City of Whitehall
School Travel Plan

Beechwood Elementary School
Etna Road Elementary School
Kae Avenue Elementary School

A partnership of the City of Whitehall, Whitehall City School District, and the Ohio Department of Transportation - District 6

January 2013
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This Safe Routes to School (SRTS) School Travel Plan was produced by the City of Whitehall and Whitehall City School District with assistance from the Ohio Department of Transportation. The plan covers three elementary schools in the City of Whitehall: Beechwood, Etna Road, and Kay Avenue. All three schools are a part of the Whitehall City School District.

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City of Whitehall and Whitehall City School District

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Section 1: Target Schools and the Safe Routes to School Team

Target Schools

Schools covered under this study include Beechwood, Etna Road, and Kay Avenue elementary schools, all of the Whitehall City School District.

Beechwood Elementary School
Address: 455 Beechwood Road / Whitehall, OH 43213
Tel: (614) 417-5300; Fax: (614) 417-5305
458 Students (K-5)

Etna Road Elementary School
Address: 4531 Etna Road / Whitehall, OH 43213
Tel: (614) 417-5400; Fax: (614) 417-5405
443 Students (K-5)

Kae Avenue Elementary School
Address: 4738 Kae Avenue / Whitehall, OH 43213
Tel: (614) 417-5600; Fax: (614) 417-5607
459 Students (K-5)

Safe Routes to School Team

The Safe Routes to School Team encompasses members from each school, school district administration and the City of Whitehall, as well as professionals representing the 5-Es: engineering, education, encouragement, enforcement, and evaluation.

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Section 2: Introduction

The City of Whitehall and the Whitehall City School District is devoted to assuring that all Whitehall children are able to utilize physical, active and safe transportation to school. The goal of this School Travel Plan is to target, expose, and analyze issues and barriers that impede active transportation to Beechwood, Etna Road, and Kae Avenue elementary schools. We seek to decisively overcome any obstacles, both real and perceived, by implementing a Safe Routes to School travel program.

The plan will include strategies that touch upon the following areas; encouragement, enforcement, evaluation, education, and engineering. These specified categories will help shape the overall plan. It is our hope that implementing the plan will increase the number of children walking/biking to school, create a greater sense of community around our schools, lower the community’s environmental footprint, and reduce traffic.

The Whitehall City School District and the City of Whitehall are highly motivated to complete this School Travel Plan because we value student’s physical activity that has a direct correlation with their overall health. We want to improve not only the air quality immediately surrounding the school, but also the larger environment as well. We want to improve unsafe walkways, bikeways, and crossings. We will remain aggressive in reducing instances of speeding motorists around our schools, as well as address concerns about congestion — a major problem near our elementary schools.
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Section 3: The Public Input Process

Whitehall’s Safe Routes to School program began in 2009 when the City reached out to key staff within the school district. An initial meeting occurred in November 2009 and included discussions about the five “E’s” and about what could be done to improve the number of children walking and biking to school.

Parent Survey

The group sought input through the National Centers for Safe Routes to School (NCSRTS) Parent Survey in early 2010, and encouraged participation in the survey by advertising that a new bike and bike helmet would be given to a randomly selected survey respondent. The survey was sent home with students the week of March 11th. Response rates for the survey varied from a disappointing seven and nine percent each at Beechwood and Kae Avenue elementary schools (respectively) to a quite high 28 percent at Etna Road Elementary School. A short summary of parent comments are provided in Section 5 of this Plan.

Town Hall Meetings

Three “Town Hall” meetings were held, one at each school, at the end of March 2010. The following summaries provide a synopsis of these events:

Beechwood Elementary School:
A Town Hall meeting was held in the lobby area of the school on March 31, 2010. Attendees were asked about the obstacles that today’s children face while walking and biking to school. A mother of a student shared with us her concerns about allowing her daughter to walk to school. She remarked that she did not feel it was safe to do so. Another resident expressed that she has similar frustrations and suggested that maybe some sort of “walking school bus” concept may work.

Kae Avenue Elementary School:
A Town Hall meeting was held in the library of the school on March 30, 2010. No parents or community members attended the meeting.

Etna Road Elementary School:
A Town Hall meeting was held in the library of the school on March 29, 2010. Attendees were asked about the obstacles that today’s children face while walking and biking to school. A gentleman who lives south of Main Street spoke about the hazards and difficulty of students crossing Main Street due to the lack of signalized crossings (and crosswalks) across this busy street, essentially forcing students to cross at Yearling or Hamilton roads. Another attendee voiced her concern about the lack of sidewalks north of the school in the Norton Field area. In the winter, for example, children must walk further into the middle of the street.
due to accumulated snow and ice along the sides of the road – a condition described as a “real safety nightmare” by the speaker.

School Wellness Policies and Objectives

The Whitehall City School District supports a variety of programs that support student safety and promote wellness. These include:

- A week-long, voluntary safety town program for all kindergarten children, focusing on basic child safety including “stranger danger,” school bus safety and pedestrian safety. The pedestrian safety component includes teaching children the proper way to cross the street.

- Safety Patrol (crossing guard) programs are in place at each elementary school, providing opportunities for older students to help improve the safety of intersections particularly amongst younger, less experienced students. Each school has its own coordinator for its local program.

Beyond specific programs, the Whitehall City School district has increased its attention to wellness over the past few years. The District’s Wellness Committee meets quarterly to discuss issues ranging from school lunches to childhood obesity to immunizations. Two of the exciting new projects being developed for spring 2011 are the creation of a health fair put on by the District and the expansion of the Girls on the Run program to all three elementary schools.

Public Review of this Planning Document

The City of Whitehall and Whitehall City Schools have made this document available for public review in early November, 2012. Public comments will be reviewed and incorporated, where appropriate, to help inform the plan.
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Section 4:
School Demographics

Below, school demographic information is provided from the Ohio Department of Education annual report card from 2010-2011 school year.

