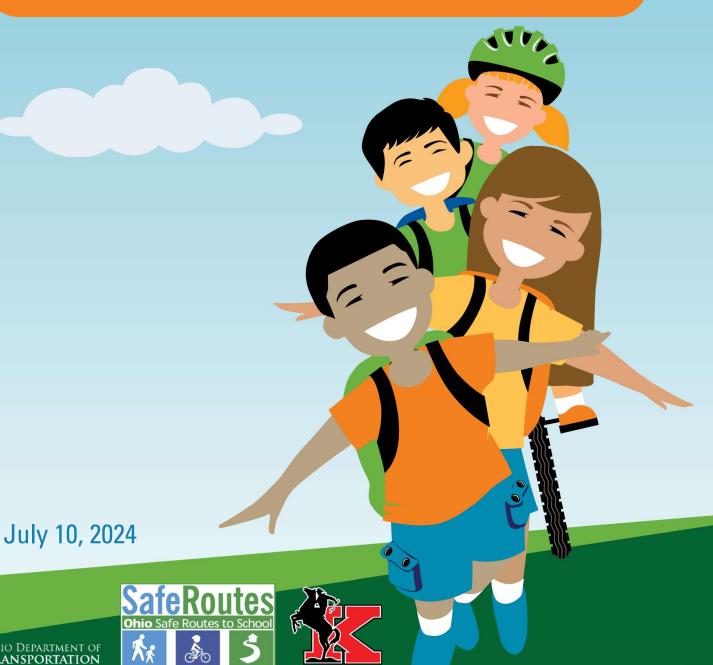
# **CITY OF KENT**

**SAFE ROUTES TO SCHOOL** SCHOOL TRAVEL PLAN JULY | 2024















## **Project Team**

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## **Safe Routes to School Team Members:**

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|----------------------------------|--|
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| Jim Soyars                       | Kent City Schools Director of Business Services and Homeless Liaison       |
| Shawn Bates                      | PE Teacher at Longcoy ES & Holden ES                                       |
| Aaron Hido                       | Dean of Students for KSD   |
| Edward "Chip" Hawks              | Gifted Teacher at Walls & Holden Elementary                                |
| Community Representative         | s:   |
| Jennifer Mapes                   | Kent State University, Associate Professor of Geography, Parent            |
| Stefan Meyer                     | Kent Cycle Shop Owner  |
| Aimee I Ward                     | Assistant Professor, Department of Geography Instructor, College of Public |
| Aimee L Waru                     | Health   |
| Ann Ward                         | Kent Environmental Council   |
| Colleen Cornici                  | Parent   |
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| Rhonda Boyd, P.E, P.S.           | City of Kent Senior Engineer   |
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| Health Representatives:          |  |
| Joan Siedel                      | City of Kent Health Commissioner   |
| Jalessa Caples                   | Accreditation Coordinator, Kent City Health Department                     |
| Public Safety Representative     | es:  |
| Nicholas Shearer                 | City of Kent Police Department Chief                                       |



























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# **Section 1: Introduction**

## Safe Routes to School

Safe Routes to School (SRTS) is an international movement that uses policies, programs, and infrastructure to encourage youth K-12 to walk and bike to school. SRTS seeks to improve safety conditions near schools and encourage more walking and bicycling when safe to do so. Nationally, walking and biking to school has declined dramatically, from 48 percent in 1969 to just 11 percent in 2017. SRTS programs like the Ohio Department of Transportation (ODOT) SRTS Program seek to reverse this trend through a collaborative approach.

## **Safe Routes to School Benefits**

**Improve safety for students walking and biking.** In recent years, Ohio has seen an increase in the number of people involved in crashes while walking.<sup>2</sup> Safe Routes to School is focused on improving student safety during their journey to and from school. Through infrastructure improvements, walking and biking to school can become a safer and more appealing choice for children and parents.

**Improve physical and mental health.** A healthy lifestyle is best cultivated in people while they are children. Regular physical activity is an integral component of a healthy lifestyle and contributes to mental well-being. For children, bicycling and walking to school provides opportunities to include physical activity as a part of daily life. Daily physical activity is known to improve academic performance and social, emotional, mental, and physical health.

**Equitable choice for all people.** In 2021, the US Census Bureau reported that 7.5 percent of households in Ohio do not have a vehicle and 13.4 percent of households in the City of Kent do not have a vehicle.<sup>3</sup> For families without cars or those with limited access to cars, it is especially important for children to have safe ways to walk or bicycle to school and around their neighborhood. Additionally, Safe Routes to School improvements benefit not only children, but quality of life for neighborhoods and the entire community. Shifting vehicle trips to walking or biking trips reduces greenhouse gas emissions, decreases school-related traffic congestion, reduces transportation costs, and can lead to greater independence for community members who cannot or choose not to drive.

<sup>&</sup>lt;sup>3</sup> US Census <a href="https://www.census.gov/acs/www/about/why-we-ask-each-question/vehicles/">https://www.census.gov/acs/www/about/why-we-ask-each-question/vehicles/</a>

























<sup>&</sup>lt;sup>1</sup> McDonald NC, Brown AL, Marchetti LM, Pedroso MS. U.S. school travel, 2009 an assessment of trends. Am J Prev Med. 2011 Aug;41(2):146-51. doi: 10.1016/j.amepre.2011.04.006. PMID: 21767721.

<sup>&</sup>lt;sup>2</sup> Walk. Bike. Ohio Pedestrian Safety Analysis

 $<sup>\</sup>underline{https://transportation.ohio.gov/static/Programs/WalkBikeOhio/Walk.Bike.Ohio.PedestrianSafetyAnalysis.pdf}$ 

## The E's

The ODOT Safe Routes to School Program is built upon "E's" that provide a comprehensive approach to youth traveling to school. The E's are:



## **Engineering:**

Bringing engineering experts to assist the community in evaluating streets and identifying improvements for walking and biking to school.



#### **Education:**

Improving traffic safety and awareness. Teach students how to navigate busy streets and make the connection between active transportation, traffic safety, health, and the environment.



## **Encouragement:**

Providing incentives and support to help students and families try walking or bicycling instead of driving.



#### **Enforcement:**

Influencing student or driver behavior through consequences.



#### **Evaluation:**

Helping schools measure walking and bicycling through parent surveys and student hand-raising tallies to indicate how students get to school and what barriers should be addressed.



## **Equity**:

Tailoring the School Travel Plan (STP) development process and implementation to meet the specific cultural, linguistic, and contextual needs of the diverse populations within a community including students with disabilities, students of different races, and students in low-income households.



























# **Target Schools**

All six public schools in the Kent City School District are target schools. The following tables and maps provide information on the student demographics and school locations.

**Table 1. Target Schools** 

| School District           | School Name           | School Address     | Grades Served |
|---------------------------|-----------------------|--------------------|---------------|
| Kent City School District | Davey Elementary      | 196 N Prospect St. | PK-5          |
|                           |                       | Kent, OH 44240     |               |
| Kent City School District | Holden Elementary     | 132 W School St.   | K-5           |
|                           |                       | Kent, Ohio 44240   |               |
| Kent City School District | Longcoy Elementary    | 1069 Elno Ave.     | K-5           |
|                           |                       | Kent, Ohio 44240   |               |
| Kent City School District | Walls Elementary      | 900 Doramor St.    | K-5           |
|                           |                       | Kent, Ohio 44240   |               |
| Kent City School District | Stanton Middle School | 1175 Hudson Rd.    | 6-8           |
|                           |                       | Kent, Ohio 44240   |               |
| Kent City School District | Theodore Roosevelt    | 1400 N Mantua St.  | 9-12          |
|                           | High School           | Kent, Ohio 44240   |               |

Table 2. Student Demographics (2022-2023)

| School                            | Average<br>Daily<br>Student<br>Enrollment | Black, non-<br>Hispanic | American Indian<br>or Alaska Native | Asian or Pacific<br>Islander | Hispanic | Multi-racial | White, non-<br>Hispanic | Economically<br>Disadvantaged | English Learner | Students with Disabilities | Migrant |
|-----------------------------------|---|-------------------------|-------------------------------------|------------------------------|----------|--------------|-------------------------|-------------------------------|-----------------|----------------------------|---------|
| Davey Elementary                  | 454                                       | 90                      |                                     |                              | 18       | 37           | 303                     | 205                           |                 | 125                        |         |
| Holden Elementary                 | 240                                       | 51                      |                                     |                              | 12       | 36           | 139                     | 135                           |                 | 44                         |         |
| Longcoy Elementary                | 271                                       | 55                      |                                     |                              | 14       | 26           | 170                     | 122                           |                 | 70                         |         |
| Walls Elementary                  | 367                                       | 45                      |                                     | 12                           |          | 42           | 260                     | 162                           | 25              | 81                         |         |
| Stanton Middle<br>School          | 655                                       | 122                     |                                     | 13                           | 25       | 72           | 423                     | 347                           | 10              | 145                        |         |
| Theodore Roosevelt<br>High School | 1,056                                     | 134                     |                                     | 19                           | 36       | 85           | 781                     | 365                           |                 | 162                        |         |















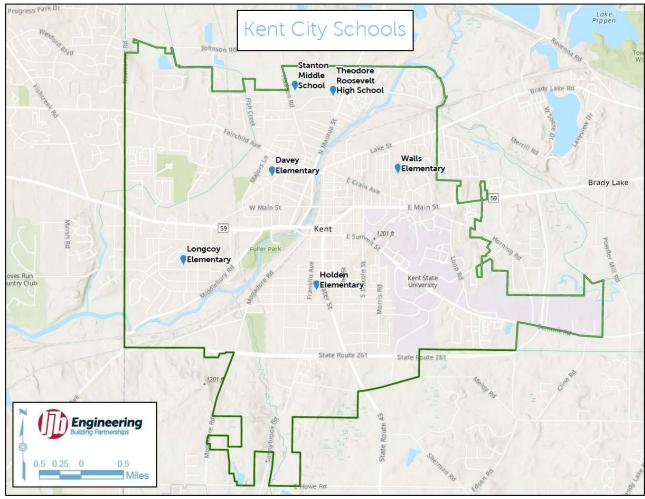












**Figure 1. Target Schools** 

# **Purpose and Vision**

The statewide vision statement for the Safe Routes to School program is: Walking and biking in Ohio will be a safe, convenient, and accessible transportation option for everyone.

Several stakeholders shared their vision for the City of Kent School Travel Plan. These visions included:

- Easier access for everyone, particularly students during all seasons.
- Reduced vehicular travel speeds on roadways city-wide.
- Make walking cease to be the exception.
- A feeling of reconnected community, where residents look out for students.
- Biking for transportation
- Policy that supports improved public health

The purpose of this School Travel Plan (STP) is to identify policy, program, and infrastructure recommendations for Kent City School District.

























# Section 2: Existing Conditions for Walking and Biking to School

## **Current Student Travel**

Teacher tallies, walk-audits, caregiver surveys, and observations of student arrival and dismissal helped the project team and stakeholders understand students' daily experiences. The tables and charts below provide information about trends in student travel to and from school.

Table 3. Number of students within walking and biking distance of target schools

| School                        | Students<br>within ¼<br>mile of<br>school | % students within ¼ mile of school | Students<br>within ½<br>mile of<br>school | % students within ½ mile of school | Students<br>within 1<br>mile of<br>school | % students within 1 mile of school | Students<br>within 2<br>miles of<br>school | % students<br>within 2<br>miles of<br>school |
|-------------------------------|---|------------------------------------|---|------------------------------------|---|------------------------------------|--|--|
| Davey<br>Elementary           | 18  | 4.0%                               | 63  | 13.9%                              | 164                                       | 36.1%                              | 345  | 76.0%  |
| Holden<br>Elementary          | 27  | 11.25%                             | 87  | 36.25%                             | 150                                       | 62.5%                              | 178  | 74.2%  |
| Longcoy<br>Elementary         | 8   | 3.0%                               | 66  | 24.4%                              | 134                                       | 49.5%                              | 235  | 86.7%  |
| Walls<br>Elementary           | 15  | 4.1%                               | 66  | 18.0%                              | 131                                       | 35.7%                              | 102  | 63.5%  |
| Stanton<br>Middle<br>School   | 2   | 0.3%                               | 15  | 2.3%                               | 80  | 12.2%                              | 244  | 37.25%                                       |
| Theodore<br>Roosevelt<br>High | 4   | 0.4%                               | 30  | 2.8%                               | 87  | 8.2%                               | 223  | 29.4%  |

Table 4. Mode of travel to school in the morning

| School                     | Percent<br>Walking<br>& Biking | Walk | Bike | School<br>Bus | Family<br>Vehicle | Carpool | Transit | Other |
|----------------------------|--------------------------------|------|------|---------------|-------------------|---------|---------|-------|
| Davey Elementary           | 19%                            | 20   | 1    | 52            | 34                | 1       | 1       | 0     |
| Holden<br>Elementary       | 33%                            | 20   | 6    | 19            | 32                | 2       | 1       | 0     |
| Longcoy<br>Elementary      | 14%                            | 10   | 1    | 41            | 26                | 3       | 0       | 0     |
| Walls Elementary           | 18%                            | 20   | 0    | 58            | 28                | 2       | 1       | 0     |
| Stanton Middle<br>School   | 15%                            | 21   | 7    | 85            | 74                | 4       | 0       | 0     |
| Theodore<br>Roosevelt High | 8%                             | 11   | 8    | 70            | 147               | 13      | 2       | 2     |

























Table 5. Mode of travel from school in the afternoon

| School                               | Percent<br>Walking<br>& Biking | Walk | Bike | School<br>Bus | Family<br>Vehicle | Carpool | Transit | Other |
|--------------------------------------|--------------------------------|------|------|---------------|-------------------|---------|---------|-------|
| <b>Davey Elementary</b>              | 17%                            | 18   | 1    | 53            | 32                | 4       | 1       | 0     |
| Holden<br>Elementary                 | 33%                            | 22   | 4    | 20            | 28                | 4       | 1       | 1     |
| Longcoy<br>Elementary                | 15%                            | 11   | 1    | 49            | 17                | 3       | 0       | 0     |
| Walls Elementary                     | 18%                            | 20   | 0    | 62            | 26                | 0       | 1       | 0     |
| Stanton Middle<br>School             | 23%                            | 36   | 7    | 100           | 41                | 7       | 0       | 0     |
| Theodore<br>Roosevelt High<br>School | 8%                             | 25   | 7    | 71            | 135               | 10      | 3       | 2     |

**Table 6. Morning and Afternoon Travel Mode Comparison** 

| Period    | Number<br>of Trips | Walk  | Bike  | School<br>Bus | Family<br>Vehicle | Carpool | Transit | Other |
|-----------|--------------------|-------|-------|---------------|-------------------|---------|---------|-------|
| Morning   | 5060               | 7.29% | 1.72% | 45.61%        | 41.13%            | 3.18%   | 0.22%   | 0.85% |
| Afternoon | 4899               | 9.68% | 1.47% | 45.60%        | 38.38%            | 3.57%   | 0.08%   | 1.22% |

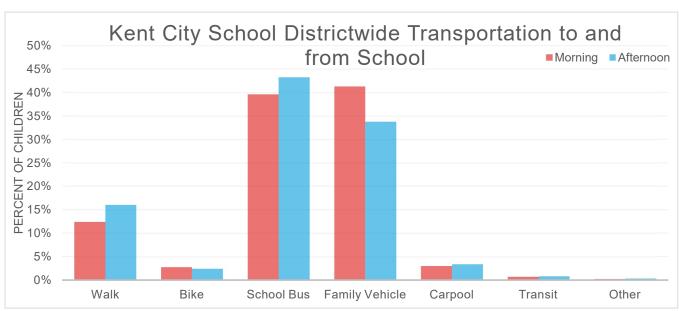


Figure 2. Preferred method of transportation for all the Kent City Schools

























## Main Routes for Walking and Biking to School

## **Davey Elementary School**

The primary routes for walking and biking to school are:

- » Whittier Drive between Park Ave. and Woodard Ave.
- » Fairchild Ave. between Majors Lane and N. Mantua Street

The primary intersections crossed by students walking and biking to school are:

- » Whittier Ave. and Woodard Ave.
- » Fairchild Ave. and Woodard Ave.

## **Holden Elementary School**

The primary routes for walking and biking to school are:

- » W. School Street between Franklin Ave. and S. Water Street
- » Franklin Ave. between W. Elm Street and Cherry Street

The primary intersections crossed by students walking and biking to school are:

- » School Street and S. Water Street
- » Franklin Ave. and Cherry Street

## **Longcoy Elementary School**

The primary routes for walking and biking to school are:

- » Elno Ave. Between Munroe Falls Kent Road and Roosevelt Street
- » Roosevelt Street between Elno Ave. and Gardenview Street

The primary intersections crossed by students walking and biking to school are:

- » Gardenview Street and Roosevelt Street
- » Elno Ave. and Roosevelt Street

## Walls Elementary School

The primary routes for walking and biking to school are:

- » Doramor Street and Harvey Ave
- » Crain Ave and Miller Ave

The primary intersections crossed by students walking and biking to school are:

- » Harvey Ave. and Doramor Street
- » N Willow Street and Crain Ave

## Stanton Middle School & Theodore Roosevelt High School

The primary routes for walking and biking to school are:

- » N. Mantua between River Bend Blvd. to Fairchild Ave.
- » Hudson Road between Johnson Road and Fairchild Ave.



















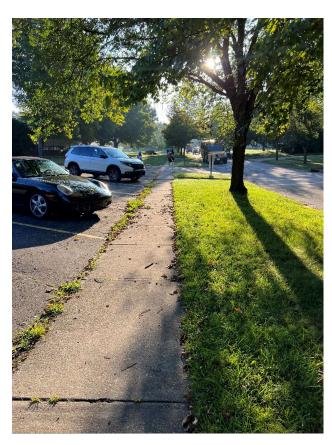






The primary intersections crossed by students walking and biking to school are:

- » N. Mantua and School Entrance
- » N. Mantua and River Bend Blvd.
- » Hudson Road and School Campus Drive



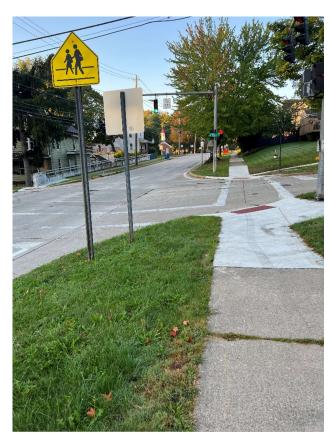


Figure 3. Pedestrian facilities in front of Longcoy Elementary (left) and at Mantua St & Park Ave (right)

## **Walk Audit**

On September 14, 2023, a group of eleven volunteers performed a walk-audit for the Kent City School District. The volunteers made a note of issues they felt made the walk to and from school unsafe. Volunteers included members of the Kent City School Administration, employees for the City of Kent, representatives from Kent State University, and engineers from LJB Inc. The volunteers were split into five groups and assigned routes to walk during arrival and dismissal times for all six schools. The routes assigned are included in the Appendix.

## General takeaways include:

- » The 4-foot-wide sidewalks felt too narrow for two folks walking side by side or especially if a pedestrian and cyclist traveling in opposite directions have to pass each other.
- » Effective sidewalk width was further reduced in several cases due to adjacent overgrown vegetation.
- » There were streets without sidewalks on all routes. With the morning dew, most walkers had wet feet in the morning.

























**Table 7 Notes from Walk Audit** 

| School                | Notes  |
|-----------------------|--|
| Davey Elementary      | <ul> <li>At Woodard Ave. &amp; Whittier Dr., parked cars reduce the visibility of pedestrians crossing Woodard Ave.</li> <li>West side sidewalk along Hudson Rd. ends midblock with no advance warning or a safe marked crossing.</li> <li>The traffic signal at Fairchild Ave. &amp; Woodard Ave. lacks pedestrian signal heads or pushbuttons. Because no vehicular signal heads face north, pedestrians crossing Fairchild Ave. north to south are unable to determine when it is safe to cross.</li> <li>For residents west and north of school, cutting through the park at Bowers Field is more direct than walking around, but no paved walkway exists through the field.</li> <li>Majors Lane is a narrow 2-lane road and does not include a sidewalk, and feels unsafe around a blind curve at Bryce Rd.</li> <li>Several side street crossings lack curb ramps with detectable warnings.</li> <li>Fairchild Ave. at Majors Dr. is a two-way stop-controlled intersection, and crossing was difficult during dismissal due to heavy traffic.</li> </ul> |
| Holden Elementary     | <ul> <li>No pedestrian signals or pushbuttons exist at Franklin Ave. &amp; Cherry St. signal.</li> <li>Vehicles parked on the tree lawn on Dodge St.</li> <li>Missing or worn crosswalk lines at Franklin Ave. &amp; Elm St</li> <li>Traffic signal at Franklin Ave. &amp; School St. operates on flash until 8 am and does not include pedestrian signals or pushbuttons.</li> <li>No sidewalk exists along Franklin Ave. south of Cherry St.</li> </ul>  |
| Longcoy<br>Elementary | <ul> <li>» Roosevelt Street is the eastern end of this school and is a narrow road and does not include any sidewalk.</li> <li>» Existing sidewalk along Elno Avenue is deteriorated in certain portions and does not meet ADA requirements.</li> <li>» There are several streets in the school vicinity without sidewalks.</li> <li>» Residents were concerned about a loud dog on Leonard Blvd. It is believed that the property includes an invisible fence. The section between Francis St. and Judith St. has no sidewalk and it is difficult for pedestrians to know confidently where the fence boundary is set.</li> </ul>   |
| Walls Elementary      | <ul> <li>At Lake &amp; Crain signal, push buttons on the southwest quadrant were hard to reach due to overgrown bushes.</li> <li>Residents expressed concerns about higher vehicle speeds, including buses.</li> <li>At Doramor St. &amp; Harvey Ave., the curb radius is insufficient for buses to complete turns.</li> </ul>   |

























| School  | Notes   |
|---|---|
| Stanton Middle<br>School & Theodore<br>Roosevelt High<br>School | <ul> <li>Cars were blocking the crossing of Hudson Dr. at the school drive intersection.</li> <li>No direct sidewalk route between Middle School and High School. Because sidewalk is not consistently provided on both sides of the roadway that connects the two, crossing the roadway is necessary during high traffic, potentially more than once.</li> <li>The most direct route between the schools, and therefore the choice for students, is through the Stanton soccer field and track.</li> <li>The parking lot behind the school wraps around and there are ballfields north of the school, but marked crossings or sidewalks are provided.</li> </ul> |

# **Existing Programs and Policies**

## **District Bus Policies**

The Kent City School District policy for busing provides transportation to families outside of their respective school's walk zones<sup>4</sup>. These walk zones vary by school type:

- » Elementary schools 1 mile
- » Middle school 1.25 mile
- » High school 2 miles

## **School Travel Policies**

School travel policies are described in the Student Transportation Handbook. While the manual primarily focuses on policies related to bus riding, there are a few rules that influence walking:

- » Kindergarten and preschool children must be met at the bus stop by an adult or older sibling.
- » Transportation must be the same every day of the week.

While not stated in the Student Transportation Handbook, parents and teachers at the stakeholder meeting mentioned that students are not permitted to bike alone to school until 5<sup>th</sup> grade by school policy. In addition, the City of Kent Section Codified Ordinance 373.10 restricts anyone under 14 years of age from riding on the street where sidewalks are available.

## **Existing Programs**

Kent City Schools currently provide bicycle lessons for all kindergarteners as part of their Physical Education class. This effort is supported by a grant that is used to purchase and maintain bicycles. Incoming kindergarteners are also offered Safety Town. Kent participates in the Father Walk program in which one morning per year fathers or male caregivers are encouraged to walk their students to school.

 $\underline{https://core-docs.s3.amazonaws.com/documents/asset/uploaded\ file/1373213/KCS-Student-Transportation-Handbook.pdf}$ 

























<sup>&</sup>lt;sup>4</sup> Student Transportation Handbook:

# Safety Data Review

Table 8. Bicycle and pedestrian crashes near schools (2013-2022)

| School                            | Number of bicycle<br>and pedestrian<br>crashes within ½<br>mile | Number of bicycle<br>and pedestrian<br>crashes within 1<br>mile | Number of bicycle<br>and pedestrian<br>crashes within 2<br>miles | Total number of serious or fatal injury bicycle and pedestrian crashes within 2 miles |
|-----------------------------------|---|---|--|---|
| Davey Elementary                  | 0   | 15  | 43   | 74  |
| Holden Elementary                 | 3   | 11  | 41   | 94  |
| Longcoy Elementary                | 0   | 2   | 6  | 70  |
| Walls Elementary                  | 0   | 11  | 64   | 78  |
| Theodore Roosevelt<br>High School | 1   | 1   | 16   | 99  |
| Stanton Middle<br>School          | 1   | 1   | 16   | 99  |

Note: Crashes may fall inside the radius of multiple schools where they overlap

An overview of the crashes within ½ mile of schools includes:

- 1. An adult pedestrian directing traffic was struck on the south approach at the Stanton Middle School drive to Hudson Rd. by a left-turning vehicle causing a minor injury. The crash occurred at 2:43pm on a Monday.
- 2. A cyclist was struck while crossing the west approach at Needham Ave. & Mantua St. The cyclist and driver stated they were unable to see each other due to a lawn obstruction. Some vegetation was cleared after this crash in 2014. Because the cyclist was recorded to be 18 years old at the time of the accident, it is unclear whether they were a student. No injuries were recorded.
- 3. A pedestrian in a wheelchair was struck crossing the west approach of the School St. & Water St. intersection, resulting in minor injuries. This crash occurred in June during the noon hour.
- 4. A pedestrian was struck while crossing the south approach of Cherry Ave. & Franklin Ave. by a northbound PARTA bus making a right turn on red. The crash occurred in November during the 8pm hour.
- 5. A pedestrian was struck walking in the northbound lane of Franklin Ave. by the University Plaza during the 1am hour.

Based on time, dates, and ages of those involved, the first two crashes described may have been related to school travel. When increasing the buffer distance from schools, additional pedestrian and bicycle crashes were found in the radius. Most of these crashes occurred on or around Kent State University campus and are not related to primary or secondary school travel.

























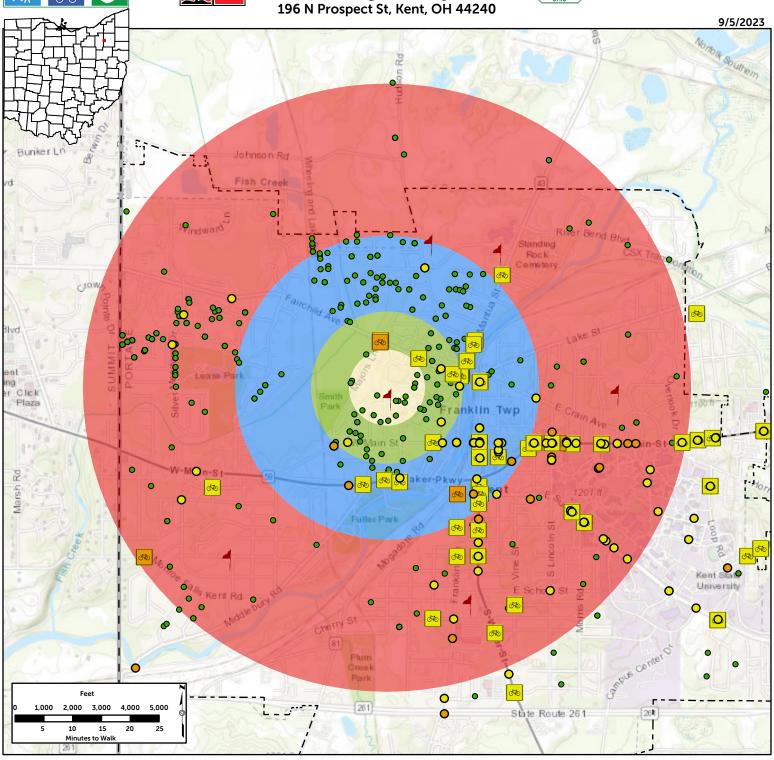


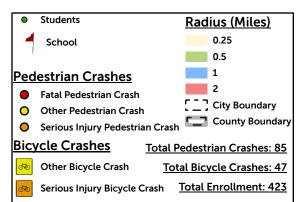


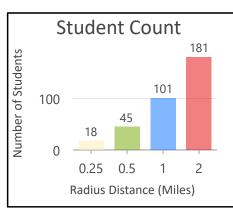
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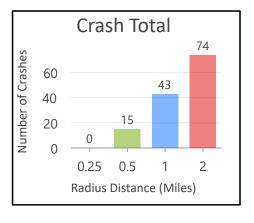
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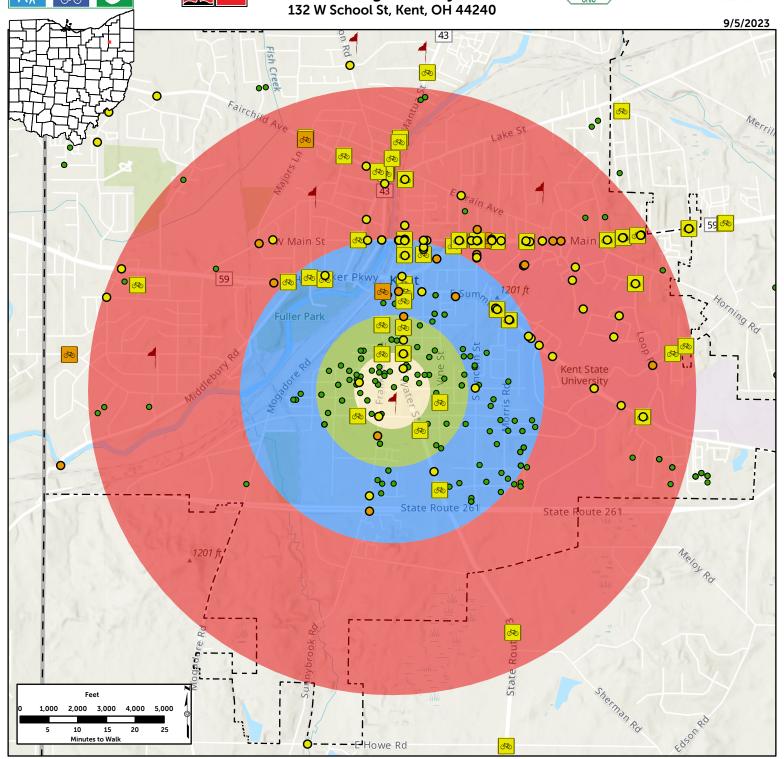


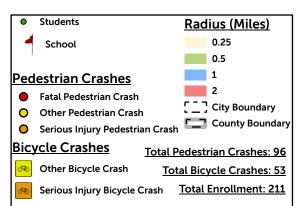


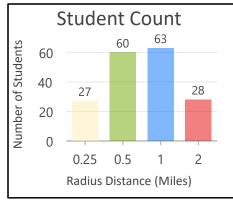
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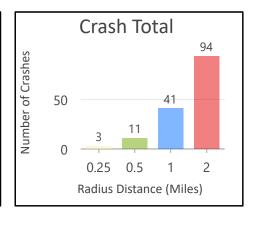
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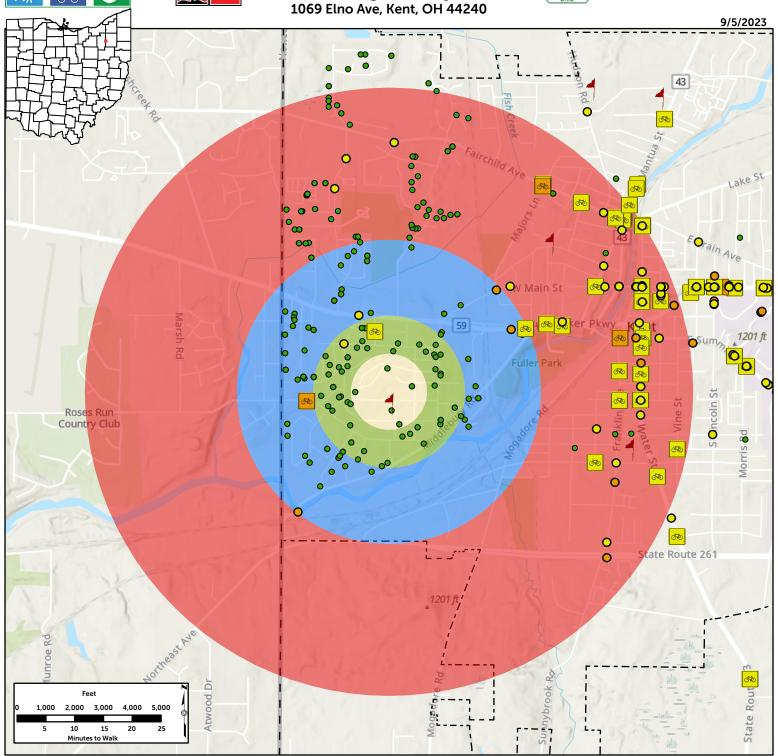
# Kent City Schools Portage County

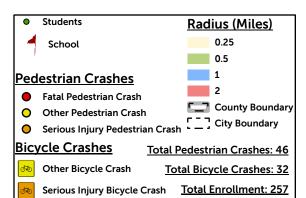
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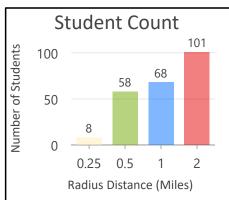
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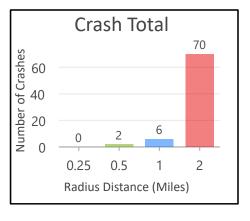
Division of Planning

Office of Program









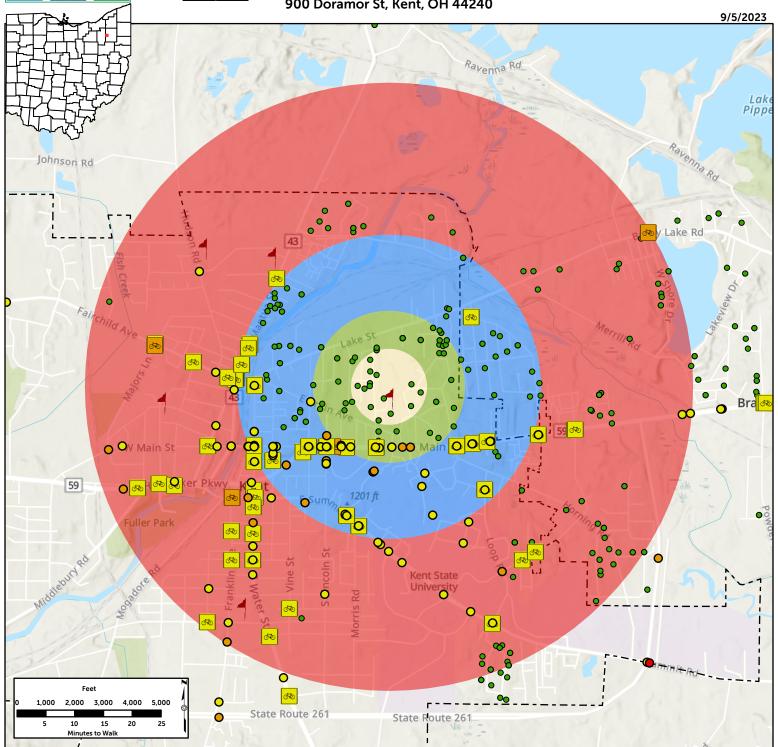


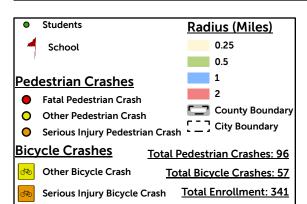


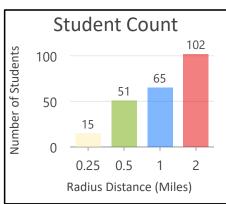
## Walls Elementary School Kent City Schools Portage County 900 Doramor St, Kent, OH 44240

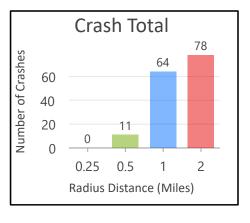












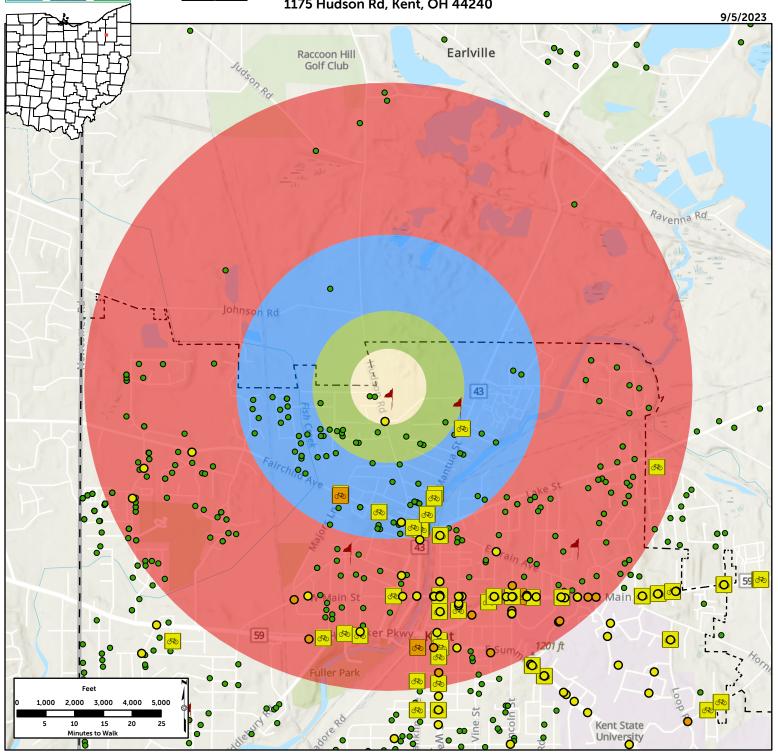


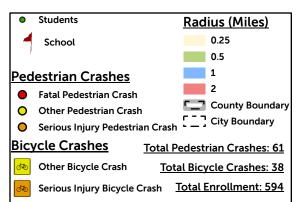


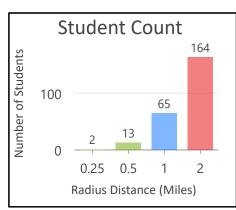
## Stanton Middle School Kent City Schools Portage County 1175 Hudson Rd, Kent, OH 44240

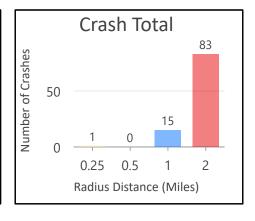














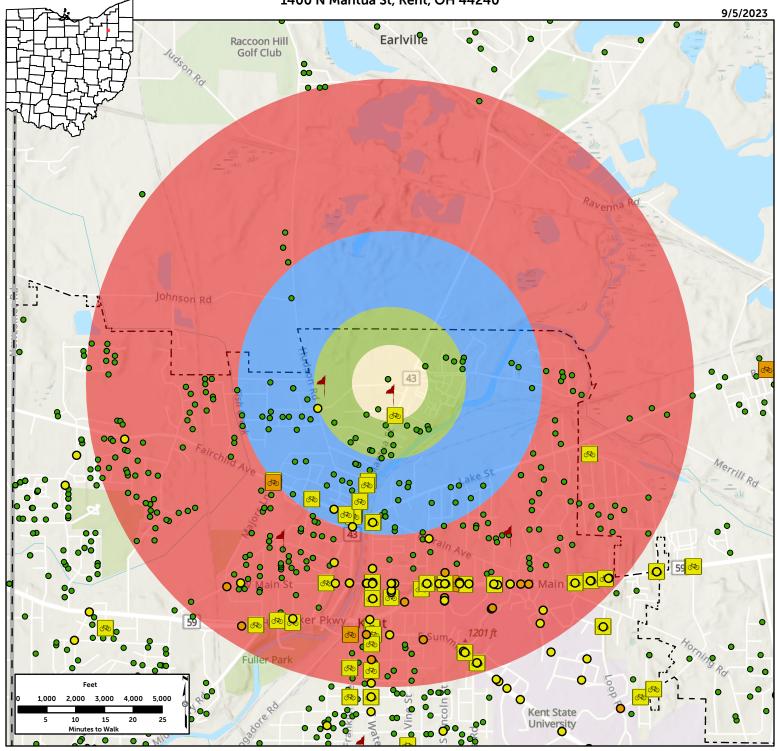


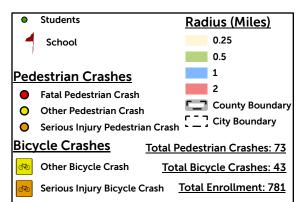
# **Theodore Roosevelt High School Kent City Schools Portage County**

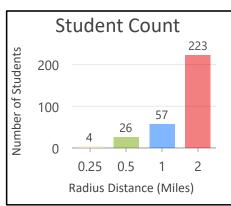
1400 N Mantua St, Kent, OH 44240

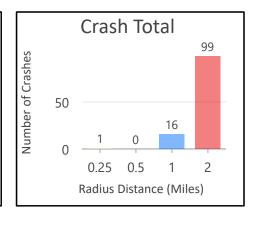


OHIO DEPARTMENT OF TRANSPORTATION **Division of Planning** Office of Program









# **Equity Analysis**

To understand the state of walking and biking to school in a community it is critical to identify areas where individuals are more likely to walk and bike due to economic necessity. The Active Transportation Needs Analysis uses socio-demographic data from the American Community Survey (ACS) to identify geographic concentrations of disadvantaged residents, considered more vulnerable to unsafe, disconnected, or incomplete active transportation networks.

The equity factors included in the analysis include:

- Minority groups
- Youth and older adults
- Poverty
- Educational attainment
- Limited English proficiency
- No access to a motor vehicle

The map on the following page highlights levels of need across the school district. The darker shaded and yellow block groups represent areas with higher levels of minority, low income, linguistically isolated, or older adult populations than other areas in the state.

The greatest concentration of disadvantaged residents lives near Holden Elementary School in Block Groups 14001 and 14002. Students are more likely to walk and bike in these block groups to due lack of personal vehicles available and 62.5% of Holden Elementary students live within one mile of the school, too close to be offered busing. Holden Elementary has the highest percent of walking and biking students.

Parts of Block Group 14002 and nearly all of 14001 fall inside the high school walk zone of 2 miles. High School students living in the block groups in the southern portion of the city may not be offered transportation and are more likely to walk or bike given the higher percentage of low-income residents in those block groups in comparison to other block groups.

