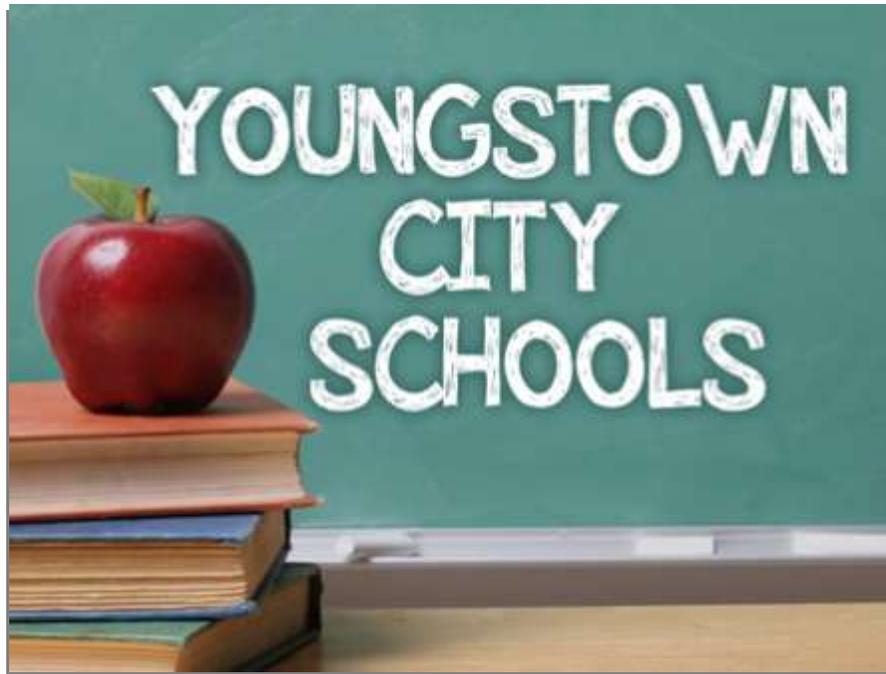


The City of Youngstown

SAFE ROUTES TO SCHOOL TRAVEL PLAN



Prepared for:

The City of Youngstown &
The Youngstown City School District

Prepared by:

Youngstown Neighborhood Development Corporation
Youngstown, Ohio
January 2016
Updated November 2018



YOUNGSTOWN
NEIGHBORHOOD
DEVELOPMENT CORPORATION



**The City of Youngstown
and
The Youngstown City School District**

Safe Routes to School Travel Plan

Prepared by The Youngstown Neighborhood Development Corporation

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OVERVIEW

The Youngstown School Travel Plan contains an assessment of current barriers to safe walking and bicycling; school data related to enrollment and transportation; input from parents, crossing guards, teachers and school principals; recommendations for improvements to nearby infrastructure; and an action plan for implementation. The plan was completed in 2016, with significant updates made in 2018.

The purpose of Safe Routes to School is to encourage and enable students in grades K-8 to walk or ride their bicycle to school. Projects can be either engineering such as, improved crossings, sidewalks, etc. or non-engineering which consist of education and encouragement programs. Since the program began in 2008, walking and bicycling to school has increased in Ohio communities with active Safe Routes to School (SRTS) programs. The responsibility of a safer route to school is ultimately shared by the user, government agencies, elected officials, and safety advocates. The Ohio Safe Routes to School (SRTS) program is funded by the Federal Highway Administration and administered by the Ohio Department of Transportation (ODOT).

The Ohio Safe Routes to School Program funds two types of projects:

1. Infrastructure Projects

Infrastructure projects, also known as engineering projects, include operational and physical improvements that establish safer and fully accessible pedestrian and bicycle infrastructures. Prime examples of such infrastructure projects are crossings, walkways, trails, and bikeways. All infrastructure projects must improve conditions for students walking or bicycling within two miles of the target school.

2. Non-Infrastructure Projects

Non-infrastructure projects include education, encouragement, and enforcement activities that are intended to affect either student or driver behavior, and evaluate activities to monitor the impacts of SRTS program.

The Five E's of Safe Routes to School

Engineering strategies create a safer environment for walking and bicycling to school through improvements to the infrastructure within surrounding schools. These improvements focus on reducing motor vehicle speeds that conflict with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails, and bikeways.

Education programs target children, parents, caregivers, and neighbors. These programs teach how to walk and bicycle safely in addition to informing drivers how to drive more safely around pedestrians and bicyclists. Education programs can also incorporate personal security issues, as well as health and environmental messages.

Enforcement strategies increase the safety of children bicycling or walking to school by helping to change the unsafe behaviors of drivers, as well as pedestrians and bicyclists. A community approach to enforcement involves students, parents, caregivers, school personnel, crossing guards, and law enforcement officers.

Encouragement activities promote walking and bicycling to school to children, parents, and community members. Events such as Walk to School Day, contests such as a Frequent Walker/Bicyclist challenge, or on-going programs such as Walking School Bus or Bicycle Train all promote and encourage walking and bicycling as a popular way to get to school.

Evaluation is an important component of SRTS programs that can be incorporated into each of the previously mentioned E's. Collecting information before and after program activities and/or projects that are implemented allow communities to track progress, outcomes, and provide information to further guide program development.

A School Travel Plan (STP) is a written document that outlines a community's intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school. A comprehensive STP is created through a team-based approach that involves key community stakeholders and members of the public in both identifying carriers to active transportation and using the 5 E's to address them.

By completing this STP, Youngstown will have a guiding document to assist in improving walking and bicycling conditions for students, including strategies for promoting and encouraging active transportation to school. Serving as a foundation for your SRTS program, the STP can be updated and modified as needed to comply with community values and goals. STPs are a requirement for funding requests through the ODOT SRTS program and must address all 5 E's (engineering, education, enforcement, encouragement, & evaluation).

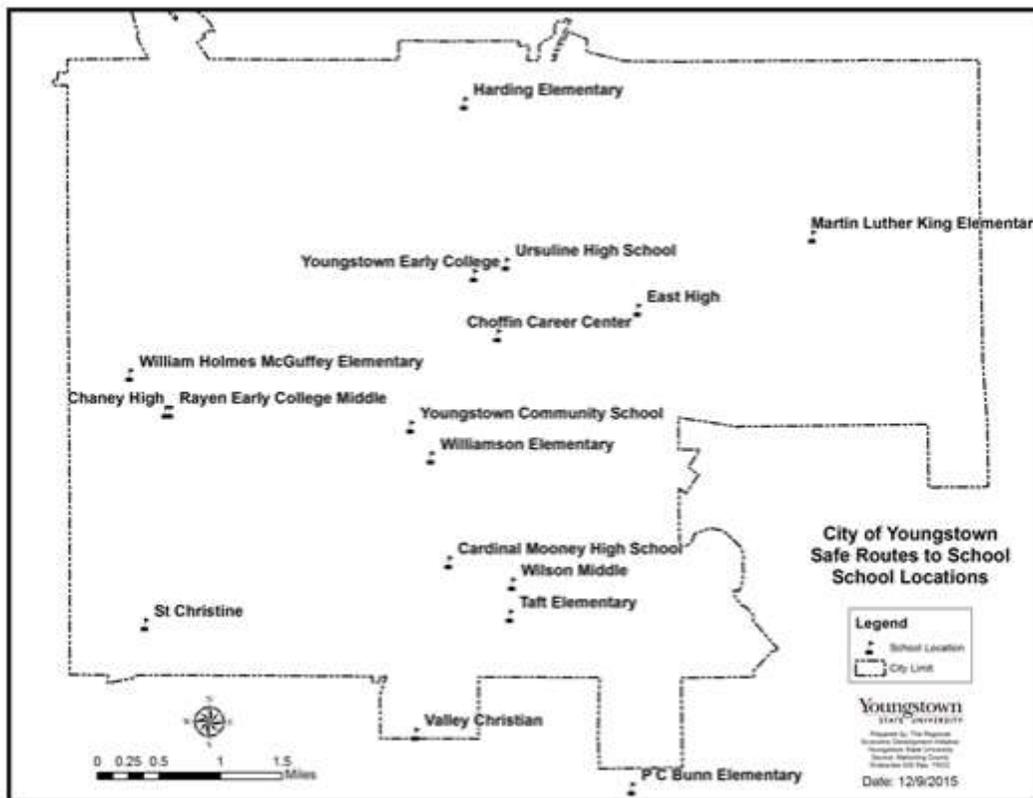
SECTION 1: TARGET SCHOOLS AND SRTS TEAM

Youngstown Safe Routes to School Travel Plan

The City of Youngstown has engaged the Youngstown Neighborhood Development Corporation (YNDC) to prepare a citywide SRTS Travel Plan. YNDC will coordinate the creation of the STP, in partnership with the City of Youngstown, Youngstown City Schools, and selected charter and parochial schools. The target schools included in this STP are listed in the table and figure below:

Public Schools	Charter and Parochial Schools
Chaney Campus VPA & STEM East High School* Harding Elementary School Martin Luther King Elementary School Paul C Bunn Elementary School Rayen Early College Taft Elementary School William Holmes McGuffey School Williamson Elementary School	Valley Christian School St. Christine School Ursuline High School* Mooney High School* Youngstown Community School Horizon Science Academy
*East High School, Ursuline High School, and Mooney High School are included in the travel plan, but proposed countermeasures are not eligible for funding through the Safe Routes to School program, which covers schools with students from grades K-8.	

Figure 1: Youngstown Schools



*Paul C. Bunn Elementary is located outside of the city limits, but is part of the Youngstown City School District.



Harding Elementary is located on the north side.



MLK Elementary is located on the east side.

Community Stakeholders and the Safe Routes to School Team

The Youngstown Safe Routes to School Team was formed in 2014 to address the barriers students face when walking and biking to school. Members include community representatives, City of Youngstown officials, representatives from the Youngstown City Schools, and the Youngstown Neighborhood Development Corporation. Members of the SRTS Team are listed below:

Name	Email Address	Title
Mike Durkin	mdurkin@youngstownohio.gov	Code Enforcement Superintendent, City of Youngstown
Kedar Bhide	kbhide@youngstownohio.gov	Engineer, City of Youngstown
Erin Bishop	ebishop@ychd.com	Health Commissioner, Youngstown City Health District
Taron Cunningham	tcunningham@youngstownohio.gov	Community Development Agency Director, City of Youngstown
Tom Hetrick	thetrick@yndc.org	Neighborhood Planner, Youngstown Neighborhood Development Corporation
Robin Lees	chieflees@youngstownohio.gov	Police Chief, City of Youngstown
Mike Pecchia	mpecchia@youngstownohio.gov	President, Valley Christian Schools
Randy Rair	rrair@youngstowndiocese.org	Assistant Superintendent, Youngstown Diocese
Dennis Rice	drice@ycs.k12.oh.us	Superintendent, Youngstown Community School
Eric Holm	eric@crandallparksouth.org	Community Member
Krish Mohip	krish.mohip@youngstown.k12.oh.us	CEO, Youngstown City Schools
Sara Wenger	swenger@eastgatecog.org	Community Development Program Manager, Eastgate Regional Council of Governments
Sharon Woodberry	tswood@youngstownohio.gov	Director of Community Planning and Economic Development, City of Youngstown

SECTION 2: PUBLIC INVOLVEMENT AND SRTS VISION

City officials, school administrators, teachers, students, and parents have been engaged throughout the development of the Youngstown Safe Routes to School Travel Plan.

Kick-off Meeting

A meeting was held on October 24, 2015 to kick-off the citywide Safe Routes to School planning process. At the meeting, an overview of the SRTS program was provided and a timeline for completion of the plan was discussed. Stakeholders present included principals of schools in Youngstown, the Youngstown City School District superintendent and board members, city officials, Youngstown City Council members, community members, and Youngstown Neighborhood Development Corporation staff. The ODOT District 4 SRTS Coordinator was also present to provide information and answer questions.

The project team has adopted the vision statement below:

The SRTS Team wishes to make the areas around the schools within the Youngstown City School District safe for students walking and biking to and from school. Safety will be achieved through infrastructure improvements, additional police presence, reduction of blight, enforcement of traffic regulations, and education of students, parents, and school staff. We also desire to improve community health by encouraging safe, active transportation to and from school. To achieve these goals, we will work together to implement the Action Plan found in this document and will evaluate our progress toward achieving our goals.



The SRTS Kick-off Meeting was held on October 24, 2015 at the Covelli Center in Downtown Youngstown.

Community Input

The Youngstown SRTS Team has discussed the project at several Neighborhood Action Team meetings, which convene quarterly in ten city neighborhoods to discuss community issues and implement solutions. Two schools have consistently been identified by residents as priorities for the Youngstown STRS project: Harding Elementary on the north side and Valley Christian School on the south side. Harding Elementary is located near a heavily disinvested area of the north side where sidewalks and curb ramps are often non-existent. Residents on the Crandall Park Neighborhood Action Team compiled a list of sidewalks in disrepair around Harding Elementary and shared those with the SRTS Team. Valley Christian School is located along a railroad track and students must cross the tracks dai-

ly to get to school. Residents on the Pleasant Grove Neighborhood Action Team have expressed serious concern about the safety of the crossing and in the summer of 2015, the group painted the hand rails around the crossing bright yellow so that they would be more visible and safer for students.

Principal Input

Each principal was given a copy of a SRTS principal survey in October of 2015. Surveys were completed by 12 principals, who were asked to describe school arrival and dismissal processes, school travel policies, safety issues and concerns, and recommendations for improvement. A summary of principal concerns is listed below:

- Dangerous crosswalks
- Lack of sidewalks
- Lack of bike routes
- Lack of street lights
- Behavior of motorists near schools
- Lack of supervision or police presence
- Traffic on busy streets near schools
- Lack of school zone signs
- High crime and blight in neighborhoods around schools

Student Tallies

Students were surveyed by homeroom teachers using the National Center for SRTS survey forms to identify modes of student travel and weather on days the survey was provided. More than 3,000 students were surveyed in Fall of 2015 and results showed that 4% walk to school, 0% ride a bike to school, 54% ride a school bus, 38% are given a ride to school. These results, however, do not include Taft Elementary, which was surveyed in Spring of 2015. When combined, approximately 10% of students surveyed walk to school.

Parent Surveys

Parents were surveyed using the National Center for SRTS survey forms to identify modes of student travel, distance from school, age of student, barriers to walking and biking to school, and opinions regarding active transportation to school. 952 parents participated in the survey. The most commonly reported barriers to walking and biking to school are listed below:

- Distance from school
- Violence/crime
- Weather
- Safety of intersections and crossings
- Amount and speed of traffic

Walk Audits

Walk audits were conducted at Taft and Harding Elementary schools to note infrastructure needs around schools, as well as safety issues. The audits occurred during arrival and/or dismissal in order to observe student behavior. Key findings from walk audits are listed below:

- Crosswalks are often not clearly marked
- Flashing school zone lights often do not function
- Motorists picking up students often park where parking is not permitted
- Students often cross streets at places other than marked crossings
- Sidewalks and curb ramps, in particular, are generally in poor condition

SECTION 3: EXISTING CONDITIONS

City Context

The City of Youngstown is located in Northeast Ohio and has a population of 66,982, 44% of whom are Black, 43% are White, and 9.3% are Hispanic. Of the adult population, 20% are without a high school diploma, 64% have a high school diploma, 12% have either an Associate’s or a Bachelor’s degree, and 4% have either a graduate or professional degree. The city has a higher percentage of residents without a high school diploma and a lower percentage of residents with a post-secondary degree than many of its peer cities. The median household income is \$24,880, which is considerably lower than that of Mahoning County, the State of Ohio, and the United States. Vacant residential units are a significant issue throughout the city, due in part to dramatic population loss, an aging housing stock, and a weak regional economy. The vacancy rate in Youngstown is at 19%. The childhood poverty rate increased by 15 percentage points between 1990 and 2014—from 45% to 60%.

Youngstown City School District

The Youngstown City School District is comprised of fifteen schools in the City of Youngstown. There are 5,109 students enrolled within the district. The majority of students are African-American. Hispanic students make up 13.8% and White students comprise of 15.2% of the student body. Nearly all students are economically disadvantaged, 20% have disabilities, and 4.9% have limited English proficiency.

The following table below describes the student demographics of the Youngstown City School District:

Youngstown City School District 2013-2014										
Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
5,109	65.0%	NC	NC	13.8%	5.8%	15.2%	98.2%	4.9%	20.0%	NC

NC = Not Calculated because there are fewer than 10 students in the group

Schools Included in the Youngstown STP

Of the fifteen schools in the Youngstown City School District, nine are included in the STP. Students at the remaining six schools are exclusively bussed to their respective schools, and therefore are not included in the STP. At the request of the Mayor of Youngstown and community members, selected charter and parochial schools were included in the STP. The table on the following page shows enrollment and student distance for each school. Maps of student addresses are included in Appendix C.

Public Schools	Charter and Parochial Schools
Chaney Campus VPA & STEM East High School Harding Elementary School Martin Luther King Elementary School Paul C Bunn Elementary School Rayen Early College Taft Elementary School William Holmes McGuffey School Williamson Elementary School	Valley Christian School St. Christine School Ursuline High School Mooney High School Youngstown Community School

Schools included in the Youngstown STP

School*	1/4 Mile	% within 1/4 Mile	1/2 Mile	% within 1/2 Mile	1 Mile	% within 1 Mile	2 Miles	% within 2 Miles	Total Students
Chaney VPA	2	0.5%	7	1.6%	46	10.6%	124	28.7%	432
East High School	6	0.6%	39	3.7%	139	13.3%	270	25.8%	1,046
Harding Elementary	14	4.1%	70	20.6%	144	42.5%	308	90.9%	339
M. L. King Elementary	7	2.2%	19	6.0%	60	18.9%	255	80.2%	318
McGuffey Elementary	14	2.8%	51	10.2%	202	40.6%	367	73.7%	498
P. C. Bunn Elementary	8	3.0%	20	7.5%	52	19.5%	201	75.6%	266
Rayen Early College	0	0.0%	0	0.0%	12	6.9%	42	24.3%	173
Taft Elementary	51	18.2%	139	49.6%	230	82.1%	256	91.4%	280
Williamson Elementary	9	2.8%	41	12.7%	116	35.9%	304	94.1%	323
Valley Christian School	14	2.9%	31	6.4%	72	14.9%	194	40.2%	483
Youngstown Community School	4	1.1%	21	5.6%	61	16.3%	207	55.3%	374
Cardinal Mooney High School	1	0.2%	9	1.9%	46	9.7%	92	19.3%	476
Ursuline High School	0	0.0%	1	0.2%	16	3.3%	68	14.0%	483
St. Christine's School	4	0.1%	29	6.8%	75	17.6%	123	28.9%	425

Student Distance from School

The majority of students in Youngstown live more than one mile from school. Only at one school—Taft Elementary—do the majority of students—82%—live within a mile of the school. At three additional schools—Harding Elementary, McGuffey Elementary, and Williamson Elementary—between one-third and one-half of students live within a mile of the school.

Crash Statistics

Over a three-year period from 2011 to 2013, there were 117 total crashes within the STP study area that involved pedestrians and/or bicyclists within 2 miles of a Youngstown City School, according to ODOT data. The 2-mile radius around each school covers nearly all of the city of Youngstown.

Of the 117 total crashes, 109 resulted in injuries and 7 resulted in fatalities. Bicycles were involved in 27 of the crashes and pedestrians were involved in 92. The schools with the highest number of crashes within a 2-mile radius were Williamson Elementary and Youngstown Community School, with 68 and 63 crashes respectively. An additional four schools had more than 40 crashes within a 2-mile radius.

School District Policies

The Youngstown City School District currently does not have formal policies related to walking and bicycling to school. If a student lives more than one mile from the school he or she attends, that student is eligible for busing to and from school.

Safe Routes to School Accomplishments

The first School Travel Plan in the City of Youngstown was completed for Taft Elementary and approved by ODOT in January of 2015. Since that time, the Youngstown City School District and the City of Youngstown have collaborated on various activities to further the local SRTS project. These efforts are listed in the following table.

Youngstown Safe Routes to School Activities 2015-2018

Vacant Property Cleanups— Winter and Spring 2015	Taft Elementary and Martin Luther King Elementary with residents and community volunteers to clean up vacant properties and clear sidewalks of debris within 2 blocks of the schools
Pedestrian and Bicycle Safety Demonstrations—Spring 2015	Taft Elementary safety demonstrations with Youngstown City Health Department and Mayor of Youngstown
Ohio AAP Put a Lid on It Campaign—Spring 2015	Received 72 Bicycle helmets for students at Taft Elementary
National Walk and Bike to School Day—May 6, 2015	Taft Elementary bicycle helmet giveaway with Youngstown City Health Department
Improved Signage—2015	The City of Youngstown upgraded signage, painted crosswalks, and repaired non-functioning school zone lights around Taft Elementary and other schools
Safe Routes to School funding through ODOT—Summer 2015	City of Youngstown awarded \$200,000 for infrastructure improvements around Taft Elementary
Railroad Crossing Improvement—Summer 2015	Handel's Neighborhood Association and Pleasant Grove Action Team painted the handrails bright yellow at deteriorated pedestrian railroad crossing near Valley Christian School and the City installed new crossing signs
Parent, Student, and Principal Surveys—Fall 2015	All district schools and selected parochial and charter schools participated in parent surveys, student tallies, and principal surveys
Youngstown Better Blocks—Fall 2015	Bike helmet giveaway and safety demonstrations with the Youngstown City Health Department during the Youngstown Better Blocks on Mahoning Ave. and Midlothian Blvd. Temporary bicycle lanes and signage installed to demonstrate safety improvements.
Transportation Alternatives Program Funding Application—Fall 2015	The City of Youngstown applied for and received \$169,428 in TAP funds through Eastgate Regional Council of Governments for infrastructure improvements around Harding Elementary.
Demolition of Vacant Properties—2015	The City of Youngstown worked with the 910 Airlift Wing to demolish 20 blighted houses around Taft Elementary
Ohio AAP Put a Lid on It Campaign—Spring 2016	Received 150 Bicycle helmets for students at McGuffey Elementary
Safety Demonstration and Helmet Giveaway—Spring 2016	McGuffey Elementary bicycle helmet fitting, giveaway and safety demonstration with Youngstown City Health Department
Safe Routes to School funding through ODOT—Summer 2016	City of Youngstown awarded \$315,000 for infrastructure improvements around McGuffey and Williamson Elementary Schools
Safe Routes to School funding through ODOT—Summer 2016	City of Youngstown awarded \$30,000 to hire a Safe Routes to School Coordinator to conduct educational programming and encourage safe, active transportation at city schools
Safe Routes to School funding through Western Reserve Health Foundation—Summer 2016	Youngstown Neighborhood Development Corporation awarded \$30,000 to cover materials and supplies to support Safe Routes to School programming
Demolitions Prioritized Along Student Walking Paths—Winter 2017	City of Youngstown committed to demolishing 144 vacant, dilapidated structures in 2017 per YNDC survey around 4 Elementary Schools, along prioritized walking paths

Youngstown Safe Routes to School Activities (cont'd) 2015-2018

Safe Routes to School Coordinator Hired—Winter 2017	Agreement signed between City and YNDC and Safe Routes to School Coordinator to conduct educational programming and encourage safe, active transportation at city schools
Safe Routes to School funding through ODOT—Summer 2017	City of Youngstown awarded \$30,000 to continue SRTS non-infrastructure programming in 2019 and 2020
Infrastructure Improvements—Summer 2017	Sidewalks and curb ramps replaced around Taft Elementary with ODOT SRTS funding; ribbon cutting held with School District, City of Youngstown, YNDC and community partners
Safe Routes to School Demolitions—2016-2017	111 vacant structures demolished in 2016 and 2017 along primary walking routes to four elementary schools—Harding, Taft, McGuffey, and Williamson
Walking School Buses—Spring 2017	9 walking school buses held, 3 at each Williamson, McGuffey, and Taft Elementary Schools
Bicycle Rodeos—Summer 2017	11 rodeos held at parks, schools, housing complexes and community events educating 305 youth on the proper way to wear a helmet and safe bicycling skills.
Bicycle Helmet Giveaways—Summer 2017	800 bicycles and helmets given away to students at Taft, Wilson, McGuffey, Harding, Volney, Kirkmere, Rayen Early College, and Paul C Bunn Elementary schools. Bicycles provided by partner organizations Red Zone and City Kids Care. Helmets provided by William Swanston Charitable Fund.
International Walk to School Day—Fall 2017	2 Walking School Buses were held in honor of International Walk to School Day.
Walking School Buses—Fall 2017	40 walking school buses held at Taft, Williamson, and Wilson Elementary schools educating 313 youth on the proper ways to utilize crossing guards and navigate streets and intersections in the neighborhood.
SRTS Education Sessions—Fall 2017	65 sessions held educating 1,041 students about pedestrian safety.
Bicycle and Helmet Winners—2017	14 youth were awarded bicycles as incentives for participating in SRTS programming.
American Academy of Pediatrics—Winter 2018	Applied for 466 helmets through the Ohio AAP's Put A Lid On It! grant opportunity.
Infrastructure Improvements—Summer 2018	Sidewalks and curb ramps replaced around Harding Elementary with Eastgate Transportation Alternatives funding
Summer 2018	City of Youngstown \$400,000 for infrastructure improvements around five schools: Taft, Harding, MLK, and Paul C. Bunn Elementary Schools and Valley Christian School
Summer 2018	YNDC, Youngstown Police Department, and ICU Block Watch host weekly "Southside Summer Experience" pop-up events with activities at different locations around Taft Elementary School in the afternoons & early evenings to increase safety for youth around the school
Summer 2018	YNDC awarded <i>Safe Routes to Parks</i> Activating Communities grant from Safe Routes to School National Partnership to complete action plan for safety improvements around the city's most heavily used parks

SECTION 4: ISSUES AND COUNTERMEASURES

This chapter discusses issues that impact walking and bicycling to schools in Youngstown and proposes countermeasures for addressing them. The section is divided into five sections, representing the five main categories of issues identified by parents, principals, community members, and the SRTS team. Issues are listed in the table below. On the following pages, countermeasures are proposed to address each issue. Countermeasures include both infrastructure and non-infrastructure activities and each will address one of the “5 Es” (Education, Enforcement, Encouragement, Engineering, and Evaluation).

Issues and Description

1. Issue: Crime <ul style="list-style-type: none">• Crime and perceptions of crime within the surrounding areas• Registered sex offenders in the surrounding area• Children unsupervised while walking to & from school• Vacant, wide-open houses in the vicinity of schools
2. Issue: Infrastructure <ul style="list-style-type: none">• Sidewalks in disrepair• Lack of bike routes• Unmarked crosswalks
3. Issue: Traffic <ul style="list-style-type: none">• Non-functioning signals that notify drivers that this is a school zone• High traffic volumes within the surrounding school zone, especially during arrival and dismissal• Driver distractions, such as texting while driving
4. Issue: Distance <ul style="list-style-type: none">• Far distances between home and school
5. Issue: Support and Sustainability of SRTS Program <ul style="list-style-type: none">• Need for awareness and support of program by students, parents, and community partners• Need for building momentum of SRTS program• Need for continued financial support of SRTS program

Priority Schools

Taft Elementary

McGuffey Elementary

Williamson Elementary

Harding Elementary

Priority Corridors

Taft Elementary

Gibson St.	E. Indianola Ave.
E. Lucius Ave.	E. Florida Ave.
E. Philadelphia Ave.	E. Boston Ave.

McGuffey Elementary

Junction St.	S. Schenley Ave.
Austin Ave.	S. Hazelwood Ave.
Wilcox St.	S. Hartford Ave.
Mahoning Ave.	N. Schenley Ave.
Locust St.	Oakwood Ave.
S. Bon Air Ave.	

Williamson Elementary

Williamson Ave.	Market St.
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Harding Elementary

Cordova Ave.	Benita Ave.
Fifth Ave.	W. Dennick Ave.
Alameda Ave.	Ohio Ave.

Martin Luther King Elementary

Mariner Ave.	Liberty Rd.
McGuffey Rd.	

Paul C Bunn Elementary

Sheridan Rd.	Lemoyne Ave.
Country Club Ave.	

Valley Christian School

Southern Blvd.	
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St. Christine School

S. Schenley Ave.	Canfield Rd.
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Horizon Science Academy

Cottage Grove Ave.	E. Auburndale Ave.
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Priority Schools

As resources for countermeasures are limited, the SRTS Team proposes the use of a targeted approach to achieve the greatest impact. Four priority schools have been identified through an analysis of student density and percentage of students who walk to school—Taft Elementary, Harding Elementary, McGuffey Elementary, and Williamson Elementary. While the issues and countermeasures presented in this STP apply to all schools in the city, efforts should be initially focused on these four schools.

Priority Corridors

GIS analysis of student addresses within a mile of eight elementary schools was used to map routes that students would be most likely to walk on their way to school. Street segments with more than 20 potential student trips were identified as *priority corridors*. These corridors are listed on the following page. While the issues and countermeasures presented in this STP apply to all schools in the city, efforts should be initially focused on these priority corridors.

The greatest concern mentioned by parents during the SRTS input process was the fear of crime along students' routes to school. Several schools are located in high-crime neighborhoods, including Williamson Elementary, Taft Elementary, Youngstown Community School, and East High School. Countermeasures that address crime should be targeted initially to Taft and Williamson Elementary Schools, as these have high percentages of students within walking distance of the school. These countermeasures are listed below.

Countermeasures		
Issue	Countermeasure	E(s) Addressed
Crime	Increase the law enforcement presence around all school sites before and after school	Enforcement, Encouragement
	Partner with Youngstown Police Department and Youngstown State University to analyze crime around schools and develop strategies to address issues and hotspots	Enforcement, Encouragement
	Engage parents and students in efforts to increase personal security through training and information sharing	Education, Encouragement
	Work with block watches and nearby residents to provide additional "eyes on the street" along heavily-traveled corridors and corners	Education, Encouragement
	Conduct an annual survey of street lights to identify areas with poor, broken, or missing street lighting and report non-functioning lights to First Energy	Engineering, Enforcement
	Institute a walking school bus program to encourage students to walk to school together and promote to parents as a way to alleviate concerns about crime and safety	Education, Encouragement
	Research and implement anti-bullying programs to protect students on their way to and from school	Education, Encouragement
	Work with block watches, Youngstown State University students, and Youngstown Neighborhood Development Corporation to secure and clean up vacant properties near schools to reduce the perception of crime	Encouragement
	Work with the City of Youngstown Code Enforcement Department to ensure property owners near schools maintain their properties up to the city's codes	Enforcement
	Work with Mahoning County Dog Warden to address the issue of loose dogs	Enforcement

Parents, school principals, and community members voiced concerns regarding the condition of infrastructure, such as sidewalks and crosswalks. Countermeasures that address infrastructure should be targeted to schools with the highest percentages of students who live within walking distance of the school they attend. These schools are Taft Elementary, Harding Elementary, McGuffey Elementary, and Williamson Elementary.

Issue	Countermeasure	E(s) Addressed
Infrastructure	Develop a Complete Streets Policy that prioritizes pedestrian and bicycle infrastructure improvements near schools and incorporates the infrastructure countermeasures outlined in the STP	Engineering, Encouragement
	Work with the city to identify locations along school walking routes where sidewalks are in poor condition and need to be replaced	Engineering
	Look for opportunities to include STP infrastructure recommendations in planned roadway improvement projects	Engineering
	Develop a program to increase sidewalk snow removal	Encouragement

Parents were concerned about high traffic volumes and speeds near schools. The following countermeasures are proposed to address traffic issues around schools, particularly those with high percentages of students who live within walking distance of the school they attend, as well as those with high numbers of traffic crashes nearby that involved pedestrians and/or bicyclists. Schools recommended for initial focus of countermeasures that address traffic include Taft Elementary, Williamson Elementary, Harding Elementary, McGuffey Elementary, Valley Christian School, and Youngstown Christian School. Several schools experienced high numbers of traffic crashes that involved pedestrians and/or bicyclists. These schools, including Taft Elementary, Williamson Elementary, and Valley Christian, should be prioritized for countermeasures that address traffic volumes and speeds.

Issue	Countermeasure	E(s) Addressed
Traffic	Provide crossing facilities at locations where pedestrian pathways intersect school drive-ways and parking lots	Engineering
	Install pedestrian countdown signals to provide pedestrians with a better understanding of the time remaining for crossing, where feasible	Engineering
	Establish leading pedestrian intervals to reduce conflicts between pedestrians and turning vehicles where appropriate	Engineering
	Mark and sign crosswalks at key student crossing locations	Engineering
	Add school zone signage and markings where appropriate and update existing signs to meet new Ohio MUTCD standard	Engineering
	Install flashing school zone beacons and speed feedback signs where appropriate	Engineering
	Conduct speed studies at locations where speeding is suspected/identified as a concern	Enforcement
	Install temporary speed feedback signs at problem locations	Enforcement
	Initiate progressive ticketing at problem locations. Also initiate double fines for speeding in school zones.	Enforcement
	Implement traffic calming measures (traffic circles, chicanes, speed humps, road diets, etc.) at problem locations, where feasible	Engineering
	Review and revise arrival and dismissal procedures at schools to avoid conflicts between walkers, bicyclists, and motor vehicles	Education

Many parents identified distance as a primary reason for their children not walking to school. These students may not live within walking distance of their school, but may be within an acceptable bicycling distance. Typically, one-to-two miles from the school is considered bicycling distance. Seven schools have a significant percentage of students living within bicycling range—Harding Elementary, Martin Luther King Elementary, McGuffey Elementary, Paul C Bunn Elementary, Williamson Elementary, Valley Christian, and Youngstown Community School. These schools should be prioritized for countermeasures focused on encouraging bicycling to school.

Issue	Countermeasure	E(s) Addressed
Distance	Create a Bicycle Master Plan for the City of Youngstown to include recommendations for signage, bicycle lanes, and sharrows.	Education, Encouragement
	Provide bicycle racks at all neighborhood schools that are easy to use, in good repair, in a secure location, and if possible, protected from rain and snow	Engineering, Encouragement
	Host fix-it events at schools, where students can bring their bike to school and have it checked for safety and for minor repairs through a partnership with a local bicycle shop	Education, Encouragement
	Research and implement bicycle safety education program for students	Education, Encouragement
	Institute a monthly bicycle to school day once bicycle racks are provided at schools	Education, Encouragement
	Establish a bike train program for students to bicycle to school together	Education, Encouragement

The Youngstown Safe Routes to School program has been effective at raising awareness of issues affecting student travel, developing preliminary plans for addressing issues, and securing funding for implementation of initial project components. However, there is a need for increased engagement with parents, teachers, school administrators, city officials, and community members in order to realize successful implementation of the program. The program will require continued support, coordination, and sustainability. To realize these goals, countermeasures are recommended and listed in the table below.

Issue	Countermeasure	E(s) Addressed
Support and Sustainability of Youngstown SRTS Program	Seek formal adoption of Youngstown STP by City Council	All
	Continue the City’s participation on the Youngstown STP	All
	Continue participation from Eastgate Regional Council of Governments	All
	Invite city leadership, including the Mayor, City Council Members, and department administrators to participate in high-profile SRTS-sponsored activities, such as Walk and Bike to School Days	All
	Continue providing regular updates to the Youngstown City Schools Board of Education, Academic Distress Commission, charter and parochial schools	All
	Obtain Youngstown City Schools Administration’s approval of STP	All
	Obtain Youngstown City Schools Board of Education, Academic Distress Commission, charter and parochial schools approval of STP	All
	Request that members of the Board of Education and Academic Distress Commission participate in SRTS activities	All
	Seek funding to employ a part-time SRTS Coordinator	All
	Identify and cultivate local school SRTS champions and committees	All
	Work with principals and staff to understand local concerns related to students walking and bicycling to school and determine how these can be addressed	All
	Encourage local schools to adopt policies supporting safe walking and bicycling to/from school and to inform parents of these policies	Education, Encouragement

Issue	Countermeasure	E(s) Addressed
Support and Sustainability of Youngstown SRTS Program	Educate principals regarding the academic benefits of physical activity	Education
	Educate principals regarding Safe Routes to School implementation expectations	Education
	Encourage school staff members to model active transportation behaviors	Education, Encouragement
	Administer student tallies and parent surveys annually	Evaluation
	Create and distribute information on Youngstown SRTS to school administrators, PTA leaders, neighborhood groups and parents	Education, Encouragement
	Provide guidance to local schools on how to involve parents in the SRTS program and communicate with parents regarding pedestrian and bicycle safety issues	All
	Continue making presentations at back to school events, PTA meetings, and other events	Education
	Add a PTA and/or parent volunteer representative on the SRTS Team	All
	Recruit additional Steering Committee members	All
	Establish a calendar of SRTS activities for the city and Steering Committee members	All
	Identify a person to coordinate implementation of high-priority countermeasures, building momentum, scheduling meetings, and ensuring that necessary tasks get done	All
	Establish measurable goals, conduct regular reviews to determine progress, and evaluate results	Evaluation
	Identify potential funding sources for high-priority projects and programs	All
	Identify stakeholders and keep them informed about SRTS program implementation	All
	Purchase special event materials, such as a tabletop exhibit, pop-up banner or booth	All

SECTION 5: PRIORITIZED STRATEGIES

This chapter includes an Action Plan for implementing the countermeasures recommended in Section 4.0: Issues and Countermeasures. The recommended countermeasures are for planning purposes only and may require further analysis, design, and public input prior to implementation. The Action Plan brings together key information for the implementation of each countermeasure, including:

- a brief description of the countermeasure
- the priority of the countermeasure
- the expected timeframe for implementation of the countermeasure
- the estimated cost of the countermeasure and potential sources of funding for implementation
- the schools affected
- the steering committee member or committee responsible for overseeing countermeasure implementation
- potential partners
- the existing status of the countermeasure, i.e. whether or not the countermeasure is pending implementation, currently being implemented, or implementation complete

The Action Plan will be updated as appropriate to reflect changes in countermeasure status, steering committee priorities, and available human, financial, and material resources.

Notes on Prioritization, Timeframes, and Estimated Cost

A key purpose of the Action Plan is to communicate information about the priority and timeframe (or sequencing) of each countermeasure. The following sections provide information on how priorities and timeframes were assigned.

Notes on Prioritization

The Action Plan distinguishes “high” priority countermeasures from other countermeasures. The Youngstown SRTS Team prioritized the recommended countermeasures based on the following criteria:

- Feasibility, including estimated costs
- Alignment with the SRTS Team’s vision and goals for this STP

The SRTS Team prioritized recommended infrastructure countermeasures with a prioritization matrix that included the following factors:

- Proximity to schools with a high percentage of walkers and number of students within walking distance of the school
- Proximity to priority corridors in which a high number of students would walk that route to get to school
- Proximity to high-crash areas

The matrix used to calculate priorities is included as Appendix D. The matrix shows the definition, scoring, and weight assigned to each criterion used in the prioritization.

Notes on Timeframe

The following timeframes were assigned to each recommended countermeasure:

- Within 1 year
- Within 2 years

The Youngstown SRTS Team assigned timeframes to school/city policy countermeasures based on the committee’s judgment regarding the best way to sequence the countermeasures.

The SRTS Team assigned estimated timeframes to each infrastructure countermeasure. The estimated timeframe represents an estimate of the amount of time that would likely be required to implement the recommended countermeasure once the project is approved and funding is programmed. Actual timeframes may vary depending on a variety of factors, including site characteristics, right-of-way acquisition, environmental regulations, lead agency, and the design and construction process.

Notes on Estimated Cost

The following estimated costs were assigned to each recommended countermeasure:

- Low cost = \$20,000 or lower
- Medium cost = \$20,000 and \$150,000
- High cost = \$150,000 or higher

These ranges are based on those in ODOT’s existing STP guidelines. The estimated cost represents an estimate of the design and implementation cost for each recommended countermeasure. The actual cost may vary depending on a variety of factors, including site characteristics, right-of-way acquisition, and the design and construction process. Tables of prioritized countermeasures are shown below and on the following pages. **Edits were made to the document in February and November 2018 to show updated progress. These changes are shown in yellow.**

Countermeasure	Issues Addressed	E(s) Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Steering Committee Lead	Status
Increase the law enforcement presence around all school sites before and after school	Crime	Enforcement, Encouragement	High	Within 1 year, ongoing	Medium	CoY	YPD	Robin Lees	Not yet implemented
Partner with Youngstown Police Department and Youngstown State University to analyze crime around schools and develop strategies to address issues and hotspots	Crime	Enforcement, Encouragement	High	Within 2 years, ongoing	Medium	DOJ Byrne Criminal Justice grant	YNDC/YSU/YPD	Tom Hetrick	Crime-reduction plan complete; Funding secured from DOJ
Engage parents and students in efforts to increase personal security through training and information sharing	Crime	Education, Encouragement	High	Within 1 year, ongoing	Low	City Schools	Schools	Kirsh Mohip	Not yet implemented
Work with block watches and nearby residents to provide additional “eyes on the street” along heavily-traveled corridors and corners	Crime	Education, Encouragement	Medium	Within 1 year, ongoing	Low	YNDC	YNDC	Tom Hetrick	Not yet implemented
Conduct an annual survey of street lights to identify areas with poor, broken, or missing street lighting and report non-functioning lights to First Energy	Crime	Engineering, Enforcement	High	Within 1 year, ongoing	Low	YNDC	YNDC	Tom Hetrick	Completed for Taft & Williamson
Institute a walking school bus program to encourage students to walk to school together and promote to parents as a way to alleviate concerns about crime and safety	Crime	Education, Encouragement	Medium	Within 2 years, ongoing	Low	CoY	YNDC	Heather Bielik	Walking school buses implemented at 5 elementary schools in 2017-18
Research and implement anti-bullying programs to protect students on their way to and from school	Crime	Education, Encouragement	Medium	Within 1 year, ongoing	Low	CoY	Health Department	Erin Bishop	Not yet implemented
Work with block watches, Youngstown State University students, and Youngstown Neighborhood Development Corporation to secure and clean up vacant properties near schools to reduce the perception of crime	Crime	Encouragement	High	Within 1 year, ongoing	Medium	CoY / YNDC	YNDC	Tom Hetrick	753 vacant properties cleaned up, boarded and secured in 2016-2018

Countermeasure	Issues Addressed	E(s) Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Steering Committee Lead	Status
Work with the City of Youngstown Code Enforcement Department to ensure property owners near schools maintain their properties up to the city's codes	Crime	Enforcement	Medium	Within 1 year, ongoing	Medium	CoY	Code Enforcement	Mike Durkin	Code enforcement underway around all schools
Demolish vacant, dilapidated structures around schools along prioritized walking routes	Crime	Enforcement	High	Within 2 years, ongoing	High	CoY	Code Enforcement	Mike Durkin	111 vacant structures demolished in 2016-7 around schools
Work with Mahoning County Dog Warden to address the issue of loose dogs	Crime	Enforcement	High	Within 1 year, ongoing	Medium	Dog Warden	Health Department	Erin Bishop	Not yet implemented

Countermeasure	Issues Addressed	E(s) Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Steering Committee Lead	Status
Develop a Complete Streets Policy that prioritizes pedestrian and bicycle infrastructure improvements near schools and incorporates the infrastructure countermeasures outlined in the STP	Infrastructure	Engineering, Encouragement	Medium	Within 2 years, ongoing	Medium	Private Foundation / Eastgate	City of Youngstown	Chuck Shasho	Not yet implemented
Work with the city to identify locations along school walking routes where sidewalks are in poor condition and need to be replaced	Infrastructure	Engineering	High	Within 1 year, ongoing	Low	YNDC	YNDC	Tom Hetrick	Deteriorated sidewalks identified around 7 schools
Look for opportunities to include STP infrastructure recommendations in planned roadway improvement projects	Infrastructure	Engineering	High	Within 1 year, ongoing	Low	CoY / Eastgate	City of Youngstown	Kedar Bhide / Sara Wenger	Not yet implemented
Develop a program to increase sidewalk snow removal	Infrastructure	Encouragement	Medium	Within 2 years, ongoing	Medium	CoY	City of Youngstown	All	Not yet implemented

Countermeasure	Issues Addressed	E(s) Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Steering Committee Lead	Status
Provide crossing facilities at locations where pedestrian pathways intersect school driveways and parking lots	Traffic	Engineering	High	Within 2 years, ongoing	Medium	CoY / SRTS	City of Youngstown	Kedar Bhide	Not yet implemented
Install pedestrian countdown signals to provide pedestrians with a better understanding of the time remaining for crossing, where feasible	Traffic	Engineering	Medium	Within 2 years, ongoing	Medium	CoY / SRTS / Eastgate	City of Youngstown	Kedar Bhide	Funding secured for pedestrian improvements around Williamson Elementary
Establish leading pedestrian intervals to reduce conflicts between pedestrians and turning vehicles where appropriate	Traffic	Engineering	Medium	Within 1 year, ongoing	Low	CoY / SRTS	City of Youngstown	Kedar Bhide	Not yet implemented
Mark and sign crosswalks at key student crossing locations	Traffic	Engineering	High	Within 1 year, ongoing	Medium	CoY / SRTS	City of Youngstown	Kedar Bhide	Signage installed
Add school zone signage and markings where appropriate and update existing signs to meet new Ohio MUTCD standard	Traffic	Engineering	High	Within 1 year, ongoing	Medium	CoY / SRTS	City of Youngstown	Kedar Bhide	Signage installed
Install flashing school zone beacons and speed feedback signs where appropriate	Traffic	Engineering	High	Within 2 years, ongoing	Medium	CoY / SRTS	City of Youngstown	Kedar Bhide	Currently implementing

Countermeasure	Issues Addressed	E(s) Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Steering Committee Lead	Status
Conduct speed studies at locations where speeding is suspected/identified as a concern	Traffic	Enforcement	Medium	Within 1 year, ongoing	Medium	CoY	City of Youngstown	Robin Lees	Not yet implemented
Install temporary speed feedback signs at problem locations	Traffic	Enforcement	Medium	Within 1 year, ongoing	Low	CoY	City of Youngstown	Robin Lees	Not yet implemented
Initiate progressive ticketing at problem locations. Also initiate double fines for speeding in school zones.	Traffic	Enforcement	Medium	Within 1 year, ongoing	Low	CoY	City of Youngstown	Robin Lees	Not yet implemented
Implement traffic calming measures (traffic circles, chicanes, speed humps, road diets, etc.) at problem locations, where feasible	Traffic	Engineering	Medium	Within 2 years, ongoing	Medium	CoY / SRTS / Eastgate	City of Youngstown	Kedar Bhide	Not yet implemented
Review and revise arrival and dismissal procedures at schools to avoid conflicts between walkers, bicyclists, and motor vehicles	Traffic	Education	Medium	Within 1 year, ongoing	Low	Youngstown City Schools	Schools	School Principals	Not yet implemented

Countermeasure	Issues Addressed	E(s) Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Steering Committee Lead	Status
Create a Bicycle Master Plan for the City of Youngstown to include recommendations for signage, bicycle lanes, and sharrows.	Distance	Education, Encouragement	Low	Within 2 years, ongoing	Medium	CoY / Eastgate	City of Youngstown	Bill D'Avignon	Not yet implemented
Provide bicycle racks at all neighborhood schools that are easy to use, in good repair, in a secure location, and if possible, protected from rain and snow	Distance	Engineering, Encouragement	Medium	Within 2 years, ongoing	Medium	CoY / SRTS	City of Youngstown	Kedar Bhide	Funding secured for racks at Taft, Williamson and McGuffey. Racks installed at Taft.
Host fix-it events at schools, where students can bring their bike to school and have it checked for safety and for minor repairs through a partnership with a local bicycle shop	Distance	Education, Encouragement	Low	Within 1 year, ongoing	Low	YNDC / Local Foundations	YNDC	Heather Bielik	Fix-it events held at Harding and at Mahoning Ave. Better Block
Research and implement bicycle safety education program for students	Distance	Education, Encouragement	Low	Within 1 year, ongoing	Low	Local Foundations	YNDC	Heather Bielik	Safety education programs held at Taft, McGuffey, and Wilson.
Institute a monthly bicycle to school day once bicycle racks are provided at schools	Distance	Education, Encouragement	Low	Within 2 years, ongoing	Low	Youngstown City Schools	YNDC	Heather Bielik	Not yet implemented
Establish a bike train program for students to bicycle to school together	Distance	Education, Encouragement	Low	Within 2 years, ongoing	Low	Youngstown City Schools	YNDC	Heather Bielik	Not yet implemented

