

Oberlin School Travel Plan

MARCH 2021



Contents

- 1. Executive Summary[1](#)
- 2. Oberlin City Schools[5](#)
- 3. Current Student Travel [11](#)
- 4. Public Input..... [33](#)
- 5. Key Issues Impacting SRTS [37](#)
- 6. Recommended Countermeasures [41](#)
- 7. Pledge of Support and Endorsements [59](#)

Appendix

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

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Acknowledgments

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Oberlin City School District

Dr. David H. Hall, *Superintendent*

City of Oberlin

Robert Hillard, *City Manager*

Jeff Bauman, *Public Works Director*

Lorain County Public Health

David Covell, *MPH, RS, Health Commissioner*

Douglas G. McDonald, *MD, Medical Director*

Joyce Davis, *BS, MCHES, Retired Director of Health Promotion and Chronic Disease Prevention*

Erin R Murphy, *MPH, Director of Health Promotion and Chronic Disease Prevention*

Kat Bray, *MS, CHES, Health Education Specialist, CHC Coordinator*

Sara Tillie, *MPH, MUPD Health Education Specialist*

Vivian Taylor, *MSW, Health Education Specialist*

Oversight Committee

Ben Eiskamp, *Oberlin City Schools*

Brian Joyner, *Oberlin City Schools*

Carrie Handy, *City of Oberlin*

Chris Frank, *Oberlin City Schools*

Ian Yarber, *City of Oberlin*

Jackie Hatfield, *Lorain Metropolitan Housing Authority*

Jay Nimene, *Oberlin City Schools*

Jeni Hoover, *(Parent) Kendal Early Learning Ctr.*

Jennifer Keathley, *(Parent) OberlinKids Collab.*

Jeremy Adato, *Ohio Dept. of Transportation*

Jim Eibel, *Oberlin City Schools*

Kate Moening, *NOACA*

Robert Rinehart, *Oberlin City Schools*

Ronald Bier, *Oberlin City Schools*

Sharon Pearson, *United Way Lorain County*

Consultant Team

David Shipps, *AICP, Columbus Office Director, Toole Design*

Katie O'Lone, *AICP, Project Manger, Toole Design*

Arthur Cashwell IV, *Planner, Toole Design*

Julie Walcoff, *Senior Planner, Toole Design*

Mariel Colman, *PE, Engineer, Toole Design*

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Executive Summary

1

Executive Summary

The Oberlin Active Transportation subcommittee of Lorain County Public Health (LCPH)'s Creating Healthy Communities (CHC) Coalition collaborated with the City of Oberlin and Oberlin City Schools to update their School Travel Plan (STP). This chapter provides an overview of the project and a timeline of the planning process.

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Project Overview

Currently Oberlin City Schools is comprised of four schools, Prospect Elementary, Eastwood Elementary, Langston Middle, and Oberlin High School. In Fall 2021, the two elementary schools will be consolidated and re-located adjacent to the High School. With Langston Middle located only a few blocks from the future elementary and high school campus, all students attending an Oberlin City School will be impacted by the recommendations in this plan.

City Demographics

According to the census of 2010, there were 8,286 people, 2,730 households, and 1,381 families residing within Oberlin. There are 960 total students enrolled at Oberlin City Schools.* The City is surrounded by rural and semi-rural townships and is known for Oberlin College and the college's music program. The College contributes to its lower than average overall median age of

23 compared to the median age of 41 for the Cleveland - Elyria Metro Area.

The population of Oberlin is majority white (70 percent) followed by 13.5 percent Black, 8.4 percent two or more races, and 6.5 percent Asian. 28 percent of the population lives below the poverty line, about double the rate of the Cleveland - Elyria Metro Area. Nine percent of Oberlin households do not have a vehicle available, slightly lower than the Cleveland - Elyria Metro area (ten percent), and slightly higher than statewide (eight percent).** Demographic information specific to the student population is covered in Chapter 2.

Planning Process

A SRTS Oversight Committee was formed at the beginning of the project to provide guidance and oversee the planning process. One of the committee's first tasks was to create the vision and mission statements (page 3). Throughout

the process the oversight committee provided input through regular meetings. Public input was gathered at major milestones:

- » Existing Conditions
- » Draft Recommendations
- » Prioritizing Projects

Draft recommendations were presented to the Oberlin City Council Sidewalk Subcommittee in January 2021 and the final plan was presented to the full Council on March 1, 2021 (see Chapter 7 for council resolution). Following Council endorsement the STP was finalized.

* School enrollement count from [Ohio School Report Cards](#)

** Demographic data from [Census Reporter](#). See Appendix X for City of Oberlin Demographics, Health, & Policy Report 2020.

VISION

Through collaboration, technology and innovation, the City of Oberlin School Travel plan creates and supports the culture shift toward increased walking and biking for transportation. Students of all ages and abilities in Oberlin are able to choose healthy, safe, accessible and convenient options of active transportation to school and community destinations.

MISSION

The plan provides customized ideas for all 6 E's, engagement, equity, education, encouragement, engineering changes, and evaluation. Outcomes are measured through participation, funding leveraged, and continuous community feedback. Commitment and success is sustained through alignment with the city's Climate Action Plan and school policy.

Project Milestones

Spring 2020

Kick-Off Oversight Committee Mtg

Existing Conditions

Analysis, Walk Audits, Public Meetings

Summer 2020

Oversight Committee Meeting

Reviewed Existing Conditions and discussed potential recommendations

Fall 2020

Draft Recommendations

Reviewed Draft Recommendations with Oversight Committee and Public Meetings

Winter 2021

Prioritization

Finalized Network Recommendations and discussed priority projects with Oversight Committee, Public Meetings

Final Plan

Early Spring 2021

Apply for funding

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Langston
Middle
School

Oberlin City Schools

2

Oberlin City Schools

The Oberlin City School District currently consists of four schools. In Fall 2021, the two elementary schools will be consolidated into one campus and re-located into one school adjacent to the High School (Table 1). The eventual goal is to move the Langston Middle School to this location creating one district-wide school campus. The following tables provide information on the school locations and student demographics. Map 1 and 2 shows student residences in relation to the high school and future elementary school campus. The map shows that many students live less than a mile from the schools or less than a 20 minute walk.

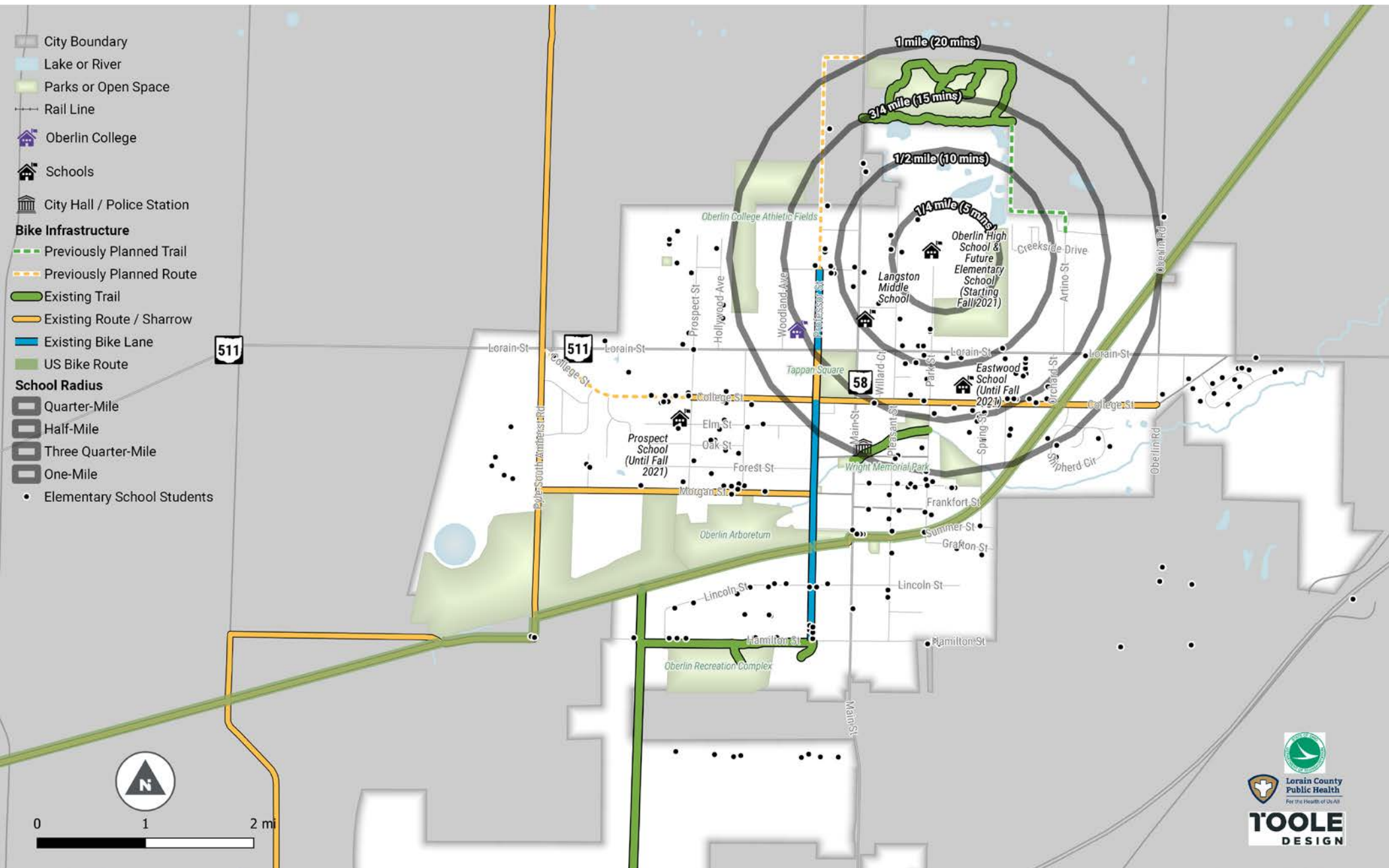
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Table 1. Target Schools

School District	School Name	School Address	Grades served
Oberlin	Oberlin Elementary School (Formerly Prospect Elementary School and Eastwood Elementary School)	210 N Park St. Oberlin, OH 44074	(K-5)
Oberlin	Langston Middle School	150 N Pleasant St. Oberlin, OH 44074	(6-8)
Oberlin	Oberlin High School*	281 N Pleasant St. Oberlin, OH 44074	(9-12)

* Due to the campus nature of the schools, 316 Oberlin High School students will also be impacted, even though they are not directly eligible for ODOT SRTS funding.

Map 1. School Address Map (Elementary Students)



Map 2. School Address Map (All Students)

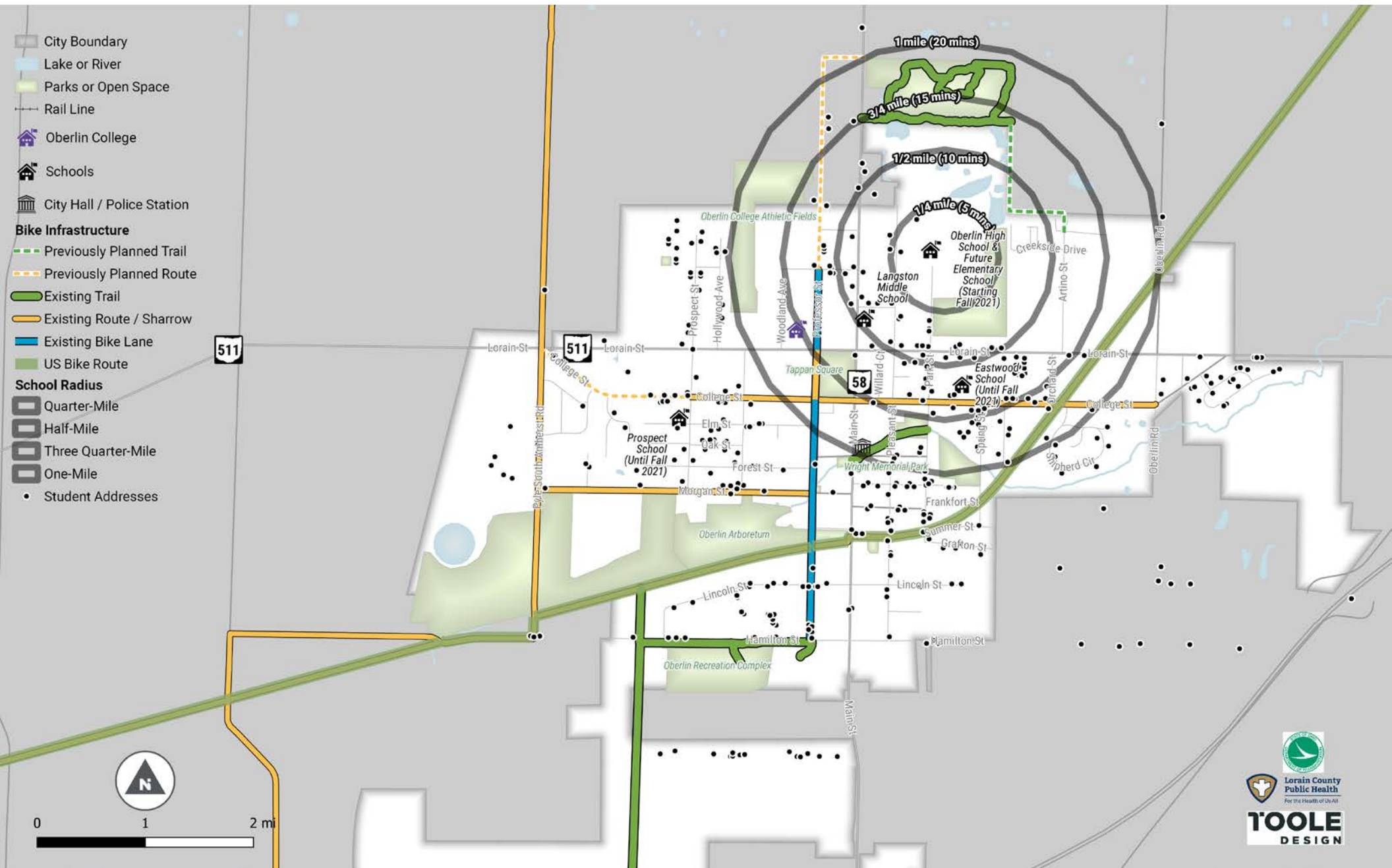


Table 2. Student Demographics

Students 2020-2021*											
School	Average Daily 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
Eastwood Elementary School	242	16.0%	NC	NC	13.3%	20.2%	49.0%	64%	NC	16.5%	NC
Prospect Elementary School	217	13.9%	NC	NC	11.4%	18.7%	55.0%	70%	NC	16.9%	NC
Langston Middle School	232	23.2%	NC	NC	11.8%	22.2%	41.5%	49%	NC	19.7%	NC
Oberlin High School	268	21.2%	NC	NC	11.2%	16.8%	47.7%	42%	NC	12.0%	NC

*Data Source: [Ohio School Report Cards](#). If enrollment is less than 10, results are Not Calculated (NC).