There is also a higher concentration of low-income residents surrounding Kent State University. Note that block group 15022 is predominately composed of apartments marketed towards college students, although the enrollment maps show several primary and secondary students. These students would be provided transportation to Walls Elementary School, and those in the south end of the block group would be provided transportation to middle and high school.















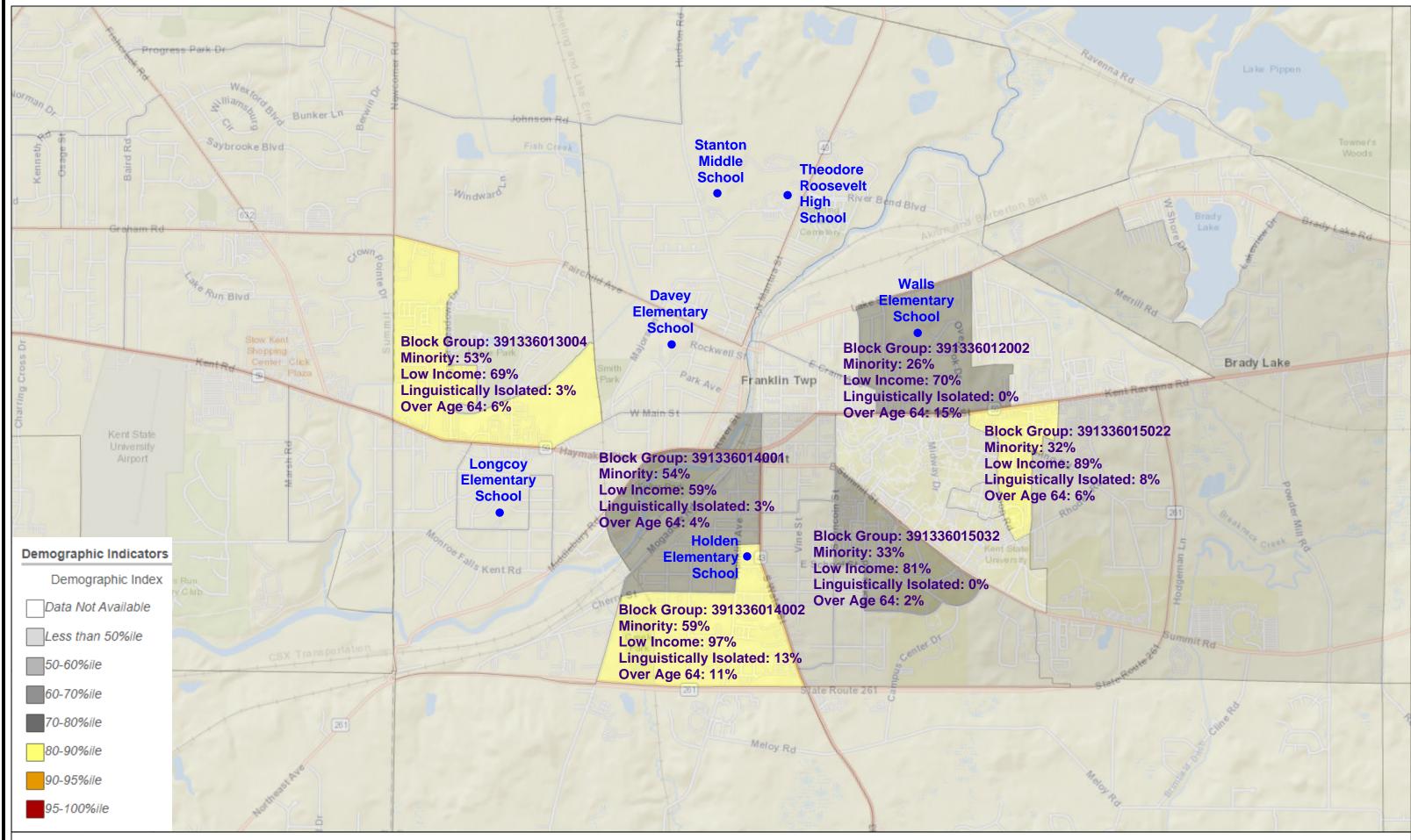












# **Current and Proposed Improvements**

There are several planned improvements that are either currently under construction or soon to be built. Portions of these projects related to active transportation may be eligible for SRTS funding. Planned improvements include:

- » Gas line repair near Davey Elementary School: This current construction project was discussed in public comments and at the Kent school administration meeting as causing some traffic disruptions for pedestrians and vehicles. Street closures were observed during the walk audit, although sidewalks remained open in those areas. However, where gas lines were repaired underneath the sidewalk, portions were temporarily replaced with gravel. These will be replaced with permanent concrete sidewalks after completion of the work.
- » North Mantua Street Roundabout: An intersection improvement is planned north of the River Bend Blvd/Roosevelt High School drive intersection with Mantua St. The roundabout would provide access to the Davey Tree campuses on the east and west side of the road. The project would also construct a sidewalk on both sides of Mantua Rd. from River Bend Blvd. to the north side of the roundabout.
- » <u>Lake Rockwell Bike Trail:</u> A bike trail path will be constructed along existing City of Akron right-of-way from the northeast of the city, between the middle and high schools, along Majors Ln. near Davey Elementary, and through the neighborhood surrounding Longcoy Elementary.
- » Stow St. Bridge: The Stow Street Bridge is going to be rehabilitated and pedestrian facilities will be approved along the south side of Stow Street. This project is being headed by Portage County.





















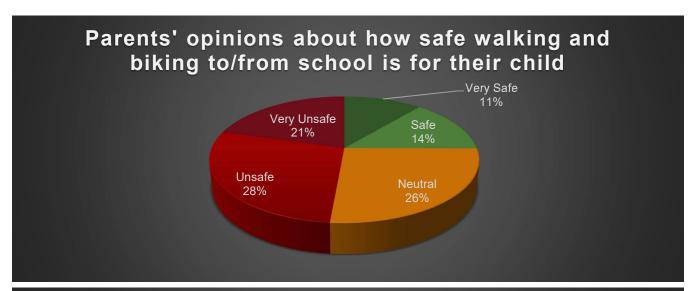


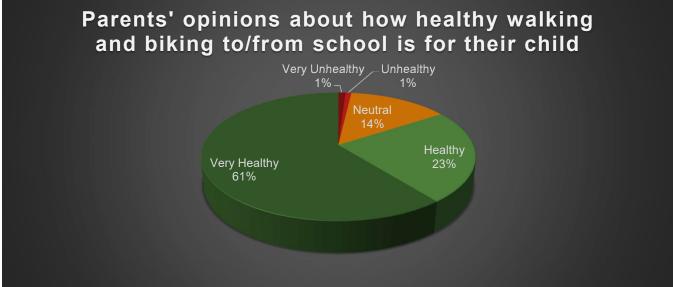


# **Section 3: Community Engagement**

Community engagement is an essential tool in the STP development process. Involving the public builds trust in the plan and improves the overall quality of the findings. The project team used several strategies to collect public input including a caregiver survey, a meeting with the Kent school administration, a stakeholder meeting, and a public meeting.

# **Caregiver Survey**





## **Parent Attitudes Towards Walking and Biking**

As shown in the figure below, the top six reasons why parents do not allow their child to walk include issues with the amount of traffic, distance to school, the speed of traffic, safety of intersections, weather, and presence and

























condition of sidewalks. These issues will be addressed for each school and how the problem can be addressed to encourage more Kent City School children to walk/ride to school.

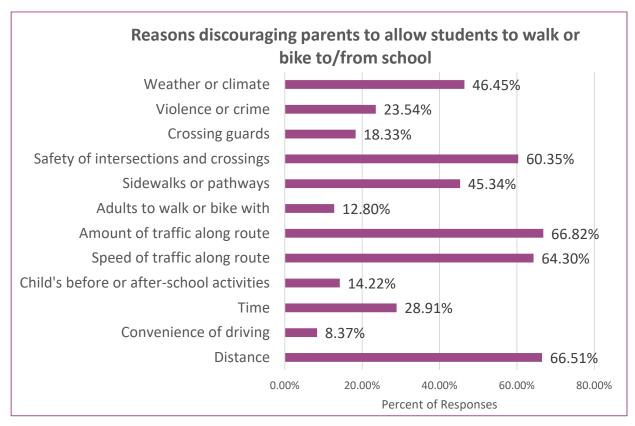


Figure 4. Issues reported by parents who do not allow their child to walk or bike to/from school.

# Other Public Input (Meetings, Pop-Ups, etc.)

The project team held meetings with various groups to gain input from a wider perspective. These meetings included:

- » School Administration (September 12, 2023): The project team described the process of developing a School Travel Plan, planned surveys and walk audit at a meeting of Kent Schools administration. Attendees of this meeting include school principals, superintendent, and administrators. The attendees provided information about the schools they oversee and supported the data collection efforts.
- » Stakeholder Meeting (September 14, 2023): The project team presented a description of the School Travel Plan process to a broad group of stakeholders, including city staff, teachers, school administrators, parents, and representatives from Kent State University. Then large format maps were provided for attendees to mark up with comments, suggestions, and concerns. These maps were taken, and comments added for consideration during development of countermeasures.
- » Public Meeting (February 28, 2024): The project team hosted a public meeting at Roosevelt High School where the Lake Rockwell Bike Trail Map and the infrastructure and non-infrastructure

























countermeasures were presented. The meeting was advertised on the city's website and emails and text messages were sent to the school district's contact list. Copies of the preliminary report were available for review in-person. The meeting was attended by stakeholders, school staff, city staff, parents, and members of the community. City Engineer Jim Bowling made a presentation and answered questions. Survey forms were distributed as paper copies and as an online version, accessible through the city website, with a response deadline set of March 15, 2024. Suggestions and comments gathered from this public meeting and feedback forms were carefully considered in the formulation and prioritization of countermeasures.

























# **Section 4: Recommendations**

# **Key Barriers**

The project team identified the top five issues and barriers for each school individually affecting children from walking and biking. These issues were determined through community engagement, existing conditions analyses, field observations, and stakeholder guidance. The data collected and analyzed can be seen in the figures below.

## **Davey Elementary School**

## **ISSUE/ DESCRIPTION**

#### 1. Distance from School

Although approximately 1/3 of the students live within a mile radius of the school, many parents believe the distance is too far for their child to walk at their age.

## 2. Amount of Traffic Along Route

The traffic and parked cars on Woodard are a concern for child safety due to blocked visibility.

## 3. Safety of Intersections and Crossings

Many parents expressed their concern about the safety of crossing intersections alone. Fairchild Ave., Majors Ln., and Woodard Ave. are the main roads of concern.

## 4. Speed of Traffic Along Route

The speed of traffic on Fairchild Ave. is a main barrier causing parents to feel uncomfortable allowing their child to walk to school.

#### 5. Sidewalks or Pathways/Weather

Parents convey their discomfort with the lack of pedestrian and bicycle infrastructure along their route. Mainly the lack of pedestrian crossing warning signs and pedestrian traffic signals. Also, parents are concerned about letting their young child walk long distances in poor weather.

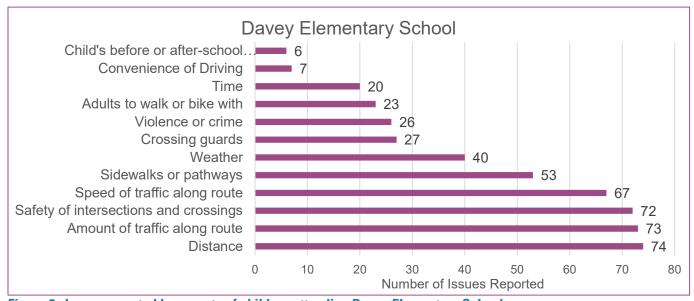


Figure 5. Issues reported by parents of children attending Davey Elementary School

























## **Holden Elementary School**

## **ISSUE/ DESCRIPTION**

## 1. Safety of Intersections and Crossings

The intersection south of the school at Cherry St. and Franklin Ave. raises concern due to pick up traffic and lack of pedestrian infrastructure helping children cross safely.

## 2. Speed of Traffic Along Route

Although grateful for the crossing guard at S. Water St. and School St., parents still worry about the traffic speeding though the school zone.

#### 3. Distance from School

Although more than 1/2 of the students live within a mile radius of the school, many parents believe the distance is too far for their child to walk at their age.

## 4. Amount of Traffic Along Route

The amount of traffic along Franklin Ave. and School St. during pickup/drop off along with heavy traffic traveling S. Water St.

## 5. Sidewalks or Pathways/Weather

Lack of sidewalk on Franklin Ave. south of Cherry St., along with snow maintenance on sidewalks in the winter raises worry about children's safety walking or riding to school. Parents are also concerned about letting their young child walk long distances in poor weather.

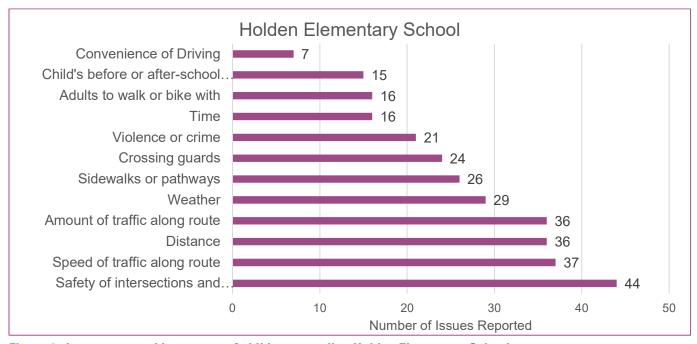


Figure 6. Issues reported by parents of children attending Holden Elementary School

























## **Longcoy Elementary School**

#### **ISSUE/ DESCRIPTION**

## 1. Safety of Intersections and Crossings

Past accidents occurring at the intersection of Elno Ave., Emich Dr., and Munroe Falls Kent Rd. have given parents reason to prohibit their children from walking to school.

#### 2. Distance from School

Although approximately 1/2 of the students live within a mile radius of the school, many parents believe the distance is too far for their child to walk at their age.

## 3. Amount of Traffic Along Route

Traffic build-up on Roosevelt St. and Gardenview St. from parent drop-off, create issues for walkers or bikers trying to get to the school safely. Parents have been dropping off their children in front of the school rather than the drop-off location causing traffic build-up.

## 4. Speed of Traffic Along Route

Parents have noticed school buses speeding around the school as well as parents rolling through stop signs. In addition, concerns noted parents rushing out after drop-off or pick-up while not paying attention to the children crossing.

## 5. Sidewalks or Pathways/Weather

Roosevelt St. has section of sidewalk missing causing parents to feel uncomfortable letting their child walk or ride to school. The road and sidewalk conditions around the school were also mentioned as an issue. Parents are concerned about letting their young child walk long distances in poor weather along with having to walk through snow caused by unshovelled sidewalks.

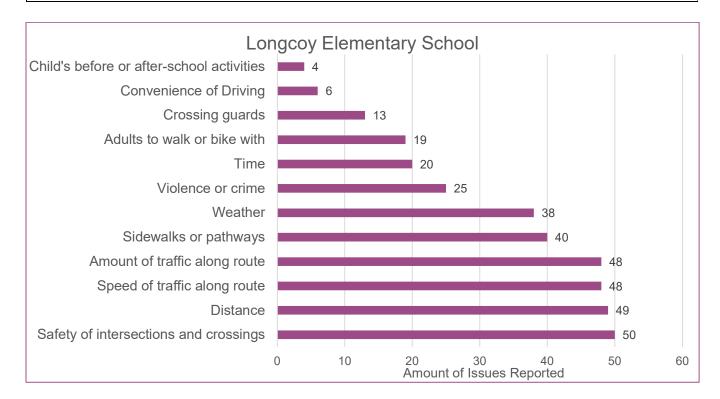


Figure 7. Issues reported by parents of children attending Longcoy Elementary School

























## **Walls Elementary School**

## **ISSUE/ DESCRIPTION**

#### 1. Distance from School

Although approximately 1/3 of the students live within a mile radius of the school, many parents believe the distance is too far for their child to walk at their age. Those who are concerned the most are families who live in the townships around Kent, which are further away from the school.

## 2. Speed of Traffic Along Route

School buses notably speed on the streets near the school. Cars will roll through stop signs and buses struggle to enter the school driveway and have been noted, sometimes, driving over the curb.

## 3. Amount of Traffic Along Route

The disorganization and quality of the road in the school drop-off zone causes traffic build-up. The flow has angered parents waiting to drop-off or pick-up their children.

## 4. Safety of Intersections and Crossings

The main intersection leading into the school, Doramor St. and Harvey Ave. is an intersection about which parents expressed concern. Even with a crossing guard, parents still worry about the small size of the intersection. Crain Ave and N Willow Street is a 4-way stop; parents worry about drivers who do not respect the stop signs.

## 5. Sidewalks or Pathways/Weather

Some parents expressed interest in the addition of a sidewalk on Oakwood Dr. towards Elmwood Dr. There is an unofficial cut through, behind the school through a patch of woods, that leads out to Oakwood Dr. Parents are concerned about letting their young child walk long distances in poor weather along with having to walk through snow on unshoveled sidewalks.

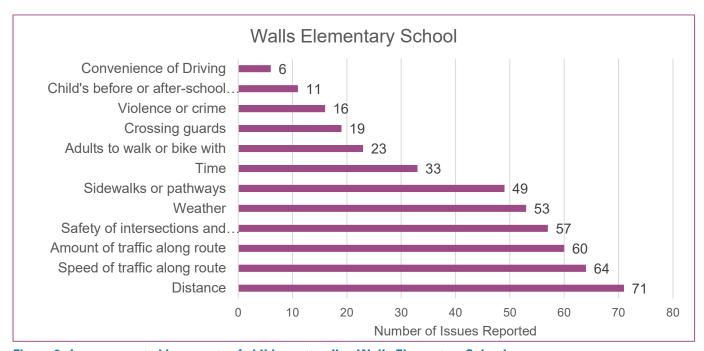


Figure 8. Issues reported by parents of children attending Walls Elementary School

























## **Stanton Middle School and Roosevelt High School**

#### **ISSUE/ DESCRIPTION**

## 1. Amount of Traffic Along Route

The flow of traffic for drop-off and pick-up into the high school causes traffic build-up along N. Mantua St. and the roads inside school property. This traffic building creates unsafe walking from the student parking lot to the doors of the high school.

## 2. Speed of Traffic Along Route

Many parents expressed their disapproval of the lack of speed enforcement on N. Mantua St. during school zone hours. They fear the speed of the traffic if their child was to walk to school, not only crossing the road but walking alongside the road on a narrow sidewalk.

#### 3. Distance from School

Only fifteen percent of middle school and high school students combined live within a mile of school. Most middle schoolers ride the bus and most high school students are dropped off or drive themselves to school. This could be caused by the lack of sidewalks on or around the schools' campus or caused by the distance families are located.

## 4. Safety of Intersections and Crossings

Approximately fifty percent of the comments submitted by caretakers were about the safety of the N. Mantua St. intersection at the entrance of the school. Parents would feel more comfortable letting their children walk/ride to school if this intersection was safer (i.e., crossing guards, enforced speeds, etc.).

## 5. Sidewalks or Pathways/Weather

Many comments were about the lack of sidewalks on Roosevelt/Stanton property post recent construction. Parents believe the most unsafe portion of their child's route to school would be on school property. Parents are also concerned about letting their child walk/ride in poor weather conditions.

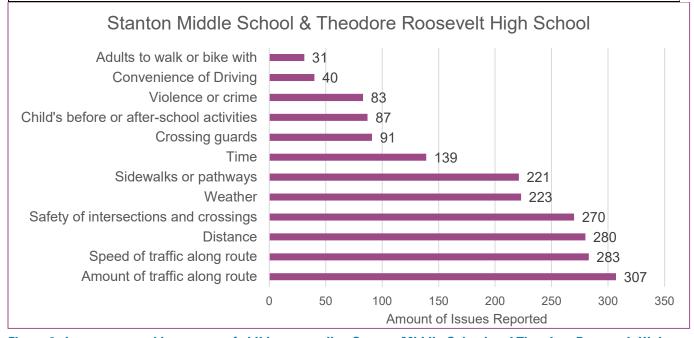


Figure 9. Issues reported by parents of children attending Stanton Middle School and Theodore Roosevelt High School

























# Infrastructure Countermeasure Recommendations

This plan makes recommendations that will promote and support Safe Routes to School through a combination of infrastructure projects and non-infrastructure countermeasures. Infrastructure recommendations refer to physical, built projects that change how roadways are configured to provide space for students walking and biking. Note that ladder-style crosswalks are preferred, especially in combination with rectangular rapid flashing beacons (RRFBs) or at high volume crossings. Rows highlighted in blue are related to the Lake Rockwell Bike Trail. Rows highlighted in Orange are the top 3 projects based on Public Input. Several funding options are presented in Table 9 and Table 10. These are options but are not an exhaustive list. These options include:

- <u>Local:</u> Funding by either the City of Kent, Kent City School District, or other city or county agency. Note that some local match is required for other funding sources as well.
- <u>ODOT Highway Safety Improvement Program (HSIP):</u> Funds from ODOT to design and build countermeasures for locations with crash history or systemic crash risk factors.
- Akron Metropolitan Area Transportation Study (AMATS)
  - o Congestion Mitigation and Air Quality (CMAQ): Funding for projects that relieve congestion and improve air quality
  - Surface Transportation Block Grant (STBG): Funding for a wide variety of projects including highways, transit and bicycle and pedestrian facilities. STBG funds are not eligible for design, only construction and right-of-way.
  - o <u>Transportation Alternatives (TA):</u> Funding for bike and pedestrian facilities.
  - Pavement Repair and Sidewalk Ramp Program (PRSRP): Funding for full/partial depth pavement repairs and sidewalk ramp upgrades on ODOT Urban Paving Program projects. All state routes within municipalities are eligible.
- <u>Safe Routes to School (SRTS):</u> Funding for infrastructure and non-infrastructure plans and projects that encourage K-12 students, including those with disabilities, to take active transportation to school.

## **Table 9. Infrastructure Recommendations**

| Map<br>ID | School      | Project Type                                | Location | Description  | Cost   | Priority<br>Level | Potential<br>Funding<br>Source |
|-----------|-------------|---|----------|--|--------|-------------------|--------------------------------|
| -         | All schools | Sidewalk                                    | Areawide | Clear overgrown vegetation that blocks or reduces sidewalk width   | Medium |                   | Local                          |
| -         | All schools | Sidewalk and<br>Intersection<br>improvement | Areawide | Repair damaged sidewalk sections. Upgrade curb ramps to meet ADA standards where missing or non-compliant. | High   |                   | Local<br>PRSRP                 |



































| Map<br>ID | School                                    | Project Type             | Location  | Description   | Cost  | Priority<br>Level | Potential<br>Funding<br>Source |
|-----------|---|--------------------------|---|---|---|-------------------|--------------------------------|
| -         | All schools                               | Intersections            | Areawide  | Add crosswalks with yield markings and warning signs at all permitted crossings. Provide RRFBs at high volume and key crossings.                                      | High  |                   | Local<br>HSIP<br>SRTS          |
| -         | All schools                               | Signage                  | Fairchild Ave and 43  | Add a "No Turn on Red" sign at this intersection to reduce pedestrian crashes   | Low   |                   | Local                          |
| -         | All schools                               | Sidewalk                 | Lake Rockwell Bike<br>Trail   | Construct the planned trail along existing City of Akron ROW  | High  |                   | Local<br>CMAQ                  |
| -         | All schools                               | Sidewalk                 | Lake Rockwell Bike<br>Trail   | Create connections from the proposed Lake Rockwell Bike Trail to schools.   | High  |                   | STBG<br>TA<br>SRTS             |
| -         | All schools                               | Lighting                 | Lake Rockwell Bike<br>Trail   | Provide pedestrian-level lighting for the proposed trail.   | High  |                   | Local                          |
| 1         | Davey Elementary                          | Sidewalk                 | West side of Hudson<br>Rd. from 1048<br>Hudson Rd. to<br>Fairchild Ave. | Close gaps in sidewalk network on the west side of Hudson Rd.   | \$118,000                                       |                   | Local<br>STBG<br>TA<br>SRTS    |
| 2         | Davey Elementary<br>and Stanton<br>Middle | Intersection improvement | Hudson Rd. from<br>(McKinney Blvd. to<br>Cuyahoga St.)                  | Provide marked crossings of<br>Hudson Rd. at each intersection<br>with curb ramps at intersection,<br>particularly near end of west<br>side sidewalk at Whetstone Dr. | \$187,000<br>(including<br>5 RRFB<br>crossings) |                   | Local<br>HSIP<br>TA<br>SRTS    |
| 3         | Davey Elementary                          | Intersection improvement | Fairchild Ave. & Woodard Ave.   | Add pedestrian signals and pushbuttons  | Medium  | High              | Local<br>SRTS                  |



































| Map<br>ID | School               | Project Type             | Location  | Description  | Cost   | Priority<br>Level | Potential<br>Funding<br>Source      |
|-----------|----------------------|--------------------------|---|--|--------|-------------------|-------------------------------------|
| 4         | Davey Elementary     | Sidewalk                 | Bowers Field  | Construct a paved path connecting Majors Ln., the playground, and Davey Elementary. Provide an enhanced crossing from the existing and/or proposed trail to reach this path.               | Medium |                   | Local<br>HSIP<br>CMAQ<br>TA<br>SRTS |
| 5         | Davey Elementary     | Sidewalk                 | Majors Ln. from 341<br>Majors Ln. to Bryce<br>Rd.               | Provide sidewalk on the east side.   | High   | Low               | Local<br>CMAQ<br>TA<br>SRTS         |
| 6         | Davey Elementary     | Intersection improvement | Majors Ln. & Fairchild<br>Ave.                                  | Add RRFB to the east approach crossing & ladder style crosswalks.  | Medium |                   | Local<br>HSIP<br>TA<br>SRTS         |
| 7         | Davey Elementary     | Sidewalk                 | Whittier Dr. from school parking lot to Woodard Ave.            | Improve access to school by enhancing crossing in front of school or providing sidewalk on the north side of Whittier Dr. along the front of the school parking lot and adjacent property. | Medium |                   | Local<br>TA<br>SRTS                 |
| 8         | Davey Elementary     | Sidewalk                 | Longcoy Ave./Majors<br>Ln. from Hudson Rd.<br>to Fairchild Ave. | Provide sidewalk along the route, likely on the south side.  | Medium |                   | Local<br>CMAQ<br>TA<br>SRTS         |
| 9         | Holden<br>Elementary | Intersection improvement | Franklin Ave. &<br>Cherry St.                                   | Add pedestrian signals and pushbuttons   | Medium | \$86,000          | Local<br>HSIP<br>SRTS               |



































| Map<br>ID | School  | Project Type                | Location   | Description  | Cost  | Priority<br>Level | Potential<br>Funding<br>Source        |
|-----------|---|-----------------------------|--|--|---|-------------------|---------------------------------------|
| 10        | Holden<br>Elementary  | Intersection<br>improvement | Franklin Ave. &<br>School St.  | Adjust signal timing to run signal during arrival and dismissal. Add pedestrian signals and pushbuttons.   | Medium  |                   | Local                                 |
| 11        | Holden<br>Elementary  | Intersection improvement    | Franklin Ave.<br>between Oak St. to<br>Williams St.                    | Enhance crosswalks at Oak, Hall,<br>and Williams St. with high<br>visibility markings, crossing<br>signs, or RRFB  | Low<br>(cross-<br>walks),<br>Medium<br>(RRFB) |                   | Local<br>HSIP<br>TA<br>SRTS           |
| 12        | Holden<br>Elementary  | Sidewalk                    | Franklin Ave. from<br>1535 Franklin Ave. to<br>Cherry St.              | Close gap in sidewalk network<br>on east side of Franklin Ave to<br>complete sidewalk to SR 261  | Medium  |                   | Local<br>TA<br>SRTS                   |
| 13        | Holden<br>Elementary  | Sidewalk                    | Valleyview St.   | Provide sidewalk from Vine St. to Lincoln St.  | Medium  |                   | Local<br>TA<br>SRTS                   |
|           | Holden<br>Elementary  |                             |  | Install Safety Town  | Medium  |                   | Local                                 |
| 14        | Holden<br>Elementary,<br>Roosevelt High,<br>and Stanton<br>Middle | Bike racks                  | Near school<br>entrance, positioned<br>for safe access for<br>cyclists | Add additional bike racks at schools where bike parking approaches capacity. Move bike racks that are not in prominent positions to more visible, safer locations. | Low   |                   | Local<br>SRTS                         |
| 15        | Longcoy and<br>Holden<br>Elementary                               | Bridge/<br>Sidepath         | Summit St. across the<br>Cuyahoga River                                | On proposed structure, provide a shared use path from trail on west side of the river to Franklin Ave.   | High  |                   | Local<br>CMAQ<br>STBG<br>HSIP<br>SRTS |

































| Map<br>ID | School                | Project Type                | Location                             | Description  | Cost   | Priority<br>Level | Potential<br>Funding<br>Source      |
|-----------|-----------------------|-----------------------------|--------------------------------------|--|--------|-------------------|-------------------------------------|
| 16        | Longcoy<br>Elementary | Sidewalk                    | Roosevelt St.                        | Close gaps in sidewalk network on Roosevelt St., from Munroe Falls Kent Rd. to Gardenview St. and Meredith St. to Leonard Blvd. Provide curb ramps where missing.  | Medium |                   | Local<br>TA<br>SRTS                 |
| 17        | Longcoy<br>Elementary | Pavement<br>Improvement     | Gardenview St. west of Roosevelt St. | Add sidewalks and crossings to connect sidewalks at Gardenview & Roosevelt with walkway to Longcoy.  | Medium |                   | Local<br>TA<br>SRTS                 |
| 18        | Longcoy<br>Elementary | Sidewalk                    | Haymaker Pkwy.                       | Provide sidewalk on Haymaker<br>Pkwy. from Middlebury Rd. to<br>W. Main St.  | High   |                   | Local<br>CMAQ<br>HSIP<br>SRTS       |
| 19        | Longcoy<br>Elementary | Sidewalk                    | Munroe Falls Kent<br>Rd.             | Provide sidewalk on the south side of Munroe Falls Kent Rd. from the existing trail to Elno Ave. In addition, connect the existing trail to the proposed Rockwell Bike Trail along Munroe Falls Kent Rd. | High   |                   | Local<br>HSIP<br>CMAQ<br>TA<br>SRTS |
| 20        | Walls Elementary      | Intersection improvement    | Lake St. & Crain Ave.                | Reorient pedestrian signals and pushbuttons  | Low    |                   | Local                               |
| 21        | Walls Elementary      | Intersection<br>Improvement | Lake St. & Harvey St.                | Provide crossing of Lake St with curb ramps and advance pedestrian warning signs   | Low    |                   | Local<br>HSIP<br>TA<br>SRTS         |





































| Map<br>ID | School                            | Project Type                | Location  | Description   | Cost   | Priority<br>Level | Potential<br>Funding<br>Source              |
|-----------|-----------------------------------|-----------------------------|---|---|--------|-------------------|---|
| 22        | Walls Elementary                  | Sidewalk                    | Oakwood Dr.   | Pave footpath through wooded area between Oakwood Dr. and Walls Elementary School. Connect to sidewalk on Oakwood.  | Medium |                   | Local<br>TA<br>SRTS                         |
| 23        | Walls Elementary                  | Intersection<br>Improvement | N Depeyster St. &<br>Crain Ave.   | Improve and/or add crossing across Crain Ave.   | Medium |                   | Local<br>HSIP<br>TA<br>SRTS                 |
| 24        | Walls Elementary                  | Intersection<br>Improvement | Crain Ave. & N<br>Willow St.  | Enhance crosswalks, add All-Way plaques, and larger stop signs at intersection for emphasis.  | Medium |                   | Local<br>HSIP<br>SRTS                       |
| 25        | Walls Elementary                  | Sidewalk                    | Overlook Dr. Woodhill Dr. Fairview Dr. Elmwood Dr. Frances Dr. Crain Ave. | Provide sidewalk in the neighborhoods surrounding the Elementary school to promote walking/biking.  | High   |                   | Local<br>CMAQ<br>HSIP<br>SRTS               |
| 26        | Stanton Middle                    | Sidewalk                    | Hudson St.  | Provide sidewalk from Stanton Middle drive to Johnson Dr. Provide a pedestrian and bicycle connection, such as a shared use path, between the existing trail at Hudson St. & Judson Rd., the schools, and the proposed Lake Rockwell Trail. | High   |                   | Local<br>HSIP<br>CMAQ<br>STBG<br>TA<br>SRTS |
| 27        | Stanton Middle/<br>Roosevelt High | Sidewalk                    | School Campus Dr.<br>between Hudson Rd.<br>and Mantua St.                 | Construct sidewalk on south side of street.   | High   |                   | Local<br>CMAQ<br>HSIP<br>SRTS               |



































| Map<br>ID | School         | Project Type             | Location                            | Description  | Cost   | Priority<br>Level | Potential<br>Funding<br>Source |
|-----------|----------------|--------------------------|-------------------------------------|--|--------|-------------------|--------------------------------|
| 28        | Roosevelt High | Sidewalk                 | High School parking<br>lot          | Add raised islands, pavement markings, and walk for pedestrians in school parking lots to separate pedestrian area and vehicular circulation/parking areas | Medium |                   | Local<br>SRTS                  |
| 29        | Roosevelt High | Intersection improvement | N. Mantua St. & River<br>Bend Blvd. | Improve crossing of Mantua St. at River Bend Blvd./north high school drive.  | High   | High              | Local<br>HSIP<br>SRTS          |
| 30        | Roosevelt High | Sidewalk                 | Behind school                       | Provide sidewalk along the north side of the rear parking lot with marked crossings to connect the ballfields and school                                   | Medium |                   | Local<br>SRTS                  |
| 31        | Roosevelt High | Intersection improvement | N. Mantua St. &<br>Carthage Ave     | Enhance crosswalks at Carthage<br>Ave. with high visibility markings,<br>crossing signs, or RRFB   | Medium |                   | Local<br>HSIP<br>SRTS          |



































#### Non-infrastructure Countermeasure Recommendations

This plan makes recommendations that will promote and support safe routes to school through a combination of infrastructure projects and non-infrastructure countermeasures. Program and policy recommendations aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase use through encouragement, education, engagement, enforcement, and evaluation. Row highlighted in Orange is a priority based on public input.

**Table 10. Program and policy recommendations** 

| School      | Project Type                  | "E's"         | Description  | Leaders                               | Timeframe    |
|-------------|-------------------------------|---------------|--|---------------------------------------|--------------|
| All schools | schools Program Encouragement |               | Bike lock giveaway or rental program where students can check out bike locks for one day or longer periods   | Kent City<br>School<br>District       | Fall 2024    |
| All schools | Policy                        | Enforcement   | Increase speed enforcement in school zones   | Kent Police<br>Department             | Fall 2024    |
| All schools | Program                       | Education     | Send crossing guard(s) to ODOT's Adult<br>School Crossing Guard Training Program <sup>5</sup>                | Kent City<br>School<br>District, ODOT |              |
| All schools | Policy                        | Evaluation    | Conduct Parent Surveys biannually to track progress  | Kent City<br>School<br>District       | Bi-annual    |
| All schools | Program                       | Encouragement | Develop mileage clubs which create competition between classes or grades based on distance traveled/commuted | Kent City<br>School<br>District       |              |
| All schools | Program                       | Evaluation    | Review city crime information to research reasons for and to prevent future crime                            | Kent City<br>School<br>District       | Periodically |
| All schools | Program                       | Encouragement | Participate in events such as International Walk to School Day or National Bike to School Day                | Kent City<br>School<br>District       |              |

<sup>&</sup>lt;sup>5</sup> https://www.transportation.ohio.gov/working/training/active-transportation-academy

































| School                        | Project Type | "E's"                       | Description  | Leaders  | Timeframe   |
|-------------------------------|--------------|-----------------------------|--|--|---|
| All schools                   | Program      | Encouragement,<br>Education | Host fix-it events at schools in partnership with local bike shops or advocacy groups where students can bring their bike to school for minor repairs and checks                       | Kent City<br>School<br>District, Local<br>Bike Shops |   |
| Elementary schools            | Event        | Encouragement and Education | Hire or recruit volunteers to lead a group of students and/or parents to walk to school together. Plan a route that maximizes student participation.                                   | Kent City<br>School<br>District                      | Fall 2024,<br>repeat<br>annually or<br>biannually |
| Elementary<br>schools         | Program      |                             | Hold a bicycle rodeo to create a fun environment for students to learn safe cycling practices. Rodeos are often held on a weekend for a few hours.                                     | Kent City<br>School<br>District                      |   |
| Elementary schools            | Program      | Encouragement and Education | Construct a facility with pedestrian scale roadway elements to hold Safety Town and similar events. Holden Elementary School site has been requested by public to install Safety Town. | Kent City<br>School District,<br>City of Kent        |   |
| Davey<br>Elementary<br>School | Policy       | Enforcement                 | Enforce parking restrictions on Woodard Ave. to keep clear sight distance for crossing Woodard Ave.  | Kent Police<br>Department                            | Fall 2024   |
| Holden<br>Elementary          | Policy       | Enforcement                 | Monitor speeds on Water St. near School St.  | Kent Police<br>Department                            |   |
| Walls<br>Elementary           | Policy       | Enforcement                 | Train and reinforce speed and safety expectations with drivers   | Kent City<br>School<br>District                      |   |
| Walls<br>Elementary           | Policy       | Enforcement                 | Revise bus routes at school's entrance to avoid buses turning out of school parking lot due to lack of turn radius for buses   | Kent City<br>School<br>District                      |   |



