Countermeasure	Issues Addressed	E(s) Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Steering Committee Lead	Status
Seek formal adoption of Youngstown STP by City Council	Support and Sustainability	All	High	Within 1 year, one time	Low	N/A	SRTS Team	Tom Hetrick	Plan adopted
Continue the City's participation on the Youngstown STP	Support and Sustainability	All	High	Within 1 year, ongoing	Medium	CoY / SRTS	SRTS Team	Sharon Woodberry	City's participation continues
Continue participation from Eastgate Regional Council of Governments	Support and Sustainability	All	High	Within 1 year, ongoing	Low	N/A	SRTS Team	Sara Wenger	Currently implementing
Invite city leadership, including the Mayor, City Council Members, and department administrators to participate in high-profile SRTS-sponsored activities, such as Walk and Bike to School Days	Support and Sustainability	All	High	Within 1 year, ongoing	Low	N/A	SRTS Team	Erin Bishop	Mayor, council, and Health Commissioner attended walking school buses and Taft ribbon cutting
Continue providing regular updates to the Youngstown City Schools Board of Education, Academic Distress Commission, charter and parochial schools	Support and Sustainability	All	High	Within 1 year, ongoing	Low	YNDC	SRTS Team	Tom Hetrick	Coordination with school district has increased
Obtain Youngstown City Schools Administration's approval of STP	Support and Sustainability	All	High	Within 1 year, one time	Low	YNDC	SRTS Team	Tom Hetrick	Resolution of support passed
Obtain Youngstown City Schools Board of Education, Academic Distress Commission, charter and parochial schools approval of STP	Support and Sustainability	All	High	Within 1 year, one time	Low	YNDC	SRTS Team	Tom Hetrick	Resolution of support passed
Request that members of the Board of Education and Academic Distress Commission participate in SRTS activities	Support and Sustainability	All	High	Within 1 year, ongoing	Low	Youngstown City Schools	SRTS Team	Tom Hetrick	Not yet implemented
Seek funding to employ a part-time SRTS Coordinator	Support and Sustainability	All	High	Within 1 year, ongoing	Medium	SRTS / Local Foundations	SRTS Team	All	Coordinator hired
Identify and cultivate local school SRTS champions and committees	Support and Sustainability	All	High	Within 1 year, ongoing	Low	Youngstown City Schools	SRTS Team	Kirsh Mohip	Not yet implemented
Work with principals and staff to understand local concerns related to students walking and bicycling to school and determine how these can be addressed	Support and Sustainability	All	High	Within 1 year, ongoing	Low	Youngstown City Schools	YNDC	Heather Bielik	Coordination with principals at Wilson and Williamson
Encourage local schools to adopt policies supporting safe walking and bicycling to/from school and to inform parents of these policies	Support and Sustainability	Education, Encouragement	High	Within 1 year, ongoing	Low	Youngstown City Schools	SRTS Team	Kirsh Mohip	Not yet implemented
Educate principals regarding the academic benefits of physical activity	Support and Sustainability	Education	Medium	Within 1 year, ongoing	Low	Youngstown City Schools / Local Foundations	YNDC	Heather Bielik	Coordination with principals at Wilson and Williamson
Educate principals regarding Safe Routes to School implementation expectations	Support and Sustainability	Education	High	Within 1 year, ongoing	Low	YNDC	SRTS Team	Tom Hetrick	Not yet implemented
Encourage school staff members to model active transportation behaviors	Support and Sustainability	Education, Encouragement	Medium	Within 2 years, ongoing	Low	Youngstown City Schools	SRTS Team	Kirsh Mohip	Not yet implemented
Administer student tallies and parent surveys annually	Support and Sustainability	Evaluation	High	Within 1 year, ongoing	Low	Youngstown City Schools	SRTS Team	Kirsh Mohip	Currently implementing

Countermeasure	Issues Addressed	E(s) Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Steering Committee Lead	Status
Create and distribute information on Youngstown SRTS to school administrators, PTA leaders, neighborhood groups and parents	Support and Sustainability	Education, Encouragement	High	Within 1 year, ongoing	Low	Youngstown City Schools / YNDC / Local Foundations	YNDC	Heather Bielik	Flyers distributed; safety events held
Provide guidance to local schools on how to involve parents in the SRTS program and communicate with parents regarding pedestrian and bicycle safety issues	Support and Sustainability	All	High	Within 1 year, ongoing	Low	YNDC	SRTS Team	Kirsh Mohip	Not yet implemented
Continue making presentations at back to school events, PTA meetings, and other events	Support and Sustainability	Education	High	Within 1 year, ongoing	Low	YNDC	YNDC	Heather Bielik	Helmets distributed at back to school events; presentations given at parent meetings
Add a PTA and/or parent volunteer representative on the SRTS Team	Support and Sustainability	All	High	Within 1 year, ongoing	Low	Youngstown City Schools	SRTS Team	Kirsh Mohip	Not yet implemented
Recruit additional Steering Committee members	Support and Sustainability	All	High	Within 1 year, ongoing	Low	YNDC	SRTS Team	Tom Hetrick	Not yet implemented
Establish a calendar of SRTS activities for the city and Steering Committee members	Support and Sustainability	All	High	Within 1 year, ongoing	Low	CoY	YNDC	Heather Bielik	2017 and 2018 SRTS calendar created
Identify a person to coordinate implementation of high-priority countermeasures, building momentum, scheduling meetings, and ensuring that necessary tasks get done	Support and Sustainability	All	High	Within 1 year, ongoing	Medium	SRTS / Local Foundations	SRTS Team	All	SRTS Coordinator hired (February 2017)
Establish measurable goals, conduct regular reviews to determine progress, and evaluate results	Support and Sustainability	Evaluation	High	Within 1 year, ongoing	Low	YNDC	SRTS Team	Tom Hetrick	Currently in progress
Identify potential funding sources for high-priority projects and programs	Support and Sustainability	All	High	Within 1 year, ongoing	Low	CoY	SRTS Team	Kedar Bhide	SRTS funding awarded 2015, 2016, 2017; Western Reserve Health Foundation funding awarded in 2016
Identify stakeholders and keep them informed about SRTS program implementation	Support and Sustainability	All	High	Within 1 year, ongoing	Low	YNDC	YNDC	Heather Bielik	Partnerships created with local organizations to give away 800 bicycles and helmets at back to school events in 2017
Purchase special event materials, such as a tabletop exhibit, pop-up banner or booth	Support and Sustainability	All	High	Within 1 year, ongoing	Low	YNDC	YNDC	Heather Bielik	Supplies purchased

The table below lists prioritized infrastructure countermeasures. *Edits were made to the document in February 2018 to show updated priorities and status. These changes are shown in yellow.*

Map ID	Countermeasure	Schools Affected	Priority Score* (0-18)	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
T1	Make E. Avondale Ave. a one-way street between Gibson St. and Homestead St.	Taft	18	1-3 years	Low	CoY	Public Works	Not yet implemented
T2	Replace deteriorated sidewalks on E. Lucius Ave., E. Avondale Ave., E. Boston Ave., E. Philadelphia Ave., E. Florida Ave., Homestead St., Zedaker St., E. Indianola Ave., and Gibson St.	Taft	17	1-3 years	Medium	SRTS	Public Works	Phase I completed in 2017; Phase II funding secured
T3	Improve crosswalks and install curb ramps on E. Avondale Ave. and E. Boston Ave.	Taft	17	1-3 years	Medium	SRTS	Public Works	Completed in 2017
T4	Improve crosswalk at South Ave. and E. Boston Ave.	Taft	17	Within 1 year	Low	CoY	Public Works	Completed in 2016
T6	Add pedestrian scale lighting on E. Boston Ave., E. Avondale Ave., South Ave., Gibson St., E. Indianola Ave., and Homestead St.	Taft/Wilson	17	1-3 years	Medium	SRTS	Public Works	Not yet implemented
M1	Improve crosswalks and sidewalk connections on Junction St. and S. Schenley Ave.	McGuffey	15	1-3 years	Low	SRTS	Public Works	Funded, construction set for 2019
M2	Establish leading pedestrian signal intervals at crosswalks on Mahoning Ave., at S. Schenley Ave., S. Hazelwood Ave., and S. Belle Vista Ave.	McGuffey	15	1-3 years	Low	SRTS	Public Works	Not yet implemented
M7	Add pedestrian scale lighting on Junction St., S. Schenley Ave., S. Glenellen Ave., Bouquet Ave., and Matta Ave.	McGuffey	15	1-3 years	Medium	SRTS	Public Works	Not yet implemented
W5	Add pedestrian scale lighting on Williamson Ave. and Market St.	Williamson	15	1-3 years	Medium	SRTS	Public Works	Not yet implemented
W1	Improve crosswalks on Williamson Ave. at Market St. and the I-680 exit ramps	Williamson	15	1-3 years	Low	SRTS	Public Works	Funded, construction set for 2019
W2	Replace deteriorated sidewalks on Williamson Ave. and Market St.	Williamson	15	1-3 years	Low	SRTS	Public Works	Funded, construction set for 2019
T5	Install sidewalks on Homestead Ave.	Taft	15	4-7 years	Medium	SRTS	Public Works	Completed in 2017
H1	Replace deteriorated sidewalks on Cordova Ave., Benita Ave., W. Dennick Ave., Curry Pl., Granada Ave., Ohio Ave., Elm St., Tod Ln., Fifth Ave., Saranac Ave., Roslyn Dr., Dennick Ave., Halleck Ave., Benita Ave., and New York Ave.	Harding	14	1-3 years	Medium	TAP / SRTS	Public Works	Phase I funded, construction complete; Phase II funding secured
H2	Improve crosswalks and install curb ramps on Ohio Ave., Elm St., and Cordova Ave.	Harding	14	1-3 years	Medium	TAP	Public Works	Phase I funded, construction complete; Phase II funding secured
H3	Replace deteriorated sidewalks and curb ramps on Redondo Rd. and Alameda Ave.	Harding	14	1-3 years	Medium	SRTS	Public Works	Seeking funding
H6	Add pedestrian scale lighting on Cordova Ave., Benita Ave., and Ohio Ave.	Harding	14	1-3 years	Medium	SRTS	Public Works	Not yet implemented
M3	Replace deteriorated sidewalks on S. Bon Air Ave., Matta Ave., S. Glenellen Ave., Bouquet Ave., S. Schenley Ave., Mahoning Ave., Oakwood Ave., Manchester Ave., N. Schenley Ave., S. Maryland Ave., and S. Portland Ave.	McGuffey	14	1-3 years	Medium	SRTS	Public Works	Phase I funded, construction set for 2019
M4	Improve crosswalks on Mahoning Ave. at S. Schenley Ave., S. Hazelwood Ave., and S. Belle Vista Ave.	McGuffey	14	1-3 years	Medium	SRTS	Public Works	Not yet implemented
V1	Improve crosswalks on Southern Blvd. and Wychwood Ave.	Valley Christian	14	1-3 years	Low	SRTS	Public Works	Phase I completed
W3	Install 20mph beacons on Market St.	Williamson & Youngstown Community	14	1-3 years	Medium	SRTS	Public Works	Not yet implemented
M5	Install 20mph beacons on S. Schenley Ave.	McGuffey	14	1-3 years	Medium	SRTS	Public Works	Completed

Map ID	Countermeasure	Schools Affected	Priority Score (0-13)	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
M6	Install pedestrian hybrid beacons on S. Schenley at school	McGuffey	14	1-3 years	Medium	SRTS	Public Works	Not yet implemented
W4	Install bump-outs or pedestrian crossing island on Williamson Ave.	Williamson	14	1-3 years	Medium	SRTS	Public Works	Not yet implemented
V2	Install 20mph beacons on Southern Blvd.	Valley Christian	13	1-3 years	Medium	SRTS	Public Works	Not yet implemented
H4	Install a traffic calming median or road diet on Fifth Ave. south of existing median	Harding	13	7-10 years	High	SRTS	Public Works	Not yet implemented
P1	Replace deteriorated sidewalks on Country Club Ave., Thalia Ave., Lynn Ave., Lemoine Ave., and Sheridan Rd.	Paul C Bunn	12	1-3 years	Low	SRTS	Public Works	Funding secured
P2	Improve crosswalks on Thalia Ave. and Sheridan Rd.	Paul C Bunn	12	1-3 years	Low	CoY	Public Works	Not yet implemented
E1	Replace deteriorated sidewalks on Bennington Ave. and Woodside Ave.	East	12	4-7 years	Medium	CoY*	Public Works	Not yet implemented
V3	Replace deteriorated sidewalks on Wychwood Ave., Hollywood Ave., Lowell Ave., Clarendale Ave., Southern Blvd., Rush Blvd., Euclid Blvd., Erie St., Howard St., and Maywood Ave.	Valley Christian	12	4-7 years	Low	SRTS	Public Works	Funding secured
V4	Install pedestrian hybrid beacons on Southern Blvd. at railroad crossing adjacent to school.	Valley Christian	12	1-3 years	High	SRTS	Public Works	Not yet implemented
V5	Add pedestrian scale lighting on Wychwood Ave. and Southern Blvd.	Valley Christian	12	1-3 years	Medium	SRTS	Public Works	Not yet implemented
K1	Replace deteriorated sidewalks on Fairfax St., Liberty Rd., McGuffey Rd., and Mariner Ave.	MLK	12	4-7 years	Low	SRTS	Public Works	Funding secured
H5	Install bicycle lanes on Ford Ave., Redondo Rd., Guadalupe Ave., and Tod Ln. to connect YSU, Crandall Park, Harding Elementary, and the North Side Pool	Harding	12	4-7 years	Medium	SRTS	Public Works	Not yet implemented
C1	Install crosswalks at S. Hazelwood Ave., Overlook Ave., and Monterey Ave.	Chaney	11	1-3 years	Low	SRTS	Public Works	Not yet implemented
S1	Improve crosswalks on S. Schenley Ave. at Canfield Rd. and Kirk Rd.	St. Christine's	11	1-3 years	Low	SRTS	Public Works	Not yet implemented
S2	Replace deteriorated sidewalks on S. Schenley Ave., Canfield Rd., and Kirk Rd.	St. Christine's	11	1-3 years	Low	SRTS	Public Works	Not yet implemented
K2	Reclaim Sidewalks on Liberty Rd.	MLK	11	1-3 years	Low	SRTS	Public Works	Not yet implemented
Y1	Close Essex St. to thru traffic.	Youngstown Community	11	1-3 years	Low	CoY	Public Works	Not yet implemented
C2	Replace Sidewalks on Overlook Ave., Ridgelawn Ave., and S. Hazelwood Ave.	Chaney / McGuffey	10	1-3 years	Low	SRTS	Public Works	Not yet implemented
MH1	Improve crosswalks on E. Indianola Ave. at Market St. and South Ave.	Mooney	10	4-7 years	Low	CoY*	Public Works	South Ave. crosswalks complete
MH2	Replace deteriorated sidewalks on E. Indianola Ave.	Mooney	10	4-7 years	Low	CoY*	Public Works	Not yet implemented
U1	Replace deteriorated sidewalks on Bryson Ave.	Ursuline	10	4-7 years	Low	CoY*	Public Works	Not yet implemented
P3	Install bicycle lanes on Sheridan Rd. from Midlothian Blvd. to Country Club Ave.	Paul C Bunn	10	4-7 years	Medium	SRTS	Public Works	Not yet implemented
K3	Install Sidewalks on Liberty Rd.	MLK	10	1-3 years	Medium	SRTS	Public Works	Not yet implemented
K4	Install Bicycle Lanes on McGuffey Rd.	MLK	10	4-7 years	Medium	SRTS	Public Works	Not yet implemented
K7	Add pedestrian scale lighting on Bryn Mawr Ave.	MLK	10	1-3 years	Medium	SRTS	Public Works	Not yet implemented
U2	Extend Wick Ave. road diet to McGuffey Rd./Madison Ave. intersection	Ursuline	8	4-7 years	High	CoY*	Public Works	Not yet implemented
K5	Install Sidewalks on Mariner Ave., Stacey Ave., Guss Ave., Ridley Ave., and Bryn Mawr Ave.	MLK	8	7-10 years	High	SRTS	Public Works	Funding secured
K6	Widen Mariner Ave. between Bryn Mawr Ave. and Jacobs Rd.	MLK	8	7-10 years	High	SRTS	Public Works	Not yet implemented

*East High School, Ursuline High School, and Mooney High School are included in the travel plan, but proposed countermeasures are identified for funding through the City of Youngstown, instead of the Safe Routes to School program, which covers schools with students from grades K-8.

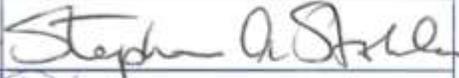
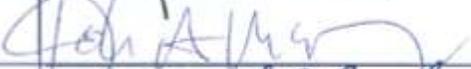
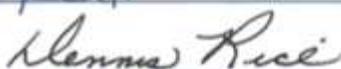
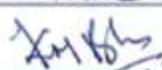
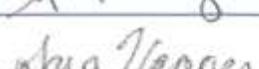
Several factors went into determining a project's priority score. These included the following: percentage of walkers (based on student tallies); number of students within 1 mile (based on GIS mapping of student addresses); number of students within 2 miles (based on GIS mapping); location in a "priority corridor" (based on GIS mapping of students' likely walking routes); location in a high crash area (based on GIS mapping of pedestrian- and bicycle-related crashes); and estimated project cost. The prioritization matrix is located in Appendix D.

SECTION 7: PLEDGE OF SUPPORT

The goal of the Youngstown STP and Safe Routes to School is to:

The SRTS Team wishes to make the areas around the schools within the Youngstown City School District safe for students walking and biking to and from school. Safety will be achieved through infrastructure improvements, additional police presence, reduction of blight, enforcement of traffic regulations, and education of students, parents, and school staff. We also desire to improve community health by encouraging safe, active transportation to and from school. To achieve these goals, we will work together to implement the Action Plan found in this document and will evaluate our progress toward achieving our goals.

The undersigned endorse these goals and pledge support for this STP and the Youngstown SRTS Program.

Name	Organization	Signature
Stephen Stohla	Interim Superintendent, Youngstown City Schools	
John McNally	Mayor, City of Youngstown	
Mike Pecchia	President, Valley Christian Schools	
Randy Rair	Assistant Superintendent, Youngstown Diocese	
Dennis Rice	Superintendent, Youngstown Community School	
Kedar Bhide	Engineer, City of Youngstown	
Erin Bishop	Health Commissioner, Youngstown City Health District	
Sharon Woodberry	Director of Community Planning and Economic Development, City of Youngstown	
Justin Mondok	Transportation and Environmental Planner, Eastgate Regional Council of Governments	
Tom Hetrick	Neighborhood Planner, Youngstown Neighborhood Development Corporation	
Ken Simpson	Director of Transportation, Eastgate Regional Council of Governments	
Sara Wenger	Community Development Program Manager, Eastgate Regional Council of Governments	

List of Appendices

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Appendix A contains target school overviews, current student enrollment and demographics.

Appendix B—Current Student Travel & Overviews.....37

Appendix B contains data, tables, and maps that display student residences in relation to the school they attend. Appendix B also contains relevant safety issues identified through parent, student, and principal surveys, as well as basic recommendations from stakeholder input.

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Appendix A

Chaney Campus VPA & STEM is located on Youngstown's West Side on S. Hazelwood Ave. The school serves grades 6-12. Of the 589 students enrolled, the majority are African-American. Hispanic students make up 11% and White students comprise 14.3% of the student body. Nearly all students are economically disadvantaged, 10.3% have disabilities, and 4% have limited English proficiency. Chaney STEM and VPA is a public school open to students outside the city if capacity is not filled. The percentage of students residing within 1 mile of the school is 10.6%.

School District	School Name	School Address	Grades Served
Youngstown City School District	Chaney Campus of VPA & STEM	731 S. Hazelwood Ave Youngstown, OH 44509	6-12

Chaney Campus VPA & STEM Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
589	70.9%	NC	NC	11.0%	3.3%	14.3%	99.1%	4.0%	10.3%	NC

NC = Not Calculated because there are fewer than 10 students in the group

East High School is located on Youngstown's East Side off of Bennington Ave. The school serves grades 9-12, with a total enrollment of 1,311 students. The majority of students are African-American. Hispanic students make up 13.4%, while White students encompass 9.1% of students enrolled. Nearly all students are economically disadvantaged at 96.4%, 32.1% have disabilities, and 4.5% have limited English proficiency. The percentage of students residing within 1 mile of the school is 13.3%.

School District	School Name	School Address	Grades Served
Youngstown City School District	East High School	474 Bennington Ave Youngstown, OH 44505	9-12

East High School Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
1,311	73.3%	NC	NC	13.4%	4.1%	9.1%	96.4%	4.5%	32.1%	NC

NC = Not Calculated because there are fewer than 10 students in the group

Harding Elementary School is located on Youngstown’s North Side on Cordova Ave. The school serves grades Pre-Kindergarten to 6th. The number of students enrolled is 461 and of those students the majority is African-American. Hispanic students make up 13.3% and White students account for 9.1%. Nearly all students are economically disadvantaged, 17.1% have disabilities, and 5% are Multi-Racial. The percentage of students residing within 1 mile of the school is 42.5%.

School District	School Name	School Address	Grades Served
Youngstown City School District	Harding Elementary School	1903 Cordova Ave Youngstown, OH 44504	PreK-6

Harding Elementary School Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
461	72.0%	NC	NC	13.3%	5.0%	9.1%	98.9%	NC	17.1%	NC

NC = Not Calculated because there are fewer than 10 students in the group

M L King Elementary School is located on Youngstown’s East Side on Mariner Ave. The school serves grades Pre-Kindergarten to 6th grade. Of the 364 students enrolled, the majority are African-American. Hispanic students make up 32.2% and White students account for 7.3% of the student body. Nearly all students are economically disadvantaged, 19.2% have disabilities, and 24.3% have limited English proficiency. The percentage of students residing within 1 mile of the school is 18.9%.

School District	School Name	School Address	Grades Served
Youngstown City School District	M L King Elementary School	2724 Mariner Ave Youngstown, OH 44505	PreK-6

M L King Elementary Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
364	57.1%	NC	NC	32.2%	3.5%	7.3%	99.2%	24.3%	19.2%	NC

NC = Not Calculated because there are fewer than 10 students in the group

Paul C Bunn Elementary School is located in Boardman Township on Sequoya Drive, but is part of the Youngstown City School District. The school serves grades Pre-Kindergarten to 6th grade. The student body is comprised of 352 students with the majority of students being White. African-American students account for 36.4% and Hispanic students make up 12%. Nearly all students are economically disadvantaged and 18.6% have disabilities. The percentage of students residing within 1 mile of the school is 19.5%.

School District	School Name	School Address	Grades Served
Youngstown City School District	Paul C Bunn Elementary School	1825 Sequoya Drive Youngstown, OH 44514	PreK-6

Paul C Bunn Elementary School Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
352	36.4%	NC	NC	12.0%	12.3%	39.2%	98.2%	NC	18.6%	NC

NC = Not Calculated because there are fewer than 10 students in the group

Rayen Early College is located on Youngstown's West Side on S. Hazelwood Ave. The school serves grades 6th-8th. Of the 154 students enrolled, the majority are African-American. Hispanic students make up 12.7% and White students account for 9.7% of the student body. All of the students are economically disadvantaged. There is no calculation provided for students with disabilities and limited English proficiency, since the group consists of less than ten students. The percentage of students residing within 1 mile of the school is 6.9%.

School District	School Name	School Address	Grades Served
Youngstown City School District	Rayen Early College	731 S. Hazelwood Ave Youngstown, OH 44509	6-8

Rayen Early College Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
154	72.4%	NC	NC	12.7%	NC	9.7%	100.0%	NC	NC	NC

NC = Not Calculated because there are fewer than 10 students in the group

Taft Elementary is located on Youngstown’s South Side, at the corner of E. Avondale Ave. and Gibson St. The school serves grades Pre-Kindergarten to 6th grade. Of the 427 students enrolled, the majority are African-American. Hispanic students make up about 19% and White students account for 13.3% of the student body. Nearly all students are economically disadvantaged, 19.5% have disabilities, and 9.5% have limited English proficiency. The percentage of students residing within 1 mile of the school is 82.1%.

School District	School Name	School Address	Grades Served
Youngstown City School District	Taft Elementary School	730 E. Avondale Ave Youngstown, OH 44502	Pre K-6

Taft Elementary School Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
427	61.5%	NC	NC	18.9%	6.1%	13.3%	98.4%	9.5%	19.5%	NC

NC = Not Calculated because there are fewer than 10 students in the group

William Holmes McGuffey Elementary School is located on Youngstown’s West Side on S. Schenley Ave. The school serves grades Pre-Kindergarten to 6th grade. The total student body is 725 students with the majority of them being African-American. Hispanic students make up 9.5% and White students account for 31.5%. Nearly all students are economically disadvantaged, 25.6% have disabilities, and 2.3% have limited English proficiency. The percentage of students residing within 1 mile of the school is 40.6%.

School District	School Name	School Address	Grades Served
Youngstown City School District	William Holmes McGuffey Elementary School	310 S. Schenley Ave Youngstown, OH 44509	Pre K-6

William Holmes McGuffey Elementary School Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
725	51.3%	NC	NC	9.5%	7.7%	31.5%	99.0%	2.3%	25.6%	NC

NC = Not Calculated because there are fewer than 10 students in the group

Williamson Elementary is located on Youngstown’s South Side on Williamson Ave. The school serves grades Pre-Kindergarten to 6th grade. Total student enrollment is 452 students, with the majority of students being African-American. Hispanic students account for 11.4%, while White students account for 7.4% of the student body. Nearly all students are economically disadvantaged, 9.9% have disabilities, and 2.9% have limited English proficiency. The percentage of students residing within 1 mile of the school is 35.9%.

School District	School Name	School Address	Grades Served
Youngstown City School District	Williamson Elementary School	58 Williamson Ave Youngstown, OH 44507	Pre K-6

Williamson Elementary School Students 2015-2016										
Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
452	72.8%	NC	NC	11.4%	8.2%	7.4%	98.3%	2.9%	9.9%	NC

NC = Not Calculated because there are fewer than 10 students in the group

On the following pages are specific overviews and demographic data for each of the following charter and parochial schools in the City of Youngstown:

- Cardinal Mooney High School
- St. Christine School
- Ursuline High School
- Valley Christian
- Youngstown Community School

Cardinal Mooney High School is located on Youngstown's South Side on Erie Street. The school serves grades 9th to 12th. Of the 465 students enrolled, the majority are White at 66.2%. Hispanic students account for 1.5% and African-Americans make up 24.7% of the student body. The percentage of students residing within 1 mile of the school is 9.7%.

School District	School Name	School Address	Grades Served
Catholic Schools	Cardinal Mooney High School	2545 Erie St. Youngstown, OH 44507	9-12

Cardinal Mooney High School Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
465	24.7%	NC	NC	1.5%	4.1%	66.2%	NC	NC	NC	NC

NC = Not Calculated because there are fewer than 10 students in the group

St. Christine School is located on Youngstown's West Side on S. Schenley Avenue. The school serves grades Kindergarten to 8th. Of the 378 students enrolled, the majority are White. African-American students account for 7.4% of the student body. The percentage of students residing within 1 mile of the school is 17.6%.

School District	School Name	School Address	Grades Served
Catholic Schools	St. Christine School	3125 S. Schenley Ave. Youngstown, OH 44511	K-8

St. Christine School Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
378	7.4%	NC	NC	0.79%	3.17%	87.8%	NC	NC	NC	NC

NC = Not Calculated because there are fewer than 10 students in the group

Youngstown Community School is located on Youngstown’s South Side on Essex Street. The school serves grades Kindergarten to 6th. Of the 330 students enrolled, the majority are African-American. Hispanic students account for 7.2% of the student body. Nearly all students are economically disadvantaged, and 8.7% of students have disabilities. The percentage of students residing within 1 mile of the school is 16.3%.

School District	School Name	School Address	Grades Served
Charter School	Youngstown Community School	50 Essex St. Youngstown, OH 44502	K-6

Youngstown Community School Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
330	87.3%	NC	NC	7.2%	4.9%	NC	94.9%	NC	8.7%	NC

NC = Not Calculated because there are fewer than 10 students in the group

Ursuline High School is located on Youngstown’s North Side on Wick Avenue. The school serves 9th to 12th grade students. Of the 479 students enrolled, the majority are white. Hispanic students account for 3.55% and African-American students account for 19.8% of the student body. The percentage of students residing within 1 mile of the school is 3.3%.

School District	School Name	School Address	Grades Served
Parochial Schools	Ursuline High School	750 Wick Ave. Youngstown, OH 44505	9-12

Ursuline High School Students 2015-2016

Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
479	19.8%	NC	NC	3.55%	7.1%	62.8%	NC	NC	NC	NC

NC = Not Calculated because there are fewer than 10 students in the group

Valley Christian is located on Southern Boulevard on the South Side of Youngstown. The school serves grades Kindergarten to 12th. Of the 668 students enrolled, the majority are minority. African-American students account for 50% and Hispanic students make up 7% of the student body. Students with disabilities is 19%, and the percentage of students residing within 1 mile of the school is 14.9%.

School District	School Name	School Address	Grades Served
Charter School	Valley Christian	4401 Southern Blvd. Youngstown, OH 44512	K-12

Valley Christian Schools Students 2015-2016										
Student Enrollment #	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
668	50%	.3%	.9%	7%	10%	31%	61%	NC	19%	NC

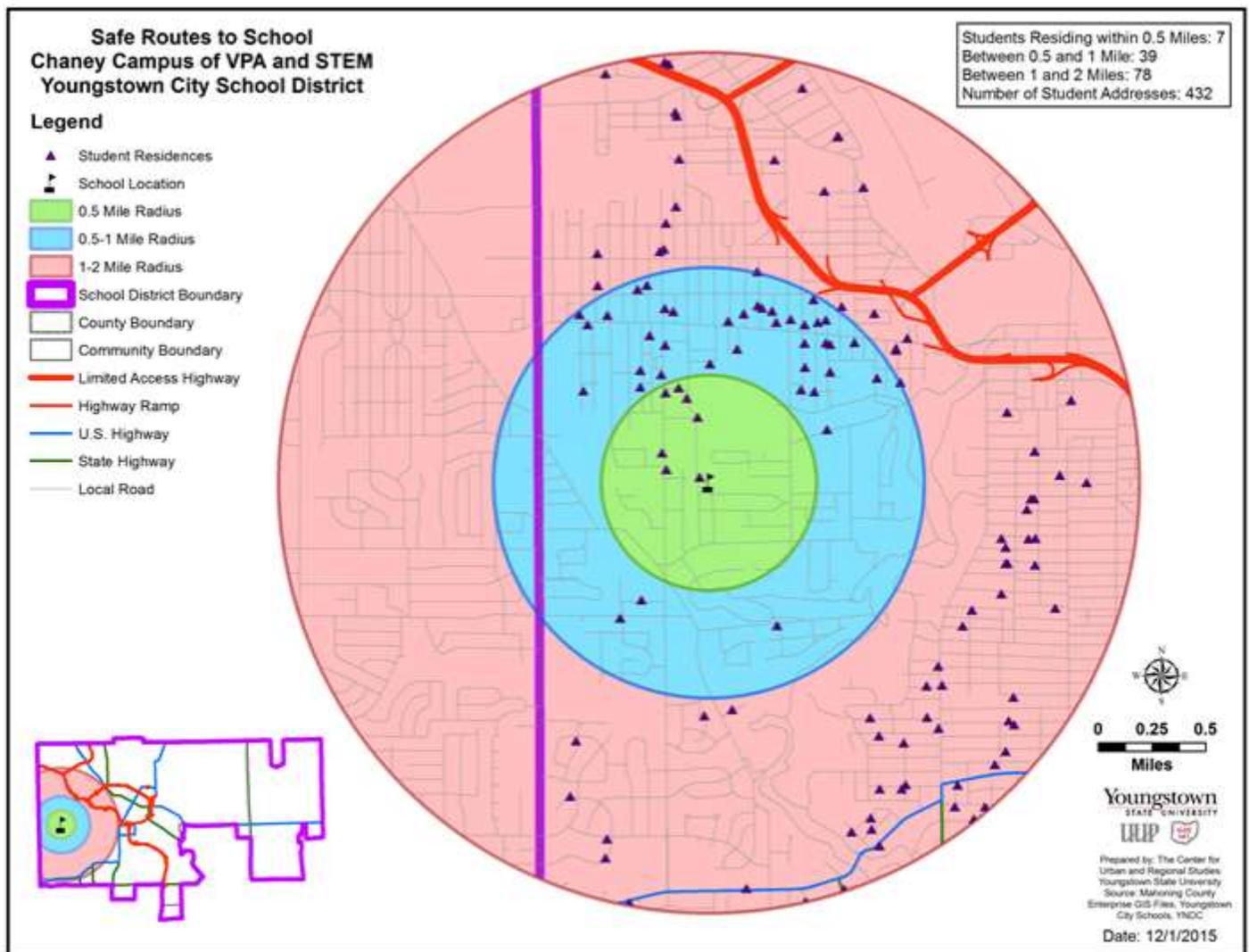
NC = Not Calculated because there are fewer than 10 students in the group

Appendix B

Chaney Campus of VPA & STEM

Chaney Campus of Visual, Performing Arts & Science, Technology, Engineering, & Math has a very low percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the school district, 0.5% of students live within 0.25 miles of the school, 10.6% of students live within one mile, and 28.7% live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	2	0.5%
Within 1/2 mile of school	7	1.6%
Within 1 mile of school	46	10.6%
Within 2 miles of school	124	28.7%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	2%	0.1%	81%	15%	0.7%	0.4%	0.1%
Number of students (afternoon trips)	3%	0%	83%	13%	0.7%	0.1%	0%

Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:
My child lives on the opposite side of town, so walking or biking to/from school is not an option.
The maturity of my child is also a factor in when and if I would allow him to walk/ride bike. Also, if he had other friends/school mates coming from the same neighborhood.
What makes me mad is the fact that a bus won't come by our house because it's supposedly to close to the school (4 miles) but she walks to her stop from Bruno to Eddie/Hazelwood which is way closer to the school. So if it goes there which is closer then why not by us.
In my opinion, walking/biking to school unattended is very dangerous because anything can happen to the student. There is a lot of crime going on anymore.
The crime rate is my biggest fear with my child walking or biking to and from school.

School arrival and dismissal process

Do school buses and parent vehicles use the same driveway for arrival and dismissal? Yes, all vehicles use the same streets. Building is on corner of Hazelwood & Overlook.
Do all students use the same entrance to the school building in the morning? No, students can use different entrances.
Are all students released at the same time during dismissal? Yes, all students are released at the same time.
Is school staff involved in either arrival or dismissal? Yes, we have school staff help students enter and exit the campus safely. The administration and police officer assists with dismissal to ensure a smooth exit from the building and departure from school property. The administration assists students entering the building in the morning.
Are there any adult crossing guards located along student walking routes? No, we do not have any adult crossing guards serving our school.
Are there police officers that help with arrival or dismissal procedures at this school? No we do not have police officers who help direct traffic around the school.
Are students involved in any arrival or dismissal process (i.e. student safety patrol)? No, we do not have a student safety patrol.

District bus policies

Chaney STEM & VPA does not currently have any district bus policies.

School travel policies

Chaney STEM & VPA does not currently have any policies related to school travel.

Safety issues and concerns

The greatest safety issue provided by the principal at Chaney STEM & VPA is the dangerous crossing around the school and especially at Monterey Avenue.

Principal Comments

A crosswalk near Monterey Ave. would be helpful.

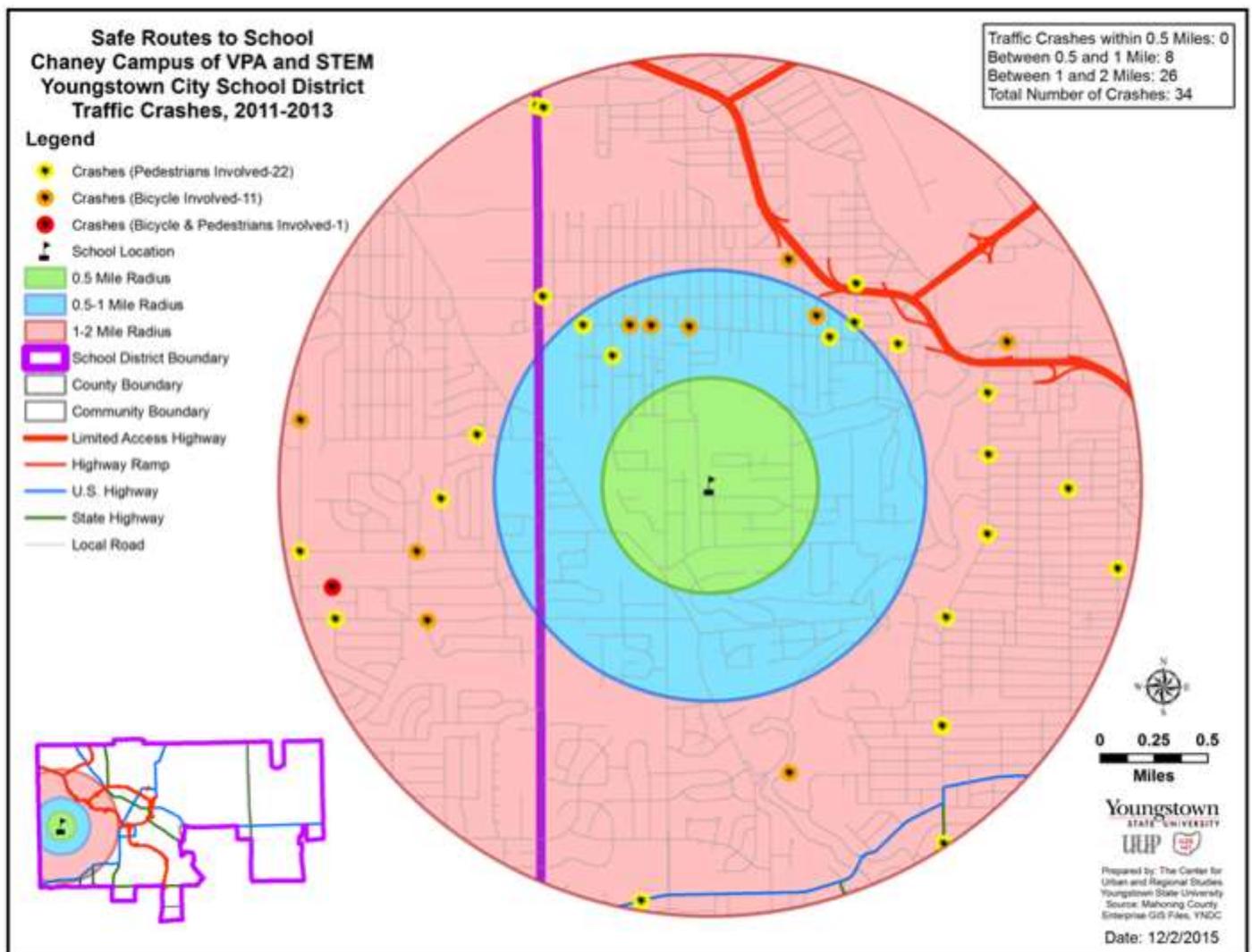
Traffic Crashes

There were **34** total crashes within the STP study area.

The crashes resulted in **30** injuries and **3** fatalities.

The number of crashes that involved bicycles was **12**.

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

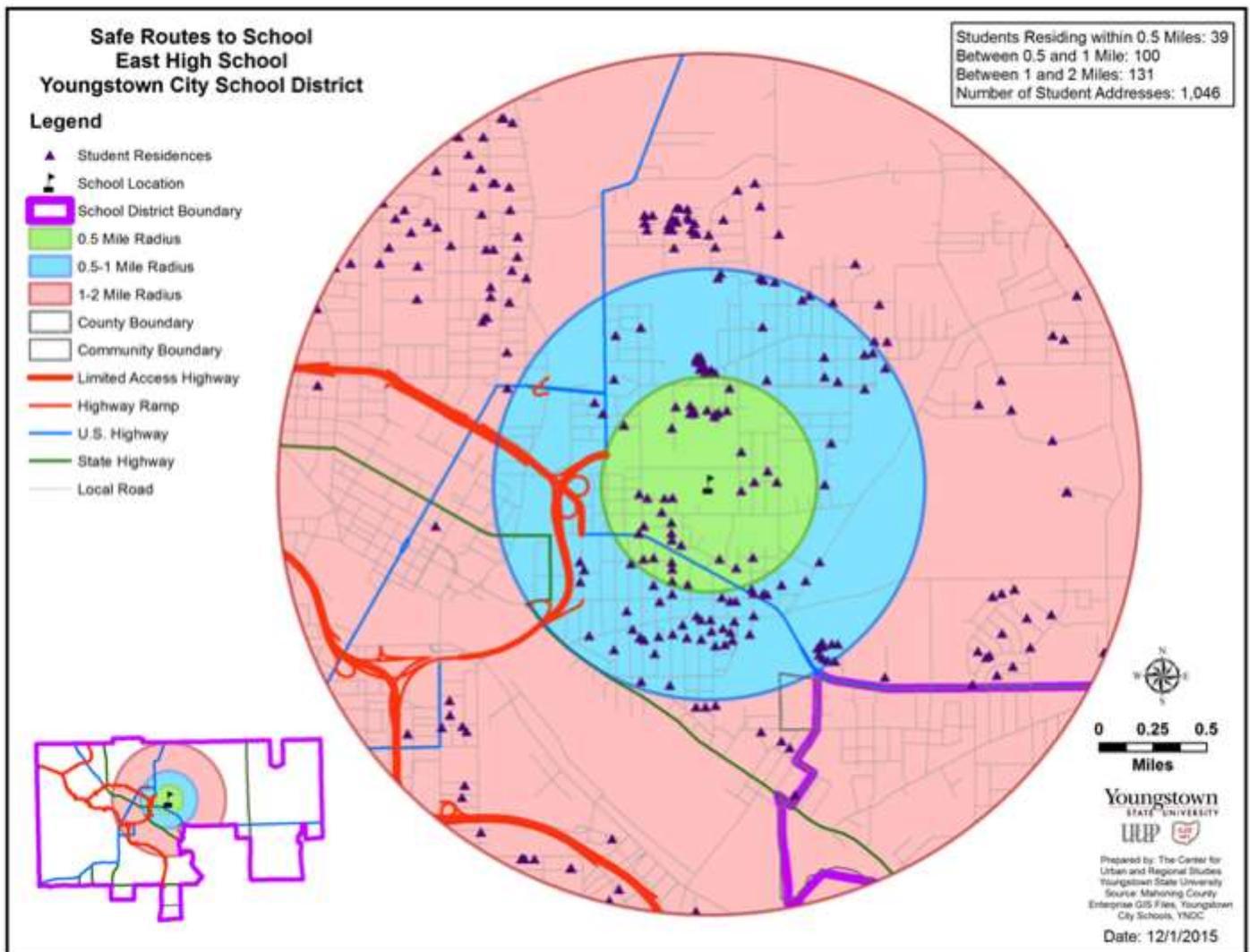


For full page map see Appendix C.

East High School

East High School has a low percentage of students living within walking distance from the school. According to an analysis of student addresses provided by the school district, 13.3% of students live within one mile of the school and 25.8% live within two miles of the school.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	6	0.6%
Within 1/2 mile of school	39	3.7%
Within 1 mile of school	139	13.3%
Within 2 miles of school	270	25.8%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	15%	0%	69%	9%	5%	2%	0%
Number of students (afternoon trips)	15%	0%	70%	7%	6%	2%	0%

Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:

I don't have a way for my child to get to and from school. I would like for him to have a bus.

The reason why my kids attendance is messed up is because of the transportation.

School arrival and dismissal process

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

Yes, all vehicles use the same driveway.

Do all students use the same entrance to the school building in the morning?

No, students can use different entrances. There are two entrances used. The main entrance is for 99% of students and a 2nd entrance for some special education students with disabilities.

Are all students released at the same time during dismissal?

Yes, all students are released at the same time.

Is school staff involved in either arrival or dismissal?

Yes, we have school staff help students enter and exit the campus safely. Usually manning the doors in the front and a count of buses.

Are there any adult crossing guards located along student walking routes?

No, we do not have any adult crossing guards serving our school.

Are there police officers that help with arrival or dismissal procedures at this school?

Yes, we have at least one police officer helping direct traffic around our school. The officer(s) help inside the front entrance with metal detectors or if there are any school bus issues.

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

No, we do not have a student safety patrol.

District bus policies

East High School does not currently have any district bus policies that were provided.

School travel policies

East High School does not currently have any district bus policies that were provided.

Safety issues and concerns

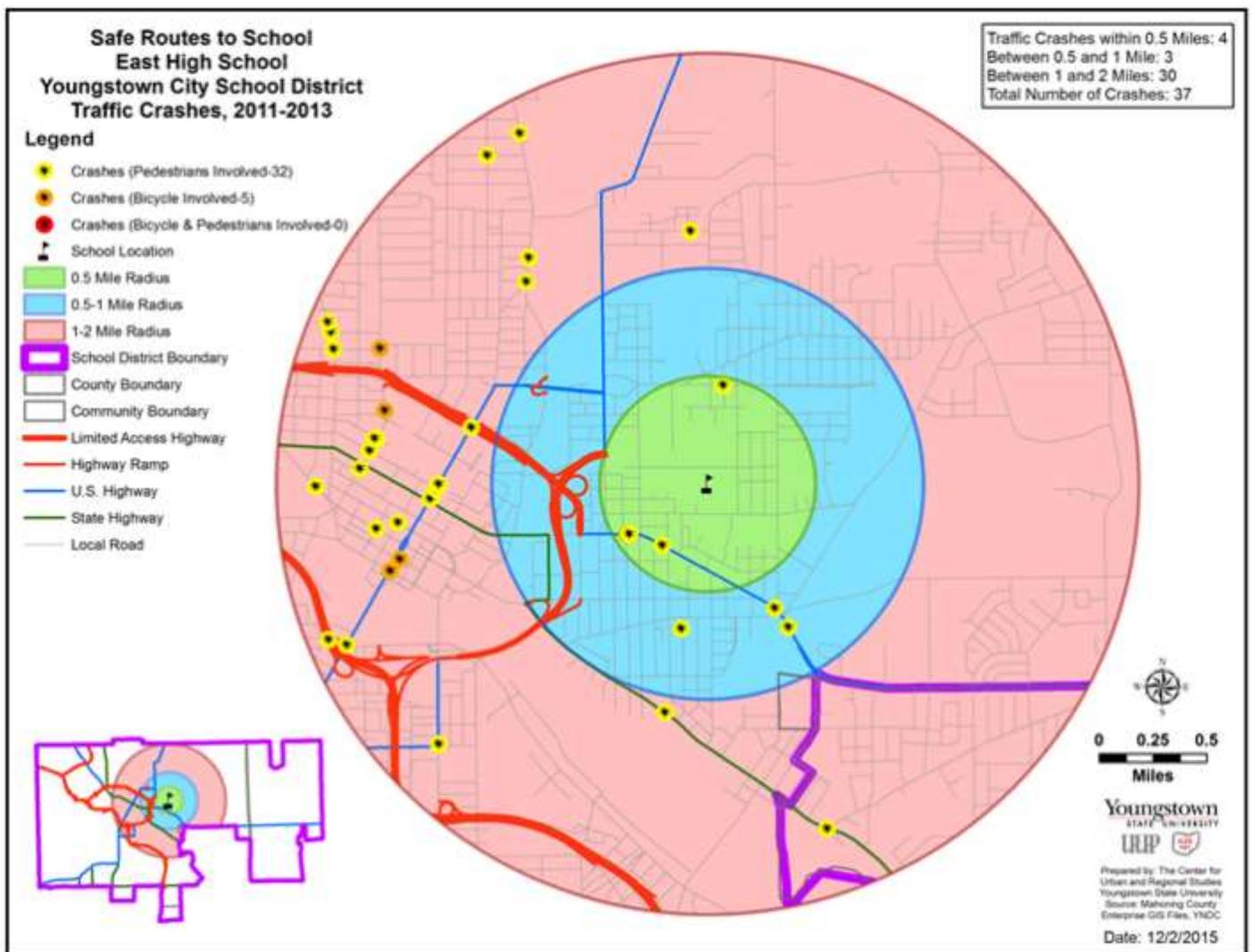
The greatest safety concern provided by the principal at East High School was the lack of sidewalks, bike routes, and street lights for the school zone within the neighborhood.