**Data Source: [Ohio Department of Education Free and Reduced Price Meal Eligibility](#)

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Current Student Travel

3

Current Student Travel

This chapter covers district-wide transportation policies for students, identifies student travel patterns for individual schools, and provides a series of existing conditions maps.

District Policies

Transportation (8600)

All preschool and kindergarten students within the Oberlin School District are provided bus transportation. All other students that live beyond one mile from the school are also provided bus transportation.

Student Use of Bicycles and Motor Vehicles (5514)

Bicycle and motor vehicles for travel to and from school are the responsibility of the students. Students are expected to observe safety rules and display courtesy and consideration toward others while using a bicycle or motor vehicle.

Safety Patrol (5860)

Safety patrols are permitted for students in grade 5 with the intent to instruct students in good safety habits. Safety Patrol also provides leadership opportunities for participants. Members are assigned to control and direct student traffic:

- » In school buildings;
- » On school grounds; and
- » On sidewalks or paths adjacent to a street or roadway.

Active Transportation + SRTS Survey

Walking and/or Bicycling to and from School

Hearing the voice of the public regarding biking and walking was crucial in forming the recommended network and will be essential in promoting safety and comfortability for existing and future users as the plan is implemented. 147 people completed the Active Transportation + SRTS survey. Some notable key takeaways are:

- » Approximately 20% of respondents rely on some form of active transportation for their daily commutes
- » "Distance" is the single leading factor affecting a parent or caregiver's decision to allow their child(ren) to bike/walk to school
- » Over 22% of parents are deterred by

inadequate crossings or bicycle/pedestrian infrastructure.

Figures 1-3 display survey results. While 39 percent of respondents said their child already walks or bikes to school, 62 percent said they would probably allow their child to walk or bike to school if there were infrastructure or programmatic improvements to the walking or biking routes. Only 18 percent responded that they would not allow their students to walk or bike to school.

Figure 1. Do you or your child already walk or bike to/from school?

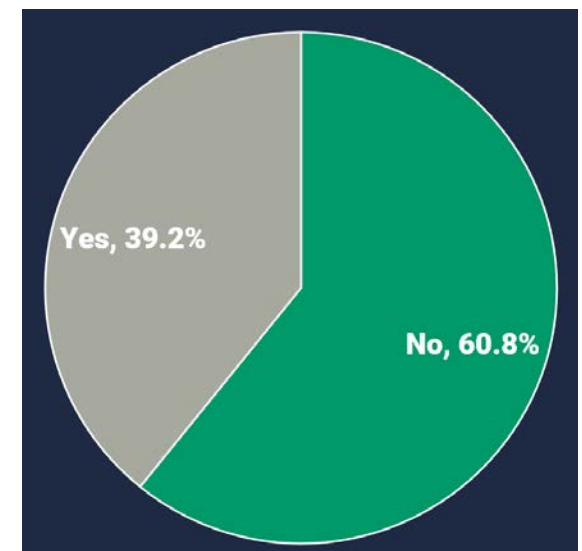


Figure 2. What issues affected your decision, or the decision to allow your child to walk or bike to/from school?

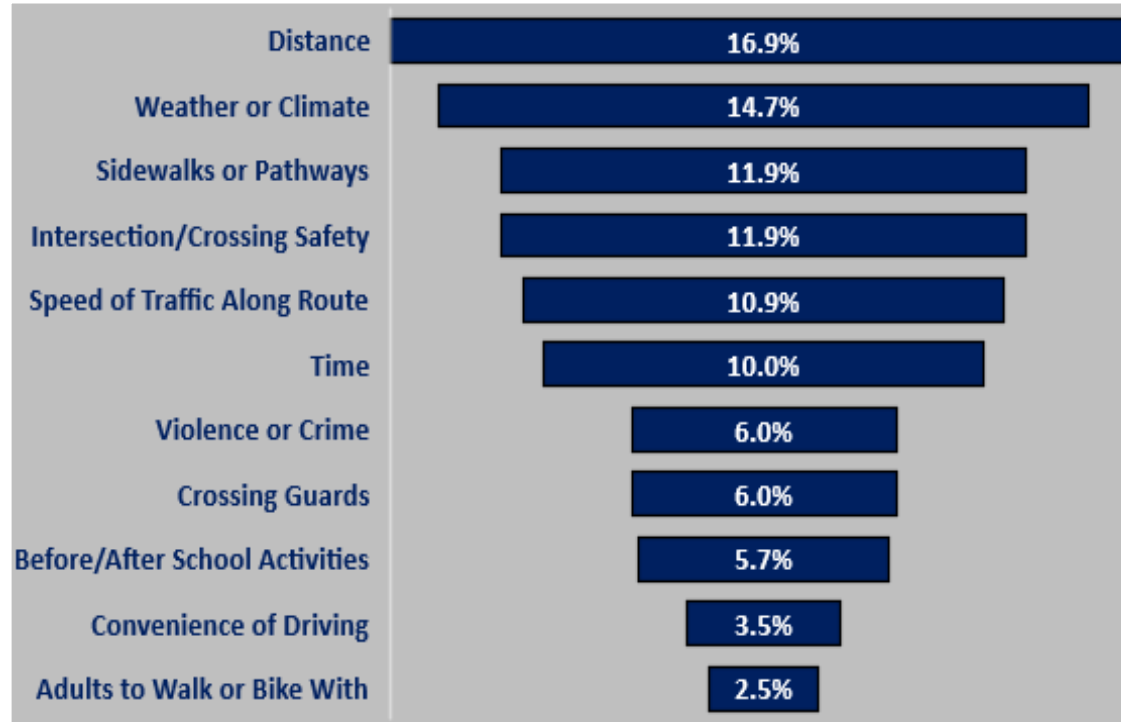
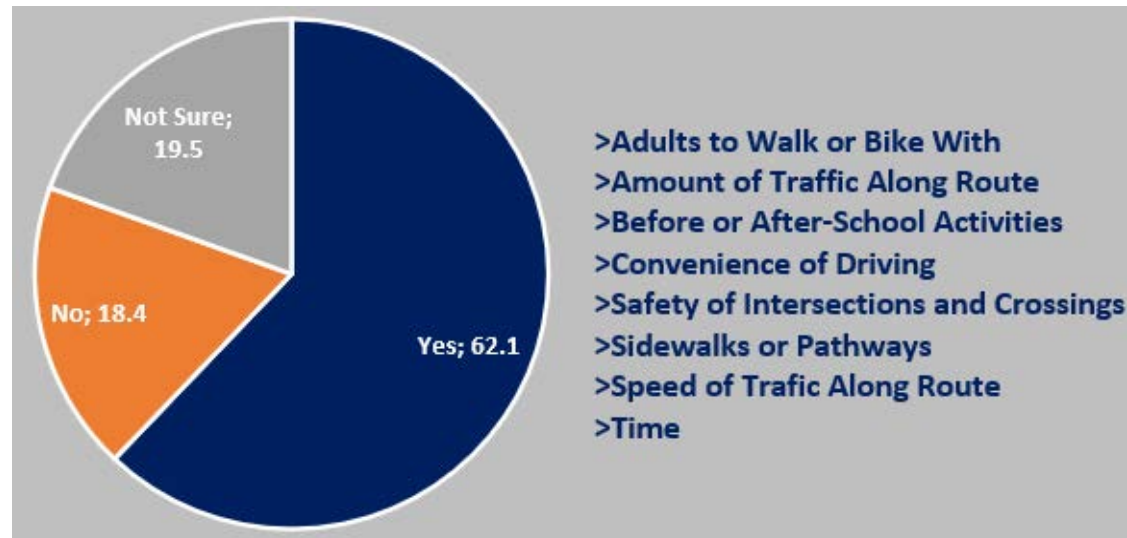


Figure 3. Would you, or would you probably allow your child to walk or bike to/from school if the following were changed or improved?



Prospect Elementary School Profile

Principal Survey

Students walking and biking to/from school

Approximately 10-25% of students regularly travel to/from school by walking or bicycling. A key intersection for students walking and bicycling to/from school is crossing SR 58.

Barriers to walking and biking

Key barriers to students choosing to walk to/from the school according to the school principal include safety concerns at crossings and lack of adult supervision. Key barriers to students biking include lack of bicycle infrastructure on roadways, lack of shared use path/trails near school, safety concerns at crossings, and lack of adult supervision.

Policies

The school does not have any policies that limit students for walking or biking to school. Crossing guards are at the corner of Prospect and College and Prospect and Lorain.

Education

Prospect is currently not implementing any SRTS specific activities, but would consider implementing the following:

- » Pedestrian safety education
- » Bicycle safety education
- » Education regarding the health benefits of walking and bicycle to school
- » Education regarding the environmental benefits of walking and bicycling to school
- » International Walk to School Day
- » Events (e., weekly or monthly Walk on Wednesdays)
- » Walking school buses (adult supervised groups of children who regularly walk to/from school together)

Table 3. Prospect Elementary - How many students live within walking and bicycling distance of school?*

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	19	6%
Within 1/2 mile of school	38	12%
Within 1 mile of school	165	52%
Within 2 miles of school	252	80%

* Total number of student enrolled = 316. A map of the school with student addresses and crash data is available in the Appendices.

Relevant traffic crashes**

There were **7** pedestrian crashes within the STP study area.

The crashes resulted in **1** pedestrian fatality.

There were **21** bicycle-related crashes within the STP study area.

The crashes resulted in **2** bicyclist fatalities.

** Data includes all crashes (student and non-students). Due to the proximity of the school campuses the relevant traffic crashes for each school are the same.

Eastwood Elementary School Profile

Principal Survey

Students walking and biking to/from school

Approximately 10-25% of student regularly travel to/from school by walking or bicycling. A key intersection for students walking and bicycling to/from school is Spring Street.

Barriers to walking and biking

Key barriers to students choosing to walk to/from the school according to the school principal include safety concerns at crossings. Key barriers to students biking include safety concerns at crossings and lack of adult supervision.

Policies

The school does not have any policies that limit students for walking or biking to school.

Education

Eastwood is currently not implementing any SRTS specific activities, but would consider implementing the following:

- » Pedestrian safety education
- » Bicycle safety education
- » Personal security education
- » International Walk to School Day
- » Events (e., weekly or monthly Walk on Wednesdays)
- » Walking school buses (adult supervised groups of children who regularly walk to/from school together)

Table 4. Eastwood Elementary - How many students live within walking and bicycling distance of school?*

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	32	13%
Within 1/2 mile of school	66	26%
Within 1 mile of school	131	52%
Within 2 miles of school	201	80%

* Total number of student enrolled = 252. A map of the school with student addresses and crash data is available in the Appendices.

New Oberlin Elementary School

Based on 2020-2021 enrollment the number of students that live within walking distance is shown below for the new elementary school location.

Table 5. New Oberlin Elementary School - How many students live within walking and bicycling distance of school?*

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	2	< 1%
Within 1/2 mile of school	18	3%
Within 1 mile of school	121	21%
Within 2 miles of school	313	55%

* Total estimated number of students enrolled = 568.

Langston Middle School Profile

Principal Survey

Students walking and biking to/from school

Approximately 10-25% of student regularly travel to/from school by walking or bicycling. Key intersections for students walking and bicycling to/from school are crossing Pleasant Street and Lorain St. (SR 511), Main St. (SR 58) and Lorain St. (SR 511), and Main St. (SR 58) and Maple St.

Barriers to walking and biking

Key barriers to students choosing to walk to/from the school according to the school principal include safety concerns at intersections and crossings, speed of traffic along key student walking routes, and volume of traffic along key student walking routes. Key barriers to students biking is a lack of bicycle infrastructure on roadways.

Policies

The school does not have any policies that limit students from walking or biking to school.

Education

Langston Middle is currently implementing events related to walking and bicycling and mileage clubs or contests. The school would consider implementing the following:

- » Pedestrian safety education
- » Bicycle safety education
- » Personal security education
- » Education regarding the health benefits of walking and bicycle to school
- » Education regarding the environmental benefits of walking and bicycling to school
- » International Walk to School Day

- » Walking school buses (adult supervised groups of children who regularly walk to/from school together)
- » Carpools
- » Speed reduction campaign
- » Assessment of pedestrian and bicycle infrastructure in the area around the school walk zone

Table 7. Langston Middle - How many students live within walking and bicycling distance of school?*

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	17	7%
Within 1/2 mile of school	52	22%
Within 1 mile of school	123	53%
Within 2 miles of school	192	82%

* Total number of students enrolled = 233. A map of the school with student addresses and crash data is available in the Appendices.