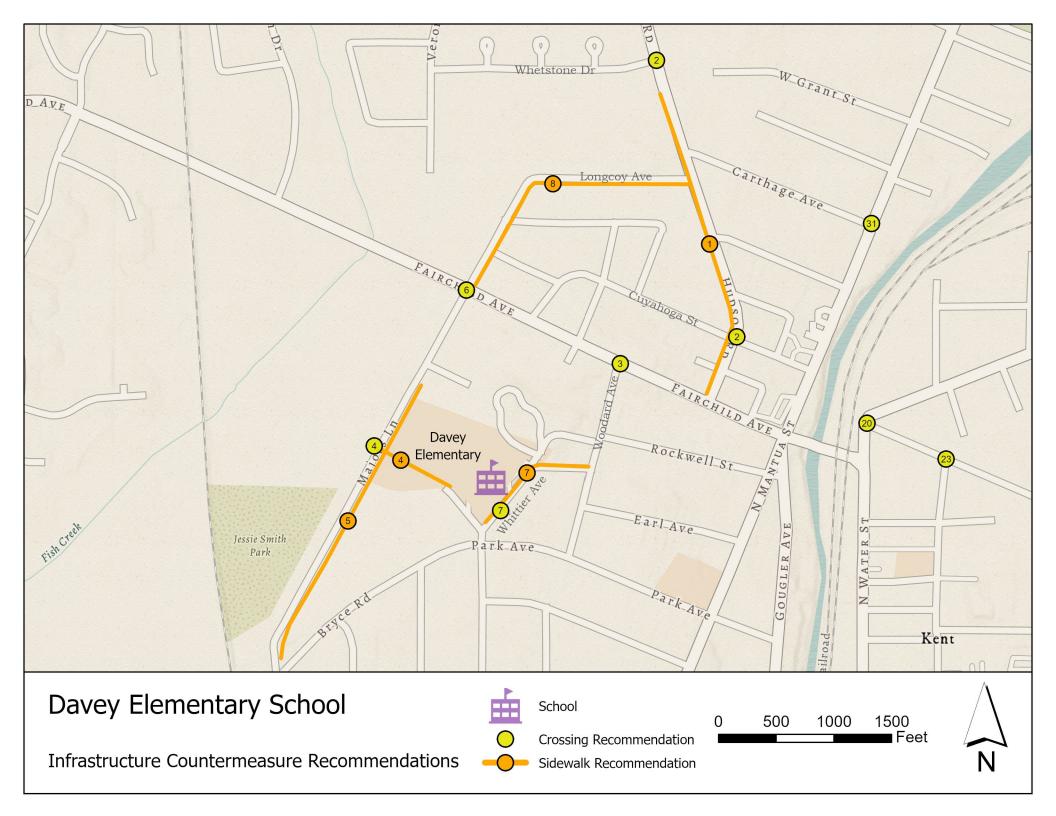


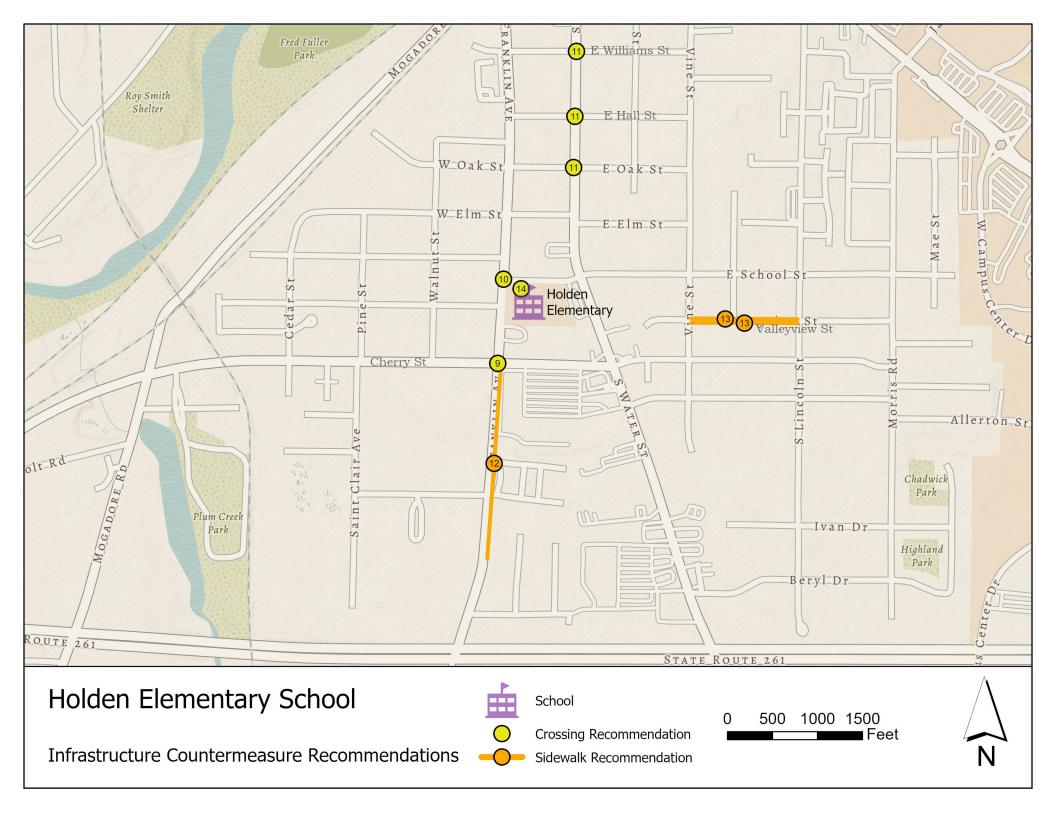


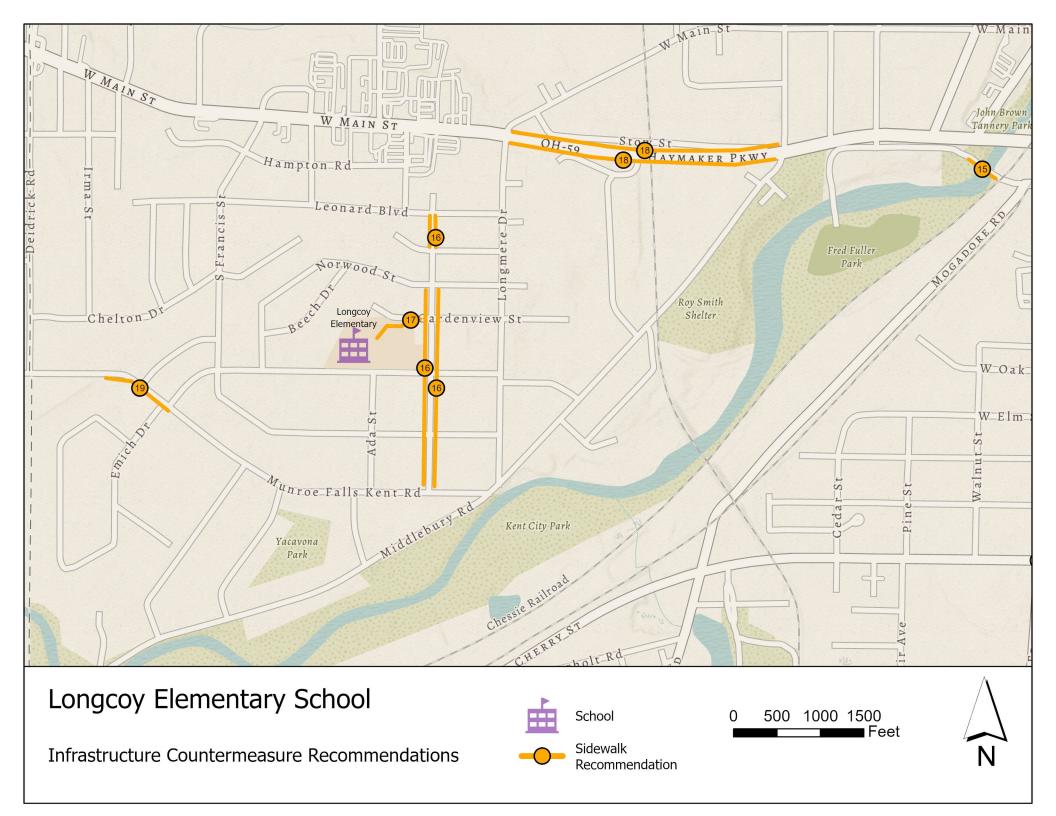




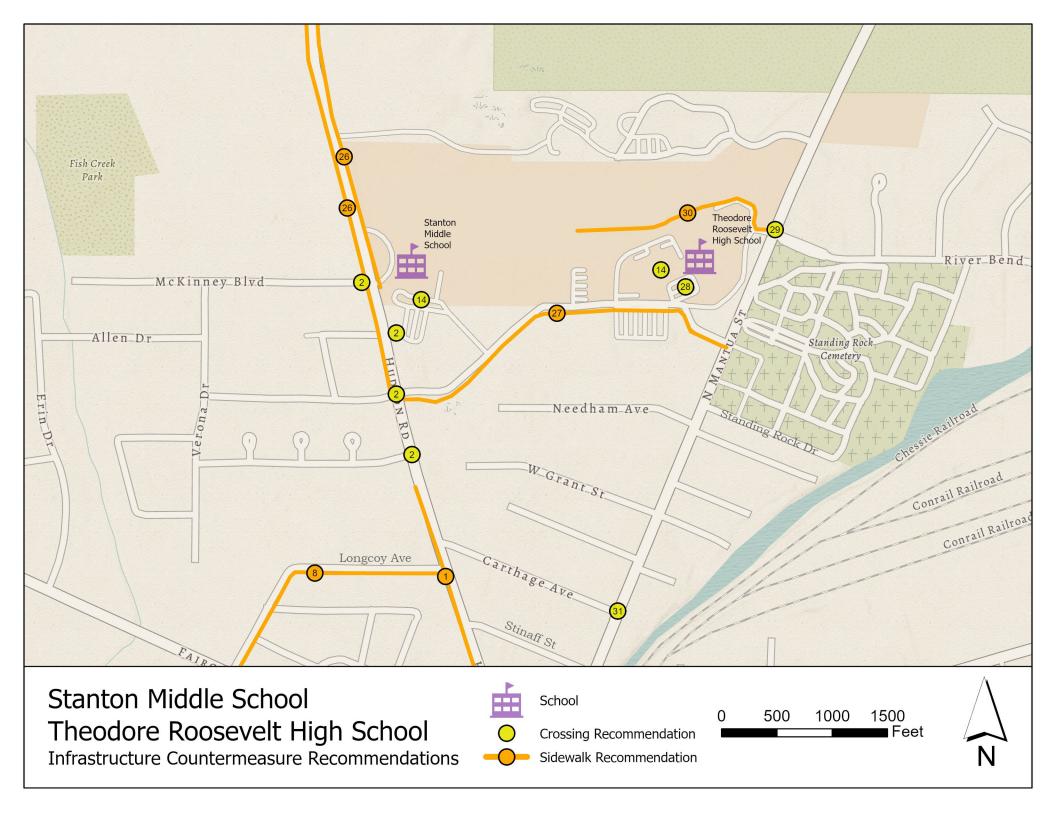












### **Implementation**

Collaboration is the first step towards successful implementation of the Kent STP. Stakeholders involved in the planning process will be collectively involved in the development, design, funding, maintenance, monitoring, and/or evaluation of the SRTS recommendations. See the table below for a list of implementation responsibilities and prioritized projects. The detailed cost estimates for the top 3 Infrastructure projects is included in **Appendix F**.

| Agency   | Role/responsibility   | Timeline for<br>implementation |
|--|---|--------------------------------|
| School District, Police<br>and Engineering<br>Department | Install and Implement Safety Town at Holden Elementary (Program & Infrastructure project) | 2 years                        |
| Engineering<br>Department                                | Apply for funding for priority 1 and 2 infrastructure projects along Hudson Road          | 2 years                        |
| Public Health Department                                 | Priority 2 evaluation recommendations   | 2 years                        |
|  |   |                                |

























### **Pledge of Support**

The City of Kent and Kent City School District are joining together to improve safety and encourage more students to walk and bicycle to school. The vision for Safe Routes to School in our community is:

Several stakeholders shared their vision for the City of Kent School Travel Plan. These visions included:

- Easier access to sidewalks/pedestrian features for everyone, particularly students during all seasons.
- Reduced vehicular speeds on roadways city-wide
- Make walking cease to be the exception
- A feeling of reconnected community, where residents look out for students
- Encourage biking for transportation
- Policy that supports improved public health

Letters of support and signatures will be sought from a diverse group of stakeholders, including those who contributed to this plan. Examples of supporting individuals include principals, school administrators, city council, the mayor, PTA representatives, and the City Engineer.

























# Appendix A **Walk Audit Route Maps**



























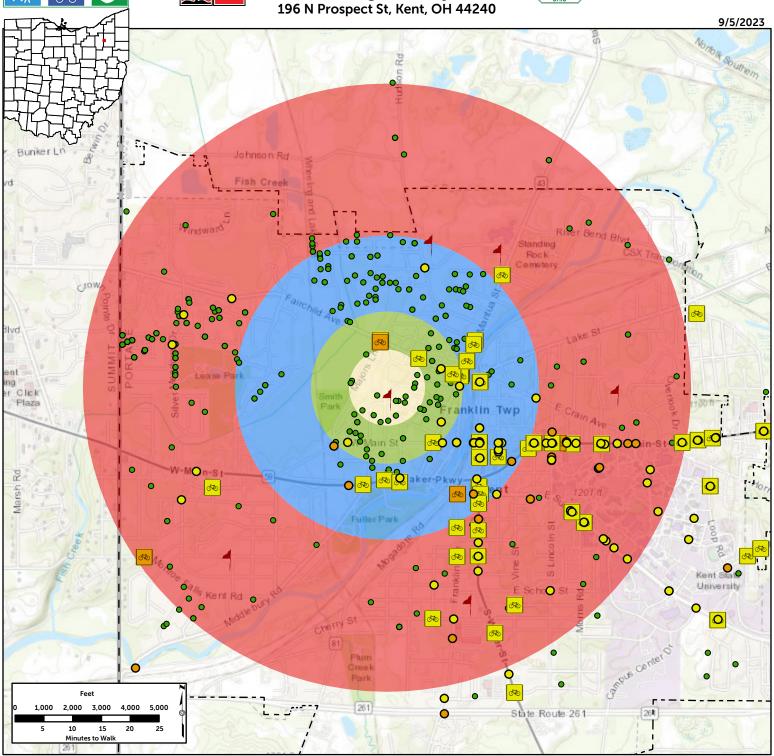


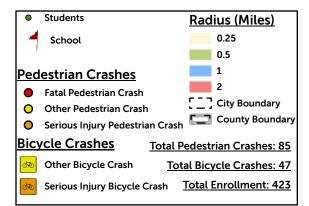


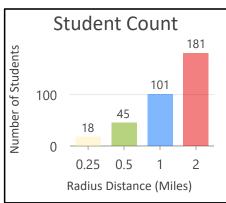
# Davey Elementary School Kent City Schools Portage County

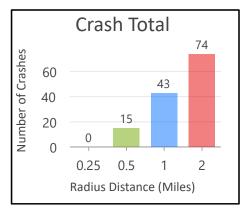
OHIO









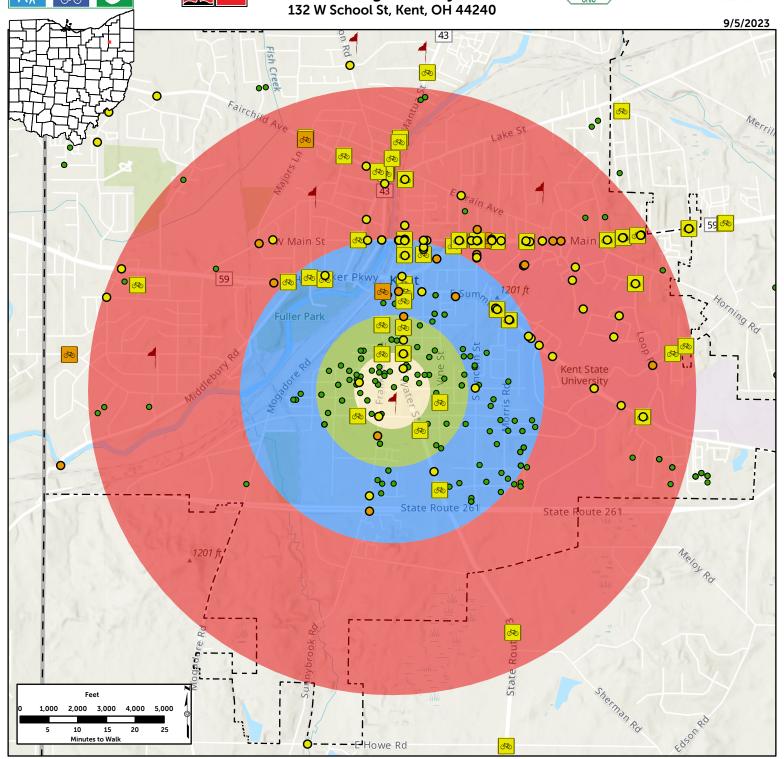


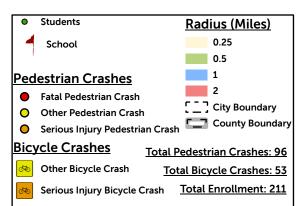


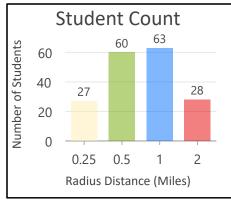
# Holden Elementary School Kent City Schools Portage County

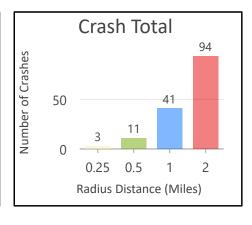
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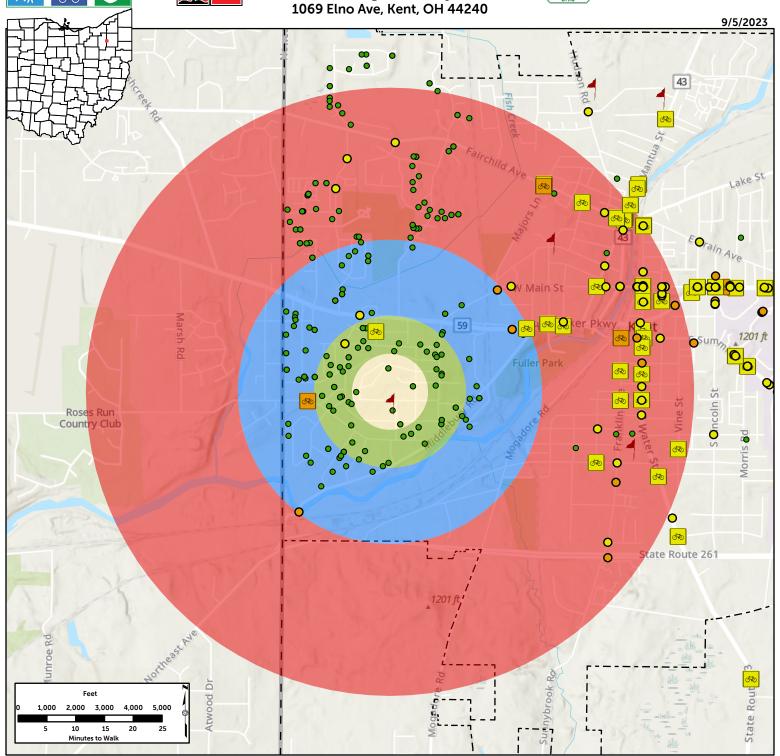
# Kent City Schools Portage County

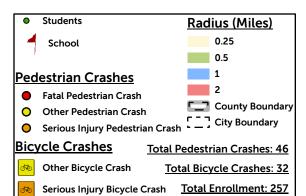
OHIO

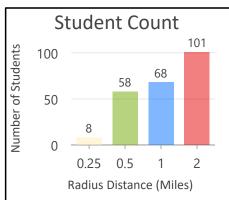
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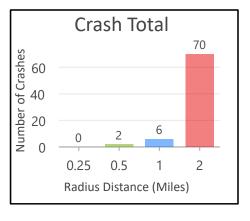
Division of Planning

Office of Program









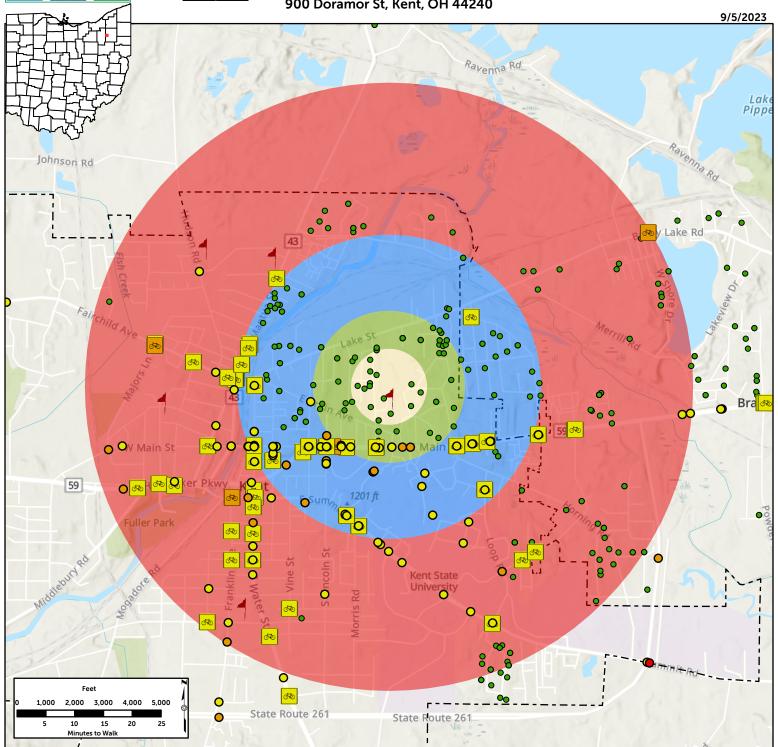


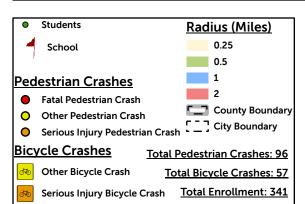


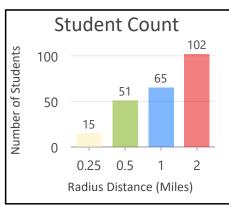
#### Walls Elementary School Kent City Schools Portage County 900 Doramor St, Kent, OH 44240

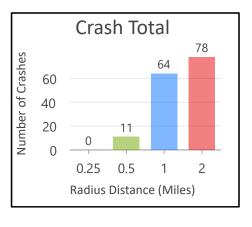












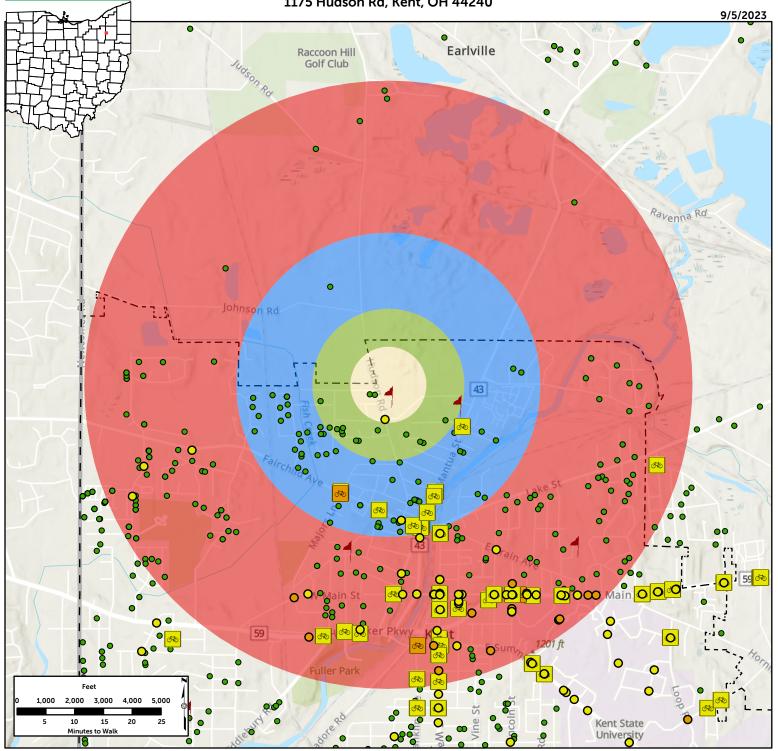


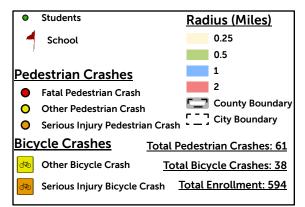


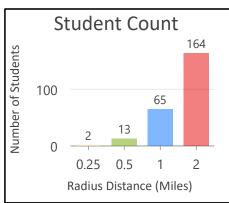
#### Stanton Middle School Kent City Schools Portage County 1175 Hudson Rd, Kent, OH 44240

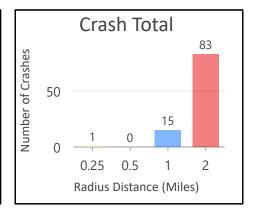
















#### Theodore Roosevelt High School Kent City Schools Portage County

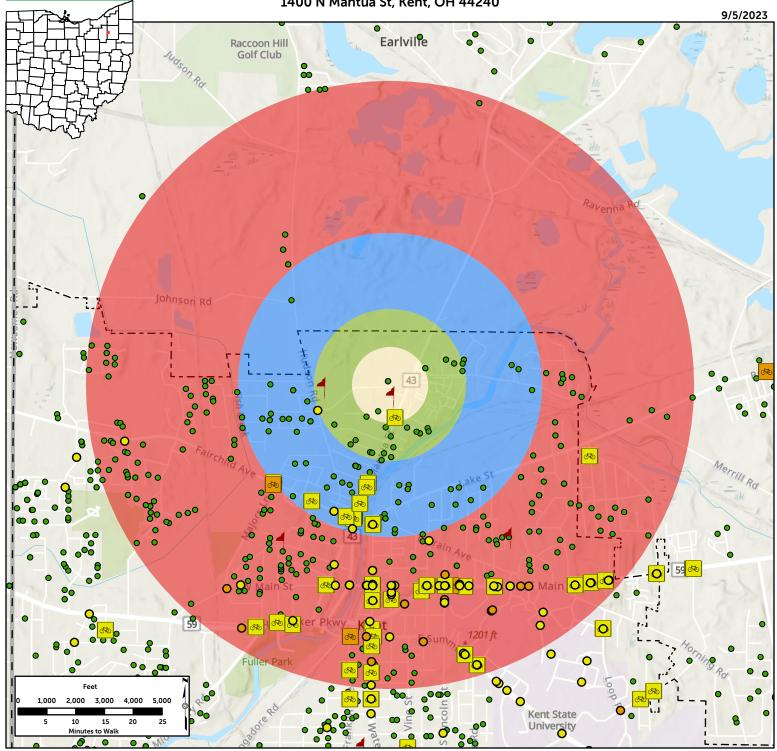
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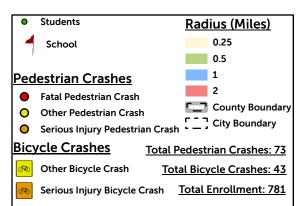


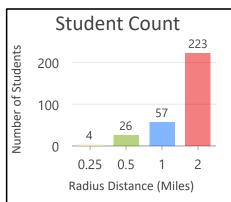
OHIO DEPARTMENT OF TRANSPORTATION

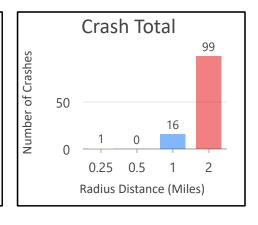
Division of Planning

Office of Program









## **Appendix B Parent/Caregiver Survey**





















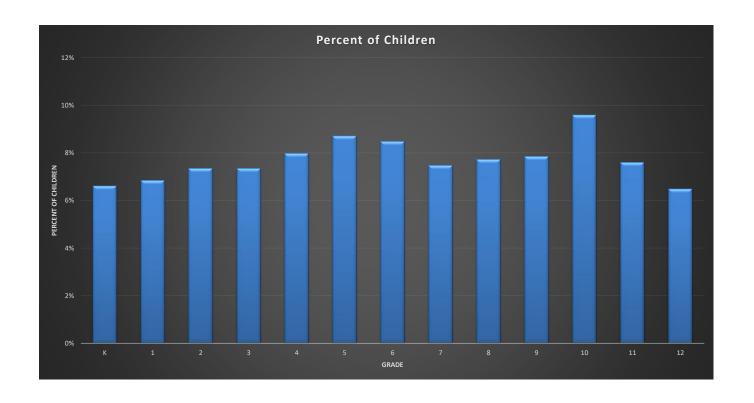




#### Parent Survey Report: One School in One Data Collection Period

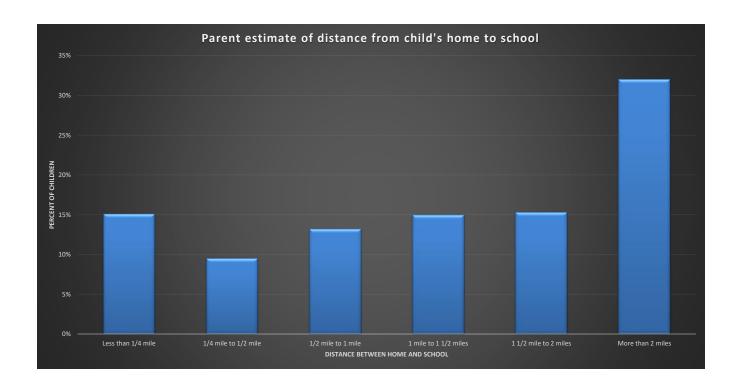
| School Name:                          | Kent Schools              | Set ID:                   |           |
|---------------------------------------|---------------------------|---------------------------|-----------|
|                                       |                           |                           |           |
| School Group:                         | Kent City School District | Month and Year Collected: | Aug-23    |
|                                       |                           |                           |           |
| School Enrollment:                    |                           | Date Report Generated:    | 11/1/2023 |
|                                       |                           |                           |           |
| % Range of Students Involved in SRTS: |                           | Tags:                     |           |
|                                       |                           |                           |           |
| Number of Questionnaires Distributed: |                           | Number of Questionnaires  | 826       |
|                                       |                           | Analyzed for Report:      | 620       |

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



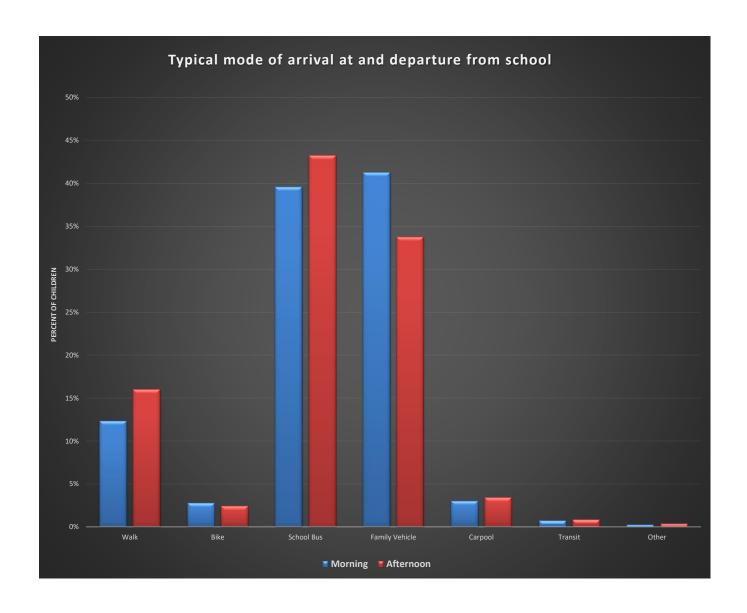
Grade levels of children represented in survey

| Grade in School  | Responses | per grade |
|------------------|-----------|-----------|
| Grade III School | Number    | Percent   |
| K                | 53        | 6.60%     |
| 1                | 55        | 6.85%     |
| 2                | 59        | 7.35%     |
| 3                | 59        | 7.35%     |
| 4                | 64        | 7.97%     |
| 5                | 70        | 8.72%     |
| 6                | 68        | 8.47%     |
| 7                | 60        | 7.47%     |
| 8                | 62        | 7.72%     |
| 9                | 63        | 7.85%     |
| 10               | 77        | 9.59%     |
| 11               | 61        | 7.60%     |
| 12               | 52        | 6.48%     |



## Parent estimate of distance from child's home to school

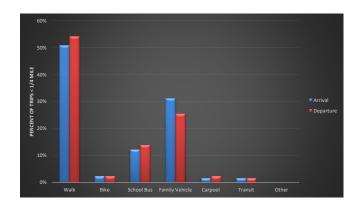
| Distance between home and school | Number of children | Percent |
|----------------------------------|--------------------|---------|
| Less than 1/4 mile               | 122                | 15.06%  |
| 1/4 mile to 1/2 mile             | 77                 | 9.51%   |
| 1/2 mile to 1 mile               | 107                | 13.21%  |
| 1 mile to 1 1/2 miles            | 121                | 14.94%  |
| 1 1/2 mile to 2 miles            | 124                | 15.31%  |
| More than 2 miles                | 259                | 31.98%  |

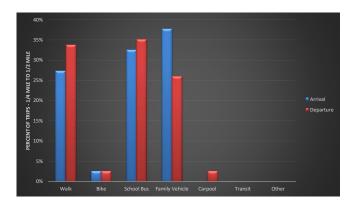


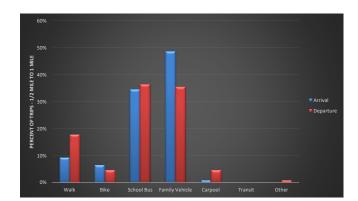
Typical mode of arrival at and departure from school

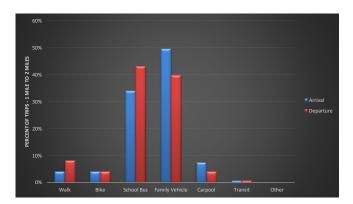
| Time of Trip | Number of<br>Trips | Walk   | Bike  | School Bus | Family<br>Vehicle | Carpool | Transit | Other |
|--------------|--------------------|--------|-------|------------|-------------------|---------|---------|-------|
| Morning      | 826                | 12.35% | 2.78% | 39.59%     | 41.28%            | 3.03%   | 0.73%   | 0.24% |
| Afternoon    | 826                | 15.98% | 2.42% | 43.22%     | 33.78%            | 3.39%   | 0.85%   | 0.36% |

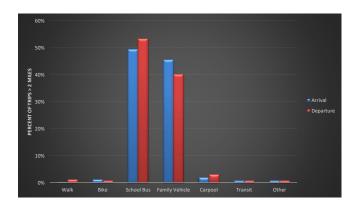
#### Typical mode of school arrival and departure by distance child lives from school











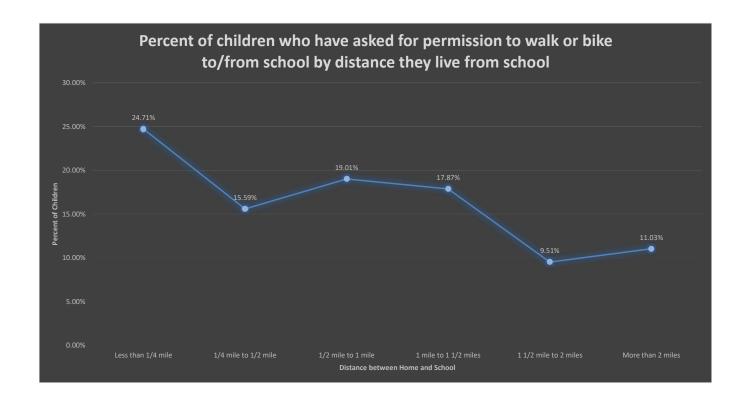
### Typical mode of school arrival and departure by distance child lives from school

#### School Arrival

| Distance              | Number of<br>Trips | Walk   | Bike  | School Bus | Family<br>Vehicle | Carpool | Transit | Other |
|-----------------------|--------------------|--------|-------|------------|-------------------|---------|---------|-------|
| Less than 1/4 mile    | 122                | 50.82% | 2.46% | 12.30%     | 31.15%            | 1.64%   | 1.64%   | 0.00% |
| 1/4 mile to 1/2 mile  | 77                 | 27.27% | 2.60% | 32.47%     | 37.66%            | 0.00%   | 0.00%   | 0.00% |
| 1/2 mile to 1 mile    | 107                | 9.35%  | 6.54% | 34.58%     | 48.60%            | 0.93%   | 0.00%   | 0.00% |
| 1 mile to 1 1/2 miles | 121                | 4.13%  | 4.13% | 33.88%     | 49.59%            | 7.44%   | 0.83%   | 0.00% |
| 1 1/2 mile to 2 miles | 259                | 0.77%  | 1.16% | 26.64%     | 16.22%            | 2.70%   | 0.39%   | 0.00% |
| More than 2 miles     | 259                | 0.39%  | 1.16% | 49.42%     | 45.56%            | 1.93%   | 0.77%   | 0.77% |

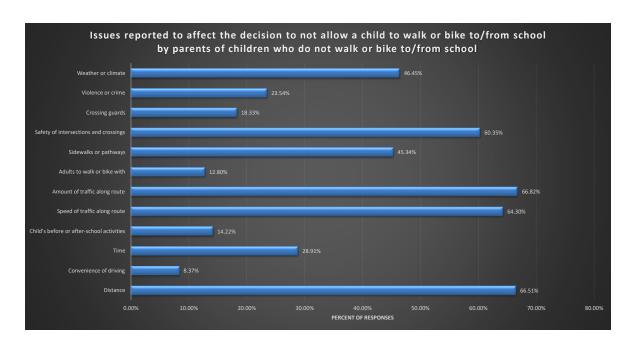
#### School Departure

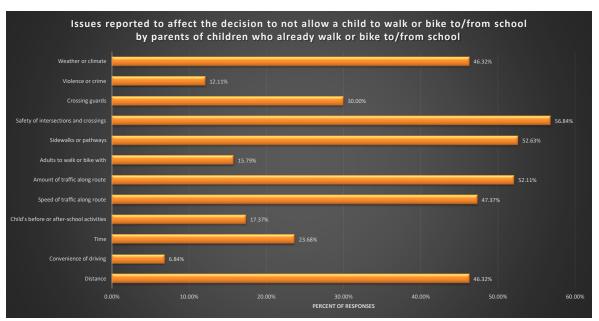
| Distance              | Number of<br>Trips | Walk   | Bike  | School Bus | Family<br>Vehicle | Carpool | Transit | Other |
|-----------------------|--------------------|--------|-------|------------|-------------------|---------|---------|-------|
| Less than 1/4 mile    | 122                | 54.10% | 2.46% | 13.93%     | 25.41%            | 2.46%   | 1.64%   | 0.00% |
| 1/4 mile to 1/2 mile  | 77                 | 33.77% | 2.60% | 35.06%     | 25.97%            | 2.60%   | 0.00%   | 0.00% |
| 1/2 mile to 1 mile    | 107                | 17.76% | 4.67% | 36.45%     | 35.51%            | 4.67%   | 0.00%   | 0.93% |
| 1 mile to 1 1/2 miles | 121                | 8.26%  | 4.13% | 42.98%     | 39.67%            | 4.13%   | 0.83%   | 0.00% |
| 1 1/2 mile to 2 miles | 259                | 2.32%  | 1.16% | 28.19%     | 13.90%            | 1.54%   | 0.77%   | 0.00% |
| More than 2 miles     | 259                | 1.16%  | 0.77% | 53.28%     | 40.15%            | 3.09%   | 0.77%   | 0.77% |



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

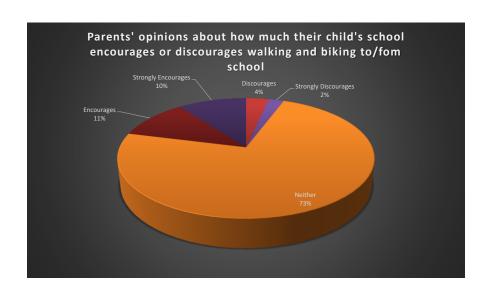
| Asked Permission? | Number of<br>Children | Less than 1/4 mile | 1/4 mile to 1/2<br>mile | 1/2 mile to 1 mile | 1 mile to 1 1/2 miles | 1 1/2 mile to 2<br>miles |
|-------------------|-----------------------|--------------------|-------------------------|--------------------|-----------------------|--------------------------|
| Yes               | 263                   | 24.71%             | 15.59%                  | 19.01%             | 17.87%                | 9.51%                    |
| No                | 563                   | 10.12%             | 6.39%                   | 10.12%             | 13.14%                | 17.58%                   |

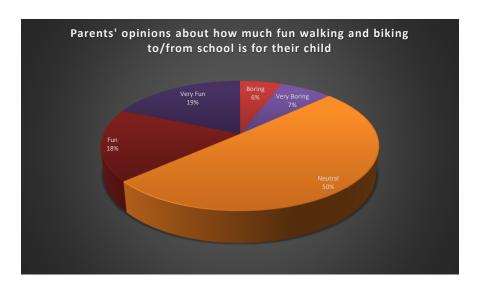


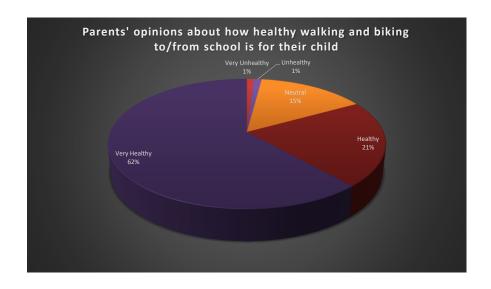


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children

| Issue                                     | Child Does not W | alk/Bike to School | Child Walks/E | likes to School |
|---|------------------|--------------------|---------------|-----------------|
| Distance                                  | 421              | 66.51%             | 88            | 46.32%          |
| Convenience of driving                    | 53               | 8.37%              | 13            | 6.84%           |
| Time                                      | 183              | 28.91%             | 45            | 23.68%          |
| Child's before or after-school activities | 90               | 14.22%             | 33            | 17.37%          |
| Speed of traffic along route              | 407              | 64.30%             | 90            | 47.37%          |
| Amount of traffic along route             | 423              | 66.82%             | 99            | 52.11%          |
| Adults to walk or bike with               | 81               | 12.80%             | 30            | 15.79%          |
| Sidewalks or pathways                     | 287              | 45.34%             | 100           | 52.63%          |
| Safety of intersections and crossings     | 382              | 60.35%             | 108           | 56.84%          |
| Crossing guards                           | 116              | 18.33%             | 57            | 30.00%          |
| Violence or crime                         | 149              | 23.54%             | 23            | 12.11%          |
| Weather or climate                        | 294              | 46.45%             | 88            | 46.32%          |
| Number of Respondants                     | 633              | 100.00%            | 190           | 100.00%         |







