

JACKSON CITY SCHOOLS

SAFE ROUTES TO SCHOOL

SCHOOL TRAVEL PLAN

FEBRUARY | 2025



Project Team

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The full contact information for the SRTS team can be found in **Appendix A**.



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Figure 1. Jackson Middle School Departure

Section 1: Introduction

Safe Routes to School

Safe Routes to School (SRTS) is an international movement that uses policies, programs, and infrastructure to encourage youth K-12 to walk and bike to school. SRTS seeks to improve safety conditions near schools and encourage more walking and bicycling when safe to do so. Nationally, walking and biking to school has declined dramatically, from 48 percent in 1969 to just 11 percent in 2017.¹ SRTS programs like the Ohio Department of Transportation (ODOT) SRTS Program seek to reverse this trend through a collaborative approach.

Safe Routes to School Benefits

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

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

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

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

² Walk. Bike. Ohio Pedestrian Safety Analysis <https://transportation.ohio.gov/static/Programs/WalkBikeOhio/Walk.Bike.Ohio.PedestrianSafetyAnalysis.pdf>

³ US Census <https://www.census.gov/acs/www/about/why-we-ask-each-question/vehicles/>



The E's

The ODOT SRTS Program is built upon “E’s” that provide a comprehensive approach to youth traveling to school. The E’s are:



Engineering:

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



Education:

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



Encouragement:

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



Enforcement:

Influencing student or driver behavior through consequences.



Evaluation:

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



Equity:

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



Target Schools

There are two target schools in the Jackson STP which include Jackson Middle School and Northview Elementary School. The following tables provide information on the student demographics and school locations.

Table 1. Target Schools

School District	School Name	School Address	Grades Served
<i>Jackson City Schools</i>	<i>Jackson Middle School</i>	<i>21 Tropic St Jackson, OH 45640-1966</i>	<i>6-8</i>
<i>Jackson City Schools</i>	<i>Northview Elementary School</i>	<i>11507 Chillicothe Pike Jackson, OH 45640-8750</i>	<i>K-5</i>

Table 2. Student Demographics 2023-2024

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	English Learner	Students with Disabilities	Migrant
<i>Jackson Middle School</i>	<i>517</i>	<i><10</i>	<i><10</i>	<i><10</i>	<i>11</i>	<i><10</i>	<i>494</i>	<i>285</i>	<i><10</i>	<i>57</i>	<i><10</i>
<i>Northview Elementary School</i>	<i>405</i>	<i><10</i>	<i><10</i>	<i><10</i>	<i><10</i>	<i><10</i>	<i>384</i>	<i>254</i>	<i><10</i>	<i>83</i>	<i><10</i>



Section 2: Existing Conditions for Walking and Biking to School

Current Walking and Biking Facilities

Jackson Middle School

Jackson Middle School is located at 21 Tropic Street and is also bounded by Vaughn Street and W. Huron Street. Vaughn Street has sidewalks on both sides of the roadway with small tree lawns between the sidewalks and roadway. There are two crosswalks on Vaughn Street which allow pedestrians to cross Vaughn Street to access the parking lot on the east side of Vaughn Street. There are also crosswalks at the adjacent intersections of Vaughn Street with Tropic Street and W. Huron Street. The neighborhoods west and north of the school have sporadic sidewalk placement, but the majority of the areas lack sidewalks. Existing sidewalks have a lot of deterioration and could be improved. W. and E. Huron Street features sidewalks on the north side and south sides of the road, respectively. No bicyclist infrastructure exists around the school campus. However, there are bike racks located on school grounds.

Northview Elementary School

Northview Elementary School is located at 11507 Chillicothe Pike. Sidewalk is present on both sides of Chillicothe Pike from the school frontage south to E. Mitchell Street. Additionally, a pedestrian signal is located on Chillicothe Pike at the school frontage. However, there is no crosswalk present at the signal. The neighborhood north and east of the school does not have any sidewalks or other pedestrian infrastructure. Sidewalks are also sporadically placed in the neighborhood southwest of the school. No bicycle infrastructure is present anywhere near the school campus.

Current Student Travel

Teacher tallies, audits, and observations of student arrival and dismissal helped the project team and stakeholders understand students’ daily experiences. The tables below provide information about trends in student travel to and from school. **Table 3** shows the number of students within certain distances from the schools, while **Table 4** and **Table 5** show the mode of travel for students in the morning and afternoon, respectively.



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

School	Students within ¼ mile of school	Percent of students within ¼ mile of school	Students within ½ mile of school	Percent of students within ½ mile of school	Students within 1 mile of school	Percent of students within 1 mile of school	Students within 2 miles of school	Percent of students within 2 miles of school
Jackson Middle School	17	3.3%	76	14.7%	163	31.5%	249	48.2%
Northview Elementary School	51	12.2%	93	22.3%	119	28.5%	207	49.6%

Table 4. Mode of travel to school in the morning

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Jackson Middle School	9.4%	0%	36.4%	52.0%	2.1%	0%	0.1%
Northview Elementary School	2.3%	0%	38.1%	59.5%	0%	0%	0%

Table 5. Mode of travel from school in the afternoon

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Jackson Middle School	22.5%	0%	36.5%	37.8%	1.8%	0%	1.3%
Northview Elementary School	2.9%	0%	41.7%	52.2%	0%	0%	3.1%

Main Routes for Walking and Biking To School

Field visits, including a walk audit and arrival/dismissal observations, took place to determine the primary routes for students walking and biking to school. The notes, forms, and photos of these observations can be found in **Appendix B**.

Jackson Middle School

The primary routes for walking and biking to school are:

- » Tropic Street between S. David Avenue and Vaughn Street
- » Vaughn Street between South Street and E. Huron Street
- » W. Huron Street between S. David Avenue and Burlington Road

The primary intersections that students walking and biking cross to get to school are:

- » Tropic Street and Trago Street



- » Tropic Street and Vaughn Street
- » Vaughn Street and W. Huron Street

Northview Elementary School

The primary routes for walking and biking to school are:

- » Chillicothe Street between Grace Street and Morton Street
- » Chillicothe Pike between Turner Avenue and Grace Street
- » Fisher Drive between Lincoln Drive and Morton Street

The primary intersections that students walking and biking cross to get to school are:

- » Chillicothe Street and School Driveways
- » Grace Street and Chillicothe Street

Arrival and Dismissal Process

Jackson Middle School

For both arrival and dismissal, bus traffic utilizes a drive aisle on the west side of the school along Vaughn Street. The drive aisle is approximately 300 feet long and, during observations, appeared to accommodate all bus traffic dropping off and picking up students. For parents/caregivers, pick up and drop off occurs on the west side of the building. Drivers were observed queuing on the east-west alley south of Tropic Street, heading east to the school and Trago Street, and then exiting west on Tropic Street. Minimal queues for drivers were observed during morning drop off. However, for pickup, parents/caregivers were observed



beginning to queue 25-30 minutes before dismissal. The observed queues took place on east-west alleys to the west of the school and did not appear to block motorists using S. Bennett Avenue, S. Chestnut Street, or Tropic Street. Students walking or biking to/from school have the option of using entrances on the west, north, and east sides of the building. As shown in **Table 4** and **Table 5**, there were significantly more students walking home from school compared to walking to school. This can be attributed to darker and colder conditions in the morning. Most students walking to/from school utilized Vaughn Street heading north and south. A couple handfuls of children were observed walking to/from the west on Tropic Street. Overall, both arrival and dismissal operated smoothly and safely. Peak vehicular congestion only lasted about ten minutes for both arrival and dismissal, and there were no negative interactions observed between pedestrians and motorists.

