FAIRLESS LOCAL SCHOOLS

SCHOOL TRAVEL PLAN

MARCH 2026



Partnering Local Jurisdictions:

Village of Brewster

Fairless Local Schools
Soaring to Excellence Every Day

Funded by:

STARK COUNTY REGIONAL PLANNING COMMISSION

Facilitated by:

GPD GROUP
Glaus, Pyle, Schomer, Burns & DeHaven, Inc.

In partnership with:

OHIO DEPARTMENT OF TRANSPORTATION

SafeRoutes
Ohio Safe Routes to School

Acknowledgements

Our community and school is committed to helping students safely walk and bike to school. We would like to express our gratitude to those who funded and helped develop this plan.

Project Funding was provided by the Stark County Area Transportation Study (SCATS) metropolitan planning organization.

Our local Safe Routes to School team members included:

Charles Hawk, Village Mayor

Tim Dorkoff, Village Councilman

Michael Miller, Village Administrator

Michael Hearn, Fairless Local School District Superintendent

Chad Merritt, Principal – Fairless High School

Dan Nero, Principal – Fairless Middle School

Lori Neuenschwander, Principal – Fairless Elementary School

Further, we wish to thank the Village of Brewster and Fairless Local Schools for their support, endorsement, and efforts to see aspects of this plan implemented.

Fairless Local Schools

Village of Brewster

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Picture 1: A recently constructed sidewalk along Park Drive SE along one of the popular routes students use to walk from the elementary, middle, and high schools to the Village of Brewster. Here, Park Drive crosses an earthen levee, creating a vertical crest curve and sight obstruction which makes it difficult for motorists, pedestrians, and bicyclists to see oncoming traffic. Connecting this sidewalk to another walk at 7th Street SE is a critical need for the community.

Section 1: Introduction

About 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. This includes the School Travel Plan (STP) process, where local schools and communities identify obstacles students face to walking and biking to school and then develop and commit to recommendations to address these obstacles.

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] Safe Routes to School is focused on improving student safety during their journey to and from school. Through infrastructure improvements, walking and biking to school can become a safer and more appealing choice for children and parents.

Improve physical and mental health. A healthy lifestyle is best cultivated in people while they are children. Regular physical activity is an integral component of a healthy lifestyle and also 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 2023, the US Census Bureau reported that 7.4 percent of households in Ohio and 3.5 percent of households in the Village of Brewster do not have a vehicle.[3, 4] For families without cars or those with limited access to cars, it is especially important for children to have safe ways to walk or bicycle to school and around their neighborhood. Additionally, Safe Routes to School improvements benefit not only children, but quality of life for neighborhoods and the entire community. Shifting vehicle trips to walking or biking trips reduces greenhouse gas emissions, decreases school-related traffic congestion, reduces transportation costs, and can lead to greater independence for community members who cannot or choose not to drive.

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[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/
[4] US Census American Community Survey 5-Year Estimate for DP04 Select Housing Characteristics for Ohio and the Village of Brewster.

The E's

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



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



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



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



Enforcement:
Influencing student or driver behavior through consequences.



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



Equity:
Tailoring the 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.

Schools Participating in This Plan

This plan covers all three schools within the Fairless Local School District, listed in **Table 1**. Student demographic data is provided in **Table 2**.

Table 1. Schools Covered Under This Study

School District	School Name	School Address	Grades Served
Fairless Local School District	Fairless Elementary School	12000 Navarre Road SW Navarre, OH 44662	K-5
	Fairless Middle School	11836 Navarre Road SW Navarre, OH 44662	6-8
	Fairless High School	800 7th Street SE Brewster, OH 44613	9-12

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
Fairless Elementary School	600	<10	<10	<10	12	29	553	298	<10	104	*
Fairless Middle School	310	<10	<10	<10	13	<10	289	159	0	49	*
Fairless High School	305	<10	<10	<10	<10	<10	284	130	<10	47	*