Beechwood Elementary School:

![Image of Beechwood Elementary School demographics]

** = Not Calculated/Not Displayed when there are fewer than 10 in the group.

Etna Road Elementary School

![Image of Etna Road Elementary School demographics]

** = Not Calculated/Not Displayed when there are fewer than 10 in the group.

Kae Avenue Elementary School

![Image of Kae Avenue Elementary School demographics]

** = Not Calculated/Not Displayed when there are fewer than 10 in the group.
Section 5:
Current School Travel Environment

General Conditions

All schools covered under this School Travel Plan are within the Whitehall City School District and serve students who reside within the City of Whitehall, an inner-ring suburb about six miles east of downtown Columbus. Generally comprised of short, dense residential blocks, most of the historic city core and neighborhoods are fairly walkable. Each school is generally centered within its attendance area, allowing generally short walking and biking distances for students. While a significant percentage of these streets have sidewalks, many do not.

Attendance boundaries are set up to reduce most all instances where students would need to cross Broad Street, Main Street, Hamilton Road, and Yearling Road, the most busy and congested arterial roadways that crisscross Whitehall. Bussing is offered to all students who live more than a mile from their school as well as to students whose walking route would require them to cross one of these busy streets. This accommodates most students; however, it does not permit students who live north of Broad Street or south of Main Street from walking to school.

Immediately around each school, conditions are fair to good. Sufficient school speed limit zone signage is present; however, several significant issues are present. These include significant traffic congestion in the immediate arrival and dismissal time periods, poor drainage at some curb ramps, and a lack of proper access for students arriving by foot or bike. While new schools were under construction during the majority of this planning effort, site plans for these schools were evaluated. The new buildings and their site plans provide improved safety for student pedestrians and bicyclists and, where further improvements could be made, recommendations have been added to address any specific concerns. Maps of each school campus are provided on pages 14, 15, and 16.

Summary of National Center for Safe Routes to School (NCSRTS)
Parent Surveys, Student Travel Tallies:

PARENT SURVEYS

Beechwood Elementary School:
Many parents that allow their children to walk/bike to school currently cited time and distance as a major factor in their decision. Parents that did not allow their child to walk or bike to school reported that violence or crime as a major concern, as well as concerns about motorists (traffic and congestion) in the area. In fact,
violence or crime, the speed of traffic, and the safety of intersections were the three highest responses that parents reported. A majority (62 percent) of Beechwood parents felt that the school neither encourages nor discourages their child to walk or bike to/from school.

Etna Road Elementary School:
Amongst parents whose children do not walk to school, crime and the potential for harm to their children were cited as top reasons their children do not walk to school. Like with the other schools, concern about motorists also weighed on parents. Violence/crime, speed of traffic, and intersection safety represented the top three concerns of parents at this school. Additionally, approximately 41 percent of respondents said that distance was a factor in spite of the fact that 59 percent of respondents said they live within a half mile of the school.

Of those who lived within a half mile of the school, about 68 percent of parents have been asked by a child if they could walk or bike to school during the past year—a rate surprisingly low to plan authors and members of the SRTS team. In addition, 83 percent of respondents said that they felt their school neither encourages nor discourages their child to walk or bike to/from school.

Kae Avenue Elementary School:
Parents that did not allow their children to walk or bike to school reported that violence or crime as their number one concern. Additionally, parents expressed concern about motorists (traffic and congestion) in the area. Violence/crime, speed of traffic, and intersection safety represented three out of the top four concerns of parents at this school.

STUDENT TRAVEL TALLIES

Beechwood Elementary School:
Students typically traveled by family vehicle (AM: 60%, PM: 51%) and by walking (AM: 24%, PM: 32%). Four percent of students reported they had or would bike to or from school. The percent of students using school transportation (bussing) was low (AM: 4%, PM:5%).

Etna Road Elementary School:
Students typically traveled by family vehicle (AM: 60%, PM: 50%) and by school bus (AM: 24%, PM: 26%). A significant number of students walked to school during the week of the tally (AM: 11%, PM 18%). Only one percent of students bicycled to or from school.

Kae Avenue Elementary School:
Students typically traveled by family vehicle (AM: 48%, PM: 39%), by school bus (AM: 25%, PM: 26%), and by walking (AM: 21%, PM:28%). Only 0.7 percent of students bicycled to or from school.
Procedures and Policies

ARRIVAL AND DISMISSAL PROCEDURES

*Beechwood Elementary School:*
Children who arrive early for breakfast are permitted into the building and cafeteria at 7:50am, until 8:15am when students are instructed to line up in the cafeteria. Students not arriving early to eat breakfast are told to arrive no earlier than 8:15am (when supervision begins) and are instructed to wait outside specific doors (based on grade level) and to assemble into lines based on the class they are in. At 8:30am, these students are then escorted by their teachers into the building. Should it be colder than 20 degrees outside, students are permitted to wait inside school classroom hallways and sit in a line outside their classrooms until teachers let them enter their classrooms.

At 2:45pm, students participating in student safety patrol are released to get ready and get into position. Those riding the bus are also released and instructed to report to the front lobby and wait in lines for their respective busses. When they arrive, a staff member escorts those students to the designated location where bus drivers pick up their students. At 2:55pm, kindergarten students are escorted out of the building to be checked out by parents/guardians/babysitters. Also at this time, fifth graders are released to “pick-up” younger siblings at other doors. At 3:00pm, grades 1-3 are escorted out of the building by their classroom teachers and grade 4 is released (without escort). Students exit the same doors where they line up and enter in the morning. Those students who haven’t been picked up by 3:10-3:15pm are brought to the office and their parents are contacted.

*Etna Road Elementary School:*
For arrival, students fall into categories. The first is children who will have breakfast at school. These children can arrive at school beginning at 8:15am. Once they arrive at school, they proceed directly to the cafeteria. At 8:30am, they leave the cafeteria and go to their classrooms.