Northview Elementary School

For both arrival and dismissal, bus traffic utilizes the front loop to the school along Chillicothe Street. Approximately seven buses were observed during both arrival and dismissal. Some parents/caregivers were

observed using the front loop after buses had departed. For parents/caregivers, there are two options for picking up and dropping off students. For grades K-2, drivers enter the west driveway along Grace Street and queue on the north side of the school heading westbound. Once a cluster of cars are queued, staff release students whose rides are ready to their vehicles. During observations, it was noted that students are not dismissed by staff while cars are in motion. For grades 3-5, parents/caregivers enter the east parking lot access along Grace Street. Drivers circulate clockwise to pick up and drop off. It was estimated that approximately ten students walked home during afternoon dismissal, even less during morning arrival. A small group of students were observed coming to/from the south along Chillicothe Street with a parent/caregiver assisting. They crossed Chillicothe Street south of the school frontage and did not use the existing pedestrian signal. Another handful of students were observed walking to/from the north along Daisy Avenue off Grace Street. Staff assisted these students getting off the school property. Lastly, the school has what appears to be a new access point to Lincoln Drive/Lady Avenue on the southeast corner of the property. This access was gated during both arrival and dismissal observations.



Existing Programs and Policies

District Bus Policies

The school district provides busing to all students located one mile or greater from their respective schools. Additional accommodations are provided for students with disabilities. There are no additional school travel policies or existing encouragement programs which support walking and biking to school.

Safety Data Review

The project team obtained and reviewed crash data for a two-mile radius around each school. Radius maps, provided by ODOT, show the location of all bicycle and pedestrian crashes from 2019 through 2023. Fortunately, there were no fatalities or serious injuries associated with these crashes. **Table 6** summarizes the crash proximity to the respective target schools.

Table 6. Bicycle and pedestrian crashes near schools, 2019 - 2023

School	Number of bicycle and pedestrian crashes within ½ mile	Number of bicycle and pedestrian crashes within 1 mile	Number of bicycle and pedestrian crashes within 2 miles	Total number of serious or fatal injury bicycle and pedestrian crashes within 2 miles
Jackson Middle School	2	6	10	0
Northview Elementary School	1	3	9	0



Jackson Middle School (Grades 6-8) Jackson City Schools - Jackson Co.

21 Tropic St, Jackson, OH, 45640

7-15-2024

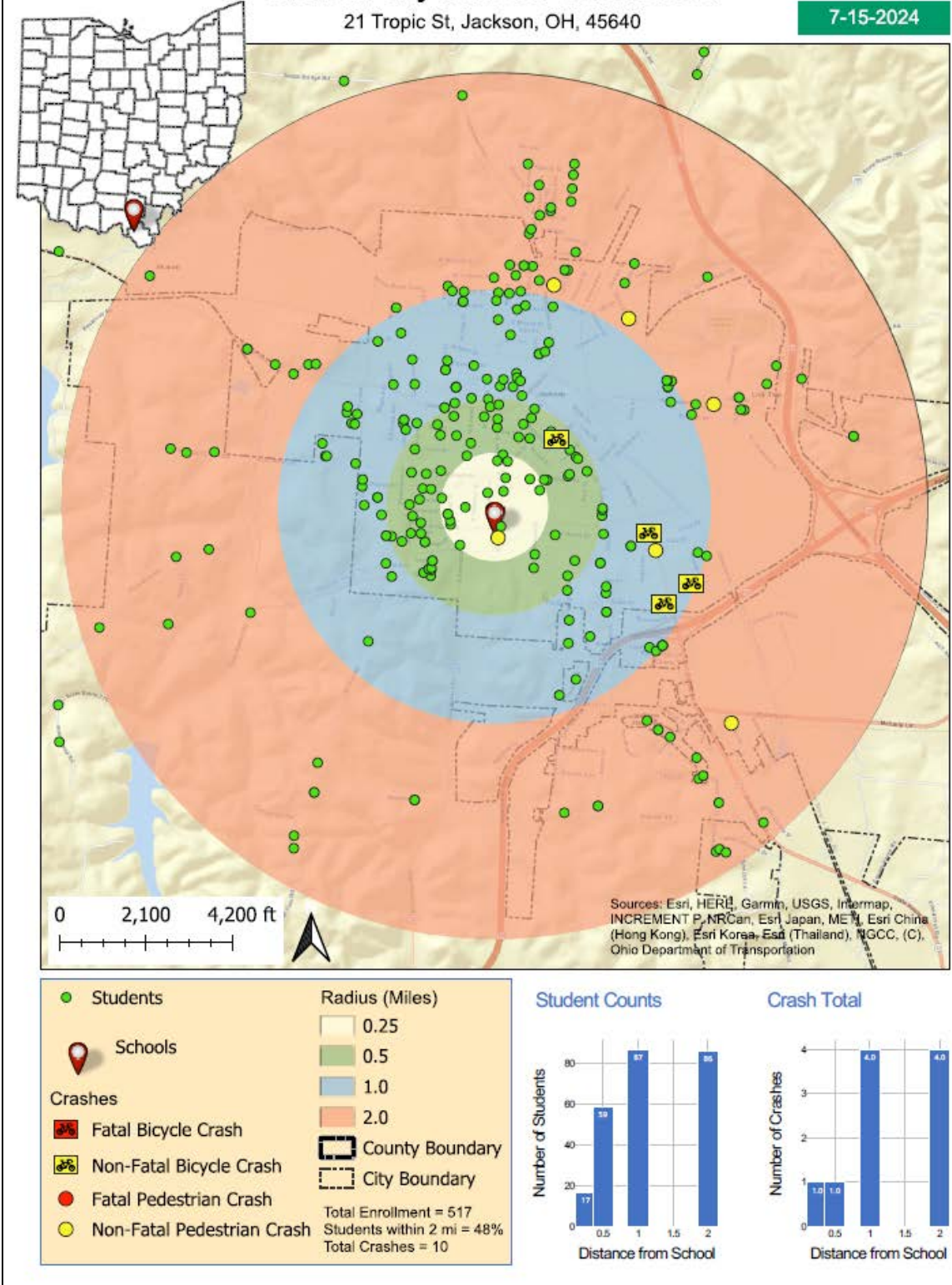


Figure 3. Jackson Middle School Radius Map

Jackson Northview Elementary (Grades PS-5) Jackson City Schools - Jackson Co.