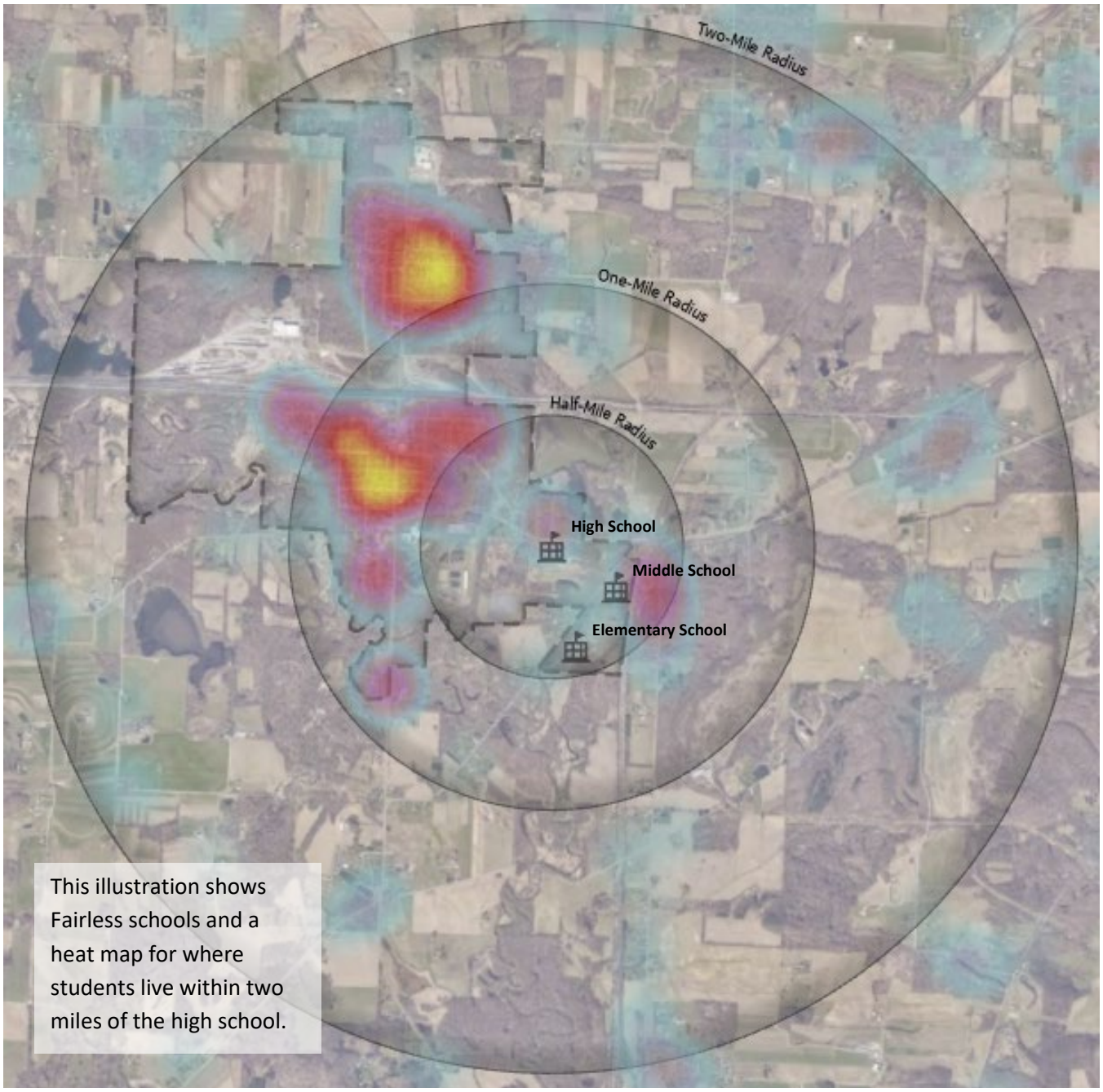
*Demographic data for this characteristics was not available.

Purpose and Vision

The Vision Statement for the Fairless Local School District School Travel Plan is as follows:

Walking and biking to Fairless Local Schools will be a safe, convenient, healthy, and accessible transportation option for everyone.

