eating) and exercise in ways that are age-appropriate.
   13) Nutrition education benchmarks and standards include a focus on media literacy as it relates to food marketing strategies.
   14) Nutrition education standards and benchmarks promote the benefits of a balanced diet that includes
fruits, vegetables, whole grain products, and low-fat and fat-free dairy products.

15) Staff responsible for providing instruction in nutrition education shall regularly participate in professional development activities designed to better enable them to teach the benchmarks and standards.

16) Instruction related to the standards and benchmarks for nutrition education shall be provided by highly qualified teachers.

17) The District shall provide information to parents that is designed to encourage them to reinforce at home the standards and benchmarks being taught in the classroom.

B) With regard to physical activity, the District shall:

1) Physical Education
   a) A sequential, comprehensive physical education program shall be provided for students in K-12 in accordance with the standards and benchmarks established by the State.
   b) Physical education classes shall provide students with opportunities to learn, practice, and be assessed on developmentally appropriate motor skills and social skills, as well as knowledge.
   c) The sequential, comprehensive physical education curriculum shall stress the importance of remaining physically active for life.
   d) The sequential, comprehensive physical education curriculum shall provide students with opportunities to learn, practice, and be assessed on developmentally appropriate knowledge, attitudes, and skills necessary to engage in lifelong, health-enhancing physical activity.
   e) Planned instruction in physical education shall be sufficient for students to achieve a proficient level with regard to the standards and benchmarks established by the State.
   f) The K-12 program shall include instruction in physical education as well as opportunities to participate in competitive and non-competitive team sports to encourage lifelong physical activity.
   g) Planned instruction in physical education shall require students to be engaged in moderate to vigorous physical activity for at least fifty percent (50%) of scheduled class time.
   h) Planned instruction in physical education shall meet the needs of all students, including those who are not athletically gifted.
   i) Planned instruction in physical education shall be presented in an environment free of embarrassment, humiliation, shaming, taunting, or harassment of any kind.
   j) Planned instruction in physical education shall include cooperative as well as competitive games.
   k) Planned instruction in physical education shall take into account gender and cultural differences.

2) Physical Activity
   a) Physical activity should not be employed as a form of discipline or punishment.
   b) Physical activity and movement shall be integrated, when possible, across the curricula and throughout the school day.
   c) Schools shall encourage families to provide physical activity outside the regular school day, such as outdoor play at home, participation in sports sponsored by community agencies or organizations, and in lifelong physical activities like bowling, swimming, or tennis.
   d) The school shall encourage families and community organizations to institute programs that support physical activity of all sorts.

C) With regard to other school-based activities the District shall:

1) The schools shall provide at least twenty (20) minutes daily for students to eat.
2) The schools shall schedule mealtimes so there is minimum disruption by bus schedules, recess, and other special programs or events.
3) The school shall provide attractive, clean environments in which the students eat.
4) Activities, such as tutoring or club meetings, shall not be scheduled during mealtimes, unless students may eat during those meetings.
5) The schools may use environmentally friendly practices, such as the use of locally grown foods and non-disposable tableware and dishes.
6) The schools may provide opportunities for staff, parents, and other community members to model
healthy eating habits by dining with students in the school dining areas.

7) The schools may demonstrate support for the health of all students by hosting health clinics and screenings and encouraging parents to enroll their eligible children in Medicaid or in other children’s health insurance programs for which they may qualify.

8) Schools in our system utilize electronic identification and payment systems, therefore, eliminating any stigma or identification of students eligible to receive free and/or reduced meals.

9) Students are discouraged from sharing their foods or beverages with one another during meal times, given concerns about allergies and other restrictions on some students’ diets.

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

A. In accordance with Policy 8500, entitled Food Service, the food service program shall comply with Federal and State regulations pertaining to the selection, preparation, consumption, and disposal of food and beverages as well as to the fiscal management of the program.

B. As set forth in Policy 8531, entitled Free and Reduced Price Meals, the guidelines for reimbursable school meals are not less restrictive than the guidelines issued by the U.S. Department of Agriculture (USDA).

C. The food service program will strive to be financially self-supporting; however, if it is necessary to subsidize the operation, it will not be through the sale of foods with minimal nutritious value.

D. The food service program will provide all students affordable access to the varied and nutritious foods they need to be healthy and to learn well.

E. All foods available on campus during the school day shall comply with the current USDA Dietary Guidelines for Americans, including competitive foods that are available to students a la carte in the dining area, as classroom snacks, from vending machines, for classroom parties, or at holiday celebrations.

F. All foods available to students in the dining area during school food service hours shall comply with the current USDA Dietary Guidelines for Americans, including competitive foods available to student a la carte or from vending machines.

G. The food service program shall be administered by a director who is properly qualified, certificated, licensed, or credentialed, according to current professional standards.

H. All food service personnel shall receive pre-service training in food service operations.

I. Continuing professional development shall be provided for all staff of the food service program.

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

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

The Olentangy Local School District adopted the following policy on June 22, 2006.

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

- With regard to nutrition education, the District shall provide nutrition education and physical education to foster lifelong habits of healthy eating and physical activity, and will establish links between curriculum, school meal programs and community services.
- With regard to physical activity, the District shall have opportunities, support and encouragement for all students in grades K-12 to be physically active on a regular basis.
- With regard to other school-based activities, the District shall engage students, parents, teachers, food service professionals, health professionals and other interested community members in developing, implementing, monitoring and reviewing district-wide nutrition and physical activity guidelines.
Furthermore, with the objectives of enhancing student health and well being and reducing childhood obesity, the following guidelines are established:

- In accordance with Policy 6080, Food Services Management/Free and Reduced Price Food Services, program shall comply with Federal and State regulations pertaining to the selection, preparation, consumption and disposal of food and beverages as well as to the fiscal management of the program.
- As set forth in Policy 6081, Food Sale Standards, the guidelines for reimbursable school meals are no less restrictive than the guidelines issued by the U.S. Department of Agriculture (USDA).
- Foods and beverages sold or served as part of the school food service program will be consistent with recommendations of the U.S. Dietary Guidelines for Americans.
- Qualified child nutrition professionals will provide students with access to a variety of affordable, nutritious and appealing foods that meet the health and nutrition needs of students and will provide appropriate settings and adequate time for students to eat.

To achieve these policy goals the Superintendent/designee will create a District Health Council to develop, implement, monitor, review and, as necessary, revise school nutrition and physical activity guidelines necessary to implement this policy. The council will also serve as a resource to school sites for implementing those guidelines. (This council consists of a group of individuals representing the school and community, and should include parents, students, a representative of the school food authority, members of the school board, school administrators, teachers, a school nurse, community agencies and members of the public.)

Policy Implementation: The District Health Council will do a district‐wide assessment that will be repeated every three years to assess progress and determine areas in need of improvement. The District Health Council will, as necessary, revise the wellness guidelines, review policy compliance and develop work plans to facilitate their implementation. The Superintendent/designee shall report on the District’s compliance with this policy and the progress toward achieving the goals set forth herein when requested to do so by the board. The Council shall provide the board with any recommended changes to this policy.
SECTION 4: DESCRIPTION OF SCHOOLS

There are three public school systems in Genoa Township. The Westerville City School District has two (2) elementary schools, one (1) middle school, and one (1) high school in the Township. The Olentangy Local School District has one (1) elementary school in the Township. While the Big Walnut Local School District serves a portion of the Township’s residents, it does not have any school facilities in the Township.

According to estimates prepared by the Genoa Township Development and Zoning Office in June 2009, the majority of Township residents (14,352 residents) live in the Westerville City School District which comprises 67% of the Township’s population. A smaller 18% (3,951 residents) live in the Olentangy Local School District and only 15% (3,118 residents) live in the Big Walnut Local School District.

Development styles and densities have also impacted these statistics. According to the same study completed in June 2009 by the Genoa Township Development and Zoning Office, residential lots in the Westerville School District averaged 0.31 acres, while residential lots in the Olentangy Local School District averaged 0.97 acres and residential lots in the Big Walnut Local School District averaged 3.74 acres. The Westerville and Olentangy Schools are located in a more suburban environment where walking or biking to school is a more accepted practice, while students in the Big Walnut Schools are used to the rural atmosphere where students typically live many miles away from where they attend school.

This plan was developed as a study primarily for the four (4) qualifying school facilities which are located in Genoa Township. Westerville Central High School was omitted because it does not qualify under the Ohio Department of Transportation’s Safe Routes to School Program. The following is a listing of the schools being studied by this Plan:

1. **Alcott Elementary School**
   a. District: Westerville City School District
   b. Address: 7117 Mount Royal Avenue, Westerville, Ohio 43082
   c. Hours of Operation: 9:05 a.m. – 3:30 p.m.
   d. Enrollment: 732 students *(Source: Westerville City Schools’ Office of Communications, 2010)*
   e. Grades Served: K – 5

2. **Fouse Elementary School**
   a. District: Westerville City School District
   b. Address: 5800 South Old 3C Highway, Westerville, Ohio 43082
   c. Hours of Operation: 9:05 a.m. – 3:30 p.m.
   d. Enrollment: 705 students *(Source: Westerville City Schools’ Office of Communications, 2010)*
   e. Grades Served: K – 5

3. **Genoa Middle School**
   a. District: Westerville City School District
   b. Address: 5948 South Old 3C Highway, Westerville, Ohio 43082
   c. Hours of Operation: 7:55 a.m. – 2:48 p.m.
   d. Enrollment: 1,015 students *(Source: Westerville City Schools’ Office of Communications, 2010)*
   e. Grades Served: 6 – 8
4. **Walnut Creek Elementary School**
   a. District: Olentangy Local School District
   b. Address: 5600 Grand Oak Boulevard, Galena, Ohio 43021
   c. Hours of Operation: 8:50 a.m. – 3:30 p.m.
   d. Enrollment: 581 students *(Source: Olentangy Local School District, 2010)*
   e. Grades Served: K -5
Genoa Township schools have a majority White, non-Hispanic student population. The following table depicts the ethnicity breakdown at each school facility as of the 2007-2008 school year.