If it is 21 degrees and above, students not receiving breakfast, line up to the south of the building in the paved, playground area. There are lines painted on the ground with room numbers. Each student stands in the line with his or her classroom number on it. At 8:30am, students are brought into their classrooms. If the temperature is below 21 degrees, students line up in the hallways, outside of their classroom.

For dismissal, students who will ride the bus home go to the gym at 3:10pm to be taken to their bus. At 3:15pm, all other students are dismissed. There is no designated door, hallway or exit that walkers, bike riders or students receiving car rides are assigned.

*Kae Avenue Elementary School:*
With respect to arrival, students are instructed to line up at 8:00 AM in specific lines (corresponding to their classroom/teacher) at designated entrances around the school building. Teachers retrieve their students from their designated waiting locations and walk them to their classrooms. Students who arrive early for
breakfast are permitted to enter the building at 7:40 AM and are served breakfast between 7:40 and 8:10 AM.

Dismissal for all students occurs at 2:50 PM with students walking home escorted by a teacher to the doors they enter from at the beginning of the day and students taking the bus home escorted by a different teacher to the area where bus loading occurs.

SCHOOL TRAVEL POLICIES AND HAZARD BUSSING

Parents may choose to utilize school district sponsored transportation (busing) for their children if they live beyond one mile from their respective school building. In addition, students who live closer than one mile may be given a waiver and provided transportation by Whitehall City Schools if that child’s direct route to school involves having to cross Broad Street, Main Street, Hamilton Road, or Yearling Road.

LOCATION AND TIMES OF CROSSING GUARDS, ADULT OR STUDENT

All schools under study use crossing guards at some intersections immediately around each school. Crossing guard services are provided by trained and equipped student safety patrol volunteers, supplemented with the assistance of teacher volunteers at some schools. These crossing guards are typically present for the period of peak arrival and dismissal activity before and after school.
Section 6: Barriers to Active Transportation

With respect to the district as a whole, the walking and biking environment is fairly good with some notable exceptions. Street blocks are generally short and sidewalks are provided in many neighborhood. While some streets are more difficult for students to safely cross, the schools have eliminated the need for students to cross busy thoroughfares by drawing attendance boundaries around them.

This being said, top barriers include public safety concerns, inadequate infrastructure (e.g. lack of sidewalks), and roadways where drivers speed or otherwise operate their vehicles in ways that concern parents and may lead to traffic crashes.

The following barriers have been identified on district-wide and school specific basis. Efforts to address each barrier present opportunities to improve the walking and biking environment, helping more students to safely engage in active transportation to and from their schools. For the ease of mapping solutions (Section 7) with barriers in this section, shorthand identifiers are provided after each barrier. District-wide barrier number 1 is noted as “DW-B-1”, and Kae Avenue Elementary School barrier number 2 is noted as “KAES-B-2”.

District-wide Barriers

Public Safety Concerns:
Based on parent surveys, public safety ranked as the highest concern at Etna Road and Kae Avenue elementary schools, and the second most important issue at Beechwood Elementary School. Many of the comments left by parent respondents referenced similar concerns. (DW-B-1)

Parent perspective of whether their child’s local school encourages or discourages walking/ biking to school:
Of those parents who filled out and returned the parent survey, few parents feel their child’s school encourages or strongly encourages walking and biking to school (ranging from 15 to 34 percent). The vast majority of parent respondents feel their child’s school neither encourages nor discourages walking or biking to school (ranging from 62 to 82 percent). Three percent of respondents from Beechwood and Etna Road feel their child’s school discourage walking and biking to school. (DW-B-2)
Beechwood Elementary School

Intersection safety in front of school:
There are three street intersections (side road stop controlled) and a signalized pedestrian crossing within 500 feet on the east side of Beechwood Elementary School. While “acceptable,” the proximity of these intersections with each other and the presence of a pedestrian signal increases congestion and is likely impacting the safety of crossing Beechwood Road. (BES-B-1)

Lack of sidewalk along Etna Street, west of the school campus:
The lack of sidewalk along Etna Street west of the school campus presents a barrier for students who live on Robinwood, Collingwood, or Maplewood avenues. (BES-B-2)

Inadequate sidewalk width and missing sidewalk paths on and adjacent to the new Beechwood Elementary School:
The lack of sufficient sidewalk width in front of the school, particularly on Etna Street, serves as a barrier for students in the immediate vicinity of the school. Further, the lack of sidewalk paths connecting the new building to the southwest and northeast corners of the school parcel will force some students to walk across grass or cross entry and exit driveways unnecessarily, leading to additional delay and congestion for student pedestrians and bicyclists. (BES-B-3)

Poor sidewalk conditions in neighborhoods surrounding the school:
Poor sidewalk and path conditions in neighborhoods surrounding the school present conditions that may lead to injury of students walking or biking to school. Litter and lack of snow removal on the path immediately northeast of the school campus has been cited as a problem. Some sections of sidewalk throughout the neighborhood are in poor condition with heaved sidewalk slabs and other hazards. Safe and attractive facilities are needed to encourage walking and biking amongst area students. (BES-B-4)

Etna Road Elementary School

Intersection safety in front of school:
Poor crossing conditions exist immediately around the school. There are five public intersections as well as two more driveway intersections being added to allow access to the school’s drop-off area and parking lot. Given the number of crossing locations and amount of activity during arrival and dismissal, improving safety and circulation is a priority. (ERES-B-1)

Lack of sidewalk in neighborhoods north of the school:
The lack of sidewalk on local roads north of Broadhurst Drive present a risk for students walking or biking from this area. Students likely walk or bike on streets, some of which have poor sight distance with respect to cars parked near intersections and on horizontal curves. (ERES-B-2)
Kae Avenue Elementary School

Intersection safety in front of school:
Poor crossing conditions exist along Etna Road, Country Club Road, and other streets in the immediate vicinity of the school. These poor conditions can be attributed to insufficiently marked crosswalks, speeding motorists (Etna Road – near the school and east of the school), and the general quantity of vehicles on local streets during arrival and dismissal. (KAES-B-1)