Principal Comments

Sidewalks, bike routes, and street lights for school zone in the neighborhood.

Traffic Crashes

There were **37** total crashes within the STP study area.
The crashes resulted in **34** injuries and **0** fatalities.
The number of crashes that involved bicycles was **5**.
The number of crashes that involved pedestrians was **32**.

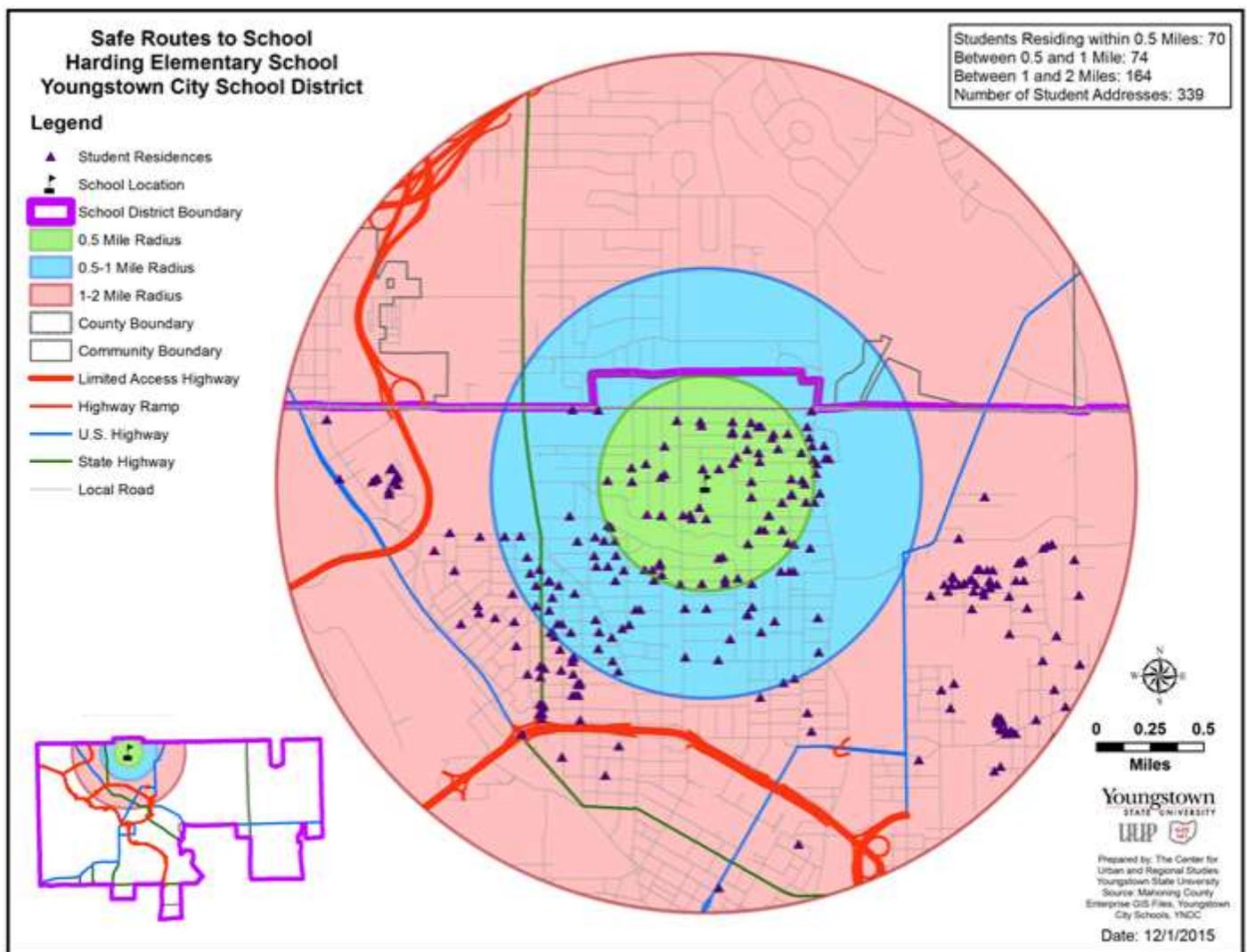


For full page map see Appendix C.

Harding Elementary

Harding Elementary has a high percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the local school district, 42.5% of students live within one mile of the school, while 90.9% of students live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	14	4.1%
Within 1/2 mile of school	70	20.6%
Within 1 mile of school	144	42.5%
Within 2 miles of school	308	90.9%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	11%	0%	49%	36%	2%	0.8%	0.9%
Number of students (afternoon trips)	12%	0%	50%	30%	3%	2%	3%
Primary walking/bicycling routes	Cordova Ave., Benita Ave., Fifth Ave., W. Dennick Ave., Alameda Ave., and Ohio Ave.						

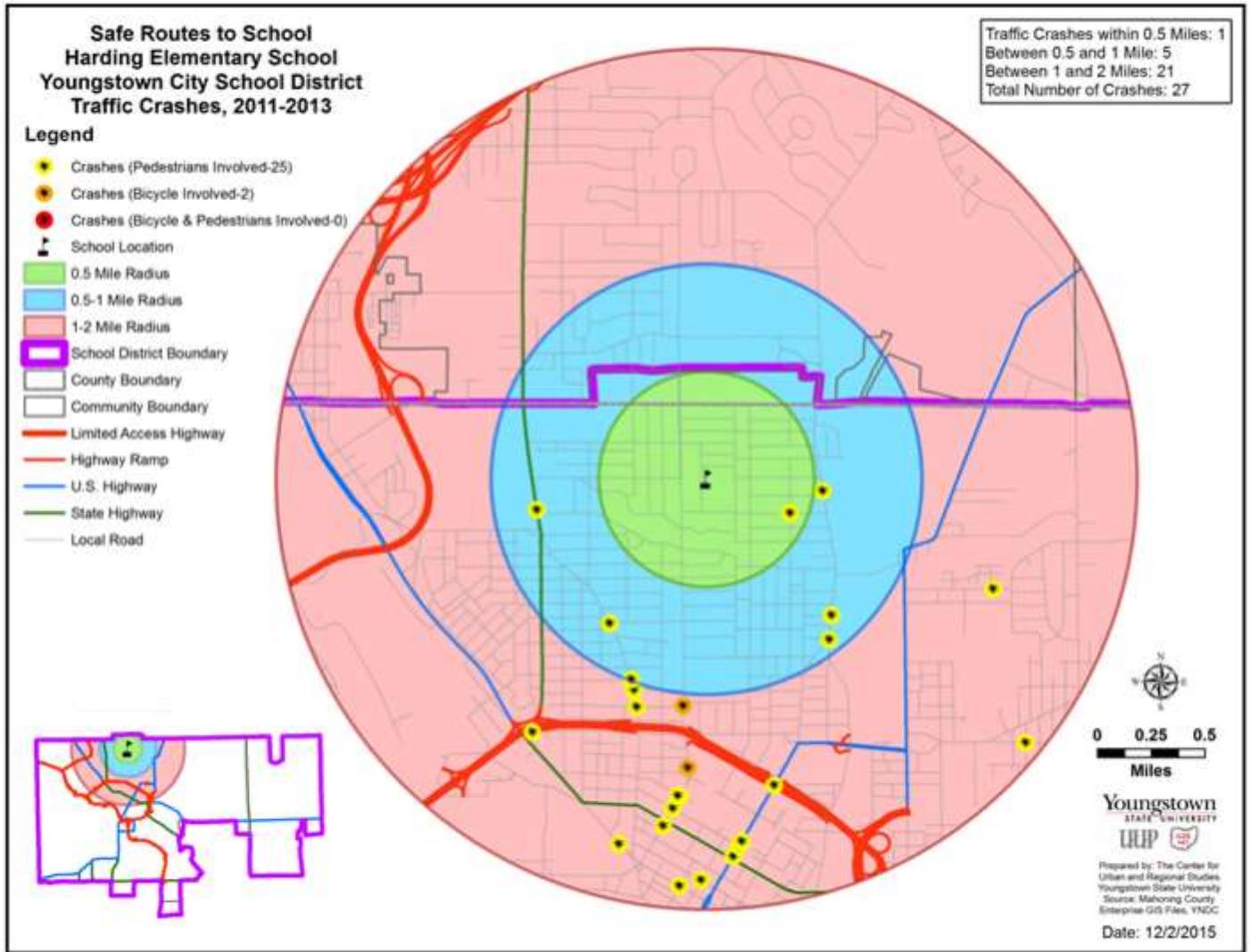
Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:
I feel that the walkers should be released first, since I have witnessed many “near misses” on Cordova because drivers don’t pay attention.
I think all students should ride school buses until they are in the 12th grade to see how responsible they can be, driving to and from school.
I think inner city kids Pre K– 6, need to be bused to and from school because its just not safe. It’s the last call a parent needs to here is that their child was hurt with no answers.
Walking or biking to and from school is healthy, but the age of my child, traffic, and safety play a major role in my decision to not let her walk or ride the bus.
The are in my opinion is just not a good area and neither are the majority of the kids.

Traffic Crashes

There were **27** total crashes within the STP study area.
 The crashes resulted in **23** injuries and **0** fatalities.
 The number of crashes that involved bicycles was **2**.
 The number of crashes that involved pedestrians was **25**.

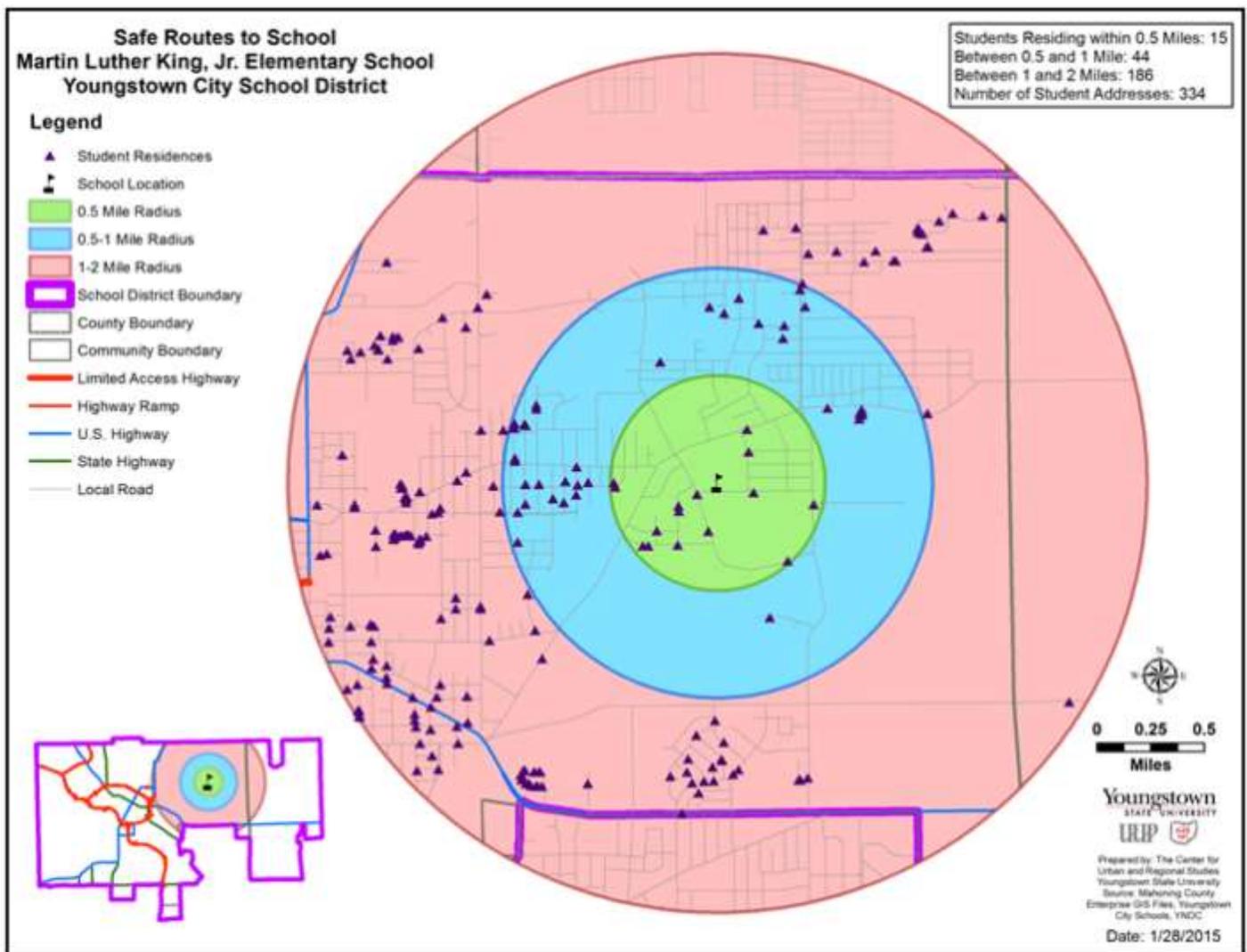


For full page map see Appendix C.

M L King Elementary

M L King Elementary has a relatively low percentage of students living within 1 mile of the school, but a relatively high percentage of students living within 2 miles of the school. According to an analysis of student addresses provided by the local school district, 18.9% of students live within one mile of the school, while 80.2% of students live within two miles of the school.

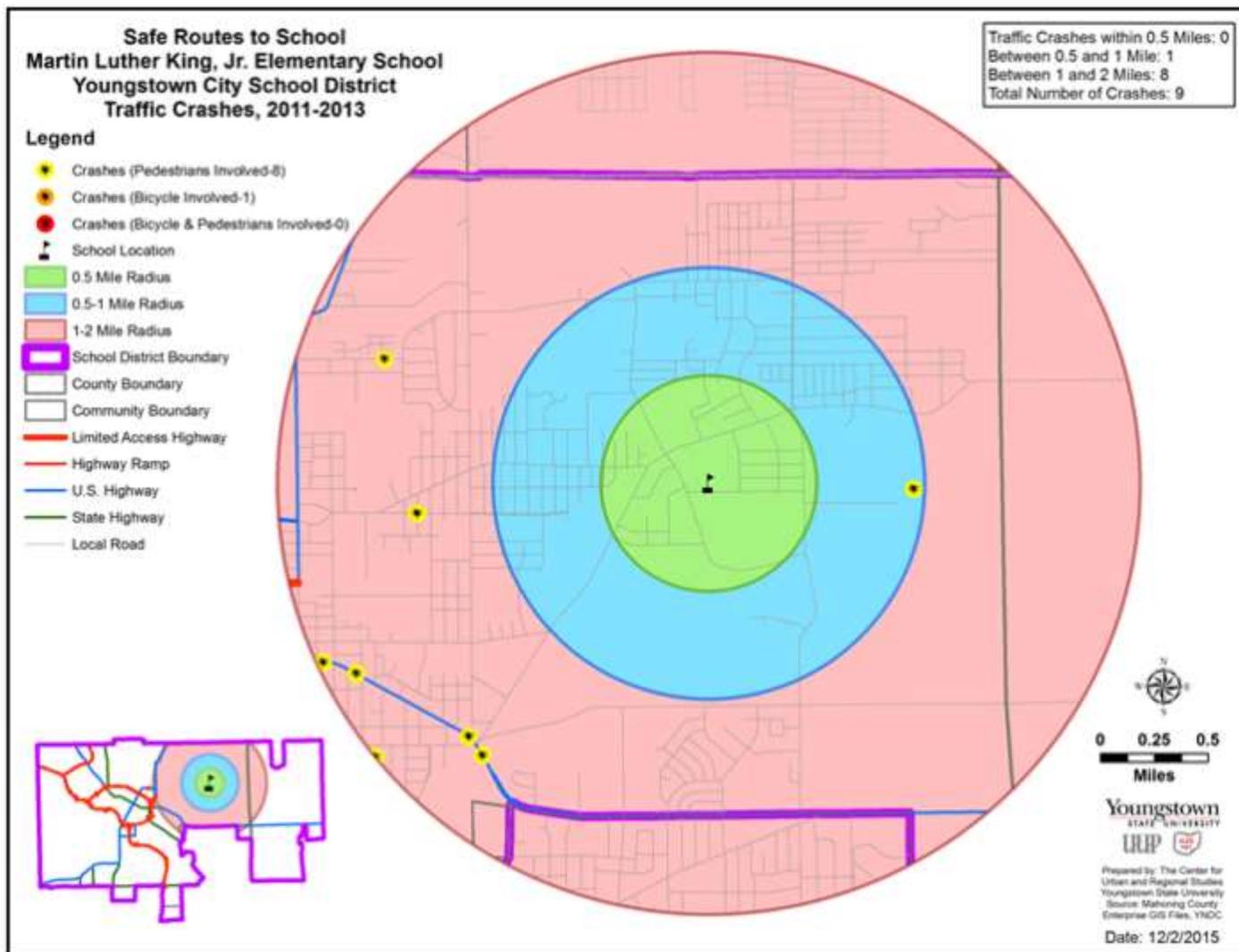
Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	7	2.2%
Within 1/2 mile of school	19	6%
Within 1 mile of school	60	18.9%
Within 2 miles of school	255	80.2%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

Traffic Crashes

There were **9** total crashes within the STP study area.
The crashes resulted in **9** injuries and **0** fatalities.
The number of crashes that involved bicycles was **1**.
The number of crashes that involved pedestrians was **8**.

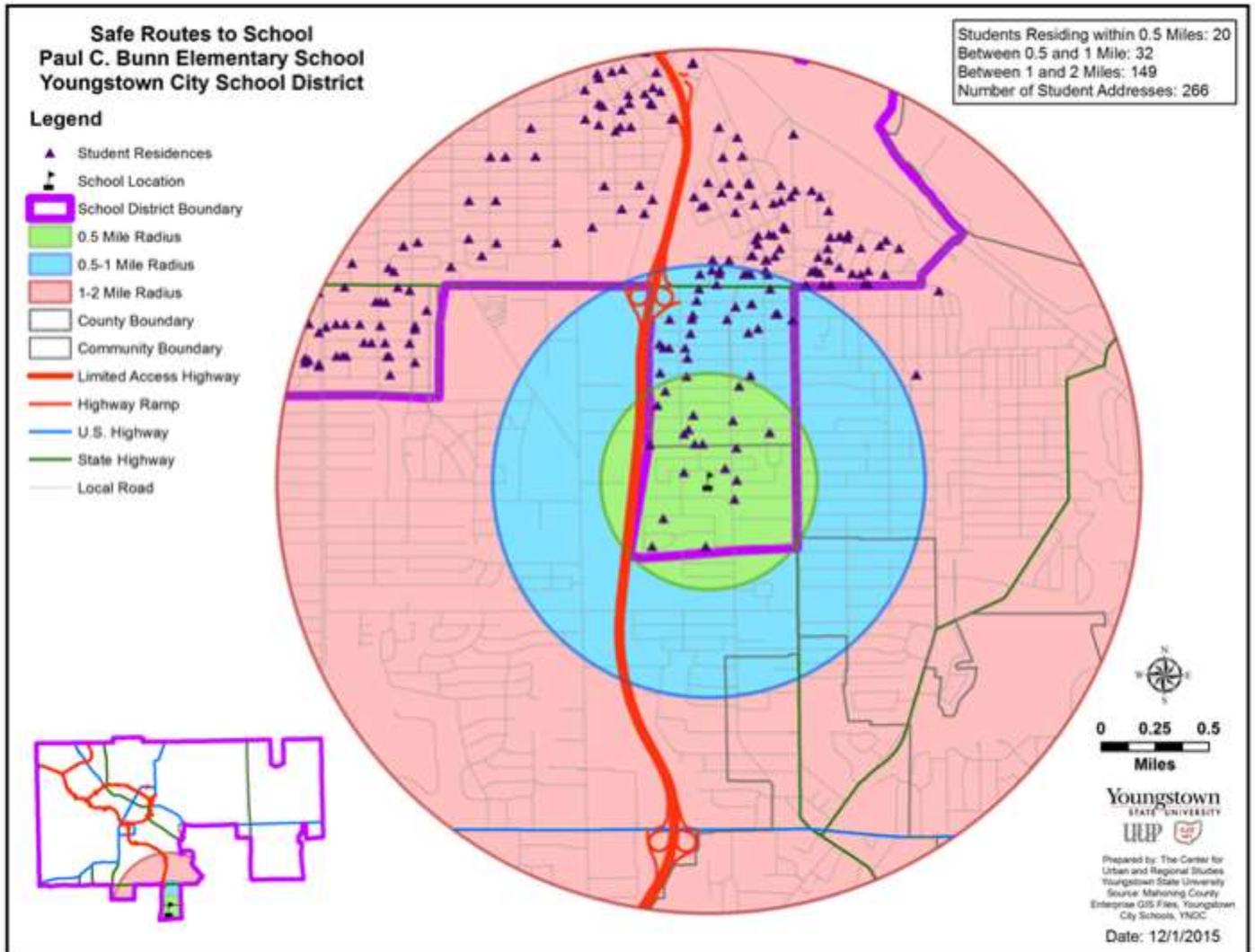


For full page map see Appendix C.

Paul C Bunn Elementary

Paul C Bunn Elementary has a relatively low percentage of students living within 1 mile of the school, but a relatively high percentage living within 2 miles of the school. According to an analysis of student addresses provided by the school district, 19.5% of students live within one mile of the school, while 75.6% of students live within two miles of the school.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	8	3%
Within 1/2 mile of school	20	7.5%
Within 1 mile of school	52	19.5%
Within 2 miles of school	201	75.6%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	2%	0%	36%	10%	0%	0%	0%
Number of students (afternoon trips)	1%	0%	18%	5%	0%	0%	0%
Primary walking/bicycling routes	Sequoya Ave., Sheridan Rd., Lemoyne Ave., and Country Club Ave.						

Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:
I would prefer my child not to walk to school, but with no bussing and unreliable transport she has to. An adult always goes with her for safety reasons. I'd feel better knowing she could ride a bus.
I feel like my child is too young unless with an adult! Walking is so good for you and its something we enjoy doing. I have two younger children, which would make the distance and climate difficult. So unless with an adult, I don't want my child walking.
The distance to/from school is too great far walking/biking, it is also too dangerous. I drive my child to school, because the school bus service is unpredictable and unreliable, which results in lengthy waits in inclement weather and late arrival to school and work.
My child attends Paul C Bunn through open enrollment. My opinion might change if she was allowed to be a bus rider, so she could ride and walk to school.
We use to live a block away from the school I wouldn't have a problem with them walking or biking.

School arrival and dismissal process

Do school buses and parent vehicles use the same driveway for arrival and dismissal? No, there are separate driveways for family vehicles and school buses.
Do all students use the same entrance to the school building in the morning? No, students can use different entrances. Students arriving by bus enter the doors by the gym. Students being driven by parents enter throughout the main office doors.
Are all students released at the same time during dismissal? Yes, all students are released at the same time.
Is school staff involved in either arrival or dismissal? Yes, we have school staff help students enter and exit the campus safely. School staff greet students at the doors upon arrival. At dismissal, staff are assigned to escort car riders to the rear of the building. Other staff escort students to the bus lines as buses arrive.
Are there any adult crossing guards located along student walking routes? No, we do not have any adult crossing guards serving our school.
Are there police officers that help with arrival or dismissal procedures at this school? No we do not have police officers who help direct traffic around the school.
Are students involved in any arrival or dismissal process (i.e. student safety patrol)? No, we do not have a student safety patrol.

District bus policies

Paul C Bunn Elementary does not currently have any policies related to district busing.

School travel policies

Paul C Bunn Elementary does not currently have any policies related to school travel.

Safety issues and concerns

The greatest safety issue provided by the principal at Paul C Bunn Elementary is that there are no sidewalks on most of the roads surrounding the school. Some neighbors even confront the students walking to school when they step in their yards.

Principal Comments

The construction of sidewalks on surrounding roads within the school area.

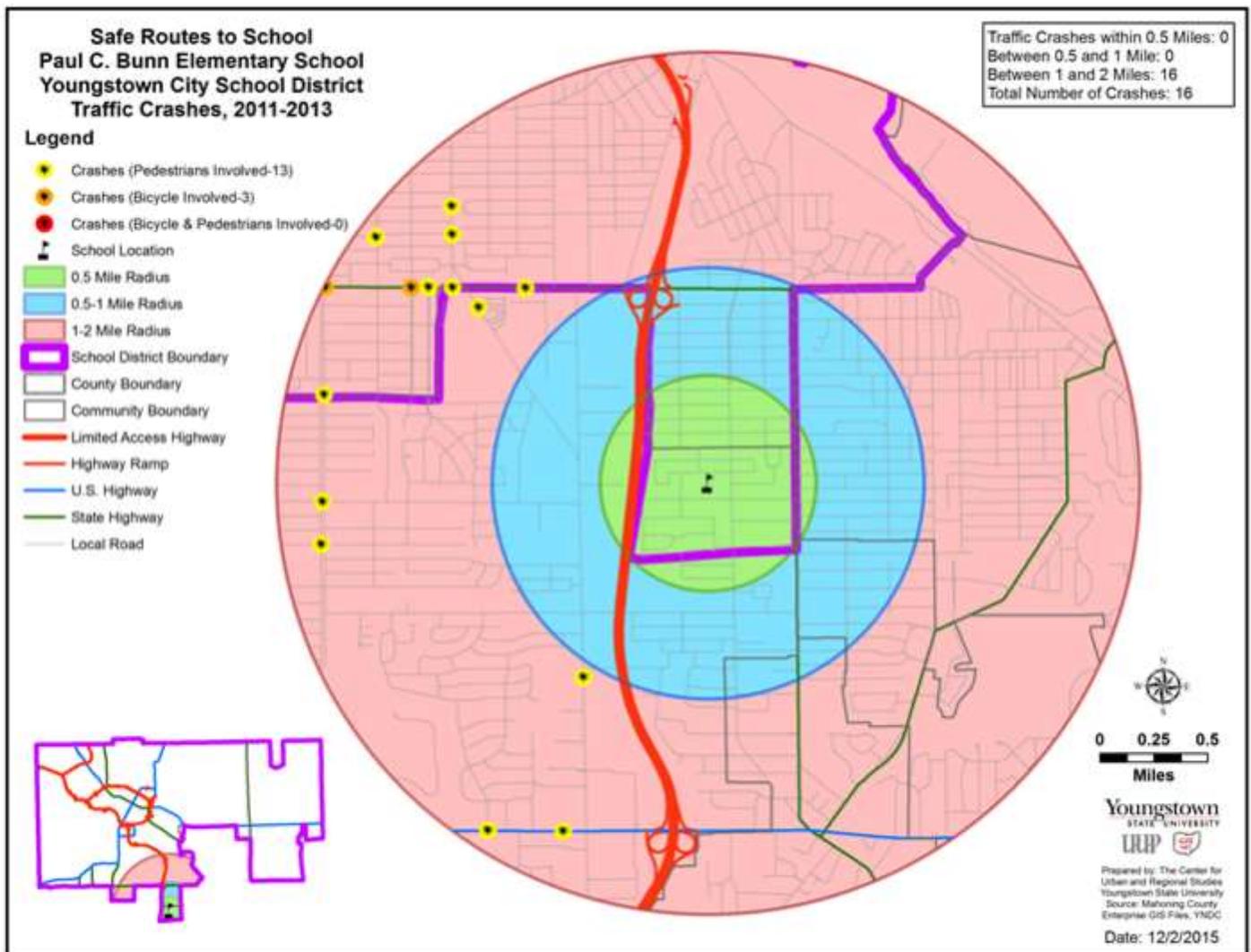
Traffic Crashes

There were **16** total crashes within the STP study area.

The crashes resulted in **14** injuries and **2** fatalities.

The number of crashes that involved bicycles was **3**.

The number of crashes that involved pedestrians was **13**.

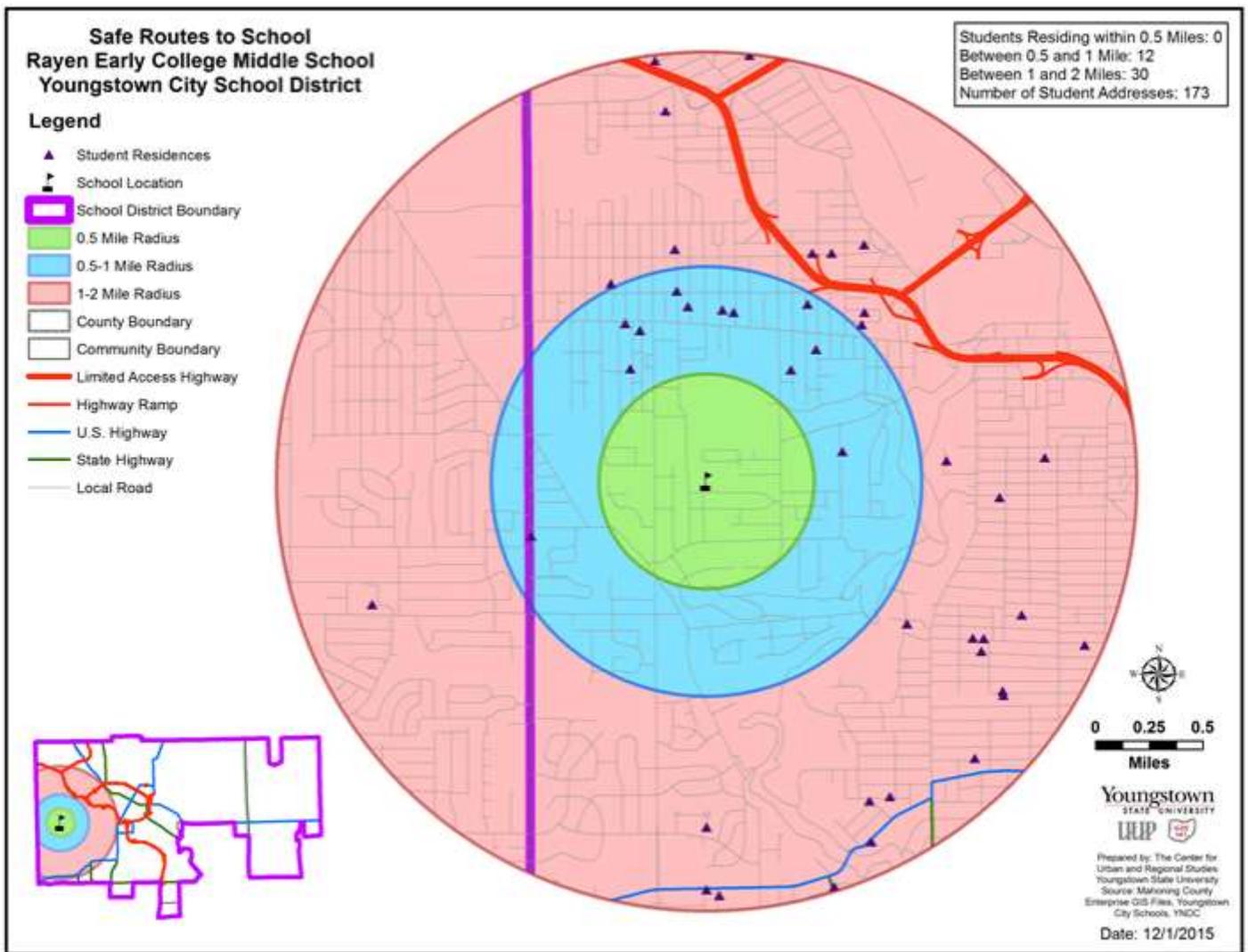


For full map see Appendix C.

Rayen Early College

Rayen Early College has a relatively low percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the school district, 6.9% live within one mile of the school, and 24.3% live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	0	0%
Within 1/2 mile of school	0	0%
Within 1 mile of school	12	6.9%
Within 2 miles of school	42	24.3%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	7%	0.1%	74%	18%	1%	0%	0.1%
Number of students (afternoon trips)	5%	0%	82%	13%	0.3%	0%	0.3%
Primary walking/bicycling routes							

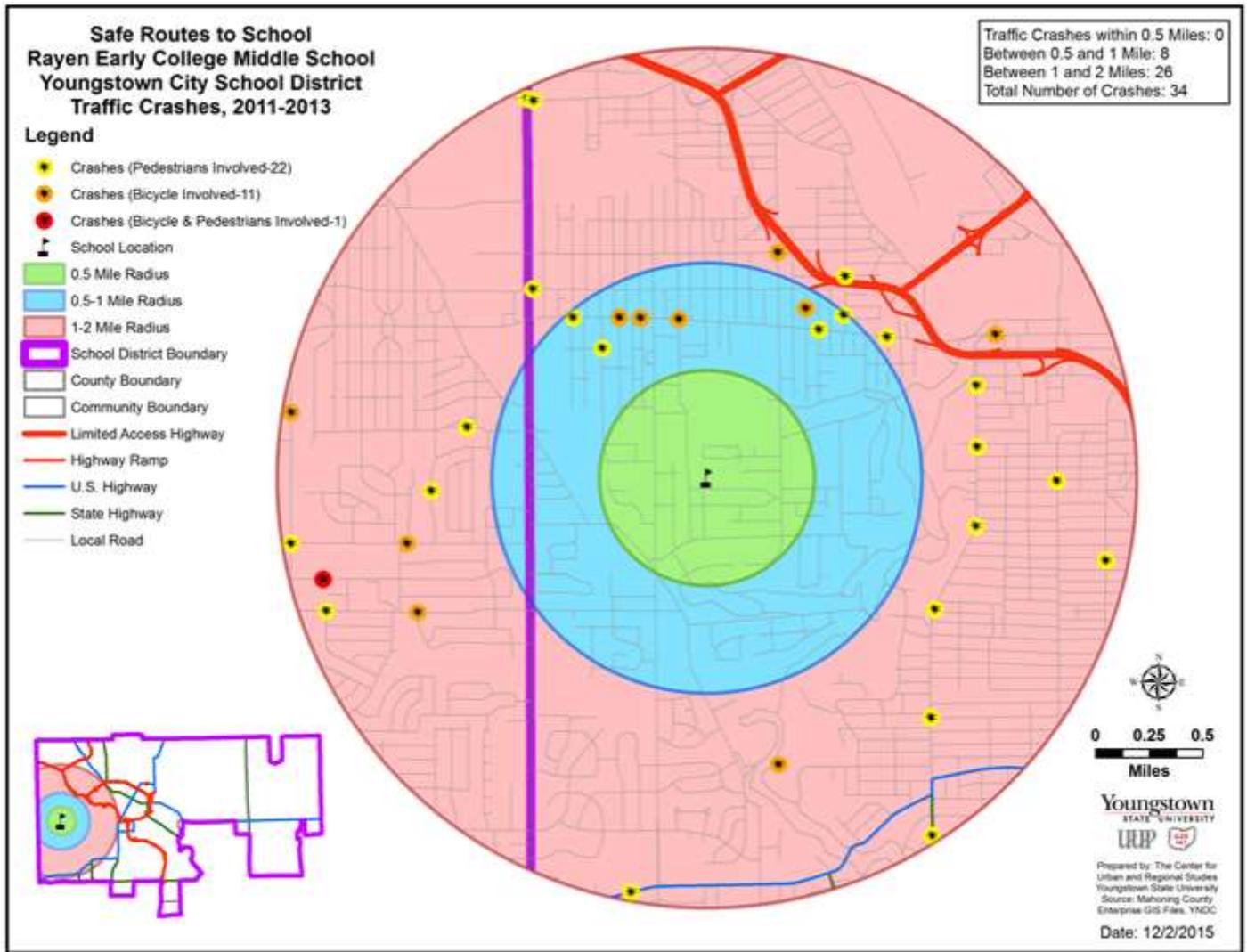
Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:
We live too far for them to walk to school and school is on the way to work for my husband. He drops them off and keeps going.
My child does not live close enough to walk to and from school, because we don't have any closer middle schools to walk to and from.
I don't feel it's safe for any 12 year old girl to walk just under a mile to/from school while it's dark in the morning alone. We have no transportation and five other little children in my home that prevents me from walking her.
I think all kids should be bused. It would be impossible for my kids to walk to school because of the distance and/or safety concerns.
Not safe for kids to ride bikes or walk to school around this area.

Traffic Crashes

There were **34** total crashes within the STP study area.
 The crashes resulted in **30** injuries and **3** fatalities.
 The number of crashes that involved bicycles was **12**.
 The number of crashes that involved pedestrians was **23**.

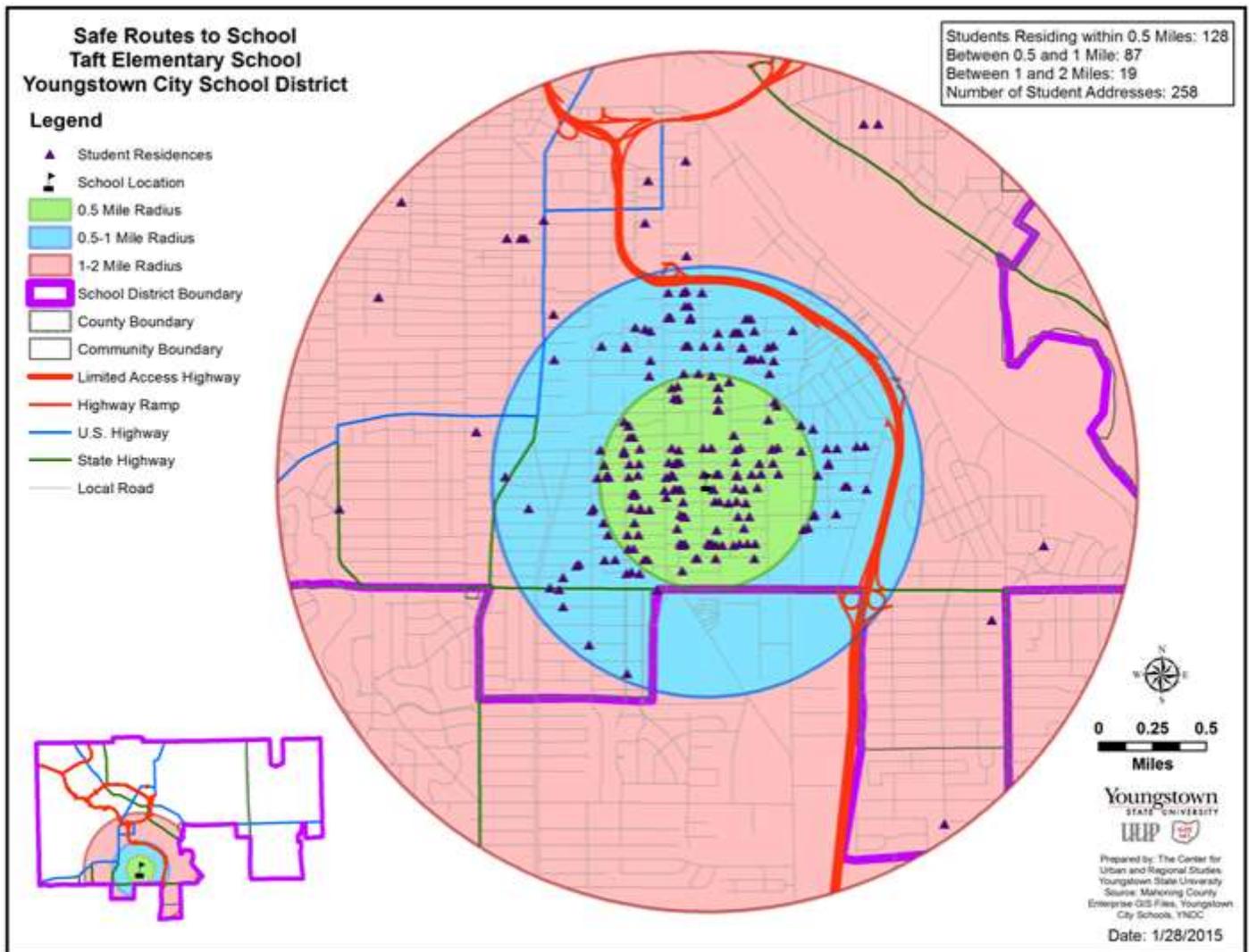


For full map see Appendix C.

Taft Elementary

Located in one of Youngstown’s most densely populated neighborhoods, Taft Elementary has a high percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the local school district, 82.1% of students live within one mile of the school and 91.4% live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	51	18.2%
Within 1/2 mile of school	139	49.6%
Within 1 mile of school	230	82.1%
Within 2 miles of school	256	91.4%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	29%	0.7%	29%	36%	4%	0.3%	0%
Number of students (afternoon trips)	31%	0%	33%	31%	4%	1%	0%
Primary walking/bicycling routes	Gibson St., E. Lucius Ave., E. Philadelphia Ave., E. Indianola Ave., E. Florida Ave., and E. Boston Ave.						

Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:
Stray animals (dogs) within the area. Pedophiles in the area as well.
I wish it was a little safer for my kids to walk, but I don't have the transportation to take them everyday. I have a bad knee so I can't walk them everyday.
During winter, sidewalks are full of snow causing students to walk on the street, and at any time of the year it is too dangerous to walk there because of the people speeding and the children playing in the street cause accidents.
I personally do not feel comfortable letting my 9 yr. old son walk to/from school due to the fact that my older son got shot in his back by an unknown assailant, while walking down the street at 5 yrs. old.
The streets are too bad. A lot of killing and not enough safety out there. Some kids just don't care. I would never let my child walk or ride a bike, sorry I just wouldn't.

School arrival and dismissal process

Do school buses and parent vehicles use the same driveway for arrival and dismissal?	No, there are separate driveways for family vehicles and school buses.
Do all students use the same entrance to the school building in the morning?	No, students can use different entrances. Students can either enter and exit from three locations: doors on the west side of the building facing Gibson Street, doors on the north side of the building facing East Boston Avenue, and doors on the south side of the building facing East Avondale Avenue.
Are all students released at the same time during dismissal?	Yes, all students are released at the same time.
Is school staff involved in either arrival or dismissal?	Yes, we have school staff help students enter and exit the campus safely. Staff is involved in monitoring the inside and outside of the building. The principal also exits the building to ensure the departure is safe.
Are there any adult crossing guards located along student walking routes?	Yes, we have at least one adult crossing guard that helps students on their walking routes.
Are there police officers that help with arrival or dismissal procedures at this school?	No, we do not have police officers who help direct traffic around the school.
Are students involved in any arrival or dismissal process (i.e. student safety patrol)?	No, we do not have a student safety patrol.

District bus policies

Students must live 2 miles away from the school in order to qualify to ride the bus. At Taft Elementary, students who are on Individualized Education Plans (IEPs) may also qualify to ride the bus. Since most children that attend Taft Elementary live within 2 miles of the school, approximately 70% of students either walk or are given rides by their parents.

School travel policies

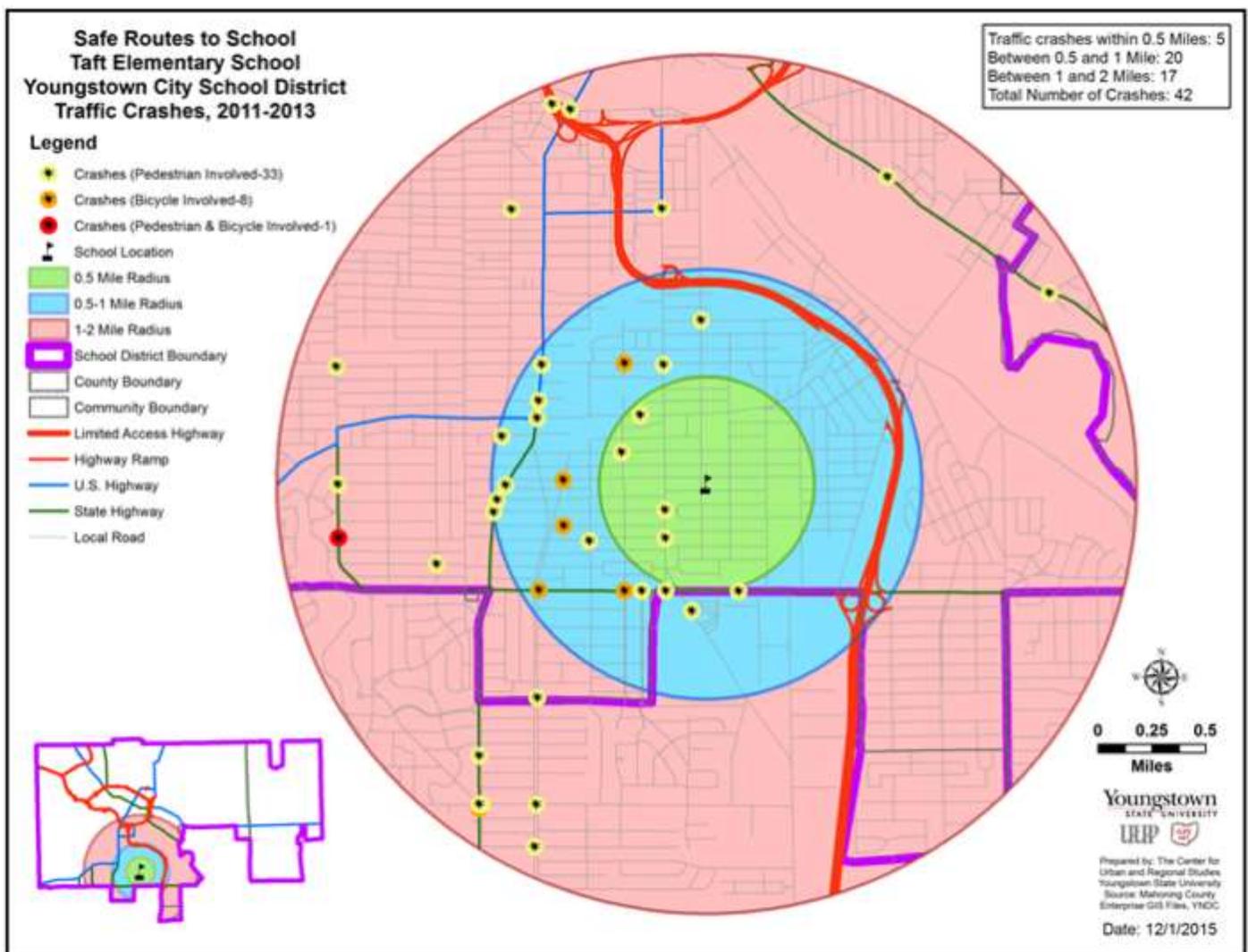
Taft Elementary does not currently have any policies related to school travel.

Safety issues and concerns

The greatest safety issue provided by the principal at Taft Elementary was parents parking along both sides of E. Avondale Avenue to pick up students after school. Students run across the street in between parked cars and directly into traffic. The school has attempted to address this issue through communication with the parents, but this dangerous pattern was still observed during a SRTS team walk audit.

Traffic Crashes

There were **42** total crashes within the STP study area.
The crashes resulted in **43** injuries and **3** fatalities.
The number of crashes that involved bicycles was **9**.
The number of crashes that involved pedestrians was **34**.