<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>Alcott Elementary</th>
<th>Fouse Elementary</th>
<th>Genoa Middle</th>
<th>Walnut Creek Elementary</th>
<th>State Averages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black, non-Hispanic</td>
<td>10%</td>
<td>8%</td>
<td>16%</td>
<td>n/a</td>
<td>15%</td>
</tr>
<tr>
<td>White, non-Hispanic</td>
<td>83%</td>
<td>80%</td>
<td>72%</td>
<td>99%</td>
<td>78%</td>
</tr>
<tr>
<td>Multiracial</td>
<td>5%</td>
<td>5%</td>
<td>6%</td>
<td>n/a</td>
<td>3%</td>
</tr>
<tr>
<td>Hispanic</td>
<td>n/a</td>
<td>4%</td>
<td>n/a</td>
<td>n/a</td>
<td>3%</td>
</tr>
<tr>
<td>Asian or Pacific Islander</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>n/a</td>
<td>1%</td>
</tr>
<tr>
<td>Unspecified</td>
<td>n/a</td>
<td>n/a</td>
<td>1%</td>
<td>1%</td>
<td>n/a</td>
</tr>
</tbody>
</table>

(Source: Ohio Department of Education, 2007-2008)

Genoa Township schools contain populations of students that are economically disadvantaged or disabled, while there are not significant gifted, migrant or limited English proficient student groups. The following table depicts the subgroup breakdown at each school facility as of the 2007-2008 school year.

<table>
<thead>
<tr>
<th>Student Subgroups</th>
<th>Alcott Elementary</th>
<th>Fouse Elementary</th>
<th>Genoa Middle</th>
<th>Walnut Creek Elementary</th>
<th>State Averages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economically disadvantaged students</td>
<td>7%</td>
<td>11%</td>
<td>14%</td>
<td>37%</td>
<td>36%</td>
</tr>
<tr>
<td>Disabled students</td>
<td>9%</td>
<td>11%</td>
<td>10%</td>
<td>17%</td>
<td>14%</td>
</tr>
<tr>
<td>Gifted students</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Migrant students</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Limited English proficient (LEP) students</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

(Source: Ohio Department of Education, 2007-2008)
SECTION 6: CURRENT SCHOOL TRAVEL ENVIRONMENT

The following is a summary of different elements effecting the current school travel environment. Information may be depicted as a group, by district or by school, depending on uniqueness of data.

STUDENT IN-CLASS TALLY RESULTS
The details of the student tally sheets may be found in the reports on the Safe Routes to School website. The following are highlights of the results. Team members from each school separately administered in-class tally surveys to indicate how students traveled to and from school at different points through the week. The following table depicts the tallies that were reported per school.

<table>
<thead>
<tr>
<th>Student Travel Summary</th>
<th>Alcott Elementary</th>
<th>Fouse Elementary</th>
<th>Genoa Middle</th>
<th>Walnut Creek Elementary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Season Collected</td>
<td>Fall 2009</td>
<td>Fall 2009</td>
<td>Fall 2009</td>
<td>Spring 2010</td>
</tr>
<tr>
<td>Data Type (Pre/Mid/Post)</td>
<td>Pre</td>
<td>Pre</td>
<td>Pre</td>
<td>Pre</td>
</tr>
<tr>
<td>Reported School Enrollment</td>
<td>732</td>
<td>670</td>
<td>1015</td>
<td>582</td>
</tr>
<tr>
<td>Number of Tallies Reported</td>
<td>26</td>
<td>25</td>
<td>39</td>
<td>24</td>
</tr>
</tbody>
</table>

(Source: National Center for Safe Routes to School, 2010)

The following pie charts depict the aggregate mode of travel for students across all reported days by percentage of the total.
The following table demonstrates the results from the prior pie charts as an average number of students per day by school.

<table>
<thead>
<tr>
<th>Average No. of Student Trips for Morning and Afternoon</th>
<th>Alcott Elementary</th>
<th>Fouse Elementary</th>
<th>Genoa Middle</th>
<th>Walnut Creek Elementary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>50.5 (9.2%)</td>
<td>18.2 (3.3%)</td>
<td>32.5 (5.5%)</td>
<td>16.8 (4.8%)</td>
</tr>
<tr>
<td>Bike</td>
<td>21.5 (3.9%)</td>
<td>3.7 (0.7%)</td>
<td>3.5 (0.6%)</td>
<td>1.0 (0.3%)</td>
</tr>
<tr>
<td>School Bus</td>
<td>278.8 (50.8%)</td>
<td>370.3 (67.5%)</td>
<td>405.8 (69.2%)</td>
<td>235.2 (67.5%)</td>
</tr>
<tr>
<td>Family Vehicle</td>
<td>147.3 (26.3%)</td>
<td>136.5 (24.9%)</td>
<td>106.3 (18.1%)</td>
<td>91.2 (26.2%)</td>
</tr>
<tr>
<td>Carpool</td>
<td>44.3 (8.1%)</td>
<td>15.8 (2.9%)</td>
<td>33.7 (5.7%)</td>
<td>1.3 (0.4%)</td>
</tr>
<tr>
<td>Transit</td>
<td>0.5 (0.1%)</td>
<td>3.8 (0.7%)</td>
<td>0.0 (0.0%)</td>
<td>0.0 (0.0%)</td>
</tr>
<tr>
<td>Other</td>
<td>6.3 (1.2%)</td>
<td>0.7 (0.1%)</td>
<td>4.3 (0.7%)</td>
<td>2.7 (0.8%)</td>
</tr>
<tr>
<td>Average Number of Students per day responding to in-class tally counts</td>
<td>549.3</td>
<td>549.0</td>
<td>586.2</td>
<td>348.2</td>
</tr>
</tbody>
</table>

(Source: National Center for Safe Routes to School, 2010)

The following charts illustrate the same data divided by morning and afternoon responses by school.

The results of this survey indicate walking and biking to school to be most notable at Alcott Elementary. There is not a noticeable difference in the results between morning and afternoon students and their mode of travel. Fouse Elementary was the only school where transit appeared to have been utilized by students as a mode of travel.
PARENT SURVEY RESULTS
The details of the parent surveys may be found in the reports on the Safe Routes to School website. The following are highlights of the results. The surveys were available in both English and Spanish though no respondent utilized the Spanish option. While the student tally sheets were administered to all students in the classroom, this on-line survey was only administered to those within the study areas. Since results were very similar between schools, the following results are displayed as a compilation of all schools. The following chart indicates many of the same characteristics as the student tally sheets despite the difference in how the survey was administered.

![On most days, how does our child arrive at school and leave for home after school?](image-url)
The following charts indicate that while over half of the parents indicate that their children have asked to walk or bike to/from school, only 21.7% of students do this already.
Of those responding to the prior question, there appears to be a significant increase in comfort level of students walking to school after they are in 4th grade, while a significant number of parents indicate that they would not feel comfortable with their child walking at any of the grades mentioned.

The above questions represent that the largest impact on parents’ decision to let their children walk or bike to school is the safety of intersections and crossings, followed closely by speed of traffic, amount of traffic, and sidewalks or pathways. The presence of crossing guards also ranks high on the influence of whether parents would change their mind about allowing their child to walk or bike.

The two charts above indicate that students do generally find walking or biking safe and that parents do considerably recognize that it is a healthy or very healthy option.
While the above chart does not demonstrate directly why parents decide to let their children walk or bike to school, it is interesting to note that 85.7% of respondents indicated that they have completed at least 4 years of college. This is typical of the Genoa Township population as a whole. It does not appear that education correlates to parents’ decisions to allow their children to walk or bike in this survey. It instead appears that many college educated parents differ in their opinion of whether it is safe for their children to walk or bike to school. Rather, it appears that the results correlate to where parents live in the Township.

**Preliminary Suggestions for Improvement**

Detailed recommendations of how to improve safety of active travel to and from school was offered by 43 respondents of the survey. These results will be considered in future sections of this plan. Much of the focus of these comments was on the safety around Fouse Elementary and Genoa Middle along South Old 3C Highway and at the intersection of State Route 3 and Freeman Road.