The purpose of this School Travel Plan (STP) is to identify policy, program, and infrastructure recommendations for Fairless Local School District and the Village of Brewster.



This illustration shows Fairless schools and a heat map for where students live within two miles of the high school.

Section 2: Existing Conditions for Walking and Biking to School

Current Student Travel

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

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

School	Students within ¼ mile of school	Percent of students within ¼ mile of school	Students ¼ to ½ mile of school	Percent of students ¼ to ½ mile of school	Students ½ to 1 mile of school	Percent of students ½ to 1 mile of school	Students 1 to 2 miles of school	Percent of students 1 to 2 miles of school
Elementary	0	0%	18	2.7%	59	8.7%	119	17.6%
Middle	4	1.3%	3	9.6%	23	7.3%	56	17.9%
High	5	1.6%	12	3.8%	49	15.7%	90	28.8%

Source: ODOT School Radius Maps

Table 4. Mode of travel to school in the morning*

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	Responses
Elementary	0	0	551	245	13	0	0	809
Middle	28	0	208	117	6	0	0	359
High	1	0	38	32	5	0	4	80

Source: Teacher Travel Tallys

Table 5. Mode of travel from school in the afternoon*

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	Responses
Elementary	0	0	597	206	6	0	0	809
Middle	44	0	214	102	5	0	0	359
High	2	0	38	30	6	0	3	79

Source: Teacher Travel Tallys

**Teacher Travel Tallys are performed over three days, with the sum of responses for three arrivals and departures presented in Tables 4 and 5.*

Main Routes for Walking and Biking to School

Fairless Elementary and Middle Schools (adjacent)
The primary routes for walking and biking to school are:

- North along Navarre Road (US-62), west along 7th Street SE, then northwest along Park Drive SE
- North along Navarre Road (US-62), west along 7th Street SE to S Wabash Avenue SW
- North along Navarre Road (US-62), east along Angleway Street SE

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

- Existing crosswalk with RRFB across Navarre Road (US-62) at the middle school
- Existing crosswalk with RRFB across 7th Street SE at the high school