Oberlin High School Profile

Principal Survey

Students walking and biking to/from school

There is no available data on the percentage of students who regularly travel to/from school by walking or bicycling. Key intersections for students walking and bicycling to/from school is Lorain St. (SR 511) and Main St. (SR 58).

Barriers to walking and biking

Key barriers to students choosing to walk and/or bike to/from the school according to the school principal include before and/or after-school activities and most students live too far from the school.

Policies

The school does not have any policies that limit students for walking or biking to school.

Education

Oberlin High School is currently not implementing any SRTS specific activities, but would consider implementing the following:

- » Personal security education
- » International Walk to School Day
- » Mileage clubs or contests (students track miles walked in return for prizes or incentives)
- » No phone zone campaign (to discourage cell phone use while driving)
- » Assessment of pedestrian and bicycle infrastructure in the area around the school walk zone

Table 8. Oberlin High School - How many students live within walking and bicycling distance of school?*

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	13	6%
Within 1/2 mile of school	23	11%
Within 1 mile of school	104	47%
Within 2 miles of school	167	76%

* Total number of students enrolled = 219. A map of the school with student addresses and crash data is available in the Appendices.

Existing Infrastructure

Today, pedestrian and bicycle infrastructure exists throughout the study area as illustrated in Map 3. Most notable is the North Coast Inland Trail that runs from southwest to northeast Oberlin, and eventually connects to the city of Elyria. There are, however, key gaps, such as bicycle connections to the high school and future elementary school campus.

Additionally, existing infrastructure does not encompass the entire study area, and some existing facilities are substandard and/or damaged (see Map 9 Walk Audit Observations). These types of barriers can limit mobility for those who already use active transportation, as well as discourage new users.

Map 3. Existing Infrastructure

-  City Boundary
-  Lake or River
-  Parks or Open Space
-  Rail Line
-  Oberlin College
-  Schools
-  City Hall / Police Station
- Bike Infrastructure**
-  Previously Planned Trail
-  Previously Planned Route
-  Existing Trail
-  Existing Route / Sharrow
-  Existing Bike Lane
-  US Bike Route



City Active Transportation Plan (ATP) Map

City staff created an ATP Map that documents existing and proposed bicycle facilities. It also provides citywide sidewalk inventory. See appendix for the City ATP map with sidewalk priorities.

Bicycle Facilities

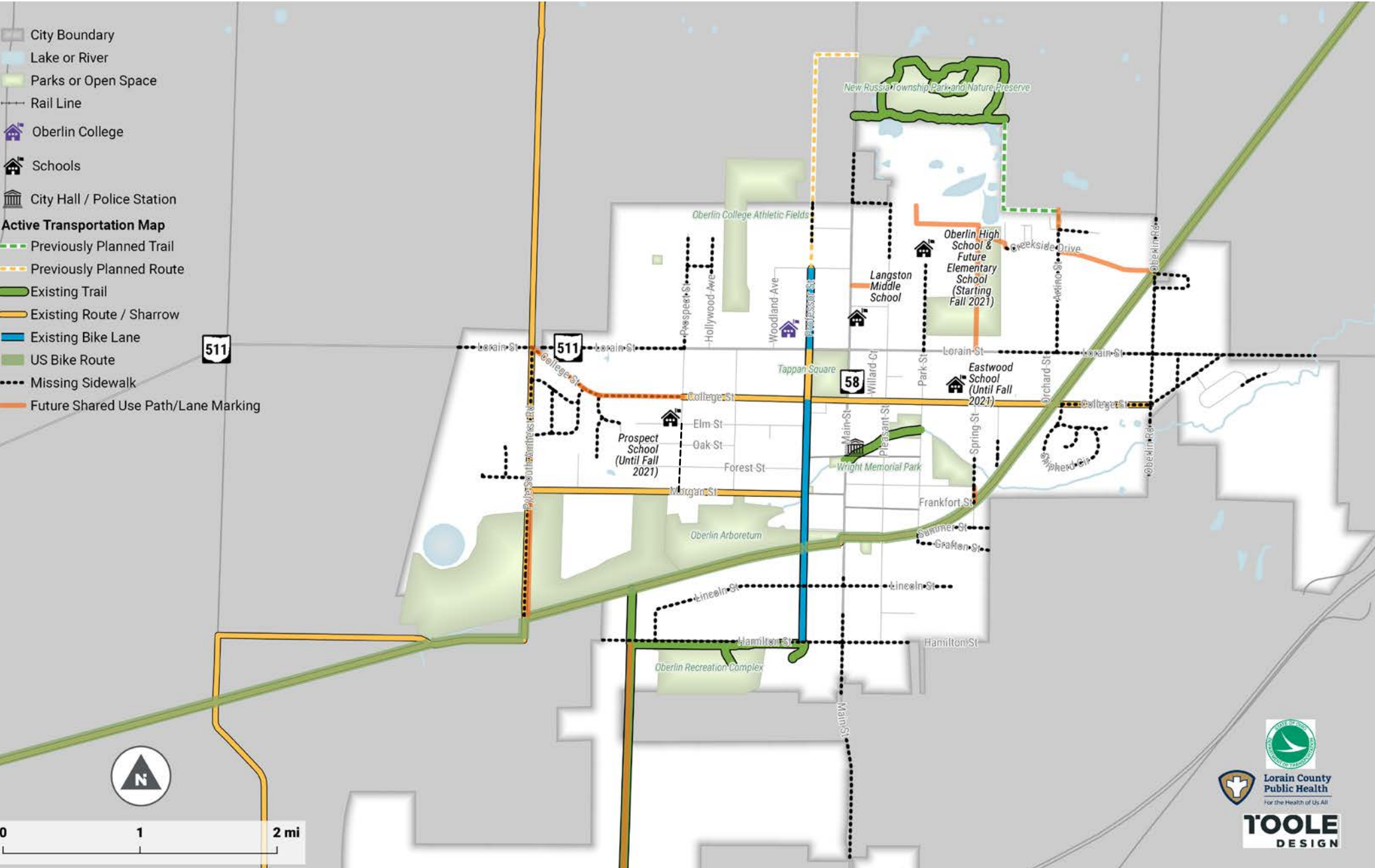
The regional network of bicycle facilities includes future US Bike Route 30, which runs through Oberlin along the North Coast Inland Trail (NCIT) The NCIT is planned to eventually extend across northern Ohio from Indiana to Pennsylvania utilizing segments of off-road trails. The city has 3.6 miles of paved multi-use trails; 1.54 miles of on-street bike lanes (North and South Professor and 7.93 miles of on-street bike routes marked with sharrows. The city has installed on-street bike parking corrals in the Central Business District.

Pedestrian Facilities

The City of Oberlin has existing sidewalks in much of the City including Downtown and several surrounding neighborhoods. Sidewalks are lacking around the perimeter of the community, especially in 1950's-1970's subdivisions.

Map 4. City ATP Map

- City Boundary
- Lake or River
- Parks or Open Space
- Rail Line
- Oberlin College
- Schools
- City Hall / Police Station
- Active Transportation Map**
- Previously Planned Trail
- Previously Planned Route
- Existing Trail
- Existing Route / Sharrow
- Existing Bike Lane
- US Bike Route
- Missing Sidewalk
- Future Shared Use Path/Lane Marking



Needs and Demand Analysis

Low income populations and communities of color are typically the most dependent on active transportation and transit. As part of the statewide active transportation plan, Walk.Bike.Ohio, ODOT conducted a needs analysis and a demand analysis for walking and biking at the census tract level. Areas of high need and high demand should be prioritized for bicycle and pedestrian improvements, because it is more likely that the residents in these areas rely more heavily on active transportation options for getting around. Several indicators were taken into account in ODOT's analyses to define need and demand including:

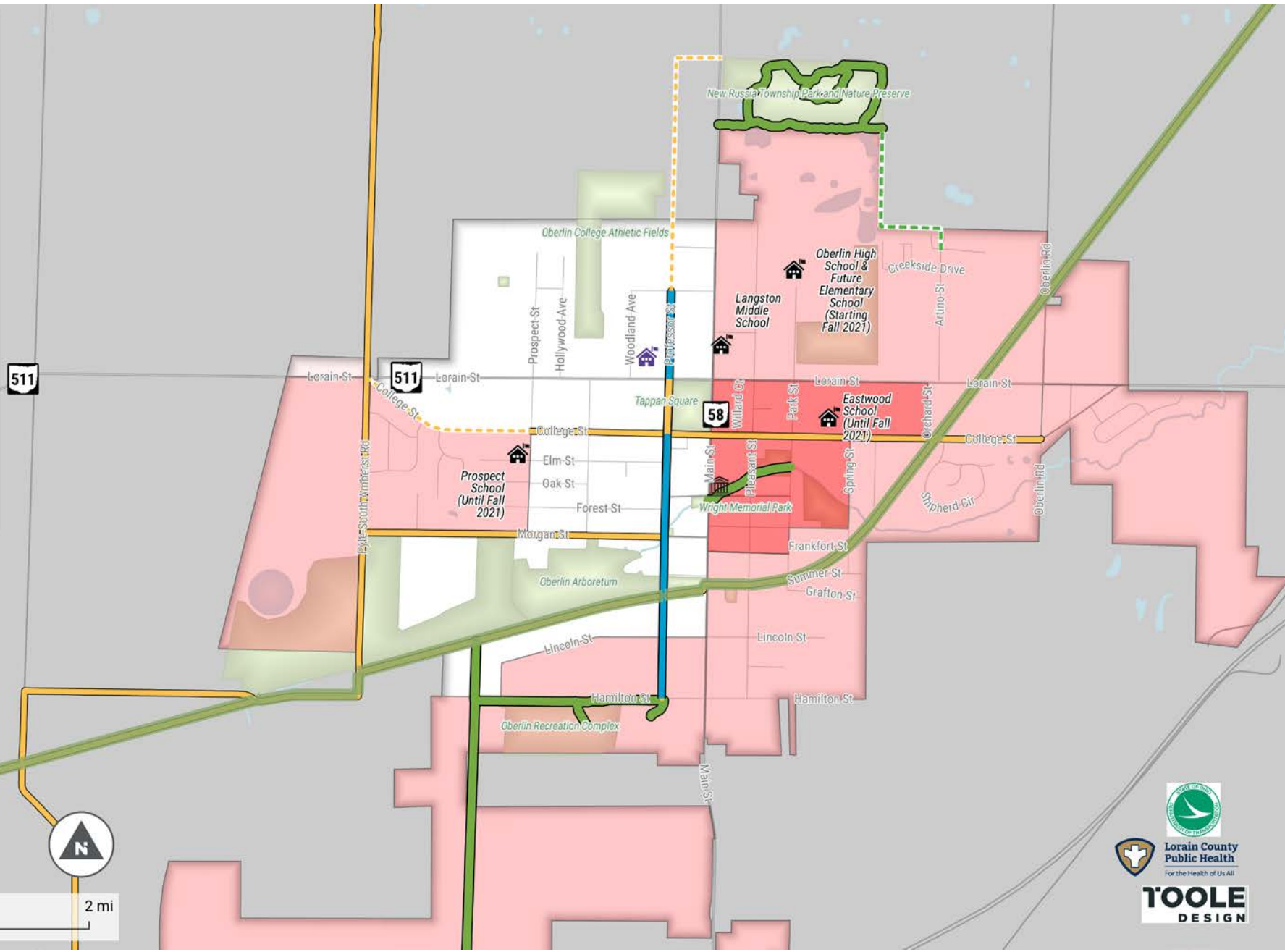
- » **Need Indicators:** Minority Groups, Youth, Older Adults, Poverty, No High School Diploma, Limited English Proficiency, and No Access to a Motor Vehicle.
- » **Demand Indicators:** Employment Density, Population Density, Walk/Bike Commute Mode, Park Density, Presence of Colleges/University, Retail Employment Density, and People at or Below 200% of the Federal Poverty Line.

Needs Analysis

High level analysis shows a higher need for walking and biking in areas East of Main Street (Map 5), which is also closer to the new school campus. Projects in this area would better connect the school and serve the highest area of need.