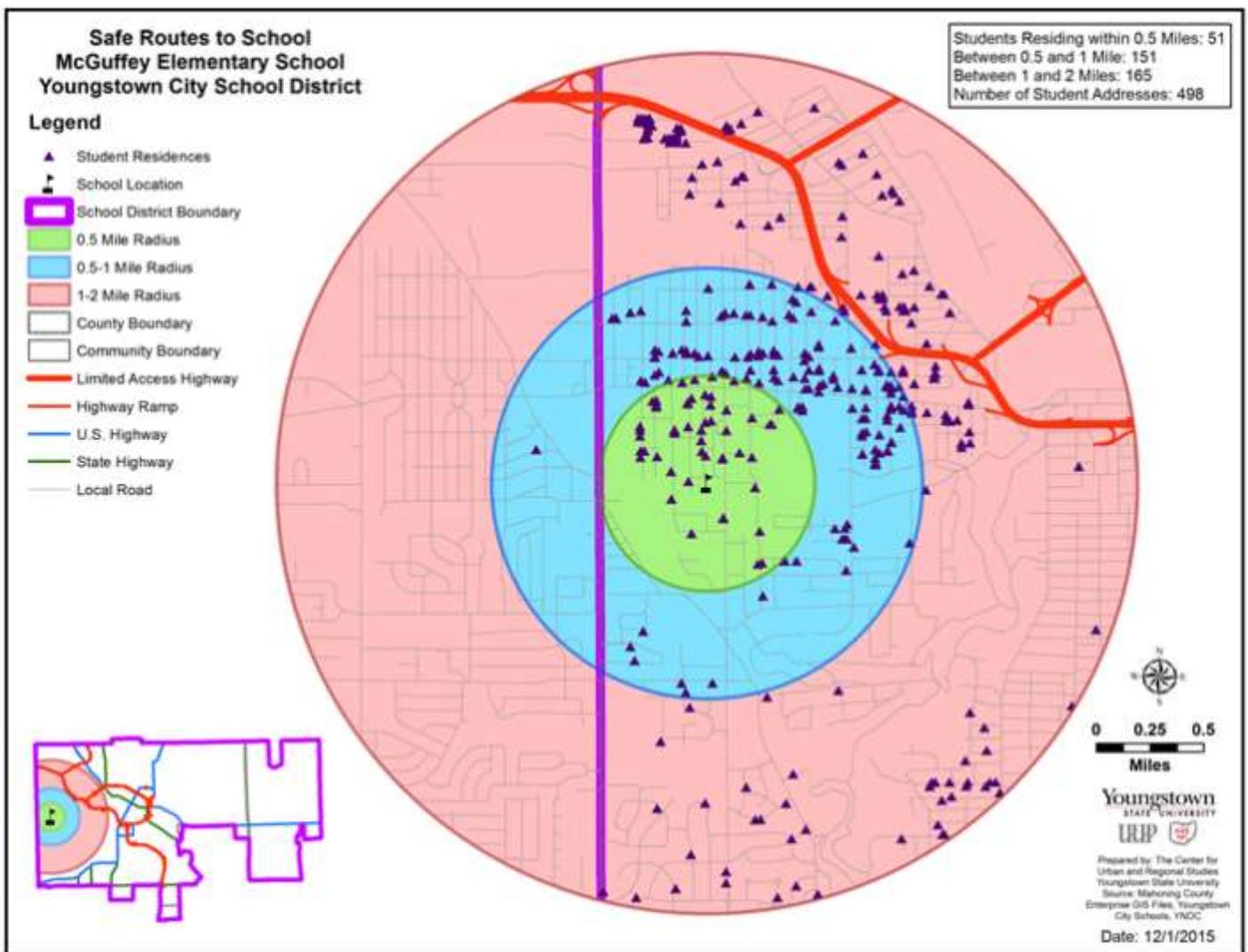


For full map see Appendix C.

William Holmes McGuffey Elementary

McGuffey Elementary has a relatively high percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the local school district, 40.6% of students live within one mile of the school and 73.7% of students live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	14	2.8%
Within 1/2 mile of school	51	10.2%
Within 1 mile of school	202	40.6%
Within 2 miles of school	367	73.7%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	3%	0%	60%	35%	1%	0.4%	0%
Number of students (afternoon trips)	4%	0%	65%	31%	0.2%	0.4%	0%
Primary walking/bicycling routes	Junction St., S. Schenley Ave., Austin St., S. Hazelwood Ave., Wilcox St., S. Hartford Ave., Mahoning Ave., Matta Ave., N. Schenley Ave., Locust Ave., Oakwood Ave., and S. Bon Air Ave.						

Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:
I think if my girls school was closer it wouldn't be a problem. But I don't like it because of the distance and it's a busy street.
I would have to leave for work before my child left for school if she walks and would not feel comfortable not knowing if she got to school or not and it's too early to drop her off at school.
We live too close to the school for transportation. This is her first year walking but she knows the rules and follows them. Smart kid.

School arrival and dismissal process

Do school buses and parent vehicles use the same driveway for arrival and dismissal? No, there are separate driveways for family vehicles and school buses.
Do all students use the same entrance to the school building in the morning? No, students can use different entrances.
Are all students released at the same time during dismissal? No, we use a staggered release process (walkers are released first, bus riders second, etc.)
Is school staff involved in either arrival or dismissal? Yes, we have school staff help students enter and exit the campus safely.
Are there any adult crossing guards located along student walking routes? Yes, we have at least one adult crossing guard that helps students on their walking routes.
Are there police officers that help with arrival or dismissal procedures at this school? No, we do not have police officers who help direct traffic around the school.
Are students involved in any arrival or dismissal process (i.e. student safety patrol)? No, we do not have a student safety patrol.

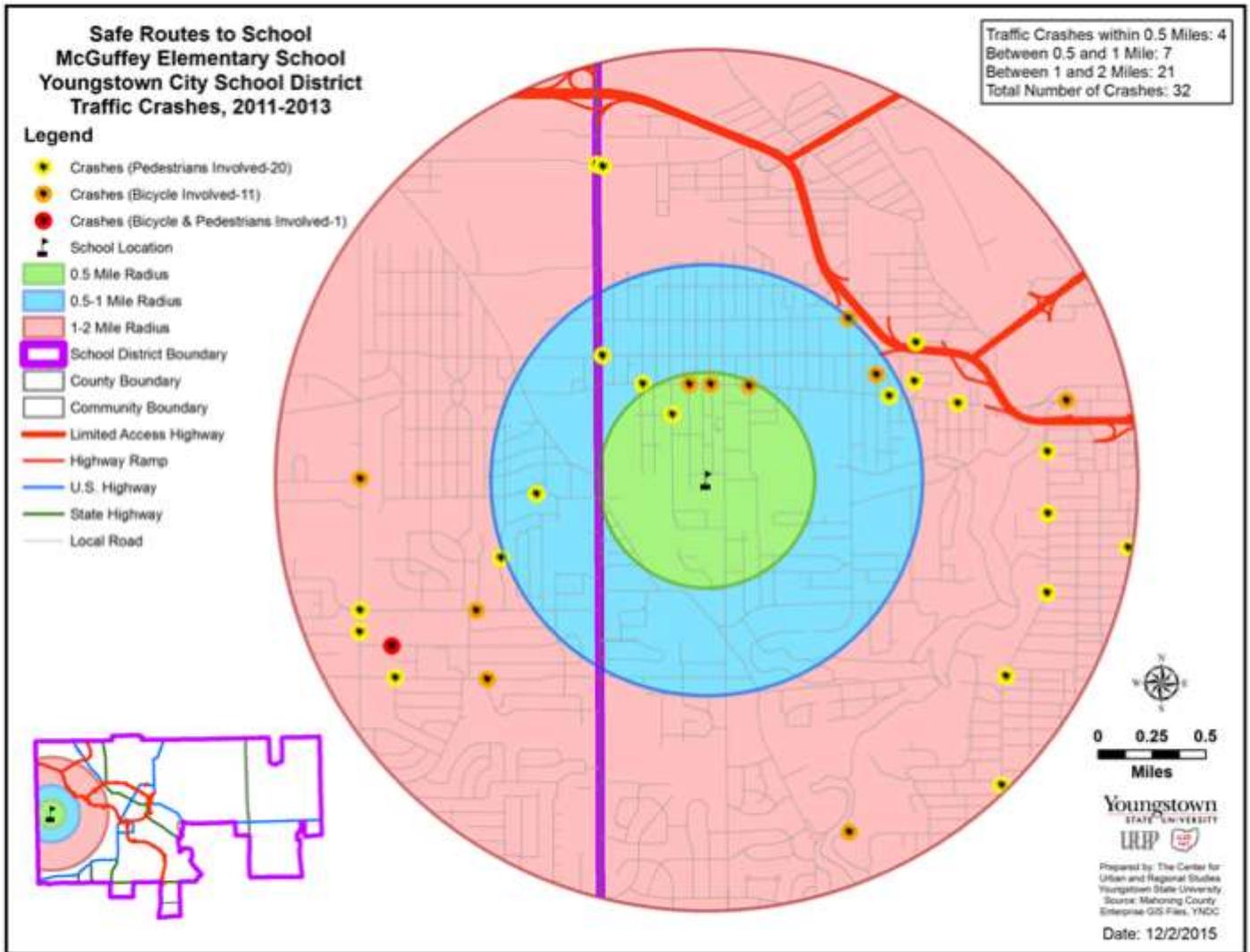
Principal Comments

We have nothing to secure bikes.

There are no sidewalks on one side of S. Schenley Ave.

Traffic Crashes

There were **32** total crashes within the STP study area.
The crashes resulted in **29** injuries and **3** fatalities.
The number of crashes that involved bicycles was **12**.
The number of crashes that involved pedestrians was **21**.

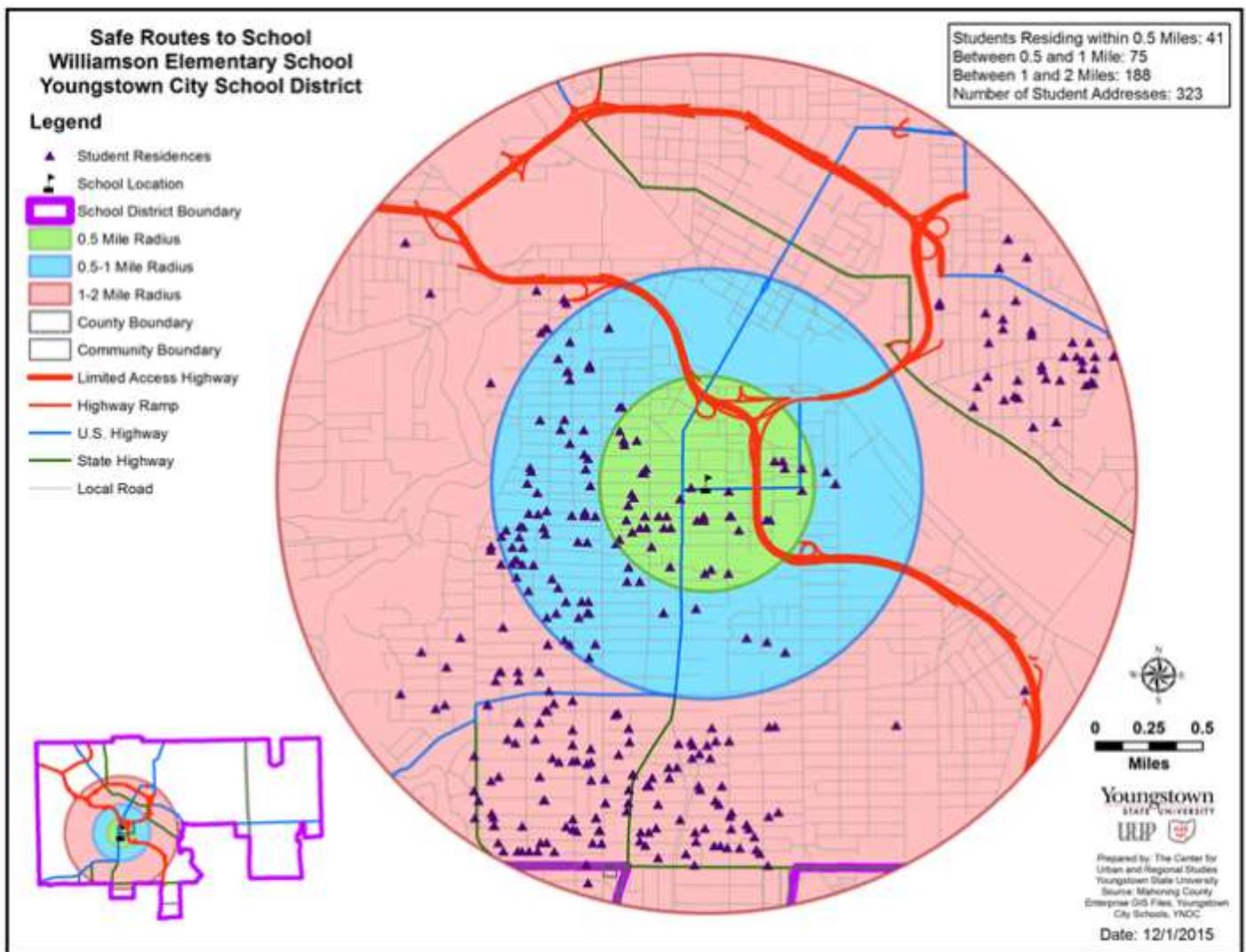


For full map see Appendix C.

Williamson Elementary

Williamson Elementary has a relatively high percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the school district, 35.9% of students live within one mile of the school, while 94.1% live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	9	2.8%
Within 1/2 mile of school	41	12.7%
Within 1 mile of school	116	35.9%
Within 2 miles of school	304	94.1%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	5%	0%	60%	34%	2%	0%	0%
Number of students (afternoon trips)	5%	0%	64%	29%	2%	0%	0%
Primary walking/bicycling routes	Williamson Ave. and Market St.						

Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:

Perhaps when my child is older. However, the crime rate in the area would have to improve GREATLY!

My child will never be permitted to walk to and from school due to the violence, traffic, and registered sex offenders in my neighborhood.

Due to the area we stay in, I feel it is absolutely not an option for my child to walk all the way to school. It is way too dangerous!

To young, not very responsible, peer pressure from older kids that walk or bike to school. Pre K through 3rd grade are in need of supervision.

Child is too young, immature to walk alone to and from school.

School arrival and dismissal process

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

No, students can use different entrances. Bus riders use B-1, while car riders and walkers use B-2.

Are all students released at the same time during dismissal?

No, we use a staggered release process. Walkers and car riders are released first, then bus riders as the buses arrive.

Is school staff involved in either arrival or dismissal?

Yes, we have school staff help students enter and exit the campus safely. Staff greets students at doors and escorts them to and from the bus.

Are there any adult crossing guards located along student walking routes?

Yes, we have at least one adult crossing guard that helps students on their walking routes.

Are there police officers that help with arrival or dismissal procedures at this school?

No, we do not have police officers who help direct traffic around the school.

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

No, we do not have a student safety patrol.

District bus policies

Williamson Elementary does not currently have any district bus policies in place at this time.

School travel policies

Williamson Elementary does not currently have any policies related to school travel.

Safety issues and concerns

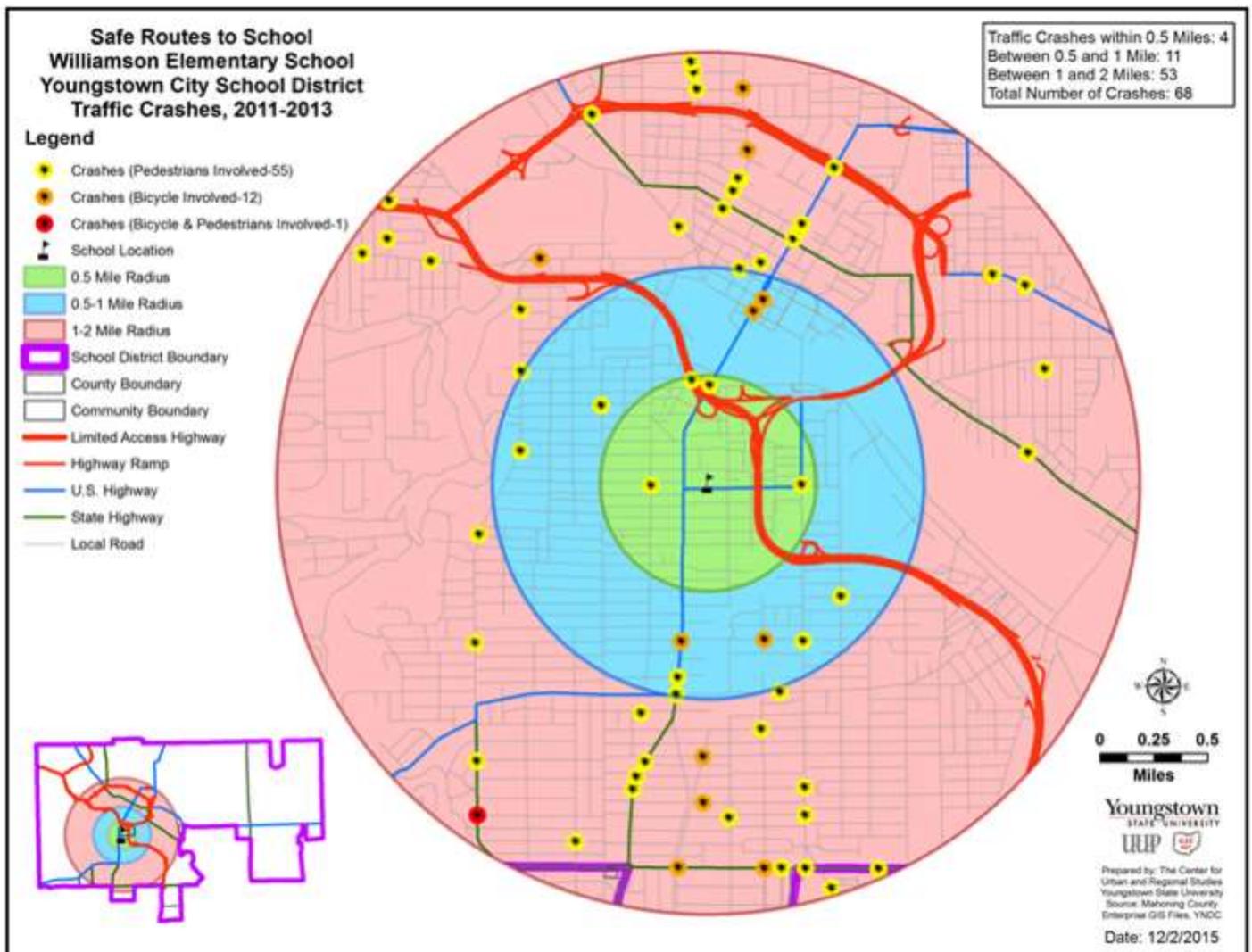
The greatest concerns provided by the principal at Williamson Elementary is the lack of adequate sidewalks, busy streets, and lack of supervision for students along the routes to school.

Principal comments

Lighting for days when it is dark during arrival.

Traffic Crashes

There were **68** total crashes within the STP study area.
The crashes resulted in **64** injuries and **6** fatalities.
The number of crashes that involved bicycles was **13**.
The number of crashes that involved pedestrians was **56**.

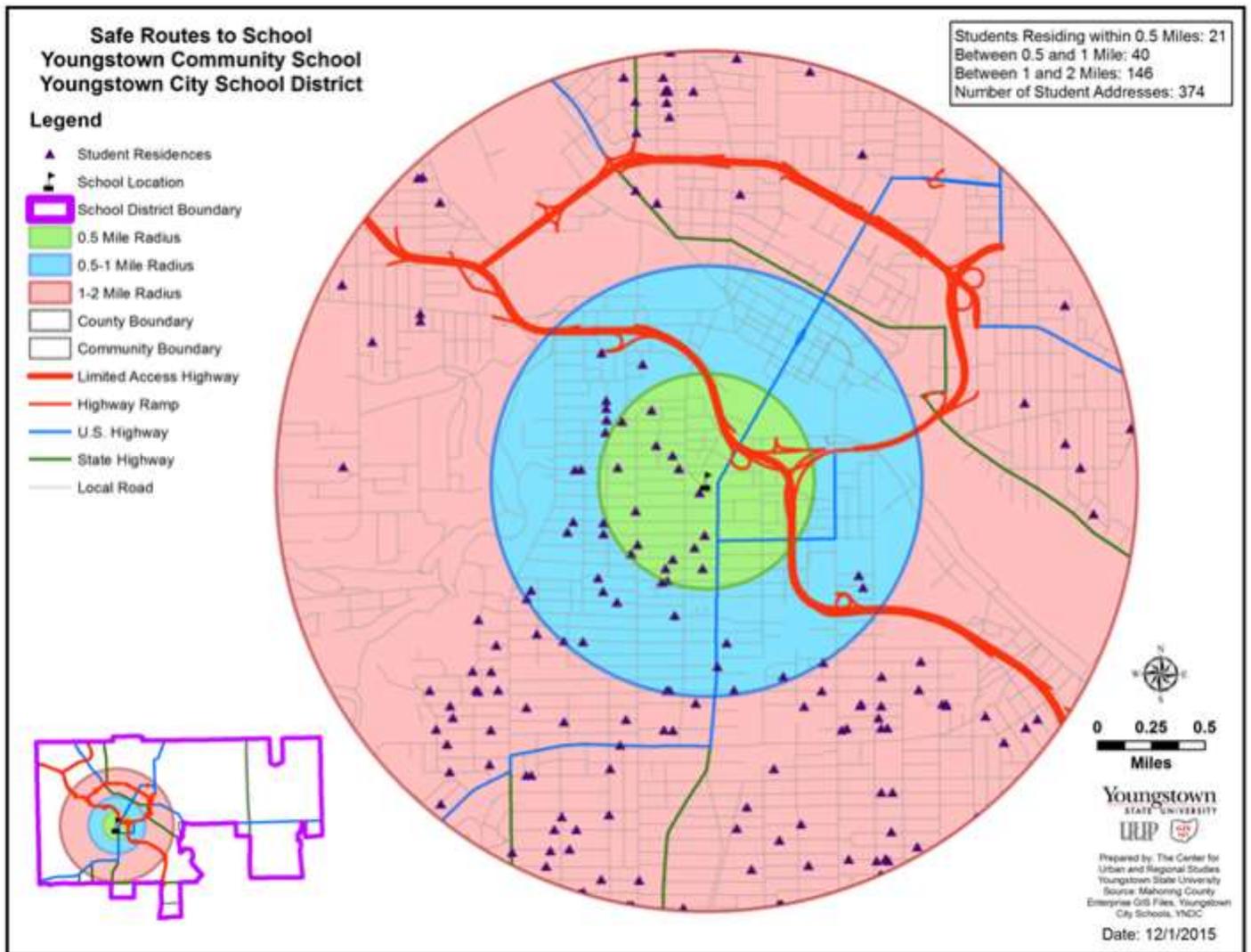


For full map see Appendix C.

Youngstown Community School

Youngstown Community School has a relatively low percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the school district, 16.3% of students live within one mile of the school, while 55.3% live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	4	1.1%
Within 1/2 mile of school	21	5.6%
Within 1 mile of school	61	16.3%
Within 2 miles of school	207	55.3%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	0.5%	0%	40%	57%	1%	1%	0%
Number of students (afternoon trips)	0%	0%	53%	40%	1%	6%	0%
Primary walking/bicycling routes							

Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:
I don't think children should have to walk to school no matter how close they are to the school.
Youngstown is too unsafe for children to ride bikes (unsupervised) especially in the schools location. The crime is out of control and so are the youth in the inner city.
I am very over-protective of my one and only child, so I don't believe I would ever feel comfortable allowing her to walk/bike to/from school because this is an evil world we live in with sick people in it. I cannot risk her being abducted or harmed in anyway. However far, I would rather drive her!
There are prostitutes, "pimps," pedophiles, drug activity etc...in our neighborhood and I would not send my children out to be prey even though I know biking/walking is healthy, but I even watch my kids outside of my home when they go out to play.
Cameras detecting speed up to a 1/2 mile away from schools.

School arrival and dismissal process

Do school buses and parent vehicles use the same driveway for arrival and dismissal? Yes, all vehicles use the same driveway. Busses are in the back of the building for dismissal.
Do all students use the same entrance to the school building in the morning? Yes, all students enter the building at the same location.
Are all students released at the same time during dismissal? No, we use a staggered release process. Bus riders are dismissed between 3:05 and 3:15. Car riders, after-school program students and walkers are released at 3:15.
Is school staff involved in either arrival or dismissal? Yes, we have school staff help students enter and exit the campus safely. I greet the students at the front gate and our security officer welcomes the students at the front door. In the afternoon, teachers are either assigned to walking their students out the front door to meet their rides or helping students exit the building to get on the buses in the back of the
Are there any adult crossing guards located along student walking routes?
Are there police officers that help with arrival or dismissal procedures at this school? No, we do not have police officers who help direct traffic around the school.
Are students involved in any arrival or dismissal process (i.e. student safety patrol)? No, we do not have a student safety patrol.

District bus policies

Elementary school pupils who live more than 1 mile from the school they attend must be transported to that school by the public school district in which they live. Students who live within 1 mile aren't usually transported by car. We don't have crossing guards at the major intersections or on school property. I currently walk and pick up three students who do not have transportation.

School travel policies

Car riders are dropped off in front of the school on Essex Street and enter the building at the YCS entrance. Essex Street is a one way street. Parents use both sides of the road to drop off students. Bus riders are also dropped off on Essex Street in front of the building. Between 8:00 and 8:15 it is very busy. Since there are no houses on Essex Street, we were hoping one day to make Essex Street a school road only.

Safety issues and concerns

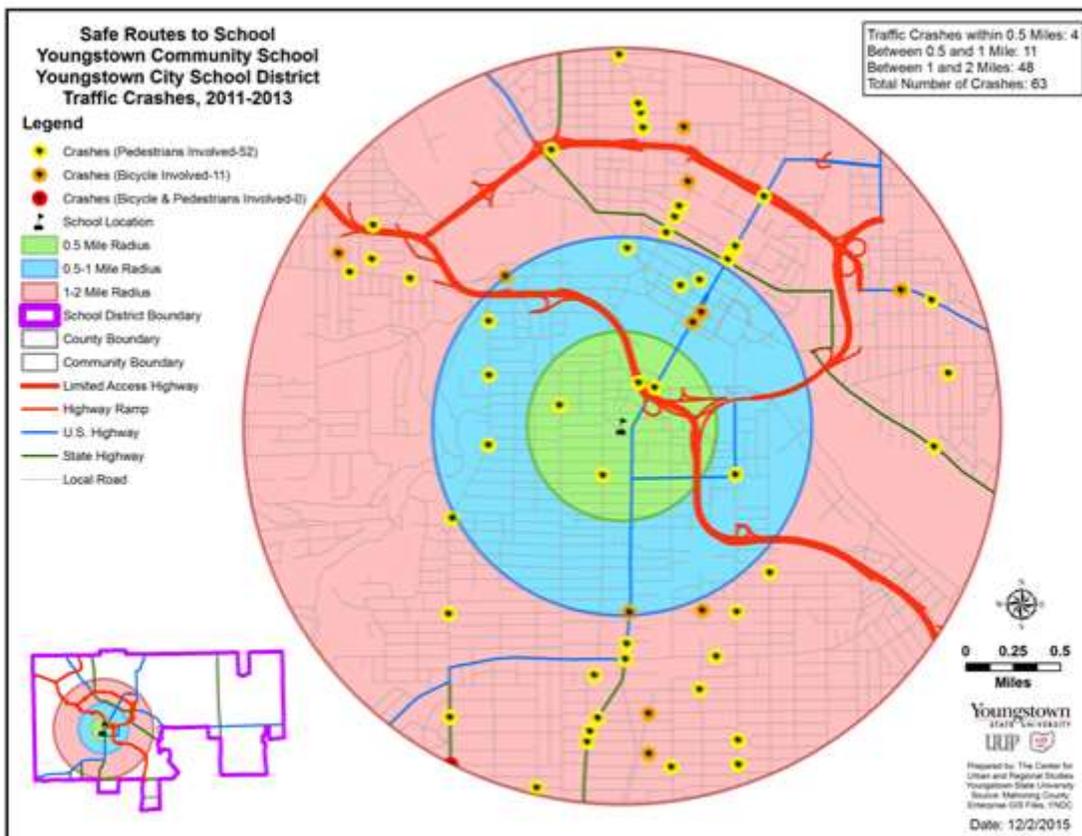
The greatest safety issues provided by the principal at Youngstown Community School is that there are not enough school zone signs. Also, parents parking on both sides of Essex Street and motorists sometimes use this street as a cut through road.

Principal comments

More signs, crosswalks marked and making Essex street a school only road. Better sidewalks as well.

Traffic Crashes

There were **63** total crashes within the STP study area.
The number of crashes that involved bicycles was **11**.
The number of crashes that involved pedestrians was **52**.

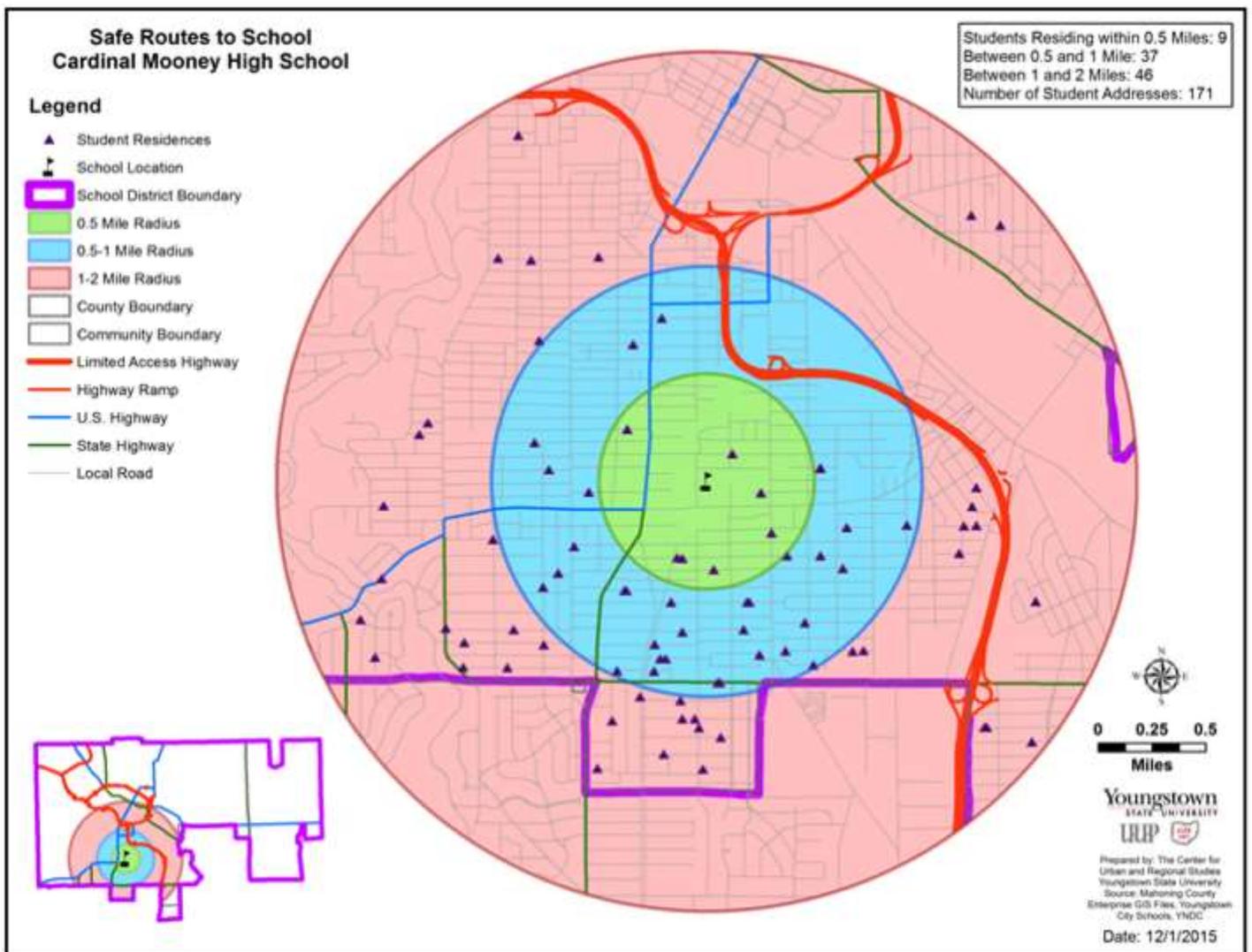


For full map see Appendix C.

Cardinal Mooney High School

Cardinal Mooney High School has a low percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the local school district, 26.9% of students live within one mile and 53.8% of students live within two miles of the school.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	1	0.2%
Within 1/2 mile of school	9	1.9%
Within 1 mile of school	46	9.7%
Within 2 miles of school	92	19.3%



* Total School Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page of map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	1%	0%	1%	82%	14%	0.7%	0%
Number of students (afternoon trips)	0.7%	0%	2%	77%	19%	1%	0%

School arrival and dismissal process

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal? No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning? No, students can use different entrances. Students can either enter through one of the three doors: the main entrance, the gym entrance, and the auditorium entrance.</p>
<p>Are all students released at the same time during dismissal? Yes, all students are released at the same time.</p>
<p>Is school staff involved in either arrival or dismissal? Yes, we have school staff help students enter and exit the campus safely. There is supervision in the hallways, as well as the parking lots, which is mandatory for some teachers.</p>
<p>Are there any adult crossing guards located along student walking routes? No, we do not have any adult crossing guards serving our school.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school? No, we do not have any police officers who help direct traffic around the school.</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)? No, we do not have a student safety patrol.</p>

District bus policies

Cardinal Mooney High School has one policy in regards to district bus policies. The local school district only distributes WRTA passes to those students who live more than 4 miles from school. Most students have to arrange for transportation or leave extremely early from their homes to catch the WRTA bus.

School travel policies

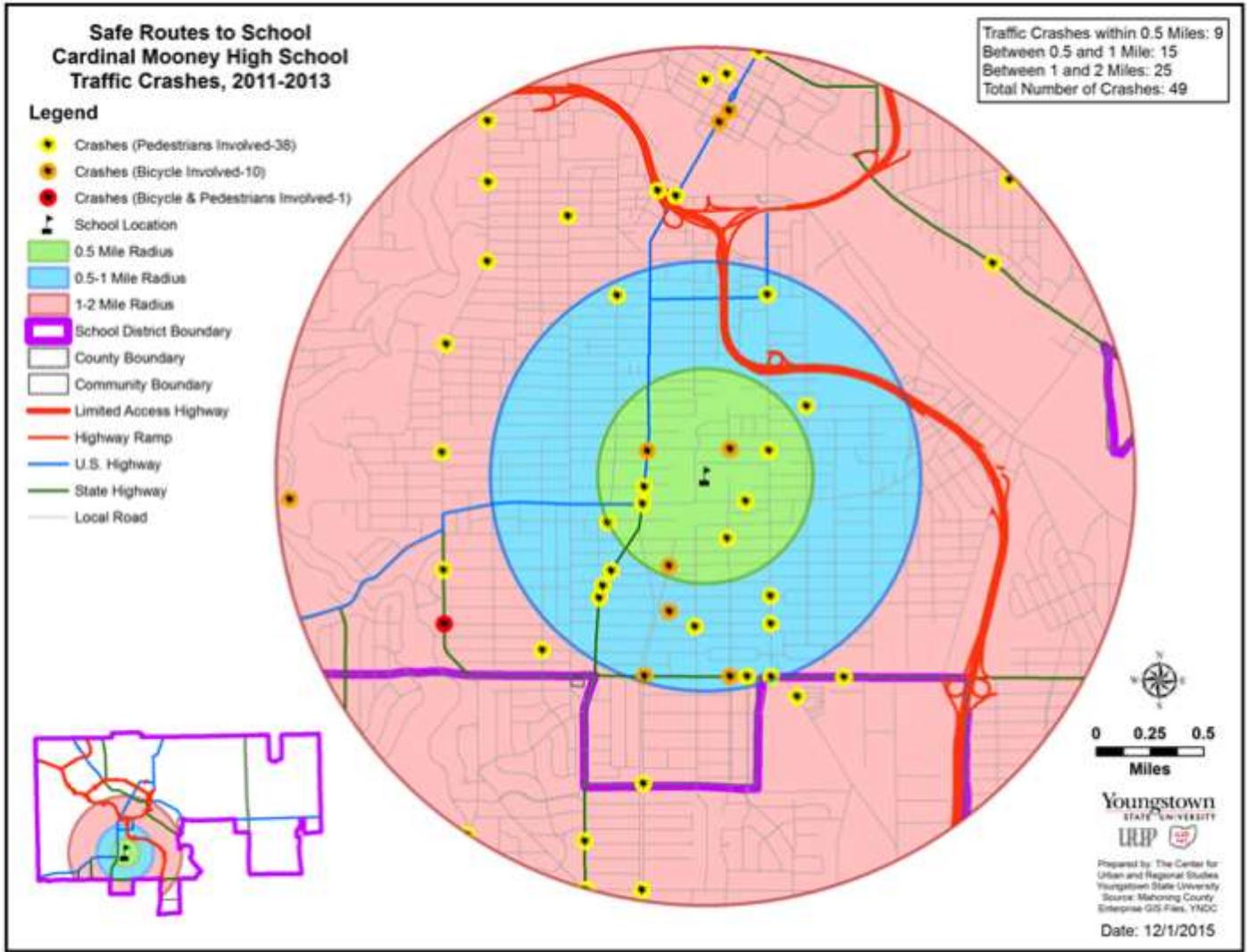
Cardinal Mooney does not currently have any policies related to school travel.

Principal comments

None—The city patrols do a great job canvassing the area before and after school.

Traffic Crashes

There were **49** total crashes within the STP study area. The number of crashes that involved bicycles was **10**. The number of crashes that involved pedestrians was **38**.

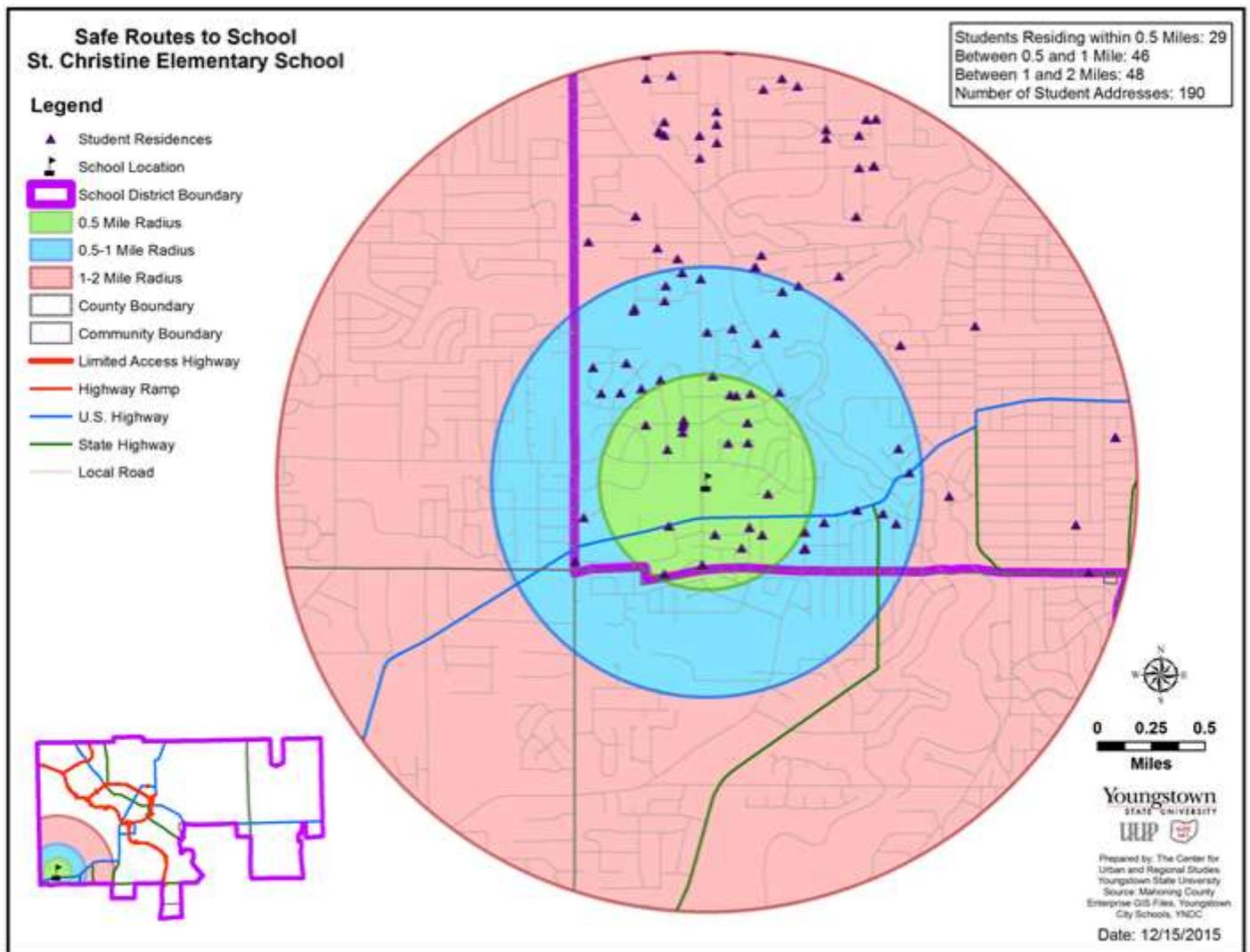


For full map see Appendix C.

St. Christine School

St. Christine School has a low percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the local school district, 17.6% of students live within one mile and 28.9% of students live within two miles of the school.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	4	0.1%
Within 1/2 mile of school	29	6.8%
Within 1 mile of school	75	17.6%
Within 2 miles of school	123	28.9%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	0%	0%	22%	75%	3%	0%	0%
Number of students (afternoon trips)	3%	0%	31%	62%	5%	0%	0.3%
Primary walking/bicycling routes	S. Schenley Ave. and Canfield Rd.						

School arrival and dismissal process

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal? No, there separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning? No, students can use different entrances. Students enter the building through the lower level for car riders as well as the main entrance and junior high entrance. The main entrance is also used for bus riders.</p>
<p>Are all students released at the same time during dismissal? No, we use a staggered release process. The bus riders are released at 2:20pm, while the car riders and walkers are released at 2:25pm.</p>
<p>Is school staff involved in either arrival or dismissal? Yes, we have school staff help students enter and exit the campus safely. In the A.M. there are teachers at the doors where students enter, while the principal is in the bus drop off area. In the afternoon, teachers take students out in bus lines, as well as car riders to their cars. Two teachers walk students to the intersection and cross them.</p>
<p>Are there any adult crossing guards located along student walking routes? No, we do not have any adult crossing guards serving our school.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school? No, we do not have police officers who help direct traffic around the school.</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)? No, we do not have a student safety patrol.</p>

District bus policies

St. Christine’s does not have a specific district bus policy implemented by their own school. However, they do use Austintown, Boardman, Canfield, and Youngstown buses, so students must follow policies set forth by their home district.

School travel policies

St. Christine School does not currently have any policies related to school travel.

Safety issues and concerns

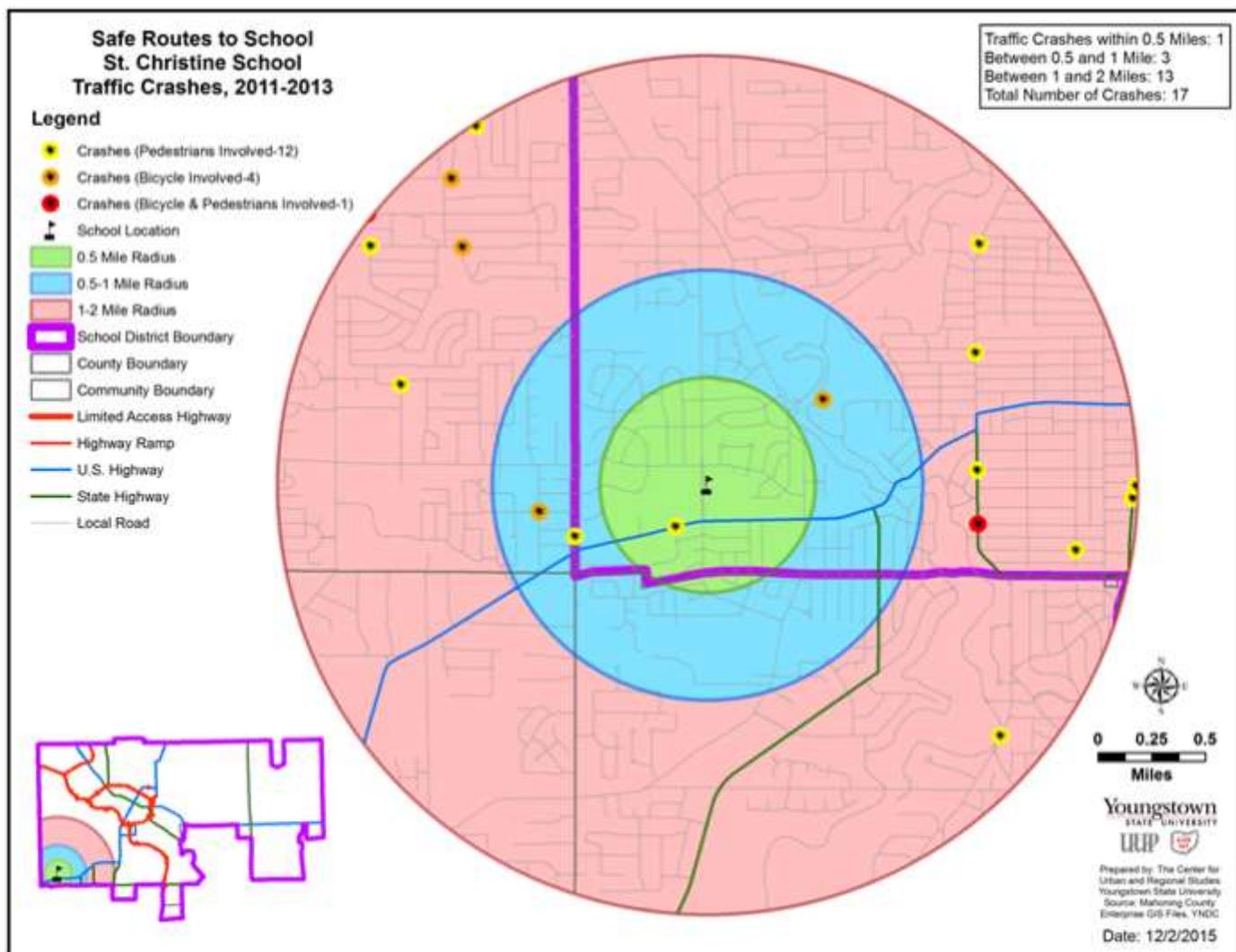
The greatest safety issues provided by the principal at St. Christine’s were the concern for intersection safety and the amount of traffic within the school zone area.

Principal comments

Reduce speed limit in neighborhoods surrounding the school, and enforce the speed limit.

Traffic crashes

There were **17** total crashes within the STP study area.
The number of crashes that involved bicycles was **4**.
The number of crashes that involved pedestrians was **12**.