#### **Comments Section**

| Survey ID  | Comment   |
|------------|---|
| 1136689631 | We always walk ot bike weather permitting. But with an adult only   |
| 1136689714 | Lack of sidewalks and crime in our area prevent this. Plus when its cold and snowing.   |
| 1136689953 | There has been a huge increase in hit and runs and pedestrians being hit by a car   |
| 1136690060 | We live too far for walking or biking.  |
| 1136690122 | Crain Ave is busier than I'd prefer for my child to walk or bike alone.   |
| 1136690124 | I would love for it to be safer, and for crossing guards to be present on the main crosswalks.  |
| 1136690152 | More Crossing guards  |
| 1136690210 | Sidewalks and traffic are a concern since the sidewalks are VERY broken and if it's raining the water gathering on the road has gotten us soaked by cars in the past  |
| 1136690248 | I'm not sure how you might change distance we don't plan to move  |
| 1136690280 | We used to live closer to Longcoy and we walked. However, it was very difficult. There are no crossing guards by the back of the school (residential area), no sidewalks, and the roads are skinny and deteriorated. Plus, cars drive very fast.  |
| 1136690493 | There are no bike racks at the school, or if there are, they aren't visibly placed. The new parking lot construction did not include a sidewalk along the driveway into and out of school, so students walk along the road and cross through traffic. In the winter, sidewalks between our house and the school are not cleared regularly. There is significant truck traffic on State Route 43 and it's incredibly dangerous to bike on that road. |
| 1136690617 | I have heard children are not allowed to walk or bike alone until 5th grade at Longcoy. The way we would walk lacks sidewalks on certain streets (Roosevelt St). So that is an issue. If my child were to walk (it would have to be alone as I am a single parent that works at 7 am, I would need to get him a form of technology so I can track him etc.  |
| 1136690622 | For us this was an issue because we had bussing last year. We were not aware we did not get bussing this year since we live less than a mile. My child would have to walk through neighborhoods and across 43. I feel this is extremely unsafe due to being so close to the interstate, constant speeding issues in our own street and 43 and young drivers everywhere. Not to mention human trafficking is a real thing.                           |
| 1136690665 | We live a little to far and my street doesn't have sidewalks. My street is way to busy and cars do NOT pay attention. I'd definitely feel unsafe if I let my children walk or ride a bike to school. Will never happen unless I go with them.   |
| 1136690787 | The ongoing and unaddressed issue of people being struck / swooped by hawks along the back of walls elementary  |
| 1136690792 | The only safety issue I can see is widening the drop off road it is very tight for cars on each side and students walk near there too.  |
| 1136690849 | My son would have to cross a busy road and I would never let him do this at his age. Unfortunately the bus will not pick him up because he lives too close to the school.   |
| 1136690911 | I do not feel children should be walking to school alone and not all adults have the opportunity to walk with them. I certainly do not want my children walking to and from school ever.  |
| 1136691072 | We live very far from the school having to cross multiple heavy trafficed roads, a low income housing neighborhood, and a very long walk. Not feesable for any age.   |
| 1136691290 | My daughter has to walk because we live too close to the school and we don't have a car to drive her. We're a walking family but I don't like that she has to cross a busy road.  I have other kids in the elementary school so she has to walk by herself. It's nice there is sometimes a crossing guard.  |
| 1136691322 | No direct route from our house. No sidewalks.   |
| 1136691435 | SR 43 is very busy, it makes me nervous my child would have to cross it to go to school.  |
| 1136691452 | The pick up and drop off areas need better organization.  |
| 1136691469 | Route 43 has a lot of traffic. It's also dark in the mornings for much of the school year. Also my child carries a heavy backpack and is quite small for her age (4'9"" as a senior).  We drove our other child until she bought her own car. 2 backpacks (1for sports) carried over a mile in the dark was too much  |
| 1136691583 | We live too far away from school with too many intersections and College student poor drivers.  |
| 1136691616 | This survey seems to have a built in bias that walking/biking is the best option. It takes at over 20 minutes to bike from our house and would be closer to an hour to walk.  How could any student do that in the winter?!?!   |
| 1136691627 | If we lived closer to the school we would allow walking or biking.  |
| 1136691663 | Wish the sidewalks on Hudson were all the way to school on both sides   |
| 1136691705 | The traffic speeds on our road are crazy. School zones are ignored most of the time. Mostly by traffic coming from the school. There is no crossing guard at the light on mantua/Roosevelt drive. We live on the opposite side of the street as the school. Also the sidewalks were all tore up this spring on both sides of the street making kids have to walk in the road to get around caution tape.  |
| 1136691897 | Sidewalks on Roosevelt between Gardenview and Elmo would make walking more appealing  |
| 1136691957 | The speed of traffic and number of cars on Lake street and my kids' ages are the main reasons why I wouldn't allow my kids to walk/bike to school.  |
| 1136691967 | We need more intersections with crossing guards.  |
| 1136691985 | My kids walked to/from in elementary school (0.25 miles.) They will not be bussed to high school despite it being a very long, dark (both due to the time of day and no lights) walk and will need to cross 2 busy intersections where there are frequent collisions. I will be driving them.   |
|            | The one intersection at N River/Elno/Emich is very dangerous. Cars routinely do not stop at stop signs, visibility isn't great, there is no cross walk, and no sidewalk. Cars definitely do not yield to pedestrians and my kid is small. If there was a crossing guard at that intersection I would allow my kid to walk to school, they would probably meet   |
| 1136692013 | definitely do not yield to pedestrians and my kid is small. If there was a crossing guard at that intersection I would allow my kid to walk to school, they would probably meet up with other walking friends at Francis and finish/start the walk together. That one part of the route/intersection is 85% of why we don't walk and instead ride the bus or drive.   |
| 1136692018 | urive.  Every elementary child should be able to ride the bus regardless of distance from school.   |
| 1136692129 | I have a stalker who watches my house. So, the best option here is for my kid to ride the bus.  |
| 1136692132 | She only wants to ride the bus because of rain and snow.  |
| 1136692275 | I would not allow my child at any age to walk or bike to or from school.  |
| 1136692300 | At first I was afraid to allow Thomas to walk to and from school. So far though he has been doing really good. I will say now that he is walking I will be getting him a phone that will stay in his bag in his locker. It will have a tracking app on it for my comfort of knowing where he's at!!!  |
| 1136692336 | There are no sidewalks and the traffic is crazy and no one goes the speed limit on the route needed to get there. So walking or biking is an absolute NO. Our bus stop is the only one that has to cross the road, everyone else walks straight up the bus steps, no crossing these busy streets.   |
| 1136692358 | we love very far from the school.   |
| 1136692387 | Son just started walking alone to and from school when started 3rd grade. It was time he felt like he was responsible enough to walk alone and walk responsibly. Would like another cross guard on the corner of Woodard and whittier st for extra safety since there are a lot of kids using that intersection.  |
| 1136692437 | There are no sidewalks on Franklin once you pass cherry so the kids that live in Indian valley or our neighborhood behind Marc's have no sidewalk to walk on on Franklin but some students are being refused bussing due to distance which shouldn't be allowed due to safety if they ride bikes they would have to ride in the road which is unsafe  |
| 1136692727 | Feel there needs to be sidewalks on Roosevelt way to be safe for students who do walk and ride bikes to school.   |
| 1136693019 | Is unsafe for my child because she catches her bus at 6:18am. At that time it's still very dark outside. Also there are no side walls.  |
| 1136693063 | Our neighbor is off of State Rate 43. There is no way we would want any child, let alone our own walking or riding a bike on 43!  |

| 1136693109               | We live 3.5+ miles from school in a more rural area without sidewalks. I loved walking to school as a kid, and it would be feasible for my child to one day bike - particularly to his middle school (he's in elementary now), but there is no way in hell I'd let him bike. Drivers are on cell phones, it's hilly, and there are no sidewalks - my kids would die. I'd die. I don't trust drivers, and it would have to radically shift on the roads for me to allow him to ride a bike. Or, we'd need a close bike path off the main road. Then my mindset would shift to ensuring bad actors are not on such a path. I think it's healthy and good for time management, but there's too much danger.  |
|--------------------------|---|
| 1136693166               | As a fellow cyclist I think it would be wonderful if my daughter rode her bike to school. However there are limitations to that being practical which primarily hinges on traffic and lack of sidewalks. Her extra school activities take her down to only using school transportation in the morning. Family pick up in the evening.   |
| 1136693330               | The traffic pattern at the school makes no sense. The cars picking up and dropping off students drive against traffic to get to the back of the school for drop off and pick up. If the bus line was wider the cars could drive around the buses and maintain a normal traffic flow. The cars at the intersection driving in frequently run the stop signs and flashing red light to get into line as well. The crossing guard does a great job calling people out on running the intersection, but it continues. Widen the bus line to allow cars around and change the lights and school signs at the intersection. It's just a matter of time before someone gets hit there. The current process lacks common sense.   |
| 1136693575               | Student is intradistrict open enrolled so it's too far from our current location to walk or ride a bike. There are too many large highways/too many unsafe roads ways, and too many speeders/other traffic violations.  |
| 1136693648               | There aren't enough bike racks at school. The other issue is childcare and my husband and i commuting to and from work.   |
| 1136693852               | Having to walk or bike down majors lane and longcoy Ave does not feel like a safe option for any child. If my child were to cut through the neighborhood across from the middle school it would make his walk even longer. There are no crossing guards for kids crossing any part of majors lane or crossing from Fairchild to majors at the bottom of the hill where cars go flying by. It is unsafe.   |
| 1136693888               | We live on the very outer edge of the district with no safety for walkers or bikers but if the situation changed it would be nice . The kids have asked to ride or walk before and would be willing to walk home if they needed to . It's just not safe   |
| 1136693906               | More adults and crossing Guards and safety or supervision with other students would be wanted before child walks to and from school   |
| 1136693976               | Our children have had no choice of whether they walk or ride a bus ever since elementary school. I had to put my younger children into daycare in elementary school so they could safely be transported school via school bus because unfortunately I have to work and could not transport them by myself. Now my youngest is in high school I have to depend on multiple family members to help transport her back and forth to school because she would have to walk alone and cross a busy intersection and to be honest worry about strangers. Sex trafficking is high in ohio and for the school to put our young adults at risk is disturbing. I feel schools that make our children walk to school, especially elementary students, unsupervised do not care about their safety. |
| 1136694141               | I live on a section of road with no sidewalks on most of the road, and the curve between our house and Emich Dr is very dangerous both in the morning and afternoon due to the speed of traffic and distracted drivers, in addition to sun in driver's eyes in the afternoon. A child was hit there just 2 years ago and it's not a safe place for my child to walk home, even walking home from the bus stop at that intersection, which is why we've called the bus garage and asked for them to please change his bus drop-off to in front of the house because the bus drove right past after drop-off at Emich. Thankfully they did change it for us this year. (see article https://fox8.com/news/14-year-old-hospitalized-after-hit-and-run-in-kent/)                            |
| 1136694172               | There are no sidewalks on state route 43. With how much people speed down 43 as well I do not believe they would ever be safe biking to school.   |
| 1136694722               | I have children at the elementary school the middle school and the high school. If we lived closer I would love to let my children ride a bike however we live to far of a distance from all 3 school and traffic is really heavy on fairchild it seems very unsafe.  |
| 1136694972               | The only path to walk to school from our house is sidewalks right next to a 4 lane road that is one of the busiest roads in town. There are 4-5 intersections to cross for walking and I don't believe any of them have pedestrian cross walking lights and only one intersection has a crossing guard. I don't see how improvements can be made to make it a safer experience to allow students of a young age to walk to school from my road.   |
| 1136695049               | My son is in 9th grade. He is 1.3 miles from school therefore, he is required to do so. I feel it is unsafe for many reasons. There is tons of traffic bf and after school hours. Not including the terrible weather conditions that have already effected his route. I don't have a vehicle to provide the service for him. I think it's is unfair for kids that live that far to walk lake and 43 especially in those weather conditions.   |
| 1136695194               | There are no sidewalks from the major roadways in to the school. The highschool parking lot was not built with walkers or bikers in mind.   Many of the local neighborhoods don't have sidewalks or good lighting. These kids are making their way to school in the dark in the morning most of the year.   Inclement winter weather is especially prohibitive with the absence of sidewalks.   Crossing state route 43 in morning rush hour traffic is also a joke. Let's get serious please.  |
| 1136695317               | We wish there were more sidewalks but still feel as though it's safe. He takes the shortcut home which is not in the road.  |
| 1136695341               | There is no sidewalk on roosevelt and we have to walk on the edge of the road and sometimes jump into the grass if cars are coming. The road is very washed out as well. There's a ton of traffic because of the drop-off area on Gardenview. I am not sure if we are allowed to walk to the cat drop off area but that route seems safer at this time  |
| 1136695625               | Due to busy streets and lack of paths that are safe, we don't have her walk or bike.  |
| 1136695779               | It seem rather dumb to promote walking and biking when the infrastructure does not support such activities, especially in the winter weather when neither the city nor residents regularly clear and salt foot paths.   Another issue with promoting such activities does not take into account the early start times for school, a disincentive for those who might otherwise bike or walk.   Another issue to consider is that Kent has an influx of college student residents in the fall when biking and walking conditions are optimal. Many of these residents are new and unfamiliar with the local traffic conditions or habits with increased risks on the shared thoroughfares.   |
| 1136695804               | There are no sidewalks for a large part of the ride, the street lights are awful, nobody clears snow, and on the school road there is no grass strip spacing the sidewalk from the street (very unsafe walking/riding conditions). The traffic where there are no sidewalks is heaviest, and there is a tight blind turn drivers routinely skid out of. We are in a nobus zone, so we don't have choices. On Hudson road, there is a single sidewalk, it isn't wide but must be shared with walkers and bike riders. The lighting on that sidewalk is non-existent.   |
|                          |   |
| 1136695831               | The new road and parking lot at Roosevelt is horrible. There is no sidewalk along the road coming off of 43 (roosevelt drive) for the students to walk on when arriving to school. The kids have to walk on the road with cars flying up and down it, there no longer is a sidewalk leading to the sidewalk on 43 off of roosevelt drive. The 3 lane drop off/pick-up is a mess and unsafe because the students still have to try and cross in front of cars when arriving/departing school. That whole new set up was planned out very poorly when it comes to the safety of our children.   |
| 1136695831<br>1136695919 | school. The kids have to walk on the road with cars flying up and down it, there no longer is a sidewalk leading to the sidewalk on 43 off of roosevelt drive. The 3 lane drop off/pick-up is a mess and unsafe because the students still have to try and cross in front of cars when arriving/departing school. That whole new set up was planned out very  |
|                          | school. The kids have to walk on the road with cars flying up and down it, there no longer is a sidewalk leading to the sidewalk on 43 off of roosevelt drive. The 3 lane drop off/pick-up is a mess and unsafe because the students still have to try and cross in front of cars when arriving/departing school. That whole new set up was planned out very poorly when it comes to the safety of our children.  The route between our home and school lacks sidewalks and adequate lighting.   Residents do NOT clear snow in the winter months making walking dangerous and difficult.   |

| 1136697467               | I have walked my son every day that weather permits since kindergarten. I constantly review the safety of being aware of people backing out of driveways (we have had a few close calls in our neighborhood with residents not paying attention and almost running into us). The crossing guards are occasionally on point and typically being kids who are more involved in social interactions with each other rather than being aware anyone is even crossing.  Today for example as I was leaving Loncoy I had just started to cross and a parent decided to drive their car through the stop sign and passed right in front of me causing me to have to stop in the street to let them by. I put my arms in the air to signal my frustration and the three aids standing at the sidewalk didn't even notice. This exact car then stopped about 100 ft later to let their child out of the vehicle on the opposite side of the street from the school so the child had to cross outside of any crosswalk. This was the second car of the morning that I witnessed do drop off on Elno (in front of the building) instead of the designated vehicle drop off lane in the back off of Gardenview.  I have also witnessed many cars especially in the morning run the stop sign in the intersection of Jessie and Ada which discourages me from allowing my son who should be approaching an age to be able to walk/bike on his own. He is responsible enough to handle that responsibility however the community is clearly not. One of the 2 larger busses that drop off kids in the morning seems to not be aware of the speed limit as well. There is one constant against the pedestrian population and that is ANYONE driving a vehicle is unconcerned with safety. |
|--------------------------|--|
| 1136697532               | The major obstacle from our house to school is a lack of sidewalk along the route.   |
| 1136697610               | The traffic and not having sidewalks the whole distance. Also their are apartments along the path that are not the safest.   |
| 1136697719               | Since it's still light out in the morning I feel that it's safe for him to ride his bike. People tend to speed and run stop signs on Hudson, so it makes me a little bit nervous.  The sidewalks are often not shoveled in the winter and are covered in ice and deep snow. There is rarely a crossing guard to help kids to cross Hudson. Once the time change  |
| 1136697818               | happens the kids are walking to school in the dark. Our neighborhood does not have street lights.  |
| 1136697856               | There are no sidewalks from the major roadways in to the school. The highschool parking lot was not built with walkers or bikers in mind.   Many of the local neighborhoods don't have sidewalks or good lighting. These kids are making their way to school in the dark in the morning most of the year.   Inclement winter weather is especially prohibitive with the absence of sidewalks.   Crossing state route 43 in morning rush hour traffic is also a joke. Let's get serious please.   |
| 1136698252               | My son is to young to walk by himself to/from school. I have to walk with him and bring my other children. When the weather starts to get bad out I'm no to sure what I will be doing because I'm not going to have my kids freezing to get to/from school.  |
| 1136698568               | Our son bikes daily. However, there are no bike lanes and the Sheets intersection crossings requires utmost caution as cars just turn right without checking for pedestrians. There should be a no turn on red at that intersection and more ""bikes can use full lane"", for example on Crain or Hudson.    Not on the way to school, but still a concern when biking: Crossing 59. Cars hardly ever stop despite of the huge signs. The city should install lights for these crossings.    also commute by bike and am passionate about this. Feel free to contact me for more discussions at 330-389-1241.  |
| 1136698624               | Many of the parents have been talking about the parking lot at Walls. Since last year large potholes in the main flow of traffic have not been addressed appropriately! The traffic flow especially at pick up is mismanaged and needs addressed! The potholes and flow around them along with the unorganized release of parent pick up traffic needs addressed! The staff do  They're best managing the pick up lines and I thank them for that. However, I wouldn't begin to allow my child to walk or ride a bike with this lackadaisical approach to safety it start at the school. I can't begin to talk about the walk home. This is a safety concern for Walls elementary that needs fixed from the top down. Unacceptable!  |
| 1136698895               | I tried to get kids from neighborhood to walk or bike to elementary school but along shortest easiest route there are no sidewalks so most kids were not allowed. If there were sidewalks kids would walk or bike in groups of friends   |
| 1136698941               | I would have my child walk home from school but do not because must cross a busy road at Crain Ave bridge by herself. The other route would be to walk through the high school campus where there are areas with no sidewalks. There is a good crossing guard directly leaving the school, but the other busy street (Crain Ave.) bridge by Sheetz is unsafe as well as walking through the high school campus. If there was a crossing guard at Mantua to Crain Ave. bridge by Sheetz, I would let her walk.  |
| 1136699127               | Crosswalks and lighting on sr43 need to exist and work both.   |
| 1136699136<br>1136699254 | We live too far for my kindergartener to walk. She enjoys riding the bus with neighborhood friends.  I worry about the traffic on Fairchild. A lot of people go over the 25 mph speed limit. I also worry that part of the sidewalk is located right next to the road, without a tree lawn separating the road and the sidewalk. Another concern I have is the hill that my child has to walk up and down on Fairchild.  |
| 1136699477               | I will not allow my child to walk back and forth to school. It is to far, weather is unpredictable in north east Ohio, people drive like they are on the highway on side streets near our neighborhood. It is very unsafe.   |
| 1136699894               | My child would live to walk. The distance is too far for her to walk alone. Also traffic is very busy.   |
| 1136699977<br>1136700113 | Since we live so close to the middle school bussing is not offered, but I'm very confident in my son walking to/from school.  Crossing W Main street can often be dangerous, despite crossing at crosswalks and waiting for appropriate changes in traffic lights. There are too many distracted drivers and we have had several unsafe situations over the years. It would be great to offer a primary crossing point with an adult crossing guard to assist with safety in the morning and afternoon. The afternoon is more unsafe.  |
| 1136700181               | It's hit or miss if they will have a component crossing guard or even one there at the intersection of Hudson and Robert Dr. He doesn't walk in bad weather. Side walks are not shoveled, streets are barely passable in in in-climate weather. There are no street lights turned on and it is unsafe most days.   |
| 1136700655               | My daughter is not aloud to walk to school due to there being no sidewalks on Franklin Ave. She is considered a ""walker" to the school district since we live 1 mile away but I was able to get her on a bus route due to there being no sidewalks. Her other option would be to walk to school on Route 43 in Kent that does have sidewalks but it is heavily trafficked and unsafe intersections.   |
| 1136700934               | I don't feel comfortable allowing my 11 year old to walk or bike 2 miles to school without an adult  |
| 1136701498<br>1136701864 | No to everything because of age.  Traffic on 43 and people cutting through the back neighborhoods is my main concern.  |
| 1136702171               | 1. Hudson road is busy with car traffic and sidewalks have many pedestrians so there is not a good place to bike safely.  2. Current high school drop off system does not support cyclists as they have to cross oncoming traffic in the drop off lane  3. Need more bike racks  |
| 1136702271               | My son has autism so I probably would not let him walk along the busy main road.   |
| 1136702431               | The roads from Franklin township to inner Kent does not have sidewalks. I would never allow my children to ride their bikes or walk in fear of being hit by a car. If sidewalks were placed I might consider when they're older.   |
| 1136702555               | We live to far for me to want my child to walk or bike to school she's a bud rider. In some areas there's no sidewalks or rails to protect pedestrians n bike riders   |
| 1136703190               | Having to walk or bike down majors lane and longcoy Ave does not feel like a safe option for any child. If my child were to cut through the neighborhood across from the middle school it would make his walk even longer. There are no crossing guards for kids crossing any part of majors lane or crossing from Fairchild to majors at the bottom of the hill where cars go flying by. It is unsafe.  |
| 1136703442               | I support making walking/biking to school easier and safer for more kids. We live too far from the school and there are not any safe options or roadways to allow our kids to bike/walk.   |
| 1136703530               | We walk most of the time. I enjoy walking with my daughter to and from school, walking the dogs sometimes with us. My daughter has asked to walk by herself but I enjoy it and she is only 8 so I will walk with her. I may start to allow her to walk home alone since there is a large group of kids adults that all walk in pur neighborhood and we love our crossing guard too.  |
| 1136703982<br>1136704084 | No sidewalk on our street but sidewalk on Elno. Would not allow child because too young to walk alone.  Do not want my kids walking to or from school and they do not have bikes   |
| 1130704084               |  |
| 1136704137               | With two working parents, and the distance we live from the school it would be difficult for my husband or I to walk our son to school. It just doesn't work for our schedule to walk 20 minutes to the school and then back everyday. Additionally, because of the distance walking home in thunderstorms or snowstorms is dangerous.   |

| 13570546  We have outside of the city limits, if we fived class, we would consider allowing our shall to walk or ride a labe. It is impossible to her to do so where we are located.  My child does with of the to and from a child (occasionally but it's more after and convenient for him to cride the bas, seen as an 8th grade. Sometimes he leaves for school and the control of the co | 4426704206 | Made a Salba tarrada a Salba a Barrada a da Calaba a Maria a da Calaba a Maria a da Calaba a Maria a da Calaba  |
|--|------------|---|
| May child does walk or Bibls to and from school jaccassonally but it's more set be an convenent for him to ride the bus, you had an Bibl grander. Sometimes he leavest for stone and it is set and and conduct he would share to beath the business of the misstance of the business of the business of the misstance of the business of the | 1136704206 | We live in the township without sidewalks and most of the traffic speeds.   |
| 1937/2003  and it is till dark outdoor, level would have to be seen the house center man command morth or more than the walks or daines, and which can anoming person. There the seed will be the time when the seed in the committees when the received while drive that it is applicate good.  1937/2003  1937/2003  1937/2003  When he get the seed will be price to be seed to good and the committee will be to tool and growing.  When he get the the seed will be price to develop the committee of the committee will be too discovered and the committee of t | 1136704466 | We live outside of the city limits. If we lived closer, we would consider allowing our child to walk or ride a bike. It is impossible for her to do so where we are located.  |
| 136767375  | 1136705237 | My child does walk or bike to and from school occasionally but it's more safe and convenient for him to ride the bus, even as an 8th grader. Sometimes he leaves for school and it's still dark outside. He would have to leave the house earlier than normal in order to make it there on time if he walks or bikes, and he's not a morning person.  There's not a sidewalk the entire way to the school so for me, it's more of a lack of trust in the commuters who are quite possibly distracted while driving than it is anything else.  |
| We live right at the 1.5 mill reduce second in Husbann Rd. In Franklin Twp. There are no sidewalls, the road is rarely part officed by Partage County (Sheriff's Dept. (not by the Color Pert of the County Color Pert of the Sheriff's Dept. (not by the Color Pert of  |            |   |
| of Kent Jan dhas a high volume of Laffic and exessive speeding is prevalent. The issue has been toxigit up to the PCO at Tandian Two Zoning meeting vision reads in this seem delighed again and the project does not include sidewalls. The first crossing guid our child would encounter in an Irena 1.2miles and 10 intercents from our blook. We have held and a very good experience with the cholor I were control assessment on the child sidewalls. The first crossing guid our child would encounter in a Irena 1.2miles and 10 intercents from our blook. We have held as very good experience with the cholor I were our child standard right either with a very good experience with the cholor I were our child standard right either in a very good experience with the cholor I were out that standard in the position of the p | 1136706191 | My son just hates walking to school unless he has a friend to walk with. We used to walk everyday when weather permitted but the friend we walked with moved away   |
| 13670935   School students (new drivers). A slewwisk along the new drive between the high school on route 43 to Santon and Huddon of Movoild be a hage difference maker for the aid and accessors of Santon in mine 48. A. acrossing gard 43 sound ald some ald effective.  136709799   Our desighter is an intra city transfer to Holden so we have to trivel along 251, a heavy traffic man rd, to take her to school or description. The company of the school hands in the school hands in the school hands. I have a school and a requested she walks. I have a school and will be possible. I have of reference and the school hands in the school hands. I have a school and an interest of the school hands in the school hands. I have a school and the school hands in the school hands. I have a school and in requested she walks. I have a school and in vigousted to work on time.  136709790   No way I would allow my child be ble or walk on sustration school and in vigousted to work on time.  136709160   No way I would allow my child be ble or walk on sustration school and my spould be a family will be possible. I have driven the school and in the school hands. I have all the school hands in the school hands in the school hands in the school hands. I have all the school hands in the school hand | 1136706235 | representative of PCSD was present. There has not been an increase in patrols. Bike lanes are supposed to be added with grant funding along with repaving Hudson road, but it has been delayed again and the project does not include sidewalks. The first crossing guard our child would encounter is at least 1.2miles and 10 intersections from our  |
| 135/07989  Our daughter is an intra city transfer to troidens on we have to travel along 25.5, a heavy traffic main rd, to take her to school or daycare 135/07974  In an amother of 2 sity grader. We live 3 miles from the school and is requested she walks. I have a todder aloc. This would be a 4 mile walk everyday for my todder and 135/07974  In an amother of 2 sity grader. We live 3 miles from the school and is requested she walks. I have a todder aloc. This would be a 4 mile walk everyday for my todder and 135/07974  In an amother of 2 sity grader. We live 3 miles from the school and is requested she walks. I have a todder aloc. This would be a 4 mile walk everyday for my todder and 135/07974  In an amother of 2 sity grader. We live 3 miles from the school and in sever the 13 miles of the school and my spouse to work on time.  In 135/079579  In a school in the school in the school in the school and in sever the 13 miles of the 3 miles of the school and my spouse to work on time.  In 135/079579  In a school in work of the school and in sever the 13 miles of the school in sever the 13 miles of 135/079579  In 135/07 | 1136706835 | school students (new drivers). A sidewalk along the new drive between the high school on route 43 to Stanton and Hudson Rd would be a huge difference maker for the safety  |
| Lam an unther of a 1st grader. We live 3 miles from the school and its requested sine walks. Thave a loadiler about 11st 2019  | 1136706979 |   |
| 1136707347   During nice sumy WARM days its double. But when the weather starts changing there is no way that this walk will be possible. As of right now we are borrowing a car to able to get my daughter to scholar and my spouse to work on time.  1136708350   NO way! would allow my child to bise or walk on state route 43. Too many dangerous distracted drivers, and no bise trail to get there safely either.  1136708350   Walking to and from Roosever is less than safe, with the reliculous traffic patterns, inadequate crossings and so many young drivers that it try to make sure he has a rick or the many of my complete the same of the men of the  | 1136707883 | I am very thankful for the school buses   |
| The lack of aidewalks is the biggest concern.  Walking to and from Soosevelt is less than safe, with the ridiculous traffic patterns, inadequate crossing and so many young drivers that It y to make sure he has a ride and from school. It would have been safer to have student parking and walking students complete separate for safety, but we were not asked out option and plans before the new tolls were planned. It's facinating that you are addressing this problem poor control.  136709578  Elementary is very close and not an issue. 155 is 1.8m and is more of an issue. The bas does not pick up and the walk is over a half hour and while not bad could be safer. Bill 5700978  We arrive to the school by crossing a busy "rout through" street and walking through the fields. I do wish there were sidewalks on the davey side so they could blike more often in the control of the  | 1136707974 | I am a mother of a 1st grader. We live .9 miles from the school and is requested she walks. I have a toddler also. This would be a 4 mile walk everyday for my toddler and I.   During nice sunny WARM days its doable. But when the weather starts changing there is no way that this walk will be possible.  As of right now we are borrowing a car to be able to get my daughter to school and my spouse to work on time.  |
| Walking to and from Soosevelt is less than safe, with the ridiculous staffic patterns, inadequate crossings and so many young drivers that it by to make sure he has a ride to and from school. It would have been affect to have suden prairing and walking is one and dron school. It would have been affect to have suden prairing and walking is one and off one school. It would have been affect to have suden prairing and walking and under soon and plans before the prairing and walking or and the walk is one and the walk to one and the walk to one thou and while not not be soon to be safe; and the walk is one and the walk to one the drawy side so they could blike more officen, but without an adult, there's just too much speeding traffic for them to blike alone.  The road conditions in Hudson Rd are awful, both in the townholls and within the way to the high school we enter wehicle, driving through our front yard to avoid a collision with a beycle. Addition of hysicle leasn for the entire length of the road all the way to the high school we migrore that.  136710952  Please provide bussing for high schoolers. It is not safe for them to walk so far in the dark and with the way to the high school we improve that.  136710967  More sidewalks would be nice but Kert won't so crossing guards in all walk zone areas where traffic is petitrally would be awesome. Before care walking would be awesome tool  136710379  The safe of the more walks for in the dark and with the weak there we have in north east this high school was a substantial to the walk of the walk of the dark and with the weak was the walk of t | 1136708050 | NO way I would allow my child to bike or walk on state route 43. Too many dangerous distracted drivers. And no bike trail to get there safely either.   |
| 136708253 and from school.   It would have been safer to have student parking and walking students complete separate for safety, but we were not asked out option and plans before the new lots were planned. It's Sacanisating that you are addressing this problem post to past in past of the past  | 1136708169 | 66  |
| 136710352  We arrive to the school by crossing a busy "cout through" treets and welland through the field. It do wish there were disease, it on the dawey side so they could bike more often, but without an adult, there's just too much speeding traffic for them to bike alone.  The road conditions in Hudson Rd are awrit, both in the township and within city mirst. Because of the disrepair, Canadian with a block and the control of the contro | 1136708253 | and from school.   It would have been safer to have student parking and walking students complete separate for safety, but we were not asked out option and plans before  |
| he road conditions in Hudson Rd are awful, both in the township and within ticky limits. Because of the disrepair, Cars and blies both are forced to drive in the middle of to add (over the center line). That, coupled the high-speed of some drivers and the dim light near dawn makes the street unsafe. We have observed many accidents, Including the control of the center line). That, coupled the high-speed of some drivers and the dim light near dawn makes the street unsafe. We have observed many accidents, Including the control of the center line). That, coupled the high-speed of some drivers and the dim light near dawn makes the street unsafe. We have observed many accidents, Including the control of the center line). That, coupled the high school many improve that.  136710496  Please provide bussing for high schoolers. It is not safe for them to walk so far in the dark and with the weather we have in north east Ohio.  No sidewalks within my neighborhood is my biggest complaint  More sidewalks would be nice but Kent won't so crossing guards in all walk zone areas where traffic is plentful would be awesome. Before care walking would be avesome to the control of  | 1136709578 | Elementary is very close and not an issue. HS is 1.8m and is more of an issue. The bus does not pick up and the walk is over a half hour and while not bad could be safer. Billing sometimes happens but weather, activities and heavy loads make it difficult.   |
| road (over the center line). That, coupled the high-speed of some drivers and the dim light near dawn makes the street unsafe. We have observed many accidents, includientive whicle, driving through our front yard to avoid a collision with a bicycle. Addition of bicycle lanes for the entire length of the road all the way to the high school main improve that.  1367:10456  Please provide bussing for high schoolers. It is not safe for them to walk so far in the dark and with the weather we have in north east Ohio.  No sidewalks within my neighborhood is my biggest complaint  More sidewalks would be nice but Kent won't so crossing guards in all walk zone areas where traffic is plentful would be awesome. Before care walking would be awesome. Before care walking would be awesome. Before care walking would be awesome to be supported to the support of the season of the season of the season. It is not safe to the season of the season. It is not safe to the season of the season  | 1136710062 | We arrive to the school by crossing a busy ""cut through"" street and walking through the field. I do wish there were sidewalks on the davey side so they could bike more often, but without an adult, there's just too much speeding traffic for them to bike alone.   |
| Please provide bussing for high schoolers. It is not safe for them to walk so far in the dark and with the weather we have in north east Ohio.  113671095  More sidewalks would be nice but Kent won't so crossing goards in all walk zone areas where traffic is plentful would be awesome. Before care walking would be awesome. 1136711097  1136711194  I can see the school from my front door. It's less than a minute walk.  Unsafe, due to drivers speeding.  1136712379  There is no clear sidewalk to the middle school from Martus street to walk or ride on and a sidewalk straight to the middle school that isn't through where the high school students drive in and park would be great. Also, there is no crossing guard at the very dangerous intersection of Roosevelt Dr. & N. Mantus Street. It would also be nice if there was some type of patrols around when school gets out to make sure they are walking safely.  Mys on is in the ""walking"" zone. It's dangerous and scary, Kids have to cross 4 lanes of traffic to get to the other side. The sidewalks of the sidewalks street in the sidewalk street in | 1136710352 | The road conditions in Hudson Rd are awful, both in the township and within city limits. Because of the disrepair, Cars and bikes both are forced to drive in the middle of the road (over the center line). That, coupled the high-speed of some drivers and the dim light near dawn makes the street unsafe. We have observed many accidents, including entire vehicle, driving through our front yard to avoid a collision with a bicycle. Addition of bicycle lanes for the entire length of the road all the way to the high school may improve that.  |
| More sidewalks would be nice but Kent won't so crossing guards in all walk zone areas where traffic is plentiful would be awesome. Before care walking would be awesome tool  13671194  13671195  1 can see the school from my front door. It's less than a minute walk.  Unsafe, due to drivers speeding.  There is no clear sidewalk to the middle school from Mantua street to walk or ride on and a sidewalk straight to the middle school that isn't through where the high school students drive in and park would be great. Also, there is no crossing guard at the very dangerous intersection of Roosevelt Dr & N. Mantua Street. It would also be nice if there was some type of patrols around when school gets out to make sure they are walking safety.  My son is in the "walking" zone. It's dangerous and scary, kids have to cross 4 lanes of traffic to get to the other side. The sidewalks were reconfigured and it doesn't may sense! Cars go 40,50 mph through the school cane! They don't stop at the cross walk. I ant terrified everyday. Students/faculty are communing to KSU and they are NI paring attention. I brought this to the Superintendent and Engineers attention. The engineer stated it's ""CERY DANGEROUS"." I like the kids walking. I wish there was me police presence with huge fines! I was actually going to talk to the Chief. If tickets were known, maybe exployed would sow down!! I would have never been aware of this before my child attend this school, now I notice how unsafe it is.  136713234  We are all in favor of walking or biking to school. We currently live too far away to do that now. We live 1.89 and it takes over 35 minutes to walk this route. It is absolutely ridiculous that busing is not provided unless you live more than 2 miles away. We live 1.89 and it takes over 35 minutes to walk this route. It is it is a stop to a school at all is one to a school at a school and | 1136710455 | ·   |
| Isas71203  | 1136710496 |   |
| 1136712326  Dangerous intersectionsand close to traffic with no sidewalks  There is no clear sidewalk to the middle school from Mantua street to walk or ride on and a sidewalk straight to the middle school that isn't through where the high school students drive in and park would be great. Also, there is no crossing guard at the very dangerous intersection of Roosevelt Dr & N. Mantua Street. It would also be nice if there was some type of patrols around when school gets out on Roosevelt Dr & N. Mantua Street. It would also be nice if there was some type of patrols around when school gets out on Roosevelt Dr & N. Mantua Street. It would also be nice if the was sent type of patrols around when school gets out on Roosevelt Dr & N. Mantua Street. It would also be nice if the was sent type of patrols around when school gets out on the surface and it doesn't may sense! Cars go 40,50 mph through the school zone! They don't stop at the cross walk. I am terrified everyday, Students/Faculty are commuting to KSU and they are Na paying attention. I brought this to the Superintendent and Engineers attention. The engineer state "YENEY DANGEROUS" - "Il like the kids walking., I wish there was may police presence with huge fines! I was actually going to talk to the Chief. If tickets were known, maybe people would slow down!! I would have never been aware of this before my child attend this school, now I notice how unsafe it is.  1136713214  We are all in favor of walking or biking to school. We currently live too far away to do that now. We hope to do more walking/ biking to school in the future.  It is absolutely ridiculous that bussing is not provided unless you live more than 2 miles away. We live 1.89 and it takes over 35 minutes to walk this route. It's it terribly unsafe. There are registered sex offenders all along the multiple route options. There are areas (like Majors Lane) that do not have any sidewalks or street lights. I'm hores pissed you're using this opportunity to try to find more ways to reduce bussing.        | 1136710617 |   |
| 136712326  Dangerous intersectionsand close to traffic with no sidewalks  There is no clear sidewalk to the middle school from Mantua street to walk or ride on and a sidewalk straight to the middle school that isn't through where the high school students drive in and park would be great. Also, there is no crossing guard at the very dangerous intersection of Roosevelt Dr. & N. Mantua Street. It would also be nice if the work of         |            |   |
| There is no clear sidewalk to the middle school from Mantua street to walk or ride on and a sidewalk straight to the middle school that isn't through where the high school students drive in and park would be great. Also, there is no crossing guard at the very dangerous intersection of Roosevelt Dr & N. Mantua Street. It would also be nice if there was some type of patrols around when school gets out to make sure they are walking safely.  My son is in the ""walking"" zone. It's dangerous and scary. Kids have to cross. 4 lanes of traffic to get to the other side. The sidewalks were reconfigured and it doesn't may sense! Cars go 40,50 mph through the school zone! They don't stop at the cross walk. I am terrified everyday. Students/Faculty are commuting to KSU and they are Na paying attention. I brought this to the Superintendent and Engineers attention. The engineer state ""WERY DANGEROUS"". If like the kids walking, Jushi there was me police presence with huge fines! I was actually going to talk to the Chief. If tickets were known, maybe people would slow down!! I would have never been aware of this before my child attend this school, now! I notice how unsafe! it is.  1136713214 We are all in favor of walking or biking to school. We currently live too far away to do that now. We hope to do more walking/ biking to school in the future.  It is absolutely ridiculous that bussing is not provided unless you live more than 2 miles away. We live 1.89 and it takes over 35 minutes to walk this route. It's it terribly unsafe. There are registered sex offenders all along the multiple route options. There are areas (like Majors Lane) that do not have any sidewalks or street lights. I'm hones pissed you're using this opportunity to try to find more ways to reduce bussing. Oh and add before and after school care options at all schools so parents can drop off before 230 mm.  1136715627 Traffic on route 43 is very congested at times and I worry about safety on that route  My child has an IEP and I fear that he will get easily di |            |   |
| any sensel. Cars go 40,50 mph through the school zone! They don't stop at the cross walk. I am terrified everyday, Students/Faculty are commuting to KSU and they are No paying attention. I brought this to the Superintendent and Engineers attention. The engineer stated it's ""VERY DANGEROUS"". I like the kids walking. I wish there was me police presence with huge fines! I was actually going to talk to the Chief. If tickets were known, maybe people would slow down!! I would have never been aware of this before my child attend this school, now I notice how unsafe it is.  1136713214 We are all in favor of walking or biking to school. We currently live too far away to do that now. We hope to do more walking/ biking to school in the future.  11 is absolutely ridiculous that bussing is not provided unless you live more than 2 miles away. We live 1.89 and it takes over 35 minutes to walk this route. It's it terribly unsafe. There are registered sex offenders all along the multiple route options. There are areas (like Majors Lane) that do not have any sidewalks or street lights. I'm hones pissed you're using this opportunity to try to find more ways to reduce bussing. Oh and add before and after school care options at all schools so parents can drop off befor 7:30 am and pick up after 5:30 pm  1136715627 Traffic on route 43 is very congested at times and I worry about safety on that route  My child has an IEP and I fear that he will get easily distracted and not pay attention to cars while walking and/or not go to school at all. I work at the university and walk to work often from where we live when college is back in the traffic on N. Depeyster and Crain increases. I have seen cars not follow traffic laws and blow threw signs or drive coming from the bars downtown. Because I have seen and had to stop my son from crossing the roads when he is with me because of cars speeding or not stopping at sto signs or doing rolling stops it makes me fearful for them to do it allone. I have also withus the sentents getting hit by ca |            | There is no clear sidewalk to the middle school from Mantua street to walk or ride on and a sidewalk straight to the middle school that isn't through where the high school students drive in and park would be great. Also, there is no crossing guard at the very dangerous intersection of Roosevelt Dr & N. Mantua Street. It would also be nice if   |
| 1136713214 We are all in favor of walking or biking to school. We currently live too far away to do that now. We hope to do more walking/ biking to school in the future.  1136713239  1136713239  1136713239  It is absolutely ridiculous that bussing is not provided unless you live more than 2 miles away. We live 1.89 and it takes over 35 minutes to walk this route. It's it terribly unsafe. There are registered sex offenders all along the multiple route options. There are areas (like Majors Lane) that do not have any sidewalks or street lights. I'm hones pissed you're using this opportunity to try to find more ways to reduce bussing. Oh and add before and after school care options at all schools so parents can drop off before 7:30 am and pick up after 5:30 pm  1136715627  Traffic on route 43 is very congested at times and I worry about safety on that route  My child has an IEP and I fear that he will get easily distracted and not pay attention to cars while walking and/or not go to school at all. I work at the university and walk twork often from where we live when college is back in the traffic on N. Depeyster and Crain increases. I have seen cars not follow traffic laws and blow threw signs or drive coming from the bars downtown. Because I have seen and had to stop my son from crossing the roads when he is with me because of cars speeding or not stopping at sto signs or doing rolling stops it makes me fearful for them to do it alone. I have also witnessed college students getting hit by cars on campus because not paying attention or cars not following traffic laws and we are not far from campus at all.  I think we live enough of a distance to be inconvenient from a time, weather and distance standpoint, as well as the traffic they would encounter if they rode their bikes. Weather is a deterrent (cold, wet, windy overly hot) as well, possibly being very different in the morning from the afternoon. Should they not be able to ride their bikes hor for any reason, where would they leave them securely. Additionally, t | 1136712508 | My son is in the ""walking"" zone. It's dangerous and scary. Kids have to cross 4 lanes of traffic to get to the other side. The sidewalks were reconfigured and it doesn't make any sense! Cars go 40,50 mph through the school zone! They don't stop at the cross walk. I am terrified everyday. Students/Faculty are commuting to KSU and they are NOT paying attention. I brought this to the Superintendent and Engineers attention. The engineer stated it's ""VERY DANGEROUS "". I like the kids walking. I wish there was more police presence with huge fines! I was actually going to talk to the Chief. If tickets were known, maybe people would slow down!! I would have never been aware of this before my child attend this school, now I notice how unsafe it is.             |
| It is absolutely ridiculous that bussing is not provided unless you live more than 2 miles away. We live 1.89 and it takes over 35 minutes to walk this route. It's it terribly unsafe. There are registered sex offenders all along the multiple route options. There are areas (like Majors Lane) that do not have any sidewalks or street lights. I'm hones pissed you're using this opportunity to try to find more ways to reduce bussing. Oh and add before and after school care options at all schools so parents can drop off befor 7:30 am and pick up after 5:30 pm  1136715627  Traffic on route 43 is very congested at times and I worry about safety on that route  My child has an IEP and I fear that he will get easily distracted and not pay attention to cars while walking and/or not go to school at all. I work at the university and walk twork often from where we live when college is back in the traffic on N. Depeyster and Crain increases. I have seen cars not follow traffic laws and blow threw signs or drive coming from the bars downtown. Because I have seen and had to stop my son from crossing the roads when he is with me because of cars speeding or not stopping at stop signs or doing rolling stops it makes me fearful for them to do it alone. I have also witnessed college students getting hit by cars on campus because not paying attention of cars not following traffic laws and we are not far from campus at all.  I think we live enough of a distance to be inconvenient from a time, weather and distance standpoint, as well as the traffic they would encounter if they rode their bikes. Weather is a deterrent (cold, wet, windy overly hot) as well, possibly being very different in the morning from the afternoon. Should they not be able to ride their bikes hor for any reason, where would they leave them securely. Additionally, the fact they would have backpacks, which as the year goes on become more full and may become another issue altogether. If we lived closer, some of these issues may not be as big a deal, but the unpredictabil | 1136713031 | My child would be walking on a State Route with the speed limit at 45 mpg and no sidewalks. It is not safe at all.  |
| unsafe. There are registered sex offenders all along the multiple route options. There are areas (like Majors Lane) that do not have any sidewalks or street lights. I'm hones pissed you're using this opportunity to try to find more ways to reduce bussing. Oh and add before and after school care options at all schools so parents can drop off beform 7:30 am and pick up after 5:30 pm  Traffic on route 43 is very congested at times and I worry about safety on that route  My child has an IEP and I fear that he will get easily distracted and not pay attention to cars while walking and/or not go to school at all. I work at the university and walk to work often from where we live when college is back in the traffic on N. Depeyster and Crain increases. I have seen cars not follow traffic laws and blow threw signs or drive coming from the bars downtown. Because I have seen and had to stop my son from crossing the roads when he is with me because of cars speeding or not stopping at sto signs or doing rolling stops it makes me fearful for them to do it alone. I have also witnessed college students getting hit by cars on campus because not paying attention of cars not following traffic laws and we are not far from campus at all.  I think we live enough of a distance to be inconvenient from a time, weather and distance standpoint, as well as the traffic they would encounter if they rode their bikes. Weather is a deterrent (cold, wet, windy overly hot) as well, possibly being very different in the morning from the afternoon. Should they not be able to ride their bikes hor for any reason, where would they leave them securely. Additionally, the fact they would have backpacks, which as the year goes on become more full and may become another issue altogether. If we lived closer, some of these issues may not be as big a deal, but the unpredictability of the topics above, would not be an option for either of our kids to go/return from Elementary School. The distance to the Middle School and High School is 3.6 miles.  1136718588  I | 1136713214 | We are all in favor of walking or biking to school. We currently live too far away to do that now. We hope to do more walking/ biking to school in the future.  |
| My child has an IEP and I fear that he will get easily distracted and not pay attention to cars while walking and/or not go to school at all. I work at the university and walk two koften from where we live when college is back in the traffic on N. Depeyster and Crain increases. I have seen cars not follow traffic laws and blow threw signs or drive coming from the bars downtown. Because I have seen and had to stop my son from crossing the roads when he is with me because of cars speeding or not stopping at sto signs or doing rolling stops it makes me fearful for them to do it alone. I have also witnessed college students getting hit by cars on campus because not paying attention of cars not following traffic laws and we are not far from campus at all.  I think we live enough of a distance to be inconvenient from a time, weather and distance standpoint, as well as the traffic they would encounter if they rode their bikes. Weather is a deterrent (cold, wet, windy overly hot) as well, possibly being very different in the morning from the afternoon. Should they not be able to ride their bikes hor for any reason, where would they leave them securely. Additionally, the fact they would have backpacks, which as the year goes on become more full and may become another issue altogether. If we lived closer, some of these issues may not be as big a deal, but the unpredictability of the topics above, would not be an option for either cours with the course of the properties of the middle School and High School is 3.6 miles.  Our children would have to travel along Route 43 for more than 2 miles without sidewalks or bike lanes. I do not think there is a way to improve that.  No sidewalks in our neighborhood  If walking to school my child would have to leave at 6:30am and it is dark at that time of day from October- April. I am not comfortable having my child walk over 11/2 miles.   | 1136713239 | unsafe. There are registered sex offenders all along the multiple route options. There are areas (like Majors Lane) that do not have any sidewalks or street lights. I'm honestly pissed you're using this opportunity to try to find more ways to reduce bussing. Oh and add before and after school care options at all schools so parents can drop off before  |
| work often from where we live when college is back in the traffic on N. Depeyster and Crain increases. I have seen cars not follow traffic laws and blow threw signs or drive coming from the bars downtown. Because I have seen and had to stop my son from crossing the roads when he is with me because of cars speeding or not stopping at sto signs or doing rolling stops it makes me fearful for them to do it alone. I have also witnessed college students getting hit by cars on campus because not paying attention of cars not following traffic laws and we are not far from campus at all.  I think we live enough of a distance to be inconvenient from a time, weather and distance standpoint, as well as the traffic they would encounter if they rode their bikes. Weather is a deterrent (cold, wet, windy overly hot) as well, possibly being very different in the morning from the afternoon. Should they not be able to ride their bikes hor for any reason, where would they leave them securely. Additionally, the fact they would have backpacks, which as the year goes on become more full and may become another issue altogether. If we lived closer, some of these issues may not be as big a deal, but the unpredictability of the topics above, would not be an option for either of our kids to go/return from Elementary School. The distance to the Middle School and High School is 3.6 miles.  Our children would have to travel along Route 43 for more than 2 miles without sidewalks or bike lanes. I do not think there is a way to improve that.  No sidewalks in our neighborhood  If walking to school my child would have to leave at 6:30am and it is dark at that time of day from October- April. I am not comfortable having my child walk over 11/2 miles.   | 1136715627 |   |
| Weather is a deterrent (cold, wet, windy overly hot) as well, possibly being very different in the morning from the afternoon. Should they not be able to ride their bikes hor for any reason, where would they leave them securely. Additionally, the fact they would have backpacks, which as the year goes on become more full and may become another issue altogether. If we lived closer, some of these issues may not be as big a deal, but the unpredictability of the topics above, would not be an option for either of our kids to go/return from Elementary School. The distance to the Middle School and High School is 3.6 miles.  1136718000 Our children would have to travel along Route 43 for more than 2 miles without sidewalks or bike lanes. I do not think there is a way to improve that.  1136718588 If walking to school my child would have to leave at 6:30am and it is dark at that time of day from October- April. I am not comfortable having my child walk over 1 1/2 miles.  | 1136715838 | My child has an IEP and I fear that he will get easily distracted and not pay attention to cars while walking and/or not go to school at all. I work at the university and walk to work often from where we live when college is back in the traffic on N. Depeyster and Crain increases. I have seen cars not follow traffic laws and blow threw signs or drives coming from the bars downtown. Because I have seen and had to stop my son from crossing the roads when he is with me because of cars speeding or not stopping at stop signs or doing rolling stops it makes me fearful for them to do it alone. I have also witnessed college students getting hit by cars on campus because not paying attention or cars not following traffic laws and we are not far from campus at all. |
| 1136718059 No sidewalks in our neighborhood 1136718588 If walking to school my child would have to leave at 6:30am and it is dark at that time of day from October- April. I am not comfortable having my child walk over 1 1/2 miles  | 1136716477 | another issue altogether. If we lived closer, some of these issues may not be as big a deal, but the unpredictability of the topics above, would not be an option for either of   |
| 1136718588 If walking to school my child would have to leave at 6:30am and it is dark at that time of day from October- April. I am not comfortable having my child walk over 1 1/2 miles  |            |   |
| 1136/18588   | 1136718059 |   |
|  | 1136718588 |   |