The following is a summary of the workshop roundtable discussions broken down by each workshop and itemized by subject:

**Fouse Elementary / Genoa Middle**

1. Light needed at Hawksbeard
2. No parking signs needed at Shellbark entrance, Hawksbeard and Steeplebush
3. Sidewalks needed on Old 3C, students are using this route to school, unsafe
4. Traffic flow change needed on Alcott and Genoa Middle School property
5. School zone lights need to be moved to represent new school zone
6. Feridean landscaping causing sight problems at Freeman/Old 3C intersection  
7. Additional bike racks needed at Alcott  
8. Light needed at Freeman and State Route 3  
9. Sidewalk/bike path needed along Freeman Road  
10. "No thru trucks" sign needed on Freeman Road  
11. Neighbors need to be educated about school zone; where it begins/ends, rules  
12. Lower speed limit on Old 3C  
13. Move existing school zone flashing light on Old 3C to the north to include expanded zone  
14. Provide double headed school zone for drivers entering zone mid-way  
15. Provide crossing guard at Freeman/Old 3C  
16. Post School Zone hours  
17. Check ADA compliance at all Schools  

Walnut Creek Elementary  
1. Parents concerned that improved crossing of Big Walnut could mean eliminated busing  
2. No flashing lights along Grand Oak  

Alcott Elementary  
1. Control speeding through Sherbrook neighborhood, Hilmar and Wingstem  
2. Concerns about the safety / traffic flow at the Mt. Royal/Old 3C / Route 3 intersections  
3. Sidewalks along Old 3C  
4. Access from Charles Road through Olga Court  
5. Sidewalks along Hilmar Park and Mt. Royal (School property) need cleared of snow  
6. Sidewalks needed along Wingstem  
7. Paved path needed from Hilmar Park to Alcott parking lot  
8. Provide better access to Alcott from Mt. Royal; currently there is no separation between walkers/bikers and school buses  
9. Need flashing lights at Hilmar / Mt. Royal intersection  
10. Tussic / Mt. Royal intersection unsafe; need flashing lights for school zone, speeding controlled, bridge or tunnel to provide a safe crossing for elementary students  
11. Add street lights along Tussic by Mt. Royal  
12. Need sidewalks along north side of Maxtown, between Whitetail Lane and Tussic  
13. Intersection at Hilmar and Maxtown Road is dangerous for pedestrians and bicyclist  

ARRIVAL AND DISMISSAL PROCEDURES  

- Olentangy Local School District: Children who are transported to school other than by bus must not arrive prior to ten minutes before the start of school. Prior to this time and after dismissal, Olentangy cannot be held responsible for children. Students who are driven to school by parents are dropped off at the front of the building. Cars back up on Grand Oak Boulevard and onto Big Walnut Road. Students who take the bus are dropped off in the back of the building. An adult stands at the end of the sidewalk in the back of the building during arrival and dismissal to watch over walkers and bike riders. Students are allowed to ride their bikes to the back of the building where the bike racks are located and enter the building through the back door. Students who are picked up by parents and walkers are dismissed five minutes early at 3:25 p.m.  
- Westerville City School District: All children are encouraged to walk to school. The school does not accept responsibility for student bicycles. Students may ride bikes at their own risk. Westerville School: Walkers, day care, SACC students, and students being picked up by parents will be dismissed at 3:30 p.m. Bus students will be dismissed at 3:32 p.m. For those students who plan to ride bicycles to school, the following guidelines are suggested:
All students are permitted to ride bicycles to school with parental consent. The parent and child need to decide when a child is ready to ride a bicycle to school.

- All bicycles are to be parked in bicycle racks.
- Bicycle riders are to obey all traffic laws, e.g. stop signs.
- Bicycles shall be walked on the school grounds.
- All bicycles should be locked while parked in the bicycle rack.
- Bicycle riders should wear helmets.

SCHOOL TRAVEL POLICIES

- Both Districts: Students responsible to use their required and assigned stop. If a stop change or change in destination is necessary, a signed note by the parent/guardian and administrator must be presented and approved by a representative from transportation. Parents are responsible to have their children at the bus stop five (5) minutes prior to their scheduled pick-up time as outlined by the transportation department. If at any time there is a change of transportation assignment or destination of a student, a note from parents of each student involved must be sent designating this change and must be approved by both a building administrator and a transportation representative. Permission for such changes must be approved by transportation and is on a space available basis.

SCHOOL SAFETY OR HAZARD BUSSING

- Both Districts: Students riding the bus have the option of requesting a Guest Ride Pass in the case of an emergency.
- Fouse Elementary & Genoa Middle: Because of the transportation issues surrounding these two buildings being located so close to each other, the following provisions must be followed to ensure school safety:
  - Please make sure to use the car line for drop off and pick up. The parking lot is not intended for you to park and walk to get your child at dismissal time. This is a safety issue.
  - The Genoa Middle parking lot and access road is for buses only between 3:15 p.m. and 3:45 p.m.
  - If you need to drop something off at school or meet with a staff member please come before 3:15 p.m. or after 3:40 p.m. Please do not park and cross bus paths or pick up lines during the peak of dismissal.
  - The drop-off and pick-up zone is between the two large orange cones places on the sidewalk.
  - If your child is a walker he/she should cross using the Genoa crosswalk Safety Patrol as in the past and continue through the Genoa Middle parking lot.

LOCATION & TIMES OF CROSSING GUARDS, ADULT OR STUDENT

- Olentangy Local School District: No crossing guards off school grounds.
- Westerville City School District: Crossing guard will be on duty at the intersection of Hawksbeard Drive and South Old 3C Highway from 8:25 a.m. to 9:10 a.m. and 3:25 p.m. to 4:10 p.m. There will be no crossing guard at mid-day. Safety patrol (students) are located along the drive connecting Fouse Elementary / Genoa Middle from 8:50 a.m. to 9:05 a.m. and from 3:25 p.m. to 3:35 p.m.

GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA & MAPPING

GIS has been used to create preliminary mapping and will continue to be utilized throughout the life of the project. The following layers were made available courtesy of the Delaware County Auditor’s Office: Aerial Photographs, Parcels, Road Right-of-Way, Traffic Controls, and School District Boundaries. Many
of these shapefiles and other data can be downloaded from their website at www.dalisproject.org. Copies of aerial photographs of each school site can be found in Section 12.

Both school districts provided copies of their transport and non-transport areas, a 2-mile radius map surrounding each school, location of bike parking and speed limit flasher locations. Copies of the data from these maps can be found in Section 9.

**Community Sidewalk Maintenance Policy**

There is no existing sidewalk maintenance policy in Genoa Township, but the Township relies on existing legislation in the Ohio Revised Code to enforce maintenance standards when a nuisance exists.
SECTION 7: BARRIERS TO ACTIVE TRANSPORTATION

Based on the public SRTS workshops and parent surveys, teachers, parents, and SRTS team members indicated that speeding within the school zone, the amount of traffic along routes, incomplete sidewalks/pathways and distance to the school were primary impediments to students walking or biking to and from school. It is recognized that major roadways within the school zones create the most noticeable barriers to safe active transportation in Genoa Township. The unsafe crossings where community streets intersect major roads with large traffic volumes and high speed limits are big concern when promoting students to walk and bike to/from schools.

IDENTIFICATION OF BARRIERS

In order to identify the circumstances and elements within the community that contribute to the parents’ and teachers’ sense of unease in allowing their children to walk or bicycle to school, walking audits were conducted with members of the SRTS Team to review the walkability and bikeability of the community surrounding each school in the study area. Specifically, the primary walking and biking routes in the immediate vicinity of the schools were observed during either the morning arrival or the afternoon dismissal period from the school. The walking audits focused on the following primary elements when it came to walkability and bikeability:

1. Is there room to walk/bicycle?
2. Is it easy to cross streets and how are the intersections that must be walked or ridden through?
3. Do drivers behave well within the school zone?
4. Do students follow safety rules?
5. Are the routes pleasant?

Throughout the audit and observation of arrival or departure traffic patterns, the team discussed the various conditions and made notes of the following identified barriers to active transportation within the immediate school area and throughout the community of Genoa Township:

- Disconnected/broken sidewalks/pathway
- Insufficient/faded crosswalk and pavement markings
- Inadequate school zone signage and traffic control
- Deficient roadway infrastructure
- Insufficient bicycle/scooter parking

SCHOOL ZONE BARRIERS

The following pages present the observed school specific barriers noted during the walking audits conducted at each school facility.

ASSESSMENT OF ACCIDENT DATA

There were five (5) pedestrian/bicycle involved crashes recorded during year 2005-2007 study periods within the general vicinity of the SRTS study areas of the four (4) schools addressed in Genoa SRTS study area. Four (4) of the five (5) crashes were bike related crashes and two (2) of them resulted in injuries. There is one pedestrian involved crash and no one was reported as injured. No fatalities were noted during the study years.

Three (3) of the crashes were located within the vicinity of Walnut Creek Elementary School. Two of the crashes were on Route 3 in the proximity of the Big Walnut Road intersection and the remaining one crash occurred about one mile east of the school on Big Walnut Road. One bicycle crash with injury occurred within the study area for Fouse Elementary and Genoa Middle School. The location of the
crash was the intersection of Stillwater Avenue and Highland Lake Avenue. The last one occurred at the intersection of Big Walnut Road and Sunbury Road which was assigned to the study area of Genoa Middle School, Fouse Elementary School and Alcott Elementary School as they overlap each other.