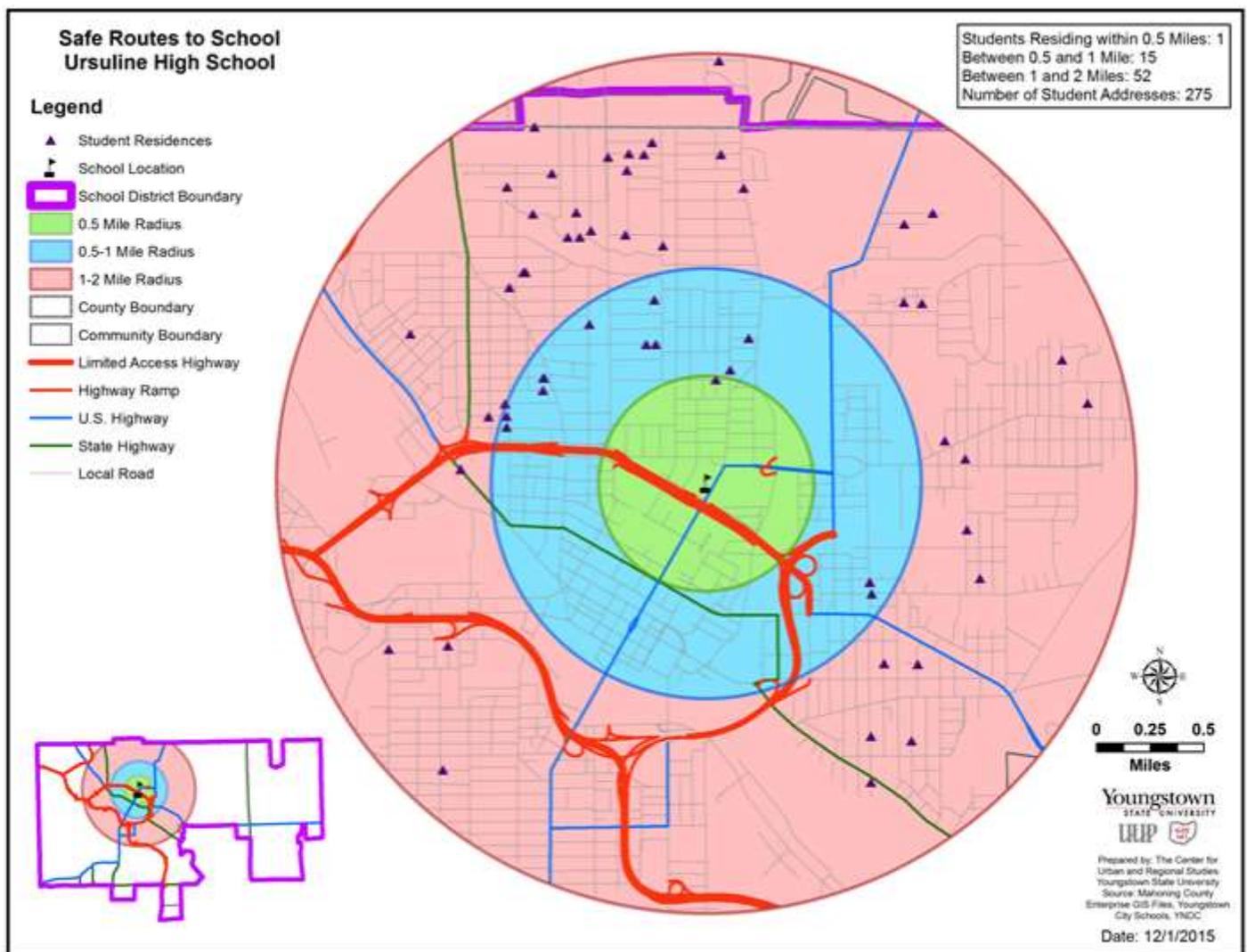


For full map see Appendix C.

Ursuline High School

Ursuline High School has a very low percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the school district, 5.8% of students live within one mile of the school and 24.7% live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	0	0%
Within 1/2 mile of school	1	0.2%
Within 1 mile of school	16	3.3%
Within 2 miles of school	68	14.0%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	1%	0%	15%	68%	11%	2%	2%
Number of students (afternoon trips)	0.9%	0%	14%	67%	14%	3%	2%

Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:

Drugs, predators, abduction are all too real these days. They have taken the innocent and pleasurable things like walking to school away from the generation of children.

I don't like the location of Ursuline High School. I feel it is an extremely unsafe neighborhood. I would not let my child walk to school if I lived across the street, but I would not choose to live across the street because neighborhood is so unsafe.

Too many abandoned houses and sexual predators from where we live to Ursuline. Also, book bag weight is about 15lbs. We can't get transportation from Youngstown busing to Ursuline High School. See buses stopping at Ursuline from Ursuline and Girard bus goes by our house to Ursuline. Never offered payment instead of transportation for two years now!

When she attended grade school, she walked three blocks home. Now we live on the opposite side of town, there's no way she can walk.

My children cannot ride bike to school or they would have to travel on the freeway. Also, they would have to carry books, lunch and all their spots bags. My kids ride their bikes all the time just not to school.

School arrival and dismissal process

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

Yes, all students enter the building at the same location.

Are all students released at the same time during dismissal?

Yes, all students are released at the same time.

Is school staff involved in either arrival or dismissal?

Yes, we have school staff help students enter and exit the campus safely.
School staff are stationed at the exit door, the cross walk, and both student parking lots.

Are there any adult crossing guards located along student walking routes?

Yes, we have at least one adult crossing guard that helps students on their walking routes. (Wick Ave. cross walk)

Are there police officers that help with arrival or dismissal procedures at this school?

No, we do not have police officers who help direct traffic around the school.

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

No, we do not have a student safety patrol.

District bus policies

Ursuline High School's bus policy consists of Girard, Hubbard, Liberty, Campbell, and Youngstown busing students to Ursuline. If a student does not live in one of the aforementioned communities, they are responsible for their own transportation. Ursuline draws students from a tri county area and therefore walking or biking would not be practical for many Ursuline students due to the distance.

School travel policies

Ursuline High School does not formally have a student travel policy. However, the principal states, "if students are not bussed by their local community, school policy indicates they are responsible for their own transportation."

The majority of students are driven to school by their parents or drive themselves once they are of legal age. Often times students carpool if they live near one another. There is no specific policy regarding method of student travel.

Safety issues and concerns

The greatest safety issues provided by the principal at Ursuline High School were the congestion on Wick Avenue during the time of school arrivals and dismissals. The speed of traffic and very small sidewalks that are not well kept on Wick Avenue was also a main concern.

Principal recommendations

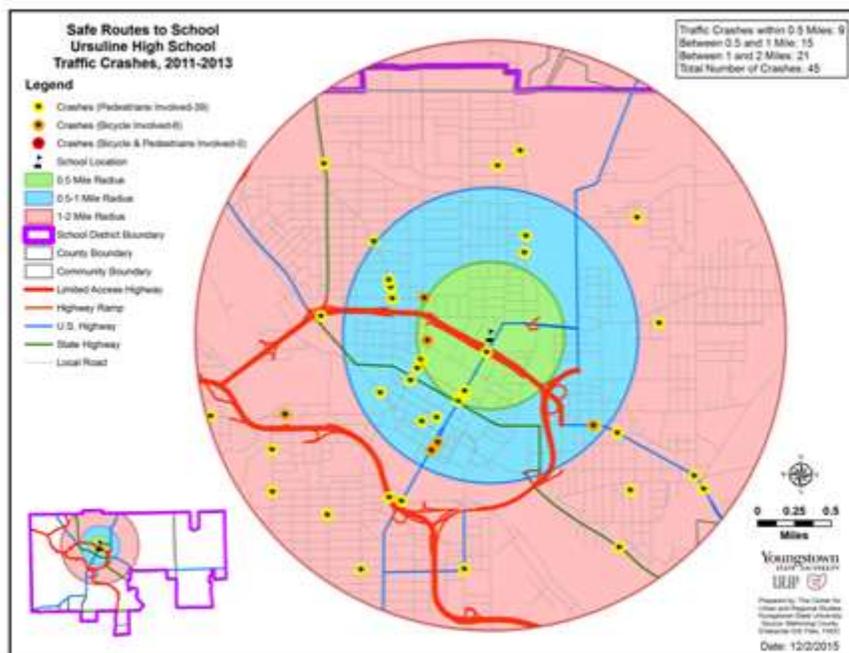
Wick Avenue is a very busy four lane street. Increased police presence to better monitor the speed of drivers would make a safer environment for students to walk or bike to/from school.

Placing bike parking racks on campus would assure bikes are not harmed while the students are at school.

Provide bright vests for walkers and bikers so students will be more visible to traffic and therefore safer in their travels by foot and bike.

Traffic crashes

There were **45** total crashes within the STP study area.
The number of crashes that involved bicycles was **6**.
The number of crashes that involved pedestrians was **39**.

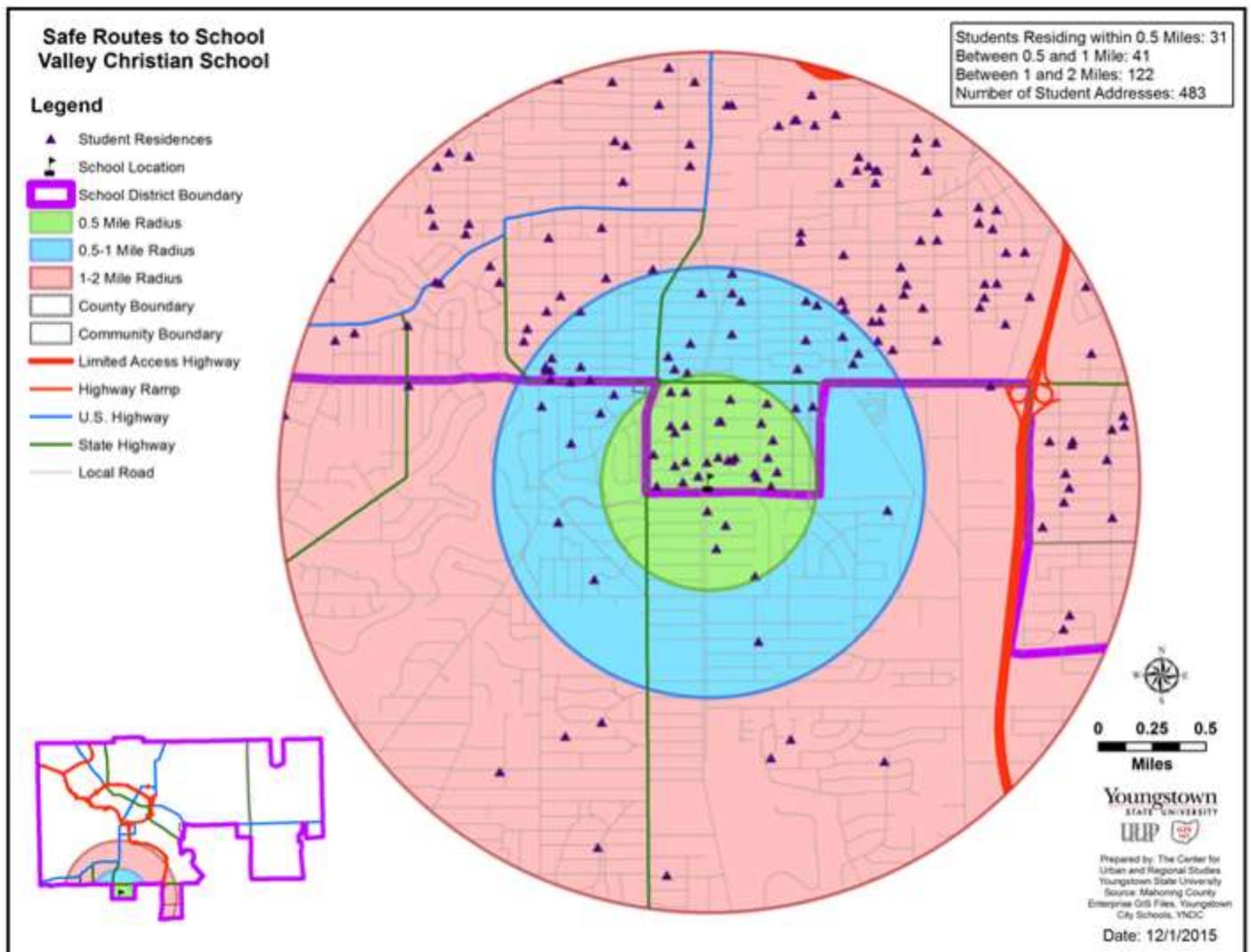


For full map see Appendix C.

Valley Christian School

Valley Christian School has a moderately low percentage of students living within walking distance of the school. According to an analysis of student addresses provided by the school district, 14.9% of students live within one mile of the school and 40.2% live within two miles.

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	14	2.9%
Within 1/2 mile of school	31	6.4%
Within 1 mile of school	72	14.9%
Within 2 miles of school	194	40.2%



* Total Student Enrollment reported on this map does not match enrollment reported on the state report card as duplicate student addresses were removed from the map above. For full page map see Appendix C.

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	3%	0%	45%	49%	2%	1%	0%
Number of students (afternoon trips)	4%	0%	51%	43%	0.4%	0%	0.7%
Primary walking/bicycling routes	Southern Blvd.						

Parent attitudes towards walking and biking

In November 2015 parents were asked to complete a survey and describe reasons for not letting their children walk to school. Their comments are listed below:

Reasons for not allowing children to walk or bicycle to school:
We live too far for my child to walk or bike to school. He is only in Kindergarten, so it definitely will not happen anytime soon.
She walks with her sister who is in the tenth grade. My kids used to ride the bus, but this year they were denied even though it is a mile or more away from the school.
My comment in regards to the safe route program. I feel this survey should be more directed for students that reside less than a 1/2 mile. Student residents over a 1/2 mile have a greater potential of an accident during these times that were living in with so many barriers.
We live in Canfield and I work at the school. If we lived near the school, I wouldn't feel comfortable allowing my children to walk.
The distance is too great to safely walk or bike to school. Traffic and safety is the biggest issue.

School arrival and dismissal process

Do school buses and parent vehicles use the same driveway for arrival and dismissal? Yes, all vehicles use the same driveway.
Do all students use the same entrance to the school building in the morning? Yes, all students enter the building at the same location.
Are all students released at the same time during dismissal? No, we use a staggered release process. Walkers are released with the car riders. After these two groups are released, bus by bus is called.
Is school staff involved in either arrival or dismissal? Yes, we have school staff help students help students enter and exit the campus safely. In the morning we have two teachers who watch the children get off the bus. At the end of the day four people have walkie-talkie's directing the students.
Are there any adult crossing guards located along student walking routes? No, we do not have any adult crossing guards serving our school.
Are there police officers that help with arrival or dismissal procedures at this school? No, we do not have police officers who help direct traffic around the school.
Are students involved in any arrival or dismissal process (i.e. student safety patrol)? No, we do not have a student safety patrol.

District bus policies

Valley Christian follows the Youngstown City Policy in terms of district bus policies. They follow the cities bus schedule and states that it works well for them.

School travel policies

Valley Christian does not currently have any policies related to school travel. However, they are currently working on a policy.

Safety issues and concerns

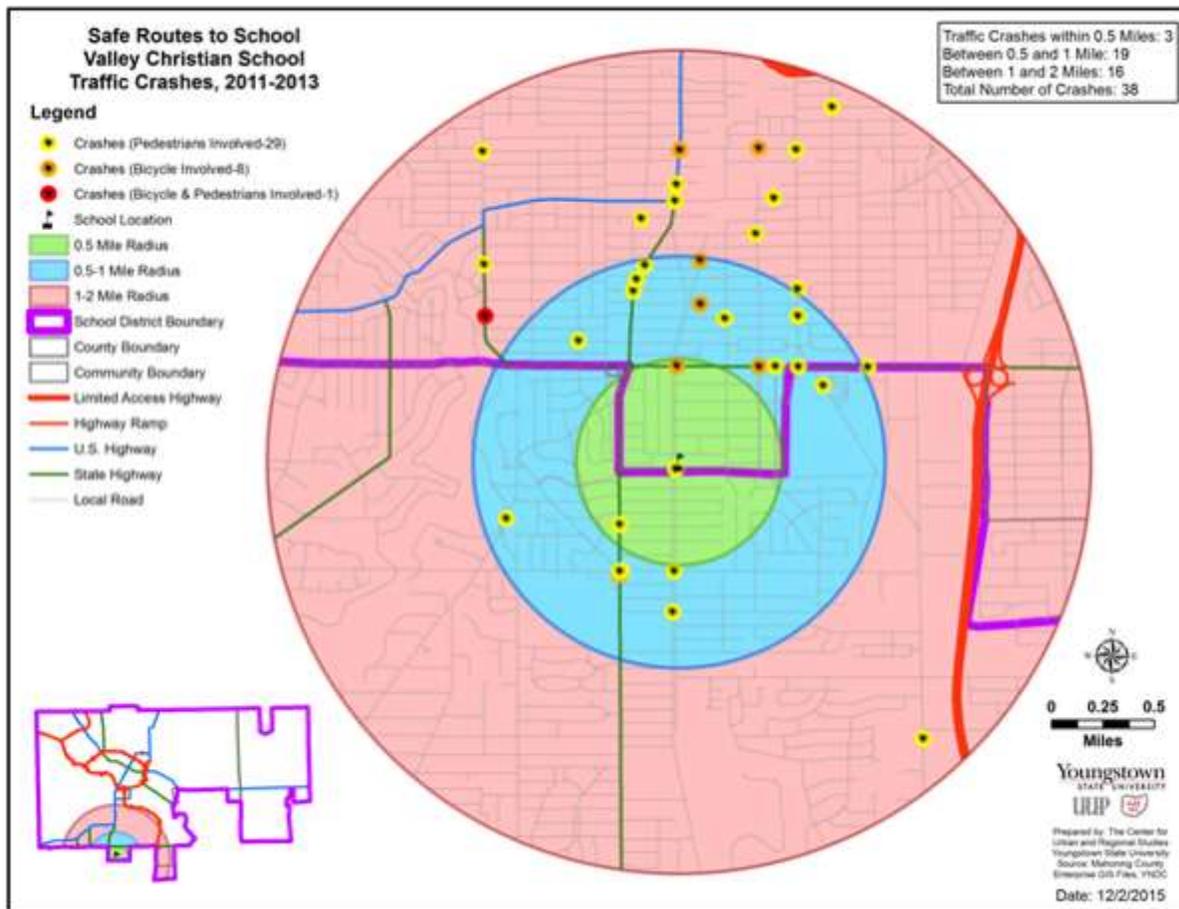
The greatest safety issues provided by the principal at Valley Christian were the lack of police/safety patrol to watch the children walk home. The general crime rate of the surrounding area and poor condition of the sidewalks were also of great concern.

Principal recommendations

Improve the overall safety of the surrounding neighborhood, such as removing abandoned buildings and trimming bad bushes close to the walk ways. Also, repair the sidewalks and curbs on the school routes.

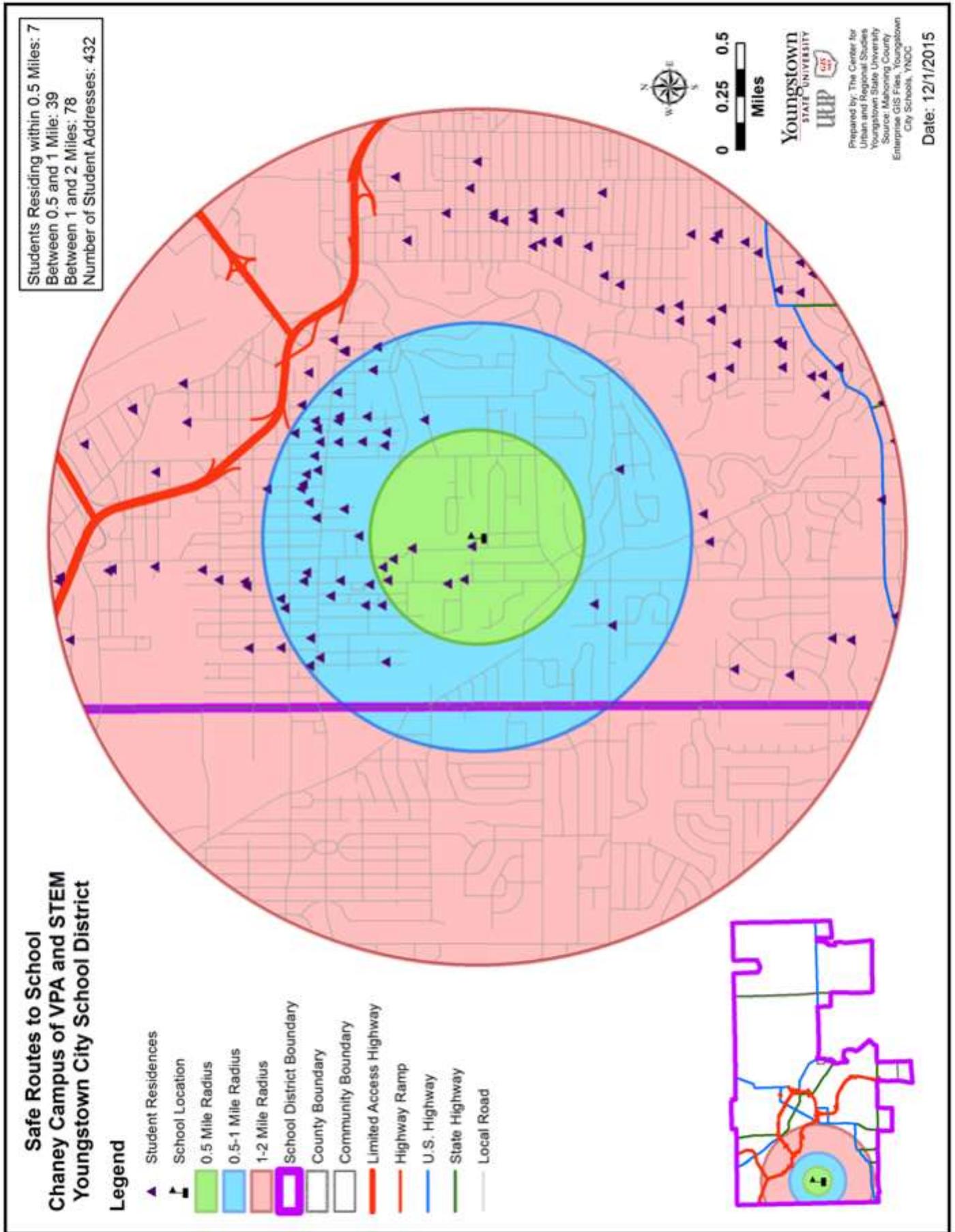
Traffic crashes

There were **38** total crashes within the STP study area.
The number of crashes that involved bicycles was **8**.
The number of crashes that involved pedestrians was **29**.



For full map see Appendix C.

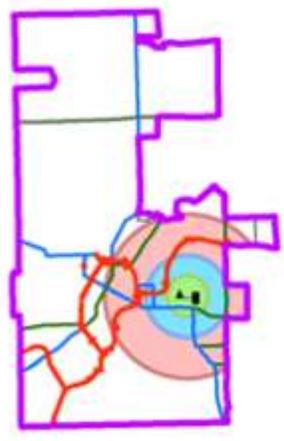
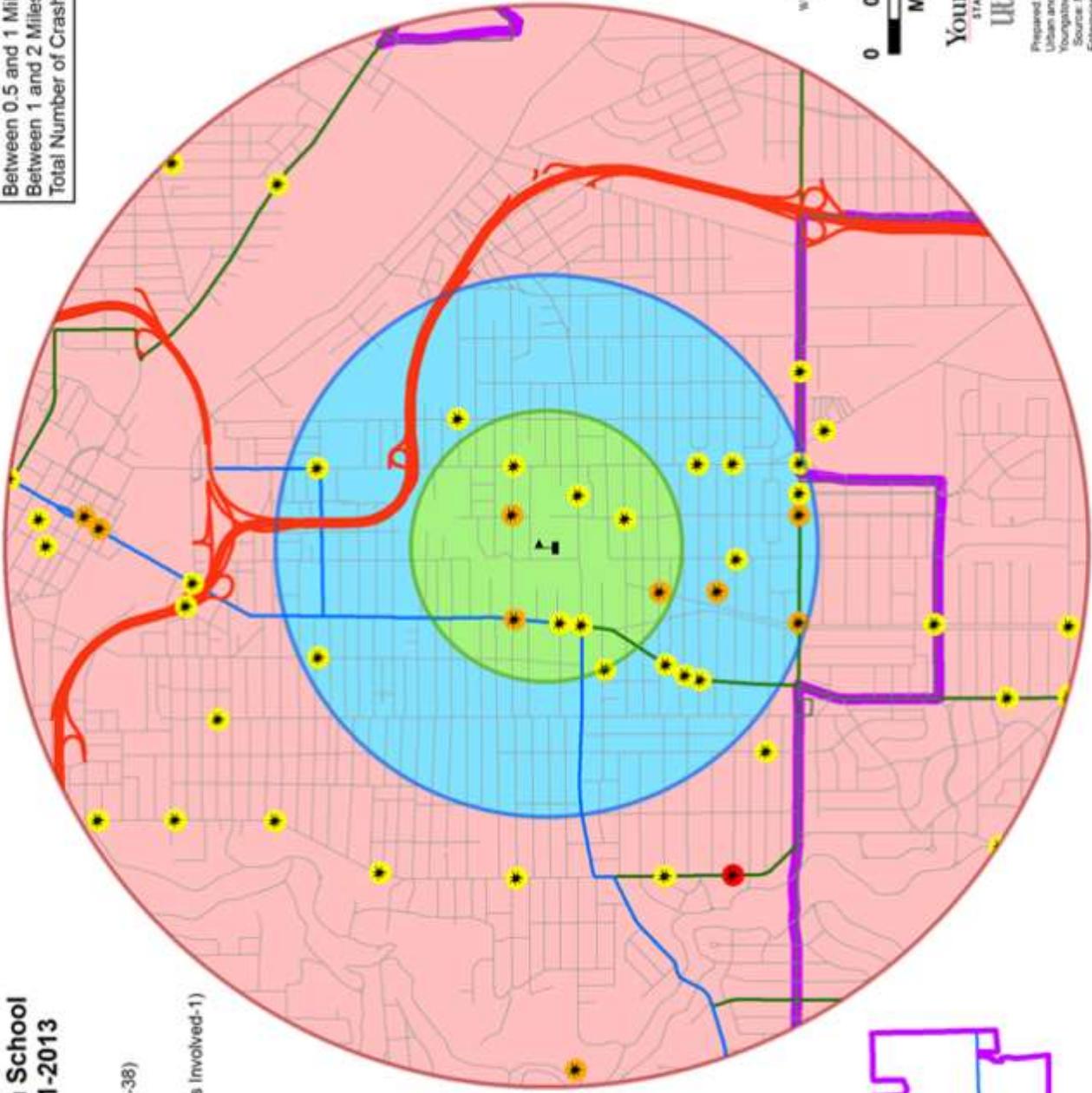
Appendix C



Safe Routes to School Cardinal Mooney High School Traffic Crashes, 2011-2013

- Legend**
- Crashes (Pedestrians Involved-38)
 - Crashes (Bicycle Involved-10)
 - Crashes (Bicycle & Pedestrians Involved-1)
 - School Location
 - 0.5 Mile Radius
 - 0.5-1 Mile Radius
 - 1-2 Mile Radius
 - School District Boundary
 - County Boundary
 - Community Boundary
 - Limited Access Highway
 - Highway Ramp
 - U.S. Highway
 - State Highway
 - Local Road

Traffic Crashes within 0.5 Miles: 9
 Between 0.5 and 1 Mile: 15
 Between 1 and 2 Miles: 25
 Total Number of Crashes: 49



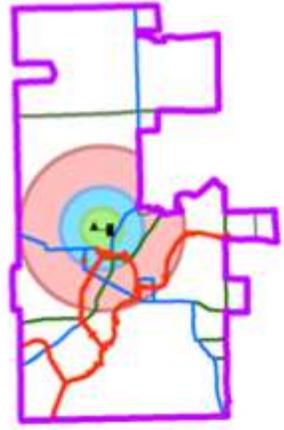
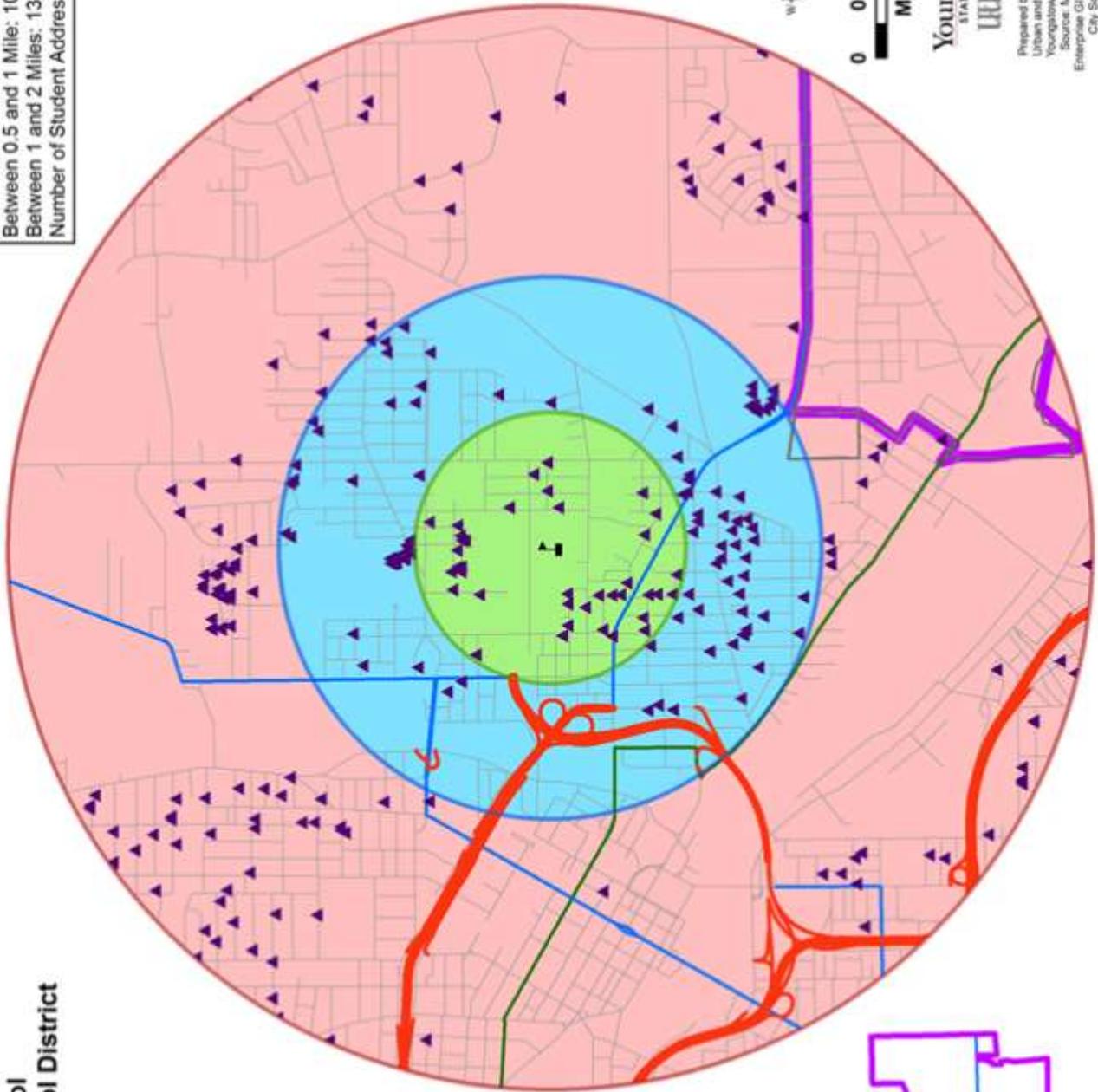
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 URP
 Prepared by: The Center for Urban and Regional Studies
 Youngstown State University
 Source: Mahoning County Enterprise GIS Files, YNOC
 Date: 12/1/2015

Safe Routes to School East High School Youngstown City School District

Students Residing within 0.5 Miles: 39
 Between 0.5 and 1 Mile: 100
 Between 1 and 2 Miles: 131
 Number of Student Addresses: 1,046

Legend

- ▲ Student Residences
- 📍 School Location
- 🟪 School District Boundary
- 🟩 0.5 Mile Radius
- 🟦 0.5-1 Mile Radius
- 🟨 1-2 Mile Radius
- ▭ County Boundary
- ▭ Community Boundary
- 🟠 Limited Access Highway
- 🟡 Highway Ramp
- 🟢 U.S. Highway
- 🟤 State Highway
- Local Road



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 Youngstown State University
 Source: Mahoning County
 Enterprise GIS Files, Youngstown
 City Schools, YNDC

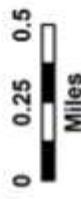
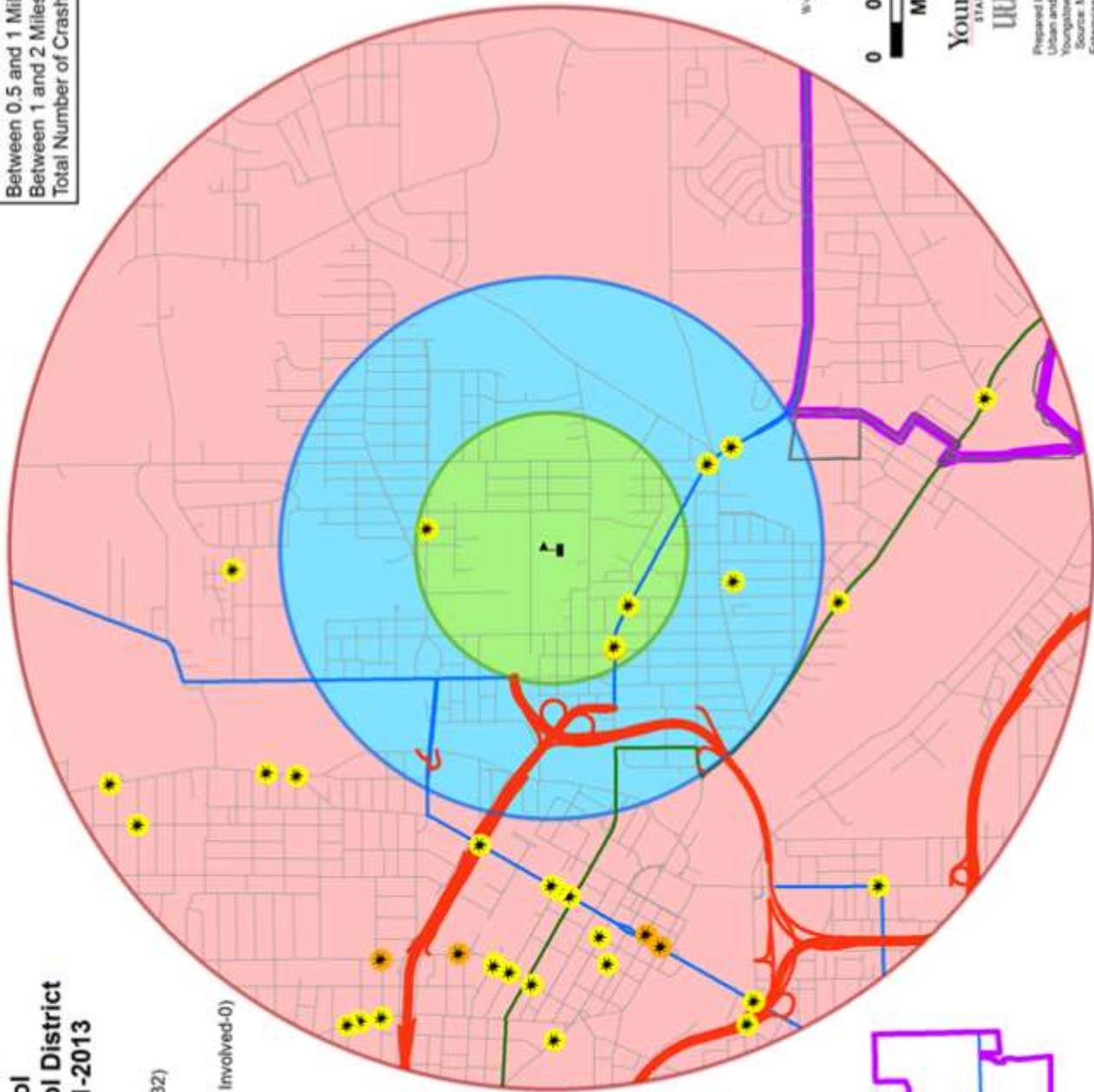
Date: 12/1/2015

**Safe Routes to School
East High School
Youngstown City School District
Traffic Crashes, 2011-2013**

Legend

- Crashes (Pedestrians Involved-32)
- Crashes (Bicycle Involved-5)
- Crashes (Bicycle & Pedestrians Involved-0)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Traffic Crashes within 0.5 Miles: 4
Between 0.5 and 1 Mile: 3
Between 1 and 2 Miles: 30
Total Number of Crashes: 37



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Youngstown State University
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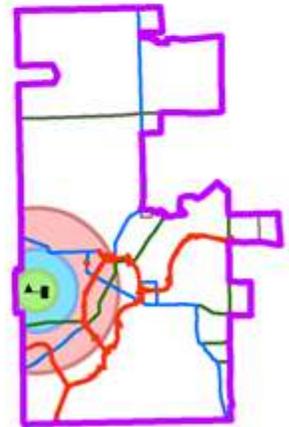
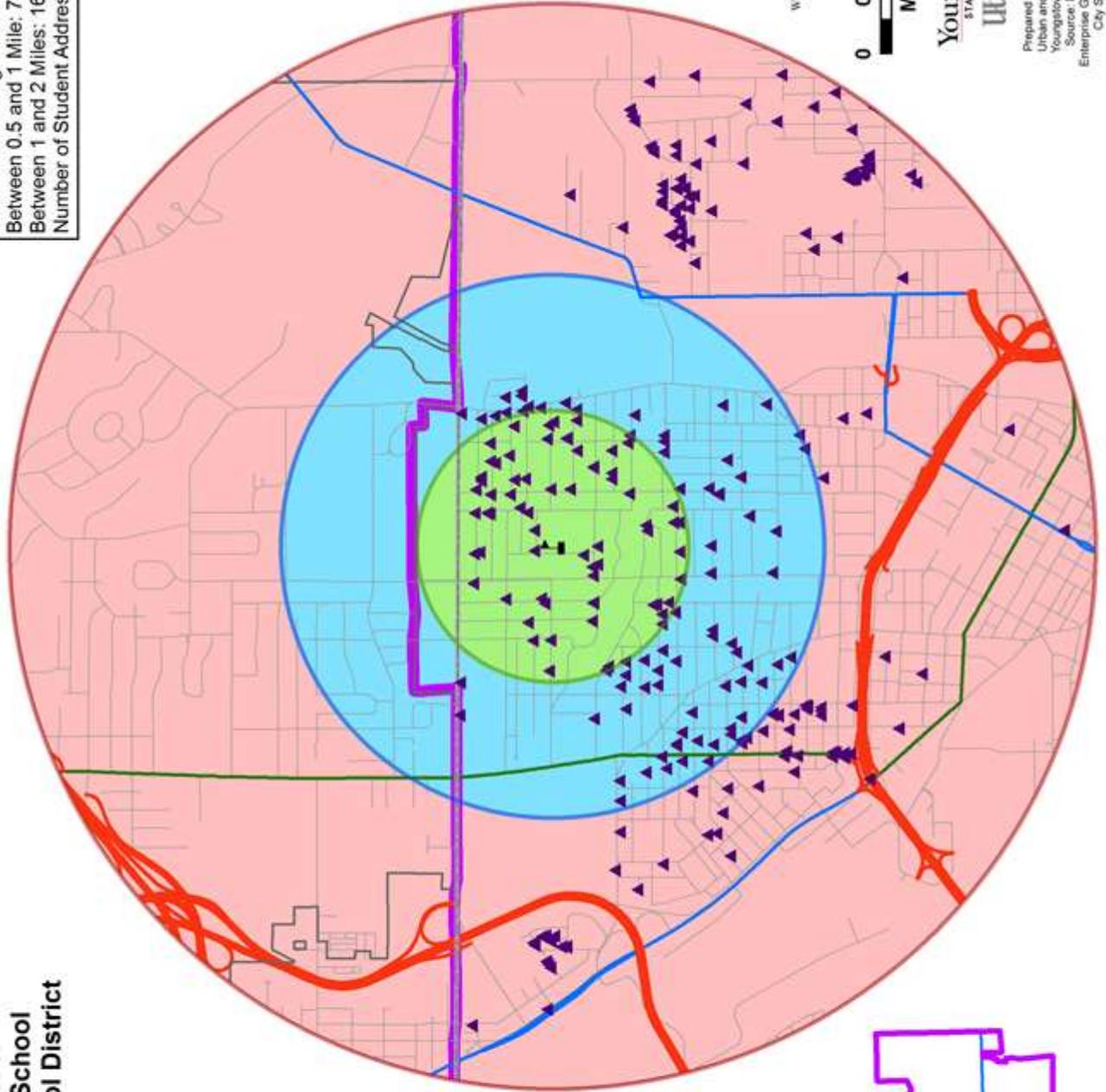
Date: 12/2/2015

Safe Routes to School Harding Elementary School Youngstown City School District

Students Residing within 0.5 Miles: 70
 Between 0.5 and 1 Mile: 74
 Between 1 and 2 Miles: 164
 Number of Student Addresses: 339

Legend

- ▲ Student Residences
- ▲ School Location
- ▭ School District Boundary
- ▭ 0.5 Mile Radius
- ▭ 0.5-1 Mile Radius
- ▭ 1-2 Mile Radius
- ▭ County Boundary
- ▭ Community Boundary
- ▭ Limited Access Highway
- ▭ Highway Ramp
- ▭ U.S. Highway
- ▭ State Highway
- ▭ Local Road



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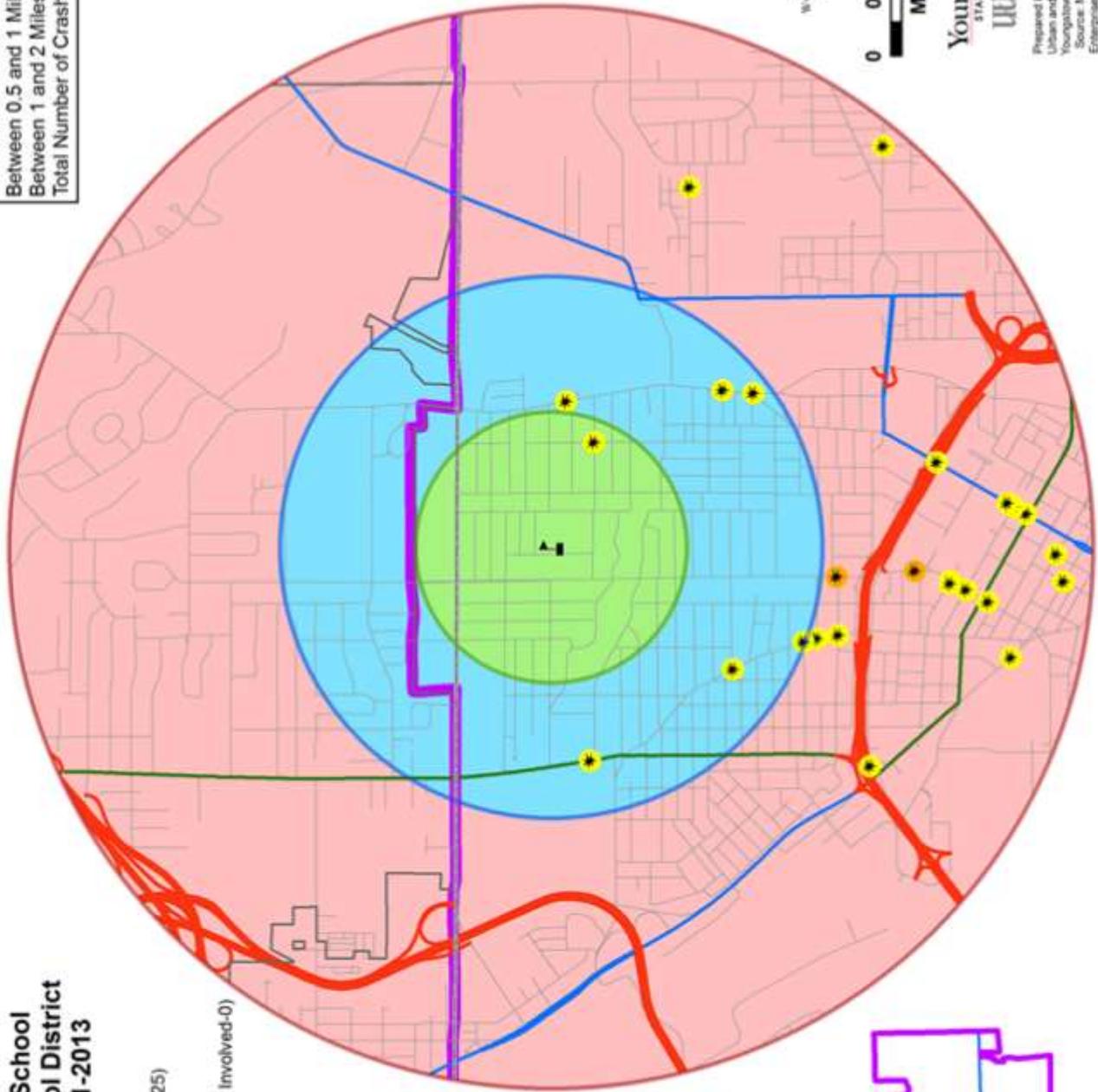
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Youngstown State University
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Enterprise GIS Files, Youngstown
City Schools, YNDC

Date: 12/1/2015

**Safe Routes to School
Harding Elementary School
Youngstown City School District
Traffic Crashes, 2011-2013**

Legend

- Crashes (Pedestrians Involved-25)
- Crashes (Bicycle Involved-2)
- Crashes (Bicycle & Pedestrians Involved-0)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

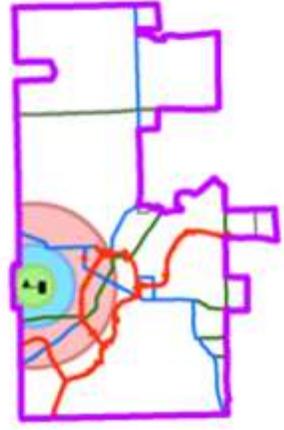


Traffic Crashes within 0.5 Miles: 1
Between 0.5 and 1 Mile: 5
Between 1 and 2 Miles: 21
Total Number of Crashes: 27



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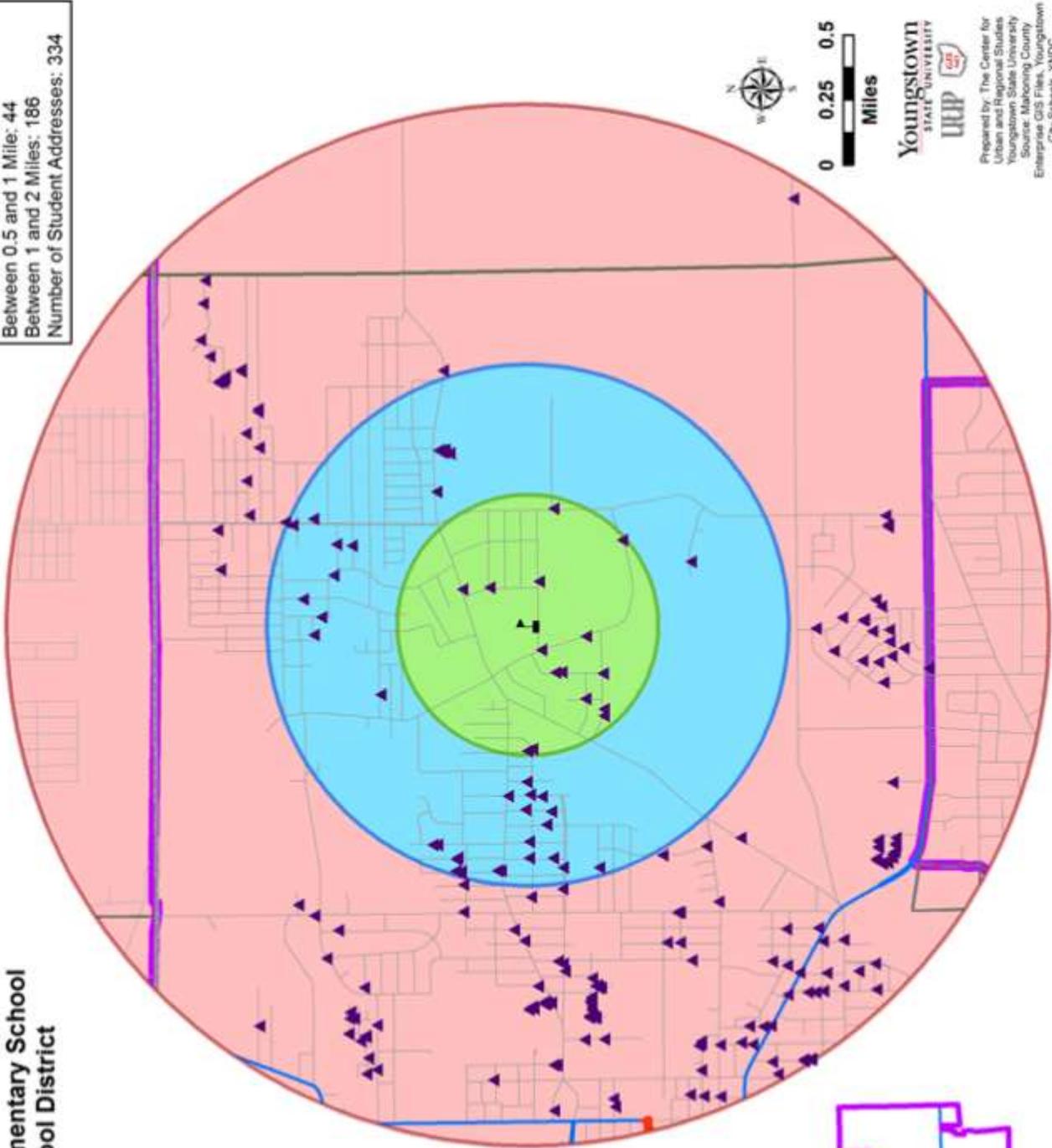
Date: 12/2/2015