Map 5. Need Analysis

- City Boundary
- Lake or River
- Parks or Open Space
- Rail Line
- Oberlin College
- Schools
- City Hall / Police Station
- Bike Infrastructure**
 - Previously Planned Trail
 - Previously Planned Route
 - Existing Trail
 - Existing Route / Sharrow
 - Existing Bike Lane
 - US Bike Route
- Need Analysis**
 - 4-Highest Need
 - 3
 - 2
 - 1-Lowest Need

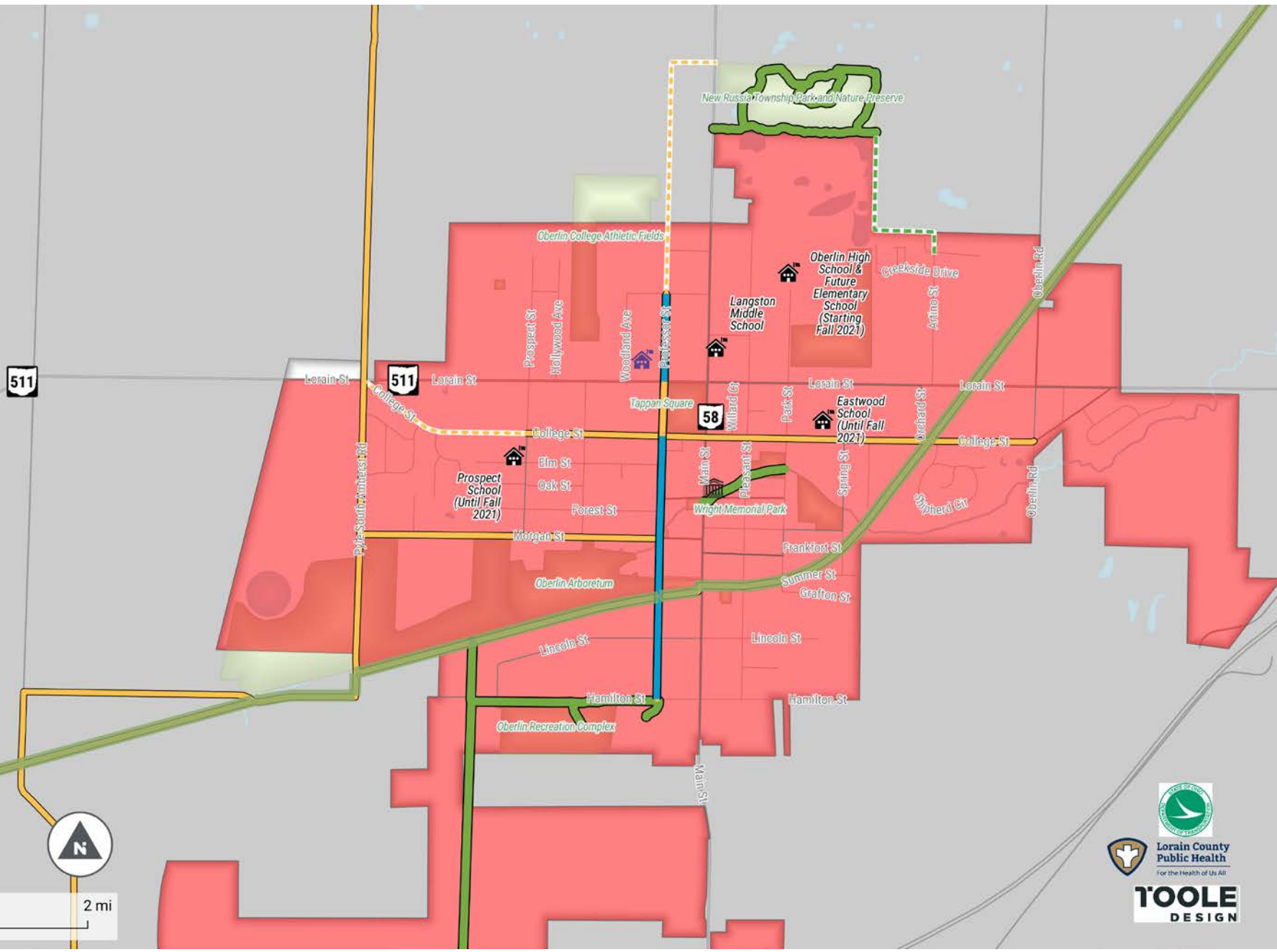


Demand Analysis

For the City of Oberlin, the analysis shows that there is an extremely high demand for walking and biking throughout the entire city, with the exception of a small portion on the far west side (Map 6). Therefore recommended improvements will serve areas of high demand.

Map 6. Demand Analysis

- City Boundary
- Lake or River
- Parks or Open Space
- Rail Line
- Oberlin College
- Schools
- City Hall / Police Station
- Bike Infrastructure**
- Previously Planned Trail
- Previously Planned Route
- Existing Trail
- Existing Route / Sharrow
- Existing Bike Lane
- US Bike Route
- Demand Analysis**
- 3-Highest Need
- 1-Lowest Need












Volume - Average Annual Daily Traffic (AADT)

AADT information was available for most of the major roadways in Oberlin. The purple, green, and brown highlighted roads have higher volumes, while the orange and yellow highlighted roads have lower volumes (<5,000 AADT). In general lower volume/speed roads are more comfortable to bike on and therefore conducive to mixed facilities (shared lanes or bicycle boulevards), while higher volume/speed roads are less comfortable to bike on and need more separated facilities (separated bike lanes, shared use paths, or sidepaths) to accommodate bicyclists of all ages and abilities.

As expected, state routes have some of the highest volumes, while some of the local roadways in downtown and surrounding neighborhoods have low traffic volumes. More information on selecting facility types by volume/speed is provided in the Recommendations chapter.

Map 7. Volume - Average Annual Daily Traffic (AADT)

-  City Boundary
-  Lake or River
-  Parks or Open Space
-  Rail Line
-  Oberlin College
-  Schools
- Amenities**
-  City Hall / Police Station
- AADT (2018)**
-  500-1,999
-  2000-4,999
-  5000-5,999
-  6,000-9,999
-  10,000+




Lorain County
Public Health
For the Health of Us All
TOOLE
DESIGN

Speed

Posted speed limit data was available mostly for the major roadways in Oberlin. Bicyclists and pedestrians have varying levels of tolerance for traffic and the stress created by volume, speed, and proximity of adjacent traffic. Their tolerance may vary by time of day or trip purpose, and it may change over time and with bicycling and/or pedestrian experience.

The royal blue highlighted roads are characterized by slower speeds (25 MPH), which depending on the volume and infrastructure can be suitable for a wide range of ages and abilities. Lower speed, lower volume roads are more conducive to mixed traffic, such as in a bicycle boulevard. Representative streets include but are not limited to:

- » Main Street (SR 58), College Street, and Hamilton Street.

The teal highlighted roads are characterized by slightly higher speeds (35 MPH). Higher speed, higher volume roads need bike lanes or separated facilities for bicyclists to feel comfortable adjacent to motorist traffic. Representative streets include but are not limited to:

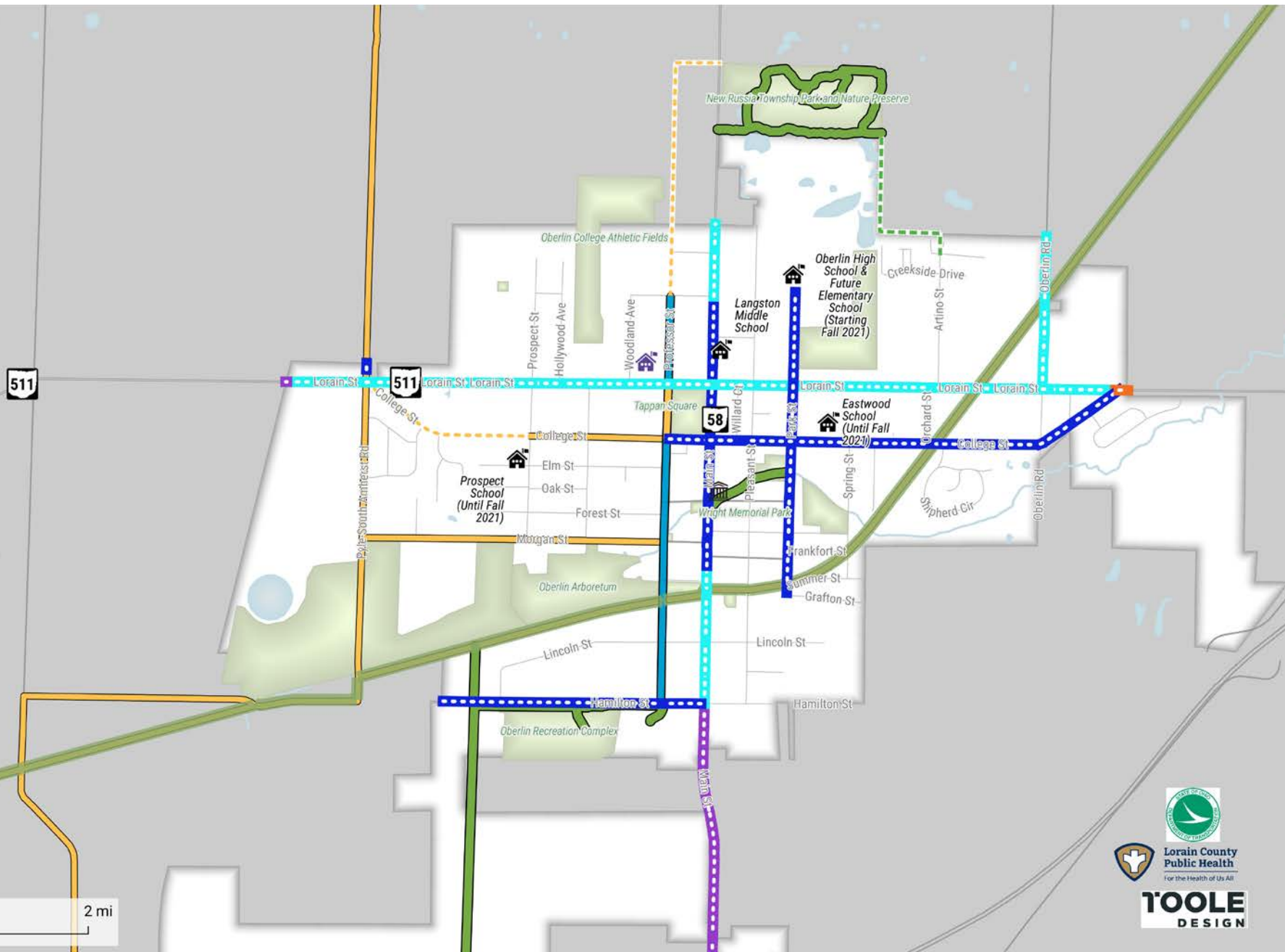
- » Main Street (SR 58), Lorain St (SR 511), Park Street, and Oberlin Road.

The orange highlighted roads have higher speeds. Roads within this category have moderately high speeds (45 MPH). Only a small segment is representative in the City of Oberlin on Lorain St (SR 511).

The purple highlighted roads are typically not suitable for even the most experienced adult bicyclists. Roads within this category are characterized by very high speeds (50+ MPH), multiple adjacent travel lanes, and limited access. Only a small segment is representative in the City of Oberlin.

Map 8. Speed Limit

- City Boundary
- Lake or River
- Parks or Open Space
- Rail Line
- Oberlin College
- Schools
- City Hall / Police Station
- Bike Infrastructure**
- Previously Planned Trail
- Previously Planned Route
- Existing Trail
- Existing Route / Sharrow
- Existing Bike Lane
- US Bike Route
- Road Network-Speed Limit**
- Speed Data Unavailable
- 25 MPH
- 35 MPH
- 45 MPH
- 50+ MPH



Crash Analysis

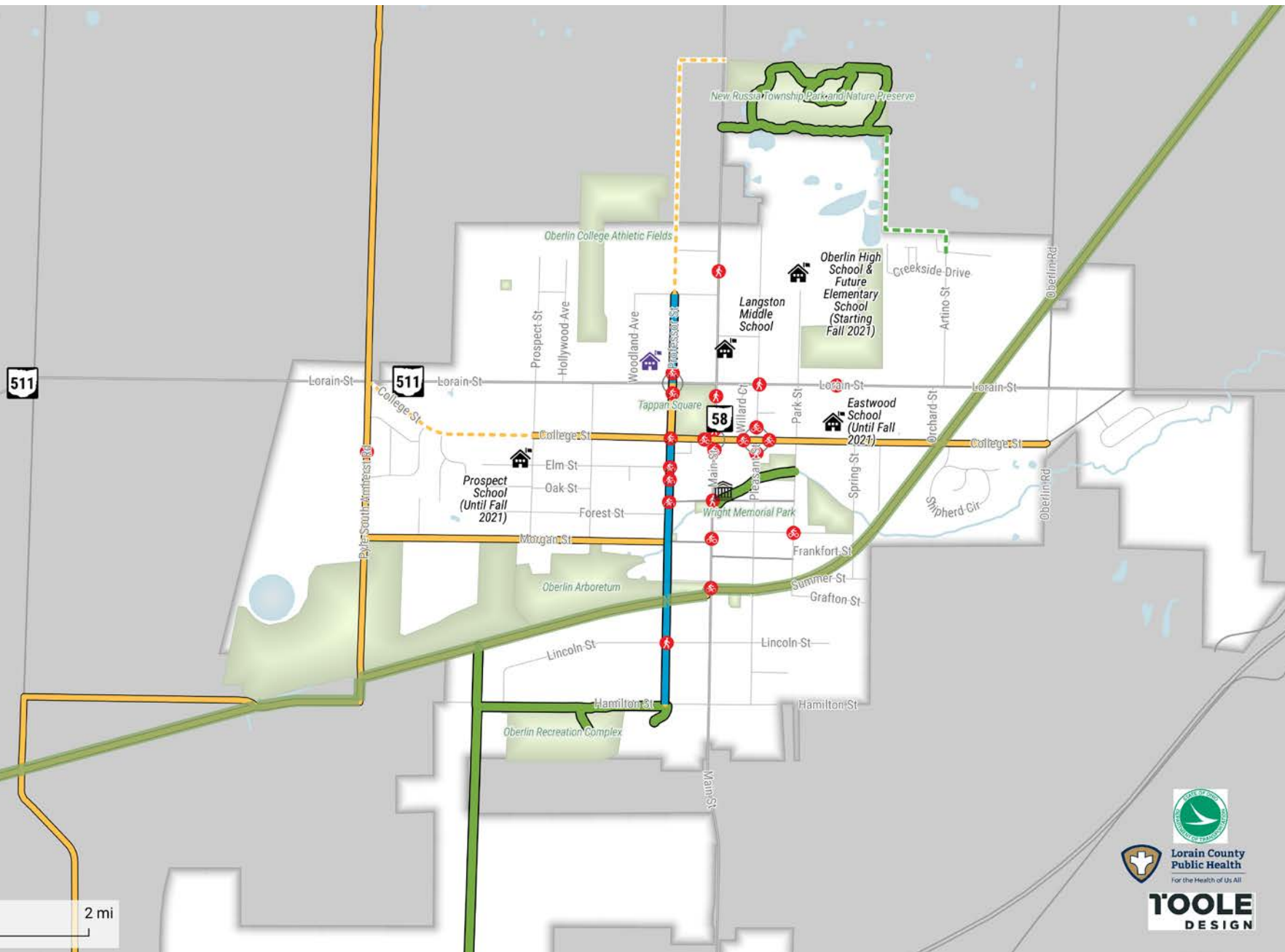
ODOT conducted an analysis of fatal and serious injury (FSI) bicyclist and pedestrian crashes from 2009 to 2018 for the Walk.Bike.Ohio statewide active transportation plan. When compared with all 88 Ohio counties, **Lorain County, which Oberlin is located within, ranks 23rd for bicyclists and 49th for pedestrians for highest annual FSI bicycle and pedestrian crash rate per population.*** Throughout the state FSI bicyclist and pedestrian crashes are primarily concentrated on arterial roadways, which also holds true for the City of Oberlin.