| 1136719342               | She has to cross over the Fairchild bridge to get home and that intersection gets very busy when school lets and she has mentioned almost being struck by a vehicle or cars not safely stopping or paying attention to her as a walker. I work at the university and walk to work often from where we live When college is back in the traffic on N.  Depeyster and Crain increases. I have seen cars not follow traffic laws and blow threw signs or drive coming from the bars downtown. Because I have seen and had to stop my son from crossing the roads when he is with me because of cars speeding or not stopping at stop signs or doing rolling stops it makes me fearful for them to do it alone. I have also witnessed college students getting hit by cars on campus because not paying attention or cars not following traffic laws, and we are not far from campus at all. It makes me nervous for her, and I am also concerned about her walking in inclement weather when winter comes. I am not against walking, we as a family walk often around Kent, downtown, and campus for fun but we are with them to look out for the people who don't look out for them. |
|--------------------------|--|
| 1136720092               | Crossing 43/Mantua is the problem. People drive way too fast and there is little marking that it is a school zone. The police department almost never monitors that section of the road. Drivers can run that light and often stop in the intersection. I believe our boys always use the crosswalk. However, I have seen numerous other children crossing where River Bend Blvd meets 43. I have ask those children to cross at the crosswalk but they don't. They rather take the shortest distance and hope for the best. Our kids walk less than once per week but enjoy doing it when we can't pick them up. Personally, my wife and I hate the thought of them crossing 43. It is dangerous. I know there are 4-5 year plans between Kent-Davey-Kent City Schools but so many little things could be done (e.g., police monitoring, flashing school zone lights, crossing guards, etc.). Thank you for your time.  |
| 1136723280               | During Elementary School, he was required to walk or bike along with other students. This was very safe with the crossing guard. The current bus ride is over 45 minutes long and he is only 7-10 minutes away in a car. If there was a safe biking route, he would be interested in riding his bike.  |
| 1136723304               | I am deeply disappointed with the walking options from our home on W Grant St to Stanton. With the new construction there is no sidewalk that goes directly from 43 to Stanton. Children are expected to walk alongside Roosevelt's building and then cross a student parking lot. That does not feel safe for my middle schooler. Because of this, I drive him to school. However, I am unable to pick him up in the afternoon due to work. I hope Kent City Schools reconsiders their sidewalks and considers Stanton students walking from 43.  |
| 1136723549               | We live too far from all the buildings in our district.  |
| 1136724522               | This was so random   |
| 1136724775<br>1136726627 | There are no sidewalks on state route 43. With how much people speed down 43 as well I do not believe they would ever be safe biking to school.  My kid has as them he can't travel that far to apply And shut off hor more transportation for those kids has an uhor every day is your expensive.   |
| 1136726627               | My kid has asthma he can't travel that far to apex And shut off her more transportation for those kids has an uber every day is very expensive  With crime rate and mental health issues of I won't take any chances for my child to walking or bike until she can protect herself   |
| 1136731511               | My child drives herself. The traffic is terrible.  |
| 1136731525               | There need to be sidewalks the entire way to school and SIDEWALKS are necessary once they get to the school area. It is ridiculous that the parking lots were restructured without SEVERAL safe walkways from the main streets to the schools. Kids are walking in the road, along the busses, crossing in the middle of the road all because there is only one sidewalk that goes diagonally to the front of the school where the students would have to cross between busses. There should be a sidewalk to the main entrance to the high school and safe sidewalks through to the middle school. Kids also are walking across the grass and out of the way around the hs to try to get to Stanton. In the winter, kids are climbing over piles of snow and walking in the road. Citizens cleared the sidewalk along 43 but school staff need to clear the one path to the front of the school and remove the piles of snow that block the crosswalk at 43.  |
| 1136732332               | We live to far away and many main roads no sidewalks speeding traffic  |
| 1136732758               | No way. Will my child be forced to walk back and forth from school   |
| 1136733862               | The traffic on Hudson is alot. It is 25 mph then 35mph. People do 50 mph. We live on the corner and several times we thought a car was going to hit our house.   |
| 1136733884               | There is one neighborhood road on the way to school that does not have a sidewalk. This makes me a bit nervous about allowing my kids to bike there without me or another adult. The busiest road to cross does have a friendly adult crossing guard present that makes me feel really good about the kids crossing that road safely. Our neighborhood is safe and friendly. One additional factor that contributes to my decision to allow my kids to walk/bike to school without an adult is my eldest son's Type 1 Diabetes. He is gaining independence in this, but we don't yet have a phone for him with data to communicate with me if something were to go wrong with his blood sugar.     I choose to drive my kids instead of using the bus system because I worry the bus driver would be unable to assist my child if he were to have an emergency low blood sugar on the bus.  For now, I drive and very occasionally bike with my children.  |
| 1136734467               | I don't think the Fairchild Mantua intersection is safe. There's no way around it- even if you walk on the hike and bike to RHS you still have to cross Mantua at the school which isn't safe either. It's poorly lit.  The alternative would be crossing at Fairchild and Hudson, but that isn't safe either because of the amount of traffic and the hill obstructing vision. I don't think there's a walk signal or crosswalk there either. There's a crossing guard for the elementary kids- not sure if there's a crossing guard for the high school kids.  |
| 1136735015               | Lack of sidewalks on some neighborhood streets concerns me about my child walking alone.   For after school (other), she goes to after school program across the street from school.   |
| 1136737574               | Disabilities are also a reason parents might not let their chidren walk or bike to school.   |
| 1136738601               | Crossing guard is kind but in no way actual guards kids cross whenever right in front of cars and the cars pay no attention to light or speed. Very little police activities on Franklin to enforce. Cars block cherry intersection and stop in middle of street waiting to pick up. Before and after school is a complete mess. And they up annoying cones.  Absolute mess  |
| 1136740681               | I would love to feel good about them walking to school but we only reserve it for extreme circumstances.   |
| 1136742214               | We live very far from school and there are no sidewalks for more than half of the way. We are about 5 miles away from school that would take forever for my child  |
| 1136744472               | We live in Twinlakes. I don't see a way I'd be comfortable with my kids walking / biking to and from school at any age.  |
| 1136746730               | There are no sidewalks from the major roadways in to the school. The highschool parking lot was not built with walkers or bikers in mind.   Many of the local neighborhoods don't have sidewalks or good lighting. These kids are making their way to school in the dark in the morning most of the year.   Inclement winter weather is especially prohibitive with the absence of sidewalks.   Crossing state route 43 in morning rush hour traffic is also a joke. Let's get serious please.   |
| 1136748891               | The route parents take to pick up and drop off at Davey creates a lot of dangerous congestion in front of the school with only 5th graders supervising kids crossing the road. I feel a pick up/drop off procedure along with more school supervision outside I would feel comfortable letting my kids leave school walking  |
| 1136750079               | We live to far away from the school for her to walk or ride a bike.  |
| 1136751444               | I don't believe children should walk home from school based on they aren't mature enough to follow directions and in this day and age we live in it's not the same as when we were kids it's a lot of crime and kidnappings that happen I wouldn't allow my child to walk home until he in high school and I also believe kindergartens shouldn't have to walk to a bus stop you should come get them at their houses  |
| 1136752327               | We live off of St Rte 43. There's a lot of traffic going towards and from Streetsboro in the morning and afternoon. I don't even like the fact that my kids have to walk up to 43 to catch the bus. There's been many times where cars have gone around the bus in the morning heading towards Kent. They've also skidded into the neighbor's yard on the corner of 43 when we get snow,(where my kids wait for the bus) because of the hill between Lake Martin and Jacobs Lane. Although I am grateful that the bus stops on the right side of the road so that my kids don't have to cross a lane on 43, I don't know why they can't come down our road. They stated it was too difficult for the bus to go down to a cul-de-sac and turn around. I've actually witnessed 4 buses from Streetsboro come down our road and have no problem what so ever turning around. We even stopped and asked him and he said it was ""not a problem"". Why can't they come down the road and pick up the kids?  |
| 1136752344               | We live too far away for my child to walk or ride a bike.  |
| 1136752682               | We live on the outer edge of our district so walking/biking will never be an option in an area with no sidewalks and busy rural roads.   |
| 1136753119               | My student is a senior. And he transferred to Kent Roosevelt this year. So most of this doesn't apply to him   |

| 113675420  The new traffic patterns at the high school are very unfriendly and unsafe for walkers. I drop my daughter off at the flower shop so she can get some fresh air and exercise before the school day, it is not easy for walkers to navigate from the sidewalk on Robust 43 to the school.  We how are in 2nd and 4th grade and have to walk together to and from their daws he lives on Exchool street and on much be progress the intersection with the crossing guard. That intersection is pretty busy,   Every other day the boys are dropped of and picked up and are car riders since more lives about 15 min away from Holden.  1136757057  am a single parent trying to provide transportation to or near my house. I work Monday-Wednesdays until 730 @ night and I would feel better knowing they were provided transportation while I am at work. I cannot be at work wondering if my child made it home safely by walking. Then they have to worry about homework as well.  If we choose to walk to school we would snow what to do in any situation i wouldn't allow him to blisk-/walk to school even if there were sidewalks the whole way.  Walking or blining to school is not feasible for my child at any time. We live in a more rural area on the edge of the school district with busy roads and no side walks  1136769125  Walking or blining to school is not feasible for my child at any time. We live in a more rural area on the edge of the school district with busy roads and no side walks  1136769126  The amount of bullying and kidnapping there would be no way! to would allow my kid to walk! Livests there were sidewalks the whole way.  1136769126  The traffic between our neighborhood and Roosevelt, while certainly not like that of a light cyts, not something! would my child walking or riding a blie, in especially in the dark before school, or in bad wetter. If find t unbelievelbed and ridiousbus that buses a new provided for ridious has a result of the control of the contro |            |   |
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| 1867/7607  My boys are in 2nd and this paid and how to volta complete from the sidewalk on foliate 20 to the school.  The street on a part of the street on a part by boy and the street of the street on a part by boy. He was a street of the street on a part by boy. He was disposed and paid and by boy and disposed and paid and by boy and disposed and paid and pai | 1136753250 | I don't feel any child should be crossing 43, people to pay attention to the cross walks or the kids waiting. I don't feel that it's safe. I will not allow my child to bike or walk to or from school.   |
| 130-79000  Temporal part of the recognition is partly in year. I privary above part in copped of and packetup and an car refers stee more invisible than it such it can be a series of the control of the control would resident the control would resident to serie and the control of the control would resident to control to all the control would resident to the control | 1136755836 |   |
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| 136/07/26/27  Withing or bising to scinot have weld know what to do in any substantion is worked with the work in the control of the control  | 1136757067 |   |
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| People diver too last, stood arms, arm's highly. We should have speed monitors like in Advance should arms. There should be a crossing gourd at 3.  1136768120  The traffic between on engliphomboca and Society, white crasting no like had at 4 beg (i.e., in accentaring) and and you have should be a crossing gourd at our interested. A missing black is, septically in the dark before school, or in bad weather. I find it unbelieves less of Sec. Offenders in city.  Multiple listed Sec. Offenders in city.  We would like to see a crossing gourd at our interested. A missing listed in the see. I convey about my daughter warning to like to school and base. Society of the second listed in the second listed | 1136760524 | Walking or biking to school is not feasible for my child at any time. We live in a more rural area on the edge of the school district with busy roads and no side walks   |
| The traffic between our neighborhood and Roosevelt, white certainly not like that of a big city, is not something I would my child walking or riding a bible in, sepacially in the dark heline school, or in ball wealther; if their unbelievable and ridiolous that bases are not provided for children who the six for away as Yine 5.1.  1136/766698  We would like to see a crossing guard at our intersection. All of the sets of the stock provides in care and provided for children who like a first provided in the set of the stock those is the stock those or not provided for children who like a first provided in the stock those is the stock those or not provided for children in city.  1136/766698  We would like to see a crossing guard at our intersection. All of the for Stock sets the stock those or not provided the stock those or the stock those or not provided the stock.  1136/766707  All of the for Stock sets the stock those or not provided the stock of the stock those or the stock those or the stock those or those those or the stock those or the stock those or the stock those or the stock or those or the stock of the stock or those or  |            |   |
| 1106/16/68/68  We would like to see a crossing guard at our intersection. A for of people don't even stop at the stop size so I worry about my daughter warning to blike to school and back home and alwaying to got herough that intersection.  1136/78/220  This form is completely blasted and suskess; if you want schools to use black/walk only, just doi: 1.136/78/220  This form is completely blasted and suskess; if you want schools to use black/walk only, just doi: 1.136/78/220  The stop of the st |            | The traffic between our neighborhood and Roosevelt, while certainly not like that of a big city, is not something I would my child walking or riding a bike in, especially in the   |
| Interception  In | 1136768692 | Multiple listed Sex Offenders in city.  |
| 136828379 The form is completely biased and useless; if you want schools to use bile/walls only, just do it. 136828389 she in 2nd grade last bunch of questions did not pertain, when i was young I lived behind my school, and was not allowed to ride bike until 4th grade. [ 13683870 Unfortunately in the world we live in today, kids get kidnapped all the time even in brad shugher around the school. 13683871 Unfortunately in the world we live in today, kids get kidnapped all the time even in brad daylight. Care speed regardless of speed limits as well as text and drive wrecklessly. Not to mention pedophiliss that could easily be on my child's route to school. There are too many unknowns that is as parent am not comfortable ever resing, 5 as long as from the brade of the day of the day of the form the live of the day of the day of the form the live of the day of the day of the form the label of mile be driving them to and from such colon impet. If the day of the day of the major that happen as well. 13664000 In the day of th |            | We would like to see a crossing guard at our intersection. A lot of people don't even stop at the stop sign so I worry about my daughter wanting to bike to school and back home and having to go through that intersection.  |
| 136828339  she in 2nd grade last bunch of questions did not pertain, when it was young I lived behind my school, and was not allowed to ride bike until 4th grade.]  136838741  Unfortunately in the world we live in today, kids get kidnapped all the time even in broad daylight. Cars speed regardless of speed limits as well as text and drive wecklessly. Not to mention peopleths that could easy be on my hidds route to school. There are too many witnowns that as a parent an not comfortable even resings. So as long as final bits to l'Il be driving them to and from school myself. If the day comes that's 'm unable to anymore, they'il have to take the bus and even that I'm not thrilled of from all the bullying and wrong dony oils that bappean as well.  I would be more than happy to let my kids blike to school were there a safe way to nawgite not only the traffic across floute 43, but once on school grounds, a dedicated walk. Jobka lams so that they would not have to negotiate the same roads. Jobs as the high school drivers.  136848070  We will be a seen that they would not have to negotiate the same roads. Jobs as the high school drivers.  Why have be lided the seen to see a serving the own they that well were a serving the own they that where the world in Serving 1136844073  We current school is far enough that we drive about 3 of the miles, but them its dropol and parting are time, overfilled, and shared with busses, so we park on a side street and walk about a half mile.  May bid have to transit the most diagerous intersections is are indiculously diagerous intersections, at all times of the day, cars routinely transit sharing the sight would increase the diagere at the intersection This implies that the city indeed has some degree of decision making authority on the installing a light would increase the diager at the intersection. This implies that the city indeed has some degree of decision making authority on the installing a light would increase the diager at the intersection would intersect to making the defecti |            |   |
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| Jis684373  | 1136840500 |   |
| Her current school is far enough that we drive about 3 of the miles, but then its dropoff and parking are tiny, overfilled, and shared with busses, so we park on a side street and walk about a half mile.  My kids have to transit the most dangerous intersections, in Kent to get to Roosevelt and Stanton. The entrance to Roosevelt Drive and River Bend Blvd/Mantua intersections are ridiculously dangerous intersections, at all times of the day. Cars routinely transit Mantua/3 at speeds in excess of 50 mph (35 mph limit). The city refuses to install a light, deflecting responsibility on the Ohio Department of Transportation while simultaneously stating that instenses the danger at the intersection. In implies that the city indeed has some degree of decision-making authority on the installation of a light at the intersection. An additional light would make people slow down multiple times on 43, instead, they continue to increase their speed on 43. There is nothing to enforce speed limits on 43.  Motorists do not pay enough attention on the road for me to ever feel it would be safe for my child to walk or bike to school.  Intersections are too busy. Crossing guards are unreliable.  My kids have to transit the most dangerous intersections in Kent to get to Roosevelt and Stanton. The entrance to Roosevelt Drive and River Bend Blvd/Mantua intersections are ridiculously dangerous intersections, at all times of the day. Cars routinely transit Mantua/43 at speeds in excess of 50 mph (35 mph limit). The city refuses to install a light, deflecting responsibility on the Ohio Department of Transportation while simultaneously stating that installing a light would increase the danger at the intersection. This implies that the city indeed has some degree of decision-making authority on the installation of a light at the intersection. An additional light would make people slow down multiple times on 43, instead, they continue to increase their speed on 43. There is nothing to enforce speed limits on 43.  The most dangerous area is s |            | / bike lane so that they would not have to negotiate the same roads / lots as the high school drivers.  |
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| 1136865367 Busy roads and no sidewalks on some parts   | 1136854591 | new drivers. There is no crossing guard.   The school just spent all this money (over a million?) to redo the high school parking lot, but they didn't make a sidewalk for kids to get to Stanton middle school on the south side of main drive. Makes absolutely no sense as it relates to main sidewalk and crosswalk of majority of walking students on both sides of St Rt 43 (North Mantua St). Middle school students are then given the choice of winding their way past all the high school students, cars and bus traffic, or walking in grass or on road to get to middle school. Fine if the weather is nice and your kid is paying attention, what about during winter or bad weather and a kid that isn't paying attention (walking or driving)???? Adding a traffic light or even a round about still won't solve this basic problem that somebody obviously missed during the plan review and restructuring of the parking lot and access road between the high school and middle school.   I'm not an engineer, but they needed to make a sidewalk running the entire south side of the high school drive for middle schoolers to walk up to a point where they could cross that was less confusing and a safer spot with better line of sight on traffic.   Short term solution is immediately get a crossing guard in place at the corner of St Rt 43 (N. Mantua St) and the school access drive traffic light.   Long term solution is add the sidewalk on south side of drive all the way to middle school stop sign and a second crossing guard.   Since I doubt anyone is really going to read these comments or take them seriously, let alone, do something about it, my wife and I will just keep our fingers crossed nobody dies as our two kids and their friends use this intersection for the next 9 years. I'm sure the distracted driver issues will get better once weed is legalized.   Here's my phone number and name if a real person actually wants to have a conversation |
|  | 1136865367 | Busy roads and no sidewalks on some parts   |

| 1136865418 | Our street does not have a sidewalk, only a bike lane on the road. Traffic on our street includes a lot of University students who drive too fast. Our road is also hilly and you cannot always see cars coming. Also, they would have to cross Main Street and and ride down Main St for several blocks and that's not safe either. When they start Middle School, it will also be much farther and more dangerous.  |
|------------|---|
| 1136868746 | We live on the other side of town. I would never have my children walk/bike   |
| 1136877163 | I am finding it difficuult to answer this survery with tact as I strongly feel that the Kent City School District is not valuing the safety and well being of the children attending the elementary schools. My children ages 6, 9 and 11already have 1/4 mile travel to the bus stop. We drive or walk our children to and from the bus stop every day; despite living in an extremely safe neighborhood. This is dangerous for any child to do on their own in 2023. The thought that any elementary student could be expected to walk or bike to school beyond this distance is completely irresponsible.  |
| 1136878796 | Need safe sidewalks along the whole way to school.  |
| 1130878790 | My son sometimes walks home from school by choice. He is far enough away that he has a bus option but usually I drive him to school in the morning since the Six District   |
| 1136881080 | Compact bus trip arrives late to SMFHS.   |
| 1136881889 | The road in front of the high school (Mantua) is extremely dangerous. Cars speed through Mantua regularly. There is no light at the intersection of River Bend and Mantua leading to drivers darting riskily onto Mantua. Last year (on the last day of school) there was a car accident involving a high school student due to this. I often see children crossing Mantua where there is no crosswalk. Also, the road between the high school and middle school has a sidewalk on only one side. We have shared our concerns with the principal, superintendent and during the recent traffic meeting, but NO CHANGES HAVE OCCURED. Something as simple as a radar speed sign or an officer located near the area would greatly improve safety until a more permanent solution is in place.  |
| 1136882601 | My concern is the High School. I was told that our oldest before he graduated (LAST YEAR) had to walk because we were .02 miles short of bussing. I don't know who thought that it would be safe for any child to be required to walk across a HIGH traffic main road in and out of Kent (State Route 43) and a bridge? His walk would have been OVER 35 mins to school and home. I can see if we lived 15 mins walk time BUT close to a 40 MIN walk for school? My family is very concerned that we may have the same issue next year when our youngest will be at the Middle School. We just moved into our current home and now we have to worry about school transportation.  |
| 1136884287 | There are several factors against their walking (40 + minutes) or biking (perhaps 20 min). Ohio is not safe for cyclists, very few bike lanes and people just don't look for them. A car vs bike the car is always going to win and it will be a life altering event if not life ending. Fairchild is a main artery into and out of Kent and people constantly speed. I work at Kent State University so dropping them off in the morning is essentially on my way to work. I drive them every morning because I do not want them sitting on the bus for 40-60 minutes every day when they could get just a bit more sleep and avoid potential issues found on the bus. It also allows me one more time to say I love you before the day starts, and I use it every day because I don't know they will come home from school each day.   Another factor is both children (Stanton and Roosevelt) play a sport so have their school backpack and sports equipment = biking is not easy/safe with this additional stuff. One is also in Orchestra and needs to bring her viola home each Friday back to school on Monday.   Their lockers are not large enough to house winter weather gear that would allow them to walk even if possible. The HS student backpack weighs 25-30 lbs and she already carries it to every class because there is not enough time between classes to go to the locker and then to the next class, crazy. No time to go to the restroom in between classes and restricted on going during class - allowed to go 2-3 per quarter, must fill out form to leave the classroom, etc but you trust and want them to walk or bike to school and back home? Interesting. Do we trust them or not?   It rust my kids and have allowed them to bike to and from summer school or summer sports training sessions, what I do not trust are the people between my house and the school on a busy day, many kids are new drivers (HS students) heading the same way as the younger kids.   One pinch point I see daily is the sidewalk between Stanton and Roosevelt HS where the Stanton parking lot is. Ev |
| 1136885498 | It's actually safer for my kids to bike home from middle school and high school than from elementary school due to the location and number of busy streets they need to cross, one intersection does not have a crosslight. Another thing to consider is that our kids backbacks are so heavy, so walking 40+ minutes can be more challenging and painful. Investing in more digital books that students can access from home so they don't have to carry multiple heavy textbooks would help students feel as though they could walk/bike further.   |
| 1136888827 | We like to walk with our child to school to we can ensure they made it on time. The distance from home is very short and we can see them very soon after they pass the crossing guard, so we do not feel is necessary to walk to school to get them everyday because we would know very quickly if they were not coming home at the appropriate time.   |
| 1136892016 | I am unsure when I would feel comfortable enough to let my child walk/bike to school by himself.   I am concerned that we will have to drive once he starts at Stanton Middle School, because we live too close to qualify for school bus pick up and there of sections of that route that do not have even have a sidewalk: it's too dangerous to walk or bike.  |
| 1136892219 | We could really use a crossing guard at Woodard and Whittier - there is a lot of driving and bus traffic there at drop off and pick up. At the end of the day it is almost impossible to see south on Woodard when trying to cross from Whittier with cars parked on the street. We walk our kids to and from and it still feels unsafe at times. I often find myself helping students who walk or bike on their own with that intersection.  |
| 1136896215 | My situation is a bit different. We live in Walls area but are in Holden school. That makes the distance an issue. If we were closer I would probably still not feel comfortable because my child is easily distracted and doesn't like school. He would either end up kidnapped or skip school.  |
| 1136900150 | The bus stop is not close to us & my kids have to hike to the bus stop. We live by Silver Meadows & the busses cater to that area but that area is unsafe & full of bullies. My kids have been threatened at the bus stop & are not allowed over by silver meadows, yet their bus stop is there, and we have a lot of kids on our street. I drive them to school because even when they've tried to bike, some kids from the apartments have chased then & thrown stuff at them. Not just my kids but neighbor kids as well.  |
| 1136904497 | none  |
| 1136907172 | My home is at Kent and it is quite far from the school. That's why I would always prefer to use school bus for my son.   Thanks   |
| 1136923844 | Cars drive crazy and unsafe around the school during pickup and drop off times and I fear letting my child walk to school because of this, even though he wants to (age 7 grade 2). The places where they cross are not safe and do not make sense. I saw two kids, one a child crossing guard, almost get hit last year when picking up and during drop off people drop off in the bus zones instead of the back. A lady cussed out the principal when she asked her to drop off in the appropriate area.  |
| 1136943009 | The general area of the school and home is safe-it's the area in between that is far from safe. One area in general is known for crime/drug. I wouldn't let my child walk home even if they were adults   |
| 1136949208 | My daughter is a strong bike rider and I trust her. We live in a neighborhood between 2 main streets in Kent so having to navigate traffic and crossing major streets is not something I desire for her right now. No one in our neighborhood - that I am aware of - walks or bikes to school (both Longcoy at the elementary level or Stanton MS/Roosevelt HS). They either take the bus, get a ride, or drive themselves.   |
| 1136954716 | I find it ridiculous middle school children are made to walk to school over a mile, unless there is space on a bus. Which a family has to wait to after labor day to find out. Its always been unsafe & with all the construction & pipe line work, even more so.   |
| 1136965343 | How can pay for the Bus transportation service for my son?  |
| 1137010899 | the speed of the traffic, lack of sidewalks, and road hazards (sometimes I have noticed people have thrown glass bottles on the side of the road). In addition, a few homeowners leave their dog unleashed outside their house which makes us very uncomfortable walking due to barking and chasing by the dog/s.   |
| 1137024184 | Our children have developmental and intellectual disabilities, so despite their grade, we would not feel comfortable with them biking until they show that they are capable of doing it responsibly. They love biking.  |
| 1137024645 | We live on the other side of town. I would never have my children walk/bike   |
|            |   |

| 1137031489 | My child is only in K so it is hard to gauge how I will feel when she is older!  |
|------------|--|
| 1137031483 | 2 miles is simply too far to walk, especially in the morning and our neighborhood has no sidewalks, which would be dangerous in the dark and winter weather.   |
| 1137090993 | A bike path from twin lakes to town would make a huge difference   |
| 1137096521 | We are close enough to walk/bike and would if the street we lived on was safe to cross. The speed and amount of traffic won't change, but a way for the children to safely cross would help. Other than having to cross over the main road, the ride/walk is simple and safe.  |
| 1137136917 | My child would be walking on a State Route with the speed limit at 45 mpg and no sidewalks. It is not safe at all.   |
| 1137163663 | I would LOVE to let our child ride her bike, unfortunately, there is no safe route from our home. There are no sidewalks for her to safely ride down Monroe Falls- Kent Rd to the next road so she can ride the sidewalks.   |
| 1137179841 | Na   |
| 1137244664 | The sidewalk going to the school is uneven. I have contacted the city numerous times. Been told 2 yrs in a row it was because of tree roots and would be taken care of never has been. Either a student or parent is going to fall and get hurt  |
| 1137262420 | A kid who can't understand the dangers of a stranger should not be alloys to walk or ride a bike home.  That's not even an option in the survey. I worry about my kid getting picked up by someone.  |
| 1137267426 | I would love for my child to bike to school and he desperately wants to, but I don't think Judson and Hudson Rd. is safe for a child on a bike. If there was a bike path to the school I would let him ride his bike.  |
| 1137274985 | My son actually rode his bike (accompanied by me) to the last few weeks of Kindergarten. He wasn't aware of the bus being an option when we were doing remote kindergarten (we finished the last few weeks of the school year in person), but as soon as he saw the line up of busses at the school, he insisted on riding the bus.  |
| 1137283207 | A kid who can't understand the dangers of a stranger should not be alloys to walk or ride a bike home.  That's not even an option in the survey. I worry about my kid getting picked up by someone.  |
| 1137289209 | More Crossing guards   |
| 1137337630 | Kent City Schools should encourage biking corridors to all their schools, and encourage parents to use them. With more Ebikes coming on the market, they will be a good alternative form of transport that should be encouraged. The idling cars at dropoff and pickup should stop. It's not even allowed on school grounds, but nobody follows the n idling rule.   |
| 1137509227 | Given that we live in Mogadore, biking is not a realistic option.  |
| 1137646837 | It is not safe for kids to be walking when it is dark out at 6:30 in the morning,   When   say safe   mean - the distracted drivers   Also when there is weather - the sidewalks on the way to school are not clear and unsafe   |
| 1137658144 | My child goes from Morris to East school street all the way to holden - there is one intersection that only has a 2 way stop instead of 4- that intersection is the only one that makes me nervous when my child rides their bike  |
| 1137673857 | There is only one neighborhood cluster, closest to the middle school, that could easily walk there. For kids coming from anywhere else in the district, even if it's in walking distance, they will have to cross busy, multi-lane roads/intersections with complex traffic patterns (like Mantua and Fairchild Ave, which nearly everyone would have to pass through to get to Stanton from elsewhere in Kent). That's a hard intersection for pedestrians and bikers, even adult ones. I'd feel safer having my child walk to and from school if there was a crossing guard there, or better yet, a pedestrian bridge built across Mantua.   |
| 1137676778 | (My child attends Holden due to special enrollment, but geographically should attend Walls and has attended there in the past, so I answered questions for Walls.) We live ju under the distance required for bussing, which is too far of a walk for elementary students to walk unaccompanied. I think the bussing distance should be lower for younger children. Even then, my child's bus stop would be Crain and Willow, which is among the busiest in our neighborhood. There is only a crossing guard at the entrance of the school itself, not further away from the school at other busy streets that children have to cross to get home. More crossing guards would make it safer for kids to walk to/fro Walls. |
| 1137766120 | Regardless of all other factors my teenage daughter has a sweating problem to where she sweats thrush her clothing even without a lot of exertion, even in cold weather. Sh does not spend an hour plus every morning getting herself ready to then sweat it all off before arriving at school. While I don't think her appearance is the most important factor here, she does, and I understand why. Our society. As much as I would like her to walk for her health, it would not happen. I work 2 jobs and cannot provide transportation forcing her to use public transportation.  |
| 1137848313 | No sidewalks on part of the bike/walk route  |
| 1137865919 | No sidewalks on part of the bike/walk route  We live outside of the district and open enroll. Before my kids were old enough to drive they used to walk to a friends house after school. It was about a ten minute walk from the middle school and high school. I felt it was safe and they had cell phones to call me if needed.   Also, your form made me fill out every option for the "would you le your child walk if this problem was addressed". The only problem I have is distance so I shouldn't have to fill out the rest. I chose "not sure" but feel like that is going to skew your data.  |
| 1137938951 | At our new home there are no sidewalks or shoulders for 1/2 of the walk which is a safety concern especially when the kids are walking to school in the dark in the morning.  We are too close to get a school bus according to the district   |
| 1137981143 | Even with a crossing guard and being in a school zone with a light at the intersection, my children and I have almost been hit by cars. Drivers are not paying attention, speeding and running red lights.   |
| 1137987622 | I don't want my child walking alone  The main road, you just never know who is watching a childs routine especially when they are alone  |
| 1137999108 | My kids walk occasionally. They do not bike because I don't like my first grader biking without an adult (we also have a 4th grader). They do not want to walk when it become cold/rainy/snowy. We will often drive them to Doramor or Dansel and then have them walk from there. The car rider traffic is too much in the loop.   |
| 1138030803 | When my children are old enough to go to middle school and high school they cannot safely get across Rte 43 to get to school from our house. The school zone speed limit is not heeded or enforced and there is no reasonably positioned cross walk for them to use.   |
| 1138348246 | The number of intersections that my child would have to cross to walk to school is unsafe. There is only one crossing guard until you get closer to the school. There is a major insection that is heavy with traffic that is dangerous for anyone but especially kids. There are no sidewalks on our side of the street which causes my child to have to cross roads two more times than necessary. We live ""too close"" for a bus route after pre-k/kindergarten but our distance from the school, paired with crossing the road too mar times on roads that are heavy with traffic make it unsafe for my child to walk. It is extremely frustrating.   |
| 1138349312 | My child walks to school. They want to ride their bike but with narrow sidewalks, the number of intersections they have to go through, the amount of traffic, the morning darkness, and the lack of light I will not allow them to ride their bike because I am worried about them getting hit. There is one bike rack at the school that is not near the entrance of the school.  |
| 1138499811 | Stretch of road outside Kent Rosevelt is very unsafe.  Lack of control over speed, lack of safe crosswalks, and overall poor design of traffic flow.   |
| 1138579264 | Most of my answers are dependent upon the age of my child. The biggest concerns at any age for me would be the drivers/crossing intersections as well as the sidewalks.  Many of our neighborhood sidewalks are poorly maintained and significantly uneven which would require the kids to ride in the street.   |
| 1138784019 | We live on a road without side walks and they do not have side walks for more than a mile over the route to the school. If they had side walks I might consider letting them bike.   |
| 1138852708 | This is not an issue as our child has special needs and has an accommodation for pickup and drop off at the end of our driveway daily.   |
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| 1139162306 | I'd be thrilled to let my child walk to/from school but I know for a fact she will end up getting lost or scared when it comes to walking completely alone.  |
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| 1139165613 | I'm more comfortable knowing when my kids are in a group, especially if one of them have to be without the other sibling. I can then know their more then just their eyes around to pay attention to safety!!  |
| 1139291723 | This world has changed tremendously. I would not allow my elementary/Middle schooler to walk or bike to school. High school would be a different story, as children are preparing to drive.  |
| 1139291973 | More sidewalks between Fairchild and Stanton, a crossing guard at Fairchild / Woodard intersection   |
| 1139292543 | I don't agree with forcing those who live within a certain distance to make small children bike or walk/drop off   |
| 1139292581 | Walking is good exercise but the walk from our house to the high school has a lot of traffic, difficult street crossings, and is arduous in unpleasant weather (heat, snow/ice, etc) and unsafe in the dark. We drive as much as we can but work schedules don't always allow. And apparently at 1.7 miles we're still ""too close"" to qualify for the bus.   |
| 1139292663 | If sidewalks are not available then that should have been a consideration for safety. Kids can't be walking in the dark, no sidewalks in inclement weather.  |
| 1139292992 | We are open enrolled in the school therefore we live too far to walk or bike to school   |
| 1139293138 | I feel more comfortable with my child riding the bus to and from school because of traffic intersection crossings and safety concerns. Also this way I know my child makes it to school.   |
| 1139293293 | In order for our kids to walk to Stanton and the high school, they would need to cross State Rt 43, which is extremely dangerous. There is no close crossing, lights, or crossing guard.   |
| 1139293396 | If there were sidewalks all the way with proper cross walks and guards, I would walk with my child. Also, the fact that he can only get the bus in kindergarten is dissapointing.  We live ""too close"" yet we live off of two main roads without proper sidewalks.   |
| 1139293422 | We need crossing guards.   |
| 1139293555 | We live too far away. This is irrelevant for us and our child, but if we move closer to the school, I would strongly encourage my child to walk or bike.   |
| 1139293878 | If we lived closer I would let him walk like he did when he was in elementary school   |
| 1139294354 | We live too far from school so it would be very difficult to have to walk to school  |
| 1139294417 | The transportation department will not allow our 7 year old daughter to take the bus occasionally after school to get to her after care program. She either has to take it always or take it never.   Given this ultimatum, our daughter chose to walk the mile trip, to avoid the 20-min, 10 stop bus ride. Once weather changes, and some days she can walk and others she can't, well be forced to give her a house key.   We are a working family with a daughter who wants to use active transport. However, the school district and the transportation department are unsupportive. They are our barriers.   |
| 1139294819 | We live in a radius where there is no bussing for middle and high school because we live so close. The only issue I have is that we live off one of the main roads so there is a lot of traffic. In the winter, the sidewalks aren't taken cared of promptly which has some kids walking on a busy street if there is a lot of snow.   |
| 1139294894 | The redesign of Roosevelts parking lot makes it near impossible for my child to get to Stanton without crossing directly in front of a busy bus lane and high school student drivers during a time of day where sunlight greatly effects visibility for student drivers and bus drivers. Also, my child has to walk across student parking lots, a driving age group that statistically has higher rates of auto accidents.  |
| 1139298259 | The crosswalk to cross route 43 is dangerous. There is no sidewalk on Roosevelt drive therefore kids are forced to walk in the street. This is dangerous because Roosevelt drive is very busy before and after school. Cars drive way too fast on 43 and it worries me to have my daughter walk home and cross this busy street. There needs to be a light at the end of Riverbend Dr to slow the traffic down.  |
| 1139299320 | Live over 2 miles away from school. House is on St Rt 43 where people fly past at 60 in a 35. No sidewalks. Unless we moved closer to the school, along with other safety factors to account for, my child will never walk or ride his bike to school.   |
| 1139299904 | We live on the opposite side of the city it is too far. Also it is too dark in the morning to ride or walk to school safely. Our street Middlebury rd. Has no sidewalks and is a busy street. We would walk home from Longcoy when she went there but walking/riding to Stanton would just not be feasible.   Also the stop she is at now is very dark in the morning as there is no street light at that intersection.   There are only 2 kids at her stop.   wish they would just pick her up at our house.   noticed other stops at houses along Middlebury rd.   |
| 1139302098 | My child rides his bike on the sidewalk as there is usually a lot of car traffic going to Stanton.   |
| 1139302634 | He is 6th grade and I wouldn't let him walk or bike to school because there are weirdos out there.   |
| 1139302680 | In today's world and next to university, I fear for my children's safety from people they may encounter on the route to school.  |
| 1139308762 | I have mixed emotions about my child walking to and from school. I work from 6am to 3pm so i am not able to give my child a ride to and from school. In the winter time its  |
| 1139310760 | too cold for him to walk and i dont like putting him at risk of getting sick but we have no other option but for him to walk.  We live in a different district and are required to provide transportation.   |
| 1139310700 | My biggest concern with biking or walking is it is dark in the mornings when high school starts  |
| 1139315745 | If we lived closer to the school and my child didn't have to cross 59, I would be okay with him walking to school. As a 3rd grader. I would want him to walk with friends.   |
| 1139320727 | Sex trafficers, abductors, crime, distracted drivers, kids not being able to find a safe group of kids to walk/ride with won't get better no matter how much you change side walks or crosswalks. Walking a mile or a few miles in the cold/wet weather is not appealing or the safest either, especially when there's slippery or icy roads and sidewalks. Our tax dollars includes bussing for our kids & it's not right to take bussing away that we pay for especially when kids are required to go to school & parents HAVE to work. When you take away busing for high school students you force parents who are already struggling, to buy an extra car and pay for parking permits and force them to pay for high car insurance that they can't afford. You force a bigger hardship on the parents and families. If you are considering making any of the kids walk/bike to or from school, I vote all school employees & superintendents make the hike themselves daily for the 1st year before they put our kids in more danger 1st. But let's be honest, no school employees will do that, not even for a month in cold weather. I also vote the school district pays half the price of the car that we would have to buy for the child to attend school and the car insurance bill for the first year.   |
| 1139323281 | My first and third grader walk with me riding behind them in the car. They keep asking to ride their bikes but there are several cars in my area that speed and I am afraid they will get hurt. I told them they can ride their bikes with me following behind them but I'd have to bring the bikes home, we don't have bike locks.  |
| 1139324637 | Anything can happen in the blink of an eye. One silly mistake can cost a child their life.children goofing around on the way to or from school could be dangerous if they weren't paying attention. One terrible person looking for opportunity can ruin or take my child's life. I don't want my kids walking to or from school, I'm not comfortable. I don't care that our street leads to the school, I don't feel that the other people can be trusted.  |
| 1139325229 | With such a high percentage of single parent homes, and dual income families, the current School hours and schedule are very difficult for parents to work around. The cost of additional child care for before and after school is ridiculously high for such a small amount of time needed.    For example, we used to utilize the before and afterschool services that was offered at the school, through Kent parks and rec. This made it much more convenient for one of us parents to either drive them to school or walk them to school before work. However that is not offered any more. And even if it was, it is not particularly affordable.    They now offer it at the rec center on the south side, but that seems ridiculous to drive them there, just so they can put our child on the bus for us. Its also a ridiculous price for 5 mins of ""child care"" in the morning.    Even with bussing, the schools schedule doesnt help working parents. My wife and I have tried working alternating schedules just so one of us can be here for the morning bus and the other can be here in time for this afternoon bus.   Its terribly frustating. If I could just drop my child off at school at 7:30 and pick them up at 5:30 that is all parents like myself would need.     How much could be saved on bussing, fuel, drivers, and maintenance if at school services were available like that? |
| 1139325772 | These questions and study are a waste of tax money. Common sense will tell you the major concern with walking to school is student safety. The administration at Kent City Schools is only focused on protecting their job and to cowardly to address any issues that arise.   |
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| 1139327866               | My child is 5 years old. I am not comfortable allowing her to walk one block let alone an entire mile. Plus most homes are either single parent or homes where both parents are working. Not having bussing options would create a hardship for many families. On top of those issues, I do not trust people. We have a registered pedophile living in our neighborhood. But even if we didn't you never know who is a part of what. I unfortunately know too many people who were molested as a child. If bussing options were taken away I would withdraw my child from kent schools as it would not be a feasible option for us.  |
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| 1139328558               | Main street is too busy from our home to school.   |
| 1139329179               | In todays world I do not trust people with my children. Though being almost in high school I would probably feel comfortable allowing my child to walk home with friends and would be ok if there was an adult present.  |
| 1139330124               | In todays world I do not trust people with my children. Though being almost in high school I would probably feel comfortable allowing my child to walk home with friends and would be ok if there was an adult present.  |
| 1139330718               | Unsafe due to the traffic, lack of street lights at 43 and the school and lack of safe crossings on the school property  |
| 1139332828               | We feel strongly that changes are needed to make the intersection of Woodard Ave and Whittier Dr safe. Currently there are only two faded crosswalks, despite there being three corners, and only one STOP sign at Whittier Dr. There should be clearly delineated crosswalks, at each of the three corners, with Pedestrian Crossing signs and STOP signs in both directions on Woodard Ave.   Because of parked cars on the west side of Woodard Ave, it can be very difficult to see the oncoming cars that are traveling from Park Ave toward Whittier Dr. Cars in both directions are often traveling faster than the posted speed limit of 25 mph.   Many children/families cross Woodard Ave to use Whittier Dr for access to Davey Elementary School, but the intersection feels unsafe for pedestrians or for cyclists. We have witnessed unsafe situations in the six years we have lived here.   Our child currently walks to and from school, however we do not let her walk without a parent due to the conditions, and would not do so unless the above mentioned were improved.   |
| 1139335528               | My child is 5 years old. I am not comfortable allowing her to walk one block let alone an entire mile. Plus most homes are either single parent or homes where both parents are working. Not having bussing options would create a hardship for many families. On top of those issues, I do not trust people. We have a registered pedophile living in our neighborhood. But even if we didn't you never know who is a part of what. I unfortunately know too many people who were molested as a child. If bussing options were taken away I would withdraw my child from kent schools as it would not be a feasible option for us.  |
| 1139336007               | My child was allowed to walk to and fron elementary school, which was very close to our house snd had a crossing guard across the main road. The middle school is further away and he would be required to cross several major roads in order to walk/bike there, so I am not as comfortable with that walk.   |
| 1139336154               | We do not let our middle schooler walk to school and are unsure if we would, due to a lack of safety at the intersection of Woodard Ave and Fairchild Ave. There is a traffic light but it is lacking a crosswalk at one of the three corners. Fairchild Ave is a busy road and we would not feel comfortable with our student crossing there. If a crossing guard were present during the middle school hours, we would feel more comfortable to let our student walk unaccompanied.  |
| 1139336334               | Our child does not bike to school, and will not be old enough to while at Walls. May consider it when they reach high school.  |
| 1139343016               | Our student is able to ride the bus, but we have been driving him to and from school since the pandemic, due to issues on the bus. When he has safety patrol this year, and has to be at school earlier and then later after school, he rides his bike.     We are excited about the bike trails around the rest of our school district, but there are NO trails on our south side of town. We are thankful that there is a crossing guard at the intersection of School St & South Water St (ST RT 43). However, a lot of vehicles disregard the guard and students/parents crossing ST RT 43 there, and we wish that it was safer. You should reach out to her during the walk audit to get her perspective.   |
| 1139347366               | We need sidewalks down Majors Lane. We need better street lights along these routes. We also need to prevent registered sex offenders from living along any of the walking/biking routes to school.  |
| 1139351428               | Water Street is a major barrier. Cars go too fast and are too close to the sidewalks. They run the red light at School and Water Sts all the time. At least several times a week, almost every day. Maintenance of the sidewalk during the winter: not just snow, but also ice, is also an issue. The city tries but 2 years ago we had to drive for a month because their sidewalk plow was broken.     These problems will keep us from letting our child walk in by himself until he's older. But we still choose to walk! I love having a neighborhood elementary school and it would be wasted if we drove half a mile.     We don't bike, but because we could take the longer route that might be safer. I'd like to start a bike train where the children in the neighborhood can all bike in together with one leading adult.   |
| 1139351664               | it is a great feature of the kent elementary schools. never ever take away walking.  |
| 1139352052               | We live off Hudson Road in Franklin township   NO SIDEWALKS   Too dangerous   I grew up in the city, always walking to school.   We had sidewalks & crossing guards  |
| 1139356013               | My Kid is a bus rider. A lot of the questions were irrelevant for us.  |
| 1139356057               | We live too far away for our son to bike this year, but possibly when he's in fourth grade Hill Bike   |
| 1139356853               | We pay a lot of taxes to live in Kent; pony up for more bussing. They are too young to walk, but we got a hybrid system; a bus would be convenient, especially when it's still dark at 7am and in winter conditions.   |
| 1139357803               | The route 43 intersection is very dangerous. We also have the additional school exit right across the street that has almost caused multiple accidents. I wish they would close that.  |
| 1139358178               | I drop my child off at school. I have requested bussing for him in the afternoon multiple times, since his location that he needs to go is within Kent City School limits, is almost 2 miles from Stanton, and there is room on the bus. I have looked into this aspect myself. I have had a ridiculous time getting any form of communication with the transportation department, taking multiple attempts at calling and emailing to get a single response. I was told to email again after Labor day, which I have done twice this week and still have not gotten an answer. I think communication absolutely needs to be a focus, as well as taking parents concerns seriously. Safety for kids does not seem to be a concern whatsoever. There is not a good way to walk from Stanton to 43, seeing as when redoing the road through there, it was neglected to put sidewalks all the way to the main road. I literally saw a kid almost get hit by a car yesterday morning leaving drop off because he slipped off the curb and the car in front of me slammed on their breaks. Come winter with snow, this can become very dangerous. |
| 1139358759               | It is more than 5 miles to our home, walking or biking, would simply be too difficult throughout the year to be consistently an option.  |
| 1139360288               | She isn't walking to school, we live way to close to a mental health facility and way to far away from any of the schools. Also we live where inexperienced young drivers speed all day, not to mention any way of walking to school involves crossing busy main roads   |
| 1139360819               | Franklin township needs to put a bike lane in  |
| 1139362222               | My child attend 2 different HS during the day. Walking is not an option.   |
| 1139362386<br>1139363276 | My child lives too far from school to allow to walk/bike.  My high school child lives within 2 miles of the high school and is expected to make the 1.67 mile walk to and from school every day in good and bad weather. In a college city where, in my experience, the collegiate youth are less than considerate of pedestrians. I don't feel it's appropriate to put that burden on my child simply because it's less affordable for the school budget. Despite the fact that my middle school child is eligible to ride a bus. The middle school starts approximately the same time as the high school.  And is across the parking lot from the high school. So explain to me the rationale behind one child being able to be bussed and the other not.  |
| 1139364486               | We have a vehicle that runs a stop sign almost on a daily basis  |
|                          |  |
| 1139367179               | We live too far from school with too many busy/high mph roads and no sidewalks. My children will never walk to school because of these reasons.  |