**Safe Routes to School
 Martin Luther King, Jr. Elementary School
 Youngstown City School District**

Legend

- ▲ Student Residences
- 📍 School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road



Students Residing within 0.5 Miles: 15
 Between 0.5 and 1 Mile: 44
 Between 1 and 2 Miles: 186
 Number of Student Addresses: 334



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 City Schools, YNOC

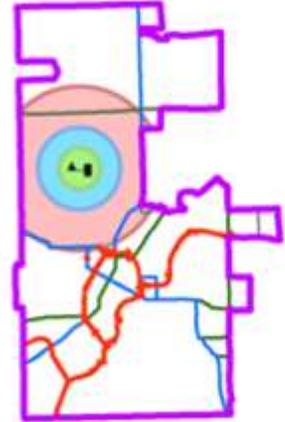
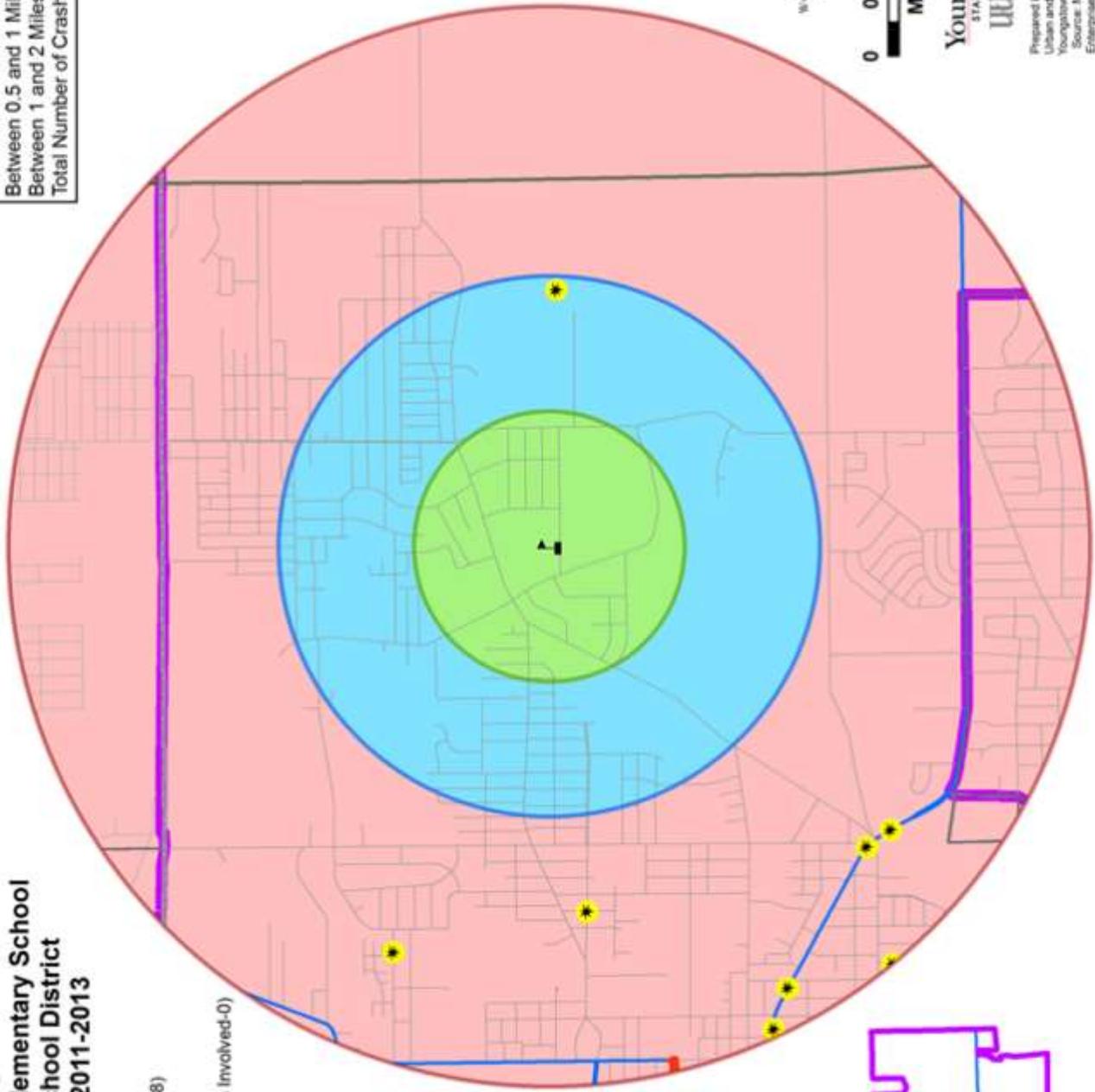
Date: 1/28/2015

**Safe Routes to School
 Martin Luther King, Jr. Elementary School
 Youngstown City School District
 Traffic Crashes, 2011-2013**

Legend

- Crashes (Pedestrians Involved-8)
- Crashes (Bicycle Involved-1)
- Crashes (Bicycle & Pedestrians Involved-0)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Traffic Crashes within 0.5 Miles: 0
 Between 0.5 and 1 Mile: 1
 Between 1 and 2 Miles: 8
 Total Number of Crashes: 9



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 Youngstown State University
 Source: Mahoning County Enterprise GIS Files, YNDC

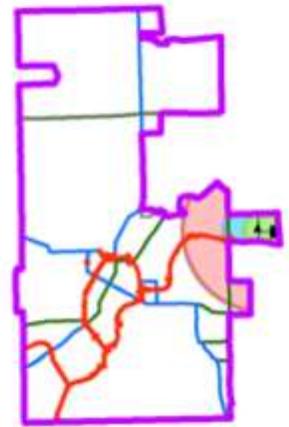
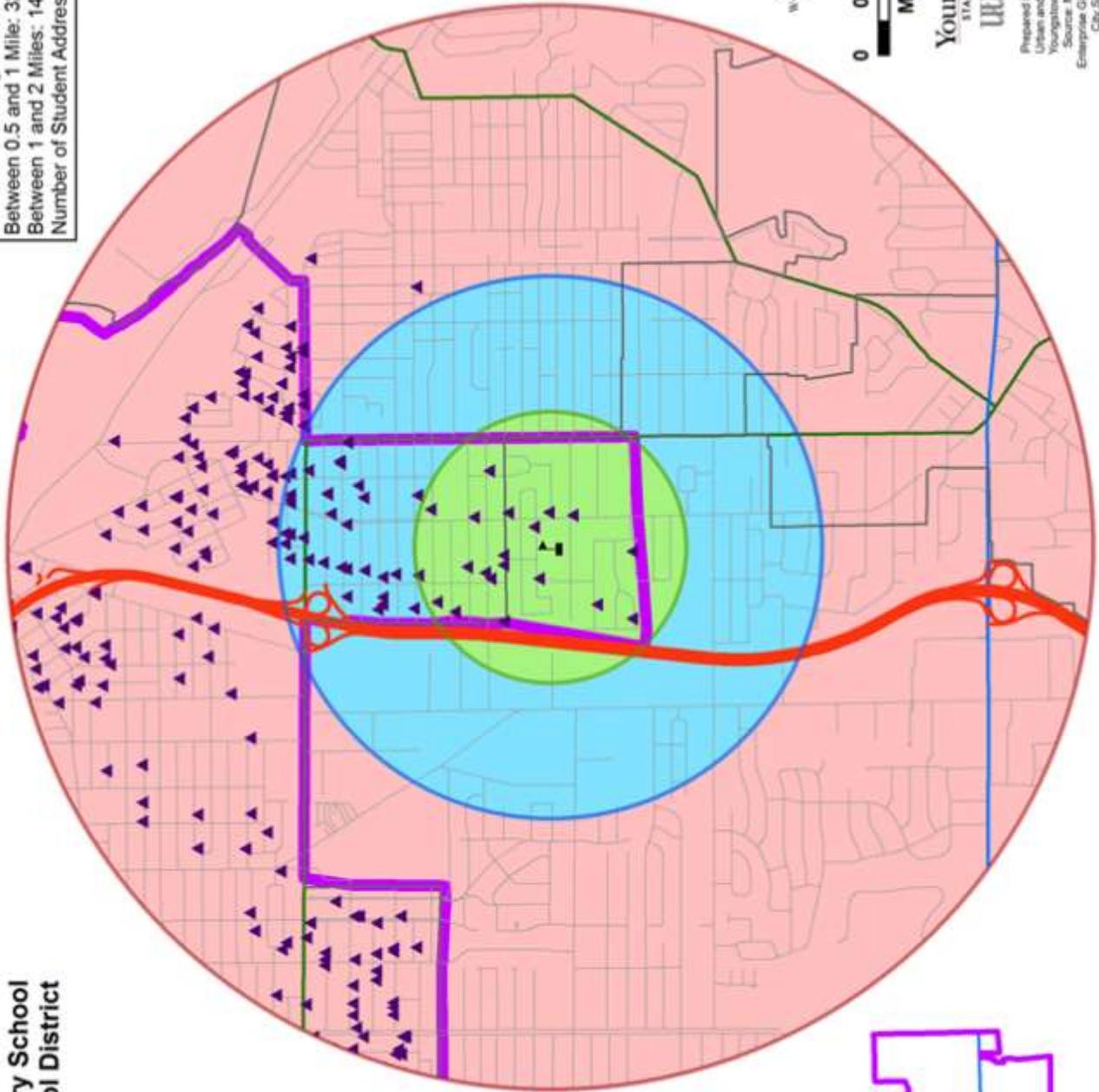
Date: 12/2/2015

**Safe Routes to School
Paul C. Bunn Elementary School
Youngstown City School District**

Students Residing within 0.5 Miles: 20
Between 0.5 and 1 Mile: 32
Between 1 and 2 Miles: 149
Number of Student Addresses: 266

Legend

- ▲ Student Residences
- ▲ School Location
- ▭ School District Boundary
- ▭ 0.5 Mile Radius
- ▭ 0.5-1 Mile Radius
- ▭ 1-2 Mile Radius
- ▭ County Boundary
- ▭ Community Boundary
- ▭ Limited Access Highway
- ▭ Highway Ramp
- ▭ U.S. Highway
- ▭ State Highway
- ▭ Local Road



Youngstown
STATE UNIVERSITY
LRP

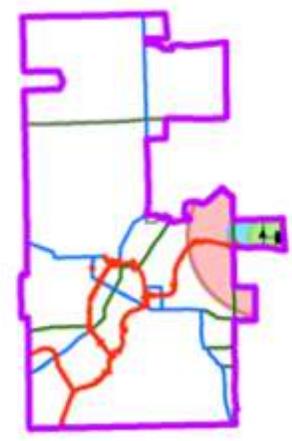
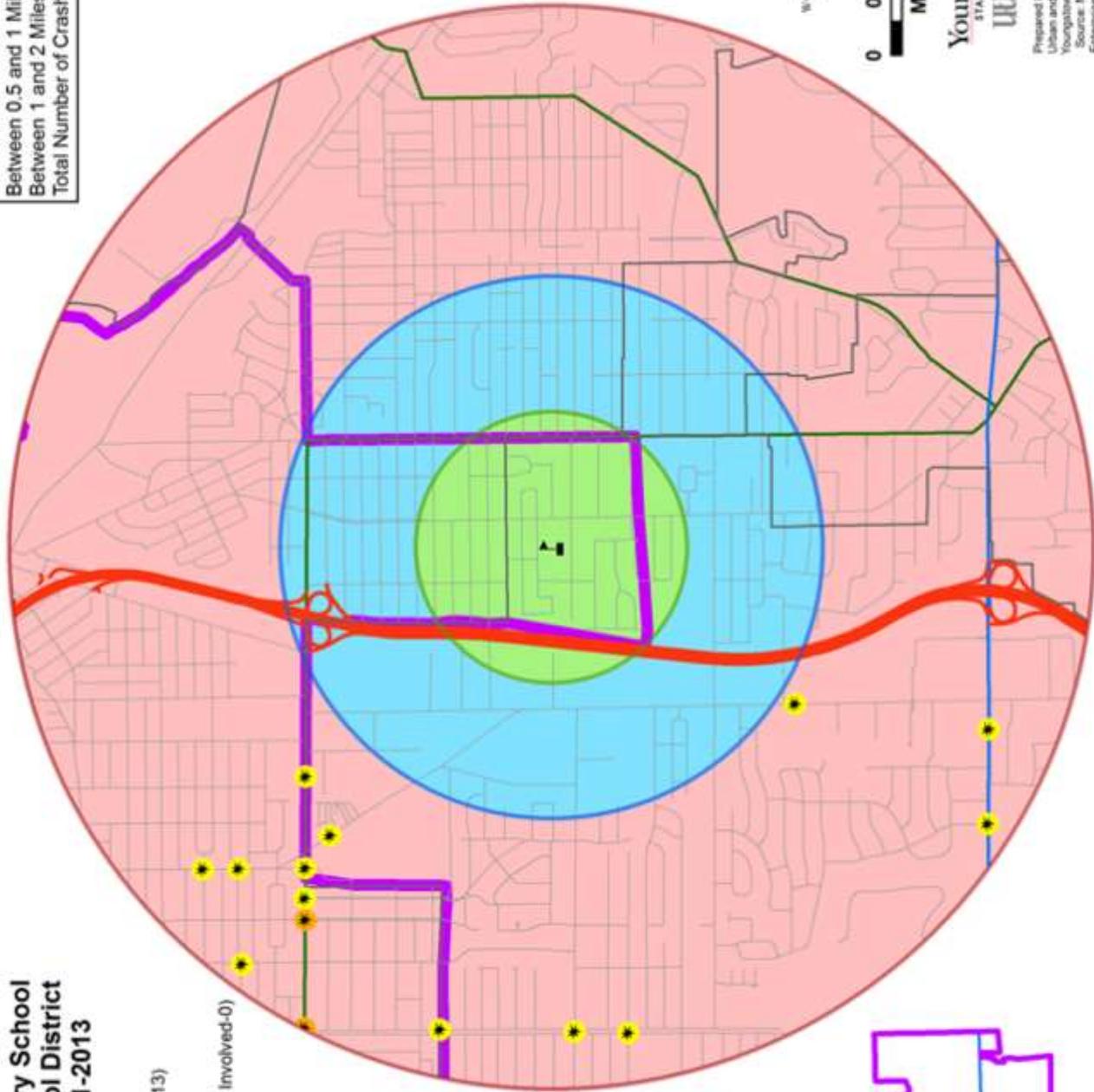
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Youngstown State University
Source: Mahoning County
Emergence GIS Files, Youngstown
City Schools, YNDC

Date: 12/1/2015

Safe Routes to School Paul C. Bunn Elementary School Youngstown City School District Traffic Crashes, 2011-2013

Legend

- Crashes (Pedestrians Involved-13)
- Crashes (Bicycle Involved-3)
- Crashes (Bicycle & Pedestrians Involved-0)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road



Traffic Crashes within 0.5 Miles: 0
Between 0.5 and 1 Mile: 0
Between 1 and 2 Miles: 16
Total Number of Crashes: 16



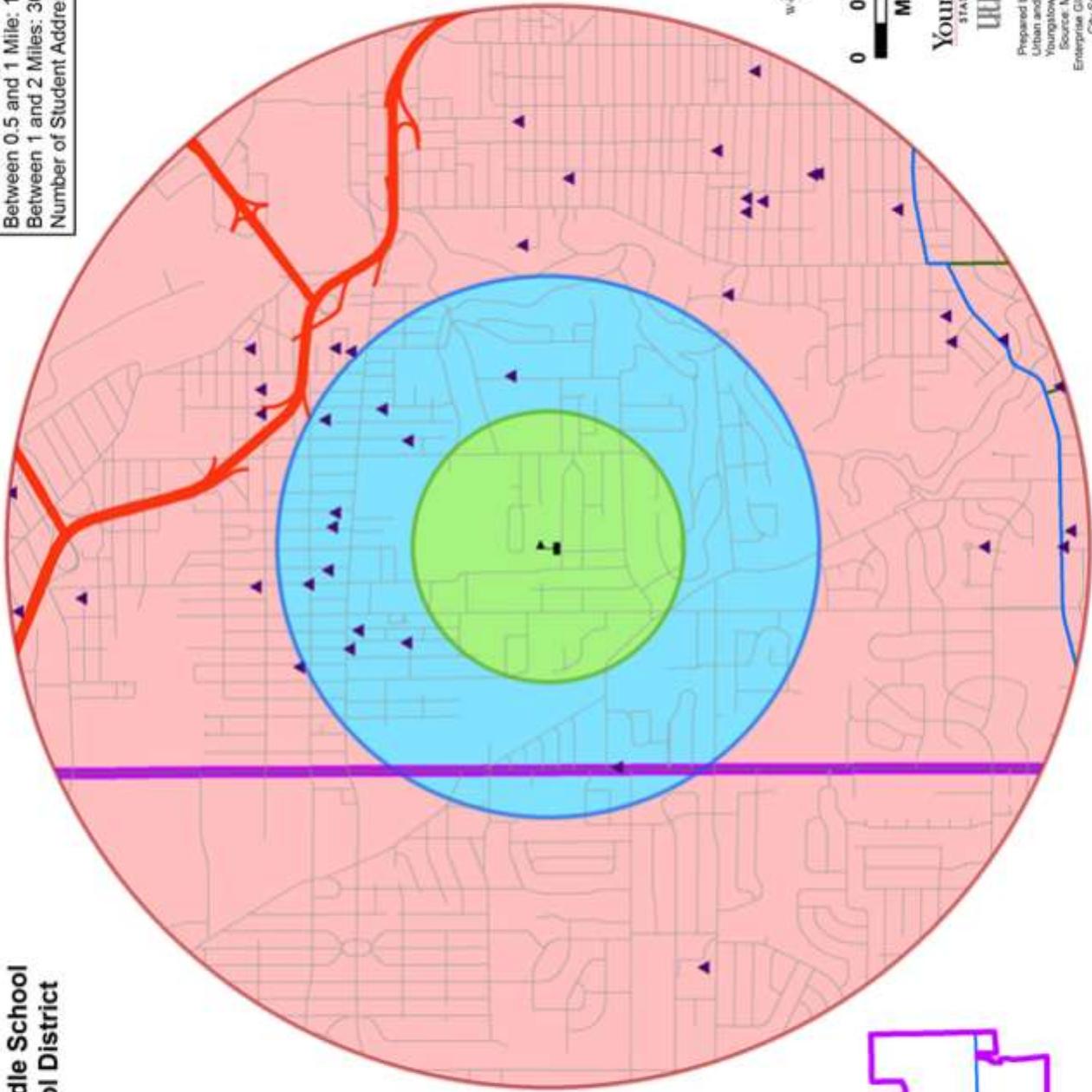
Prepared by: The Center for Urban and Regional Studies
Youngstown State University
Source: Manroing County Enterprise GIS Files, YNDOC

Date: 12/2/2015

Safe Routes to School Rayen Early College Middle School Youngstown City School District

Legend

- ▲ Student Residences
- 📍 School Location
- 📐 School District Boundary
- 🟩 0.5 Mile Radius
- 🟦 0.5-1 Mile Radius
- 🟪 1-2 Mile Radius
- 🏠 County Boundary
- 🏢 Community Boundary
- 🛣️ Limited Access Highway
- 🛣️ Highway Ramp
- 🛣️ U.S. Highway
- 🛣️ State Highway
- 🛣️ Local Road



Students Residing within 0.5 Miles: 0
 Between 0.5 and 1 Mile: 12
 Between 1 and 2 Miles: 30
 Number of Student Addresses: 173



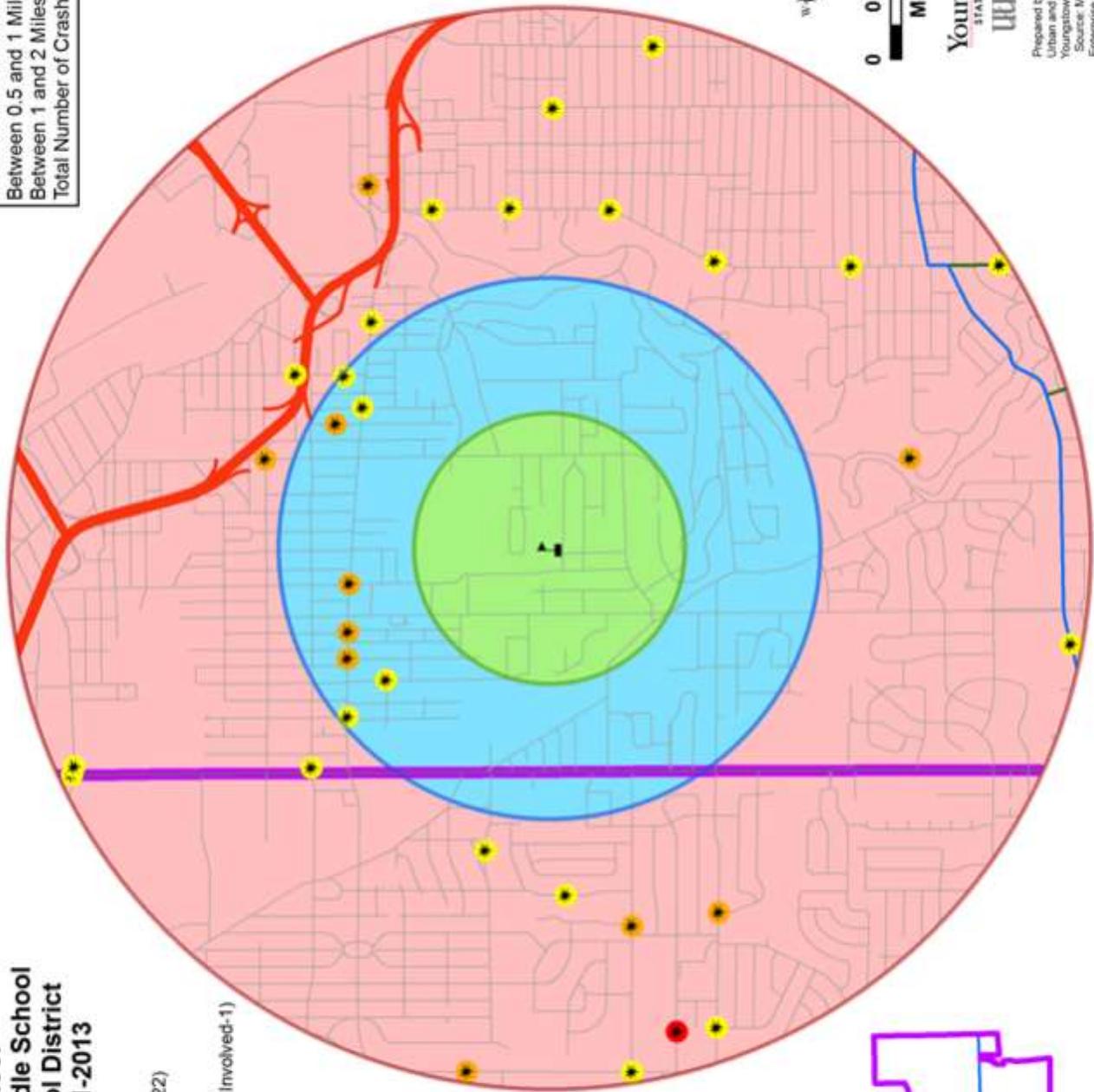
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 Youngstown State University
 Source: Mahoning County
 Enterprise GIS Files, Youngstown
 City Schools, YNDC

Date: 12/1/2015



**Safe Routes to School
Rayen Early College Middle School
Youngstown City School District
Traffic Crashes, 2011-2013**

- Legend**
- ★ Crashes (Pedestrians Involved-22)
 - ★ Crashes (Bicycle Involved-11)
 - ★ Crashes (Bicycle & Pedestrians Involved-1)
 - ▲ School Location
 - 0.5 Mile Radius
 - 0.5-1 Mile Radius
 - 1-2 Mile Radius
 - School District Boundary
 - County Boundary
 - Community Boundary
 - Limited Access Highway
 - Highway Ramp
 - U.S. Highway
 - State Highway
 - Local Road

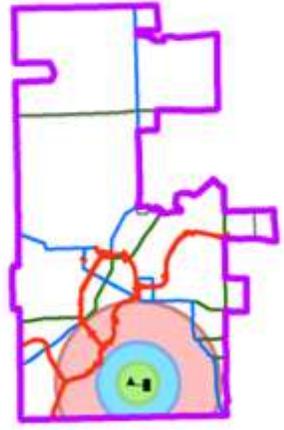


Traffic Crashes within 0.5 Miles: 0
Between 0.5 and 1 Mile: 8
Between 1 and 2 Miles: 26
Total Number of Crashes: 34



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Source: Mahoning County Enterprise GIS Files, YNDC

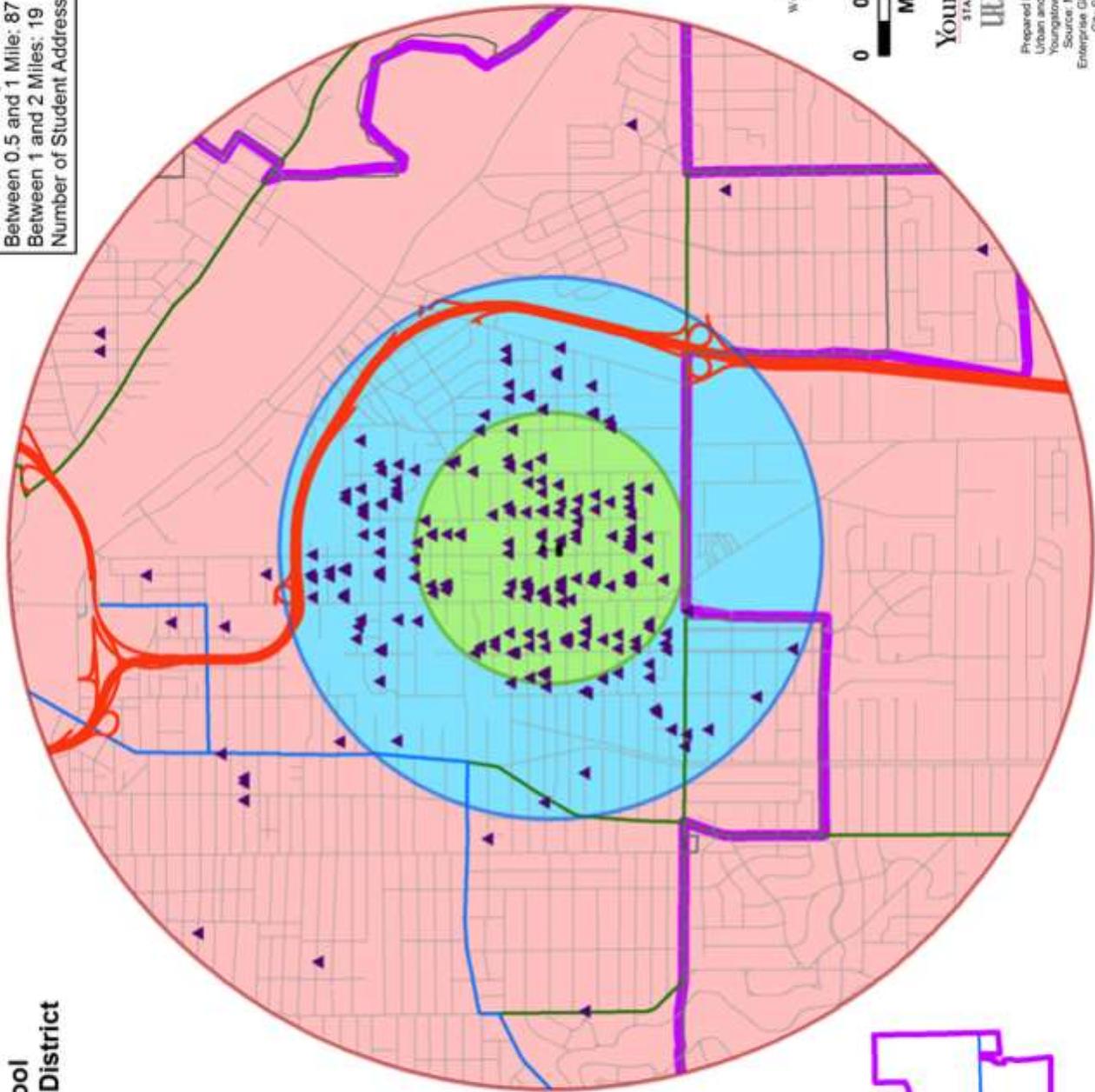
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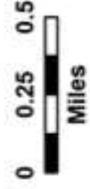
**Safe Routes to School
Taft Elementary School
Youngstown City School District**

Legend

- ▲ Student Residences
- 📍 School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

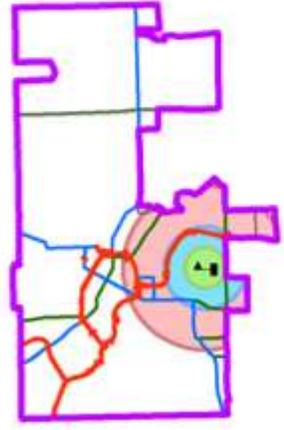


Students Residing within 0.5 Miles: 128
 Between 0.5 and 1 Mile: 87
 Between 1 and 2 Miles: 19
 Number of Student Addresses: 258



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 Source: Mahoning County
 Enterprise GIS Files, Youngstown
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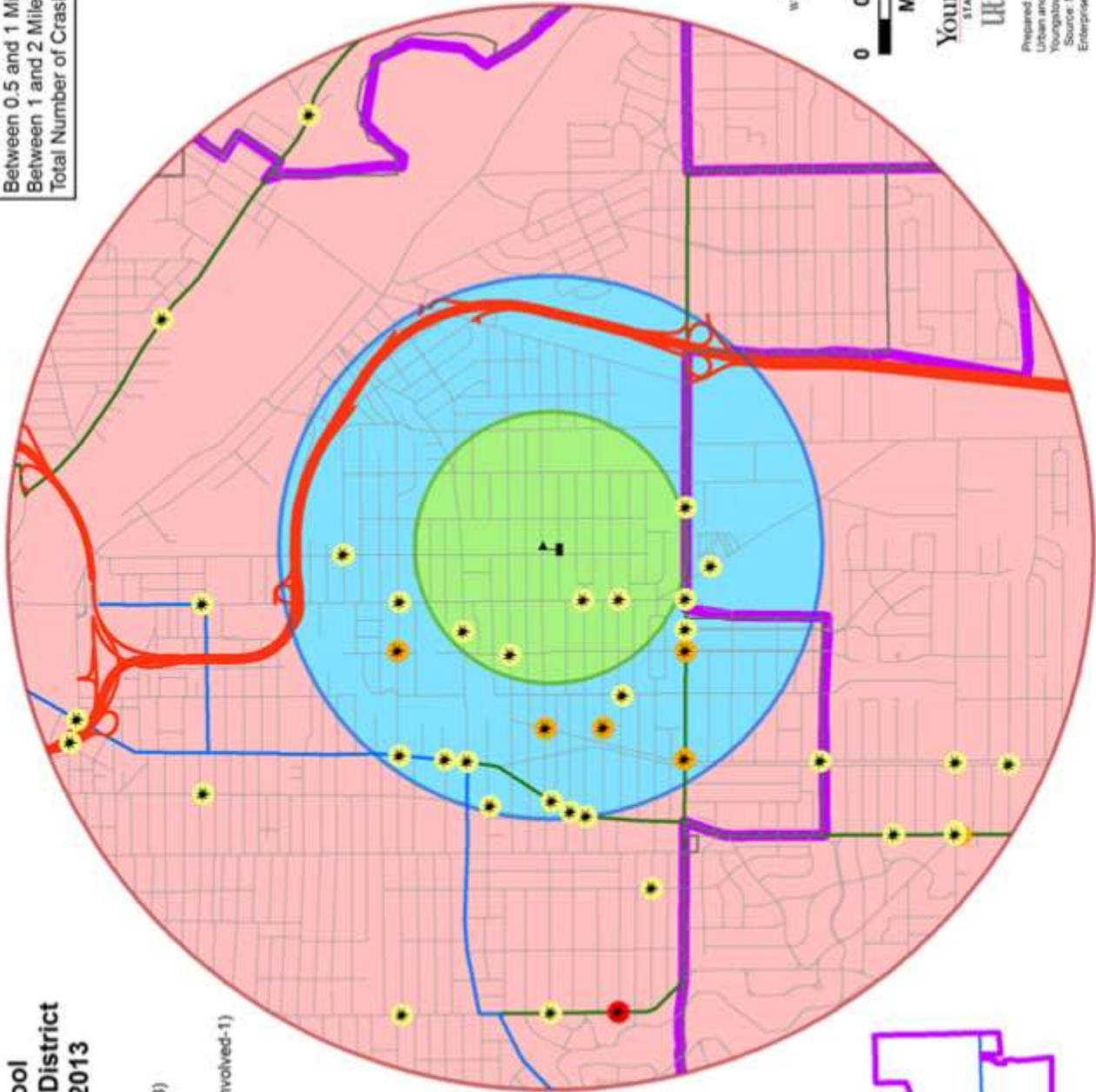
Date: 1/28/2015



**Safe Routes to School
Taft Elementary School
Youngstown City School District
Traffic Crashes, 2011-2013**

Legend

- Crashes (Pedestrian Involved-33)
- Crashes (Bicycle Involved-8)
- Crashes (Pedestrian & Bicycle Involved-1)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

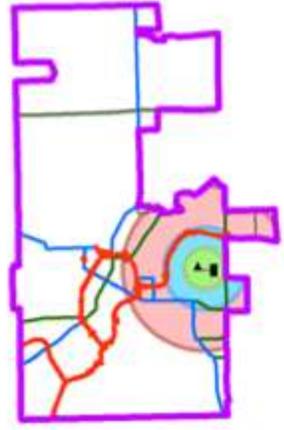


Traffic crashes within 0.5 Miles: 5
Between 0.5 and 1 Mile: 20
Between 1 and 2 Miles: 17
Total Number of Crashes: 42



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Source: Mahoning County
Enterprise GIS Files, YNDCC

Date: 12/1/2015

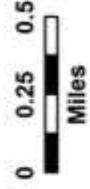
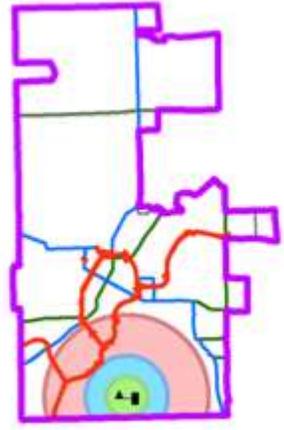
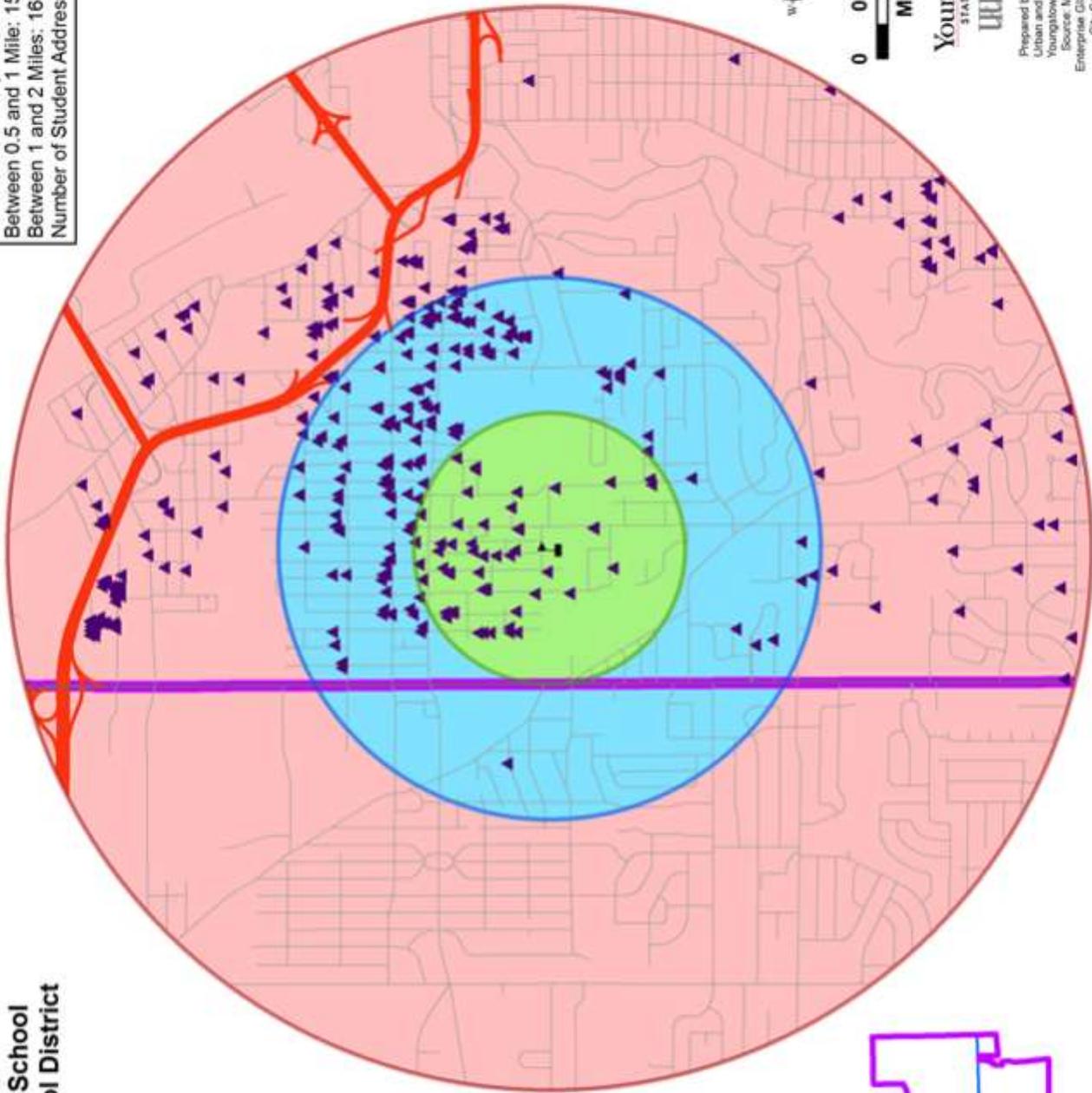


**Safe Routes to School
McGuffey Elementary School
Youngstown City School District**

Legend

- ▲ Student Residences
- ▲ School Location
- ▭ School District Boundary
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- ▭ County Boundary
- ▭ Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Students Residing within 0.5 Miles: 51
 Between 0.5 and 1 Mile: 151
 Between 1 and 2 Miles: 165
 Number of Student Addresses: 498



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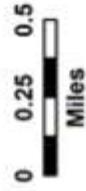
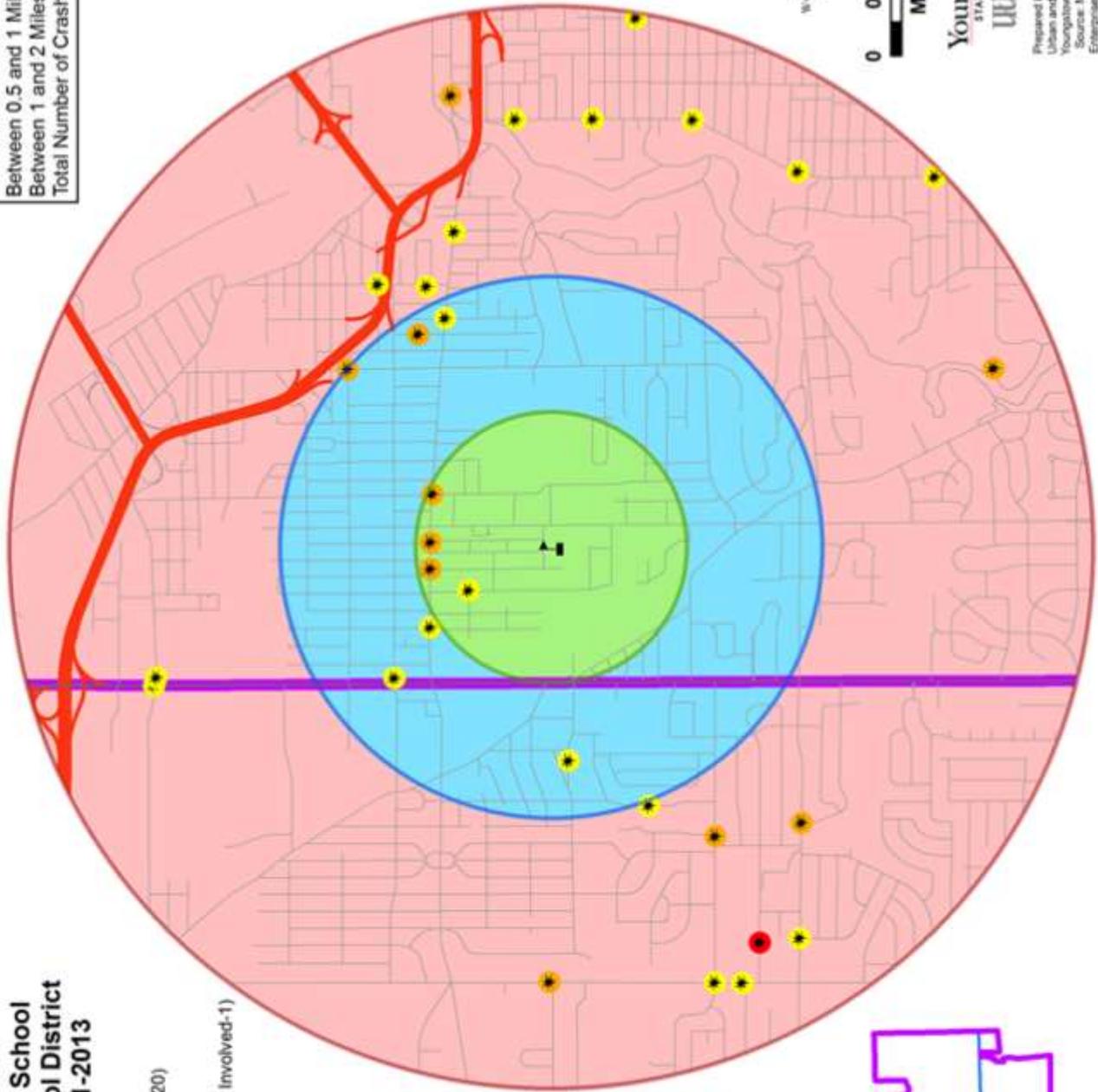
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**Safe Routes to School
McGuffey Elementary School
Youngstown City School District
Traffic Crashes, 2011-2013**

Legend

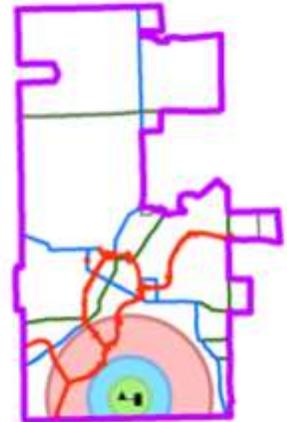
- Crashes (Pedestrians Involved-20)
- Crashes (Bicycle Involved-11)
- Crashes (Bicycle & Pedestrians Involved-1)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Traffic Crashes within 0.5 Miles: 4
Between 0.5 and 1 Mile: 7
Between 1 and 2 Miles: 21
Total Number of Crashes: 32



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Source: Mahoning County Enterprise GIS Files, YNDC

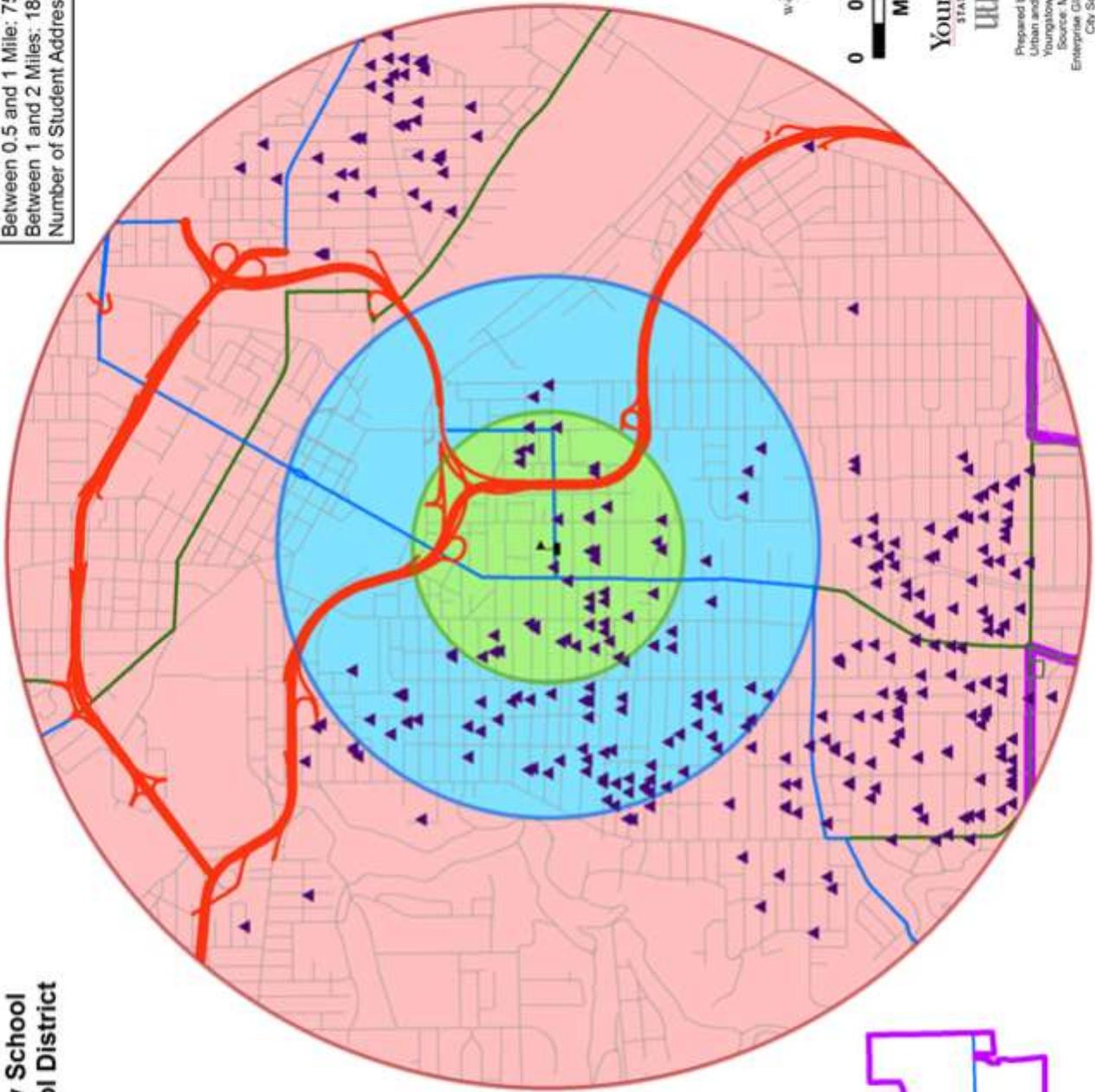
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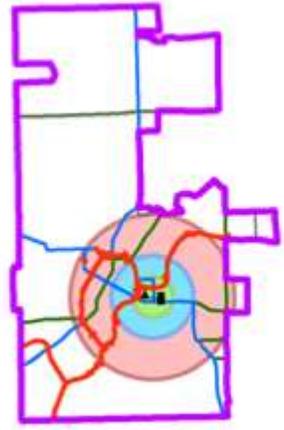
**Safe Routes to School
Williamson Elementary School
Youngstown City School District**