11507 Chillicothe Pike, Jackson, OH, 45640

7-15-2024

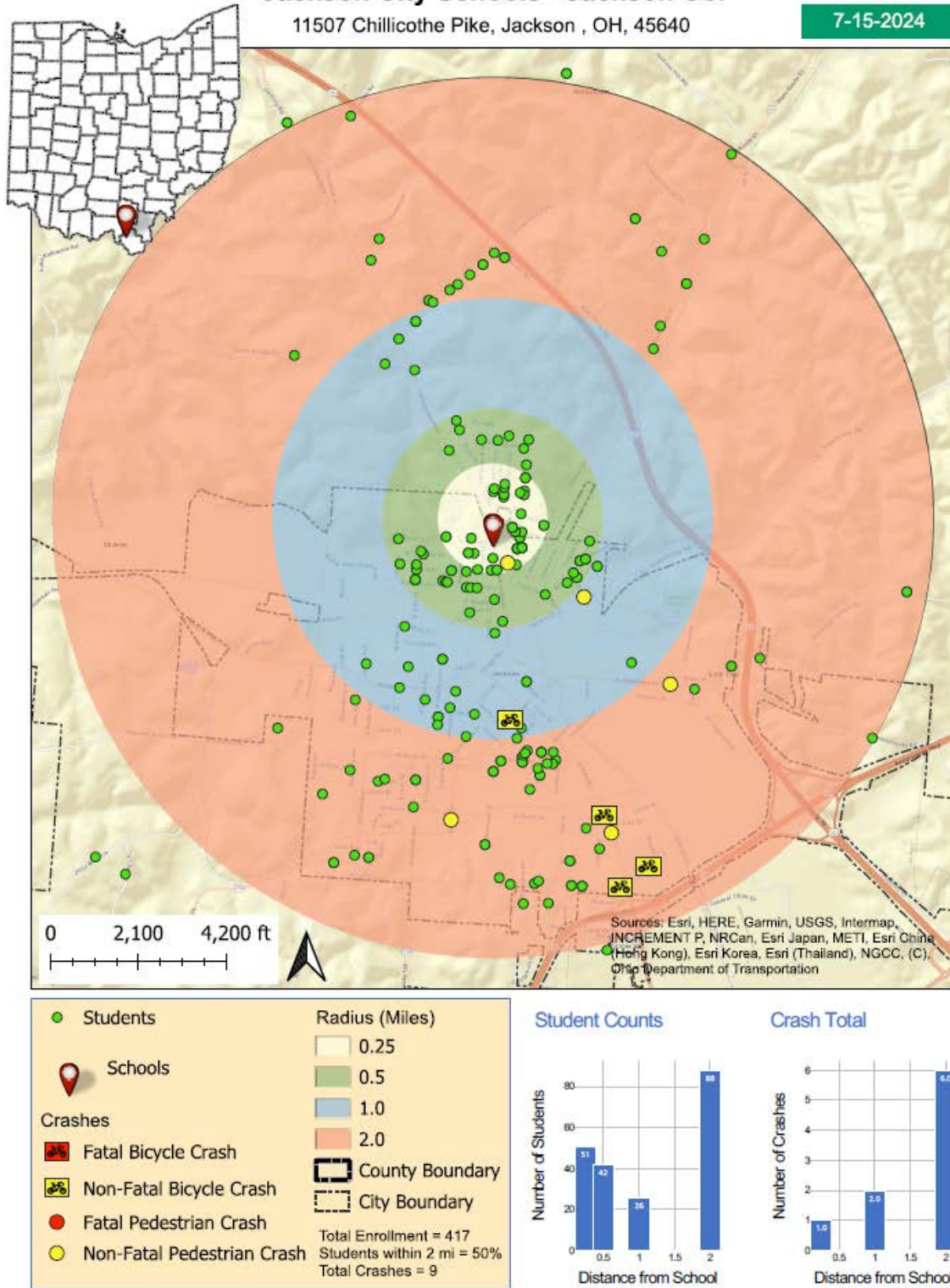


Figure 4. Northview Elementary School Radius Map

Equity Analysis

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

The equity factors included in the analysis include:

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

Figure 5 highlights levels of need surrounding both target schools. Most of the area surrounding the schools falls between low to medium need with some areas, specifically east of both schools, that is high need.





Active Transportation Need



Functional Class

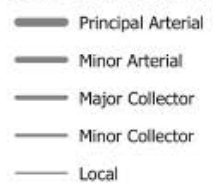


Figure 5. Active Transportation Need Map

Section 3: Community Engagement

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

Caregiver Survey

The caregiver survey was distributed to parents/caregivers at each of the target schools from October to November 2024. The survey sought input from parents regarding the distance students live from school, typical modes used to get to/from school, if students have asked for permission to walk or bike to school, and supporting reasoning for why parents/caregivers do or do not allow their children to walk or bike to school. The survey also has an open comments section for parents/caregivers to provide input.

Parent Attitudes Towards Walking and Biking

The most prevalent concerns from parents/caregivers regarding their child walking or biking to school are:

- Distance from the school. A lot of parents say the distance for walking and biking is too far.
- Traffic volumes, high vehicular speeds, erratic drivers
- Lack of pedestrian infrastructure on certain roadways like sidewalks, paths, or crosswalks

Additional results from the caregiver survey are provided in **Figures 6-11**.



Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school

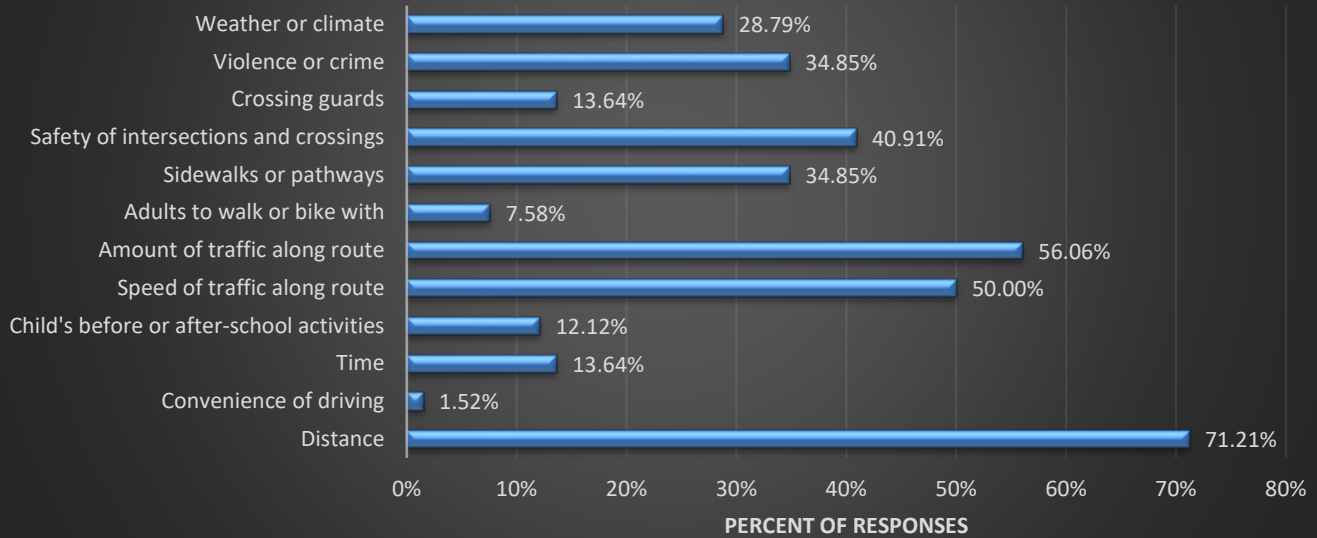


Figure 6. Issues Reported for Children Who Do Not Currently Walk or Bike

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

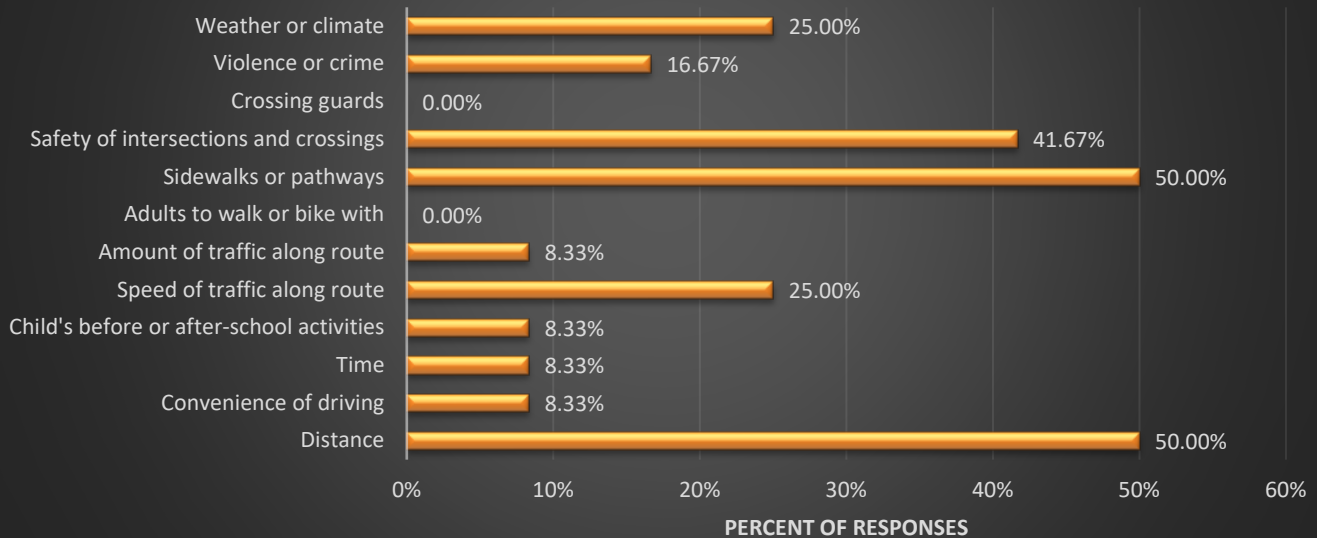


Figure 7. Issues Reported for Children Who Currently Walk or Bike

Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school

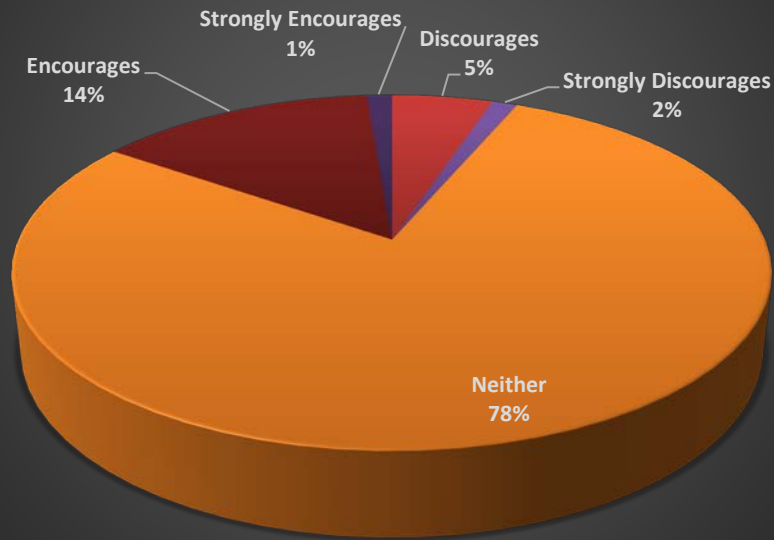


Figure 8. School Encouragement of Walking and Biking

Parents' opinions about how much fun walking and biking to/from school is for their child

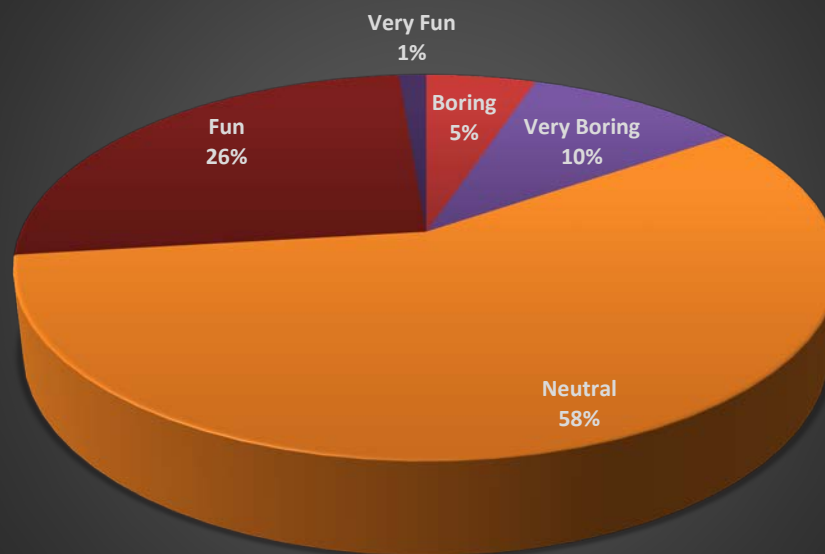


Figure 9. Walking and Biking Fun

Parents' opinions about how healthy walking and biking to/from school is for their child