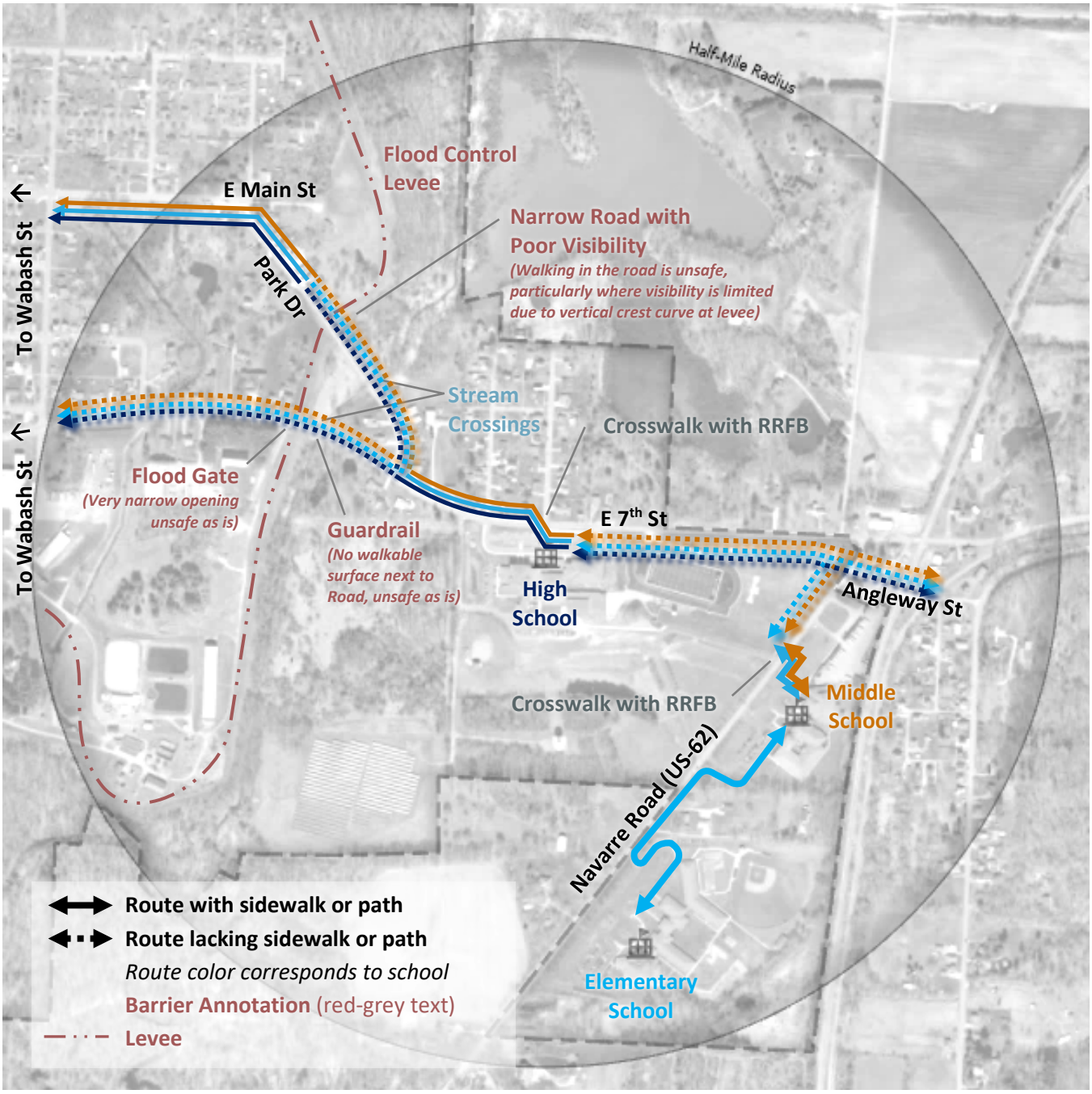
Fairless High School
The primary routes for walking and biking to school are:

- West along 7th Street SE, then northwest along Park Drive SE
- West along 7th Street SE to S Wabash Avenue SW
- East along 7th Street SE to Navarre Road (US-62), then south to Angleway Street SE