FOUSE ELEMENTARY SCHOOL AND GENOA MIDDLE SCHOOL

DEFICIENT SIDEWALK/PATHWAY
- There are drainage issues at a section of existing sidewalk along the west side of Old 3C Highway between Genoa Farms Blvd at approximately Laver Lane.
- There is a missing sidewalk section on the east side of Old 3C Highway between Upper Cambridge Way and Freeman Road.
- There are no sidewalks either sides of Old 3C Hwy from school main entrance to Mt. Royal Avenue to provide access to students living south of the School on Old 3C.
- Pathway connection is needed along the south side of Freeman Road from State Route 3 to Freeman Road Park to provide access to students living in neighborhoods west of SR 3.

DEFICIENT CROSSWALK AND SCHOOL ZONE PAVEMENT MARKINGS
- The current in-street crosswalks at intersection of Freeman Road and Old 3C Highway are not at the corners of this intersection. The crosswalk on Freeman Road is just 70 feet west of the stop sign/bar. Only one crossing guard is monitoring this intersection and the landscaping at the corner creates sight distance issues for both vehicles and the pedestrians.
- There are crossing sight issues at intersection of Hawksbeard Drive and Old 3C Highway. The existing configuration sets the curb line further back on the east side of Old 3C Highway between Hawksbeard Drive and Upper Cambridge Way. Pedestrians must step into crosswalk to see oncoming traffic before crossing.

DEFICIENT SCHOOL ZONE SIGNAGE AND TRAFFIC CONTROL
- No school zone warning signs and school speed limit signs exist on Freeman Road
- Visibility of existing school zone speed limit assemblies and traffic speed display on Old 3C Highway is limited; School speed limit assemblies blocked the view of the traffic speed display
- There is no crosswalk warning signs at the school main entrance

DEFICIENT INFRASTRUCTURE & OTHER BARRIERS
- Hawksbeard Drive and Old 3C Highway intersection is currently under two-way stop control for the side streets. The existing speed limit on Old 3C Highway is 45 mph. The crossing of this intersection is dangerous for pedestrians and bikers.
- Both schools currently have reached the capacity of available bike racks. More bicycle racks are needed.
- Existing curb ramps on campus and major road crossings are missing ADA compliant truncated domes.

ALCOTT ELEMENTARY SCHOOL

DEFICIENT SIDEWALK/PATHWAY
- The existing walking path in Hilmar Park ends at the school rear playground but does not connect to school sidewalks. Children utilize the walking path to the school.
- Existing sidewalk along the west side of school exit driveway needs to be widened to provide more buffer zone to accommodate pedestrians/bicycles/scooters.
• A section of sidewalk is missing along north side of Maxtown Road between Whitetail Lane and Tussic Street Road.

DEFICIENT CROSSWALK AND SCHOOL ZONE PAVEMENT MARKINGS
• There is no crosswalk across Tussic Street Road at the intersection of Mt. Royal and Tussic Street Road.

POOR SCHOOL ZONE SIGNAGE AND TRAFFIC CONTROL
• Given the high travel speed along Tussic Street Road, the visibility of the school speed limit signs are low.
• The existing westbound school speed limit sign on Mt. Royal Avenue with beacon is blocked by the street speed limit sign. The overuse of signs can confuse motorists and reduces effectiveness of all signs.
• The existing eastbound school speed limit sign with beacon on Mt. Royal Avenue is blocked by trees.

DEFICIENT INFRASTRUCTURE & OTHER BARRIERS
• The intersection of Tussic and Mt. Royal is not lit. This intersection will serve as a primary cross intersection for students living in east communities.
• The existing bike racks on the school property are reaching their capacity. More bike racks are needed.
• ADA compliant truncated warning domes are missing on most of the curb ramps on campus.

WALNUT CREEK ELEMENTARY SCHOOL

DEFICIENT SIDEWALK/PATHWAY
• There are no sidewalks/pathway along Big Walnut Road.
• Walking/Biking connections to school are missing from Sheffield Park (north east quadrant of Worthington Road and Big Walnut Road) and Mansard Estates (south east quadrant of Worthington Road and Big Walnut Road) subdivisions.
• There are no sidewalks on Braymoore Drive or entrance to Mansard Estates subdivision.

DEFICIENT CROSSWALK AND SCHOOL ZONE PAVEMENT MARKINGS
• There is no crossing on Big Walnut to connect residential area to the south to the sidewalk to the school.

POOR SCHOOL ZONE SIGNAGE AND TRAFFIC CONTROL
• School zone signs are missing on northbound Grand Oak Blvd and Big Walnut Road.
• Existing school speed limit sign on Willow Bend Lane northbound is blocked by trees.

DEFICIENT INFRASTRUCTURE & OTHER BARRIERS
• Crossing at the intersection of Big Walnut Road and Grand Oak Blvd is dangerous for pedestrians and bikers. The existing crest curve to the west of this intersection creates sight distance issues for both traffic and pedestrians.
• Bike racks are not anchored to the concrete pad.
SECTION 8: CREATING SOLUTIONS

The purpose of the Safe Routes to School Travel Plan is to develop a master plan for enabling students to engage in active transportation modes, and to serve as the foundation of funding requests under the Ohio Department of Transportation (ODOT) Safe Routes to School (SRTS) program. Through this, the community or school may apply for assistance in implementing strategies in the areas of Engineering, Education, Encouragement, Enforcement, and Evaluation (5 E’s) to improve students’ ability to engage in active transportation to and from school.

Targeted improvement areas for each of the four schools include:

a) Pedestrian/Bicycle Facilities – improve and or construct new sidewalks and pathways.

b) School Crossings – construct new or improved school crossing at appropriate locations within and adjacent to the immediate school zone area.

c) School Zone Traffic Control – provide new or improved signage and pavement markings to increase the visibility of school zones and improve all modes of traffic flow within the school zone and through the school property to minimize the chance of conflict between non-motorized pedestrian and bikes, and motorized transportation such as automobiles and school buses.

d) Other Roadway/Infrastructure Safety Improvements within the community to facilitate students’ safe use of active transportation to and from school.

e) Other complementary non-infrastructure improvements have been suggested in the areas of Education, Enforcement, Encouragement, and Evaluation.

The recommendations herein are not intended to indicate that existing routes are not safe, but instead are intended to make suggestions for improvements to make such routes safer. The countermeasures and strategies to promote and develop safer routes focus on the 5 E’s of SRTS: Engineering, Education, Encouragement, Enforcement, and Evaluation. A combination of strategies adopted from all five of these areas will provide the most comprehensive solution, and one with the greatest chance of long term sustainability.

EDUCATION

Education activities include teaching pedestrian, bicyclist and traffic safety and creating awareness of the benefits and goals of SRTS.

a) Establish student walking and biking safety programs.

1. Organize a school bike club where members receive bicycle safety and maintenance training. Members could earn prizes as incentives for regular participation.
2. Make helmets available to all students who need them. Solicit monetary donations from local businesses to purchase helmets for students who cannot afford them.
3. Partner with local bike shop to organize a one day bike safety rodeo event to include bicycle maintenance inspections, bike and helmet fittings, and provide biking rules and skill training. Invite Genoa Township bike patrol officers to attend.
4. Work with schools to provide classroom instruction on pedestrian safety including using crosswalks, watching for cars at intersections and driveways, dealing with strangers, etc.
5. Add walking and bicycling safety tips to school newsletter and post on school websites.

b) Establish programs concerning environmental and health benefits

1. Impact of motor vehicle use on air quality
2. Long term health benefits of daily physical activity
c) Notify parents and the public about planned and constructed improvements to the infrastructure around the schools through a regular newsletter to generate support of walking and biking as a means of transport to school. Identify the other elements of the program that, when combined with the infrastructure improvements, provide more complete safe routes to schools that students can utilize to get to school.

d) Establish program to educate drivers; parents, neighbors and other community members who drive near schools each day.
   a. Sponsor campaigns to educate the community about local school zones
      i. yard signs
      ii. township newsletter
      iii. newspaper articles
   b. Add “no distraction” signage around school sites

**ENCOURAGEMENT**

Encouragement strategies are about having fun. They generate excitement and interest in walking and bicycling. Special events, mileage clubs, contests and ongoing activities all provide better ways for parents and children to discover, or rediscover, that walking and bicycling are do-able and a lot of fun.

   a) Develop Township-wide sidewalk maintenance policy.
   b) Move bus pick-up area at Fouse Elementary to the rear of building; parent pick-ups will be from the front of the building.
   c) Work with existing “Neighborhood Watch” program at Alcott Elementary School to provide safer walking/biking environment through communities.
   d) Utilize rear parking site at Walnut Creek Elementary School as auto pick-up area and front parking site as bus pick-ups.
   e) Coordinate the release of walking and biking students to reduce conflict with auto riders and drop-off/pick-up flows. Consider earlier release for walking and biking students as an incentive to increase participation in active transportation to and from Fouse and Walnut Creek schools.
   f) Work with police to provide safety patrol during school’s arrival and dismissal time to reinforce school zone speed limits and/or crossing guards. Work with AAA Auto Club to provide training.
   g) Participate in National Walk to School Day. This event should be promoted at all four schools to provide healthy snacks, encourage media coverage and parent involvement. The 2011 National Walk to School Day is scheduled for October 5, 2011.
   h) Solicit staff participation in active transportation for those staff that live within the 1-mile and 2-mile buffer zones, to encourage and incentivize walking and biking to school.
   i) Alleviate parents’ concerns for student safety by organizing a walking school bus and/or bike train. Parents will be encouraged to share the responsibility of walking or biking with a group of students along a predetermined route.
   j) Develop contests offering prizes to parents and students who participate in safe and healthy transportation programs.
      1. Develop a competition between classes or schools based on walking or biking related activities.
      2. Develop a Frequent Rider Mile contest to reward students who walk or bike to school on a regular basis. Contact local businesses to donate prizes.
      3. Conduct a poster contest to allow children to be creative and have fun while learning about better walking and biking safety practices. Display copies of winning posters at schools and local offices/businesses.
**ENFORCEMENT**