Map 9 displays all pedestrian and bicyclist crashes from 2015-2019 in the City of Oberlin. There are concentrations of crashes along arterial roadways, such as College Street, Professor Street, and Main Street and at intersections including State Route 58 and College Street.

* FSI data from [Walk.Bike.Ohio Bicyclist Safety Analysis](#) and [Walk.Bike.Ohio Pedestrian Safety Analysis](#).

Map 9. Bicycle and Pedestrian Crashes (2015-2019)

- City Boundary
- Lake or River
- Parks or Open Space
- Rail Line
- Oberlin College
- Schools
- City Hall / Police Station
- Bike Infrastructure**
- Previously Planned Trail
- Previously Planned Route
- Existing Trail
- Existing Route / Sharrow
- Existing Bike Lane
- US Bike Route
- Crashes**
- Pedestrian
- Bicycle



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Public Input

4

Public Input

Community engagement was an essential tool in the plan development process. Involving the public builds trust in the Plan and improves the overall quality of the findings. Public input was collected through several methods: oversight committee meetings, online maps and surveys.



Public Meeting for Oberlin Safe Routes to School


Wednesday, July 29th

Either 4 p.m. - 5 p.m. OR 5 p.m. - 6 p.m.

Zoom Meeting Link

tooledesign.zoom.us/j/96751011472

We need your input on how to improve walking and biking to school! Questions? Call (440) 284-3257



Advertisement for first Oberlin STP Public Meeting (see appendix for public meeting 2 and 3 advertisements)

Oversight Committee Meetings

An Oversight Committee directed the strategic planning process and development of the network. Comprised of people invested in active transportation in Oberlin, the committee met regularly and at other key milestones throughout plan development; their feedback on public participation efforts, study methods, and draft network recommendations ensured that the STP reflected the community's needs. Key touch points included:

- » **Kick-off Meeting**
- » **Existing Conditions Meeting**
- » **Draft Recommendations**
- » **Priority Recommendations**

Online Surveys

A total of two online surveys were created to help guide the plan recommendations (see appendix for all survey responses). The surveys were available via the project website and included:

- » Active Transportation + SRTS Survey (147 responses) that gathered information on how students currently walk and bike in Oberlin.
- » Draft Recommendations Survey (47 complete responses, 31 partial responses) that asked residents for feedback on draft recommendations. Nearly 80 percent of respondents were parents or guardians with 49 percent having a student in elementary school.

Interviews

All four school principals were interviewed on student travel behaviors. In addition, nine community stakeholder interviews were conducted that informed the existing conditions analysis. Stakeholders included representatives from the following:

- » Mount Zion Baptist Church of Oberlin
- » POWER
- » Oberlin Community Services
- » Community Member
- » First Church of Oberlin
- » Oberlin House of the Lord Fellowship
- » Greenedge Fund Oberlin College
- » Oberlin Food Hub
- » Oberlin Kids Community Collaborative

Public Meetings

To reach a diverse and broad cross-section of the public, three meetings were conducted virtually and recorded for resident convenience. These meetings were held to promote active transportation and receive valuable feedback.

- » **Existing Conditions Meeting**
- » **Draft Recommendations**
- » **Prioritization**

Engagement & COVID-19

As a response to the COVID-19 pandemic, the project team adapted and implemented remote public outreach methods, including online surveys and virtual public meetings. The methods used aimed to facilitate an inclusive and diverse community engagement process, but there are challenges with online accessibility. Meetings were recorded so that the public could watch at a later time if unable to attend during the scheduled time.

In addition, to provide more opportunities for input, paper worksheets for the general public were created and distributed at community centers. Unfortunately, there were no responses from the paper worksheets. Online engagement during the pandemic proved more successful.

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Key Issues Impacting SRTS

5

Key Issues Impacting SRTS

During the first public meeting a gaps and barriers exercise was completed and in June 2020 five walk audits near Oberlin Schools were completed. Walk audits identified barriers, such as sidewalk gaps as well as good crosswalks and general observations, such as vegetation blocking a sidewalk path.

Gaps and Barriers Exercise

During the first public meeting, participants identified barriers to walking and biking to and from school. Major barriers included:

- » missing sidewalks;
- » speed and traffic concerns for bicyclists along College St; and
- » difficult intersections to cross including several along College St.

Key Takeaways

- » Intersections- are difficult to cross due to lack of/inadequate pedestrian signals and crosswalks.
- » Park Street- frequently used route for walking/ biking, however, based on community feedback it does not feel safe.
- » College Street- has missing sidewalks for residents and visitors.

Walk Audits

The five walk audits that were conducted were:

- » **Walk Audit #1:** High School Campus
- » **Walk Audit #2:** Middle School Campus
- » **Walk Audit #3:** State Route 511 (Lorain St.)
- » **Walk Audit #4:** College Street
- » **Walk Audit #5:** N. Pleasant St. and N Park St.

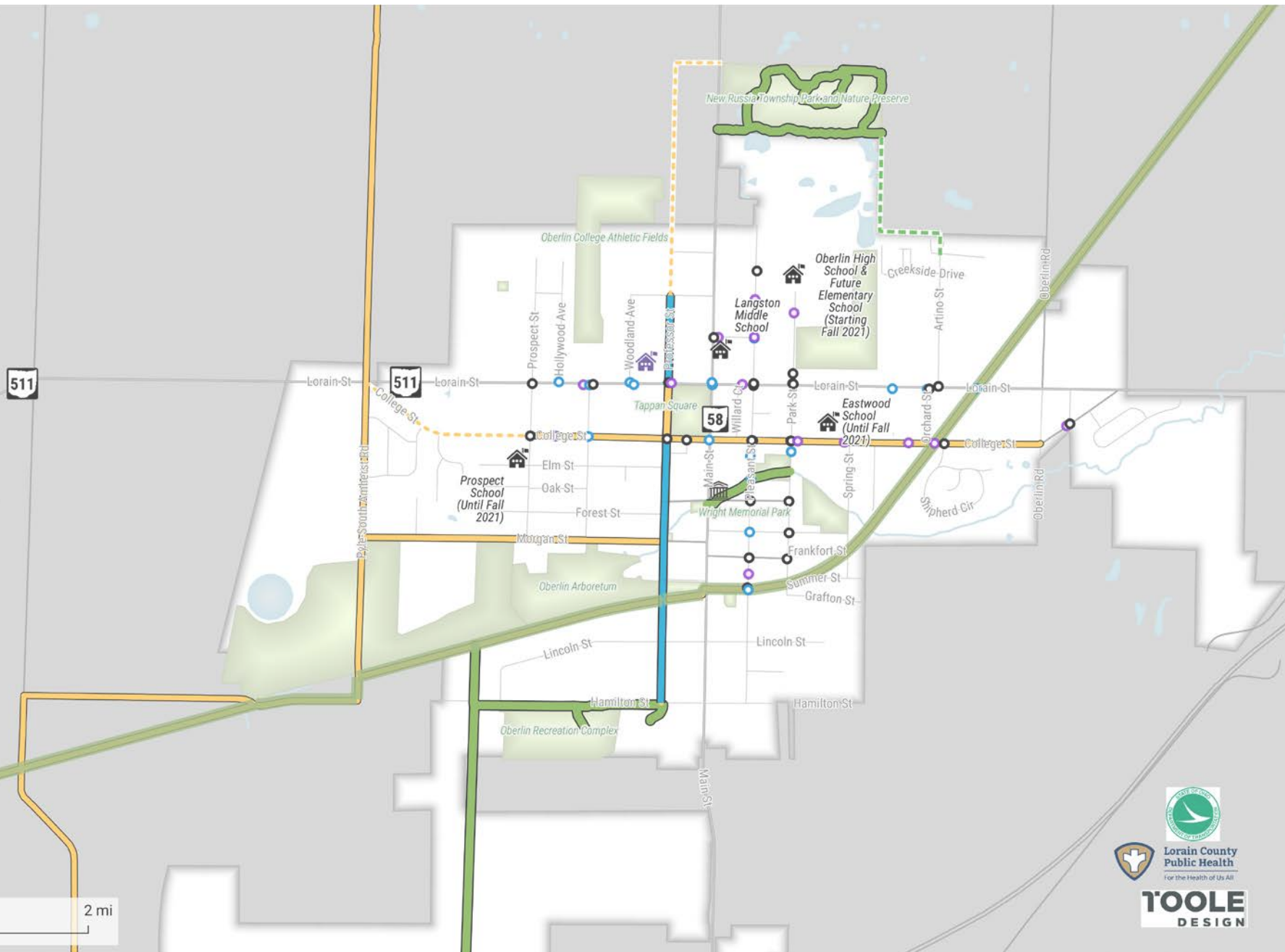
Screenshot of Google Maps Gaps & Barriers Exercise

- Route Barrier
- X Intersection Barrier



Map 10. Walk Audits

- City Boundary
- Lake or River
- Parks or Open Space
- Rail Line
- Oberlin College
- Schools
- City Hall / Police Station
- Bike Infrastructure**
- Previously Planned Trail
- Previously Planned Route
- Existing Trail
- Existing Route / Sharrow
- Existing Bike Lane
- US Bike Route
- Oberlin Walk Audit**
- Barrier
- Crosswalk-Good
- Observation



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Recommended Countermeasures

6

Recommended Countermeasures

This plan makes recommendations that will promote and support safe routes to school through a combination of infrastructure projects, policies, and programs. Infrastructure recommendations refer to physical, built projects that will change how roadways are configured to provide space for all roadway users. Policy and program recommendations aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase use through engagement, education, encouragement, and evaluation.

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Infrastructure

Recommendations are either linear and spot improvements (Map 11). Linear recommendations include infrastructure on roads (bike lanes), adjacent to roads (sidewalks, sidepaths), or off road (shared use paths, trails). Spot improvements include recommendations such as crossing and intersection enhancements. The following section describes the process for selecting bicycle and pedestrian facility types followed by specific facility types proposed for Oberlin.

Bicycle Facility Recommendations

Local infrastructure and routes will help students access schools. The bicycle recommendations in this plan are informed by national guidance on bikeway planning, while also recognizing and responding to the unique bicycling needs in Oberlin.

Design Users

There are several important factors to consider during bicycle facility selection, but the final decision depends in large part on the types of bicyclists expected on a particular route. Understanding which types of bicyclists feel

comfortable using a given facility is key to building a safe, convenient, and well-used network.

Bicyclists are most commonly classified according to their comfort level, bicycling skill and experience, age, and trip purpose. These characteristics can be used to develop generalized profiles of various bicycle users and trips, also known as “design users,” which inform bicycle facility design. Comfort, skill, and age may affect bicyclist behavior and preference for different types of bicycle facilities. Selecting a design user profile is often the first step in assessing a street’s compatibility for bicycling. The design user profile



should be used to select a preferred type of bikeway treatment for different contexts.

People who bicycle are influenced by their relative comfort operating with or near motor vehicle traffic. Many people are interested in bicycling for transportation, but are dissuaded by the potential for stressful interactions with motor vehicles. Of adults who have stated an interest in bicycling, research has identified three types of potential and existing bicyclists, which are explained in the sidebar and shown in Figure 4. Children require special consideration in the design of bicycle facilities.

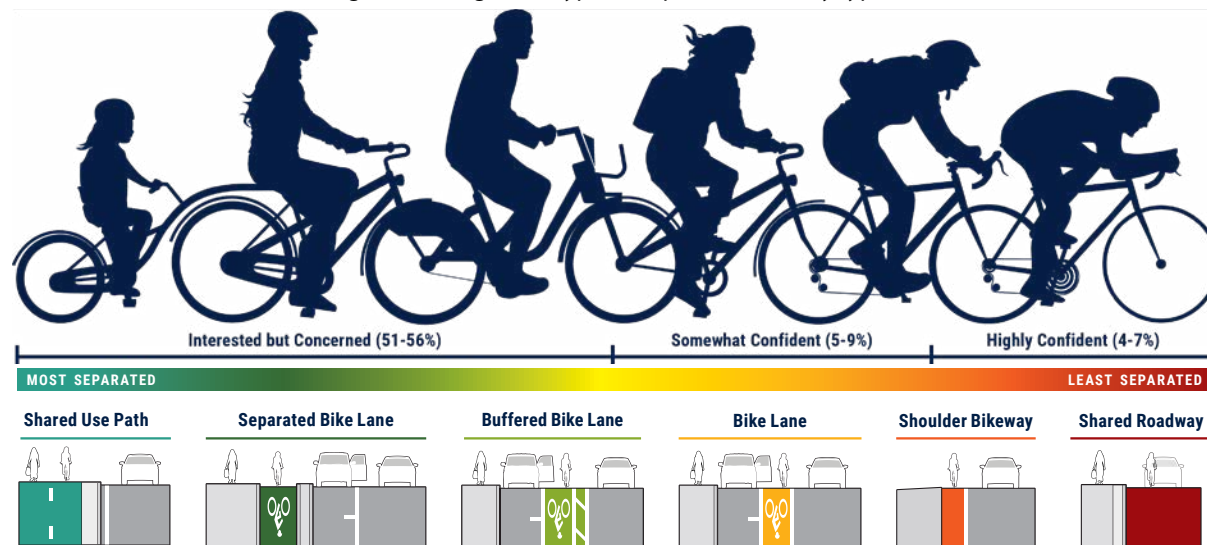
Network Rationale and Facility Selection Methodology

Bicycle networks should be continuous, connect seamlessly across jurisdictional boundaries, and provide access to destinations. Anywhere

a person would want to drive for utilitarian purposes, such as commuting or running errands, is a potential destination for bicycling. As such, planning connected low-stress bicycle networks is not achieved by simply avoiding motor vehicle traffic. Rather, planners should identify solutions for lowering stress along higher traffic corridors so that bicycling can be a viable transportation option for the majority of the population.