Lack of safe on-site pathways and crossings:
Modifications to the current on-site circulation are required to improve safety for student walking and bicycling across the campus to the new Kae Avenue Elementary School. This includes providing safe access around the west end of the old Kae Avenue Elementary, and minimizing the need for students to unnecessarily cross the parking lot by improving access around it. (KAES-B-2)

Lack of safe, accessible connections across John Bishop Memorial Park:
The lack of a safe and accessible path across the park requires students to walk/ride more than a quarter mile of grass, or walk/ride well out of their way to reach the school. Once constructed, this pathway will need to be maintained and kept clear of snow. (KAES-B-3)

Fences around apartment complexes that discourage or keep students from walking or biking to school:
Fences around two apartment complexes discourage students from walking or biking to school. These fences were likely installed to help manage concerns about vandalism and theft, yet they sometimes keep students from being able to walk or bike to school. (KAES-B-4)

Poor on-site circulation for students walking or biking to school to the north, northwest, or southwest:
Conditions at the completed Kae Avenue Elementary School require students who live southwest of the school to cross two bays of parking and the parent pick-up and drop-off lane twice to leave the school campus. Additionally, students who live north or northwest of the school may have to walk within a school access drive because no parallel sidewalk was provided. These create unsafe conditions for students walking or biking to school. (KAES-B-5)
Section 7: Creating Solutions

GOALS

The Safe Routes to School Team has identified the following goals for its program:

1) Improve student pedestrian and bicyclist safety immediately around each school;
2) Increase the rates at which students walk and bike to school;
3) Improve parent perceptions about allowing their children to walk or bike to school.

If desired, the method of evaluation for the above goals are crash reports, student travel tallies, and parent surveys respectively.

STRATEGIES

The Safe Routes to School Team has identified the following strategies for its program:

Engineering – Improve the safety of the travel environment around each school through infrastructure improvements that reduce vehicle speeds, help students walk on sidewalks (as opposed to the roadway), and improve safety at key crossing locations;

Education – Provide opportunities for students to learn life-saving pedestrian and bicyclist safety education;

Enforcement – Continue to leverage city resources to reduce unsafe practices (e.g. speeding, parking where prohibited, etc.) in school zones during arrival and dismissal.

Encouragement – Implement non-infrastructure programs aimed at improving the personal safety of students, encouraging parents to allow students to walk or bike to school.

Evaluation – Evaluating progress toward program goals through the following measures: Goal 1 – Crash Reports and On-site Observations; Goal 2 – Responses from NCSRTS Student Travel Tallies; Goal 3 – Responses from NCSRTS Parent Surveys.

SOLUTIONS

The Safe Routes to School Team has identified the following solutions aimed at addressing the barriers listed in Section 6. Solutions may likely address more than one barrier, and fall under one or more 5-E approach (Engineering, Education, Enforcement, Encouragement, Evaluation). Should a solution address a specific barrier, this will be noted.
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Shorthand identifiers for solutions are also provided. By example, district-wide solution number 1, an engineering project (infrastructure), is noted as “DW-1 – Engineering”, and Kae Avenue Elementary School Solution number 2, an encouragement program (non-infrastructure), is noted as “KAES-2 – Encouragement.”

District-wide Solutions

Bike rodeo and safe walking events (DW-1 – Education, Encouragement)
The school district (with assistance from the City) would host an assembly or event where education of safe ways to walk and bike can be taught, and where walking and biking are characterized as “cool,” motivating students to walk and bike more. Additionally, the event could also focus on promoting personal safety while walking or biking (i.e. being alert, walking in groups, etc.) as well as how to safely walk or bike on streets without sidewalks. Such an event could include raffles or giveaways with prizes that may include bikes, bike locks, and helmets or other safety equipment. The most successful events will be advertised and, if possible, be held during the school day. One event could occur for students across the district, or individual events could occur at each of the three schools covered under this plan.

- Cost estimate: $7,500 per event. Program needs may include outreach materials, giveaway items, staff time, bike education trainer(s) for an event.
- Implementer/Applicant: Whitehall City School District (school principals, district health/wellness coordinator)
- Barriers addressed: DW-B-1, DW-B-2. Additional barriers partially lessened may include: BES-B-2, BES-B-4, ERES-B-1, ERES-B-2, KAES-B-1.

Organize corner captain program (DW-2 – Encouragement, Enforcement)
Organized by the City of Whitehall, this program would consist of City officials reaching out to area residents, encouraging them to sit outside and watch over students walking to and from school. These captains are encouraged to be eyes and ears and call the police should they see any trouble. This can be an effective deterrent against violent crime – a perceived threat in the area.

- Cost estimate: $5,000 per school. Program needs may include outreach materials, staff time.
- Implementer/Applicant: City of Whitehall (Community Affairs and Police departments)
- Barriers addressed: DW-B-1

Establish maintenance plans for path connections to specific schools (DW-3 – Encouragement)
Lead by the City of Whitehall, the Service and Streets Department will develop plans to ensuring needed routes are clear and passable for students walking or biking to school. Issues such as litter, broken glass, low hanging branches, snow and the like should be clear from path routes, allowing students a safe and attractive route to school. This may require agreements between the schools and various City departments, as well as a reminder of the maintenance responsibilities of private property owners. The need for SRTS assistance is not anticipated for this activity.

- Cost estimate: N/A, Staff Time
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- Implementer: City of Whitehall (Service and Streets Department)
- Barriers addressed: KAES-B-3, BES-B-4

Crossing guard program (DW-4 – Encouragement, Enforcement)
Whitehall City Schools, partnering with the Whitehall Police Department as needed, may train, equip, and deputize volunteers (e.g. parents) and/or paid staff to serve as crossing guards, helping students cross the street. Training and the provision of proper safety equipment is encouraged for the safety of volunteers, helping them help students safely cross busy streets and intersections (e.g. high visibility safety vest, stop paddle, etc.). Any training event could be video recorded and provided to future volunteers. If volunteers are deputized by the local police department or sheriff’s office, crossing guards could have the authority to stop traffic and use stop paddles. These trained and deputized volunteers would supplement the existing student Safety Patrol program.