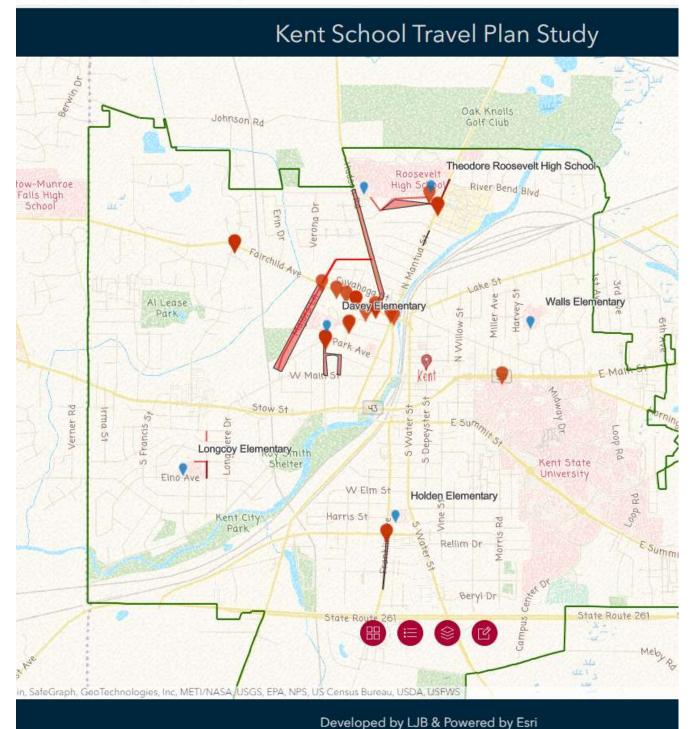
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| 113982560 Where we live, we don't have any space to store a bitle on two ridden doesn't not be any if they had blick, now lock it them ridde bits to oddool sometimes when the weather generals and they have enough time to do so. Where we live, we don't have any space to store a bitle on two ridden doesn't not have any if they had blick, is would et them ridde bits to school sometimes when the weather generals and they have enough time to do so. Where we live, we don't have any space to store a bitle on my ridden doesn't not have any if they had blicked, swould et them ridde bits to shool sometimes when the weather generals and they have enough time to do so. Where we live it is not safe for my child to ever walk to so hool of from school town to so much traffic no sidewalks and his unaware of safety, And my child needs to have a supplication of the safety of the safety of the safety is sometimes. It is also not traffic in the hours of them going and coming from school just don't feel it's safe for my nice.  1139048785  White we live we have to bake to school couse it's a lot of traffic in the hours of them going and coming from school just don't feel it's safe for my nice.  1139447801  It is also my son'd similar to wait. When you do the the distance it is over 2 mine; but the hours of them going and coming from school just don't feel it's safe for my nice.  1139447801  It is also my son'd similar to wait. When you do the the distance it is over 2 mine; but the hours of them going and coming from school just don't feel it's safe or my cine.  1139447801  It is also my son'd similar to wait. When you do the the distance it is over 2 mine; but the hours of them going and coming from school just don't feel in 3 and when you have a safe place to wait and the school, the bug going the transportation department to bus him but as of yet they cannot help me. This will regard the place and they are a safe will be the safe and the school. The road the safe and they are a safe and they are a safe and they are a safe and the | 1139370378 | township). With the speed of traffic along Hudson, I'm very apprehensive of letting my kids walk (or bike) to Stanton.     On another note It would be great to have the sidewalk along the south side of Roosevelt Drive (with a curb) back so students don't have to cross the 3 lanes of incoming Rte 43 traffic and outgoing Roosevelt Drive traffic at the light. Students who walk to Stanton should be able to cross where it's two lanes (ie by the Parta bus stop or by the stadium) with only two way traffic and not have to take the time to walk the perimeter of Roosevelt (this idea that they should walk along the perimeter is like high school kids going to the middle school when they're not supposed toopens up potential for trouble or awkward moments for the younger students).     Curbs for all sidewalks would be nice so students walking on any sidewalk have some barriers between them and any cars. Fencing doesn't have that same effect (like the railing that was just installed by the high school). Curbs are Kore likely to redirect a car's tires than a thin pole that buckles when cars hit them (like the old fencing). Another thought would be to plant trees along the drive as a natural fence to give it an aesthetic look while also providing a barrier between the road and a sidewalk (if a south side sidewalk is put back in place). This would also prevent people from parking along the drive |
| weather permits and they have enough time to do so.  Where we like, we don't have any space to store a bite so my didden dearly not have any. If they had blisse, it would stittlen ride blisse to school consentines when the weather permits and they have enough time to do so.  It is a straight and the straight and they have enough time to do so.  We like on the outsides of ferry and they have enough time to do so.  We like on the outsides of ferry and they have enough time to do so.  It is a straight and any and they have enough time to do so.  We like on the outsides of ferry a control cause it is not of the straight and they are to much traffic. The observable and in name of a city endocument.  It is a straight and they are to the so to school cause it's a few of the time of the straight and they are to the property of the straight and they are to the source of the straight and the straight and they are to the straight and the straight and they are to the straight and the straight and they are to the straight and they are to straight and they are to straight and the straight and they are to straight and  | 1139376517 | ,  |
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| 119386755 The route where we live it is not sife for my child to ever walk to school or from school there is soon much traffic no sidewals and his unaware of safety. And my child needs to learn stranger drager.  119386977 We live on the outsires of frent's our status to learn stranger drager.  119386978 I'm rully afraid for my niese to bis he to school cause live is do if raffic in the house of them going and coming from school by all soft if feel it's safe for my niese.  1193940785 Which he world that we live in today I don't feel confortable letting my children walk to school because it's just not safe for them.  119404785 Which we would be the school while the safe it is own? a railed, with the safe it is own.  119404785 Need that is incompleted in the safe it is own.  119404786 Need that the school, which all the safe it is own.  119404797 Need that should be school with the safe it is own.  1194047970 Need that is really applied to our statuson, Net (high less IEP with the rainerstation as a requirement.  1194047970 The safe it is not safe it is not a | 1139383795 | Where we live, we don't have any space to store a bike so my children doesn't not have any. If they had bikes, I would let them ride bikes to school sometimes when the  |
| 113993088  | 1139385755 | The route where we live it is not safe for my child to ever walk to school or from school there is too much traffic no sidewalks and his unaware of safety. And my child needs to  |
| 113940785  With the world that we live in today I don't feel comfortable letting my children walk to achool because it's just not safe for them.  1139412801  It takes my son 45 minutes to walk. When you drive the distance it is over 2 miles. Yet the school had busing software that says we live 158 miles from school. The road he has to walk on 50 miles and carry all books and his insurument? I am currently begging the transportation department to but him do not an of yet they cannot help me. This will negatively impact and the school had been seen to see the school and his insurument?  1139465376  None of this really applied to our stration, No, find has Iz Per Wart integration as a requirement.  1139467370  None of this really applied to our stration, No, find has Iz Per Wart integrated that a requirement.  1139467373  Librik if there were sidewalks and a safe piace for my child to cross over and rise/walk to school it could definitely be an option. They would have to walk or ride in 43 and where we like there is not as alse way for them pidewalk) to ride walk or in the IEP.  1139467373  Librik if there were sidewalks and a safe piace for my child to cross over and rise/walk to school it could definitely be an option. They would have to walk or ride in 43 and where we like there is not as alse way for them pidewalk) to ride walk or in the IEP.  113946798  The intersection of W Main and N Prospect can get dicey to cross with alters school traffic. I worny about safety at that intersection. When we get a large snowfall, the city plows piles right at the intersection corner, so tall intersections, making it rearly impossible for walkes to special surface. The prospect can get dicey to cross with altersections, making it rearly impossible for walkes to special surface. The prospect can get dicey to corn with a rearry impossible for walkes to special surface. The prospect can get dicey to corn with a rearry impossible for walkes to special surface. The prospect can get a large should be a special prospect. The main  | 1139389927 |  |
| this takes my son 65 minutes to swill. When you drive the distance it is over 2 miles. Yet the school had bussing software that says we like 1.98 miles from school. The road he has set to value on its one of the bussient is now. It is incredibly fivrating to me to have to fight and begin be school to bus him but as of yet they cannot help me. This will negatively impact my son's ability to do school successful.  1139445230 None of the really applies to our stautation. My child has IEP with transportation as a requirement.  11394463138 Even though we are just within 1 mile of the school, the though of sending an elementary aged ridial to walk along facinfuls in same to me. If It were not for my daughter's IEP, the would not be able to ride the bus.  1139446773 Little for the school is the school is thought of school and the school is the school is send to me. If It were not for my daughter's IEP, the would not be able to ride the bus.  1139447773 In the intersection of W Main and N Prospect can get dicty to cross with after-school traffic. I worry about safety at that intersection. When we get a large snowfall, the city plows piles right at the intersection corner sid all intersections, making it nearly emissions for walkers to school to combine the school its school itself. There is too much traffic in the street.  1139440905 Need more help in parking lot during morning drop off and gick up as three ir much straffic and bad traffic flow.  1139440915 Need more help in parking lot during morning drop off and gick up as three ir much straffic and bad traffic flow.  1139440915 The main issue is distance, but even when we level dioser - we did not allow it due mostly to poor selety conditions at the school itself. There is too much traffic, none or far too leve staff outside the school to mount on an did doesn't make generally and the school itself. There is too much traffic, none or far too leve staff outside the school to mount on an and it doesn't make general for help in the school is too and straffic flow main  |            |  |
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| where we live there is not a safe way for them; (sidewalk) to ride walk on.  1139447733  I have a child with special needs. Transportation is part of the IEP.  1139447738  The intersection of W Main and N Prospect can get dicey to cross with after-school traffic. I worry about safety at that intersection. When we get a large snowfall, the city plows piles right at the intersection corners (at all intersections), making it nearly impossible for walkers to pass unless they're in the street.  1139449868  Need more help in parking lof during morning droop off and give, as a three is much traffic and bad traffic flow  "In afraid of child predators or trafficing  The main issue is distance, but even when we lived closer - we did not allow it due mostly to poor safety conditions at the school itself. There is too much traffic, none or far too few staff outside the school to monitor. In bad weather sidewalks are not cleared, the grass is often not mowed, external lighting conditions are poor, and students are required to cross traffic to enter the buildings. It is my opinion that sudents safety is not a light printry before and after school as well as at school spring events.  113946013  My child's elementary school was very close to our home and she frequently walked/rode her bike from 4th grade on. The high school is the farthest school from our home and it doesn't make sense for her to walk/ride her bike.  River Bend neighborhood across from Kent Rooeveirt. We would love our children to walk/like ber bike.  River Bend neighborhood across from Kent Rooeveirt. We would love our children to walk/like her bike.  River Bend neighborhood across from Kent Rooeveirt. We would love our children to walk/like her bike.  River Bend neighborhood across from Kent Rooeveirt. We would love our children to walk/like her bike.  River Bend neighborhood across from Kent Rooeveirt. We would love our children to walk/like her bike.  River Bend neighborhood across from Kent Rooeveirt. We would love our children to walk river bend to cross | 1139445376 | IEP, she would not be able to ride the bus.  |
| 1139447738 The intersection of W Main and N Prospect can get dicey to cross with after-school traffic. I worry about safety at that intersection. When we get a large snowfall, the city plows piles right at the intersection corners (at all intersections), making it nearly impossible for walkers to pass unless they're in the street.  1139440935 Need more help in parking lot during morning drop off and pick up as there is much traffic and bad traffic flow 1139449656 Purple of the parking lot during morning drop off and pick up as there is much traffic and bad traffic flow 1139449656 Our kid would have to cross too busy streets to make this happen. Never happening 1139449673  113946973  113946973  113946973  113946973  113946973  113946973  113946973  113946974  113946974  113946974  113946975  1139476769  1139476769  1139476769  1139476769  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  1139477  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  11394777  113947877  113947877  113947877  113947877  113947877  113947877  113947877  113947877  113947877  1139478767  1139478767  1139478767  1139478767  1139478767  1139478767  1139478767  1139478767  1139478767  1139478767  1139478767  1139478767  1139478767  113947878  1139478767  1139478767  1139478767  1139478767  1139478767   | 1139446138 |  |
| plows piles right at the intersection corners (at all intersections), making it nearly impossible for walkers to pass unless they're in the street.  1139449686  Need more help in parking lot during morning drop off and pick up as there is much traffic and bad traffic flow  "In afraid of child predators or trafficing."  The main issue is distance, but even when we lived closer - we did not allow it due mostly to poor safety conditions at the school itself. There is too much traffic, none or far too few staff outside the school to monitor. In bad weather sidewalks are not cleared, the grass is often not mowed, external lighting conditions are poor, and students are required to cross traffic to enter the buildings. It is my opinion that student safety is not a high priority before and after school as well as at school sporting events.  1139464013  My child's elementary school was very close to our home and she frequently walked/flood her bick from Altri grade on. The high school is the farthest school from our home and it doesn't make sense for her to walk/ride her bike.  River Bend neighborhood across from Kent Roossevelt. We would love our children to walk/bike, especially considering we live so close, but our intersection is unsafe. We don't have a street light or anyone guiding traffic to cross over the busy state route 43  We have a traffic light and crossing guard where we cross to and from school. My children, the crossing guard and myself were still almost hit by a car. People speed through the school zone and run the red light anyway. Police have worked as crossing guard and present were still almost hit by a car. People speed through the school zone and run the red light anyway. Police have worked as crossing guard and speed were still almost hit by a car. People speed through the school zone and run the red light anyway. Police have worked as crossing guard speriodically stay but as soon as they were not there it ddirt't change.  We live too far from school to consider walking or riding a bike. The rout | 1139447773 |  |
| 1139450260  Our kid would have to cross two busy streets to make this happen. Never happening  The main issue is distance, but even when we lived closer- we did not allow it due mostly to poor safety conditions at the school itself. There is too much traffic, none or far too few staff outside the school to monitor. In bad weather sidewalks are not cleared, the grass is often not mowed, external lighting conditions are poor, and students are required to cross traffic to enter the buildings. It is my opinion that student safety is not a high priority before and after school as well as at school sporting events.  1139464013  My child's elementary school was very close to our home and she frequently walked/rode her bike from 4th grade on. The high school is the farthest school from our home and it doesn't make sense for her to walk/ride her bike.  1139466855  River Bend neighborhood across from Kent Roosevelt. We would love our children to walk/ride her bike.  1139466950  We have a traffic light and crossing guard where we cross to and from school. My children, the crossing guard and myself were still almost hit by a car. People speed through the school zone and run the red light anyway. Police have worked as crossing guards periodically last year, but as soon as they were not there it didn't change.  1139475471  We live too far from school to consider walking or riding a bike. The route to school runs along a very busy state Route without sidewalks. It would be much different if we lived near the school.  1139475667  Crossing guard in front of Middle School needs training. They get frustrated and in turn makes irresponsible choices. The High School pick up line is too long and frustrating.  Holden has a good drop off/pick up procedure for walkers, as well as a friendly crossing guard. [My concern in the speeding issue on Frankin Ave. it is marked 25mph but is a common road for speeding, with many side street and alley ways to ross while walking to school.  Walking is safe unless you are walking from the Roosevelt  | 1139447908 |  |
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| 1139466950  We have a traffic light and crossing guard where we cross to and from school. My children, the crossing guard and myself were still almost hit by a car. People speed through the school zone and run the red light anyway. Police have worked as crossing guards periodically last year, but as soon as they were not there it didn't change.  We live too far from school to consider walking or riding a bike. The route to school runs along a very busy state Route without sidewalks. It would be much different if we lived near the school.  Crossing guard in front of Middle School needs training. They get frustrated and in turn makes irresponsible choices. The High School pick up line is too long and frustrating.  Holden has a good drop off/pick up procedure for walkers, as well as a friendly crossing guard. [My concern in the speeding issue on Franklin Ave. it is marked 25mph but is a common road for speeding, with many side street and alley ways to cross while walking to school.  Walking is safe unless you are walking from the Roosevelt Ave. side of the school. The concern is that there is no sidewalk along the entire side of the Roosevelt Avenue side of the school property, so all students have to walk on the road (especially in the winter) to get to school. It's not safe at all. I've addressed this issue multiple times and nothing has happened. I've seen kids have to get out of the way of cars that don't move over for them. The road itself is relatively small for a 2 lane road and it's literally falling apart on the outsides. There should be at least one sidewalk on the school property side of the road. The fact that this isn't enforced by the state is mind blowing to me.  The road to get to school is busy, and without sidewalks. We would love for the kids to ride to school if there was a way to do it safely!  The walk or biking conditions really are weather dependent, and traffic dependent. It seems drivers are less conscientious since the pandemic, and drive erratically. My 15 year old son gets home a varie | 1139464013 |  |
| the school zone and run the red light anyway. Police have worked as crossing guards periodically last year, but as soon as they were not there it didn't change.  We live too far from school to consider walking or riding a bike. The route to school runs along a very busy state Route without sidewalks. It would be much different if we lived near the school.  Crossing guard in front of Middle School needs training. They get frustrated and in turn makes irresponsible choices. The High School pick up line is too long and frustrating. Holden has a good drop off/pick up procedure for walkers, as well as a friendly crossing guard.   My concern in the speeding issue on Franklin Ave. it is marked 25mph but is a common road for speeding, with many side street and alley ways to cross while walking to school.  Walking is safe unless you are walking from the Roosevelt Ave. side of the school. The concern is that there is no sidewalk along the entire side of the Roosevelt Avenue side of the school property, so all students have to walk on the road (especially in the winter) to get to school. It's not safe at all. I've addressed this issue multiple times and nothing has happened. I've seen kids have to get out of the way of cars that don't move over for them. The road itself is relatively small for a 2 lane road and it's literally falling apart on the outsides. There should be at least one sidewalk on the school property, side of the road. The fact that this isn't enforced by the state is mind blowing to me.  The road to get to school is busy, and without sidewalks. We would love for the kids to ride to school if there was a way to do it safely!  The walk or biking conditions really are weather dependent, and traffic dependent. It seems drivers are less conscientious since the pandemic, and drive erratically. My 15 year old son gets home a variety of ways, either private car, walking, or city bus. He hasn't biked because I usually drop him off to school. However, I can't imagine biking would be a good idea during the winter. F | 1139466855 |  |
| lived near the school.  Crossing guard in front of Middle School needs training. They get frustrated and in turn makes irresponsible choices. The High School pick up line is too long and frustrating.  Holden has a good drop off/pick up procedure for walkers, as well as a friendly crossing guard.   My concern in the speeding issue on Franklin Ave. it is marked 25mph but is a common road for speeding, with many side street and alley ways to cross while walking to school.  Walking is safe unless you are walking from the Roosevelt Ave. side of the school. The concern is that there is no sidewalk along the entire side of the Roosevelt Avenue side of the school property, so all students have to walk on the road (especially in the winter) to get to school. It's not safe at all. I've addressed this issue multiple times and nothing has happened. I've seen kids have to get out of the way of cars that don't move over for them. The road itself is relatively small for a 2 lane road and it's literally falling apart on the outsides. There should be at least one sidewalk on the school property side of the road. The fact that this isn't enforced by the state is mind blowing to me.  The road to get to school is busy, and without sidewalks. We would love for the kids to ride to school if there was a way to do it safely!  The walk or biking conditions really are weather dependent, and traffic dependent. It seems drivers are less conscientious since the pandemic, and drive erratically. My 15 year old son gets home a variety of ways, either private car, walking, or city bus. He hasn't biked because I usually drop him off to school. However, I can't imagine biking would be a good idea during the winter. Few people clear their sidewalks regularly, the only other issue is time. The time it takes to walk home just eats at homework time.  And the time it takes to walk to school would put an even earlier start time on a schedule that is already a terribly early start for highschoolers. So driving is the option for now. Using the city bus  | 1139466950 |  |
| Holden has a good drop off/pick up procedure for walkers, as well as a friendly crossing guard.   My concern in the speeding issue on Franklin Ave. it is marked 25mph but is a common road for speeding, with many side street and alley ways to cross while walking to school.  Walking is safe unless you are walking from the Roosevelt Ave. side of the school. The concern is that there is no sidewalk along the entire side of the Roosevelt Avenue side of the school property, so all students have to walk on the road (especially in the winter) to get to school. It's not safe at all. I've addressed this issue multiple times and nothing has happened. I've seen kids have to get out of the way of cars that don't move over for them. The road itself is relatively small for a 2 lane road and it's literally falling apart on the outsides. There should be at least one sidewalk on the school property side of the road. The fact that this isn't enforced by the state is mind blowing to me.  The road to get to school is busy, and without sidewalks. We would love for the kids to ride to school if there was a way to do it safely!  The walk or biking conditions really are weather dependent, and traffic dependent. It seems drivers are less conscientious since the pandemic, and drive erratically. My 15 year old son gets home a variety of ways, either private car, walking, or city bus. He hasn't biked because I usually drop him off to school. However, I can't imagine biking would be a good idea during the winter. Few people clear their sidewalks regularly, the only other issue is time. The time it takes to walk home just eats at homework time.  And the time it takes to walk to school would put an even earlier start time on a schedule that is already a terribly early start for highschoolers. So driving is the option for now. Using the city bus home would be nice, but sometimes there aren't options at the key times that activities end. I'm all for public transportation, but it needs to be efficient, I can't expect my child to skip after schoo | 1139475471 |  |
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| the school property, so all students have to walk on the road (especially in the winter) to get to school. It's not safe at all. I've addressed this issue multiple times and nothing has happened. I've seen kids have to get out of the way of cars that don't move over for them. The road itself is relatively small for a 2 lane road and it's literally falling apart on the outsides. There should be at least one sidewalk on the school property side of the road. The fact that this isn't enforced by the state is mind blowing to me.  1139492627 The road to get to school is busy, and without sidewalks. We would love for the kids to ride to school if there was a way to do it safely!  The walk or biking conditions really are weather dependent, and traffic dependent. It seems drivers are less conscientious since the pandemic, and drive erratically. My 15 year old son gets home a variety of ways, either private car, walking, or city bus. He hasn't biked because I usually drop him off to school. However, I can't imagine biking would be a good idea during the winter. Few people clear their sidewalks regularly. the only other issue is time. The time it takes to walk home just eats at homework time. And the time it takes to walk to school would put an even earlier start time on a schedule that is already a terribly early start for highschoolers. So driving is the option for now. Using the city bus home would be nice, but sometimes there aren't options at the key times that activities end. I'm all for public transportation, but it needs to be efficient, I can't expect my child to skip after school activities or wait for over an hour for the next city bus. Therefore, it all goes back to private car which is the least green and friendly option.  Kent City Schools recently did a major renovation of the drop off pick up streets and the drive next to the school, which also serves the Stanton Middle School, to improve traffic flow and parking areas. SADLY, they did NOT include construction of sidewalks from the drive next to the sch    | 1139476769 |  |
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| 1139581048 | Walking and biking with my child is fun, but not on the way to or from school. Yes exercise is healthy but my daughter has problems with the ligaments in her legs and would not be able to walk or bike the almost 2 miles to the school. Her school administration may believe they are encouraging kids to get some exercise but all this does for my family is create hardship.  |
| 1139626337 | This year we have bussing for kindergarten but after that we will have to drive my child. I don't feel comfortable with her walking. Too dangerous   |
| 1139627868 | We live too far away for it to be practical and the roads are dangerous for pedestrians  |
| 1139634571 | We live over 1.5 miles from the school. I think that your requiring our child to walk, especially in the winter, is so unreasonable as to be amusing. But it's not.   As far as ""healthy"" goes, your decision to not give her a bus as an option, from 1.5+ miles from the school, assumes that she is ALREADY in top shape. She's not.   So you have brought a huge inconvenience to our family. As we only have 1 car, and my wife has to work in Akron every day. So I'm left to ask family members to borrow their car to pick my daughter up. That's not fair.  |
| 1139639769 | We are fortunate to live close enough to where there is a crossing guard for the busier street and my kid can develop confidence in her ability to use safe crossing practices and gain independence while on the smaller street.  |
| 1139683135 | In our society, children walking/ biking to school are a moving target for kidnapping. My son will be lucky to walk home from the bus stop.  |
| 1139714839 | The fact that we were at drop off this morning right in front of the cafeteria doors and I saw a gray jeep speed right thru the right lane and almost hit a kid in the crosswalk and it didn't even notice is ridiculous!! So many people parents and students driving, even the busses, speed thru the parking lots at the highschool and Stanton when there are students walking everywhere is absurd! I would never let my child walk anywhere there. Where are the parking lot attendants, or kent cops for drop off and pick up.  After this morning I'm even more worried about dropping my kid of at the cafeteria doors. Also this week I saw some car pulling out at the light at 43, turning right almost hit a kid a bike coming to school. This situation definitely needs some help.  |
| 1139723756 | My son is on the bus for almost 55 minutes, it is so sad. I understand we need more bus drivers. I think special needs students need their own small bus. I wish we could have large vans to take them to school. 6:39 is way too early to catch the bus   |
| 1139735065 | Weight of backpack is unhealthy.   |
| 1139746825 | I'm truly afraid for my niece to bike to school cause it's a lot of traffic in the hours of them going and coming from school I just don't feel it's safe for my niece.  |
| 1139753239 | If we lived closer to the school the situation would be a little different. While I agree that walking & biking are healthy, the world isn't even safe for adults let alone children, teens & young adults. The Stanton crossing guard does a wonder job though! She is a properly trained crosser and is as friendly as possible while having a very high stress & dangerous job with the way some people drive & don't care or pay attention. My daughter misses the bus to school a lot so we get to see the guard in action a lot & observe negligent drivers. We had a school staff member cut us off on the way to school & an ignorant man in a green motorcycle with a go cart frame who parks ar the school often was beeping behind us & yelling today while the guard was trying to let buses go! And most of the college students are very reckless drivers and I strongly dislike it when their rude selves are back in the area and on the road and in stores and they seem to get worse on the road every year! I'm always scared for the children.   |
| 1139753897 | The intersection of Woodard & Fairchild is particularly busy and is in hill with blind spots in bigger directions. Cars and trucks go through the light as they do not notice it in time. School flashing lights and a warning sign on the hill warning drivers that there is a stop light and children crossing coming up soon would be brilliant. Also we need a crossing guard there to cross both middle/high schoolers in the morning and afternoon. They only cross the elementary children.   |
| 1139754886 | The intersection of Woodard & Fairchild as well as Fairchild & 43 where high schoolers cross is particularly busy and is on a hill with blind spots in both directions. Cars and trucks go through the light as they do not notice it in time. School flashing lights and a warning sign on the hill warning drivers that there is a stop light and children crossing coming up soon would be brilliant. Also we need a crossing guard there to cross both middle/high schoolers in the morning and afternoon. They only cross the elementary children.  |
| 1139764692 | Children get kidnapped walking to and from school all the time and often from nice areas. Kids are probably safe walking to and from school for the most part but I don't want to take a chance. That's why I will never let my child walk/bike alone to and from school.  |
| 1139767509 | The bike path that my son could take, takes him through a safe biking neighborhood. This neighborhood is directly across from the high school, but there is not a traffic light or a crossing guard to help cross the 4 lane road at this point. He could walk down a block or two on a narrow sidewalk with his bike to a traffic light, but that would leave little space for someone coming from the other way. Not certain if a traffic light could be installed for use only during school hours.   |
| 1139768253 | The intersection of 43 and school st is crazy dangerous. I see people run that light often. Even during the school zone hours. I wish the city would just park an empty police cruiser near it just to give people something to think about. I get nervous for the crossing guard and the kids just seeing how so many people don't even slow down to 20mph.   |
| 1139785324 | The intersection of Fairchild and Woodard is EXTREMELY DANGEROUS. I do not allow my son to cross it without an adult, and I dread the thought of him eventually crossing it in high school. For now, I walk with him every day to ensure that he gets across safely.    The intersection is at the crest of a hill that is blind in both directions. Visibility is maybe 100 feet at best, and less than that on the side in front of the water tower looking toward the bridge. Although the speed limit is 25 mph, most drivers exceed it, some by a lot since it is a busy main road. Drivers routinely accelerate through the yellow light, and run the red light, or slam on the brakes at the last moment. For example, on Tuesday of this week, we witnessed a driver of a large commercial dump truck accelerate through the yellow light on our way to school, and a driver in a sedan run the red light on our way home. I once witnessed an empty school bus go barreling through that intersection, running the red light. Living in this neighborhood for over 20 years, I have observed that drivers on Fairchild who run the red light at Woodard seem to do so intentionally, as they accelerate up the hill on approaching, exceeding the speed limit significantly.   It is a 3-way intersection, and on the side where there is no street, there is a large utility box mounted on a phone pole that blocks visibility looking toward the bridge. Drivers cannot see a pedestrian waiting to cross, and pedestrians waiting to cross cannot see vehicles approaching on that side. There is no pedestrian crossing signal, and pedestrians on the same side of the street as the water tower cannot see the lights on the traffic signal at all when they are standing at the crosswalk. In order to see when the light changes, you have to stand in a homeowner's driveway about 10 feet from the crosswalk.    The stretch of sidewalk in front of the water tower has no tree lawn for about 200 feet, so vehicles that include large commercial construction vehicles like cement fucks are flying by  |

| 1139834927 | I am outside of the school district. I also have only a 1st grader. My thoughts could possibly change if we lived closer.  |
|------------|--|
| 1139862360 | Commuter biking is an excellent option for school age. I fully support any studies or improvements in commuting for this population of students.   |
| 1139869336 | Forget biking, a kid can't ride a bike with a musical instrument, sports equipment and a 30 pound backpack on their back - it's impossible. Walking for my daughter is just as difficult, especially when she'd have to leave at 6:30 a.m. to make it to school by 7:15-7:30 - and again, how easy is it to carry all of those previously-mentioned items for 1 mile.   Kent city schools imposes ridiculous restrictions on bus ridership that make transporting your kid to and from school challenging. Our driveway is 50 feet from the bus stop, yet our daughter isn't allowed to ride the bus (which isn't even half-full) because she isn't within the allowable zone. Instead, she has to walk to the end of the driveway, look left to wave and say hello to her friends, and then turn right and walk an unsafe mile to school. Or we drive her.   I have no good things to say about Kent City Schools and their efforts to get kids to school safely.   |
| 1139885174 | Car speeds on state road often exceed posted limits. Cars have jumped side walks due to excessive speeds. They are too young to walk or bike to school alone.  |
| 1139900040 | Anytime our kid is on a bike, there are not only HS kids driving cars on our roads, but also college kids driving cars everywhere because we live on campus. I always try to limit our exposure to traffic as much as possible when biking. We have a great bike and hike trail that could be expanded to make bike commuting a smart option for more kids.  |
| 1139902945 | We live directly behind the school. This would be such a great walk EXCEPT we have to walk through the parent car drop off line in the back of the school to get to the walker's door. Surprisingly, the parent car line is sometimes awful in terms of if the parents in cars are watching if children need to cross through. If we were to take the long way around to the front of the school, it would add 20+ minutes (for our kindergartner) to walk to streets where there are crossing guards, safer crossing, etc.  So, going through the back, we consider it safe for our older child, but not doable alone for our youngest because of the parent cars.  |
| 1139965602 | The reason I drive the kids is because of Protection orders in place. It is safer to drive them than to take a chance on them coming into contact with the person the Protection order is against.   |
| 1139968856 | If busing were not provided I would take my child to and from school due to a Protection Order in place. It is safer for her to ride the bus or be driven so there is no chance of contact being made by the person the Order is against.  |
| 1139990021 | With my child's after school activities, he is already at school for 11 hours a day. It would not benefit him in anyway to get up earlier or arrive home later just so that he could walk or bike to school.    Also, there are too many two lane country roads and Route 43 that he would travel along to get to and from school. Sometimes they are not even safe when you are driving in a car so I would never feel good about letting him bike or walk to school.   Another reason I would not let him bike or walk to school is that many days he would be leaving the house before the sun comes up so he would be riding his bike in the dark. That is not safe at all.  |
| 1140152991 | Because we live less than a mile from the school,my kids don't have a choice but to walk or ride a bike, we do not receive bus service. Mostly I think it's safe for them to walk, except for the areas where there are no sidewalks, which makes me nervous during the dark mornings and in winter when it's snowy.   |
| 1140167758 | My child has special needs, which is why they cannot walk or ride their bike one their own.  |
| 1140172629 | The school removed sidewalks from Roosevelt Drive. I understand that the thinking was students would walk on the sidewalk that is right next to the school however, our athletes and students attending Stanton end up walking in the road because nobody really walks the circuitous route along the school. Removing the sidewalks was a huge mistake. My students will not be allowed to walk or ride their bike until the sidewalks return.  |
| 1140356887 | My child has special needs, which is why they cannot walk or ride their bike one their own.  |
| 1140515183 | We find that when we walk our child to school on water st the sidewalks are very close to road so we will not allow him to go that route alone. The traffic is very high and people do not follow the 20 mph during school hours. The safety patrol guard on water st and school st does an amazing job keeping our children safe. The timer on the traffic lights could be better because the kids can get across but parents Leaving in cars never have time to make a right turn. As my child gets older I still feel like we would walk with him unless he had a friend to walk with on the longer route. Thank you  |
| 1141849143 | We used to walk or bike to school often before they changed our parent drop off/pick up line to the back of the school. Since then, it is much harder to find a safe route to school. When walking down the the hill to the drop off area we are faced with a very narrow passage and must go into the grass when cars are passing up the hill. On the way back from school if we avoid that area we must go along the stretch of Roosevelt Ave that doesn't have sidewalks and has a lot of vehicle traffic during dismissal. We often use the grass hill behind the school to reach a less traveled area of Norwood to safely navigate back to Roosevelt. This is ok when the weather is nice, but rain, snow, and other weather issues sometimes make this less than ideal. So I often just drive my daughter to school to avoid any of the safety concerns with the back drop off area. Recently, I've tried letting my daughter ride her bike to school. This makes me more nervous but she's looked forward to being a 4th grader and this right of passage so we talked about being very cautious. She's used the back hill several times to avoid any of the streets without sidewalks and excess traffice, but walking the bike up the hill in the wet grass was tricky. I've voiced my concerns about the safety of the car line since it's installment, I'm really hoping this new audit sheds light on the dangers around this intersection. |
| 1141931568 | There is a path behind Walls school that a lot of children walk to get to the school. This path is on a very dangerous bend and it's very difficult to see. It would be helpful if there was some signage to watch out for children walking to/from school, or a school zone sign so people don't zip around the bend and injure walking children  |
| 1144720769 | Don't want them walking and don't have bikes.  |
| 1144724629 | The traffic on our street is bad due to speeding cars and no sidewalks. We've repeatedly called the police and nothing has been done. Our son barely rides his bike because of this. The neighbors call also have called the police. Due to this and the lack of sidewalks near the middle school and our street, we are not comfortable with him riding to school. There are some other roads he would have to take home that would keep us from allowing him to ride his bike to school as well. Same reason as above. I'd go with him on mine if there were sidewalks or police patrolling/enforcing speed.   |
| 1144726859 | It's unsafe because of the traffic and the cars speed on the that road. Also in winter noone Shovel the sidewalks in ohio anywhere in kent. My son sometimes has to walk in spring because of lacrosse.  |