The bicycle network recommendations made in this plan considered the “interested but concerned” rider as the design user for most recommendations. After potential routes were identified, recommended facility types were selected by following guidance from the Federal Highway Administration (FHWA)’s Bikeway Selection Guide. Figure 5 is excerpted from those guidelines.

Figure 4. Design user types and preferred facility types



Design User Profiles

Highly Confident Bicyclist (~4-7%)

- » Smallest group.
- » Prefer direct routes and will operate in mixed traffic, even on roadways with higher motor vehicle operating speeds and volumes.
- » Many also enjoy separated bikeways.
- » May avoid bikeways perceived to be less safe, too crowded with slower moving users, or requiring deviation from their preferred route.

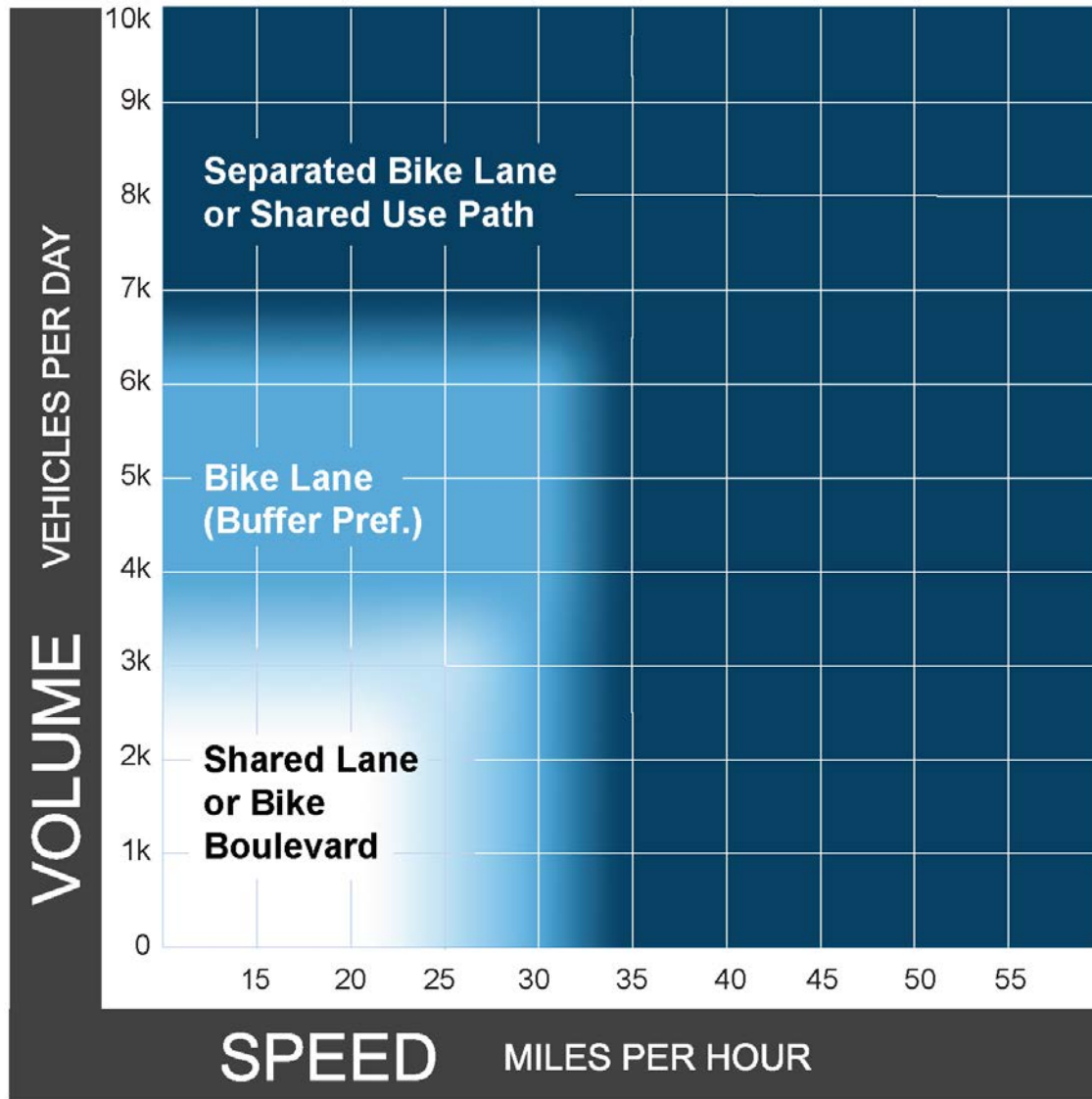
Somewhat Confident Bicyclist (~5-9%)

- » Comfortable on most types of facilities.
- » Lower tolerance for traffic stress, prefer striped or separated bike lanes on major streets and low-volume residential streets.
- » Willing to tolerate higher levels of traffic stress for short distances.

Interested but Concerned Bicyclist (~51-56%)

- » Largest group.
- » Lowest tolerance for traffic stress.
- » Avoid bicycling except with access to networks of separated bikeways or very low-volume streets with safe roadway crossings, which suppresses cycling.
- » Tends to bicycle for recreation but not transportation.
- » Generally the recommended design user profile to maximize potential for bicycling.

Figure 5. Urban Bicycle Facility Selection Matrix



Sidewalk

Description	Sidewalks are intended for exclusive use by pedestrians. They are adjacent to but separated from the roadway by a curb and/or buffer, such as a tree lawn. As roadway speeds and volumes increase, more separation is needed to maintain a safe and comfortable walking environment for pedestrians. Common in urban areas, they may also be necessary in rural areas with pedestrian generators, such as schools and businesses. May notably increase levels of walking in areas with high traffic speeds/volumes.
Intended Users	Pedestrians
Context	Urban
Posted Speed Limit	30 mph or lower (preferred) 50 mph (acceptable)
Motor Vehicle Traffic Volume	12,000 ADT or lower (preferred)
Other Considerations	N/A

Source: FHWA 2019

Facility Toolkit



Crossing



Bicycle Boulevard (Shared Lane Markings)



Shared Use Path and Sidepath

	Description	Intended Users	Context	Posted Speed Limit	Motor Vehicle Traffic Volume	Other Considerations
	A variety of solutions can be employed to make intersections and mid-block crossings safer and more convenient for people walking. These treatments range from painted facilities, such as high-visibility crosswalks, to lights and signals, such as rectangular rapid flashing beacons (RRFB). Painted crosswalks delineate the safest pathway for pedestrians, and RRFBs enhance user safety and convenience at crossing points when full signalization is not warranted.	Bicyclists and Pedestrians	Urban and Rural	Any Speed (appropriate treatment will vary)	Any Volume (appropriate treatment will vary)	<p>Treatments may include:</p> <ul style="list-style-type: none"> •High visibility markings •Advance yield lines and signage •Curb extensions •Raised crosswalk •RRFB •Textured intersection pavement
	Where traffic volumes and speeds are low, many bicyclists can comfortably share lanes with motor vehicles. Shared lane markings and signs are added to inform people driving that bicyclists may operate in the lane and where to expect bicyclists. Wayfinding signage and traffic calming can help increase user comfort and prioritize bicycle travel.	Bicyclists	Urban and Urban Periphery	25 mph or lower (preferred) 35 mph or lower (acceptable)	3,000 ADT or lower (preferred)	<p>May be used in conjunction with wide outside lanes. Explore opportunities to provide parallel facilities for less confident bicyclists. Where motor vehicles are allowed to park along shared lanes, place markings to reduce potential conflicts with opening car doors.</p> <p>On low speed (<25 mph) low traffic (<3,000 ADT) streets, traffic calming and diversion can be used to slow traffic or create a bicycle boulevard.</p>
	Typically designed as two-way facilities physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users, shared use paths provide a low-stress and comfortable travel environment for users of all confidence levels. They are used for recreational opportunities in addition to transportation. Shared use paths that run parallel to roads are referred to as sidepaths.	Bicyclists and Pedestrians	Urban and Rural	Urban: Any speed (typically 30 mph or higher) Rural: Any speed (typically 55 mph or higher)	Urban: Any volume (typically 15,000 ADT or greater) Rural: Any volume (typically 6,500 ADT or greater).	<p>Sidepaths should be at least 10 feet wide (wider where higher bicycle and pedestrian traffic is expected, e.g., urban areas). Special consideration must be given to the design of roadway crossings to increase visibility, clearly indicate right-of-way, and reduce crashes. Alternative accommodations should be sought when there are many intersections and commercial driveway crossings per mile.</p>

Infrastructure Recommendations

Recommendations including on-street bicycle facilities, shared use paths, sidewalks, and intersection improvements were proposed based on the existing conditions analysis, public input, and the oversight committee meetings. Map 11 displays all recommended facility types followed by Tables 9 and 10 that provide more detail on each project.

Sidewalks and intersection enhancements are critical to support students walking to school. Several bicycle boulevards were also proposed that can help support bicycle trips, but are more appropriate for children riding with adults. The City will be the lead agency on infrastructure implementation.

Sidewalk Replacement

It is recommend that the City continue to administer Chapter 905 of the City's Codified Ordinance on sidewalks. On a regular basis, the City should ensure appropriate assessment, maintenance, repair and replacement of sidewalks within 1-2 miles of schools. As significant stretches are identified and warrant repairs, the City should consider applying for Safe Routes to School funds towards the cost of the project. See the Appendix for Chapter 905.

Prioritization

In the second public survey residents were asked how they would prioritize infrastructure projects from most to least important. Sidewalks were ranked the highest followed by intersection enhancements, school zone enhancements, bicycle boulevards, and lastly shared use paths. During the public meeting discussion on priorities intersection improvements were ranked as the highest priority. It was also discussed how projects closer to the school should be implemented first, since they will serve the greatest number of students. Projects close to the future elementary school campus include sidewalk projects, such as N. Park St., and intersection improvements particularly at E. Lorain St. and N. Park St.

Planning Level Opinion of Probable Cost

Tables 9 and 10 also provide a planning level opinion of probable cost. Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Planning-level cost opinions include a 30% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2016-2021 dollars and were assigned based on historical cost data. Cost opinions do not include [easement and right-of-way acquisition; permitting, inspection, or construction management; engineering, surveying, geotechnical investigation, environmental documentation, special site remediation,

Proposed



5.2 miles
On-Street Bicycle Facilities



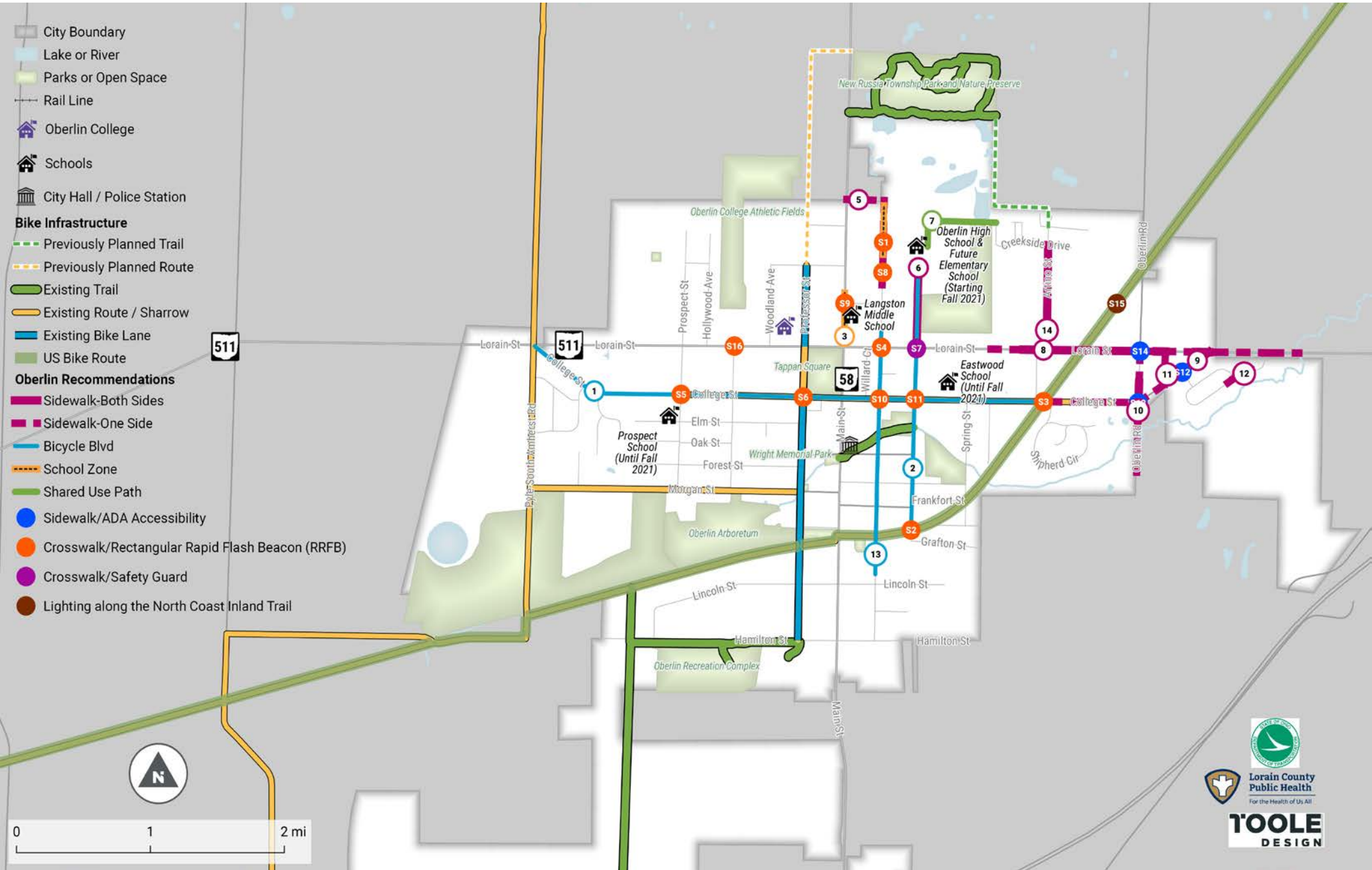
0.4 miles
Off-Street Bicycle Facilities

5.2 miles
Sidewalks

16
Spot Improvement

escalation, or the cost for ongoing maintenance]. A cost range has been assigned to certain general categories such as utility relocations; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

Map 11. Network



This preliminary concept is for planning purposes only. Field verification, site condition assessments, engineering analysis, and design are necessary prior to implementing recommendations contained herein.