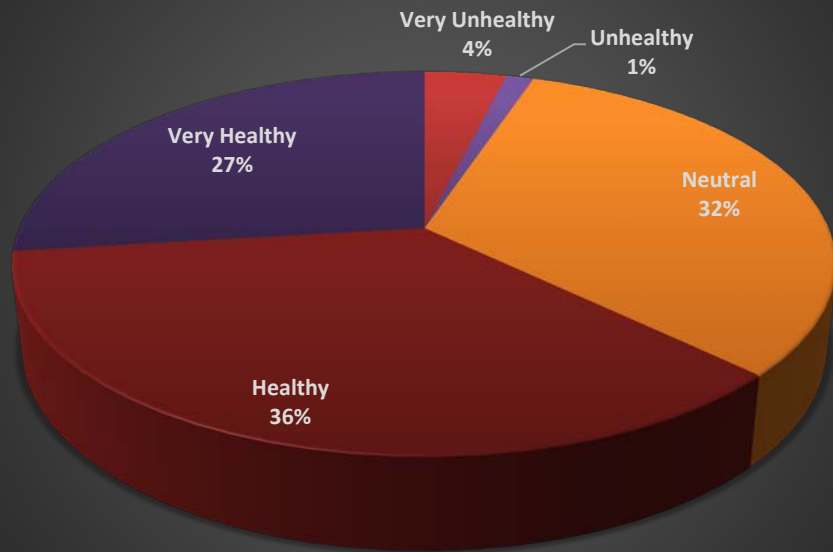


Figure 11. Walking and Biking Health

Parents' opinions about how safe walking and biking to/from school is for their child

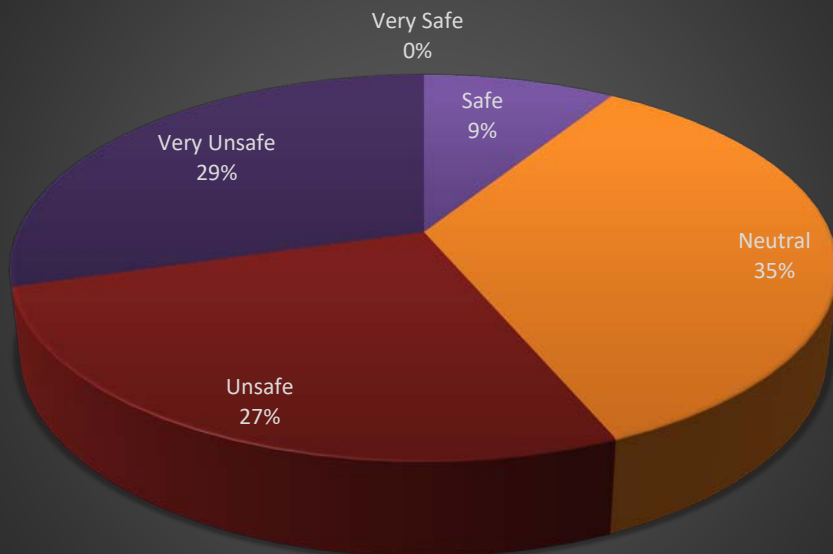


Figure 10. Walking and Biking Safety

Other Public Input

Public Meeting

A public meeting was held Tuesday, December 10th, 2024, from 4:30-6:00 PM at Jackson High School. This meeting was advertised via an email blast from the school district and social media posts by both the school district and the City of Jackson. Participants in this meeting included representatives from the City of Jackson, Jackson schools, and a handful of the general public. During the meeting, the project team gave an overview of the STP process and the recommended countermeasures. Attendees were asked to rank their top three infrastructure projects and top three programs and policies. Valuable input was gained about project priorities at this meeting, but minimal feedback from parents or residents was received due to minimal attendance. The materials utilized for the public meeting can be found in **Appendix C**.

Web Survey

The final public involvement effort for this STP was a web survey. The web survey was put together in an effort to gather additional public feedback due to the low turnout of the in-person public meeting. The web survey was developed and shared to the City of Jackson and Jackson Schools in December 2024 and was closed on January 3rd, 2025. The survey sought the same input as the public meeting. Responders are asked to identify their top three infrastructure projects and top three programs and policies.

JACKSON SCHOOL TRAVEL PLAN

Help Improve Student Travel Safety

Open House Meeting
Join us to review and provide feedback on proposed projects aimed at improving student safety and accessibility across Jackson City Schools. Come and go as you please during this open house-style meeting.

We encourage your participation and your feedback is crucial in shaping the future of safe travel for our students!

Free & Open to the Public

TUESDAY
December 10
4:30pm - 6:00pm

Jackson High School
Room 110
450 Vaughn Street
Jackson, Ohio 45640

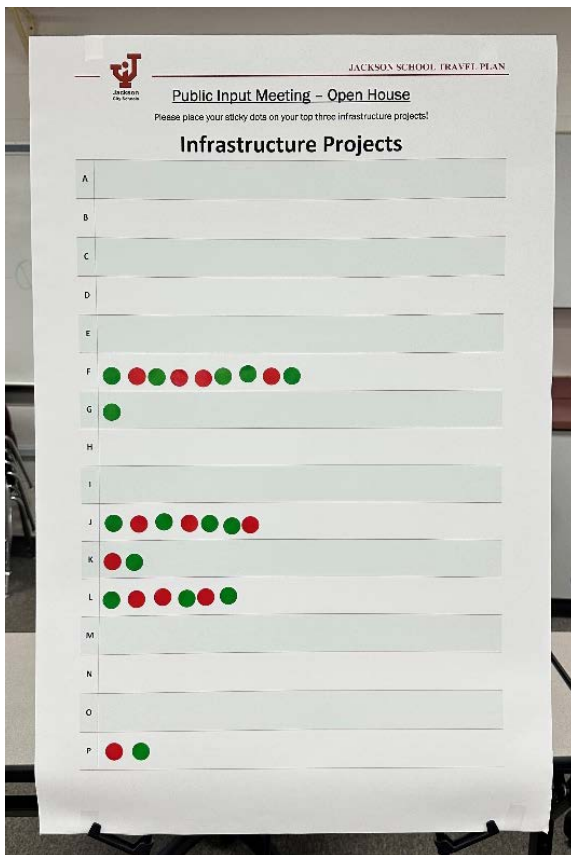
AGENDA HIGHLIGHTS

- ☑ Brief overview of the School Travel Plan
- ☑ Summary of recommended projects, programs, and policies
- ☑ Open floor for public comments and feedback



Results

Below is a summary of the survey feedback received during the public involvement which included 11 survey responses along with several responses from the public meeting. Question one of the survey was, “What are your top three programs and policies?”. The two programs and policies with the highest amount of interest were the “Volunteer Crossing Guard Program” and “Increase Police Presence Around the Campus During School Hours” with six votes each. The Volunteer Crossing Guard Program involves recruiting and certifying caregivers as crossing guards to ensure safety at high-risk crosswalks. Increased Police Presence Around the Campus aims to deter unsafe driving behavior, such as speeding and reckless driving, by stationing law enforcement near schools and along major routes. After that, there were four programs that received notable interest. These types are “Walking School Buses and Bike Trains,” “School Travel Safety Committee,” “[Safety] Equipment Giveaways,” and “Teacher Tallies.” These programs reflect a blend of education, enforcement, and encouragement strategies aimed at enhancing safety and promoting active transportation.