Enforcement strategies act to deter unsafe behaviors of drivers, pedestrians and bicyclists, and to encourage all road users to obey traffic laws and share the road safely.

a) Genoa Township Police Officers should provide strict enforcement of speed laws in school zones and developing a zero tolerance policy for speeders in school zones.

b) Restricted speed limit hours need to be added to school zone signs.

c) Ensure that all School Zone signs are equipped with devices that show drivers how fast they are traveling. Devices should collect data to help identify when more police officer enforcement is needed.

d) A School Resource Officer is currently located in the Genoa Middle School. Use this valuable resource to help solve special traffic problems on or near the Genoa Middle School / Fouse Elementary School campus.

e) Ensure that all Student Safety patrols have necessary equipment. Utilize free AAA Ohio safety patrol program to procure free safety patrol training and supplies.

**ENGINEERING**

The broad term “engineering” describes physical changes to the walking and bicycling infrastructure. Engineering solutions include the planning, design, implementation, operation and maintenance of traffic control devices or physical measures, including primarily low-cost measures.

Engineering strategies and countermeasures should be developed in a way that is sensitive to the social and physical character and context of each school and community so that improvements are in harmony with the community. When combined with complementary Education, Encouragement, Enforcement, and Evaluation these Engineering Strategies allow the use of active transportation as a means for children to safely get to school.

Based on the results of the walkability/bikeability audit and identification of barriers to active transportation the following targeted improvement areas were developed to be addressed through Engineering Strategies for improving the routes students use when engaging in active transportation to and from school:

a) Fill missing links within the existing sidewalk and pathway system. Adequate sidewalks and pathways for both foot and bicycle traffic in the immediate school area and surrounding community are a vital component of enabling safe and efficient movement of students to and from school. Existing facilities should be complete, provide a continuous and connected path and be well maintained. Recommendations under this strategy focus on constructing new or improved pathways to address deficiencies and gaps in the existing system.

b) Improve school crossings and school zone traffic control. When properly placed and maintained school zone and pedestrian crosswalks and signage can facilitate the safe and efficient movement of students by providing direction to the preferred crossing location and serve as visual cues to roadway users as to the potential for pedestrians within the right-of-way. Existing conditions present multiple crossings are missing throughout the school zone with little focus on organization of the pedestrian traffic flow to minimize conflicts with motorized vehicles. All school zone signs and pavement marking should be assessed and installed per the Ohio Manual of Uniform Traffic Control Devices (OMUTCD). Recommendations under this strategy focus on:
1) Constructing new or improved school crossing at appropriate locations within and adjacent to the immediate school zone area, and
2) Provide new or improved signage and pavement markings to increase the visibility of school zones for motorists and improve all modes of traffic flow within the school zone and through the school property

c) Other Roadway/Infrastructure Safety Improvements. The safety of children using active transportation to travel to and from school within Genoa Township is directly related to safety on the roadway system transportation connections to the school. Both bikers and walkers are directly impacted by the same elements that affect operators of motorized vehicles. In particular, improvement to the intersections at which students cross and improvement to the traffic flow and circulation within the limits of the school drives and parking lots improves the ability for students to travel to school safely either by walking or biking. From these three targeted improvement areas, engineering and infrastructure improvements were identified for the Genoa Township schools to establish safer routes to schools for pedestrians within a maximum 1 mile radius, and bicyclist within a maximum 2 mile radius distance from the school. The recommendations are categorized in terms of their expected time to implement and associated costs as follows:
   1) STLC - Short-term/Low-cost (estimated cost less than $20,000)
   2) MTMC - Mid-term/Medium-cost (estimated cost from $20,000 to $150,000)
   3) LTHC - Long-term/High-cost (estimated cost greater than $150,000)

While the implementation of short, mid, and long term have been generally correlated with cost, based on the expected time required to obtain funding for higher cost improvement and likely lower benefit to cost relationship, it is not required that a medium or high cost recommendation be deferred and for lower cost options implemented first if there is an immediate need and appreciable benefit to a medium or high cost alternative that the community considers a priority under this program. Estimated costs are included to provide a general idea of the necessary funding to assist the local SRTS team in identifying priorities based on a cost to benefit assessment. All alternatives should be evaluated for the cost to students benefit ratio to assist in prioritizing projects resulting from this study. The identified Engineering Strategies and improvements listed below will provide Genoa Township schools with a full range of cost effective infrastructure and engineering solutions to counter the existing and potential impediments to active transportation for their school age children within their community towards promote active transportation through safer routes to schools. All engineering improvements recommended below should be installed per ODOT standards, with pavement markings and signage per the Ohio Manual of Uniform Traffic Control Devices (OMUTCD). Graphics have been included as an attachment to this report.

**FOUSE ELEMENTARY SCHOOL AND GENOA MIDDLE SCHOOL:**
The following are the recommended Engineering Improvements for Fouse Elementary School and Genoa Middle School:
   a) (STLC-1) Remove the existing two pedestrian curb cuts on both sides of Hawksbeard Drive close to the school side.
   b) (STLC-2) Relocate existing school speed limit signs along Old 3C Highway to represent extended school zone. Signs with rear facing beacons are recommended. (In progress by County)
   c) (STLC-3) Tree trimming at northbound on Old 3C Highway (just south of the school main entrance) to provide more visibility of the speed limit signs/dynamic speed display.
   d) (STLC-4) Install crosswalk warning signs at school main entrance. (intersection of Hawksbeard Drive/Old 3C Highway)
e) (STLC-5) Evaluate need for right turn lane use from Old 3C Highway northbound to Upper Cambridge Way. If possible, place sidewalk/curb line to align with South Old 3C Highway to the north and south to reduce crossing distance and to increase visibility of traffic approaching from the south for pedestrians crossing from the east side. Ensure proper ramps at sidewalk crossings.

f) (STLC-6) Install crosswalk on Old 3C Highway east side across Hawksbeard Drive.

g) (STLC-7) Collect current count data to conduct signal warrant analysis at intersection of Hawksbeard Drive and Old 3C Highway for both Pedestrian Volume (Warrant 4) and School Crossing (Warrant 5)

h) (STLC-8) Install crosswalk on south side of Freeman Road across Old 3C Highway.

i) (STLC-9) For Fouse Elementary: Relocate existing bike racks to new locations at each side of the building. Construct concrete pads for bike parking areas and provide six new Inverted U-Shape bike racks at each site.

j) (STLC-10) Install northbound school zone sign with beacon on Old 3C Highway between Upper Cambridge Way and Freeman Rd.

k) (STLC-11) Improvements at intersection: Freeman Road/Old 3C Highway to address the sight distance issue:

   1) Option 1: Relocate existing crosswalks and the crosswalk warning signs on Freeman Road and Old 3C Highway closer to the corner of the intersection. Extend existing on school (Fouse) property walking path to the corner of the intersection. Consider relocating the crosswalk across Old 3C to the south of Freeman Road.

   2) Option 2: Relocate the crosswalk and crosswalk warning signs on Freeman Road further to the west to increase the distance between the crosswalk and the intersection. Consider providing additional crossing guard at the relocated crosswalk.

   3) Option 3: Relocate existing crosswalk and the crosswalk warning signs on Old 3C closer to the corner of the intersection. Consider relocating the crosswalk across Old 3C to the south of Freeman Road.

   4) Option 4: Relocate the existing tall trees to the back of the mound and eliminate/relocate any other landscaping elements creating sight distance obstructions.

   5) Option 5: Install portable in-street crosswalk warning signs (similar to sign R1-6c) for in-street crossing warning on Freeman Road.

l) (STLC-12) Construct missing sidewalk link on the east side of Old 3C Highway between Upper Cambridge Way and Freeman Road.

m) (STLC-13) Install school zone advance warning sign, school speed limit sign and end school zone sign along Freeman Road.

n) (STLC-14) Improve the drainage of the flooded sidewalk section along the west side of Old 3C Highway between Genoa Farms Blvd at approximately Laver Lane.

o) (MTMC-1) Construct missing sidewalk link on the east side of Old 3C Highway between Upper Cambridge Way and Freeman Road.

p) (MTMC-2) Complete missing connection from Freeman Road Park to intersection of State Route 3. There is existing pathway through Freeman Road Park connecting the west subdivisions/communities. Completing the missing pathway along the south side of Freeman Road in conjunction with County’s Long Range Plan to improve State Route 3 intersection will provide direct access from the west communities to the schools.