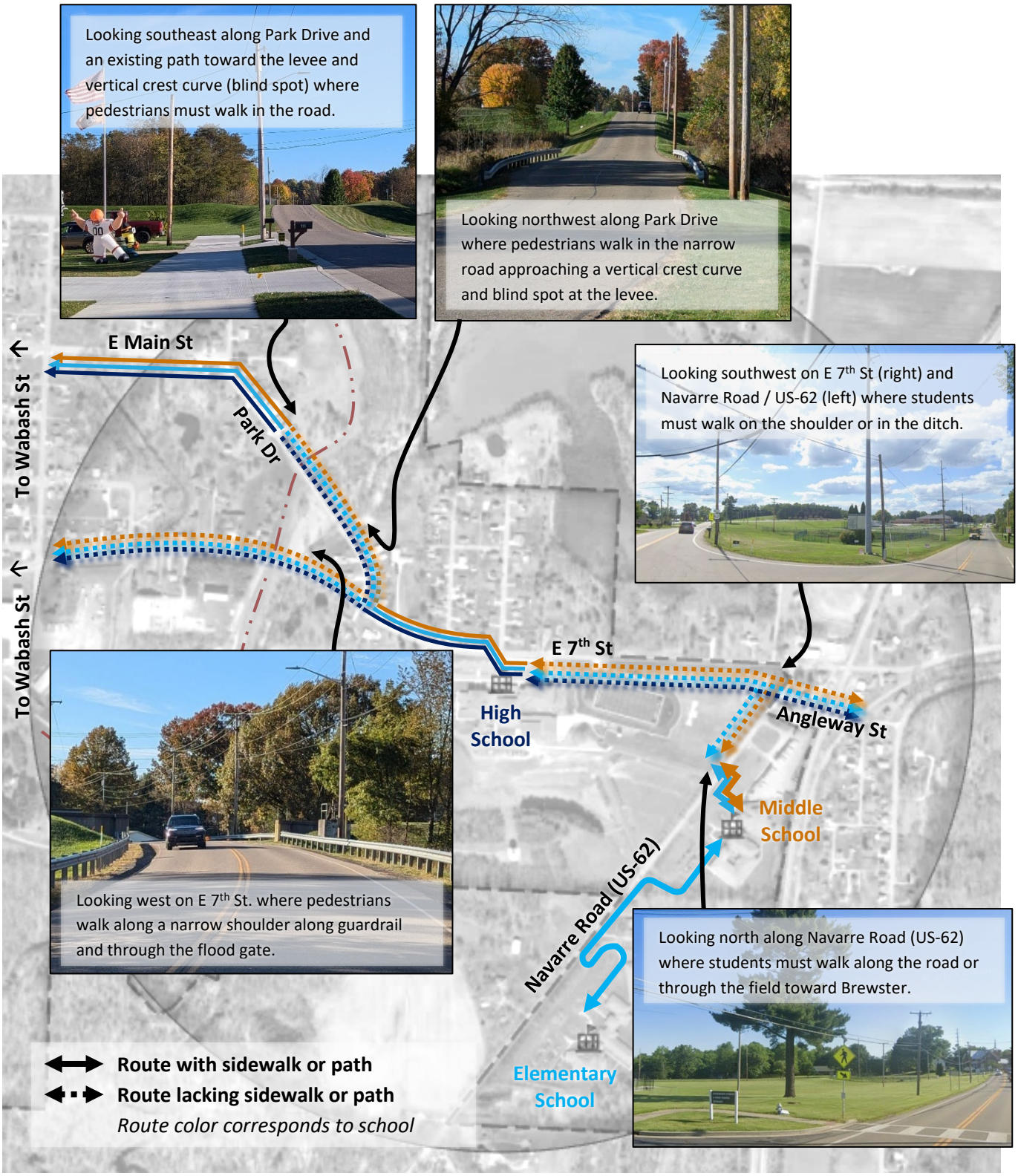
The primary intersections that students walking and biking cross to get to school are:

- Existing crosswalk with RRFB across 7th Street SE at the high school
- Navarre Road (US-62) and 7th Street SE

Illustrated Map of Main Routes for Walking and Biking to School with Barriers



Site Photos Along Main Routes for Walking and Biking to School



Arrival and Dismissal Process

Fairless Elementary School

During arrival, students are dropped off by parents at designated drop-off areas depending upon whether they are in pre-school or elementary school. Students arriving by bus are dropped off in the bus lot, which is separated from the parent drop-off areas. Drop off areas are supervised and occurs in an orderly process.



Picture 2: Parents wait to collect their children during dismissal

Dismissal occurs in phases, first with students being picked up by their parent or guardian (**Picture 2**). These individuals typically park at the north end of the bus lot and approach the student's teacher who ensures students are released to those with permission to pick them up. By the time the buses arrived to pick up students, most of these vehicles had left the lot and all remaining students board the bus to be taken home (**Picture 3**).



Picture 3: Teachers supervise students boarding their buses.

Fairless Middle School

Like the elementary school, students arriving to the campus are dropped off by parents at a designated drop-off area that is separate from the bus lot on the northwest side of the building. Drop off areas are supervised and appeared to occur in an orderly manor.

Prior to dismissal, buses are staged in their lot and upon the ringing of the dismissal bell, students walk to their buses under the supervision of school staff. At the same time, students being taken home by a parent or guardian walk to a designated area to be picked-up.

During dismissal, a few parents waited by the door and walked their children across US-62 to the high school parking lot across the highway to their parked vehicles.