Question two of the survey was, “What are your top three infrastructure projects?”. Based on the feedback, three infrastructure projects had the same amount of interest with four votes. These projects are the Markings & Signage Intersection Improvement at Tropic Street & Trago Street, the Utility Pole Relocation along W. Huron Street, and the School Frontage Roadway Improvements along Vaughn Street. At the Tropic Street & Trago Street intersection, high-visibility crosswalk markings, signage, and ADA-compliant curb ramps are recommended to improve pedestrian safety. The Utility Pole Relocation along W. Huron Street involves moving utility poles off sidewalks to provide safer, unobstructed pathways for pedestrians. The School Frontage Roadway Improvements on Vaughn Street include adding edge line striping for bus parking and removing closely spaced crosswalks to reduce conflict points. Two other projects got comparable interest with three votes. Those are the Rectangular Rapid Flashing Beacon (RRFB) Intersection Improvement at Vaughn Street & Tropic Street and the Sidewalk Improvement along Vaughn Street. All five of the projects with the highest amount of interest were located at or around Jackson Middle School.

The third question of the survey asked for any additional feedback from the survey participants. In these comments, sidewalk improvements was a recurring topic. This mainly includes calls for additional sidewalks, specifically on Vaughn Street, Huron Street, and near Main Street. Other topics mentioned were the misuse of school pickup lanes, misuse of ADA accommodations, and a general lack of police enforcing speeding laws. The recommendations align with priorities that focus on addressing gaps in infrastructure, improving pedestrian and cyclist safety, and enhancing law enforcement around the schools.

Section 4: Recommendations

This section outlines key barriers and provides a prioritized list of infrastructure and non-infrastructure projects identified to improve safe routes for children walking and biking to the target schools.

Key Barriers

The project team identified three key issues and barriers to walking and biking for students through community engagement, existing conditions analyses, field observations, and stakeholder guidance. These key barriers are directly related to the recommended infrastructure and non-infrastructure projects.

Barrier 1: *Unsafe intersections and midblock crossings on neighborhood streets*

Public roadways surrounding both school campuses lack sufficient pedestrian or cyclist infrastructure. There are minimal safe places for pedestrians to cross roadways at intersections or roadway segments.

Barrier 2: *Gaps in the sidewalk network on some roadways*

Sidewalks are present near Jackson Middle School but not in surrounding residential areas, and minimal sidewalks are near Northview Elementary School. Sidewalks present in some areas are deteriorating and lack connections to other pedestrian infrastructure.

Barrier 3: *Lack of activities or programs to encourage students to walk and bike*

There are no programs or policies in place which encourage students to walk or bike to school.



Infrastructure Countermeasure Recommendations

This plan provides recommendations which will promote and support SRTS through a combination of infrastructure projects and non-infrastructure countermeasures. Infrastructure recommendations refer to physical, built projects which change how roadways are configured to provide space for students walking and biking. The projects are organized in **Table 7** with designations for each target school and Project ID, which correspond to and are depicted on the associated maps, **Figures 12-13**.

Table 7 also includes a priority level for each recommended infrastructure projects, ranging from high (1) to low (3). Projects were prioritized based on a combination of criteria:

- Equity factors
- History of infrastructure investment / time since last investment in the general project location
- Public input
- Current student walking & biking behaviors
- Number of students in proximity to the proposed project

A time frame is indicated for each project:

- Short-term = 0 - 2 years
- Medium-term = 2 years - 5 years
- Long-term = 5 years or more

An estimated cost is also indicated for each project:

- Low cost = Up to \$50,000
- Medium cost = \$50,000 to \$250,000
- High cost = Above \$250,000

At least one funding source suggestion is provided for each recommended project. Refer to the Implementation section for more information on the specific sources. The highest priority recommended project is installing sidewalk on the north side of E. Huron Street from Vaughn Street to Dickason Street (Project Q).



Table 7. Infrastructure Recommendations

School	Project ID	Project Type	Location	Description	Cost	Priority Level	Potential Funding Source	Timeframe
Jackson Middle School	A	Intersection Improvement	Vaughn Street & Tropic Street	Install RRFB to cross Vaughn Street	Low	1	ODOT SRTS	Short Term
Jackson Middle School	B	Intersection improvement	Tropic Street & Trago Street	Add high-visibility crosswalk markings, signage, and ADA compliant curb ramps	Med	2	ODOT SRTS	Short term
Jackson Middle School	C	Sidewalk Improvement	Vaughn Street from E. Huron Street to Railroad Crossing	Install pedestrian buffer zone/tree lawn to separate sidewalk from traveling roadway	Med	2	ODOT SRTS	Med Term
Jackson Middle School	D	Sidewalk Improvement	Tropic Street from S. David Avenue to Vaughn Street	Improve existing sidewalk and fill in gaps along roadway	High	3	ODOT SRTS	Long Term
Jackson Middle School	E	Utility Relocation	W. Huron Street from S. Chestnut St. to Vaughn Street	Relocate utility poles off sidewalk	High	3	ODOT SRTS	Long Term
Jackson Middle School	F	Bridge Improvements	Vaughn Street bridge over railroad and creek	Rebuild or improve bridge and pedestrian crossing to current standards	High	1	ODOT SRTS	Med Term
Jackson Middle School	G	Bicycle Improvements	Vaughn Street from South Street to Jackson High School	Add “sharrow” pavement markings for cyclists	Low	2	ODOT SRTS	Short Term
Jackson Middle School	H	Roadway Improvement	School frontage on Vaughn Street	Provide edge line striping for bus parking lane. Remove one of closely spaced crosswalks to reduce conflict points.	Low	1	ODOT SRTS	Short Term
Northview Elementary School	I	Crossing Improvements	Existing pedestrian signal on Chillicothe Street frontage	Add high-visibility crosswalk markings, signage, ADA curb ramps, stop lines	Low	1	ODOT SRTS	Short Term
Northview Elementary School	J	Crossing Improvements	Existing pedestrian signal on Chillicothe Street	Replace existing pedestrian signal with modern RRFB or Pedestrian Hybrid Beacon (PHB)	Med	2	ODOT SRTS	Med Term
Northview Elementary School	K	Sidewalk Improvement	Chillicothe Street from school frontage to Omar Street	Extend sidewalk on east side of Chillicothe Street	High	2	ODOT SRTS	Med Term
Northview Elementary School	L	Sidewalk Improvement	Grace Street from Chillicothe Street to Lincoln Drive	Install sidewalk on south side of Grace Street	Med	2	ODOT SRTS	Med Term
Northview Elementary School	M	Intersection Improvement	Chillicothe Street & E. Mitchell Street	Add high-visibility crosswalk markings, signage, ADA curb ramps, RRFB	Med	2	ODOT SRTS	Med Term
Northview Elementary School	N	Intersection Improvement	Grace Street at Daisy Avenue and McKitterick Avenue	Add high-visibility crosswalk markings, signage, ADA curb ramps, RRFB	Med	2	ODOT SRTS	Med Term
Northview Elementary School	O	Sidewalk Improvement	West end of rear parking lot	Install sidewalk connecting school to Grace Street. Replace transverse markings in parking lot.	Low	1	School District	Short Term
Northview Elementary School	P	Sidewalk Improvement	Chillicothe Street from school frontage to Morton Street	Fill in gaps in sidewalk infrastructure, create buffer/tree lawn between sidewalk and roadway	High	3	ODOT SRTS	Long Term
Jackson Middle School	Q	Sidewalk Improvement	E. Huron Street from Vaughn Street to Dickason Street	Install sidewalk on the north side of E. Huron Street	Med	1	ODOT SRTS	Short Term