Table 9. Linear Recommendations

Map ID*	Facility Type	Location	Extents	Description	Estimated Cost**	Possible Funding Source
1	Bicycle Blvd	College St	W. Lorain St to N. Coast Inland Trail (Orchard St)	Add shared lane markings (already underway), wayfinding signage, and regulatory signage, such as Bikes May Use Full Lane (R4-11). If speeding becomes a concern in future, consider traffic calming measures, such as pinch points, raised crosswalks.	Medium	Local
2	Bicycle Blvd	Park St.	N. Coast Inland Trail to School	Add shared lane markings, wayfinding signage, and regulatory signage, such as Bikes May Use Full Lane (R4-11). Add digital speed feedback sign. If speeding becomes a concern in future, consider traffic calming measures (option for raised crosswalks (speed tables) on one east/west leg of each intersection).	Low	Local
3	School Zone	N. Main St	Near Walnut St. to Near Lorain St.	Repaint School Pavement Markings. Maintain flashing 20mph signs.	Low	Local
4	School Zone	Pleasant St	Approx. 450' north of school entrance to approx. 300' south of school entrance	Existing - School Pavement Markings (may need to be repainted). Add flashing 20mph flashing beacons (Potential to relocate Prospect Elementary flashing 20mph beacons to this location). 20mph flashing beacons should be placed within 300' of school property.	Low	Local
5	Sidewalk (One Side)	Maple St/ Pleasant St	"On Maple St., from North Main to North Pleasant in the south Right-of-Way of Maple St. On N. Pleasant St., from Maple St. south approximately 650' in the west Right-of-Way."	Fill sidewalk gaps to connect neighborhood to school and downtown. Sidewalk present on east side of N. Pleasant St.	High	SRTS, TA, TLCI

*Map ID refers to map label, not priority ranking.

**Cost ranges: Low = \$20,000 or below; Medium = \$ 20,000 to \$150,000; High = \$150,000 or above

Map ID*	Facility Type	Location	Extents	Description	Estimated Cost**	Possible Funding Source
6	Sidewalk (Both Sides)	Park St	E Lorain St to School campus	Add sidewalk on the west side of the street to connect neighborhood to school. Add sidepath on the east side of the street would be ideal, but facility type TBD.	High	SRTS, TA, TLCI
7	Shared Use Path	Oberlin School	School to Creekside Dr	Identified on ATP, connects students to school.	High	SRTS, TA, TLCI
8	Sidewalk (Both Sides)	E. Lorain St	Berger Court to East of Willowbrook Dr	Fill sidewalk gaps to connect neighborhood to school.	High	SRTS, TA, TLCI
9	Sidewalk (Both Sides)	College St	Shipherd Circle to E. Lorain St.	Fill sidewalk gaps to connect neighborhood to school.	High	SRTS, TA, TLCI
10	Sidewalk (Both Sides)	Oberlin Rd	College St to E Lorain St	Fill sidewalk gaps to connect neighborhood to school.	High	SRTS, TA, TLCI
11	Sidewalk (West Side)	Thomas St.	E. Lorain St to E. College St	Fill sidewalk gaps to connect neighborhood to school. Sidewalk present on east side of Thomas St.	Medium	SRTS, TA, TLCI
12	Sidewalk (Both Sides)	Kimberly Cir/ Willowbrook Dr.	Approx. 100' west of Kimberly & Willowbrook and 355' east of Kimberly & Willowbrook	Fill sidewalk gaps to connect neighborhood to school.	Medium	SRTS, TA, TLCI
13	Bicycle Blvd	Pleasant St	N. Coast Inland Trail to Drive of Langston Middle School	Add shared lane markings, wayfinding signage, and regulatory signage, such as Bikes May Use Full Lane (R4-11).	Low	Local
14	Sidewalk (Both Sides)	Artinto St	Creekside Dr to E Lorain St	Fill sidewalk gaps to connect neighborhood to school.	High	SRTS, TA, TLCI

*Map ID refers to map label, not priority ranking.

**Cost ranges: Low = \$20,000 or below; Medium = \$ 20,000 to \$150,000; High = \$150,000 or above

Funding Source Acronyms

SRTS: Safe Routes to School

TA: Transportation Alternatives Program

HSIP: Highway Safety Improvement Program

TLCI: Transportation for Livable Communities

For additional funding opportunities, see the [Active Transportation Funding Matrix](#) developed by ODOT and ODH.

Table 10. Spot Recommendations

Map ID*	Facility Type	Location	Description	Estimated Cost**	Possible Funding Source
S1	Intersection Enhancement	Pleasant St and school driveway entrance	Crosswalk with high visibility markings and potential RRFB on north leg of intersection.	Low	SRTS, TA, TLCI, HSIP
S2	Intersection Enhancement	South Park St and North Coast Inland Trail (Near Sumner Street)	Advance trail crossing signage and high visibility green thermoplastic crosswalk. Potential for raised crosswalk.	Low	SRTS, TA, TLCI, HSIP
S3	Intersection Enhancement	East College St and North Coast Inland Trail (Near Orchard St)	Potential RRFB for trail crossing (could be similar to State Route 511 crossing). High visibility green thermoplastic crosswalk added in November 2019.	Low	SRTS, TA, TLCI, HSIP
S4***	Intersection Enhancement	E. Lorain St. and N. Pleasant St.	Maintain signal and add high visibility crosswalks. Re-evaluate the signal in future to see if it is warranted to add a pedestrian signal. Consider safety guard/crossing guard at intersection/ likely used by children to walk to school.	Low	SRTS, TA, TLCI, HSIP
S5***	Intersection Enhancement	W. College St. and N. Prospect St.	Maintain signal.	-	-
S6	Intersection Enhancement	West College St. and N. Professor St.	Signal upgrade with pedestrian signal per the City Wide Signal Purpose & Needs Study. Potential for curb extension on NE corner (define parking on north side of College) and shortens pedestrian crossing length.	In process	-
S7***	Intersection Enhancement	E. Lorain St. and N. Park St.	Maintain signal and re-evaluate the signal in the future to see if it is warranted for a pedestrian signal. Add high visibility crosswalk markings. Have a crossing/safety guard at this location.	Low	SRTS, TA, TLCI, HSIP

<p>Funding Source Acronyms</p> <p>SRTS: Safe Routes to School</p> <p>TA: Transportation Alternatives Program</p> <p>HSIP: Highway Safety Improvement Program</p>	<p>TLCI: Transportation for Livable Communities</p> <p>For additional funding opportunities, see the Active Transportation Funding Matrix developed by ODOT and ODH.</p>
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Map ID*	Facility Type	Location	Description	Estimated Cost**	Possible Funding Source
S8	Mid-Block Crossing	N. Pleasant St. approx. 400' north of Walnut St	In future it is expected a destination will be built that generates high student pedestrian traffic. When/if destination is built, evaluate and potentially add a raised crosswalk and RRFB.	Low	SRTS, TA, TLCI, HSIP
S9	Intersection Enhancement	N. Main St. and Walnut St.	Intersection enhancement should be studied further to evaluate for visibility crosswalk with school crossing sign and RRFB.	-	-
S10	Intersection Enhancement	East College St. and Pleasant St.	Potential RRFB to cross College (N/S on Pleasant).	Low	SRTS, TA, TLCI, HSIP
S11	Intersection Enhancement	East College St. and Park St.	Maintain signal and add high visibility crosswalks. Consider safety guard/crossing guard at intersection/likely used by children to walk to school.	Low	SRTS, TA, TLCI, HSIP
S12***	Intersection Enhancement	East College St. and High Meadow Way	When sidewalks are added, add ADA ramps and high visibility crossings.	To be added w/ sidewalk	-
S13	Intersection Enhancement	Oberlin Rd. and East College St.	When sidewalks are added, add ADA ramps and high visibility crossings.	To be added w/ sidewalk	-
S14	Intersection Enhancement	Oberlin Rd. and Lorain St.	When sidewalks are added, add ADA ramps and high visibility crossings.	To be added w/ sidewalk	-
S15	Lighting	North Coast Inland Trail	Add pedestrian scaled lighting to the North Coast Inland Trail.	-	TA, TLCI
S16	Intersection Enhancement	W. Lorain St and N. Cedar St	Add high visibility crosswalk and consider RRFB to cross W. Lorain St. to access hospital campus.	Low	TA, TLCI, HSIP

*Map ID refers to map label, not priority ranking.

**Cost ranges: Low = \$20,000 or below; Medium = \$ 20,000 to \$150,000; High = \$150,000 or above. Traffic calming not included in costs. Drainage not included in cost estimate if needed for raised crossing.

*** City is currently conducting ongoing evaluation of traffic signal system to determine if signal can be maintained.

Program Recommendations

While infrastructure recommendations can improve safety and encourage more walking and bicycling, these improvements must be supplemented by programs and policies that encourage people to try active transportation. This section proposes several non-infrastructure recommendations for Oberlin.

Table 11. Community Programs

Strategy Type	Category	Leaders
Campaigns Target Audience: Motorists RE speed, driving near pedestrians/bicyclists	Education	City, Lorain County Public Health
Temporary Demonstrations At crossings, trail connections, routes to popular before/after-school destinations	Encouragement, Engagement	City, Lorain County Public Health
Campaigns Target Audience: Parents all weather strategies for walking and biking ex: shoveling routes, bike lights at dawn/dusk, etc.	Education, Encouragement	Parent groups, Lorain County Public Health, City, School Leaders
Continue Safety Town efforts Evaluate as needed	Education, Encouragement, Engagement	City, Oberlin Police Department, School Resource Officers

Table 12. All Schools

Strategy Type	Category	Leaders
Arrival/Dismissal Policies	Engagement	School Transportation
Walk and Bike to School Route Maps	Education	Lorain County Public Health, School Leaders
School Pool (carpool and walking school bus)	Encouragement	School Leaders, Parents, Lorain County Public Health
Broad Community Awareness Campaign Materials (District Website)	Education	School Leaders, Parents, Lorain County Public Health
Bi-annual Safe Routes to School Weeks In spring and fall, include related activities, curriculum topics, etc.	6 E's	School Leaders, Lorain County Public Health
Adult School Crossing Guards Sustain and evaluate locations, improve system if needed.	Encouragement	School Leaders, Lorain County Public Health
Continuous Community Feedback Activity at least 1 per year per building, at family literacy nights, in-person open houses, at sports events etc.	Engagement	School Leaders, Lorain County Public Health

Table 13. Elementary Schools

Strategy Type	Category	Leaders
Bicycle Education in Physical Education	Education	School Physical Education Instructors
Walk to School Day	Encouragement	Elementary Principal
Student Safety Patrol with Mentoring	Education, Encouragement	School Leaders

Table 14. Langston Middle School

Strategy Type	Category	Leaders
Bicycle Education in Phys Ed.	Education	School Phys. Ed. Instructors
Student Safety Patrol with Mentoring	Education, Encouragement	School Leaders
Girls in Gear	Encouragement, Education	Metro Parks, City Recreation
Bike to School Day	Encouragement	Langston Principal
Classroom Integrated student engagement on routes to school (ex: conduct walk audits)	Education	Langston Middle School STEM, ENV teachers

Program Action Plan

The draft recommendations survey asked residents if they supported proposed programs. More than 50 percent of respondents supported each program. Programs with the most support included:

- » Campaigns to educate motorists on safe driving practices near bicycles and pedestrians such as reducing speed
- » Bi-annual Safe Routes to School Weeks with

walking and biking activities

- » Walk and Bike to School Route Maps
- » Adult Crossing guards
- » Bicycle education in physical education classes (Langston Middle)
- » Bike to School Day (Langston Middle)

In addition, during the public prioritization meeting in January 2021 participants were asked to rank programs. The highest ranking programs included:

- » Campaigns to educate motorists on safe driving practices near bicycles and pedestrians such as reducing speed
- » Arrival/Dismissal Policies
- » Student Safety Patrol with Mentoring
- » Bicycle education in physical education classes (Langston Middle)

Based on the survey input and public meeting four strategies were selected as near term priorities. An action plan for each is outlined below and on the following pages.