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#### **Comments from Webmap - Sep 2023**

| Approximate Location                       | Comment  |  |  |  |  |  |
|--|--|--|--|--|--|--|
|  | High school/Middle school  |  |  |  |  |  |
| High school/Middle school campus           | create the atmosphere you want students from Stanton should have the sidewalk back (when the new parking lot and drive was created, the sidewalk that was along the road was removed) if you want the kids to be able to walk or bike to school, put back sidewalks!!!   |  |  |  |  |  |
| High school/Middle school campus           | the steady stream of kids coming from parking lot to crosswalk to main entrance is so constant it blocks traffic all the way to 43 at times, which means walkers and bikers are going crossing through lines of traffic. If the principal, vice principal and safety officer where out there during drop off and pick up they could stop the students into groups while letting the traffic through, then cross a group of kids while a whole line of cars dropped of thier kids, then walkers stop, cars go, new group. |  |  |  |  |  |
| High school/Middle school campus           | There's no good way for walkers/bikers coming from N Mantua to get to Stanton. Currently have to walk all the way to RHS's door, through their traffic and up, which is both intimidating to young students and adds to the congestion that is already a problem at RHS.   |  |  |  |  |  |
| Mantua St/SR 43 near High<br>School        | Cars speed on Mantua. The speed limit needs to be enforced.  Sidewalks are in poor shapes due to roots. Hard for bike riders.  The sidewalk in front of the cemetery is too narrow for bikes to ride to the light to cross. There is no light to cross 43 at River Bend for bikes or walkers.  |  |  |  |  |  |
| SR 43 and Roosevelt Drive<br>(HS Entrance) | This intersection is bananas. No easy way for a walking student to cross onto school property as this whole intersection and campus has an every driver for themselves feel. Cars turn into school property well past lights changing, traffic backs up onto 43 during pick up and drop off.  Walk signal does not work  There is no activator button to cross N Mantua St . So you can only walk across if a car activates the light as they leave RHS.   |  |  |  |  |  |

#### **Comments from Webmap - Sep 2023**

| Approximate Location          | Comment  |  |  |  |  |  |
|-------------------------------|--|--|--|--|--|--|
|                               | Davey Elem   |  |  |  |  |  |
| Fairchild @ Majors Ln         | no crossing guard and cars speeding down the hill  |  |  |  |  |  |
| fairchild and cuyahoga st     | unnatended crossing  |  |  |  |  |  |
| Randall & Fairchild           | unnatended crossing  |  |  |  |  |  |
| fairchild & woodard           | sign by traffic lights says no right on red 8-4 school days, I think it should be 6:30-7:30 and 2;30-3:30 if you don't want people turning right on red when kids are crossing. If not take the sign down because people ignore it anyway and makes people not follow signs  Poorly lit and there is not way for pedestrian's to initiate a signal. I have seen middle and high school students have to race through this intersection in the dark in the morning to try to get to school. It is very dangerous and I know several families who drive their kids because of this intersection.  An extremely dangerous, deadly intersection, with inadequate signage to alert drivers of a crosswalk, especially |  |  |  |  |  |
|                               | drivers traveling uphill from Randall Dr. Fear of this crossing combined with limited visibility, heavy traffic and limited monitoring especially in the morning results in children at high risk of injury and parents driving kids to school   |  |  |  |  |  |
| Whittier and Woodard          | Poor visibility (looking south on Woodard when crossing from Whittier as well as heavy car and bus traffic at drop of and pick up combined with many walkers and bikers make this a very tricky intersection. A crossing guard would help tremendously.  |  |  |  |  |  |
|                               | Three-Way Stop is needed for safety  |  |  |  |  |  |
| Whittler Ave near Lowell Dr   | Cars ignore stop signs and almost hit kids/other vehicles  |  |  |  |  |  |
| Park & N prospect             | Northbound prospect from park should be eliminated/make one way twice last year kids were inches from being hit. Called school to notify   |  |  |  |  |  |
|                               | Speeding near Davey Elementary, vehicles going accessible speeds, and ignoring traffic laws.   |  |  |  |  |  |
| Majors Ln, Bryce to Fairchild | There is a lack of sidewalks and streetlights along Majors Lane. This has been an issue since i went to school there 25 years ago.   |  |  |  |  |  |
| Sherman/Main crosswalk        | This crosswalk is very unsafe as cars rarely stop despite huge pedestrian crossing signs. The most dangerous situations occur when cars from on one lane stop, pedestrians start crossing, but the cars on the second lane still speed by. The city should really install traffic lights that are actuated by a button and in the meantime police should enforce state laws that require cars to stop if there is a ped  |  |  |  |  |  |

#### **Comments from Webmap - Sep 2023**

| Approximate Location        | Comment  |  |  |  |  |  |  |  |  |
|-----------------------------|--|--|--|--|--|--|--|--|--|
|                             | Multiple Schools (Longcoy, HS, MS)   |  |  |  |  |  |  |  |  |
| Hudson Rd                   | The Hudson Road Corridor is vastly inadequate for both pedestrian and bicycle travel to and from school. In it's current state of lighting, condition (poor roads and sidewalks), crosswalks it does prevent the use as access to the middle and high schools. We can do much better as a city and school district partnership to vastly improve this corridor as a better alternative to the 43 corridor.   |  |  |  |  |  |  |  |  |
| Fairchild and Hudson        | No crosswalk no sidewalk on west side of Hudson Extensive traffic in morning causes difficulty to cross Fairchild safely - also no crosswalk or sidewalk on west side of Hudson  |  |  |  |  |  |  |  |  |
|                             | No light, no crosswalk, HEAVY traffic at all times of the day  |  |  |  |  |  |  |  |  |
| Longcoy Ave                 | No side walk at all on North side of Longcoy. Rough partial sidewalk on south side. Kids have to walk in the road around the bend which is very tight and dangerous. Road in general is avoided by many kids/adults in the area.  No sidewalks, ineffective street lights. Kids use it anyway, although very unsafe  |  |  |  |  |  |  |  |  |
| Fairchild and SR 43         | Heavy traffic at all times of the day, but especially during peak school pick up and drop off. Drivers fly through the lights regularly. Have witnessed several accidents and almost gotten hit there myself.  Dangerous Crosswalk when walking towards sheets. Have almost been hit multiple times because drivers are trying to turn right, so they don't see me because they are looking for traffic from the left. This should be a NO TURN ON RED traffic light.  |  |  |  |  |  |  |  |  |
| Fairchild Ave (551-535)     | The stretch of sidewalk from 551 to around 535 Fairchild has no tree lawn. The road is very busy at all times of day. Huge vehicles such as buses, construction vehicles, and super duty pickups pulling trailers use the road frequently, often while exceeding the speed limit. These are barrelling by, just inches from pedestrians. In September 2022, a huge industrial vehicles jumped the curb and smashed into the phone pole in front of 535 Fairchild, right where I had walked my son to school an hour earlier. The pole was so badlt damaged from the force of the impact that a permanent steel plate had to be attached to repair it. The sidewalk on that stretch needs to be moved over to get pedestrians farther from the roadway. |  |  |  |  |  |  |  |  |
|                             | Holden Elem  |  |  |  |  |  |  |  |  |
| Franklin at Curry Hall Pkwy | No crossing guard  |  |  |  |  |  |  |  |  |
| 1537 Franklin Avenue        | The sidewalk ends, so students that live on Franklin Avenue, Currie Hall Parkway, Statesmans Place, and Benjamin Court, have a difficult time to get to school   |  |  |  |  |  |  |  |  |

## **Appendix C Stakeholder Meeting**



























#### **AGENDA**

#### City of Kent School Travel Plan Study

Date:September 14, 2023Time:4:30 pm - 6:00 pmLeader:James BowlingLocation:Kent Free Library

Attendees: See Sign-in sheet

Purpose: Stakeholder Meeting

| Start time: | Item:   | Owner:                         |
|-------------|---|--------------------------------|
| 4:30 pm     | Welcome and purpose   | Jim Bowling                    |
| 4:35 pm     | Brief Presentation on School Travel Plan<br>Study, Study timeline | Tom Flask                      |
| 4:45 pm     | Stakeholder feedback:  • Vision for community,                    | Jim Bowling                    |
|             | <ul> <li>What will make this study successful for you?</li> </ul> |                                |
| 5:00 pm     | Quick overview of field observations from walk/bike audit         | Jim Bowling                    |
| 5:05 pm     | Discussion on challenges/obstacles                                | Jim Bowling                    |
| 5:55 pm     | Next Steps  | Jim Bowling/<br>Veena Madineni |
| 6:00 pm     | End of meeting  |                                |











#### SIGN-IN SHEET

| Project name: Kent School Travel Plan |                            |                             |                | Date:     | 1September 14, 2023<br>4:30 pm – 6:00 pm |        |  |  |
|---------------------------------------|----------------------------|-----------------------------|----------------|-----------|--|--------|--|--|
| Project number:                       |                            |                             |                |           |  |        |  |  |
| Client name:                          | City of Kent, Kent Schools |                             |                | Location: | n: Kent Free Library                     |        |  |  |
|                                       | THE WAR HAD                |                             | PLEASE SIGN    | N IN      |  |        |  |  |
| Name:                                 |                            | Title:                      | Company:       | Pho       | one:                                     | Email: |  |  |
| 1. Jim Bo                             | · ~ l i Ñ G                | CITY ENGINEER               | Kent           |           |  |        |  |  |
| 11 - 1                                |                            | Development Planner         | Kent           |           |  |        |  |  |
| 3. Rhonda                             | Boyd                       | Sr. Engineer                | Kent           |           |  |        |  |  |
|                                       | Doyars                     | Director of Busness Scrulus | Kont City Scho | ools      |  |        |  |  |
| 5. Shawn                              | Bates                      | P.E. Teacher                | Kent City Scho | ools      |  |        |  |  |
| 6.                                    |                            | ·                           | /              |           |  |        |  |  |
| 7.                                    |                            |                             |                |           |  |        |  |  |
| 8.                                    |                            |                             |                |           |  |        |  |  |
| 9.                                    |                            |                             |                |           |  |        |  |  |
| 10,                                   |                            |                             |                |           |  |        |  |  |
| 11.                                   |                            |                             |                |           |  |        |  |  |
| 12.                                   |                            |                             |                |           |  |        |  |  |
| 13.                                   |                            |                             |                |           |  |        |  |  |
| 14.                                   | ät                         |                             |                |           |  |        |  |  |
| 15.                                   |                            |                             |                |           |  |        |  |  |

















#### SIGN-IN SHEET

| Project name:   | roject name: Kent School Travel Plan |                           |                                   | Date:    | 1September 14, 2023                             |        |  |  |
|-----------------|--------------------------------------|---------------------------|-----------------------------------|----------|---|--------|--|--|
| Project number: |                                      |                           |                                   | īme:     | ne: 4:30 pm - 6:00 pm cation: Kent Free Library |        |  |  |
| Client name:    | City of Kent, Kent Schools           |                           |                                   | ocation: |   |        |  |  |
|                 |                                      |                           | PLEASE SIGN I                     | N        |   |        |  |  |
| Name:           |                                      | Title:                    | Company:                          | Pho      | one:  | Email: |  |  |
| 1. Jalessa      | Capies                               | Accreditation coord.      | Lent City health                  | · .      |   |        |  |  |
| 2. den M        | apes                                 | mon acog por              | Kent State                        |          |   |        |  |  |
| 3. Aimés        | Ward                                 | mon goog prof             | Kent Statell<br>Kent city schools | ni.      |   |        |  |  |
| 4. Anthony      | Horton                               | Director of Parsonel RCS  | Kent city schools                 |          |   |        |  |  |
| 5. Aaron        | Hido                                 | Dean of Students stanting | Kent City Sch                     | cols     |   |        |  |  |
| 6. Tom L        | arkin                                | Superiuten deut           | Kent City Scho                    | pols.    |   |        |  |  |
| 7.              |                                      |                           |                                   |          |   |        |  |  |
| 8.              |                                      |                           |                                   |          |   |        |  |  |
| 9.              |                                      |                           |                                   |          |   |        |  |  |
| 10.             |                                      |                           | 8                                 |          |   |        |  |  |
| 11.             |                                      |                           |                                   |          |   |        |  |  |
| 12.             |                                      |                           |                                   |          |   |        |  |  |
| 13.             |                                      |                           |                                   |          |   |        |  |  |
| 14.             |                                      |                           |                                   |          |   |        |  |  |
| 15.             |                                      |                           |                                   |          |   |        |  |  |





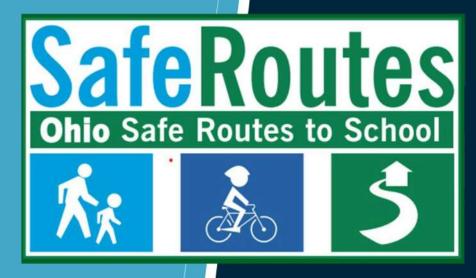
















# City of Kent School Travel Plan

Stakeholder Meeting

September 12, 2023





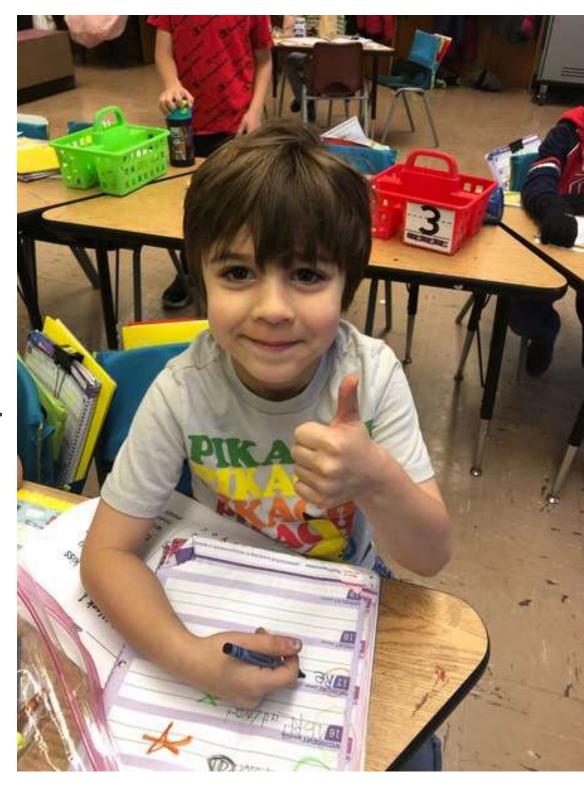
# What is a School Travel Plan?

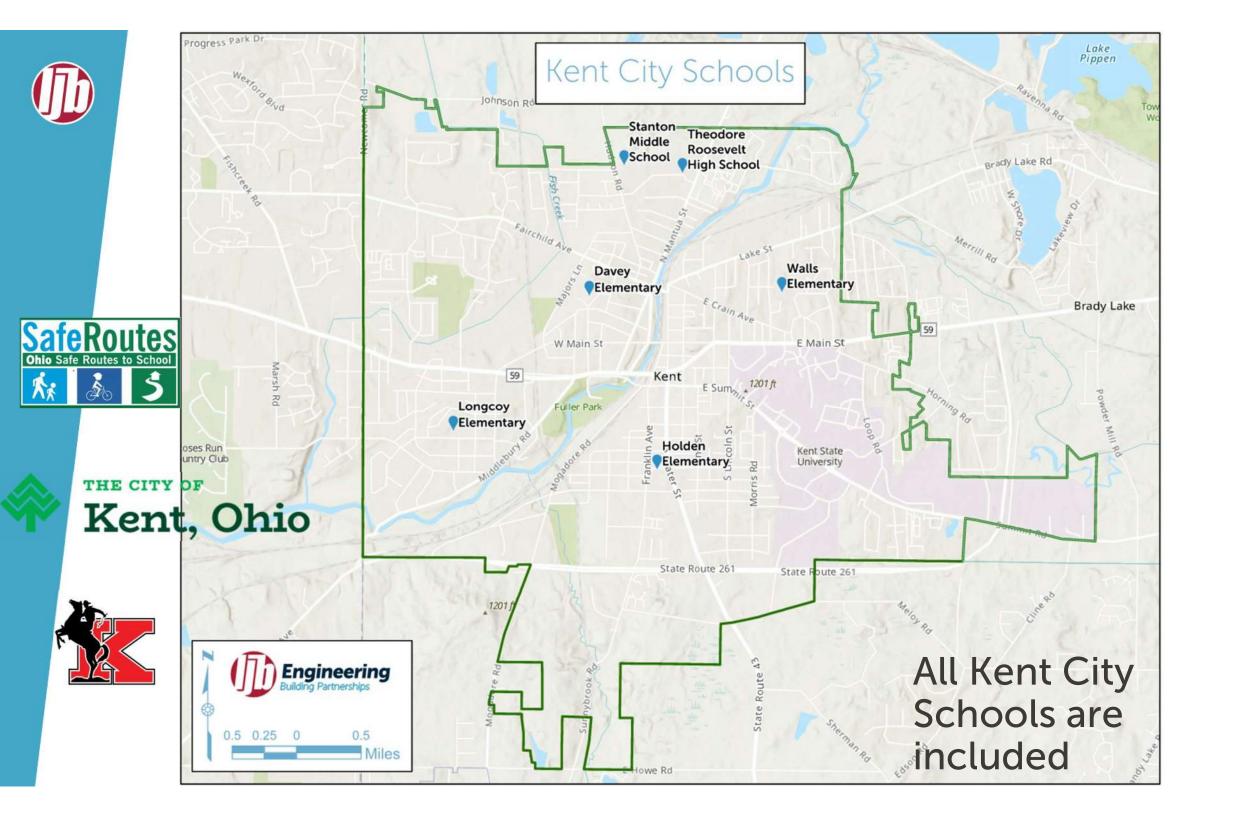
- Encourage walking/cycling
- Prioritize improvements
- Apply for Safe Routes to School (SRTS) funding













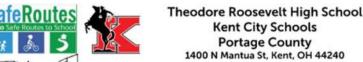
# Data Collection

- Demographics
  - US Census
  - US Dept. of Education
- Crash Data (ODOT)
- Parent Surveys (sent August 30)
- Teacher Tallies (ongoing)
- Walk Audit

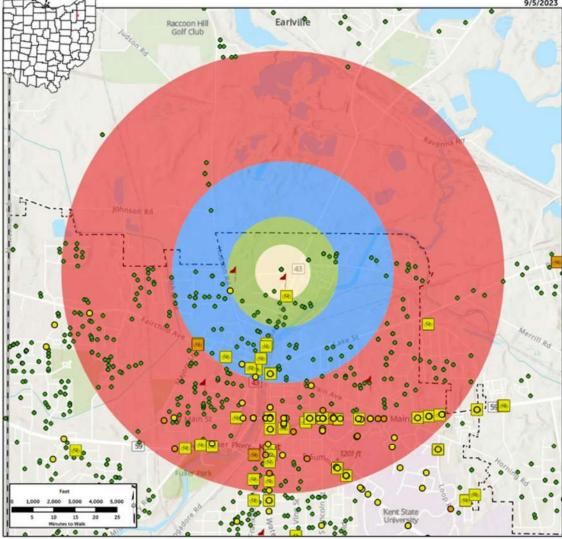


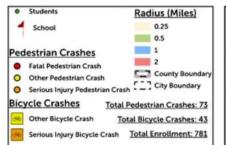


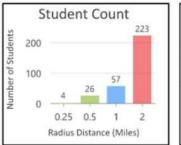


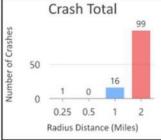














# Seek Input

- Stakeholder Meeting
- Principals Meeting
- General Public Meeting (following review of draft plan by city and school district)











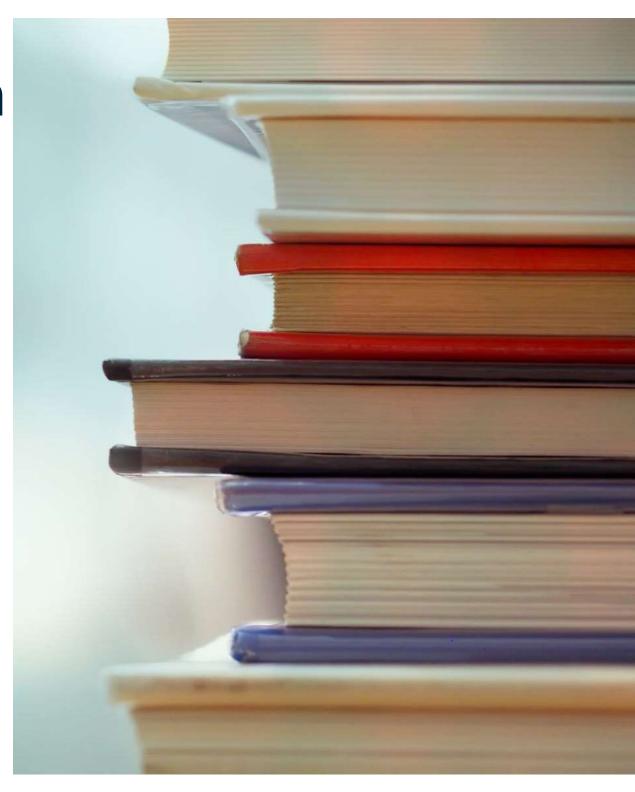
# What does the plan include?

- School profiles
- Current travel data
- Public input
- Recommended countermeasures
  - Infrastructure
  - Non-Infrastructure
- Pledges of endorsement
- Implementation plan











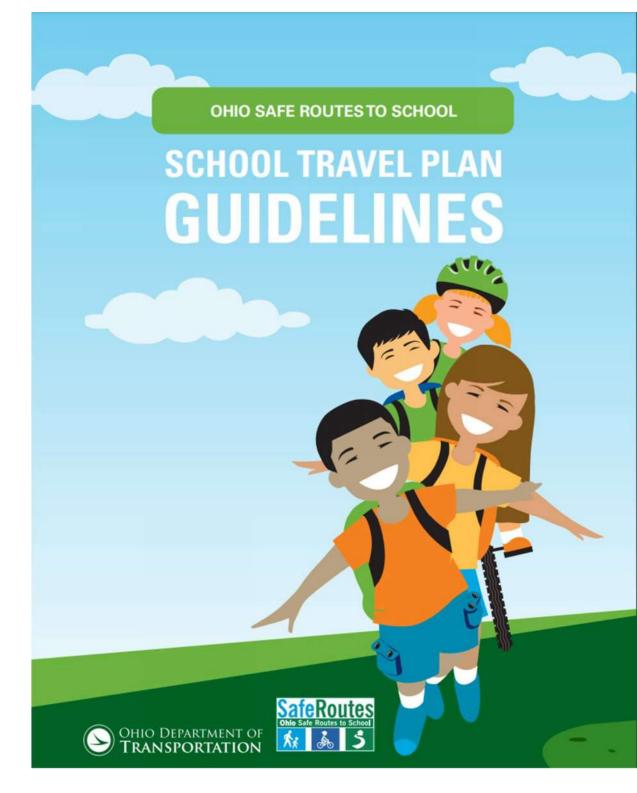
## Resources

- Online forms created by ODOT
- Ohio SRTS School Travel Plan Guidelines
- Partner Organizations:
  - Active Transportation
     Academy
  - Every Move You Make
  - Your Move
  - Ground Work newsletter











Stakeholder Meeting and Walk Audit (Today)

Draft STP (November 3) Feedback from Stakeholders (November 17)

Public Meeting (December 2023)

Final STP (January 2024) SRTS Funding Applications (March 2024)







## Appendix D **Teacher Tallies**





























| Morning and Afternoon Travel Mode Comparison by Day |           |      |      |            |         |         |         |       |  |
|---|-----------|------|------|------------|---------|---------|---------|-------|--|
|   | Number of |      |      |            | Family  |         |         |       |  |
|   | Trips     | Walk | Bike | School Bus | Vehicle | Carpool | Transit | Other |  |
| Tuesday AM  | 2177      | 155  | 46   | 983        | 900     | 72      | 10      | 11    |  |
| Tuesday PM  | 2108      | 209  | 33   | 959        | 809     | 79      | 2       | 17    |  |
| Wednesday AM  | 2226      | 164  | 34   | 1020       | 917     | 70      | 1       | 20    |  |
| Wednesday PM  | 2136      | 192  | 32   | 970        | 830     | 80      | 2       | 30    |  |
| Thursday AM   | 657       | 50   | 7    | 305        | 264     | 19      | 0       | 12    |  |
| Thursday PM   | 655       | 73   | 7    | 305        | 241     | 16      | 0       | 13    |  |

| Morning and Afternoon Travel Mode Comparison |           |      |      |            |                |         |         |       |
|--|-----------|------|------|------------|----------------|---------|---------|-------|
|  | Number of |      |      |            |                |         |         |       |
|  | Trips     | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
| Morning                                      | 5060      | 369  | 87   | 2308       | 2081           | 161     | 11      | 43    |
| Afternoon                                    | 4899      | 474  | 72   | 2234       | 1880           | 175     | 4       | 60    |

| Morning and Afternoon Travel Mode Comparison |           |       |       |            |         |         |         |       |
|--|-----------|-------|-------|------------|---------|---------|---------|-------|
|  | Number of |       |       |            | Family  |         |         |       |
|  | Trips     | Walk  | Bike  | School Bus | Vehicle | Carpool | Transit | Other |
| Morning                                      | 5060      | 7.29% | 1.72% | 45.61%     | 41.13%  | 3.18%   | 0.22%   | 0.85% |
| Afternoon                                    | 4899      | 9.68% | 1.47% | 45.60%     | 38.38%  | 3.57%   | 0.08%   | 1.22% |

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

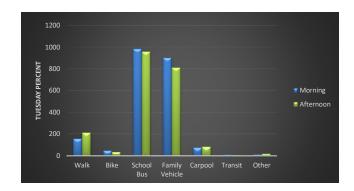
| School Name:                     |                           | Set ID:                   |
|----------------------------------|---------------------------|---------------------------|
|                                  |                           |                           |
| School Group:                    | Kent City School District | Month and Year Collected: |
|                                  |                           |                           |
| School Enrollment:               |                           | Date Report Generated:    |
|                                  |                           |                           |
| % Range of Students Involved in  |                           | _                         |
| SRTS:                            |                           | Tags:                     |
|                                  |                           |                           |
| Number of Classrooms Included in | 133                       |                           |

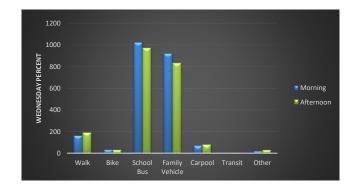
This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

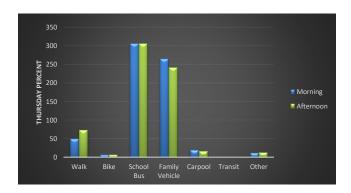


| Morning and Afternoon Travel Mode Comparison |                 |       |       |            |                |         |         |       |
|--|-----------------|-------|-------|------------|----------------|---------|---------|-------|
|  | Number of Trips | Walk  | Bike  | School Bus | Family Vehicle | Carpool | Transit | Other |
| Morning                                      | 5060            | 7.29% | 1.72% | 45.61%     | 41.13%         | 3.18%   | 0.22%   | 0.85% |
| Afternoon                                    | 4899            | 9.68% | 1.47% | 45.60%     | 38.38%         | 3.57%   | 0.08%   | 1.22% |

#### Morning and Afternoon Travel Mode by Day

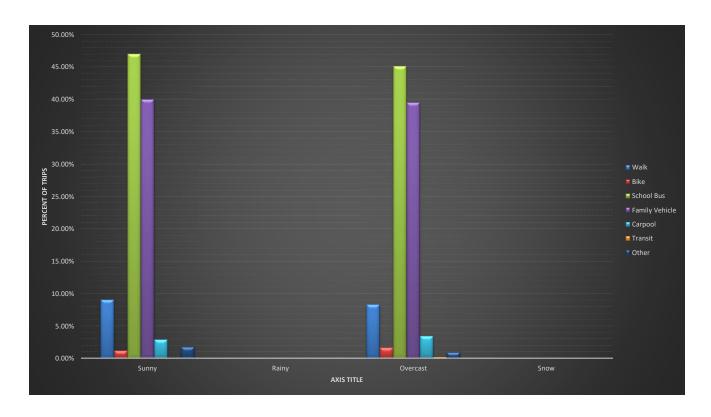






|              | Morning and Afternoon Travel Mode Comparison by Day |      |      |            |                |         |         |       |  |
|--------------|---|------|------|------------|----------------|---------|---------|-------|--|
|              | Number of Trips                                     | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |  |
| Tuesday AM   | 2177  | 155  | 46   | 983        | 900            | 72      | 10      | 11    |  |
| Tuesday PM   | 2108  | 209  | 33   | 959        | 809            | 79      | 2       | 17    |  |
| Wednesday AM | 2226  | 164  | 34   | 1020       | 917            | 70      | 1       | 20    |  |
| Wednesday PM | 2136  | 192  | 32   | 970        | 830            | 80      | 2       | 30    |  |
| Thursday AM  | 657   | 50   | 7    | 305        | 264            | 19      | 0       | 12    |  |
| Thursday PM  | 655   | 73   | 7    | 305        | 241            | 16      | 0       | 13    |  |

#### Travel Mode by Weather Conditions



| Weather Condition | Number of Trips | Walk    | Bike    | School Bus | Family Vehicle | Carpool | Transit | Other   |
|-------------------|-----------------|---------|---------|------------|----------------|---------|---------|---------|
| Sunny             | 1426            | 9.05%   | 1.19%   | 46.98%     | 39.97%         | 2.88%   | 0.00%   | 1.75%   |
| Rainy             | 0               | #DIV/0! | #DIV/0! | #DIV/0!    | #DIV/0!        | #DIV/0! | #DIV/0! | #DIV/0! |
| Overcast          | 8590            | 8.31%   | 1.65%   | 45.08%     | 39.48%         | 3.43%   | 0.17%   | 0.91%   |
| Snow              | 0               | #DIV/0! | #DIV/0! | #DIV/0!    | #DIV/0!        | #DIV/0! | #DIV/0! | #DIV/0! |

## **Appendix E Public Meeting**





























# Public Meeting Agenda

#### Davey Elementary School

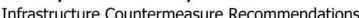
Longcoy Ave./Majors Ln. from Hudson Rd. to Fairchild Ave.

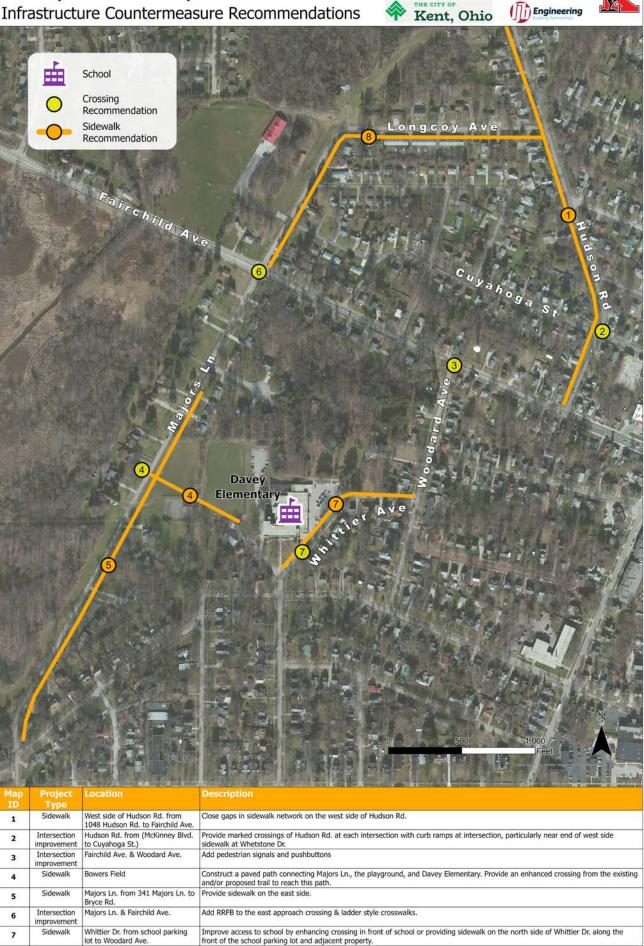
8











Provide sidewalk along the route, likely on the south side.

#### Stanton Middle School Theodore Roosevelt High School

Infrastructure Countermeasure Recommendations

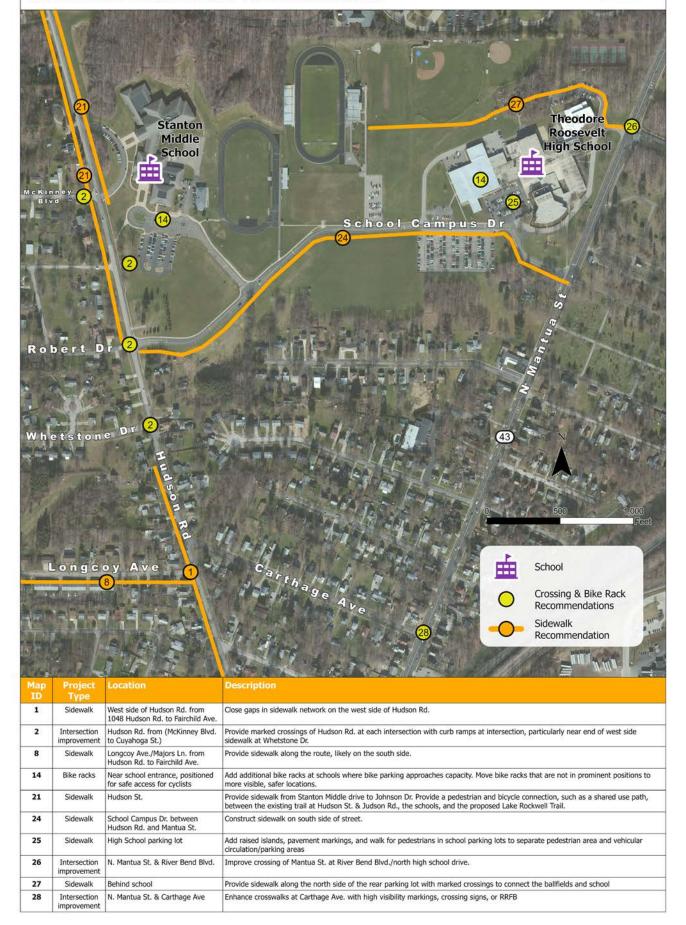
Ohio Department of Transportation











#### Holden Elementary School















#### Longcoy Elementary School

Infrastructure Countermeasure Recommendations









| Map ID | <b>Project Type</b> | Location                                | Description  |
|--------|---------------------|---|--|
| 15     | Bridge              | Summit St. across the<br>Cuyahoga River | On proposed structure, provide a shared use path from trail on west side of the river to Franklin Ave.   |
| 16     | Sidewalk            | Roosevelt St.                           | Close gaps in sidewalk network on Roosevelt St., from Munroe Falls Kent Rd. to Gardenview St and Meredith St. to Leonard Blvd. Provide curb ramps where missing. |
| 17     | Sidewalk            | Haymaker Pkwy.                          | Provide sidewalk on Haymaker Pkwy. from Middlebury Rd. to W. Main St.  |
| 18     | Sidewalk            | Munroe Falls Kent Rd.                   | Provide sidewalk on the south side of Munroe Falls Kent Rd. from the existing trail to Elno Ave.   |

#### Kent City School District - Kent, OH Infrastructure Countermeasure Recommendations

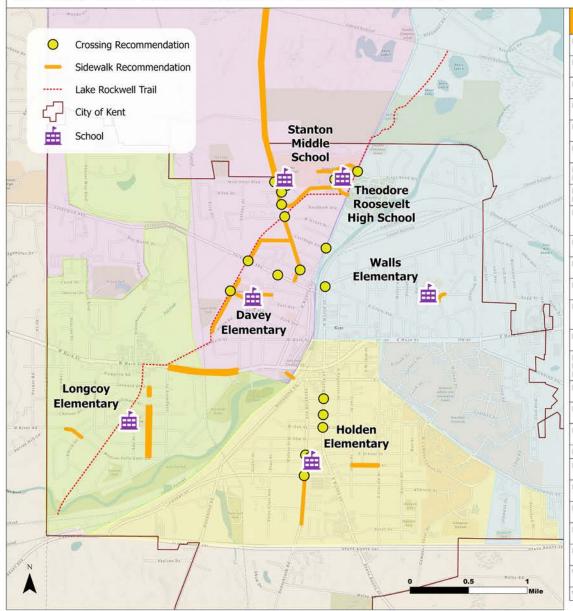




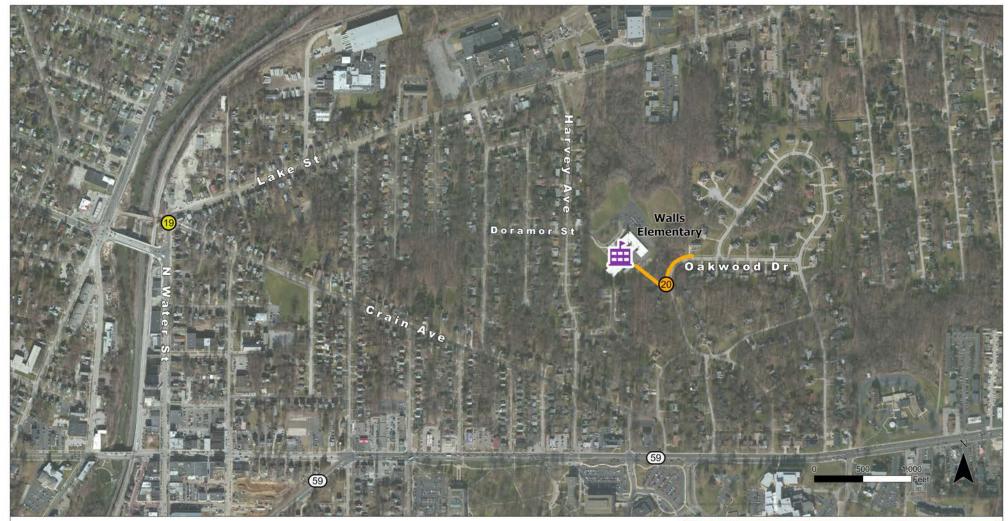








| School<br>Area             |                            |    | Location  | Description   |
|----------------------------|----------------------------|----|---|---|
| Davey                      | Sidewalk                   | 1  | West side of Hudson Rd. from 1048<br>Hudson Rd. to Fairchild Ave. | Close gaps where sidewalk is missing  |
| Davey                      | Intersection               | 3  | Fairchild Ave. & Woodard Ave.                                     | Add pedestrian signals and pushbuttons  |
| Davey                      | Sidewalk                   | 4  | Bowers Field  | Provide crossing and construct a paved path connecting<br>Majors Ln., the playground, and Davey Elementary                              |
| Davey                      | Sidewalk                   | 5  | Majors Ln. from 341 Majors Ln. to<br>Bryce Rd.                    | Provide sidewalk on the east side   |
| Davey                      | Intersection<br>improvemen | 6  | Majors Ln. & Fairchild Ave.                                       | Repaint crosswalk and add flashing beacons  |
| Davey                      | Sidewalk                   | 7  | Whittier Dr. from school parking lot to Woodard Ave.              | Enhance crosswalk or extend sidewalk along the north side of Whittier Dr.   |
| Davey,<br>High, Middle     | Intersection<br>improvemen | 2  | Hudson Rd. from (McKinney Blvd. to<br>Cuyahoga St.)               | Provide marked crossings and curb ramps at all Hudson Rd. intersections   |
| Davey,<br>High, Middle     | Sidewalk                   | 8  | Longcoy Ave./Majors Ln. from<br>Hudson Rd. to Fairchild Ave.      | Add sidewalks to south side of street   |
| High, Middle               | Sidewalk                   | 21 | Hudson St.  | Provide sidewalk and shared use path between the schools, Portage Hike & Bike Trail at Judson Rd., and the proposed Lake Rockwell Trail |
| High, Middle               | Sidewalk                   | 24 | School Campus Dr. between Hudson<br>Rd. and Mantua St.            | Construct sidewalk on south side of street.   |
| High, Middle               | Sidewalk                   | 25 | High School parking lot   | Add raised islands, pavement markings, and a walking path for pedestrians   |
| High, Middle               | Intersection<br>improvemen | 26 | N. Mantua St. & River Bend Blvd.                                  | Improve Mantua St crossing  |
| High, Middle               | Sidewalk                   | 27 | Behind school   | Provide sidewalk along the north side of the rear parking lot with marked crossings to connect the ballfields and school                |
| High, Middle               | Intersection<br>improvemen | 28 | N. Mantua St. & Carthage Ave                                      | Enhance crosswalks with high visibility markings, crossing signs, or flashing beacons   |
| High,<br>Middle,<br>Holden | Bike racks                 | 14 | Near school entrance, positioned for safe access for cyclists     | Add additional bike racks   |
| Holden                     | Intersection<br>improvemen | 10 | Franklin Ave. & School St.  | Adjust signal timing and add pedestrian signals and pushbuttons   |
| Holden                     | Intersection<br>improvemen | 11 | Franklin Ave. between Oak St. to<br>Williams St.                  | Enhance crosswalks with high visibility markings, crossing signs, or flashing beacons   |
| Holden                     | Sidewalk                   | 12 | Franklin Ave. from 1535 Franklin Ave. to Cherry St.               | Close gaps where sidewalk is missing  |
| Holden                     | Sidewalk                   | 13 | Valleyview St.  | Provide sidewalk from Vine St. to Lincoln St.   |
| Holden                     | Intersection<br>improvemen | 9  | Franklin Ave. & Cherry St.  | Add pedestrian signals and pushbuttons  |
| Longcoy                    | Bridge                     | 15 | Summit St. across the Cuyahoga<br>River                           | Provide a shared use path between Tannery Park and Franklin Ave   |
| Longcoy                    | Sidewalk                   | 16 | Roosevelt St.   | Close gaps in sidewalk and provide curb ramps where missing   |
| Longcoy                    | Sidewalk                   | 17 | Haymaker Pkwy.  | Provide sidewalk on Haymaker Pkwy. from Middlebury<br>Rd. to W. Main St.  |
| Longcoy                    | Sidewalk                   | 18 | Munroe Falls Kent Rd.   | Add sidewalk to South side of street and connect existing trail to Rockwell Bike Trail  |
| Walls                      | Intersection<br>improvemen | 19 | Lake St. & Crain Ave.   | Reorient pedestrian signals and pushbuttons   |
| Walls                      | Sidewalk                   | 20 | Oakwood Dr.   | Pave footpath through wooded area   |