Legend

- ▲ Student Residences
- ▲ School Location
- ▭ School District Boundary
- ▭ 0.5 Mile Radius
- ▭ 0.5-1 Mile Radius
- ▭ 1-2 Mile Radius
- ▭ County Boundary
- ▭ Community Boundary
- ▭ Limited Access Highway
- ▭ Highway Ramp
- ▭ U.S. Highway
- ▭ State Highway
- ▭ Local Road



Students Residing within 0.5 Miles: 41
 Between 0.5 and 1 Mile: 75
 Between 1 and 2 Miles: 188
 Number of Student Addresses: 323



0 0.25 0.5
 Miles



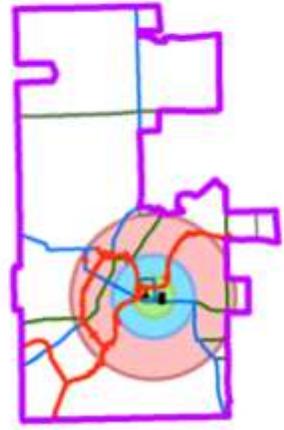
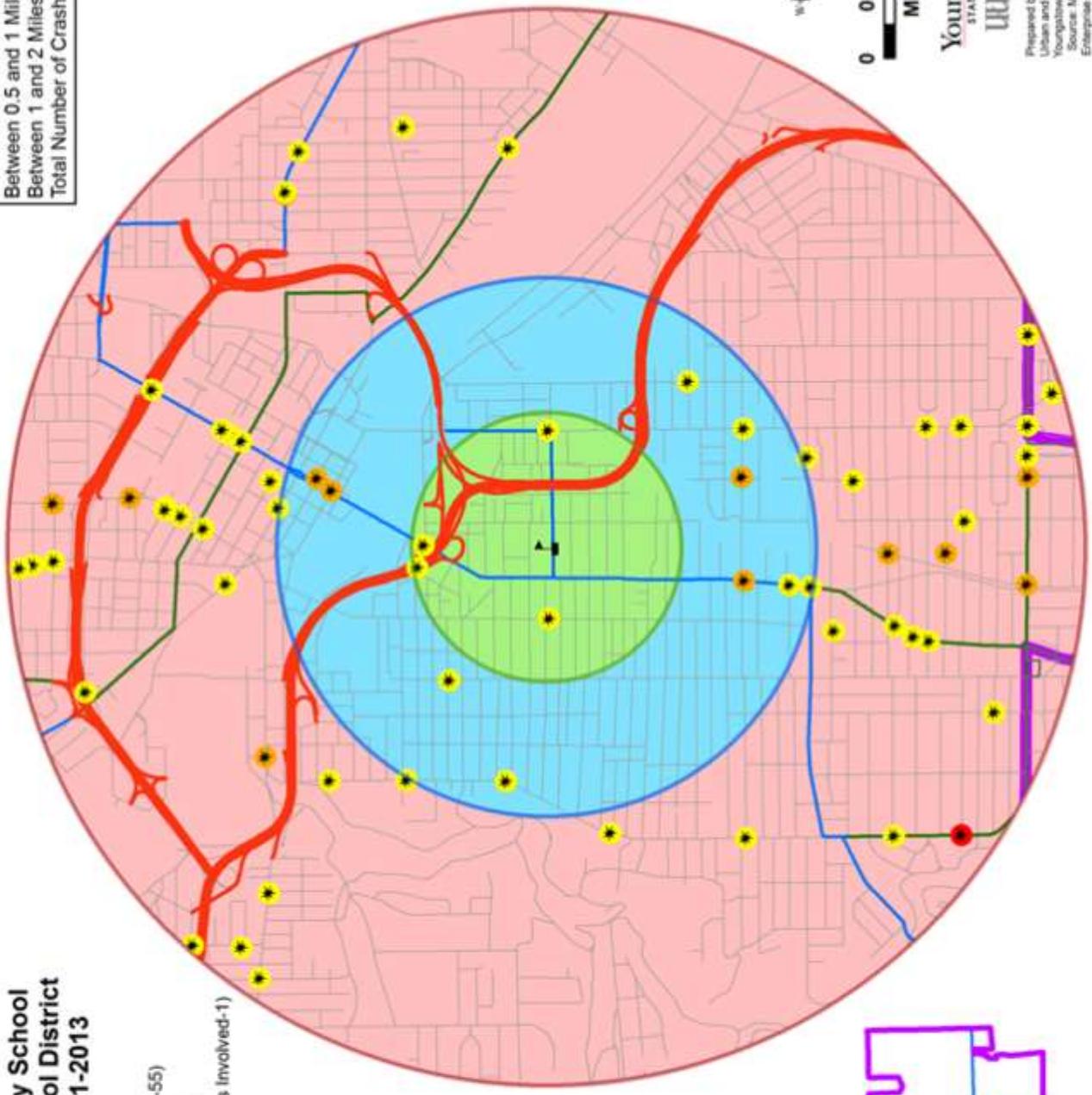
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 Source: Mahoning County Enterprise GIS Files, Youngstown City Schools, YNDOC

Date: 12/1/2015

**Safe Routes to School
Williamson Elementary School
Youngstown City School District
Traffic Crashes, 2011-2013**

- Legend**
- ★ Crashes (Pedestrians Involved-55)
 - ★ Crashes (Bicycle Involved-12)
 - ★ Crashes (Bicycle & Pedestrians Involved-1)
 - 📍 School Location
 - 0.5 Mile Radius
 - 0.5-1 Mile Radius
 - 1-2 Mile Radius
 - School District Boundary
 - County Boundary
 - Community Boundary
 - Limited Access Highway
 - Highway Ramp
 - U.S. Highway
 - State Highway
 - Local Road

Traffic Crashes within 0.5 Miles: 4
Between 0.5 and 1 Mile: 11
Between 1 and 2 Miles: 53
Total Number of Crashes: 68



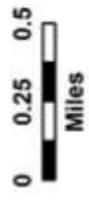
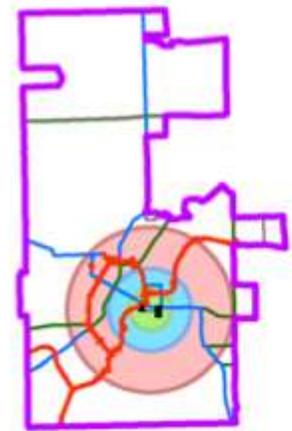
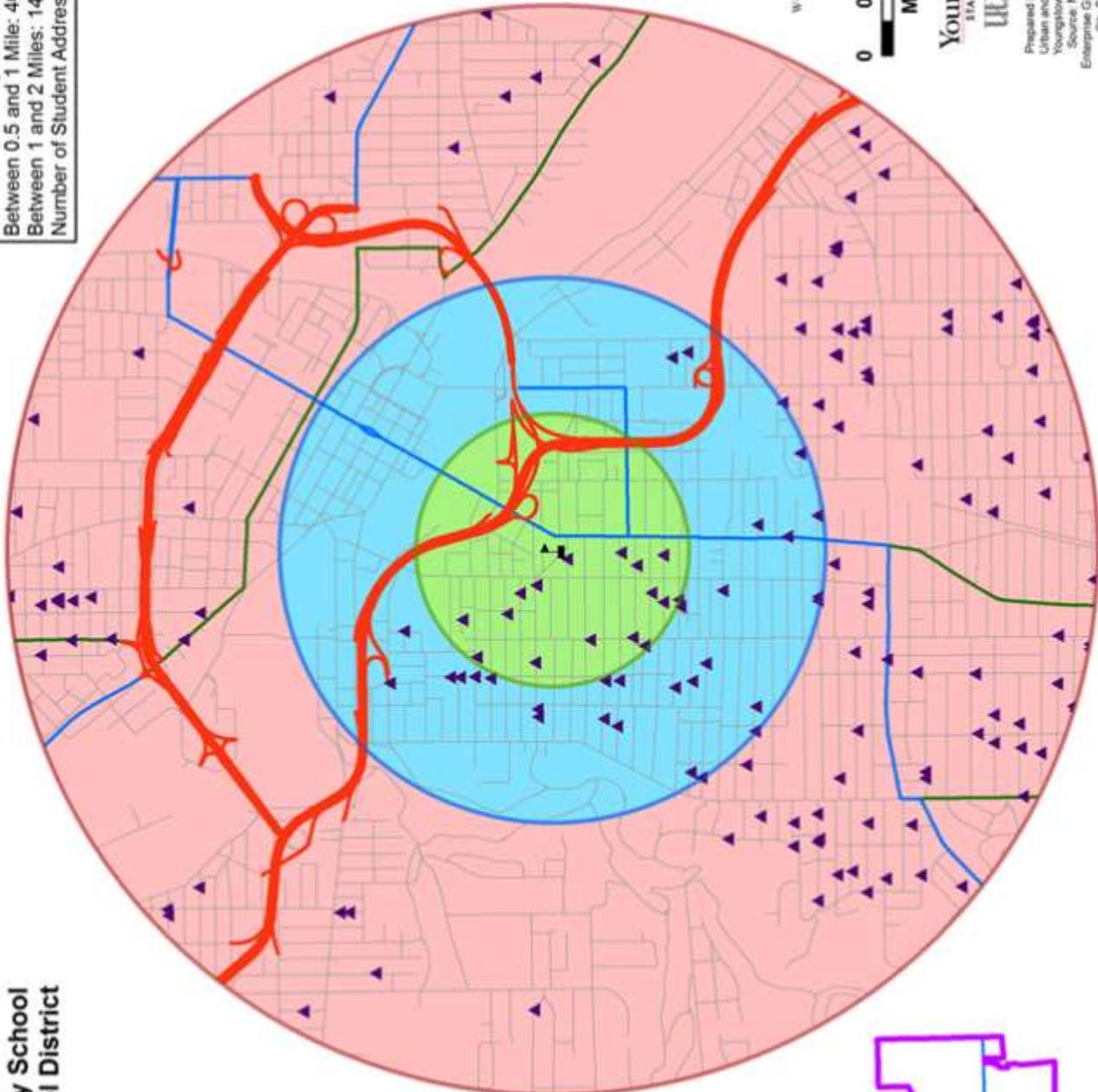
Youngstown
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Source: Mahoning County
Enterprise GIS Files, YNDC
Date: 12/2/2015

**Safe Routes to School
 Youngstown Community School
 Youngstown City School District**

Students Residing within 0.5 Miles: 21
 Between 0.5 and 1 Mile: 40
 Between 1 and 2 Miles: 146
 Number of Student Addresses: 374

Legend

- ▲ Student Residences
- ▲ School Location
- ▭ School District Boundary
- ▭ 0.5 Mile Radius
- ▭ 0.5-1 Mile Radius
- ▭ 1-2 Mile Radius
- ▭ County Boundary
- ▭ Community Boundary
- ▬ Limited Access Highway
- ▬ Highway Ramp
- ▬ U.S. Highway
- ▬ State Highway
- ▬ Local Road



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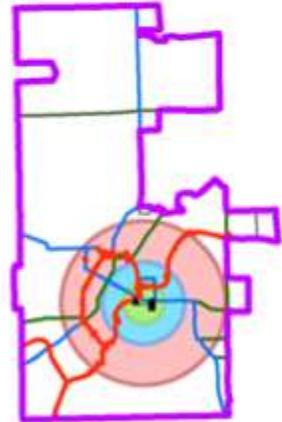
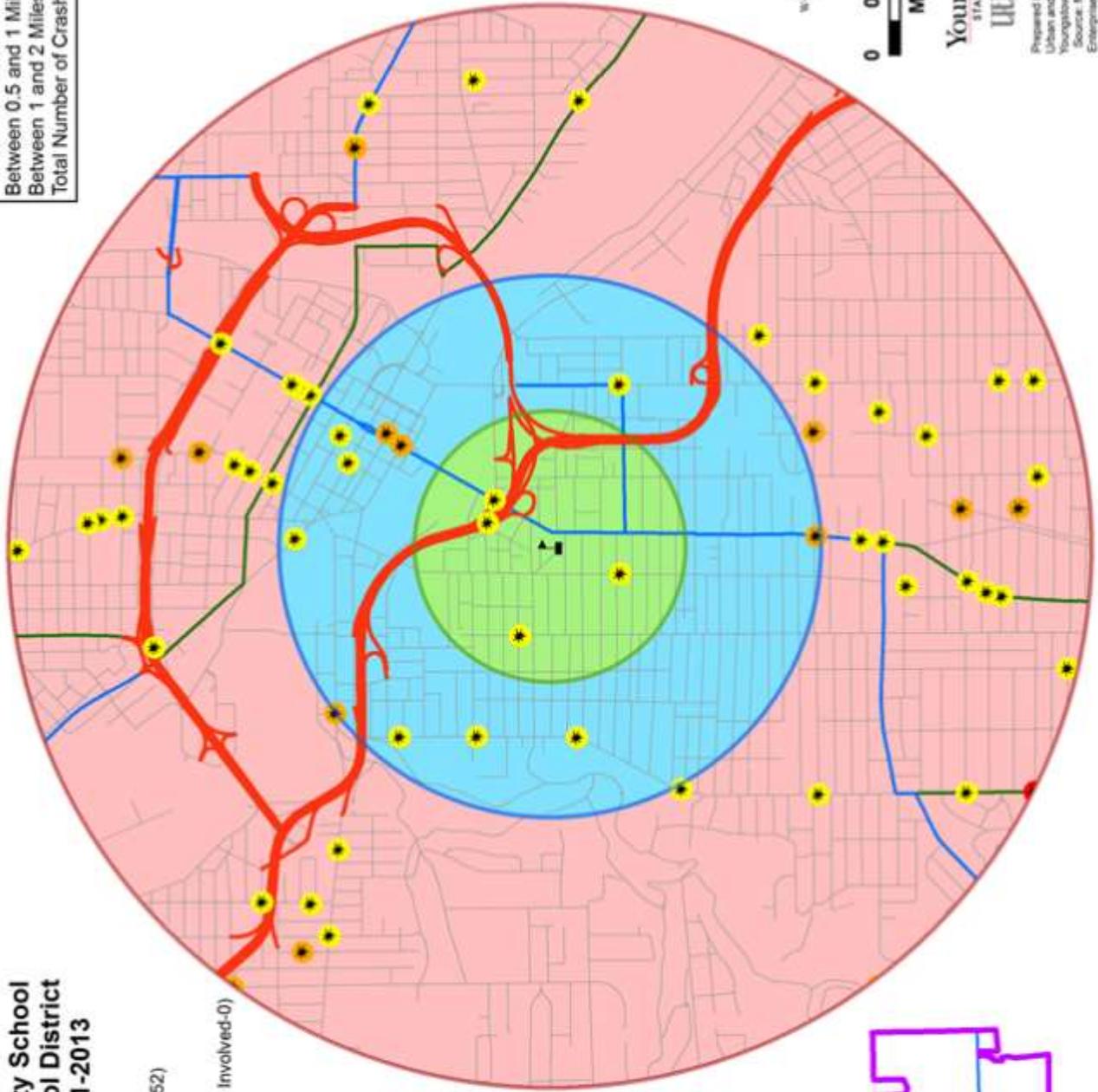
Date: 12/1/2015

Safe Routes to School Youngstown Community School Youngstown City School District Traffic Crashes, 2011-2013

Legend

- Crashes (Pedestrians Involved-52)
- Crashes (Bicycle Involved-11)
- Crashes (Bicycle & Pedestrians Involved-0)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Traffic Crashes within 0.5 Miles: 4
Between 0.5 and 1 Mile: 11
Between 1 and 2 Miles: 48
Total Number of Crashes: 63



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Enterprise GIS Files, YNDC

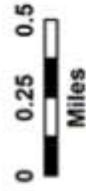
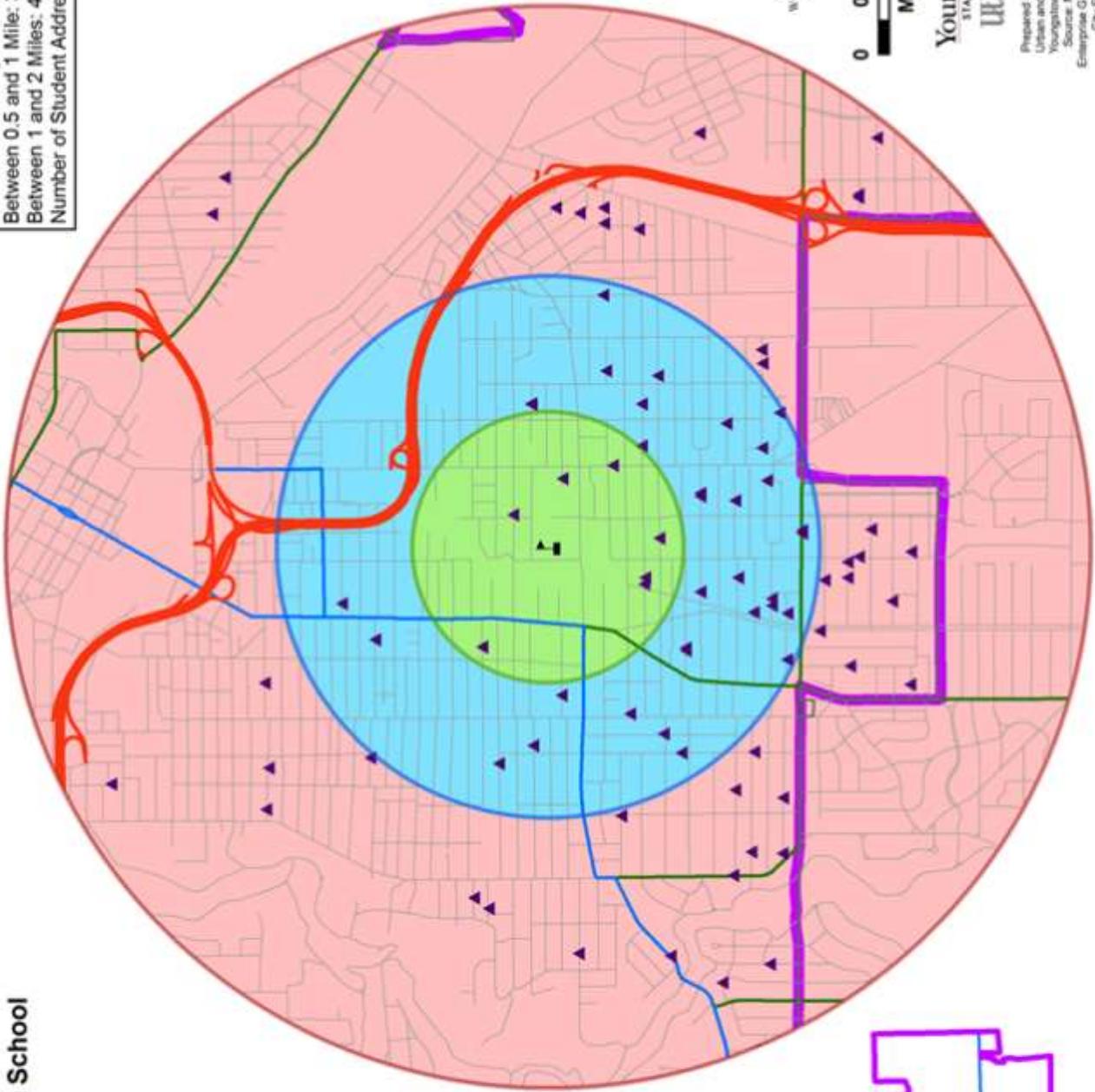
Date: 12/2/2015

Safe Routes to School Cardinal Mooney High School

Students Residing within 0.5 Miles: 9
 Between 0.5 and 1 Mile: 37
 Between 1 and 2 Miles: 46
 Number of Student Addresses: 171

Legend

- ▲ Student Residences
- 🏫 School Location
- 📐 School District Boundary
- 🟢 0.5 Mile Radius
- 🟡 0.5-1 Mile Radius
- 🟠 1-2 Mile Radius
- 🏠 County Boundary
- 🏡 Community Boundary
- 🛣️ Limited Access Highway
- 🛣️ Highway Ramp
- 🛣️ U.S. Highway
- 🛣️ State Highway
- 🛣️ Local Road



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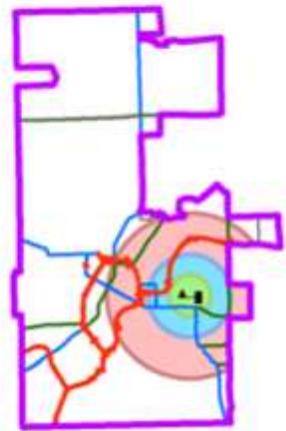
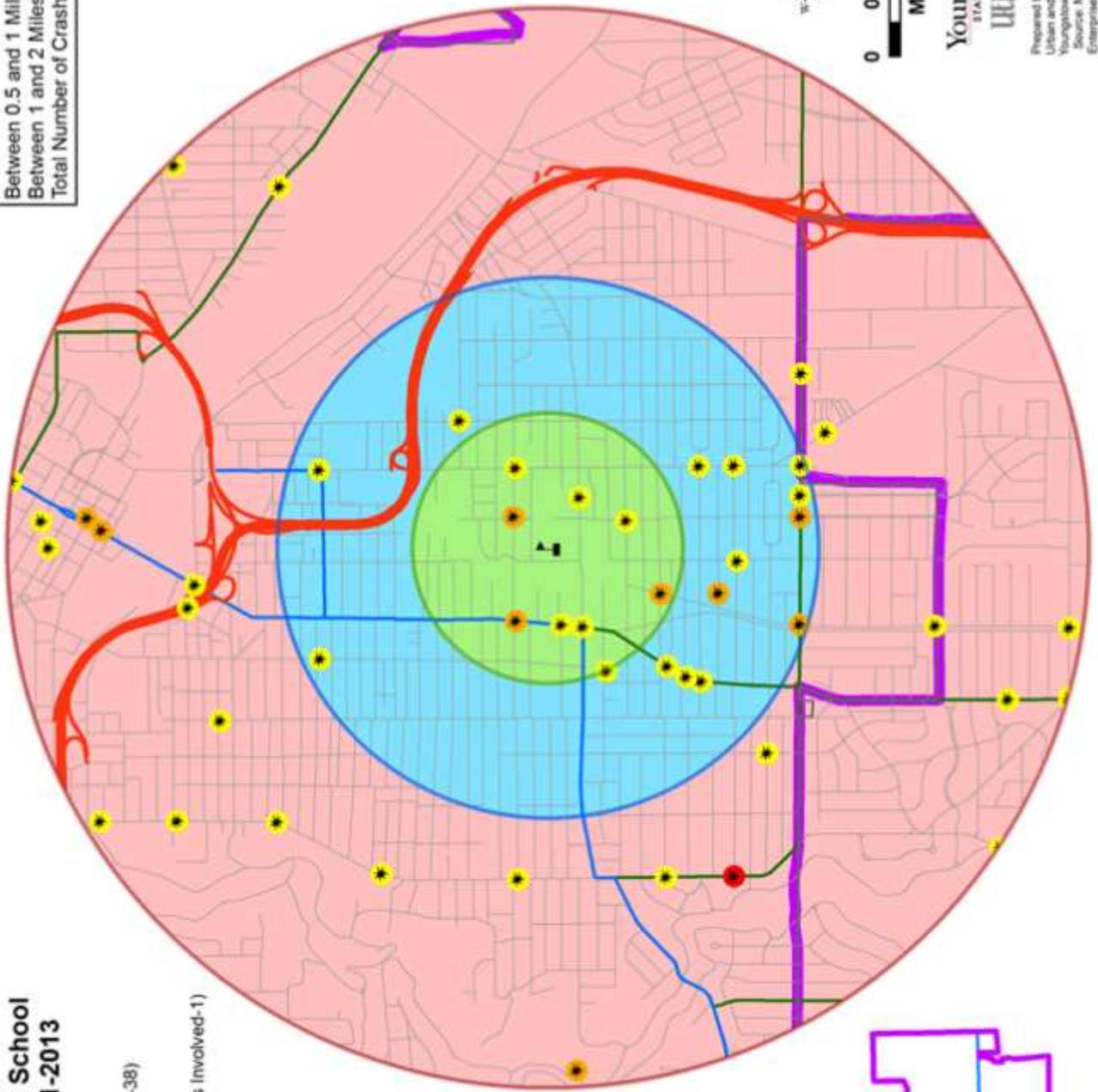
Date: 12/1/2015

Safe Routes to School Cardinal Mooney High School Traffic Crashes, 2011-2013

Legend

- Crashes (Pedestrians Involved-38)
- Crashes (Bicycle Involved-10)
- Crashes (Bicycle & Pedestrians Involved-1)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Traffic Crashes within 0.5 Miles: 9
 Between 0.5 and 1 Mile: 15
 Between 1 and 2 Miles: 25
 Total Number of Crashes: 49



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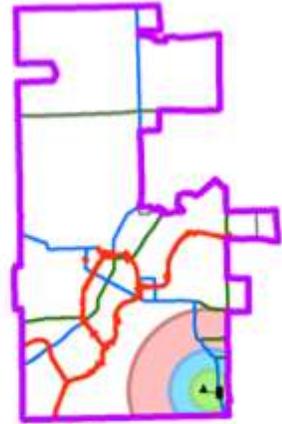
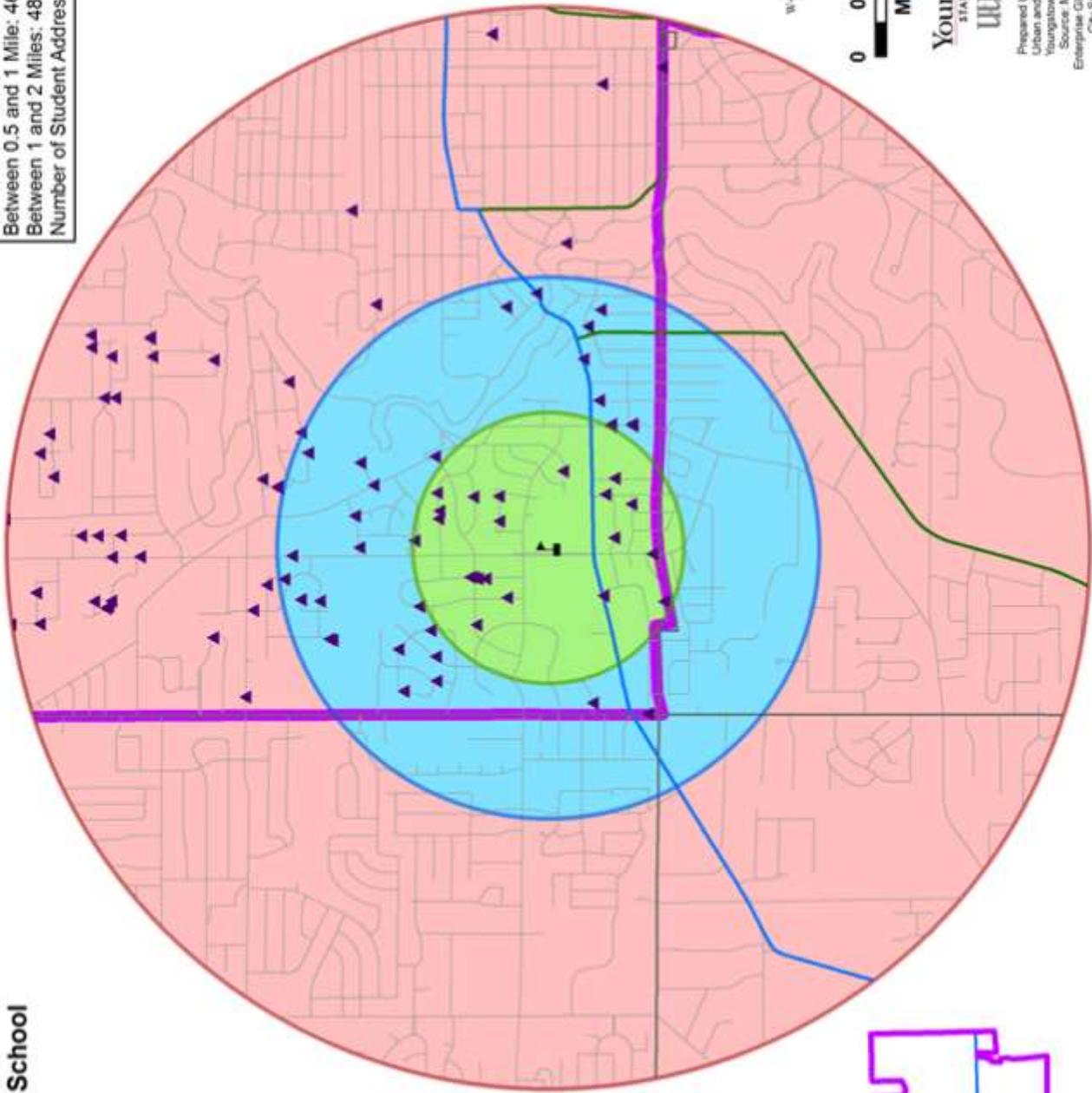
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Youngstown State University
Source: Mahoning County
Enterprise GIS Files, YNDCC

Date: 12/1/2015

Safe Routes to School St. Christine Elementary School

Legend

- ▲ Student Residences
- 🏫 School Location
- 📐 School District Boundary
- 🟢 0.5 Mile Radius
- 🟡 0.5-1 Mile Radius
- 🟠 1-2 Mile Radius
- 🟤 County Boundary
- 🟥 Community Boundary
- 🟧 Limited Access Highway
- 🟨 Highway Ramp
- 🟩 U.S. Highway
- 🟪 State Highway
- 🟫 Local Road



Students Residing within 0.5 Miles: 29
 Between 0.5 and 1 Mile: 46
 Between 1 and 2 Miles: 48
 Number of Student Addresses: 190



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 Source: Mahoning County Enterprise GIS Files, Youngstown City Schools, YNDC

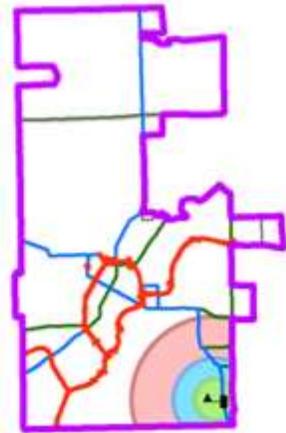
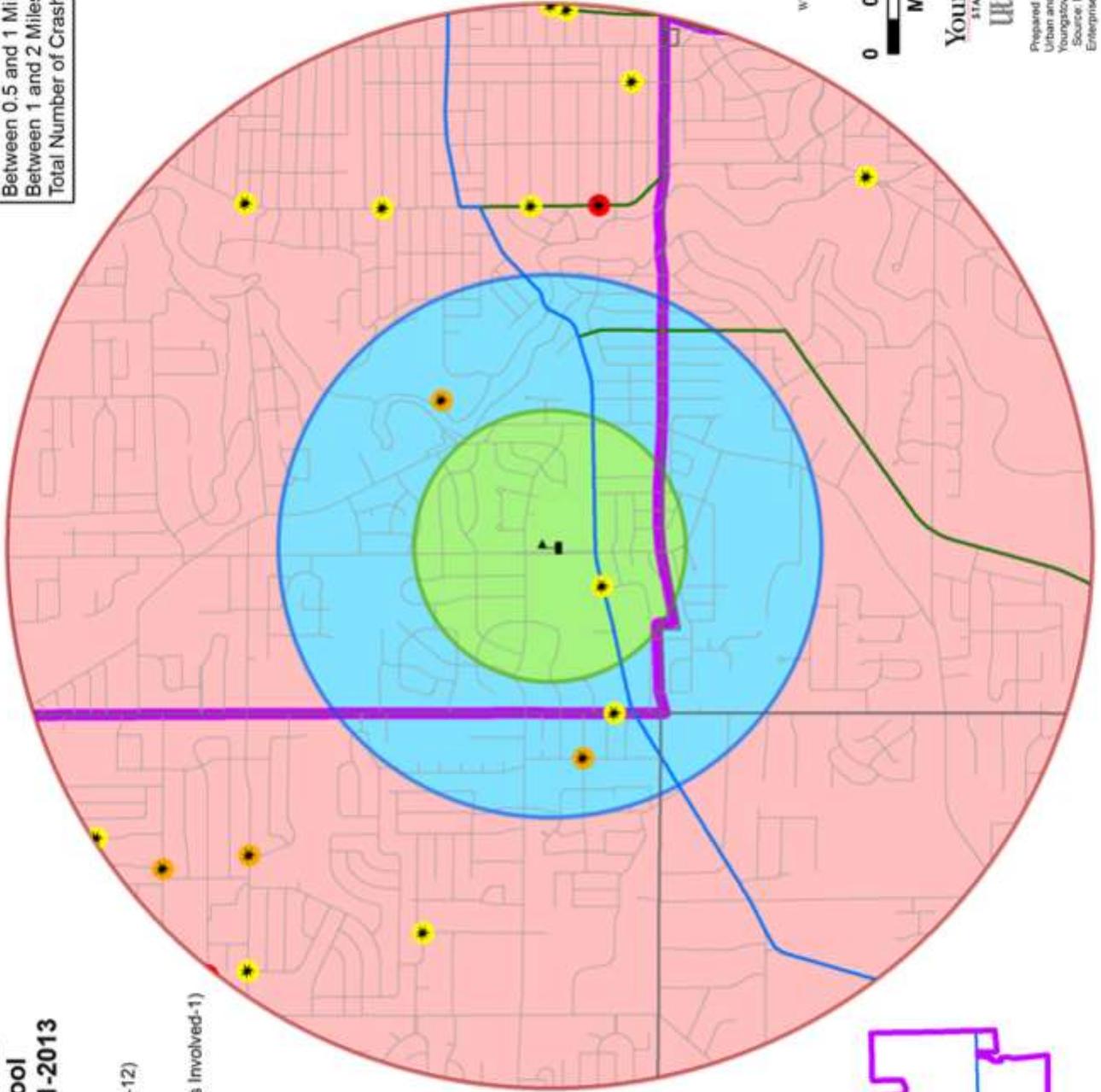
Date: 12/15/2015

**Safe Routes to School
St. Christine School
Traffic Crashes, 2011-2013**

Legend

- Crashes (Pedestrians Involved-12)
- Crashes (Bicycle Involved-4)
- Crashes (Bicycle & Pedestrians Involved-1)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Traffic Crashes within 0.5 Miles: 1
Between 0.5 and 1 Mile: 3
Between 1 and 2 Miles: 13
Total Number of Crashes: 17



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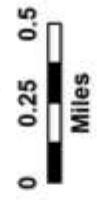
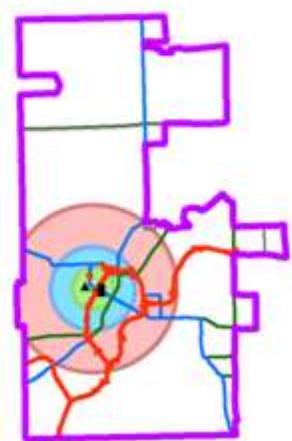
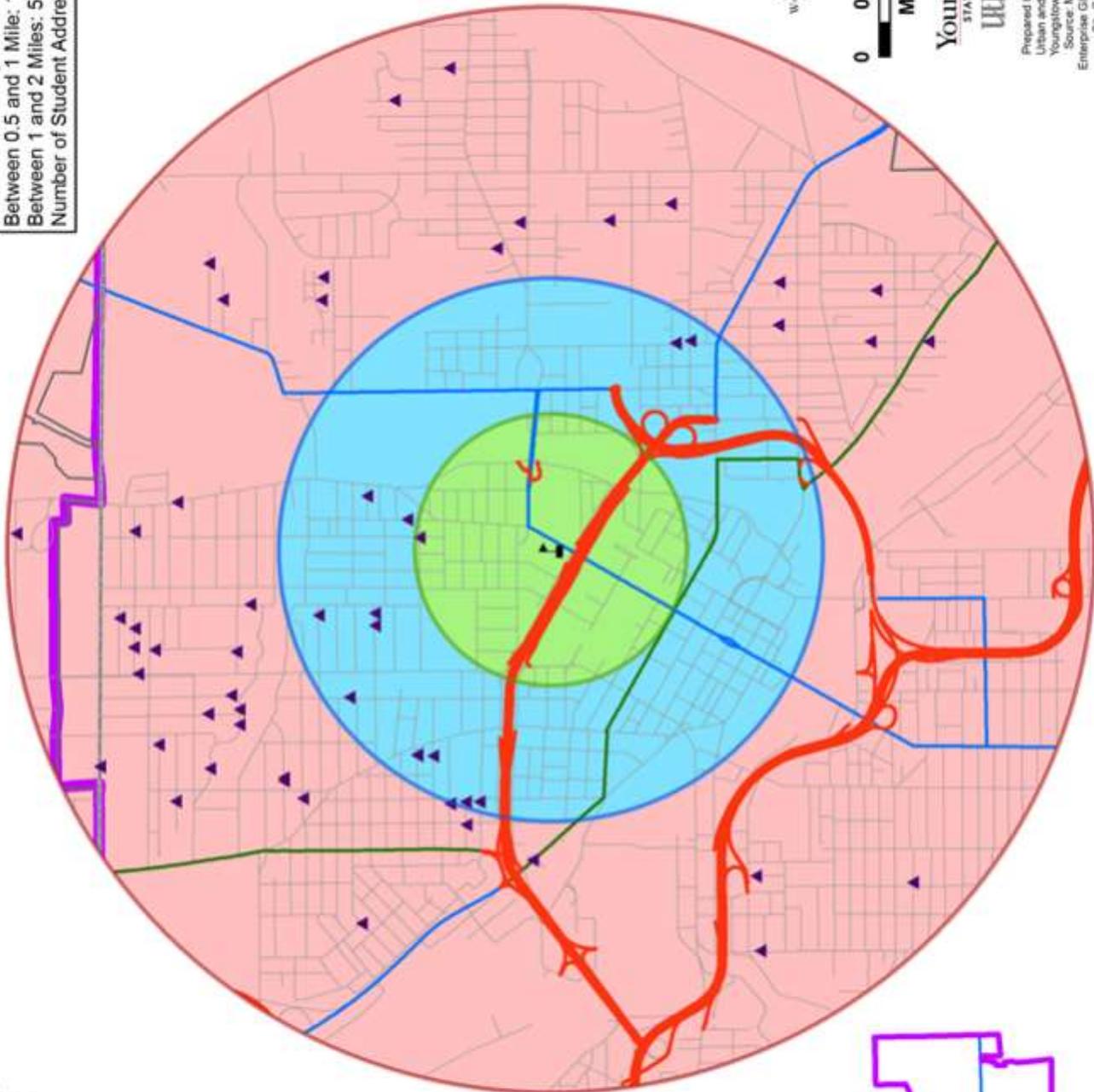
Date: 12/2/2015

Safe Routes to School Ursuline High School

Legend

- ▲ Student Residences
- ⌄ School Location
- ⬡ School District Boundary
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Students Residing within 0.5 Miles: 1
 Between 0.5 and 1 Mile: 15
 Between 1 and 2 Miles: 52
 Number of Student Addresses: 275



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Source: Mahoning County
Enterprise GIS File: Youngstown
City Schools, YNDC

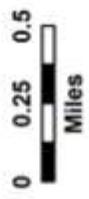
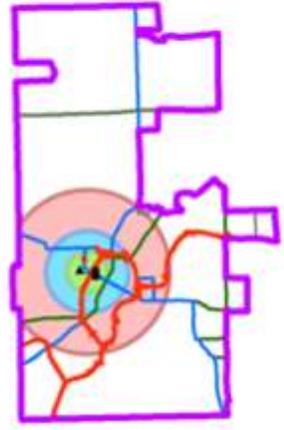
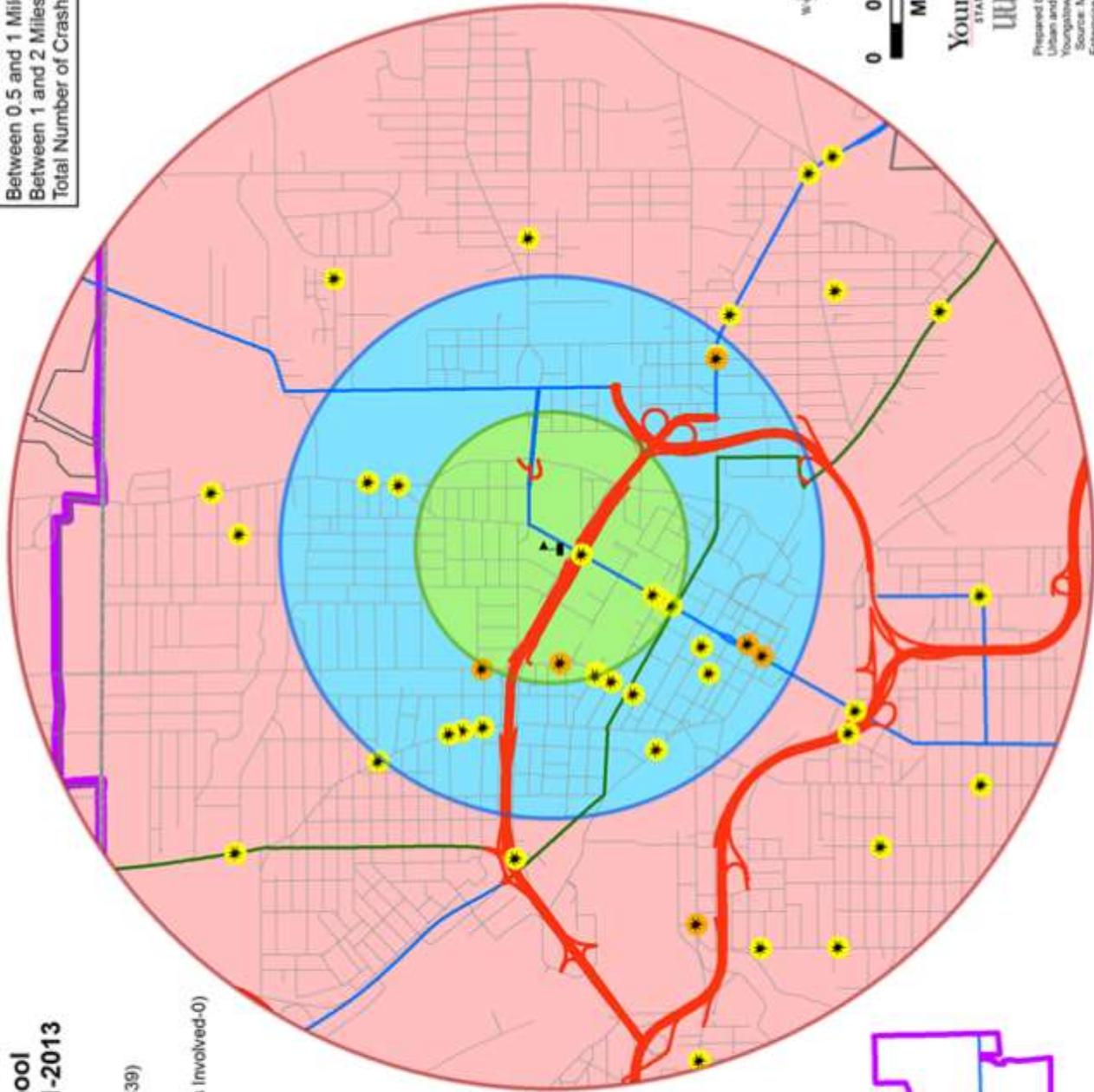
Date: 12/1/2015

Safe Routes to School Ursuline High School Traffic Crashes, 2011-2013

Legend

- Crashes (Pedestrians Involved-39)
- Crashes (Bicycle Involved-6)
- Crashes (Bicycle & Pedestrians Involved-0)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Traffic Crashes within 0.5 Miles: 9
 Between 0.5 and 1 Mile: 15
 Between 1 and 2 Miles: 21
 Total Number of Crashes: 45



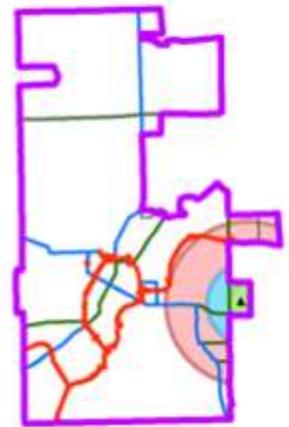
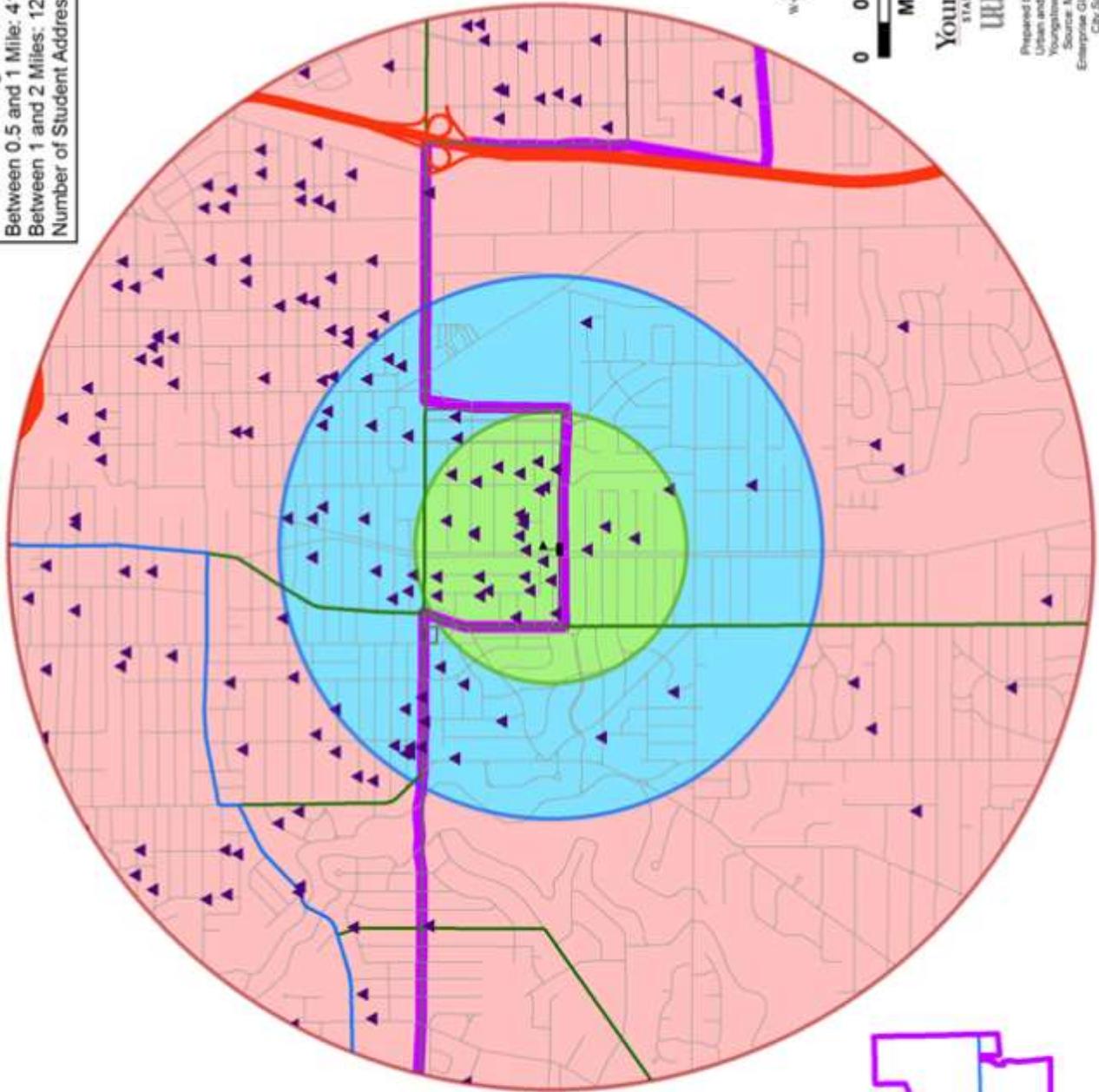
Prepared by: The Center for Urban and Regional Studies
 Youngstown State University
 Source: Mahoning County Enterprise GIS Files, YNDCC
 Date: 12/2/2015