   1) Option 1: Construct shared-use (walking/biking) pathway similar to pathway on school grounds (Fouse) within the right-of-way; contingent upon the available right-of-way.

   2) Option 2: Construct stabilized/paved shoulders on both sides of Freeman within the right-of-way.
q) (MTMC-3) Install Hawk signal systems at intersection of Hawksbeard Drive/Old 3C Highway, if warranted by ODOT traffic study.

r) (MTMC-4) Install stabilized/paved shoulders along both sides of Old 3C Highway between the school main entrance and Charles Road. (Interim improvement until widening per County’s Long Term Plan is constructed) This will serve students/kids living south for both school traveling and after school activities.

s) (LTHC-1) Install new sidewalks along Old 3C Highway from school main entrance down to Mt. Royal Avenue. (Incorporated within County’s long range plan)

**ALCOTT ELEMENTARY:**

The following are the recommended Engineering Improvements for Alcott Elementary School:

a) (STCL-1) Relocate existing westbound “25 MPH” speed limit sign on Mt. Royal Avenue. Current school speed limit sign is blocked by the speed limit sign.

b) (STLC-2) Tree trimming at Mt. Royal Avenue for better visibility for the eastbound school speed limit sign with beacons.

c) (STLC-3) Install additional bike racks to accommodate approximately ten more bikes. Inverted U Shape bike racks or approved equal are recommended.

d) (STLC-4) Install crosswalk and crosswalk warning signs on the north side of Mt. Royal Avenue across Tussic Street Road. Current curb ramps at the intersection do not meet ODOT standard applications.

e) (STLC-5) Add flashing beacons on the school speed limit signs along Tussic Street Road; upgrade to oversized signs for better visibility.

f) (STLC-6) Replace/Relocate existing guardrails along the west sidewalk of the school main exit driveway and widen the existing sidewalk to provide more buffer zone for pedestrian and bikers.

g) (STLC-7) Extend existing trail/pathway at Hilmar Park to the school campus through the existing playground area.

h) (MTMC-1) Provide lighting at the intersection of Tussic Street Road/Mt.Royal Avenue

**Walnut Creek Elementary:**

The following are the recommended Engineering Improvements for Walnut Creek Elementary School:

a) (STLC-1) Perform tree trimming in advance of the existing school speed limit sign on Willow Bend Lane northbound to increase the visibility of the sign.

b) (STLC-2) Remove/Trim trees at the southwest corner of Grand Oak Blvd/Big Walnut Road intersection to improve visibility of vehicles approaching from the west.

c) (STLC-3) Install new crosswalk across Worthington Road and Braymoore Dr.

d) (STLC-4) Install new crosswalk at Braymoore Dr. and Grandmere Blvd. intersection.

e) (STLC-5) Update existing bike racks to Inverted U-shape racks anchored at current location. Provide additional concrete pad as needed to accommodate the total number of bikes.

f) (STLC-6) Install school speed limit sign with flashing beacons on northbound Grand Oak Blvd. just north of Big Walnut Road.

g) (STLC-7) Provide school zone speed limit sign with flashing beacons along Big Walnut Road

h) (MTMC-1) Install HAWK signal at new crosswalk on Worthington Road per STLC-3.

i) (MTMC-2) Install HAWK signal at the intersection of Big Walnut Road and Grand Oak Blvd to provide access to students in Willow Bend development. Install new crosswalk east of Grand Oak Blvd across Big Walnut Road for best visibility by vehicles approaching from the west. Construct missing sidewalk link on east side of Grand Oak connecting to Big Walnut. Install new crosswalk across Grand Oak Blvd. connecting the relocated sidewalk and the sidewalk in front of the school building. ADA compliant ramps included.
j) (LTHC-1) Construct pathway connection on Big Walnut Road from State Route 3 to school and on Worthington Road from Sheffield Park to The Oaks at Highland Lakes subdivisions to provide access to remaining students within study area. Include installation of crosswalk with HAWK pedestrian signal across Worthington Road at St. George Ave. and Apline Dr. (The Oaks at Highland Lakes subdivision to complete access to all subdivisions within study area.

In addition to the discussed engineering solutions, the Genoa Township Parks Advisory Board maintains an active plan of work which is developed from the 2009 Genoa Township Comprehensive Plan and projects. The following are the recommendations made in the Plan for future projects:

a) Expand the recreational pathway network with vital connections.
b) Establish recreational links between neighborhoods and community facilities.
c) Promote public-owned and networked green space.

**EVALUATION**

Evaluation helps measure the impact of efforts. The two main categories for measurement are changes in travel mode (increases in walking / bicycling) and safety (decreased crashes, improved safety behaviors and knowledge).

a) Monitor changes in behavior of students
   1) Distribute tally sheets annually to find number of students walking or biking to school
   2) Administer questionnaires annually testing knowledge of walking and biking safety
b) Monitor changes in behavior of drivers
   1) Number of vehicles arriving/departing
   2) Speed
c) Monitor changes in walking/biking access
   1) Number of sidewalks and pathways added.
   2) Maintenance condition
d) Monitor safety
   1) Number of incidences involving conflict vehicles and students going to and from school.
e) Monitor community buy-in
   1) Number of groups involved in SRTS
   2) Parent’s attitudes toward allowing their children to walking/biking to and from school.
   3) Children’s perception of walking/biking to and from school.
   4) School’s adding walking and biking activities into curriculum
f) Monitor environmental quality
   1) Level of air and noise pollution around schools
   2) Number of vehicles in pick-up/drop-off areas
   3) Education, Encouragement, Enforcement, and Evaluation
SECTION 9: IMPROVEMENTS MAPPING

Graphics have been included for each school that summarizing the primary and secondary SRTS routes that the greatest potential to serve a majority of students who could chose to walk to school based on residence, distance, and connectivity. The routes reflect the links with the highest potential for use as Safe Routes to Schools by the children addressed by the Genoa Township Safe Routes to School Travel Plan.

Similarly, graphics have been included in this section illustrating the proposed engineering strategies and infrastructure improvements developed in conjunction with this Engineering Study. These maps were provided by CH2M Hill and larger scale maps can be found in Section 12.

- Fouse Elementary School and Genoa Middle School – SRTS Walking Routes
- Alcott Elementary School – SRTS Walking Routes
- Walnut Creek Elementary School – SRTS Walking Routes
- Fouse Elementary School and Genoa Middle School – Recommended Improvements Map
- Walnut Creek Elementary School – Recommended Improvements – Map 1
- Walnut Creek Elementary School – Recommended Improvements - Map 2
- Alcott Elementary – Recommended Improvements Map

Fouse Elementary School and Genoa Middle School – SRTS Walking Routes
Alcott Elementary School – SRTS Walking Routes

Walnut Creek Elementary School – SRTS Walking Routes
Fouse Elementary School and Genoa Middle School – Recommended Improvements Map

Walnut Creek Elementary School – Recommended Improvements – Map 1
Walnut Creek Elementary School – Recommended Improvements - Map 2

Alcott Elementary – Recommended Improvements Map
**SECTION 10: THE ACTION PLAN**

Specific improvement suggestions were developed to address the short term (1 to 2 years), mid term (2 to 5 years) and long term (over 6 years) needs of the children walking or biking to the school with an emphasis on low cost and easily implementable countermeasure(s) within the immediate vicinity of each school. The solutions proposed for the four schools provide a comprehensive range of solutions with costs categorized in the range of low (less than $20,000), medium ($20,000 to $150,000) and high ($150,000 or greater). The following tables give more details about the solutions recommended.

### EDUCATION SOLUTIONS

<table>
<thead>
<tr>
<th>Strategy Type</th>
<th>Strategy Detail</th>
<th>Time Frame</th>
<th>Responsible Party</th>
<th>Status</th>
<th>Estimated Cost</th>
<th>Possible Funding Source</th>
<th>% of Affected Students</th>
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<td>Establish student walking &amp; biking safety programs.</td>
<td>Short</td>
<td>Township / Schools</td>
<td>Not Started</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
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<tr>
<td>Educate</td>
<td>Establish programs concerning environmental and health benefits</td>
<td>Short</td>
<td>Schools / Health District</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
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<tr>
<td>Educate</td>
<td>Notify parents &amp; the public of planned &amp; constructed improvements.</td>
<td>Short</td>
<td>Township / Schools</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Educate</td>
<td>Establish program to educate drivers; parents, neighbors &amp; others who drive each day.</td>
<td>Short</td>
<td>Township / Health District</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
</tbody>
</table>