#### Walls Elementary School

Infrastructure Countermeasure Recommendations





Kent, Ohio











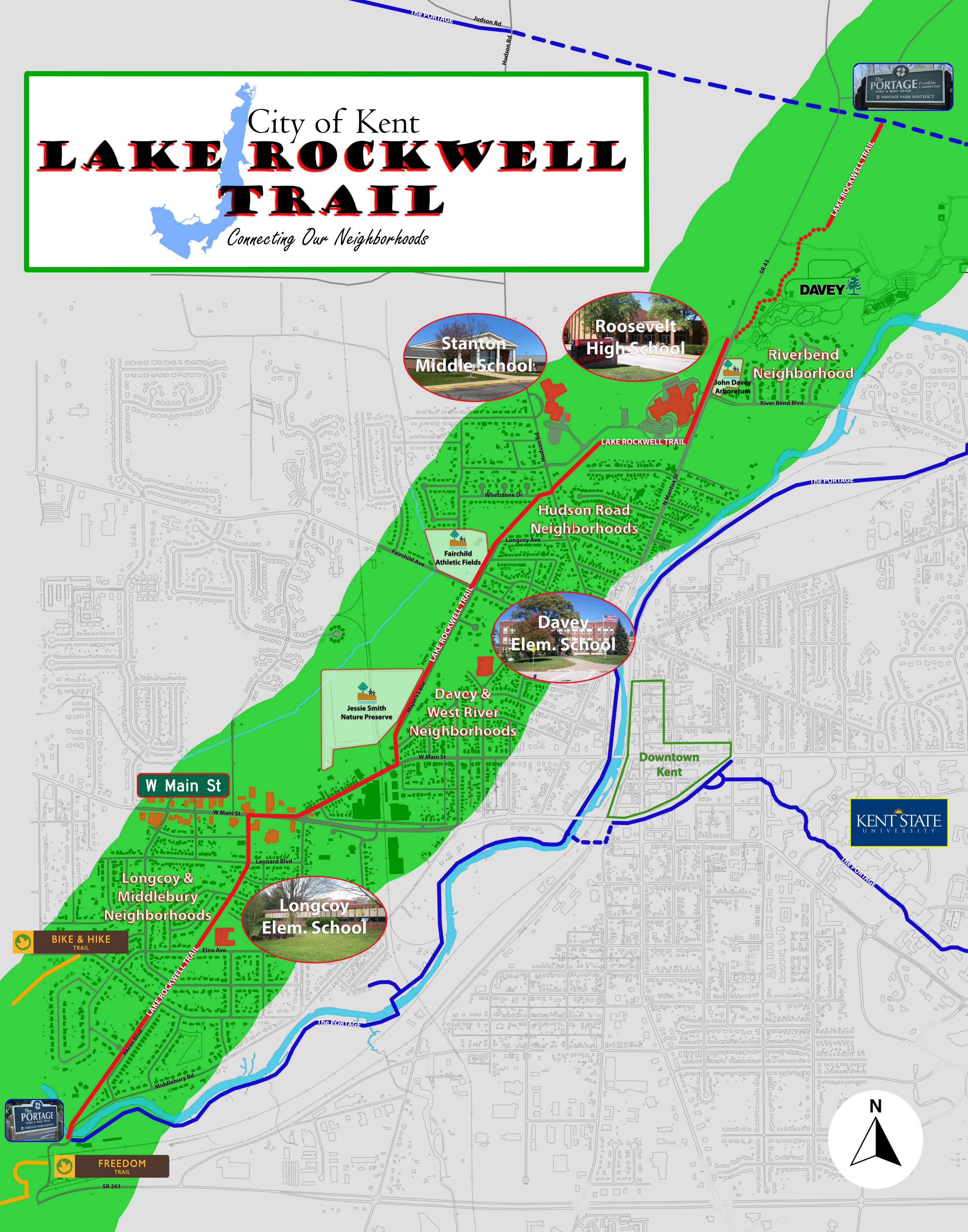


Crossing Recommendation



Sidewalk Recommendation

| Map ID | <b>Project Type</b> | Location              | Description  |  |
|--------|---------------------|-----------------------|--|--|
| 19     | Intersection        | Lake St. & Crain Ave. | Reorient pedestrian signals and pushbuttons  |  |
| 20     | Sidewalk            | Oakwood Dr.           | Pave footpath through<br>wooded area between<br>Oakwood Dr. and Walls<br>Elementary School.<br>Connect to sidewalk on<br>Oakwood Dr. |  |



# Kent City School District

Non-Infrastructure Countermeasure Recommendations







# Walk and Bike Encouragement

- Bike Lock Rental Program
- National Walk to School Day
- National Bike to School Day
- Partnering with Repair Shops
- Bicycle Rodeo
- Mileage Clubs Competitions



# **Data Reviews**

- Biannual Parent Surveys
- Periodic Crime Report Review

# **Safety Education**

- Train and Reinforce Driver Safety
- Crossing Guard State Training





# **Safety Actions**

- Speed Enforcement in School Zones
- Volunteers to lead route to school groups
- Woodard Ave. Parking Restrictions
- Walls Elementary Bus Route Revisions
- Water St. Speed Monitoring







### **Kent School Travel Plan Study**

| Complete this feedback form. Please complete this fresponses will be kept confidential, and your name versponses. To access the digital version of this feedback side of this form. Please only complete one | vill not be associated with any of the back form, scan the QR code available on |
|--|---|
| Please provide your name   |   |
| 2. Email (Optional)  |   |
| 3. Phone (Optional)  |   |
| Circle the option(s) that apply:   |   |
| I reviewed the Kent School Travel Plan   |   |
| I attended the public meeting.   |   |
| Please specify the three most important projects to yoverview map.   | you by their Project Number listed on the                                       |
| 1.   |   |
| 2.   |   |
| 3.   |   |
| Circle Your Affiliation (you may circle more than one  | s)  |
| <ul> <li>Davey Elementary School</li> </ul>  | Walls Elementary School   |
| <ul> <li>Holden Elementary School</li> </ul>   | Stanton Middle School   |
| <ul> <li>Longcoy Elementary School</li> </ul>  | Theodore Roosevelt High School  |
| • Other:   |   |

Please provide any comments (Use the back side if more space is needed).

\_\_\_\_\_\_

To access the digital version of the Kent School Travel Plan Study & Feedback form, scan the following QR Code.



If you would prefer to mail in the form, please fold along the lines, add stamp and address to:

Postage Required

James Bowling, P.E.
Superintendent of Eng/Deputy Director, City of Kent
930 Overholt Road
Kent, OH 44240

| Jason Goshe            | I think improving lighting along the most used routes is important, and providing students with free light-up/reflective gear  |
|------------------------|--|
| Elizabeth              | would be very helpful.  I would like to see acknowledgement of the ongoing bussing shortage and know what plans or provisions are being made for students coming from daycare centers. Many of us are dual income households. Our shifts start before we are able to   |
| Kudravy                | take our elementary aged children to school and after pickup time. We rely on daycare centers to keep our younger children safe between the time in which we must leave for work and they start school. The Safe Routes Program should be surveying these businesses to see if students are able to leave them to walk to school. I highly doubt they will permit it due to risk and liability. Daycare centers and the parents who rely on them should be part of this overall plan. I see no comments. You focus only on the students and families this is feasible for, ignoring these other circumstances. |
|                        | What are the changes being made for students crossing state route 59? We are in the Walls Elementary school zone approximately 1.2 miles from the school but ACROSS 59. I see no mention in the proposals to have crossing guards for 59. College students struggle to cross 59 from Kent Campus to the businesses on the other side but our underage children should be able to?  |
|                        | Furthermore, I agree with the sentiment many parents echo. There's a lot of ground to cover for some of these kids. A lot of the area is on desolate or isolated side streets with limited visibility and or darkened areas. Does Kent have a cap on the number of rentals permitted in the city? With college students, we have a lot of transient people.  |
|                        | Children should not be walking alone and ideally should be walking with an adult. As someone said in the comments again and again, sex trafficking is real. Assault can happen anywhere. In fact, sexual assaults have occurred on a commonly walked area nearby our home.   |
| Melissa<br>Satterfield | Extra crossing protection needed at the Crain / North Willow intersection. People often roll through this stop sign.   |
| Melissa                | We are city residents of Kent and have been for 20 years. We walk to school on a daily basis regardless of the   |
| Poultney               | weather/season. This is imperative in the city but please include all schools requesting this, including St Patrick's school. This can save lives.   |
| Scott Fox              | I believe St. Patrick School should also be included in this study. The crosswalks on N Depeyster St between the church and school are not safe, nor are they properly marked. I believe blinking crosswalk signs should be installed to improve safety.   |
| Sean                   | Why is there not a School Zone marker on Water street between and the block between Brady and Depeyster? Students  |
| Satterfield            | would also benefit from improved pedestrian protection at the North Willow - Crain intersection. Traffic often rolls through the stop sign.  |
| Aaron Hido             | This is excellent!! It physically and socially connects the Kent community and its schools. It will prevent accidents and promote walking and cycling to schools instead of driving. It could reduce dangerous traffic in the school parking lots.  Overall, it builds community and make Kent a healthier city.   |
| Benjamin<br>Tipton     | My wife Morgan attended the open house and I have reviewed thoroughly the proposed recommendations. Here are my comments to them:  |
|                        | Davey Elementary: 4 Bowers Field is the most pressing issue at this school - The addition and extension of the bike path is excellent! 5 Majors sidewalk is the second most pressing   |
|                        | -7 - sidewalk install on north side of Whittier Dr. is unnecessary - use funds elsewhere. All other recommendations are good   |
|                        | Stanton/Roosevelt: 2 - love the bike path - but I don't see how you are going to address the bike path crossing as this will likely be a major crossing spot for young walkers as it cuts the corner to stanton and roosevelt  |
| Jon Giaquinto          | Upgrade existing school zone signage and add flashing beacons to 20 mph school speed limit signs at each Kent City school location.  |
| Stefanie               | I would like to add: on the north side of Fairchild between Hudson & Woodard, there is a stretch of sidewalk where there is  |
| Workman                | no tree lawn. Walking along there with speeding vehicles hurtling by inches away is unnerving and unsafe. I'd love to see a tree lawn added so the sidewalk is farther from the road. Also, because the Woodard/Fairchild intersection has is a blind hill in both directions, it would be great to have a flashing pedestrian sign on both approaches up the hill to warn drivers. Also, move the electrical box that blocks pedestrian and driver visibility on the north side of Woodard/Fairchild intersection.  Thanks!   |
| Leah Graham            | I am excited to see the City of Kent's Safe Routes for Schools plan. It is something that is definitely needed and I hope we get funding to improve pedestrian and walker safety near all the schools. However, I wanted to point out that the City of Kent missed a huge opportunity for improving pedestrian and bicycle safety by not including St. Patrick K-8 School. St. Patrick's has about 200 students and is centrally located in the middle of downtown.  |
|                        | For the past ten years, I have been an avid bike commuter to work at Kent State from the north side of town. Now, I also walk my four children to school daily. I am familiar with the various downtown routes on a "sidewalk crack" granular level. My oldest is seven and my youngest is one; the outcome of this plan will impact us for the next 18+ years.  |
|                        | I implore the City of Kent to please consider ALL ages – not just kids who are five to eighteen, but also future students. This is because someone with an infant and toddler in a stroller, and preschooler on a scooter/balance bike may take "less traveled" routes to school   |

dropping and picking up siblings from school. Also, please consider that not only do we need safer routes from home to school and school to home, but school to after school activities too, which includes all the things children would be doing (e.g., music and dance lessons downtown, going with friends to eat at our local restaurants, stopping by playgrounds, visiting skateboard an bike shops, enjoying nature in the parks, playing baseball at Kramer fields, or visiting playgrounds at Fred Fuller Park, gardening at the school gardens, visiting urgent care, taking PARTA buses, etc.). Not only should routes be safer from our homes to all our schools, but from the schools to after-school activities, especially as older children travel without parents.

From reviewing the plans, below are the areas I see could use the most improvement based on my 10+ years of experience as a pedestrian, cyclist, and parent of children who walk to school:

- 1) ADD SIDEWALKS IN WALLS NEIGHBORHOOD- CRAIN, ELMWOOD, FAIRVIEW DR, OAKWOOD DRIVE, WOODHILL, OVERLOOK (There are currently no sidewalks in this entire neighborhood which impacts not only the safety, health, and accessibility of those that live in the neighborhood, but also everyone else in adjacent surrounding neighborhoods).
- a. I like that the City of Kent's Safe Routes to Schools travel plan emphasizes equity as one of the 6 e's of the plan. I would implore the city to please consider adding sidewalks to Walls neighborhood, which are desperately needed. Because a few people in a high-income neighborhood should not get to decide the safety, health, and accessibility of everyone their neighborhood along with the in the surrounding low-income neighborhoods that would travel through that neighborhood, choosing a "low traveled" route to not only take children to and from school walking and biking, but also access the amenities in the neighborhood such as playgrounds, gardens, urgent care, restaurants, bus stops, grocery stores and more.
- b. As a parent who knows families with young children that walk and bike to Walls from this neighborhood it is frustrating that only a small stretch of sidewalk will go through the woods at Walls school and only connects to one sidewalk, but it will not connect with any other sidewalk, because there are NO sidewalks on OAKWOOD or the entire neighborhood.

### CRAIN/WILLOW INTERSECTION

- a. Just about every day that I cross this intersection, it looks like cars will not stop for me and my children in a stroller, walking and on scooters. Cars speed on this road, and it looks like drivers are not going to stop. I have called the police multiple times a year over ten years, because drivers do not stop at the intersection, speed, drive through, or drive while pedestrians are still crossing. I have seen vehicles drive while pedestrians are in the middle of the cross walk just inches after my children have crossed their vehicle's the path. Drivers are impatient and aggressive at this intersection.
- b. It is disturbing to turn and see my 5 year old in the MIDDLE of the pedestrian cross walk, be INCHES from a car that will go through the intersection as soon as we have passed the front of their vehicle. As young children often do, my 5 year old could drop something he is carrying, dart to go after it, and get hit because of impatient, aggressive drivers who DO NOT WAIT until pedestrians completely cross the intersection. This happens to us on a DAILY basis. With the amount of traffic traveled on CRAIN this intersection desperately needs improved.
- 3) MILLER/DORAMOR STOP SIGN INTERSECTION
- a. We live on Miller directly in front of the Doramor cross walk. When school is out I see children every day use this crossing. I also see cars on a daily basis, that do not stop at the stop sign, speed on Miller, or will roll through—all during times when school is starting or getting out. I have called the police multiple times every year for 10 years about this issue.
- 4) SCHOOL ZONE/FLASHING LIGHTS: N. WATER STREET
- a. It wasn't until the fall of 2023 that St. Patrick School received a "school zone and flashing lights" intersection and pedestrian cones on N. Depeyster. It has made a huge improvement for cars slowing and stopping as we cross this intersection.
- b. Buses, pedestrians, cyclists, parents that drive to pick up children all exit one-way from Depeyster onto N. Water Street.
- c. A School Zone/Flashing light is desperately needed on N. Water street as it is heavily traveled and would improve the safety of children and pedestrians
- d. TRAFFIC CALMING MEASURES/SAFE CROSSING near BRADY STREET/NORTH WATER
- i. Student need a way to safely get to the bridge to cross over North Water to Fairchild.
- e. Our friend's cousin was killed in 2014 in a hit and run on N. Water Street, a block from St. Pats School exits. While traffic calming measures have since been implemented there, there are minimal to few traffic calming measures just a block away where the school buses, cars, pedestrians and cyclists exit onto N. Water from the one-way school exit street to Brady Street and beyond.
- 5) DEPEYSTER/BRADY (Kent City Schools Board of Education) SIDEWALKS
- a. There is no sidewalk on Brady Street on the Board of Education. I have been charged by large, aggressive, barking pit bulls on Brady Street while walking with my newborn, toddler, preschooler, and school aged children. Since this happened, I am afraid to ever go on Brady that has the sidewalks again, and choose to instead walk on the ROAD of Brady beside the board of education, because it is safer than my children being attacked by an off leash dog.
- 6) OFF-LEASH DOGS at Kent City Schools Board of Education Playground and Field (DEPEYSTER/ HIGHLAND AVE./CRAIN)
- a. We will walk past the field and other times we will stop at the playground after school. Often times large dogs will be off-leash in this field. I think it is also confusing for people because the City has a "dog bag waste station" on Highland Ave/Crain, which confuses dog owners to think it is a "pseudo" dog park where dogs can run off-leash. We frequently stop at the playground at the City of Kent Schools Board of Education Playground. Often, large, off-lease dogs will be on the field between Depeyster, Highland Ave, and Crain. Having been charged on Brady by large-off leash dogs, and at the field on Crain/Depeyster/Highland Avenue I am afraid of dogs being off leash as my children get older and would walk to school without parents.
- 7) LARGE, AGGRESSIVE, OFF-LEASH DOGS CHARGING PEDESTRIANS IN THE CITY
- a. Before having children, I was charged by a large pitbull on Depeyster/Hall intersection, who crossed the street from his house to myself while walking my dog. I was so shook up by this experience that I reported the incident to the police on my way home. I also want to note that just ONE negative walking or biking experience could alter someone's route permanently or for years to come.
- 8) HARVEY ACROSS TO LAKE STREET
- a. If we're making safe routes to schools near Walls, then something is needed for children to be able to cross lake street if they want to safely cross to Kent Cycle, or access the bike path and trails on that side of the street.

Thank you for doing this plan and making our city safer, healthier, and more accessible not only for children, but for all citizens.

I am happy to be available or provide feedback on any of my experiences.

Public Meeting Presentation Slides

## Kent School Travel Plan











### Agenda

- Safe Routes to School Vision
- What is a School Travel Plan?
- Existing Conditions
- Survey Responses and Input
- ► Draft Recommendations & Next Steps









### Safe Routes to School Vision

- Vision
  - ► State of Ohio Walking and biking in Ohio will be a safe, convenient, and accessible transportation option for everyone.
  - Kent Stakeholders
    - ► Easier Access for Everyone, particularly students during all seasons
    - ► Reduced vehicular travel speeds on roadways city-wide
    - ► Make walking cease to be the exception
    - ► A feeling of reconnected community, where residents look out for students
    - ▶ Biking for Transportation
    - ▶ Policy that supports improved public health









### What is a School Travel Plan?

A plan that outlines a community's intentions for enabling students to engage in active transportation (biking/walking) as they travel to and from school

► K-12 Program

► Plan Recommendations are <u>eligible for funding</u> of infrastructure and non-infrastructure projects









### What is a School Travel Plan?

- School Travel Plans Address the 6 E's:
  - Engineering
  - ► Education
  - ▶ Encouragement
  - ► Enforcement
  - Evaluation
  - Equity









## Existing Conditions - Participating Schools

- Elementary Schools\*
  - Davey Elementary
  - Holden Elementary
  - Longcoy Elementary
  - Walls Elementary
- Stanton Middle School
- Theodore Roosevelt High School

\* St. Patrick School Participation?









- Current Student Travel
- Walk Audit
- Existing Programs & Policies
- Safety Data (Pedestrian/Bike Crashes)
- Equity
- Current Improvements in progress









### **Existing Conditions - Student Travel**

| Distance from School | Number of Students | % of Student Body |
|----------------------|--------------------|-------------------|
| Within ¼ mile        | 74                 | 2.4%              |
| Within ½ mile        | 327                | 10.7%             |
| Within 1 mile        | 746                | 24.5%             |
| Within 2 miles       | 1458               | 47.9%             |

- District Bus Policy Provided for families outside of the school walk zone
  - ► Elementary Schools 1 mile
  - Middle School 1.25 miles
  - ► High School 2 miles









## **Existing Conditions - Student Travel**

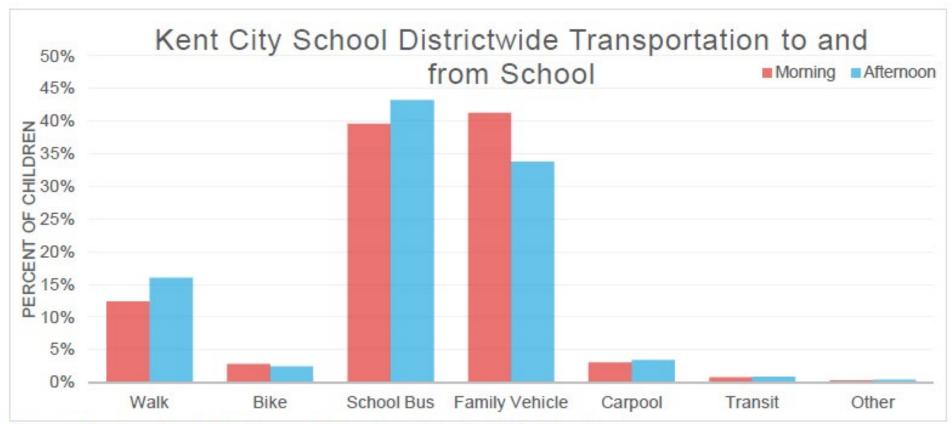


Figure 2. Preferred method of transportation for all the Kent City Schools





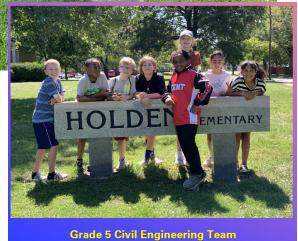


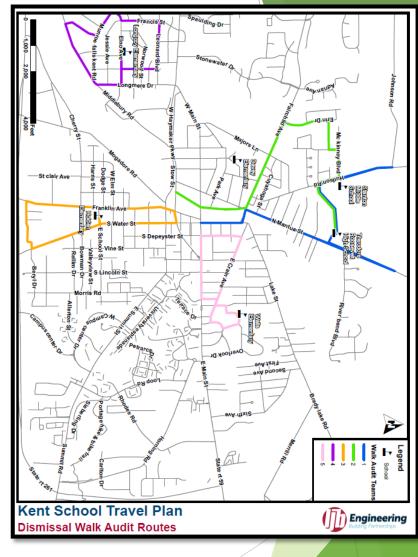


Walk Audits









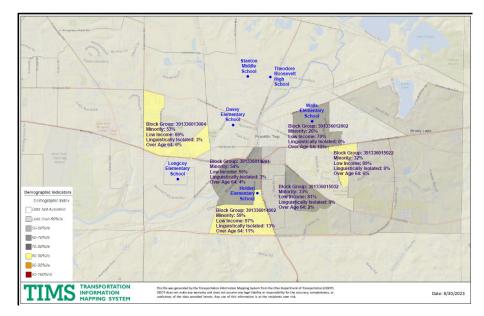


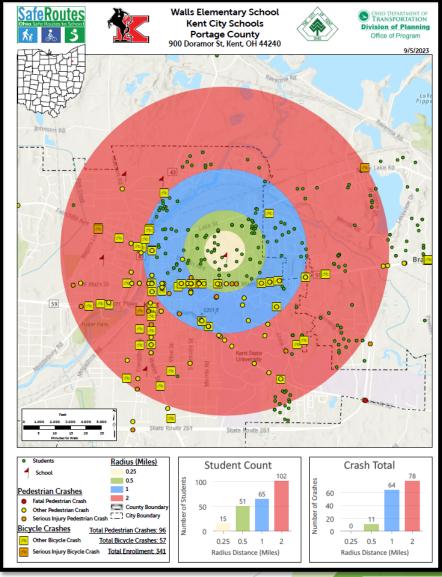






- Safety
- Equity













Majors Lane - Fairchild Ave intersection

Current Projects



## Survey Responses and Input

- Community Engagement
  - ► Caregiver Survey
  - Stakeholder Meeting
  - School Administration Meetings
  - ► Today's Open House!

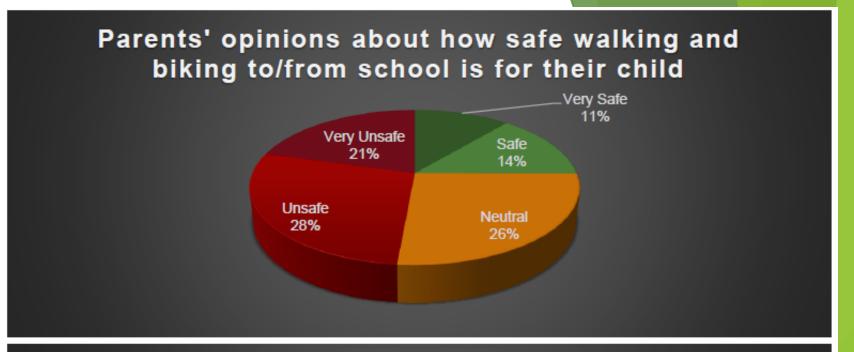


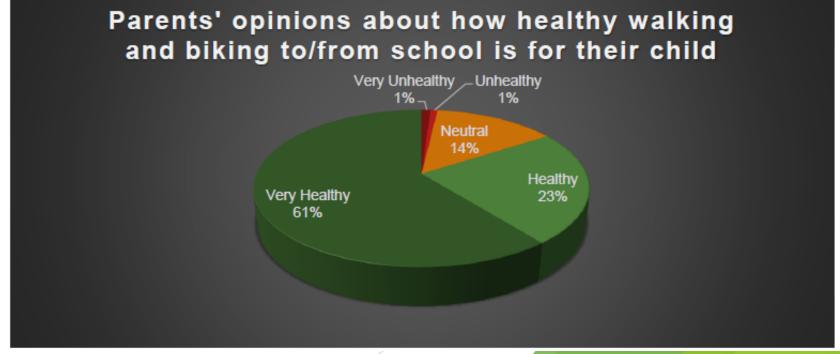




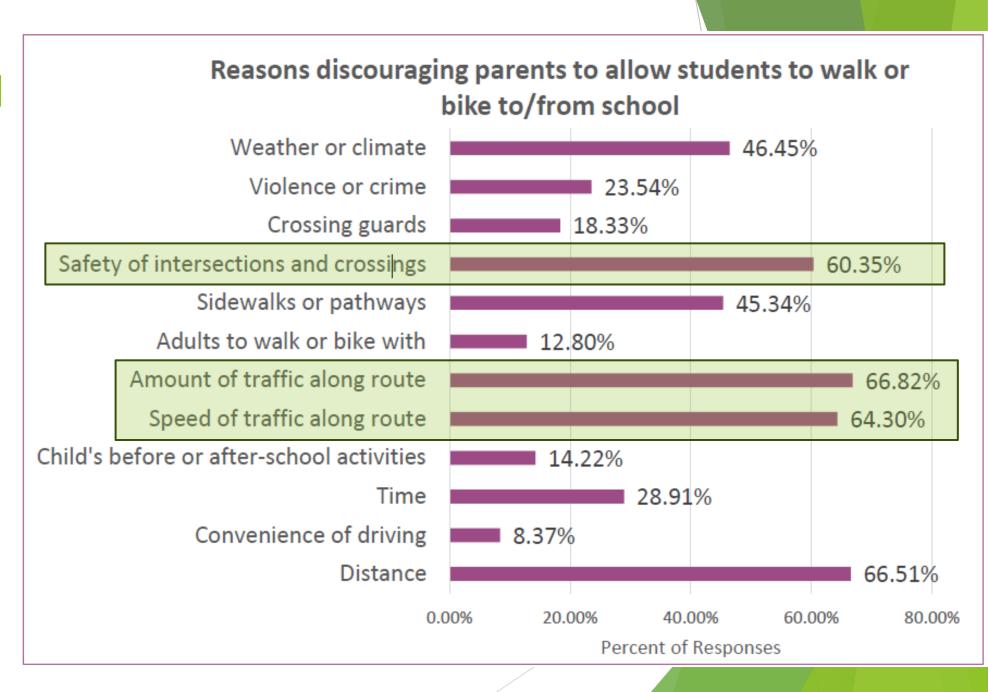


## Survey Responses and Input





# Survey Responses and Input



## Draft Recommendations & Next Steps



### Longcoy Elementary School

Infrastructure Countermeasure Recommendations





Kent, Ohio







| Map ID | Project Type | Location                                | Description  |
|--------|--------------|---|--|
| 15     | Bridge       | Summit St. across the<br>Cuyahoga River | On proposed structure, provide a shared use path from trail on west side of the river to Franklin Ave.   |
| 16     | Sidewalk     | Roosevelt St.                           | Close gaps in sidewalk network on Roosevelt St., from Munroe Falls Kent Rd. to Gardenview St and Meredith St. to Leonard Blvd. Provide curb ramps where missing.   |
| 17     | Sidewalk     | Haymaker Pkwy.                          | Provide sidewalk on Haymaker Pkwy. from Middlebury Rd. to W. Main St.  |
| 18     | Sidewalk     | Munroe Falls Kent Rd.                   | Provide sidewalk on the south side of Munroe Falls Kent Rd. from the existing trail to Elno Ave. In addition, connect the existing trail to the proposed Rockwell Bike Trail along Munroe Falls Kent Rd. |

### Draft Recommendations & Next Steps

### Non-infrastructure Countermeasure Recommendations

This plan makes recommendations that will promote and support safe routes to school through a combination of infrastructure projects and non-infrastructure countermeasures. Program and policy recommendations aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase use through encouragement, education, engagement, enforcement, and evaluation.

Table 10. Program and policy recommendations

| School      | Project Type | "E's"                       | Description  | Leaders                               | Timeframe    |
|-------------|--------------|-----------------------------|--|---------------------------------------|--------------|
| All schools | Program      | Encouragement               | Bike lock giveaway or rental program where<br>students can check out bike locks for one day<br>or longer periods | Kent City<br>School<br>District       | Fall 2024    |
| All schools | Policy       | Enforcement                 | Increase speed enforcement in school zones   | Kent Police<br>Department             | Fall 2024    |
| All schools | Program      | Education                   | Send crossing guard(s) to ODOT's Adult<br>School Crossing Guard Training Program <sup>5</sup>                    | Kent City<br>School<br>District, ODOT |              |
| All schools | Policy       | Evaluation                  | Conduct Parent Surveys biannually to track progress  | Kent City<br>School<br>District       | Bi-annual    |
| All schools | Program      | Encouragement               | Develop mileage clubs which create competition between classes or grades based on distance traveled/commuted     | Kent City<br>School<br>District       |              |
| All schools | Program      | Evaluation                  | Review city crime information to research reasons for and to prevent future crime                                | Kent City<br>School<br>District       | Periodically |
| All schools | Program      | Encouragement               | Participate in events such as International<br>Walk to School Day or National Bike to School<br>Day              | Kent City<br>School<br>District       |              |
| All schools | Program      | Encouragement,<br>Education | Host fix-it events at schools in partnership with local bike shops or advocacy groups                            | Kent City<br>School                   |              |

### Draft Recommendations & Next Steps

- ► Comment Period through March 15, 2024
- Approvals
  - City Council
  - ► Kent City School Board
- Apply for SRTS Funding
- Reevaluate Plan









### **Appendix F Cost Estimates**





























### KENT STP PID 112767, TASK 0013 CITY OF KENT OHIO

Conceptual Cost Estimate Tuesday, June 25, 2024



30% Contingency \$

Eng Design \$

Project Total \$

23,590.00

15,730.00

117,962.93

### **INFRASTRUCTURE RECOMMENDATION 1** Close gaps in sidewalk network on the west side of Hudson Rd REF ITEM DESCRIPTION QUANTITY UNITS **UNIT COST EXTENSION** A1 202E23000 Pavement Removed SY \$ 42.00 \$ 280.00 99 SF \$ 12.00 \$ Α2 202E30000 Walk Removed 1,188.00 Α3 202E32000 Curb Removed 30 FT \$ 24.00 \$ 720.00 203E10000 Excavation 95 CY \$ 34.00 \$ Α4 3,232.10 CY \$ 56.00 \$ Α5 203E20000 Embankment 10 560.00 \$ 252E01500 Full Depth Pavement Sawing 54 FT 5.00 \$ Α6 270.00 7 \$ 215.00 \$ Α7 253E01000 Pavement Repair SY 1,433.33 608E10000 4" Concrete Walk 7550 SF \$ 6.50 \$ 8A 49,075.00 \$ 608E52000 Curb Ramp 150 SF 29.00 \$ Α9 4,350.00 \$ A10 609E26000 Curb, Type 6 40 FT 48.00 \$ 1,920.00 \$ A11 644E00620 Crosswalk Line, 12" 178 FT 5.00 \$ 890.00 644E00630 Crosswalk Line, 24" 223 FT \$ 5.00 \$ A12 1,112.50 201E11000 Clearing and Grubbing \$ 5,000.00 \$ A13 1 LUMP 5,000.00 A14 614E11000 Maintaining Traffic 1 LUMP \$ 4,000.00 \$ 4,000.00 623E10000 Construction Layout Stakes & Surveying LUMP \$ 2,800.00 \$ 2,800.00 A15 1 624E10000 Mobilization LUMP \$ 4,000.00 \$ 4,000.00 A16 1 Subtotal 78,642.93 Construction Total \$ 78,642.93

### KENT STP PID 112767, TASK 0013 CITY OF KENT OHIO

Conceptual Cost Estimate Tuesday, June 25, 2024



### INFRASTRUCTURE RECOMMENDATION 2

|     | Provide marked crossings of Hudson Rd. at each intersection with curb ramps at intersection |  |          |       |    |              |    |            |
|-----|---|--|----------|-------|----|--------------|----|------------|
| REF | ITEM  | DESCRIPTION  | QUANTITY | UNITS | U  | INIT COST    |    | EXTENSION  |
| B1  | 202E23000   | Pavement Removed   | 19       | SY    | \$ | 42.00        | \$ | 793.33     |
| B2  | 202E30000   | Walk Removed   | 340      | SF    | \$ | 12.00        | \$ | 4,080.00   |
| В3  | 202E32000   | Curb Removed   | 54       | FT    | \$ | 24.00        | \$ | 1,296.00   |
| B4  | 203E10000   | Excavation   | 7        | CY    | \$ | 34.00        | \$ | 228.77     |
| B5  | 203E20000   | Embankment   | 3        | CY    | \$ | 56.00        | \$ | 168.00     |
| В6  | 252E01500   | Full Depth Pavement Sawing   | 153      | FT    | \$ | 5.00         | \$ | 765.00     |
| B7  | 253E01000   | Pavement Repair  | 19       | SY    | \$ | 215.00       | \$ | 4,061.11   |
| В8  | 608E10000   | 4" Concrete Walk   | 151      | SF    | \$ | 6.50         | \$ | 981.50     |
| В9  | 608E52000   | Curb Ramp  | 510      | SF    | \$ | 29.00        | \$ | 14,790.00  |
| B10 | 608E53020   | Detectable Warnings  | 10       | SF    | \$ | 65.00        | \$ | 650.00     |
| B11 | 609E26000   | Curb, Type 6   | 139      | FT    | \$ | 48.00        | \$ | 6,672.00   |
| B12 | 625E32000   | Ground Rod   | 10       | EACH  | \$ | 282.00       | \$ | 2,820.00   |
| B13 | 630E03100   | Ground Mounted Support, No. 3 Post   | 140      | FT    | \$ | 14.00        | \$ | 1,960.00   |
| B14 | 630E80100   | Sign, Flat Sheet   | 90       | SF    | \$ | 22.00        | \$ | 1,980.00   |
| B15 | 630E97700   | Signing, Misc,: Solar-Powered Rectangular Rapid Flashing Beacon (RRFB) Sign Assembly | 10       | EACH  | \$ | 7,500.00     | \$ | 75,000.00  |
| B16 | 632E64020   | Pedestal Foundation  | 10       | EACH  | \$ | 950.00       | \$ | 9,500.00   |
| B17 | 644E00620   | Crosswalk Line, 12"  | 642      | FT    | \$ | 5.00         | \$ | 3,210.00   |
| B18 | 644E00630   | Crosswalk Line, 24"  | 803      | FT    | \$ | 5.00         | \$ | 4,012.50   |
| B19 | 644E00500   | Stop Line  | 28       | FT    | \$ | 11.00        | \$ | 308.00     |
| B20 | 644E20800   | Yield Line   | 120      | FT    | \$ | 13.00        | \$ | 1,560.00   |
| B21 | 201E11000   | Clearing and Grubbing  | 1        | LUMP  | \$ | 1,000.00     | \$ | 1,000.00   |
| B22 | 614E11000   | Maintaining Traffic  | 1        | LUMP  | \$ | 6,500.00     | \$ | 6,500.00   |
| B23 | 623E10000   | Construction Layout Stakes & Surveying   | 1        | LUMP  | \$ | 4,500.00     | \$ | 4,500.00   |
| B24 | 624E10000   | Mobilization   | 1        | LUMP  | \$ | 6,500.00     | \$ | 6,500.00   |
|     |   |  |          |       |    | Subtotal     | \$ | 147,166.88 |
|     |   |  |          |       |    |              |    |            |
|     |   |  |          |       |    | ction Total  | \$ | 147,166.88 |
|     |   |  |          |       |    | ontingency   | \$ | 23,590.00  |
|     |   |  |          | 20%   |    | Eng Design   | \$ | 15,730.00  |
|     |   |  |          |       | Pr | roject Total | \$ | 186,486.88 |

### KENT STP PID 112767, TASK 0013 CITY OF KENT OHIO

Conceptual Cost Estimate Tuesday, June 25, 2024



| INFRASTRUCTURE RECOMMENDATION 9                                    |   |   |          |       |                |  |    |           |
|--|---|---|----------|-------|----------------|--|----|-----------|
| Add pedestrian signals and pushbuttons at Franklin Ave & Cherry St |   |   |          |       |                |  |    |           |
| REF  | ITEM  | DESCRIPTION   | QUANTITY | UNITS | ι              | INIT COST  | Е  | XTENSION  |
| C1   | 625E32000   | Ground Rod  | 8        | EACH  | \$             | 282.00   | \$ | 2,256.00  |
| C2   | 632E20730   | Pedestrian Signal Head (LED), Type D2,<br>Countdown | 8        | EACH  | \$             | 550.00   | \$ | 4,400.00  |
| C3   | 632E20750   | Accessible Pushbutton                               | 8        | EACH  | \$             | 860.00   | \$ | 6,880.00  |
| C4   | 632E40500   | Signal Cable, 5 Conductor, No. 14 AWG               | 2400     | FT    | \$             | 3.00   | \$ | 7,200.00  |
| C5   | 632E64020   | Pedestal Foundation                                 | 8        | EACH  | \$             | 950.00   | \$ | 7,600.00  |
| C6   | 632E89900   | Pedestal, 8', Transformer Base                      | 8        | EACH  | \$             | 1,000.00   | \$ | 8,000.00  |
| C7   | 644E00620   | Crosswalk Line, 12"                                 | 360      | FT    | \$             | 5.00   | \$ | 1,800.00  |
| C8   | 644E00630   | Crosswalk Line, 24"                                 | 450      | FT    | \$             | 5.00   | \$ | 2,250.00  |
| C9   | 201E11000   | Clearing and Grubbing                               | 1        | LUMP  | \$             | 1,000.00   | \$ | 1,000.00  |
| C10  | 614E11000   | Maintaining Traffic                                 | 1        | LUMP  | \$             | 2,000.00   | \$ | 2,000.00  |
| C11  | 623E10000   | Construction Layout Stakes & Surveying              | 1        | LUMP  | \$             | 1,400.00   | \$ | 1,400.00  |
| C12  | 624E10000   | Mobilization  | 1        | LUMP  | \$             | 2,000.00   | \$ | 2,000.00  |
|  |   |   |          |       |                | Subtotal   | \$ | 46,786.00 |
|  | Construction Total 30% Contingency 20% Eng Design Project Total |   |          |       | \$<br>\$<br>\$ | 46,786.00<br>23,590.00<br>15,730.00<br>86,106.00 |    |           |