Safe Routes to School Valley Christian School

Legend

- ▲ Student Residences
- 🏫 School Location
- 📐 School District Boundary
- 🟩 0.5 Mile Radius
- 🟦 0.5-1 Mile Radius
- 🟪 1-2 Mile Radius
- 🟨 County Boundary
- 🟩 Community Boundary
- 🟪 Limited Access Highway
- 🟨 Highway Ramp
- 🟦 U.S. Highway
- 🟩 State Highway
- 🟩 Local Road

Students Residing within 0.5 Miles: 31
 Between 0.5 and 1 Mile: 41
 Between 1 and 2 Miles: 122
 Number of Student Addresses: 483



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Youngstown State University
Source: Mahoning County
Enterprise GIS Files, Youngstown
City Schools, YNDOC

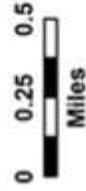
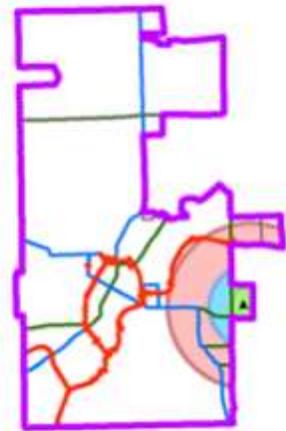
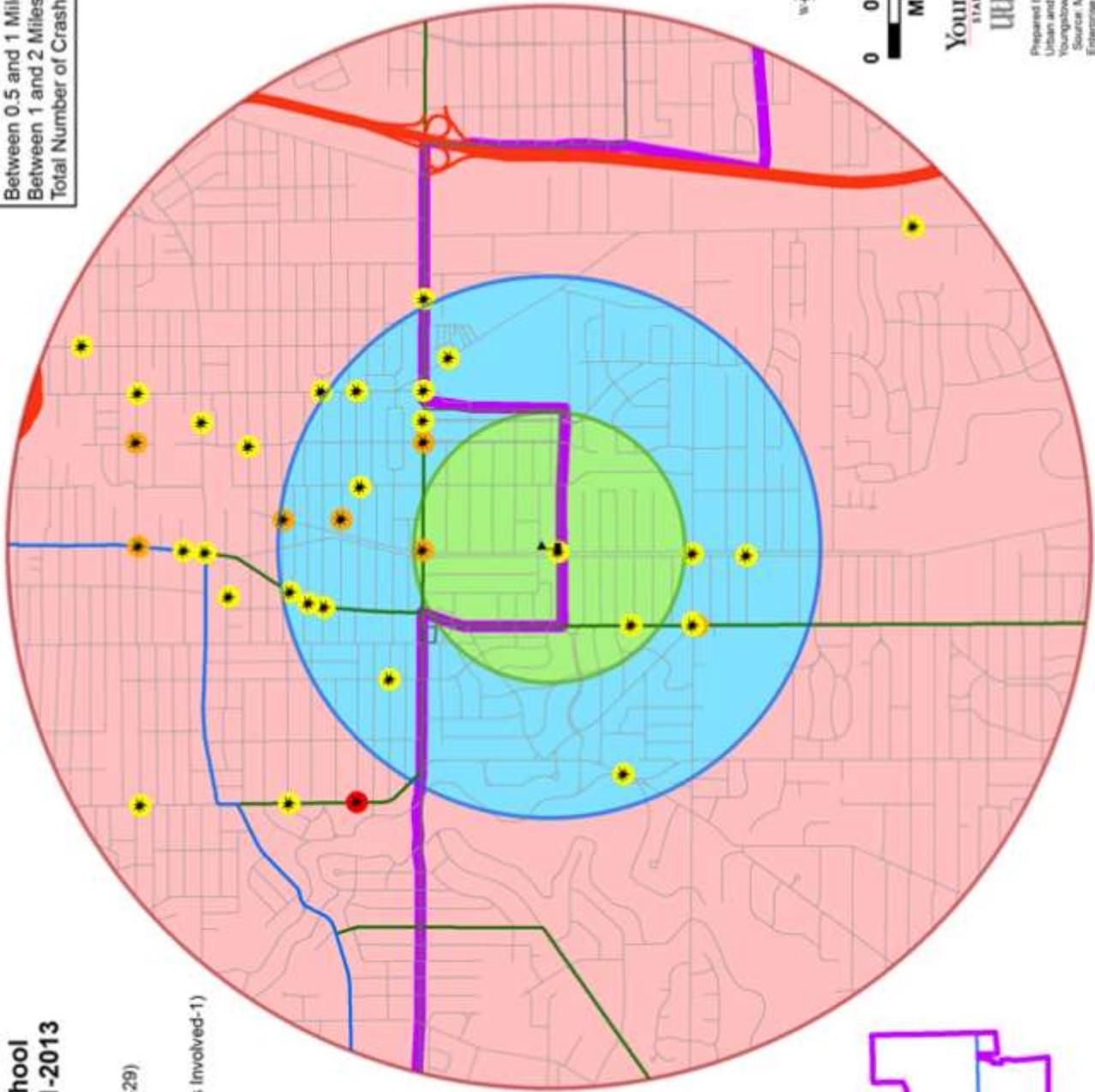
Date: 12/1/2015

**Safe Routes to School
Valley Christian School
Traffic Crashes, 2011-2013**

Legend

- Crashes (Pedestrians Involved-29)
- Crashes (Bicycle Involved-8)
- Crashes (Bicycle & Pedestrians Involved-1)
- School Location
- 0.5 Mile Radius
- 0.5-1 Mile Radius
- 1-2 Mile Radius
- School District Boundary
- County Boundary
- Community Boundary
- Limited Access Highway
- Highway Ramp
- U.S. Highway
- State Highway
- Local Road

Traffic Crashes within 0.5 Miles: 3
Between 0.5 and 1 Mile: 19
Between 1 and 2 Miles: 16
Total Number of Crashes: 38



Prepared by: The Center for
Urban and Regional Studies
Youngstown State University
Source: Marioning County
Enterprise GIS Files, YNDG

Date: 12/2/2015

Appendix D

Countermeasure	Map ID	Schools Affected	% of Walkers	Students within 1 Mile	Students within 2 Miles	Priority Corridor	High Crash Area	Cost	Total Score
Make E. Avondale Ave. a one-way street between Gibson St. and Homestead St.		Taft Elementary School	4	3	2	3	3	3	18
Improve crosswalk at South Ave. and E. Boston Ave.		Taft Elementary School	4	3	2	2	3	3	17
Replace Sidewalks on E. Lucius Ave., E. Avondale Ave., E. Boston Ave., E. Philadelphia Ave., E. Florida Ave., Homestead St., and Zedaker St.		Taft Elementary School	4	3	2	3	3	2	17
Improve crosswalks and install curb ramps on E. Avondale Ave. and E. Boston Ave.		Taft Elementary School	4	3	2	3	3	2	17
Establish leading pedestrian signal intervals at crosswalks on Mahoning Ave., at S. Schenley Ave., S. Hazelwood Ave., and S. Belle Vista Ave.		McGuffey Elementary School	2	3	2	3	2	3	15
Improve crosswalks and curb ramps on Williamson Ave. at Market St. and the I-680 exit ramps		Williamson Elementary School	2	2	2	3	3	3	15
Replace sidewalks on Williamson Ave. and Market St.		Williamson Elementary School	2	2	2	3	3	3	15
Improve crosswalks and sidewalk connections on Junction St. and S. Schenley Ave.		McGuffey Elementary School	2	3	2	3	2	3	15
Install sidewalks on Homestead Ave.		Taft Elementary School	4	3	2	1	3	2	15
Replace Sidewalks on S. Bon Air Ave., Matta Ave., S. Glenellen Ave., Bouquet Ave., S. Schenley Ave., and Mahoning Ave.		McGuffey Elementary School	2	3	2	3	2	2	14
Improve crosswalks on Mahoning Ave. at S. Schenley Ave., S. Hazelwood Ave., and S. Belle Vista Ave.		McGuffey Elementary School	2	3	2	3	2	2	14
Install 20mph beacons on Market St.		Williamson Elementary School & Youngstown Community School	2	2	2	3	3	2	14
Improve crosswalks on Southern Blvd. and Wychwood Ave.		Valley Christian School	2	1	2	3	3	3	14
Replace Sidewalks on Cordova Ave., Benita Ave., W. Dennick Ave., Curry Pl., Granada Ave., Ohio Ave., Elm St., Tod Ln., Fifth Ave., Redondo Rd., and Alameda Ave.		Harding Elementary School	3	2	2	3	2	2	14

Countermeasure	Map ID	Schools Affected	% of Walkers	Students within 1 Mile	Students within 2 Miles	Priority Corridor	High Crash Area	Cost	Total Score
Improve crosswalks and install curb ramps on Ohio Ave., Elm St., and Cordova Ave.		Harding Elementary School	3	2	2	3	2	2	14
Install pedestrian hybrid beacons on S. Schenley at school		McGuffey Elementary School	2	3	2	3	2	2	14
Install 20mph beacons on S. Schenley Ave.		McGuffey Elementary School	2	3	2	3	2	2	14
Install bump-outs or pedestrian crossing island on Williamson Ave.		Williamson Elementary School	2	2	2	3	3	2	14
Install 20mph beacons on Southern Blvd.		Valley Christian School	2	1	2	3	3	2	13
Install a traffic calming median or road diet on Fifth Ave. south of existing median		Harding Elementary School	3	2	2	3	2	1	13
Install pedestrian hybrid beacons on Southern Blvd. at railroad crossing adjacent to school.		Valley Christian School	2	1	2	3	3	1	12
Replace Sidewalks on Country Club Ave., Thalia Ave., Lynn Ave., Lemoyne Ave., and Sheridan Rd.		Paul C Bunn Elementary School	2	1	2	3	1	3	12
Improve crosswalks on Thalia Ave. and Sheridan Rd.		Paul C Bunn Elementary School	2	1	2	3	1	3	12
Replace Sidewalks on Fairfax St. and Mariner Ave.		MLK Elementary School	2	1	2	3	1	3	12
Replace Sidewalks on Wychwood Ave. and Maywood Ave.		Valley Christian School	2	1	2	1	3	3	12
Install bicycle lanes on Ford Ave.		Harding Elementary School	3	2	2	1	2	2	12
Replace Sidewalks on Bennington Ave. and Woodside Ave.		East High School	2	2	2	1	2	3	12
Close Essex St. to thru traffic.		Youngstown Community School	1	1	2	1	3	3	11
Reclaim Sidewalks on Liberty Rd.		MLK Elementary School	2	1	2	2	1	3	11
Install crosswalks at S. Hazelwood Ave., Overlook Ave., and Monterey Ave.		Chaney High School	2	1	1	2	2	3	11
Improve crosswalks on S. Schenley Ave. at Canfield Rd. and Kirk Rd.		St. Christine's School	2	1	1	3	1	3	11
Replace sidewalks on S. Schenley Ave., Canfield Rd., and Kirk Rd.		St. Christine's School	2	1	1	3	1	3	11
Install Sidewalks on Liberty Rd.		MLK Elementary School	2	1	2	2	1	2	10
Install Bicycle Lanes on McGuffey Rd.		MLK Elementary School	2	1	2	2	1	2	10
Replace Sidewalks on Overlook Ave., Ridgelawn Ave., and S. Hazelwood Ave.		Chaney High School	2	1	1	2	1	3	10
Improve crosswalks on E. Indianola Ave. at Market St. and South Ave.		Mooney High School	1	1	1	1	3	3	10
Install bicycle lanes on Sheridan Rd. from Midlothian Blvd. to Country Club Ave.		Paul C Bunn Elementary School	2	1	2	2	1	2	10
Replace Sidewalks on Bryson Ave.		Ursuline High School	1	1	1	1	3	3	10
Replace sidewalks on E. Indianola Ave.		Mooney High School	1	1	1	1	3	3	10
Widen Mariner Ave. between Bryn Mawr Ave. and Jacobs Rd.		MLK Elementary School	2	1	2	1	1	1	8
Install Sidewalks on Mariner Ave., Stacey Ave., Guss Ave., Ridley Ave., and Bryn Mawr Ave.		MLK Elementary School	2	1	2	1	1	1	8
Extend Wick Ave. road diet to McGuffey Rd./Madison Ave. intersection		Ursuline High School	1	1	1	1	3	1	8

Prioritization Matrix Ranking Criteria

Percentage of Walkers	Points
30%+ of students	4
10-29% of students	3
2-9% of students	2
0-1% students	1

Students within 1 Mile	Points
200+ students	3
100-199 students	2
Less than 100 students	1

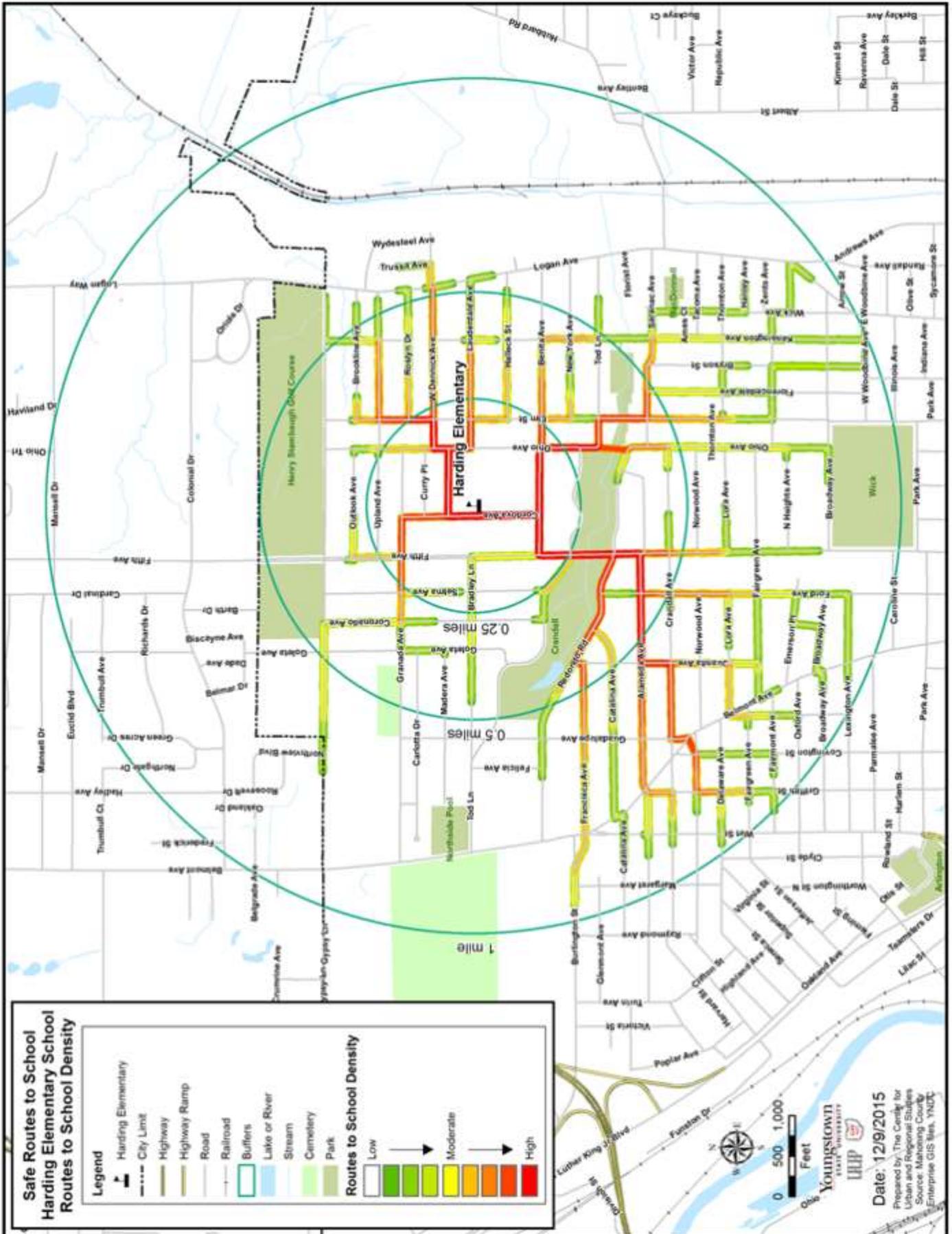
Students within 2 Miles	Points
150+ students	2
Less than 150 students	1

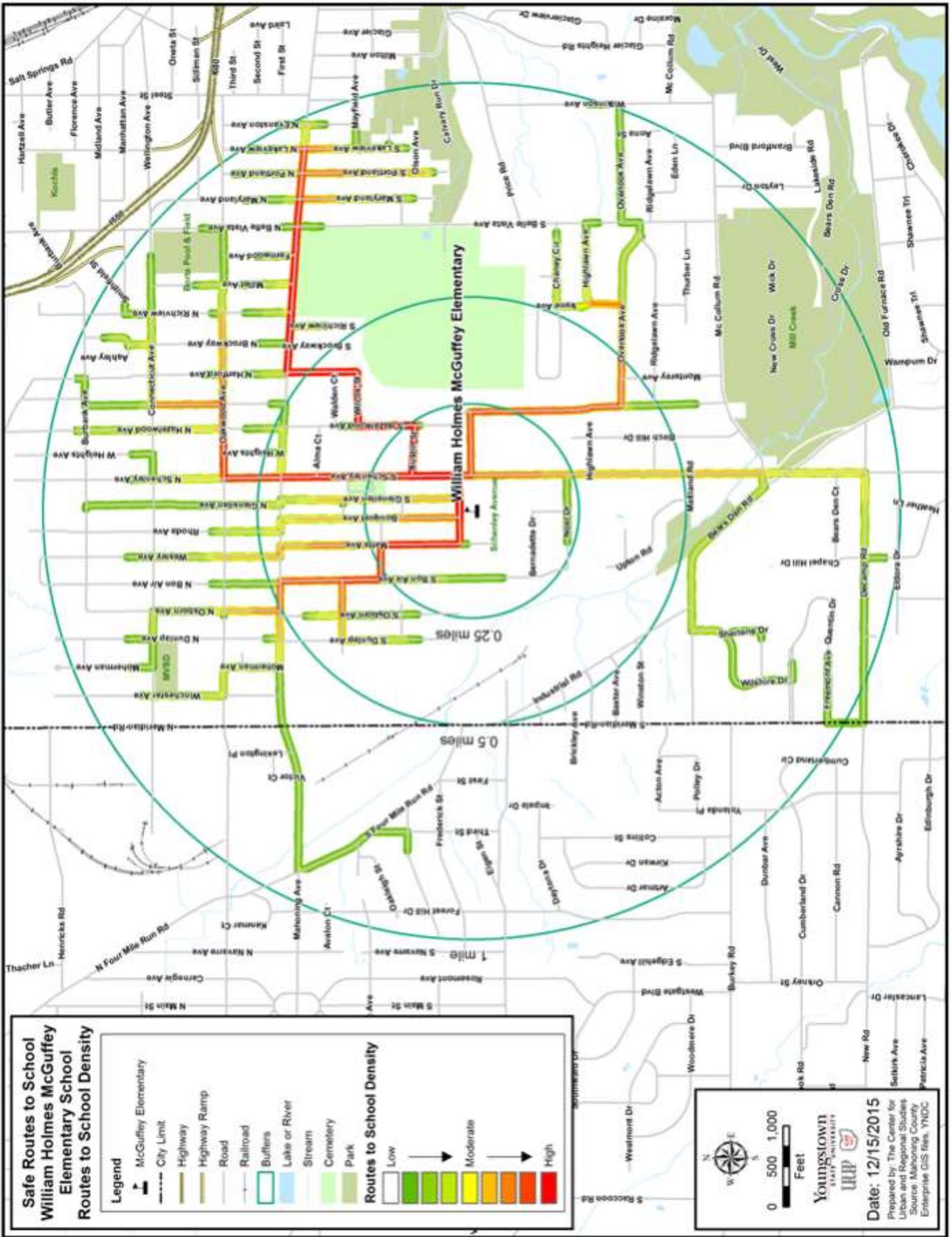
Priority Corridors	Points
50+ routes	3
20-49 routes	2
Less than 20 routes	1

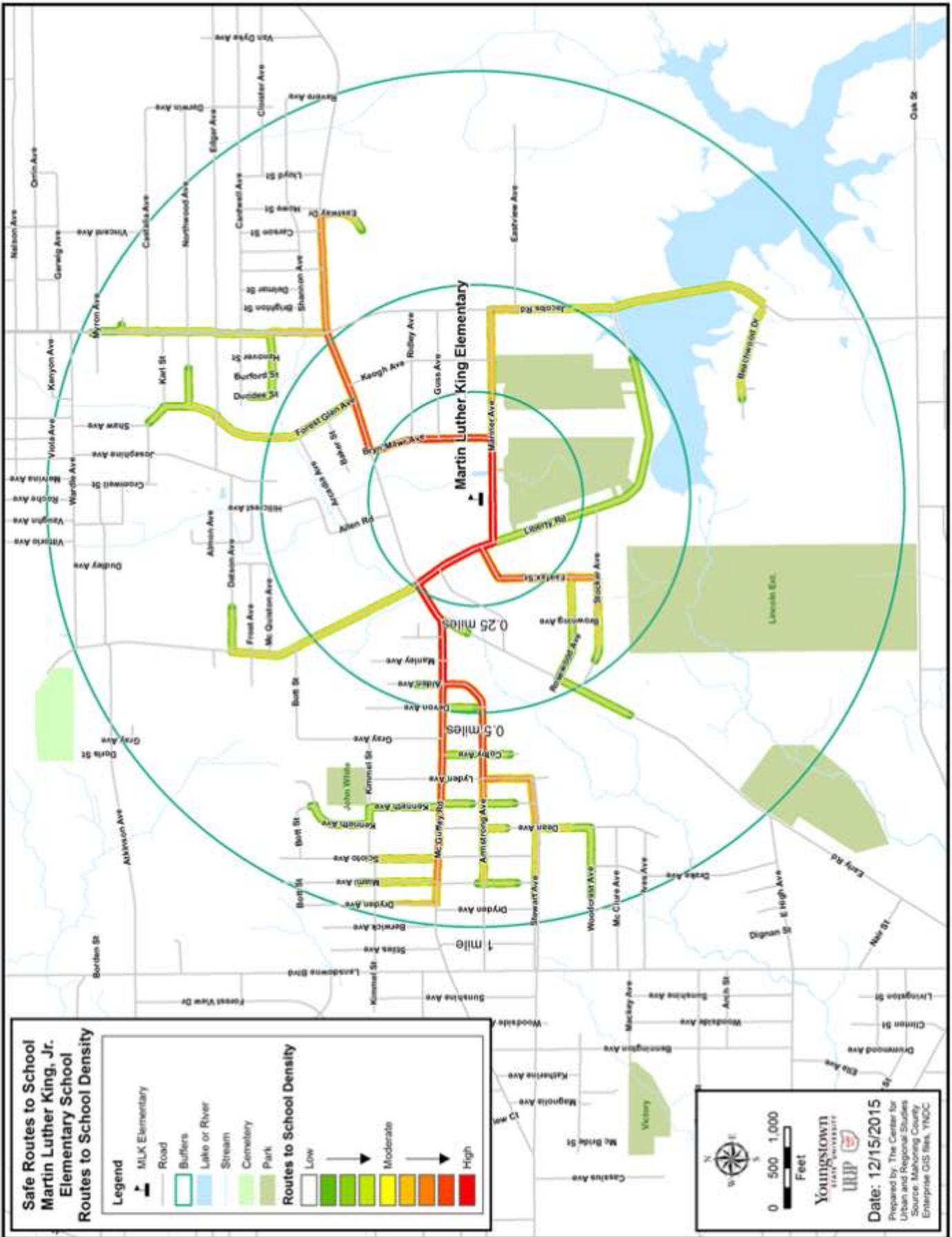
High Crash Area	Points
15+ crashes	3
6-14 crashes	2
0-5 crashes	1

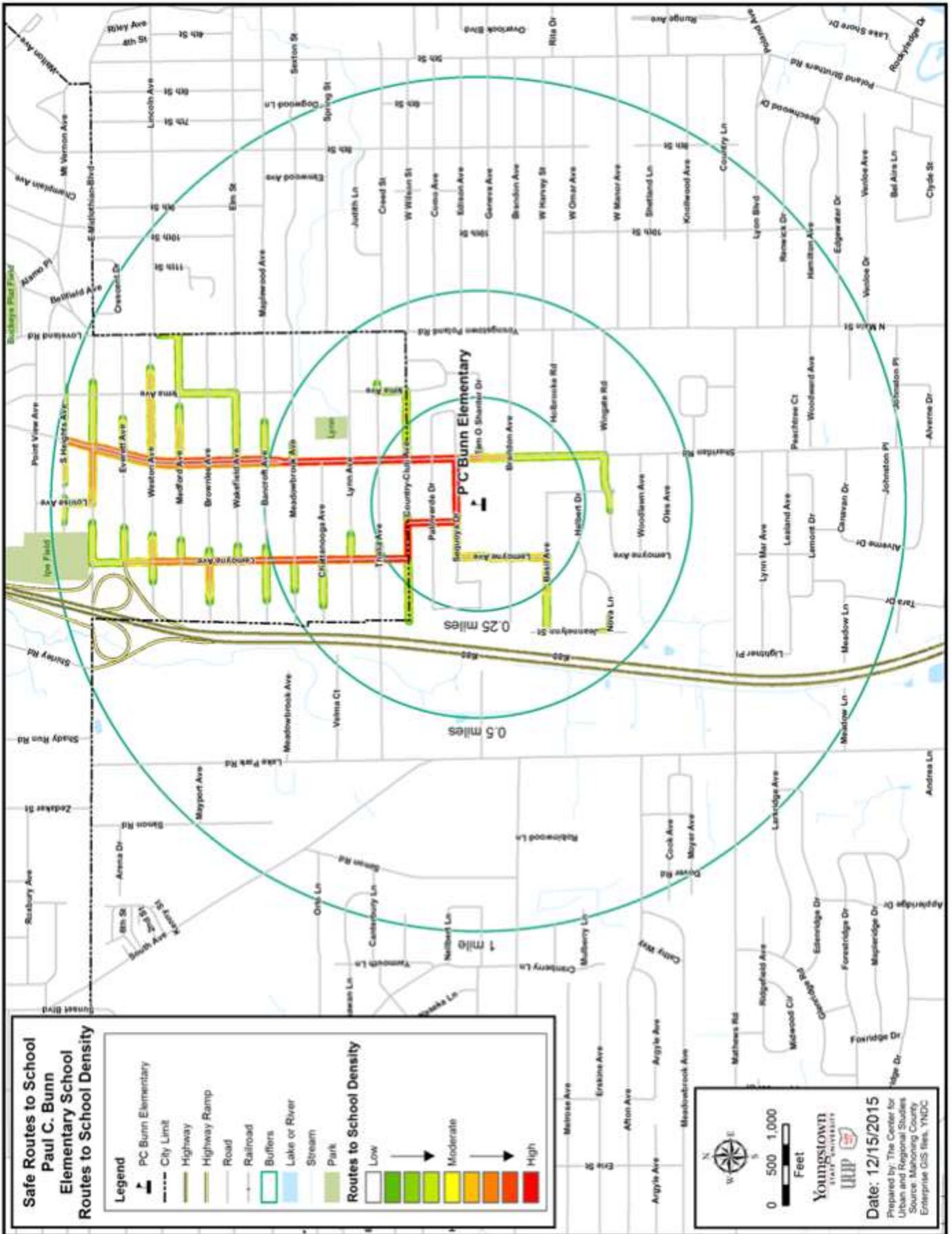
Cost	Points
High (\$150,000+)	3
Medium (\$20,000-149,999)	2
Low (0-\$20,000)	1

Appendix E









**Safe Routes to School
Paul C. Bunn
Elementary School
Routes to School Density**

Legend

- PC Bunn Elementary
- City Limit
- Highway
- Highway Ramp
- Road
- Railroad
- Buffers
- Lake or River
- Stream
- Park

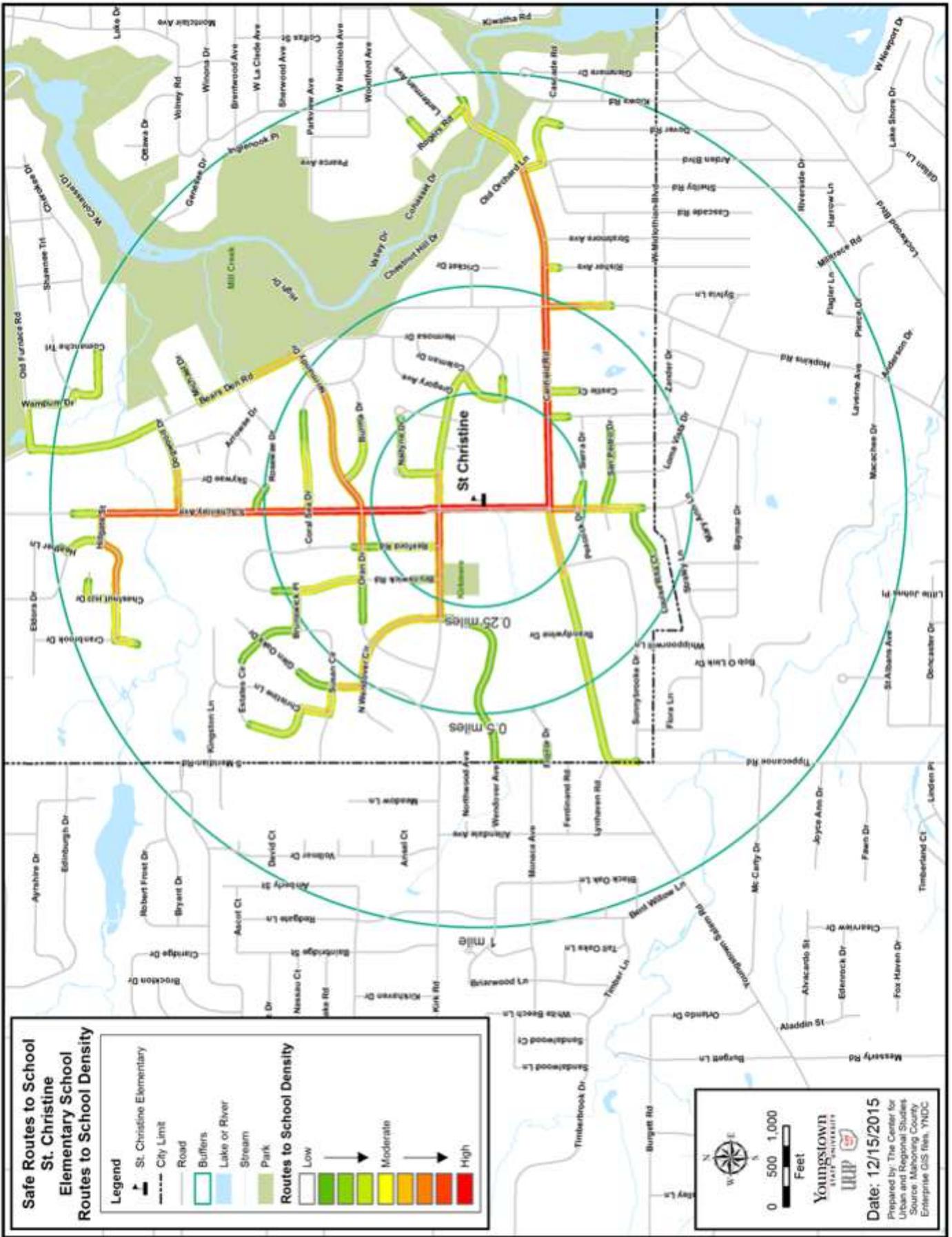
Routes to School Density

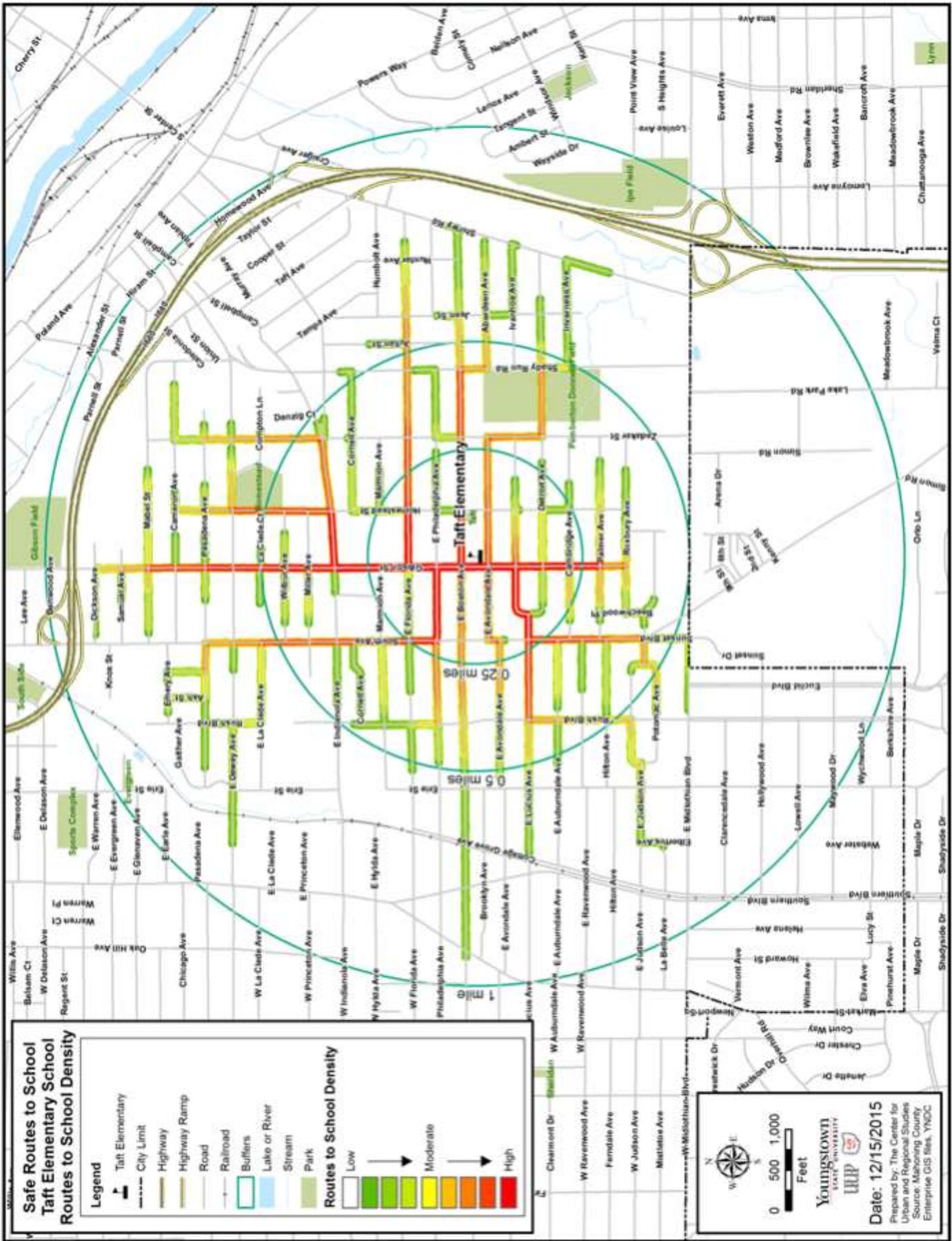
Low → Moderate → High

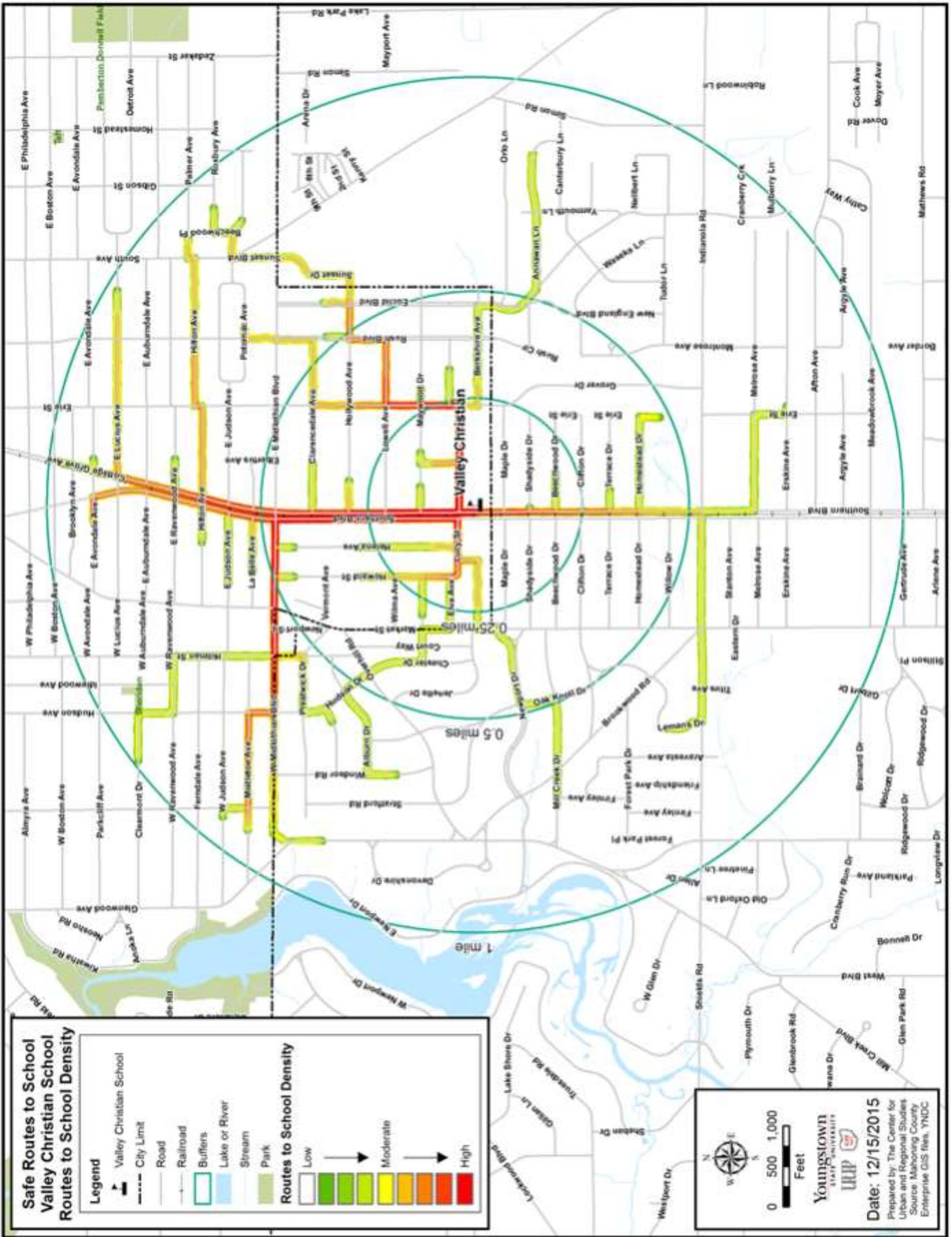
0 500 1,000
Feet

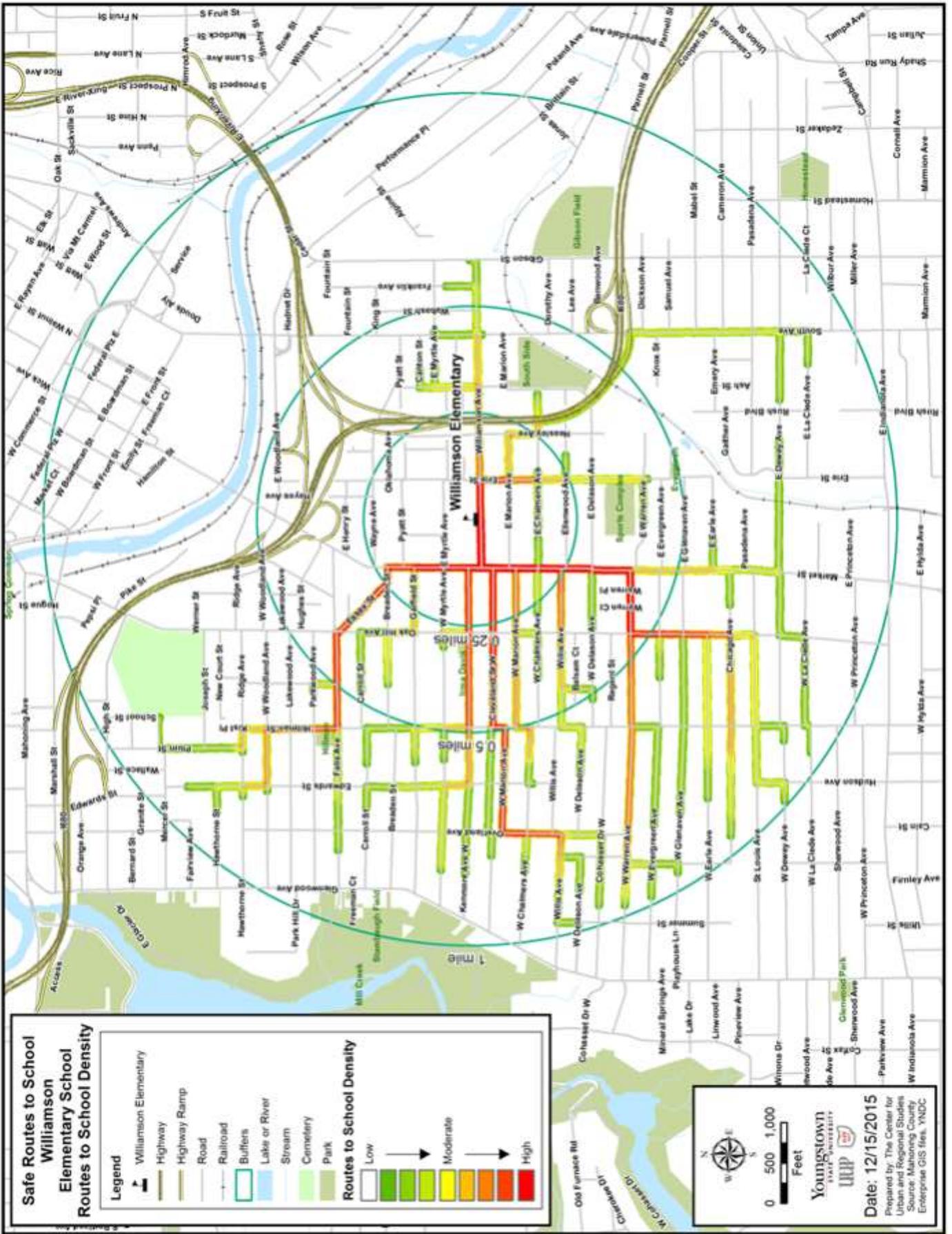
Youngstown
STATE UNIVERSITY
UWP

Date: 12/15/2015
Prepared by: The Center for
Urban and Regional Studies
Source: Mahoning County
Enterprise GIS files, YNDC

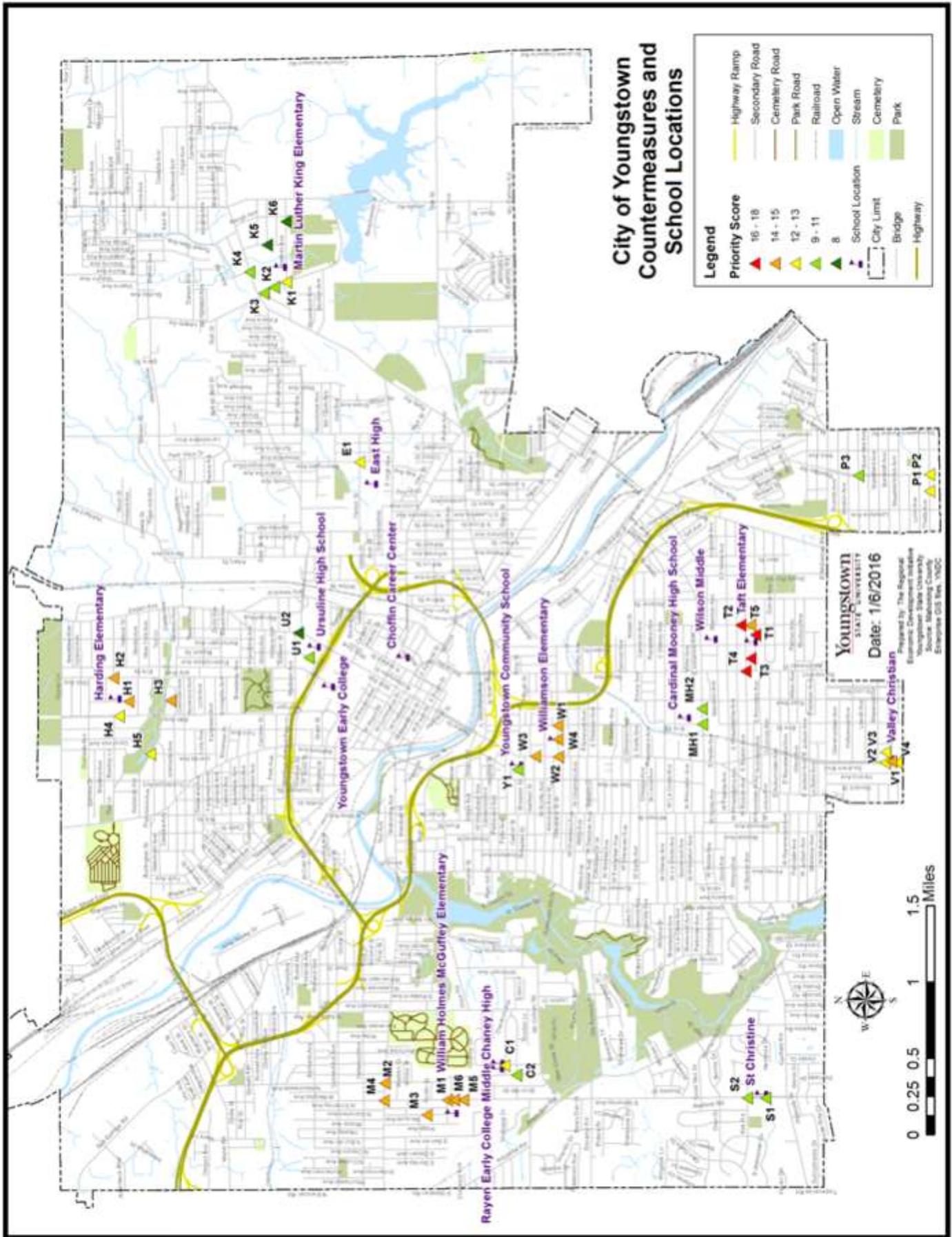








Appendix F



Appendix G