### ENCOURAGEMENT SOLUTIONS

<table>
<thead>
<tr>
<th>Strategy Type</th>
<th>Strategy Detail</th>
<th>Time Frame</th>
<th>Responsible Party</th>
<th>Status</th>
<th>Estimated Cost</th>
<th>Possible Funding Source</th>
<th>% of Affected Students</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage</td>
<td>Township-wide Sidewalk Maintenance Policy</td>
<td>Short</td>
<td>Township</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Encourage</td>
<td>Move bus pick-up area at Fouse Elementary to the rear of building.</td>
<td>Short</td>
<td>Schools</td>
<td>Not started</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Encourage</td>
<td>Work with existing “Neighborhood Watch” program at Alcott Elementary School.</td>
<td>Short</td>
<td>Schools</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Encourage</td>
<td>Utilize rear parking site at Walnut Creek Elementary School as auto pick-up area and front parking site as bus pick-ups.</td>
<td>Short</td>
<td>Schools</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Encourage</td>
<td>Coordinate the release of walking &amp; biking students.</td>
<td>Short</td>
<td>Schools</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Encourage</td>
<td>Provide safety patrol.</td>
<td>Short</td>
<td>Schools</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Encourage</td>
<td>Participate in National Walk to School Day.</td>
<td>Short</td>
<td>Township / Schools</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Encourage</td>
<td>Walking school bus</td>
<td>Short</td>
<td>Schools</td>
<td>Not Started</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Encourage</td>
<td>Alleviate parents’ concerns for student safety</td>
<td>Short</td>
<td>Schools</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Encourage</td>
<td>Contest and Prizes</td>
<td>Short</td>
<td>Township</td>
<td>Not Started</td>
<td>Low</td>
<td>Local</td>
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## ENFORCEMENT SOLUTIONS

<table>
<thead>
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<th>Strategy Detail</th>
<th>Time Frame</th>
<th>Responsible Party</th>
<th>Status</th>
<th>Estimated Cost</th>
<th>Possible Funding Source</th>
<th>% of Affected Students</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enforce</td>
<td>Provide strict enforcement of speed laws in school zones.</td>
<td>Short</td>
<td>Police Dept.</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Enforce</td>
<td>Equip School Zones with devices that show drivers their speed of travel.</td>
<td>Mid</td>
<td>Police Dept.</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Enforce</td>
<td>Solve traffic problems near the Genoa Middle School/Fouse Elementary School campus.</td>
<td>Long</td>
<td>Police &amp; Fire Depts.</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Enforce</td>
<td>Ensure that all Student Safety patrols have necessary equipment.</td>
<td>Short</td>
<td>Police &amp; Fire Depts.</td>
<td>Under Way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
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</table>

## ENGINEERING SOLUTIONS

<table>
<thead>
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<th>Strategy Type</th>
<th>Strategy Detail</th>
<th>Time Frame</th>
<th>Responsible Party</th>
<th>Status</th>
<th>Estimated Cost</th>
<th>Possible Funding Source</th>
<th>% of Affected Students</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer</td>
<td>Remove the existing two curb cuts on both sides of Hawksbeard Drive.</td>
<td>Short</td>
<td>Township</td>
<td>Not Started</td>
<td>Low $500</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Relocate school speed limit signs to represent extended school zones.</td>
<td>Short</td>
<td>County</td>
<td>Not Started</td>
<td>Low</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Tree trimming at northbound S. Old 3C Hwy.</td>
<td>Short</td>
<td>County</td>
<td>Not Started</td>
<td>Low $650</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install crosswalk signs.</td>
<td>Short</td>
<td>County</td>
<td>Not Started</td>
<td>Low $1,000</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Evaluate need for right turn lane at S. Old 3C Hwy. northbound to Upper Cambridge Way.</td>
<td>Short</td>
<td>County</td>
<td>Not Started</td>
<td>Low $2,500</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install crosswalk on S. Old 3C Hwy. east side across Hawksbeard Drive.</td>
<td>Short</td>
<td>County</td>
<td>Not Started</td>
<td>Low $2,190</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Conduct signal warrant analysis at Hawksbeard Dr. &amp; S. Old 3C Hwy.</td>
<td>Short</td>
<td>County</td>
<td>Not Started</td>
<td>Low $3,000</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install crosswalk on south side of Freeman across S. Old 3C Hwy.</td>
<td>Short</td>
<td>Township / County</td>
<td>Not Started</td>
<td>Low $2,500</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Relocate existing bike racks at Fouse Elem.</td>
<td>Short</td>
<td>School</td>
<td>Not Started</td>
<td>Low $7,760</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install northbound school zone sign with beacon on S. Old 3C Hwy. between Upper Cambridge Way &amp; Freeman Rd.</td>
<td>Short</td>
<td>County</td>
<td>Not Started</td>
<td>Low $7,500</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Sight distance at Freeman Rd. &amp; S. Old 3C Hwy.</td>
<td>Short</td>
<td>County</td>
<td>Not Started</td>
<td>Low $7,800</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Strategy Type</td>
<td>Strategy Detail</td>
<td>Time Frame</td>
<td>Responsible Party</td>
<td>Status</td>
<td>Estimated Cost</td>
<td>Possible Funding Source</td>
<td>% of Affected Students</td>
</tr>
<tr>
<td>---------------</td>
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<td>-----------------------</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install school advanced warning, school speed limit and end school zone signs along Freeman Rd.</td>
<td>Short Township</td>
<td>Not Started</td>
<td>$7,500</td>
<td>Low</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Improve the drainage of the flooded sidewalk section along the west side of Old 3C Highway.</td>
<td>Short County</td>
<td>Not Started</td>
<td>$25,300</td>
<td>Low</td>
<td>Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Construct missing sidewalk link on east side of S. Old 3C Hwy. between Upper Cambridge Way &amp; Freeman Rd.</td>
<td>Mid County</td>
<td>Not Started</td>
<td>$55,900 to $111,800</td>
<td>Medium</td>
<td>SRTS / Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Complete trail connection from Freeman Park to intersection of S.R. 3.</td>
<td>Mid Township</td>
<td>Not Started</td>
<td>$37,500</td>
<td>Medium</td>
<td>SRTS / Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install HAWK signal systems at intersection of Hawksbeard Dr./S. Old 3C Hwy. (Fouse/Genoa main entrance)</td>
<td>Mid County</td>
<td>Not Started</td>
<td>$52,500 to $71,250</td>
<td>Medium</td>
<td>SRTS / Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install stabilized/paved shoulders along both sides of S. Old 3C Hwy.</td>
<td>Mid County</td>
<td>Not Started</td>
<td>$55,900 to $111,800</td>
<td>Medium</td>
<td>SRTS / Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install new sidewalks along S. Old 3C Hwy.</td>
<td>Long County</td>
<td>Not Started</td>
<td>$255,000</td>
<td>High</td>
<td>SRTS / Local</td>
<td>50</td>
</tr>
<tr>
<td>Engineer</td>
<td>Relocate existing 25 MPH speed limit sign on Mt. Royal Ave.</td>
<td>Short Township</td>
<td>Not Started</td>
<td>$200</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Tree trimming at Mt. Royal Avenue.</td>
<td>Short Township</td>
<td>Not Started</td>
<td>$650</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install bike racks at Alcott Elem.</td>
<td>Short School</td>
<td>Not Started</td>
<td>$1,900</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install crosswalk &amp; crosswalk warning signs on the north side of Mt. Royal Avenue across Tussic Street.</td>
<td>Short Township</td>
<td>Not Started</td>
<td>$6,150</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Add flashing beacons on the school speed limit signs along Tussic Street. Upgrade to oversized signs for better visibility.</td>
<td>Short County</td>
<td>Not Started</td>
<td>$3,000</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Replace/relocate existing guardrails.</td>
<td>Short County</td>
<td>Not Started</td>
<td>$3,100</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Extend existing trail/pathway at Hilmar.</td>
<td>Short School</td>
<td>Not Started</td>
<td>$10,050</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Provide intersection lighting at the intersection of Tussic Street and Mt. Royal Avenue.</td>
<td>Mid County</td>
<td>Not Started</td>
<td>$30,000</td>
<td>Medium</td>
<td>SRTS / Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Perform tree trimming.</td>
<td>Short County</td>
<td>Not Started</td>
<td>$650</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Remove/Trim trees on the south side on the Big Walnut Road west of Grand Oak Blvd.</td>
<td>Short Township</td>
<td>Not Started</td>
<td>$500 to $2,000</td>
<td>Low</td>
<td>Local</td>
<td>25</td>
</tr>
</tbody>
</table>
### GENOA TOWNSHIP SCHOOL TRAVEL PLAN FOR THE SAFE ROUTES TO SCHOOL PROGRAM

**ALCOTT ELEMENTARY SCHOOL, FOUSE ELEMENTARY SCHOOL, GENOA MIDDLE SCHOOL & WALNUT CREEK ELEMENTARY SCHOOL**

<table>
<thead>
<tr>
<th>Strategy Type</th>
<th>Strategy Detail</th>
<th>Time Frame</th>
<th>Responsible Party</th>
<th>Status</th>
<th>Estimated Cost</th>
<th>Possible Funding Source</th>
<th>% of Affected Students</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer</td>
<td>Install new crosswalk across Worthington Rd. &amp; Braymoore Dr.</td>
<td>Short</td>
<td>County</td>
<td>Not Started</td>
<td>Low $1,900</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install new crosswalks at Braymoore Dr. &amp; Grandmere Blvd. intersection.</td>
<td>Short</td>
<td>Township</td>
<td>Not Started</td>
<td>Low $3,750</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Update existing bike racks.</td>
<td>Short</td>
<td>School</td>
<td>Not Started</td>
<td>Low $5,700</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install school zone speed limit sign with flashing beacons on northbound Grand Oak Blvd. north of Big Walnut Rd.</td>
<td>Short</td>
<td>Township</td>
<td>Not Started</td>
<td>Low $7,500</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Provide school zone speed limit sign with flashing beacons along Big Walnut Road.</td>
<td>Short</td>
<td>Township</td>
<td>Not Started</td>
<td>Low $15,000</td>
<td>Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install HAWK signal at new crosswalk on Worthington Rd.</td>
<td>Mid</td>
<td>County</td>
<td>Not Started</td>
<td>Medium $52,500 to $71,250</td>
<td>SRTS / Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Install HAWK signal at the intersection of Big Walnut Road and Grand Oak Blvd.</td>
<td>Mid</td>
<td>Township</td>
<td>Not Started</td>
<td>Medium $71,200 to $89,950</td>
<td>SRTS / Local</td>
<td>25</td>
</tr>
<tr>
<td>Engineer</td>
<td>Construct pathway connection on Big Walnut Road.</td>
<td>Long</td>
<td>Township</td>
<td>Not Started</td>
<td>High $353,250 to $372,000</td>
<td>SRTS / ODNR / Local</td>
<td>25</td>
</tr>
</tbody>
</table>