- Cost estimate: $6,000. Program needs may include safety equipment, training event/materials for volunteers/teachers.
- Implementer/Applicant: City of Whitehall (Community Affairs, Police Department)
- Barriers addressed: BES-B-1, ERES-B-1, KAES-B-1

Safe Pick-up and Drop-off Procedures and Enforcement (DW-5 – Enforcement)
Whitehall City Schools will continue to supervise and monitor procedures and rules governing arrival and dismissal and communicate these to parents and others to ensure entrance/exit areas of the school are safe for students entering or exiting the school property. Additionally, the City of Whitehall Police Department is asked to continue to patrol arrival and dismissal periods, encouraging orderly and safe practices, speed limit compliance, and observance of no parking zones. The need for SRTS assistance is not anticipated for this activity.

- Cost estimate: N/A (Staff Time)
- Implementer: Whitehall City Schools (school district and/or school principals), and City of Whitehall Police Department
- Barriers addressed: N/A. Activity is called out given that parent impressions of safety are likely influenced by perception of safety at arrival and dismissal times.

Continue conducting the national SRTS survey on an annual basis (DW-6 – Evaluation)
Whitehall City Schools will continue administering the parent survey and student travel tallies on an annual basis, tracking each school’s progress toward improving the number of students who are walking or biking to school. This is a requirement for SRTS program participation in Ohio.

- Cost estimate: N/A (Staff Time)
- Implementer: Whitehall City Schools
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*Continue evaluating the Action Plan and revise it as necessary (DW-7 – Evaluation)*  
The Whitehall Safe Routes to School Team will continue to evaluate and make revisions when necessary to this School Travel Plan, per instruction from the Ohio Department of Transportation. This is a requirement for SRTS program participation in Ohio.

- Cost estimate: N/A (Staff Time)
- Implementer: Team Members (City of Whitehall, Whitehall City Schools)

*Construction of additional bike parking (DW-8 – Engineering)*  
Whitehall City Schools is encouraged to monitor the availability of bike parking at their schools and, as needed, request funding to expand these bike parking facilities to accommodate more students biking to school. Proposed bike parking facilities should include racks or stands that support a bike frame (not wheels) in at least two places such as the now common inverted “U” racks or “City Racks”. “Ladder” racks and slotted concrete racks are discouraged because they can damage wheels inserted into them. Additionally, “Wave” racks that are designed to support bikes from one point on their frame more easily allow bikes to fall over and should be avoided as well. New racks should be placed on a paved surface (i.e. concrete; however, well-drained crushed stone is acceptable) and be located in areas where they will be visible to deter theft or vandalism (e.g. front of building, near office or main entrance). This is an infrastructure expense and must be applied for and administered by the City of Whitehall.

- Cost estimate: Racks range from $200 to accommodate two bikes to $1,200 to accommodate 11 bikes (“City racks”). A concrete pad (or crushed stone) will add additional cost. Total costs may vary, but range from $300 to $400 per installed bike parking space.
- Implementer/Applicant: City of Whitehall by the request of Whitehall City School District
- Barriers addressed: N/A. This solution is intended to improve the number of students riding bikes to school and reduce the likelihood of theft, damage or vandalism of which may stop a student from riding one’s bike to school.

*Inspect and remedy problems with sidewalks in neighborhoods surrounding each school. (DW-9 – Engineering)*  
Repair, replace, and complete gaps as necessary to improve walks in the neighborhood, addressing problems with deteriorating walks and ramps as necessary. Cost estimates will vary based on type of repair, number of repairs required, and any quantity discounts for those doing the work. Identified as a barrier for Beechwood Elementary School, this recommendation was listed as Engineering Study recommendation BL1. Additional activities may be needed at locations around the other schools covered under this plan as well. This recommendation is not included in the improvement mapping.

- Cost estimate: varies
- Implementer: City of Whitehall
- Barriers addressed: BES-B-4, other schools likely have similar problems
Beechwood Elementary School

*Improve the safety of the sidewalk on the south side of the school (BES-1 – Engineering)*

Construct four additional feet of sidewalk next to existing sidewalk along the north side of Etna Street (south of the school) so that the finished sidewalk is eight feet wide. Students affected: 89. This is Engineering Study recommendation BS1.

- Cost estimate: $15,000
- Implementer/applicant: City of Whitehall
- Barriers addressed: BES-B-3

*Add additional sidewalks on the elementary school campus (BES-2 – Engineering)*

Add concrete walks to connect the on-site walkways with Etna Street on the southwest corner of the school campus, and to the multi-use path connection on the northeast corner of the campus. Students affected: 225. This was not included in the Engineering Study.

*Note: The school district did not concur with this recommendation at the time this Plan was completed.*

- Cost estimate: $30,000
- Implementer/applicant: City of Whitehall
- Barriers addressed: BES-B-3

*Improve intersection safety at intersections within one block of the school (BES-3 – Engineering)*

Upgrade existing standard crosswalk markings with ladder-style markings using reflective thermo-plastic material, improving the visibility of each crossing. These are the intersections that students use when walking to and from school. It is also recommended that illumination be upgraded at these crossings to make the crossings and pedestrians more visible to motorists. This recommendation should be applied to the following intersections: Seigman Street and Mayflower Boulevard (Engineering Study recommendation BS2a) affecting 91 students, Etna Street and Beechwood Road (north intersection, BS2b) affecting 7 students, Etna Street and Beechwood Road (south intersection, BS2c) affecting 68 students, Virginia Circle West and Etna Street (BS2d) affecting 89 students, and Robinwood Avenue and Etna Street (BS2c) affecting 86 students.