Strategy #1: Comprehensive Communications Campaign

Schools: District-wide and greater Oberlin community

	Action Steps	Leaders	Timeframe
1A	Draft communications plans targeting diverse groups, and including paid and unpaid messaging and mediums (i.e. consistent branding and tag line, sporting event announcements, yard signs, radio spots, district newsletters, info for online parent groups, info for neighborhoods near schools)	School PR and IT: Melissa Linebring, Steve Neilson; School Director of Student and Family Support: Jay Nimene, and Lorain County Public Health (LCPH): Vivian Taylor and Kat Bray	August 2021 - September 2021
1B	Implement paid and unpaid communications to reach diverse audiences RE SRTS concepts like purpose and rationale, designated routes, etc.	School PR and IT: Melissa Linebring, Steve Neilson; School Director of Student and Family Support: Jay Nimene, and LCPH: Vivian Taylor and Kat Bray	October- November 2021 and April - May 2022
1C	Establish Safe Routes to School Week with community and school focused messaging and pandemic--sensitive events	School Superintendent Dr. David Hall, School admin team designee, LCPH: Vivian and Kat	May 2022 and October 2022
1D	Evaluate reach and impact of SRTS messaging and campaign components in order to update future plans	School PR and IT: Melissa Linebring, Steve Neilson; School Director of Student and Family Support: Jay Nimene, and LCPH: Vivian Taylor and Kat Bray	Ongoing summary reports & analysis, with final report submitted Fall 2022

Strategy #2: Walk to School Supports

Schools: Oberlin Elementary

	Action Steps	Leaders	Timeframe
2A	Create Route Maps pointing out designated walking paths and amenities around Oberlin Elementary	LCPH: Sara Tillie, Kat Bray, Vivian Taylor	by October 2021
2B	Plan new system for regular Walk to School Days; Ensure arrival and dismissal policy updates include supports for active transportation	Oberlin City Schools transportation staff, administration designee, and Director of Student and Family Support Jay Nimene	by October 2021
2C	Implement regular Walk to School Days following new system	Elementary school administrator designee, School Resource Officer Needham	by August 2022
2D	Evaluate and adjust plans based on data (i.e. student travel tallies, walk to school participation, # of route map downloads)	Director of Student and Family Support Jay Nimene, LCPH: Vivian Taylor	Ongoing summary reports & analysis, with final report submitted Fall 2022

Strategy #3: Student Safety Patrol

Schools: Langston Middle School

	Action Steps	Leaders	Timeframe
3A	Learn from NOACA and other schools who implement Student Safety Patrol to update implementation plans for Oberlin	Director of Student and Family Support Jay Nimene, and MS Principal, Lorain County Public Health: Vivian Taylor, School Resource Officer Needham	by December 2021
3B	Engage student safety mentors for safety patrol based on interest in SRTS related curriculum and clubs	Director of Student and Family Support Jay Nimene, and MS Principal or designee	by January 2022
3C	Connect Safety Patrol and SRTS concepts to school STEM or Phys. Ed curriculum	Middle School Teacher Ron Bier	by January 2022
3D	Evaluate participation, safety incidents, behavior referrals, attendance, etc.	Middle School Principal or Designee	by June 2022

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Pledge of Support & Endorsements

Pledge of Support & Endorsements

The Oberlin School District provided a resolution to endorse the 2021 Oberlin STP on February 23, 2021 (pages 61). The City of Oberlin provided a resolution to endorse the Plan on March 2, 2021 (page 63). Lorian County Public Health provided a resolution to endorse the Plan on March 3, 2021 (page 65).

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The Board of Education of the Oberlin City School District, Ohio, met in regular session on February 23, 2021, commencing at 6:00 p.m. Due to the COVID-19 pandemic, the Oberlin Board of Education meeting was held virtually, with the following members present:

Ms. Emeka

Dr. Stanley

Ms. Jackson Davidson

Ms. Schaum

Mr. Williams

The Treasurer advised the Board that the notice requirements of Section 121.22 of the Revised Code and the implementing rules adopted by the Board pursuant thereto were complied with for the meeting.

Ms. Schaum moved the adoption of the following Resolution:

RESOLUTION NO. 21-015

RESOLUTION TO ENDORSE THE 2021 OBERLIN CITY SCHOOL DISTRICT SAFE ROUTES TO SCHOOL TRANSPORTATION PLAN AND NON-INFRASTRUCTURE GRANT APPLICATION SUBMITTED BY LORAIN COUNTY PUBLIC HEALTH DEPT

WHEREAS, the Oberlin City School District, Lorain Public Health and the Toole Design Group have prepared the 2021 Oberlin City School District Safe Routes to School Transportation Plan; and

WHEREAS, said 2021 Oberlin City School District Transportation Plan has been developed in partnership with the Ohio Department of Health Creating Healthy Communities Program, the Ohio Department of Transportation, the Northeast Ohio Area-wide Coordinating Agency, the City of Oberlin, local non-profits, agencies and organizations and the professional staff, teachers and students of the Oberlin City School District; and

WHEREAS, the Oberlin City School District Safe Routes to School Transportation Plan builds upon and reinforces the City of Oberlin Complete Streets Policy adopted by the City of Oberlin Resolution R15-04; and

WHEREAS, the Oberlin City School District shares the Vision of said Plan, to wit:

“Through collaboration, technology and innovation, the City of Oberlin Safe Routes to School Travel Plan creates and supports the culture shift toward increased walking and biking for transportation. Students of all ages and abilities in Oberlin are able to choose healthy, safe, accessible and convenient options of active transportation to school and community destinations.”

NOW, THEREFORE, BE IT RESOLVED by the Oberlin City School District, County of Lorain, State of Ohio:

SECTION 1. That the Oberlin City School District hereby endorses the 2021 Oberlin School Safe Routes to School Travel Plan and Non-Infrastructure Grant Application submitted by Lorain County Public Health.

SECTION 2. That this resolution is hereby declared necessary in order *to allow for the timely submittal of a Safe Routes to School Non-Infrastructure Application* by the Lorain County Public Health Dept and shall take effect immediately upon passage.

This Board finds and determines that all formal actions of this Board and of any of its committees concerning and relating to the adoption of this resolution were taken, and that all deliberations of this Board and of any of its committees that resulted in such formal actions were held, in meetings open to the public, in compliance with the law.

Dr. Stanley seconded the motion.

Upon roll call on the adoption of the resolution, the vote was as follows:

<u>Ms. Emeka</u>	<u>yes</u>	<u>Dr. Stanley</u>	<u>yes</u>
<u>Ms. Jackson Davidson</u>	<u>yes</u>	<u>Ms. Schaum</u>	<u>yes</u>
<u>Mr. Williams</u>		<u>yes</u>	

TREASURER'S CERTIFICATION

The foregoing is a true and correct excerpt from the minutes of the meeting of the Board of Education of the Oberlin City School District on February 23, 2021, showing the adoption of the resolution hereinabove set forth.

Dated: 02-23-21



Treasurer, Board of Education
Oberlin City School District, Ohio

CITY OF OBERLIN, OHIO

RESOLUTION No. R21- 01 CMS

A RESOLUTION TO ENDORSE THE OBERLIN CITY SCHOOL DISTRICT 2021 OBERLIN SCHOOL TRAVEL PLAN AS AN EMERGENCY MEASURE

WHEREAS, the Oberlin City School District, Lorain Public Health and the Toole Design Group have prepared the 2021 Oberlin School Travel Plan; and

WHEREAS, said 2021 Oberlin School Travel Plan has been developed in partnership with the Ohio Department of Health Creating Healthy Communities Program, the Ohio Department of Transportation, the Northeast Ohio Area-wide Coordinating Agency, the City of Oberlin, local non-profits, agencies and organizations and the professional staff, teachers and students of the Oberlin City School District; and

WHEREAS, the Oberlin School Travel Plan builds upon and reinforces the City of Oberlin Complete Streets Policy adopted by Resolution R15-04; and

WHEREAS, the City of Oberlin shares the Vision of said Plan, to wit:

“Through collaboration, technology and innovation, the City of Oberlin School Travel Plan creates and supports the culture shift toward increased walking and biking for transportation. Students of all ages and abilities in Oberlin are able to choose healthy, safe, accessible and convenient options of active transportation to school and community destinations.”

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Oberlin, County of Lorain, State of Ohio:

SECTION 1. That the Oberlin City Council hereby endorses the 2021 Oberlin School Travel Plan.

SECTION 2. It is hereby found and determined that all formal actions of this Council concerning or relating to the adoption of this ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal action, were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

SECTION 3. That this ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health and safety of the citizens of the City of Oberlin, Ohio or to provide for the usual daily operation of a municipal department, to wit: to allow for the timely submittal of a Safe Routes to School Non-Infrastructure Application and provided that it is elevated to emergency status by the affirmative vote of at least five members of Council and receives the affirmative vote of at least five members of Council upon final passage,


it shall go into full force and effect from and immediately after its passage; otherwise, it shall take effect at the earliest period allowed by law.

PASSED: 1st Reading March 1, 2021

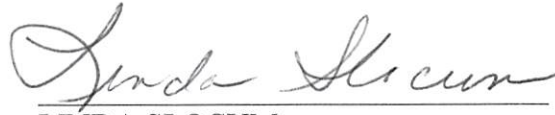
2nd Reading _____

3rd Reading _____

ATTEST:



BELINDA B. ANDERSON, MMC
CLERK OF COUNCIL



LINDA SLOCUM
PRESIDENT OF COUNCIL

POSTED: 03/02/2021

EFFECTIVE DATE: 03/01/2021



**Lorain County
Public Health**

For the Health of Us All

The following is a resolution enacted by the Lorain County Board of Health of Lorain County, Ohio, hereinafter referred to as the Local Public Agency (LPA), in the matter of the stated described project.

WHEREAS, the United States Congress has set aside monies for Safe Routes to School Projects, hereinafter SRTS Funds, through the State of Ohio, Department of Transportation; and

WHEREAS, Applicants can apply for SRTS Funds and be selected for funding by the State of Ohio, Department of Transportation; and

WHEREAS, the SRTS non-infrastructure project for Oberlin City Schools is hereinafter referred to as the Project, is an activity eligible to receive federal transportation funding; and

NOW, THEREFORE BE IT ORDAINED by Lorain County Board of Health, State of Ohio, that:

SECTION ONE: The LPA hereby authorizes an application for SRTS funds for the stated described project and to submit same to the State of Ohio, Department of Transportation.

SECTION TWO: The total cost of the project is estimated to be \$20,000.00. The LPA will be responsible for setting the final project costs, based on SRTS funds awarded, and will also be responsible for One Hundred Percent (100%) of the remaining project costs that exceed the total amount provided by the State of Ohio, Department of Transportation.

SECTION THREE: Upon completion of the described Project, the LPA shall:

1. Provide adequate reports and verification of work performed.
2. Provide detailed plan for sustaining project once funding is concluded.

SECTION FOUR: If the application is approved for the funding, the Lorain County Board of Health (LPA) will enter into a contract with the Director of the Ohio Department of Transportation necessary to complete the above described project.

Passed: February 10, 2021.

Attested: Deborah Chavez
(Signature of Clerk)

David Covell
(Signature of Officer of LPA)

Patricia Schroll
(President of LPA)

*This resolution was passed an emergency measure to take effect and be in force immediately upon its passage to meet the Safe Routes to School application deadline.

TITLE	Oberlin Safe Routes to School Grant Resolution
FILE NAME	Safe Routes to Sc...PH Resolution.pdf
DOCUMENT ID	282c9bd36ca34c52ac20a4e952ffa8716e2aa6aa
AUDIT TRAIL DATE FORMAT	MM / DD / YYYY
STATUS	● Completed

Document History



SENT

03 / 02 / 2021

10:42:40 UTC-5

Sent for signature to Dave Covell (dcovell@loraincountyhealth.com), Patricia Schrull (patriciaschrull@gmail.com) and Deborah Chavez (dchavez@loraincountyhealth.com) from slesco@loraincountyhealth.com
IP: 74.219.43.162



VIEWED

03 / 03 / 2021

07:57:31 UTC-5

Viewed by Dave Covell (dcovell@loraincountyhealth.com)
IP: 74.219.43.162



SIGNED

03 / 03 / 2021

07:57:43 UTC-5

Signed by Dave Covell (dcovell@loraincountyhealth.com)
IP: 74.219.43.162



VIEWED

03 / 03 / 2021

12:01:45 UTC-5

Viewed by Patricia Schrull (patriciaschrull@gmail.com)
IP: 174.100.57.38



SIGNED

03 / 03 / 2021

12:02:49 UTC-5

Signed by Patricia Schrull (patriciaschrull@gmail.com)
IP: 174.100.57.38

TITLE	Oberlin Safe Routes to School Grant Resolution
FILE NAME	Safe Routes to Sc...PH Resolution.pdf
DOCUMENT ID	282c9bd36ca34c52ac20a4e952ffa8716e2aa6aa
AUDIT TRAIL DATE FORMAT	MM / DD / YYYY
STATUS	● Completed

Document History



03 / 03 / 2021
13:05:44 UTC-5

Viewed by Deborah Chavez (dchavez@loraincountyhealth.com)
IP: 74.219.43.162



03 / 03 / 2021
13:07:34 UTC-5

Signed by Deborah Chavez (dchavez@loraincountyhealth.com)
IP: 74.219.43.162



03 / 03 / 2021
13:07:34 UTC-5

The document has been completed.