### EVALUATION SOLUTIONS

<table>
<thead>
<tr>
<th>Strategy Type</th>
<th>Strategy Detail</th>
<th>Time Frame</th>
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<th>Estimated Cost</th>
<th>Possible Funding Source</th>
<th>% of Affected Students</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluate</td>
<td>Monitor changes in behavior of students</td>
<td>Mid</td>
<td>Schools</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Evaluate</td>
<td>Monitor changes in behavior of drivers</td>
<td>Mid</td>
<td>Township</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Evaluate</td>
<td>Monitor changes in walking/biking access</td>
<td>Mid</td>
<td>Parks Advisory Bd.</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
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<tr>
<td>Evaluate</td>
<td>Monitor safety</td>
<td>Short</td>
<td>Schools</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Evaluate</td>
<td>Monitor community buy-in</td>
<td>Short</td>
<td>Township</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
<tr>
<td>Evaluate</td>
<td>Monitor environmental quality</td>
<td>Long</td>
<td>Township</td>
<td>Under way</td>
<td>Low</td>
<td>Local</td>
<td>100</td>
</tr>
</tbody>
</table>
SECTION 11: PLAN ENDORSEMENTS

The following Safe Routes to School Team members have participated in the development of this plan and have pledged to support the effort of implementing the solutions highlighted in this plan.

Linda Greco
Printed Name

Bruce Allison
Printed Name

Paul F. Wise
Printed Name

Michelle M. Seitz
Printed Name

Susan Dorsch
Printed Name

Joe Clark
Printed Name

Robert Hoffman
Printed Name

Brian Ossenmnn
Printed Name

In addition to those endorsements offered above, the following pages include endorsements from other individuals or organizations that will have involvement in the implementation of this plan.
RESOLUTION OF THE
GENOA TOWNSHIP BOARD OF TRUSTEES
MARCH 10, 2011

RESOLUTION OF ENDORSEMENT OF THE
GENOA TOWNSHIP SAFE ROUTES TO SCHOOL TRAVEL PLAN

WHEREAS, in the spring of 2009, the Genoa Township Parks Advisory Board recommended to the Genoa Township Board of Trustees the need to develop a Safe Routes to School Travel Plan to outline potential solutions for encouraging and empowering students to travel by means other than a motorized vehicle to and from school; and

WHEREAS, the Township formed a team from local schools, county offices and residents to work with Township staff to develop a Safe Routes to School Travel Plan for Alcott Elementary, Fouse Elementary, Walnut Creek Elementary and Genoa Middle School; and

WHEREAS, the Safe Routes to School Travel Team has finalized the Plan that is in the best interest of Genoa Township residents.

RESOLUTION

THEREFORE, BE IT RESOLVED, the Genoa Township Trustees support the Genoa Township Safe Routes to School Travel Plan and its recommended projects; and

BE IT FURTHER RESOLVED, the Board hereby authorizes the submittal of the Travel Plan to the Ohio Department of Transportation Central Office for approval.

This Resolution shall be in full force and effect immediately upon adoption.

Voted on and signed this 10th day of March, 2011 in Genoa Township, Delaware County, Ohio.

Voting Aye Thereon:

Rick Carfagna Karl Gebhardt Barbara Lewis

BOARD OF TRUSTEES OF GENOA TOWNSHIP, DELAWARE COUNTY, OHIO

Voting Nay Thereon:

Rick Carfagna Karl Gebhardt Barbara Lewis

BOARD OF TRUSTEES OF GENOA TOWNSHIP, DELAWARE COUNTY, OHIO

Attested By:

Pat Myers, Genoa Township Fiscal Officer

Date

3-10-11
March 2, 2011

Dear Honorable Genoa Township Trustees,

On behalf of the Genoa Township Parks Advisory Board, I would like to recommend Genoa Township endorse the Genoa Township Safe Routes to School Travel Plan that was prepared by staff.

This effort will continue to see support from the Genoa Township Parks Advisory Board through the implementation of the Plan’s recommended solutions and we look forward to working with you and the Safe Routes to School Team to implement each of the plan’s suggestions.

Please let me know if you have any questions.

Sincerely,

Mark Harmon, Chairman
Genoa Township Parks Advisory Board
Westerville City Schools

Dr. J. Daniel Good
Superintendent/CEO

Vision
Our vision is to be the benchmark of educational excellence.

Mission
Our mission is to prepare students to contribute to the competitive and changing world in which we live.

Values
- Respect
- Inclusiveness
- Community
- Communication
- Collaboration
- Innovation
- Nurturing
- Trust
- Accountability

March 4, 2011

To Whom It May Concern:

We are writing to convey our support for Genoa Township’s Travel Plan and its recommended projects. The safety of students is a priority of the Westerville City School District and we fully support the Safe Routes to School project.

The Westerville City School District will continue to collaborate with the township in an effort to enhance the travel plans. We believe that the proposed projects within the plan will improve the overall safety for those students that utilize the opportunity to walk and/or bike to and from school.

Sincerely,

Dr. Dan Good
Superintendent/CEO

JDG:jmb
February 15, 2011

To Whom it May Concern:

I am writing to convey my support for Genoa Township’s School Travel Plan and its recommended projects. The safety of students is of great importance and I fully support the Safe Routes to School project.

The Olentangy School District will work with the township by providing input to enhance travel plans. I believe that the proposed projects within the plan will increase the safety and health of the students by creating new opportunities for walking and biking to school.

Sincerely,

Wade E. Lucas, Ed.D.
Superintendent

T (740) 657-4020 • F (740) 657-4001 • www.olentangy.k12.oh.us

Our mission is to facilitate maximum learning for every student
SECTION 12: SUPPORTING DOCUMENTS

2010 Aerial Map of Fouse Elementary School and Genoa Middle School
2010 Aerial Map of Alcott Elementary School
2010 Aerial Map of Walnut Creek Elementary School
Improvements Mapping

Graphics have been included for each school that summarizing the primary and secondary SRTS routes that the greatest potential to serve a majority of students who could chose to walk to school based on residence, distance, and connectivity. The routes reflect the links with the highest potential for use as Safe Routes to Schools by the children addressed by the Genoa Township Safe Routes to School Travel Plan.

Similarly, graphics have been included as follow illustrating the proposed engineering strategies and infrastructure improvements developed in conjunction with this Engineering Study.

Fouse Elementary School and Genoa Middle School - SRTS Walking Routes
Alcott Elementary School - SRTS Walking Routes
Walnut Creek Elementary School - SRTS Walking Routes
Fouse Elementary School and Genoa Middle School - Recommended Improvements Map
Big Walnut Elementary School - Recommended Improvements - Map 1
Big Walnut Elementary School - Recommended Improvements - Map 2
Wilder Intermediate School - Recommended Improvements Map
Alcott Elementary - Recommended Improvements Map
GENOA TOWNSHIP SCHOOL TRAVEL PLAN FOR THE SAFE ROUTES TO SCHOOL PROGRAM

ALCOTT ELEMENTARY SCHOOL, FOUSE ELEMENTARY SCHOOL, GENOA MIDDLE SCHOOL & WALNUT CREEK ELEMENTARY SCHOOL

[Map of the area showing walking/biking routes around the schools]

- Walnut Creek Elementary
- Alcott Elementary
- Fouse Elementary
- Genoa Middle School
- Walnut Creek Elementary

Legend:
- Study Area
- Existing SRTS Routes
- Planned SRTS Routes
- Planned SRTS Routes

[Map legend with colors indicating different routes]
Recommended Improvements

- New Sidewalk/Path
- Stabilized/Paved Shoulders
- New Painted Crosswalk
- Bike Parking
- Intersection Signal Warrant Analysis
- Tree Trimming or Landscape Relocate
- Existing Curb Cut Removal
- Sidewalk/Curb line

- School Crosswalk Warning Assembly
- School Advance Warning Assembly (new and relocate)
- School Speed Limit Assembly
- End School Zone Sign
- Hawk Signal System

Fouse Elementary and Genoa Middle School
Safe Routes to School
Recommended Improvement:

Genoa Township School Travel Plan for the Safe Routes to School Program
Fouse Elementary School, Genoa Middle School, Walnut Creek Elementary School

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Genoa Township School District
"A Nice Place To Live"
Alcott Elementary School, Fouse Elementary School, Genoa Middle School, Walnut Creek Elementary School