- Cost estimate for crosswalks: $5,000 per intersection, roughly $25,000 for all five intersections.
- Implementer/applicant: City of Whitehall
- Barriers addressed: BES-B-1

*Improve connectivity for students living west of the school (BES-4 – Engineering)*

To help improve safety and the attractiveness of walking or biking to school for students (living west of the school) who use Etna Street to get to and from school, construct 1,700 LF of sidewalk on the north side of Etna Street between Robinwood Avenue and Maplewood Avenue. Additionally, sidewalk on the north side of Etna Street between Robinwood and Beechwood Elementary School should have work done to make the driveway crossings wheelchair accessible. This will likely require the replacement of driveway aprons and driveway approach work to six homes of which will likely cost less than $25,000 but eliminate trip hazards and ensure accessibility in this stretch.

Cost estimate: $105,000. Students affected: 80. This is Engineering Study recommendation BM1.
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- Cost estimate: $130,000.
- Implementer/applicant: City of Whitehall
- Barriers addressed: BES-B-2

Remove the existing midblock signal on Beechwood Road and construct a full signal at the northernmost intersection of Etna Street and Beechwood Road (BES-5 – Engineering)
City officials indicated that this signal would be moved to another location to alleviate congestion on Beechwood Road. It is recommended that the signal be moved to the intersection of Etna Road and Beechwood Road (the southernmost intersection). The pedestrian signal heads should be re-installed to help students cross both Etna Street and Beechwood Road (north leg the intersection). This location was chosen because it was calculated that this intersection would serve the most students. Students affected: 68. This is Engineering Study recommendation BM2.

- Cost estimate: $100,000.
- Implementer/applicant: City of Whitehall
- Barriers addressed: BES-B-1

Etna Road Elementary School

Improve intersection safety at intersections within one block of the school (ERES-1 – Engineering)
Safety can be improved at intersections near the school by upgrading existing standard crosswalk markings with ladder-style markings using reflective thermo-plastic material. These are the intersections that students use when walking to and from school. This will enhance the visibility of the crossing and will require less maintenance over time. It is also recommended that illumination be upgraded at these crossings to make the crossings and pedestrians more visible to motorists (not included in cost estimate). This recommendation should be applied to the following intersections: Western intersection of Bernhard Road and Etna Road (Engineering Study Recommendation ES1a) affecting 80 students, Eastern intersection of Bernhard Road and Etna Road (ES1b) affecting 97 students, Beaver Avenue and Etna Road (ES1c) affecting 67 students, Ross Road and Etna Road (ES1d) affecting 65 students, Bernhard Road and Rickenbacker Avenue (ES1e) affecting 63 students, and Ross Road and Rickenbacker Avenue (ES1f), currently affecting just two students.

- Cost estimate: $5,000 per intersection, roughly $30,000 for all six intersections.
- Implementer/applicant: City of Whitehall
- Barriers addressed: ERES-B-1
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Improve connectivity for students living north of the school (ERES-2 – Engineering)
Construct 880 LF of sidewalk that will continue the sidewalk that stops abruptly midblock on Westphal Avenue (between Broadhurst Drive and St Ann Lane). This will include the construction of 6 ADA-compliant curb ramps. Students affected: 54. This is Engineering Study recommendation EM1.

- Cost estimate: $45,000
- Implementer/applicant: City of Whitehall
- Barriers addressed: ERES-B-2

Kae Avenue Elementary School

Improve intersection safety at intersections near the school (KAES-1 – Engineering)
Upgrade existing standard crosswalk markings with ladder-style markings using reflective thermo-plastic material. These are the intersections that students use when walking to and from school. This will enhance the visibility of the crossing and will require less maintenance over time. It is also recommended that illumination be upgraded at these crossings to make the crossings and pedestrians more visible to motorists. This recommendation should be applied to the following intersections: Kae Avenue and Martha Lane (Engineering Study recommendation KS1a) affecting 50 students, Martha Lane and Langley Avenue (KS1b) affecting 7 students, Langley Avenue and Rossmore Avenue (KS1c) affecting 7 students, Langley Avenue and Lizzie Lane (KS1d) affecting 38 students, Langley Avenue and Country Club Road (KS1e) affecting 16 students, County Club Road and Dimson Drive North (KS1f) affecting 91 students, County Club Road and Etna Road (KS1g) affecting 6 students, and Etna Road and Briarwood Drive (KS1h) affecting 107 students.

- Cost estimate: $5,000 per intersection, roughly $40,000 for all eight intersections.
- Implementer/applicant: City of Whitehall
- Barriers addressed: KAES-B-1

Improve connectivity between the easternmost neighborhoods and the school (KAES-2 – Engineering)
Construct approximately 1,500 LF of multi-use path to provide an off-road connection between the eastern-most neighborhoods and the school via the intersection of Dimson Drive and Country Club Road. This path will cross both the US Army Reserve Property (soon to be acquired by the City) and Orton-Davis Park. The path would also travel through the school’s athletic field complex (but not cross any fields). Cost estimate: $125,000 (may require some earth work to elevate the path to prevent path flooding in some areas). Students affected: 91 (152 after recommendation KM2 is implemented). This is Engineering Study recommendation KS2.

- Cost estimate: $125,000
- Implementer/applicant: City of Whitehall
- Barriers addressed: KS2
Construct traffic calming improvements on Etna Road (KAES-3 – Engineering)
Construct vegetated medians between S Hamilton Road and Briarwood Drive, and the park driveway entrance (just east of Kae Avenue Elementary) and Country Club Road to help calm traffic in this area and improve the safety of crossing Etna Road. Stripe the travel lane to 11 feet between South Hamilton Road and Country Club Road, defining an edge between the travel and parking lanes. In sections without a median island, the lines should define the travel path between the medians. Cost estimate include removal of the existing stripe and restriping with thermoplastic lane markings. Students affected: 106. This is Engineering Study recommendation KM1.

- Cost estimate: $70,000
- Implementer/applicant: City of Whitehall
- Barriers addressed: KAES-B-1

Improve connectivity between the Hamilton Plaza Apartments (KAES-4 – Engineering)
Construct 130 LF of multi-use path between the apartments and Etna Road (Figure 9). This project would require purchase of a minor amount of right-of-way and an agreement from the adjacent apartment owner to permit a gate or other access to their property. Drainage and other factors will need to be evaluated during final design. This is Engineering Study recommendation KM2. Students affected: 46.