Fairless High School

Students arriving by bus are dropped off in the bus lot south of the school (**Picture 4**) and typically enter the south side of the building. Some students drive themselves to school and park in a student and visitor parking lot on the north side of the building. Those driving students to school typically use the drop-off driveway, a two-lane one-way drive that runs between the north side of the building and student parking lot (**Picture 5**). This drive allows motorists to wait in the



Picture 4 - Bus Pick-Up/Drop-Off Area

curb lane and those who have dropped off or picked up students to pass using the second lane. Those who park in the lot, and those who walk and bike to school must cross the drop-off driveway to enter the building.

At departure, students are released at the same time regardless of how they plan to travel home. Those taking the bus exit the south side of the building, and all others exit the north side of the building. During the dismissal observation, a relatively small number were picked up in the pick-up line and many walked to their vehicles to drive home or grab sports gear before re-entering to the school building. Generally speaking, students leaving the building and those picking students up appeared to walk and drive in a safe and orderly manor.

Safety Data Review

Planners reviewed ODOT's traffic crash record database to evaluate nearby crash patterns during the five-year period of 2019 through 2024. Table 6 lists the number of bicycle- and pedestrian-involved crashes within one-half, one, and two miles of each school, and how many of these crashes resulted in serious or fatal injury.

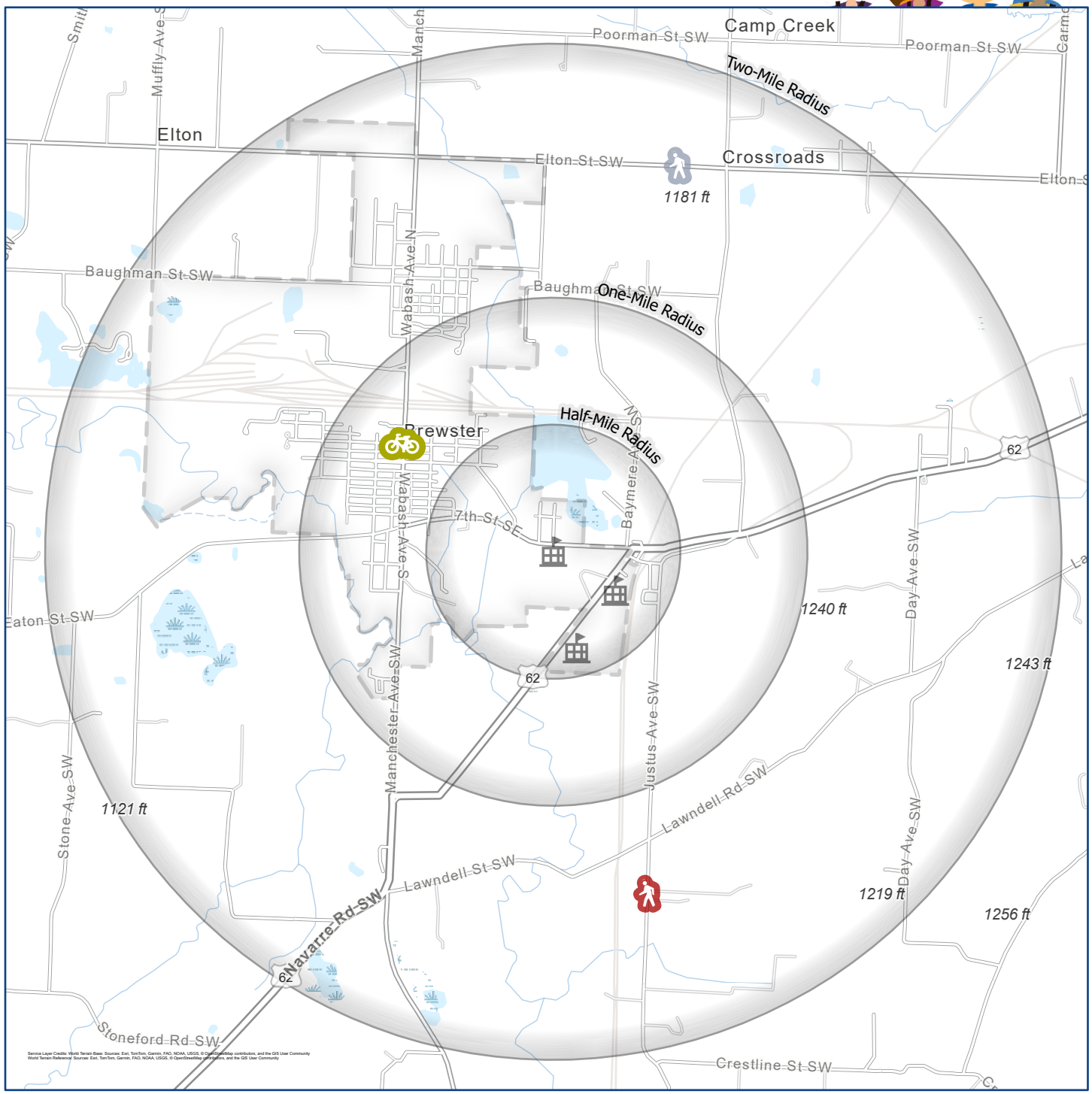
Table 6. Bicycle and pedestrian crashes near schools 2019-2024