Figure 12. Jackson Middle School Recommended Infrastructure Improvements Map

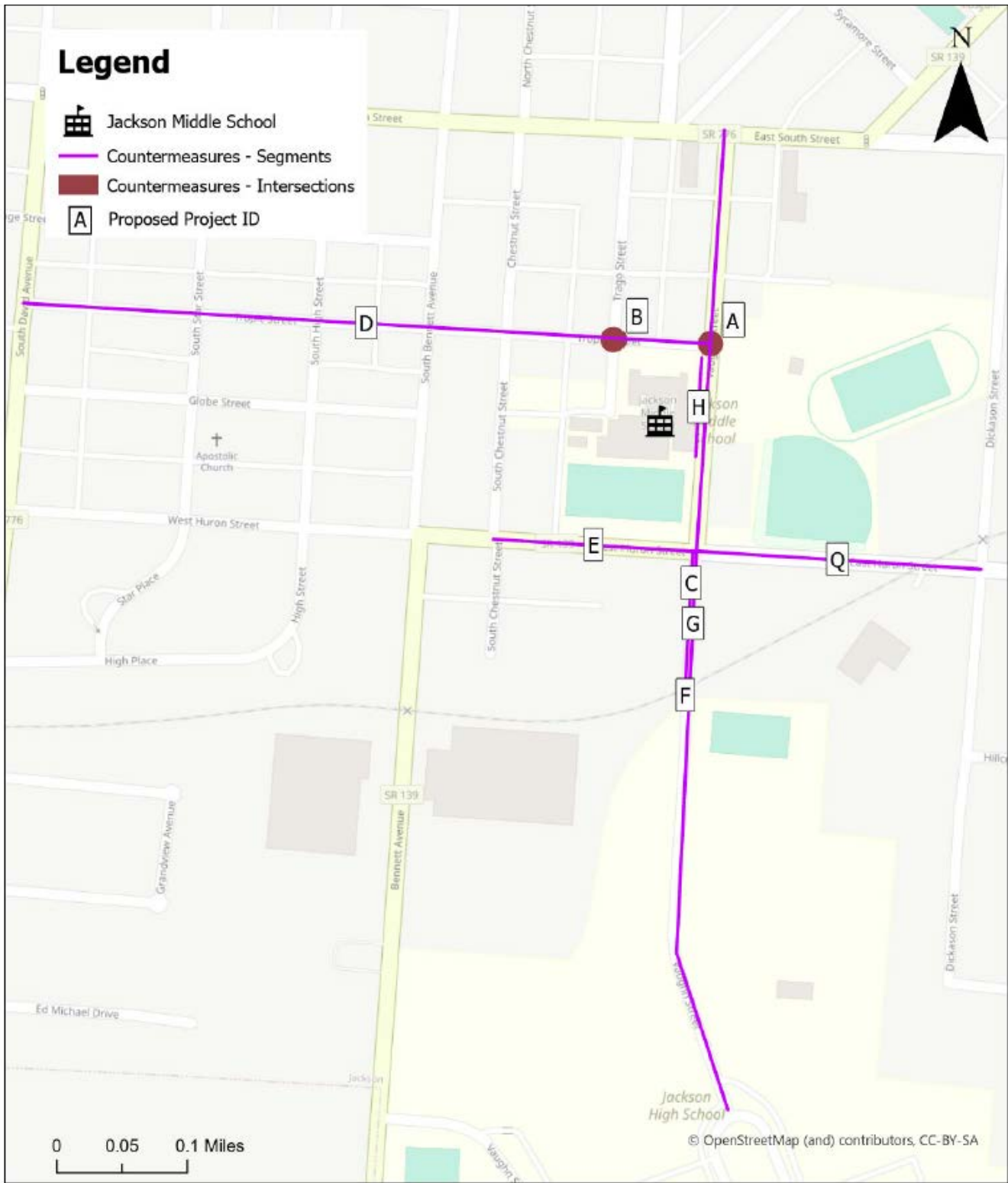
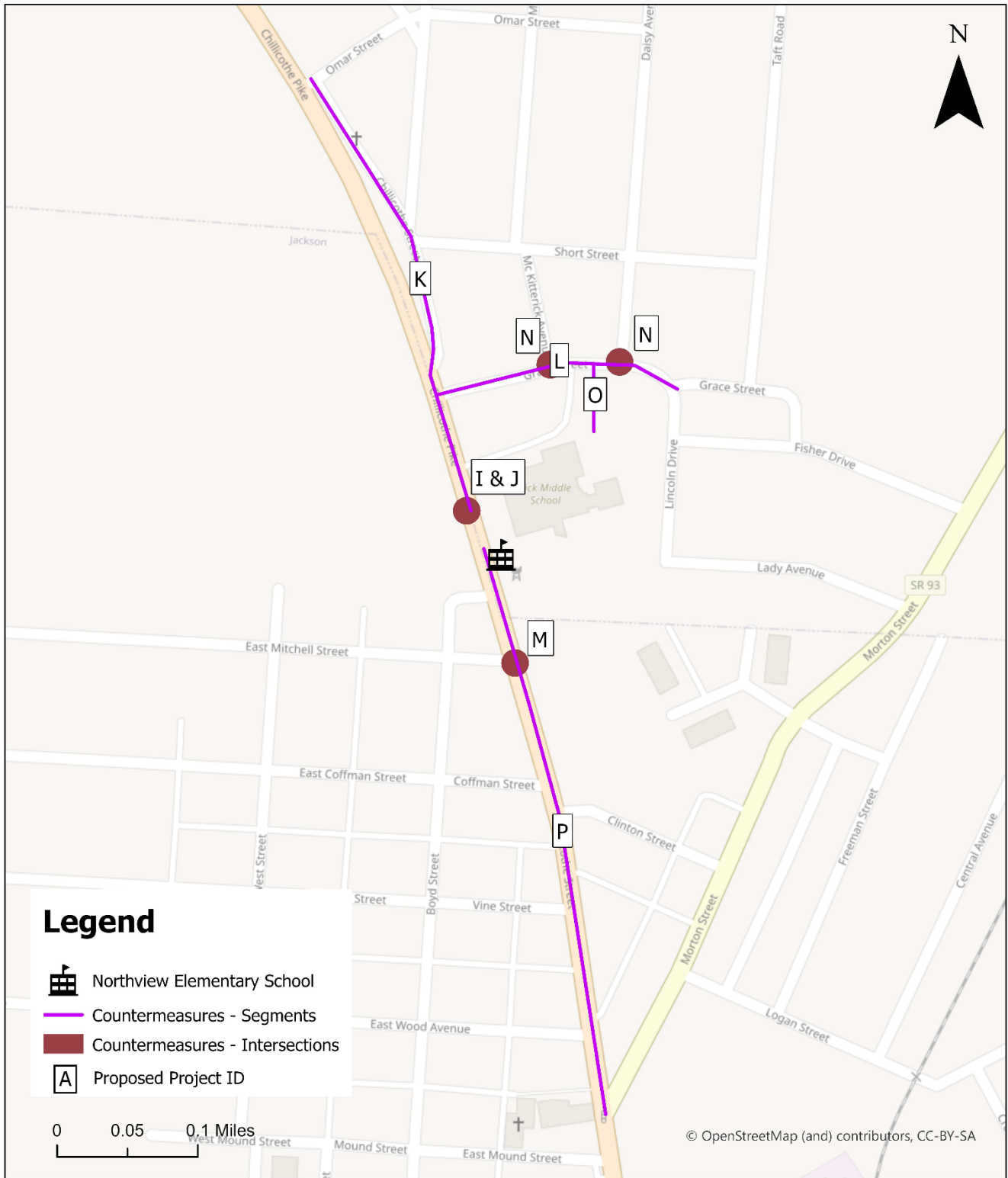