- Cost estimate: $15,000
- Implementer/applicant: City of Whitehall
- Barriers addressed: KAES-B-4

Improve connectivity to neighborhoods east of Dimson Drive (KAES-5 – Engineering)
Construct the following multi-use path project to improve access to residences east of the school (Figure 10, next page). Construct 73 LF of multi-use path and 2 curb ramps connecting Longbranch Lane to Winslow Drive. This will require permission for a break in the existing brick wall and likely require the installation of a limited access gate for the security of the residents. To address safety concerns within the apartment complex the gate could use an electronic lock that provides access to only those who know the code, swipe card, thumb-print scanner, be known to a volunteer attendant, or some other kind of access management. In addition, video surveillance may be helpful in encouraging apartment residents and the owner to be open to the idea. The City and school district are encouraged to work with the apartment company on this project as it is unclear if this may be eligible for safe routes to school funding (as some improvements will occur on private property and such improvements would likely be maintained by the apartment company). The project may eliminate the need to bus students from the apartment complex, reducing walking distance by almost a half mile and improving the safety of these students if they chose to walk or bike to school. This is Engineering Study recommendation KL1. Students affected: 61.

- Cost estimate: $10,000
- Implementer/applicant: City of Whitehall
- Barriers addressed: KAES-B-4
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Improve on-site connectivity at Kae Avenue Elementary School (KAES-6 – Engineering)
Construct about 700 LF of sidewalks on the school campus to complement existing walks, improving pedestrian access for those who walk to the northwest and southwest of the school. This recommendation was not included in the Engineering Study. Students affected: 139 (81 northwest of school, 58 southwest of school).

Note: The school district did not concur with this recommendation at the time this Plan was completed.

- Cost estimate: $30,000
- Implementer/applicant: City of Whitehall
- Barriers addressed: KAES-B-5
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Section 8: Improvement Mapping

Beechwood Elementary School – 30, 31
Etna Road Elementary School – 32, 33
Kae Avenue Elementary School – 34, 35
There are 437 students within a 1.0 mile radius of the Beechwood Elementary School. There are 18 students between 1.0 miles and 2.0 miles. The total enrollment of the school is 455 students.
There are 379 students within a 1.0 mile radius of the Etna Road Elementary School. There are 120 students between 1.0 miles and 2.0 miles. The total enrollment of the school is 503 students.

**Infrastructure Recommendations**

- Sidewalk
- Enhanced Crosswalk Ladder-style Markings

**Roads by Type**
- City Boundary
- Interstates
- US Routes
- State Routes
- Local Roads

**School Location**
- School District
- Students
- 1.0 Mile Radius
- 1.0 to 2.0 Mile Radius
There are 360 students within a 1.0 mile radius of the Kae Avenue Elementary School. There are 55 students between 1.0 miles and 2.0 miles. The total enrollment of the school is 415 students.
### Section 9: Action Plan

<table>
<thead>
<tr>
<th>Strategy Type</th>
<th>Solution Identifier</th>
<th>Solution Description</th>
<th>Time Frame</th>
<th>Responsible Party</th>
<th>Status</th>
<th>Estimated Cost</th>
<th>Possible Funding Source</th>
<th>Percent of Students Affected</th>
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<tbody>
<tr>
<td>Education, Encouragement</td>
<td>DW-1 (District Wide)</td>
<td>Bike rodeo and safe walking events</td>
<td>2014</td>
<td>Whitehall CSD</td>
<td>Seeking Funding</td>
<td>Up to $7,500 per event, per school.</td>
<td>SRTS</td>
<td>100%</td>
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<td>Encouragement</td>
<td>DW-2 (District Wide)</td>
<td>Organize corner captain program</td>
<td>2014</td>
<td>City of Whitehall Community Affairs</td>
<td>Seeking Funding</td>
<td>$5,000 per school</td>
<td>SRTS</td>
<td>100%</td>
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<tr>
<td>Encouragement</td>
<td>DW-3 (District Wide)</td>
<td>Establish maintenance plans for path connections to specific schools</td>
<td>2013</td>
<td>City of Whitehall Service and Streets</td>
<td>Coordinating</td>
<td>Staff Time</td>
<td>Local</td>
<td>Varies on route</td>
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<tr>
<td>Enforcement</td>
<td>DW-4 (District Wide)</td>
<td>Crossing guard program</td>
<td>2013</td>
<td>City of Whitehall Community Affairs, PD</td>
<td>Seeking Funding</td>
<td>$6,000</td>
<td>SRTS</td>
<td>100%</td>
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<tr>
<td>Enforcement</td>
<td>DW-5 (District Wide)</td>
<td>Safe Pick-up and Drop-off Procedures and Enforcement</td>
<td>Continuing</td>
<td>Whitlehall CSD, City of Whitehall PD</td>
<td>Continuing</td>
<td>N/A</td>
<td>N/A</td>
<td>100%</td>
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<td>Evaluation</td>
<td>DW-6 (District Wide)</td>
<td>Continue conducting the national SRTS survey on an annual basis</td>
<td>Continuing, Annually</td>
<td>Whitehall CSD</td>
<td>In progress</td>
<td>N/A</td>
<td>N/A</td>
<td>100%</td>
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<tr>
<td>Evaluation</td>
<td>DW-7 (District Wide)</td>
<td>Continue evaluating the Action Plan and revise it as necessary</td>
<td>Continuing</td>
<td>Whitehall CSD</td>
<td>In progress</td>
<td>N/A</td>
<td>N/A</td>
<td>100%</td>
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<tr>
<td>Engineering</td>
<td>DW-8 (District Wide)</td>
<td>Construction of additional bike parking</td>
<td>As needed</td>
<td>City of Whitehall, Whitlehall CSD</td>
<td>As needed</td>
<td>Varies</td>
<td>SRTS, Local</td>
<td>100%</td>
</tr>
<tr>
<td>Engineering</td>
<td>DW-9 (District Wide)</td>
<td>Inspect and remedy problems with sidewalks in neighborhoods surrounding each school.</td>
<td>As needed</td>
<td>City of Whitehall</td>
<td>As needed</td>
<td>Varies</td>
<td>CDRC, SRTS, Local</td>
<td>varies</td>
</tr>
</tbody>
</table>