Figure 13. Northview Elementary School Recommended Infrastructure Improvements Map



Non-infrastructure countermeasure Recommendations

Non-infrastructure recommendations refer to program and policy recommendations which aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase use through encouragement, education, engagement, enforcement, equity, and evaluation. The below recommendations can apply to both target schools as well as other schools in the district.

Table 8. Program and policy recommendations

Project ID	Project Type	"E's"	Description	Leaders	Timeframe
A	Walking School Buses and Bike Trains	Encouragement	Caregivers walk or bike with groups of children to school which may include stopping along designated parts of a route to pick up students.	Community Caregivers, Parent Teacher Association Groups (PTA)	Short
B	School Travel Safety Committee	Encouragement	Develop a committee to oversee the progress of SRTS and meet regularly to discuss SRTS initiatives.	Jackson City Schools, City of Jackson	Ongoing (Medium)
C	Walk and Bike to School Day	Encouragement	A national event that brings the community together to walk or bike to school, while encouraging active transportation methods.	PTA Groups, Jackson City Schools	Short
D	Statewide SRTS Educational Materials	Education	Utilize ODOT educational safety materials for students, caregivers, and teachers. The following "Every Move You Make" and SRTS lesson plans to teach students the many aspects of pedestrian and bicycle safety materials are available through ODOT.	ODOT, City of Jackson, Community Leaders	Short
E	School Produced Walking and Biking Maps	Education	Work with the school district to create maps that provide suggested best walking and biking routes to educate caregivers and students. The maps should be updated as supporting infrastructure is constructed.	Jackson City Schools, City of Jackson, ODOT	Ongoing (Medium)
F	Distribute ODOT Groundwork E-Newsletter	Education	Encourage city staff, school administration, and caregivers to sign up for ODOT's e-newsletter designed to educate readers about active transportation and road safety.	Jackson City Schools, City of Jackson, Community Caregivers	Spring 2025 (Short)
G	Volunteer Crossing Guard Program	Engagement	Work with caregivers to establish and certify volunteer school crossing guards to be stationed at high-risk crosswalks.	Jackson City Schools, City of Jackson, ODOT, Community Caregivers	Medium
H	Increase Police Presence Around the Campus During School Hours	Enforcement	Station law enforcement near the Jackson City Schools and along major routes to the campus, to discourage unsafe driving (speeding, failing to comply with posted signage, reckless driving).	City of Jackson Police Department, Jackson City Schools	Short
I	Traffic Interactions, Speed, Crime, and Crash Data	Evaluation	Use data collection by local government and compare the differences of before and after the implementation of walking and biking initiatives and/or infrastructure improvements.	ODOT, City of Jackson, City of Jackson Police Department	Annually, starting in Fall 2025 (Long)
J	Equipment Giveaways	Equity	Provide safety equipment like helmets, locks, lights, or other elements to low-income students and/or the general student body.	Jackson City Schools	Fall 2025 (Medium)
K	Teacher Tallies	Evaluation	Conduct teacher tallies annually to monitor walking and biking trends.	Jackson City Schools, City of Jackson	Annually, starting in Spring 2025 (Long)



Implementation

Collaboration is the first step towards successful implementation of the Jackson STP. Stakeholders involved in the planning process will be collectively involved in the development, design, funding, maintenance, monitoring, and/or evaluation of the SRTS recommendations. See the table below for a list of implementation responsibilities.

Projects were prioritized based on feedback from both the SRTS team and public input, the SRTS team’s desire to fill gaps in pedestrian infrastructure, and the complexity/feasibility of the recommended improvements. An exhibit and cost estimate were developed for the highest priority project (Project Q). The exhibit and estimate can be found in **Appendix D**. There is a strong desire to continue this sidewalk improvement further east to E. Main Street. Note, projects and their priorities are subject to change based on funding availability, cohesion with planned capital improvement projects, and potential future improvements to the school campuses.

Agency	Role/responsibility	Timeline for implementation
City of Jackson	Apply for funding for the Highest Priority Recommended Projects through the ODOT’s SRTS program.	1-3 years
City of Jackson	Work to incorporate the remaining projects into the City’s Capital Improvement Plan (CIP) throughout the next five years. Some of these improvements could be incorporated into existing CIP budgeted projects, such as roadway resurfacing.	1-5 years
City of Jackson	Utilize the US Department of Transportation’s DOT Discretionary Grants Dashboard to monitor for new grant opportunities as they come online to fund remaining infrastructure improvements.	Ongoing
City of Jackson & Jackson City Schools	Explore opportunities to share the cost of infrastructure improvements and/or construction mobilization costs with Jackson City Schools for infrastructure improvements most proximate to school campuses.	Annually
City of Jackson & Jackson City Schools	Reconvene the SRTS Team to review the STP to document progress toward implementing recommended countermeasures and identify next steps.	Annually
Jackson City Schools	Continue to maintain and improve pedestrian and bicycle infrastructure on campus.	1-5 years
Jackson City Schools	Apply for funding to update and expand the STP to include all schools in the district.	5 years

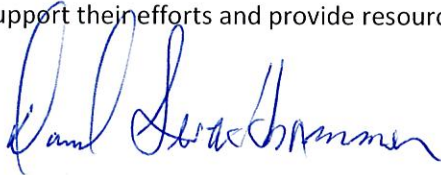


Pledge of Support

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

*Walking and biking in Ohio will be a safe, convenient,
and accessible transportation option for everyone.*

The undersigned are fully supportive of Jackson City Schools Safe Routes to School Travel Plan and program, and pledge to support their efforts and provide resources as appropriate.

Signature: 

Printed Name: David Swackhammer

City of Jackson Service Director

Signature: 

Printed Name: Traci Plants

City of Jackson Executive Assistant

Signature: 

Printed Name: Phil Howard

Jackson City Schools Superintendent

Signature: 

Printed Name: Tyler Swackhammer

Parent / Principal – Jackson High School



Appendices

- A. *Safe Routes to School Project Team Contact Information*
- B. *Site Visit Materials*
- C. *Public Engagement Materials (surveys, meeting notes, pop-up materials, etc.)*
- D. *Priority Project Exhibit and Cost Estimate*