**Details:**

- **BES-1 (Beechwood ES):** Improve the safety of the sidewalk on the south side of the school. 
  - Time Frame: 2014 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $15,000 
  - Possible Funding Source: CDRC, SRTS, Local 
  - Percent of Students Affected: 19.3% (89 of 455)

- **BES-2 (Beechwood ES):** Add additional sidewalks on the elementary school campus. 
  - Time Frame: 2014 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding (Once authorized by WCS) 
  - Estimated Cost: $30,000 
  - Possible Funding Source: CDBG, SRTS, Local 
  - Percent of Students Affected: 49.5% (225 of 455)

- **BES-3 (Beechwood ES):** Improve intersection safety at intersections within one block of the school. 
  - Time Frame: 2014 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $25,000 total 
  - Possible Funding Source: SRTS 
  - Percent of Students Affected: 75% (341 of 455) (sum of 3 projects)

- **BES-4 (Beechwood ES):** Improve connectivity for students living west of the school. 
  - Time Frame: 2015 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $130,000 
  - Possible Funding Source: SRTS 
  - Percent of Students Affected: 17% (80 of 455)

- **BES-5 (Beechwood ES):** Remove the existing midblock signal on Beechwood Road and construct a full signal at the northernmost intersection of Etna Street and Beechwood Road. 
  - Time Frame: 2015 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $100,000 
  - Possible Funding Source: SRTS 
  - Percent of Students Affected: 36% (165 of 455)

- **BES-6 (Etna Road ES):** Improve intersection safety at intersections within one block of the school. 
  - Time Frame: 2014 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $30,000 
  - Possible Funding Source: SRTS 
  - Percent of Students Affected: 76% (341 of 455) (sum of 3 projects)

- **BES-7 (Etna Road ES):** Improve connectivity for students living north of the school. 
  - Time Frame: 2014 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $45,000 
  - Possible Funding Source: SRTS 
  - Percent of Students Affected: 11% (54 of 503) (sum of 3 projects)

- **KAE-1 (Kae Ave ES):** Improve intersection safety at intersections near the school. 
  - Time Frame: 2014 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $40,000 
  - Possible Funding Source: SRTS 
  - Percent of Students Affected: 76% (341 of 455)

- **KAE-2 (Kae Ave ES):** Improve connectivity between the easternmost neighborhoods and the school. 
  - Time Frame: 2015 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $125,000 
  - Possible Funding Source: SRTS 
  - Percent of Students Affected: 22% (91 of 415)

- **KAE-3 (Kae Ave ES):** Construct traffic calming improvements on Etna Road. 
  - Time Frame: 2015 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $70,000 
  - Possible Funding Source: SRTS 
  - Percent of Students Affected: 25% (106 of 415)

- **KAE-4 (Kae Ave ES):** Improve connectivity between the Hamilton Plaza Apartments. 
  - Time Frame: 2014 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $15,000 
  - Possible Funding Source: SRTS/Local 
  - Percent of Students Affected: 11% (46 of 415)

- **KAE-5 (Kae Ave ES):** Improve connectivity to neighborhoods east of Dinmore Drive. 
  - Time Frame: 2014 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding 
  - Estimated Cost: $10,000 
  - Possible Funding Source: SRTS/Local 
  - Percent of Students Affected: 11% (61 of 503) (sum of 2 projects)

- **KAE-6 (Kae Ave ES):** Improve on-site connectivity at Kae Avenue Elementary School. 
  - Time Frame: 2014 
  - Responsible Party: City of Whitehall 
  - Status: Seeking Funding (Once authorized by WCS) 
  - Estimated Cost: $30,000 
  - Possible Funding Source: SRTS 
  - Percent of Students Affected: 34% (139 of 405) (sum of two projects)

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1. Percentages based on address points divided by the number of addresses on record for each school, likely in 2010 or 2011. Number of addresses on record does not match the enrollment of each school.
2. Note: The school district did not endorse this recommendation at the time the Plan was completed.
3. Note: The school district did not endorse this recommendation at the time the Plan was completed.
Section 10:
Plan Endorsements

Endorsements from the City of Whitehall and the Whitehall City School District will follow this page.
January 25, 2013

On behalf of the City of Whitehall, we express our support for this School Travel Plan. We look forward to implementing many of the recommendations outlined in the plan and to more children walking and biking to school.

Respectfully,

Kim Maggard, Mayor

Zachary Woodruff
Development Director

Ray Ogden
Service Director
November 21, 2012

On behalf of the Whitehall City School District, we express our support for this School Travel Plan and look forward to working with the City of Whitehall and ODOT in seeing the recommendations implemented. We look forward to partnering with the city to assist more students to safely walk and bike to school.

Judyth Dobbert-Meloy
Superintendent
Whitehall City Schools

Steve McAfee
Treasurer
Whitehall City Schools

Andy Riggle, Ph.D.
Director of Administrative Services

David Hausmann
Director of Facilities & Transportation

The mission of the Whitehall City School District is to continually increase the achievement of all.
Public Involvement Appendix

Methods:

Public comment was solicited with respect to the plan and its recommendations. A two week public comment period was provided between December 14th and 28th, 2012. The comment period was advertised on both the City’s and School’s websites, as well as with fliers at City Hall and at each elementary school. To make it easier for the public to access the document, a physical copy of the plan was made available at City Hall. Documentation provided below includes a screen shot of the City’s website and a bulletin board at City Hall.

Comments Received:

One comment was received, specifically noting a spelling error in the plan of which has been fixed.