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
Fairless Elementary School	0	1	2	1
Fairless Middle School	0	0	3	1
Fairless High School	0	1	3	1

Fairless Local Schools
School Travel Plan

Pedestrian- and Bicyclist-Involved Crashes





Pedestrian- and Bicyclist-Involved Crashes by Severity

Pedestrian	Bicyclist	Crash Severity
		(1) Fatal
		(2) Serious Injury Suspected
		(3) Minor Injury Suspected
		(4) Injury Possible
		(5) Property Damage Only

Schools in Plan

- School Buildings
- Distance from High School

Jurisdictions

- Brewster Village
- Sugarcreek Township

3,000 1,500 0 Feet

1/17/2025

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Existing Programs and Policies

District Bus Policies

All students are offered busing, regardless of how far they live from their school.

School Travel Policies

Fairless Elementary and Middle Schools
Given the lack of safe routes between the schools and Brewster, students who live in the village are prohibited from walking or biking to school. Parents of students who live closer to the schools, e.g. east of the levee or in Justus, are asked to request permission for their students to walk or bike to school.

Fairless High School
Students are discouraged from walking or biking between school and the Village of Brewster due to the lack of safe routes. This policy is not enforced.

Existing Encouragement Programs

Fairless Elementary, Middle, and High Schools
No specific activities are currently being performed.

Equity Analysis

To understand the state of walking and biking to school in Fairless Local School District 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 in ODOT's statewide Active Transportation (AT) Need analysis are weighted equally, and include:

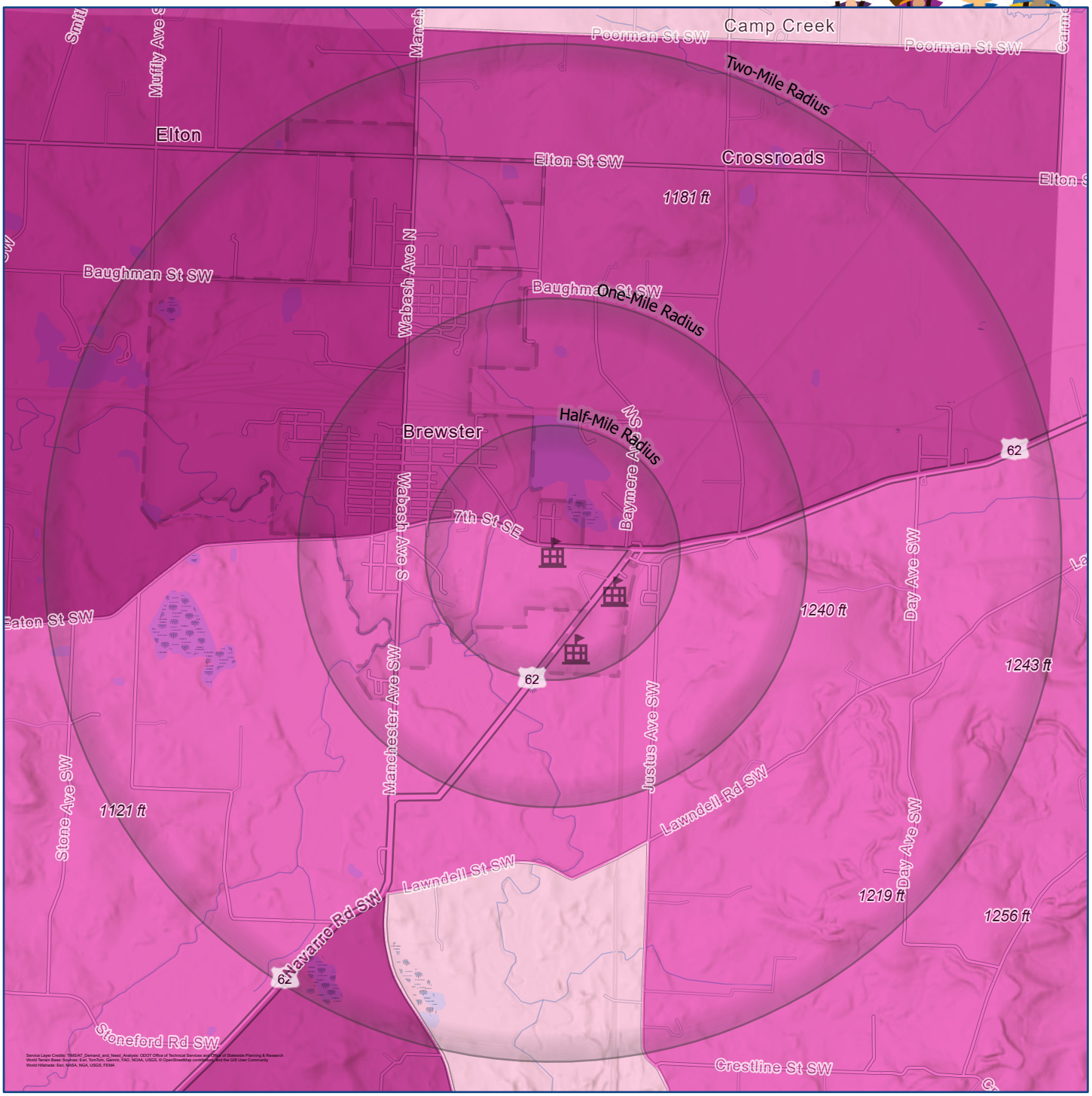
- Minority groups
- Youth and older adults
- Poverty
- Educational attainment
- Limited English proficiency
- No access to a motor vehicle

The map on the following page highlights levels of need across the school district.

Active Transportation Need Analysis

Fairless Local Schools
School Travel Plan





Active Transportation Need Index (ODOT)

- 1 - Low
- 2 - Moderate
- 3 - High
- 4 - Very High

Schools in Plan

- School Buildings
- Distance from High School

Jurisdictions

- Brewster Village
- Sugarcreek Township

3,000 1,500 0 Feet

1/17/2025

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Section 3: Community Engagement

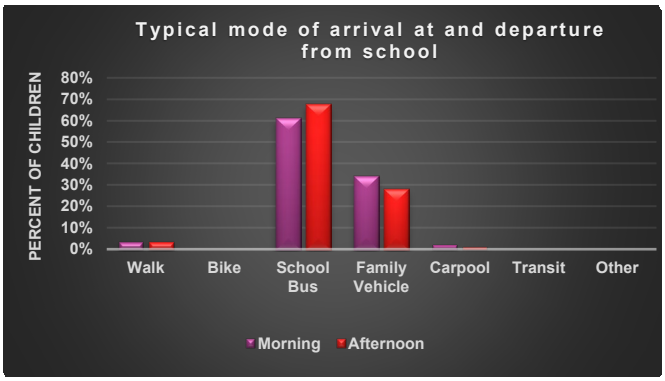
This step corresponds to Step 5: Gather Public Input in the guide.

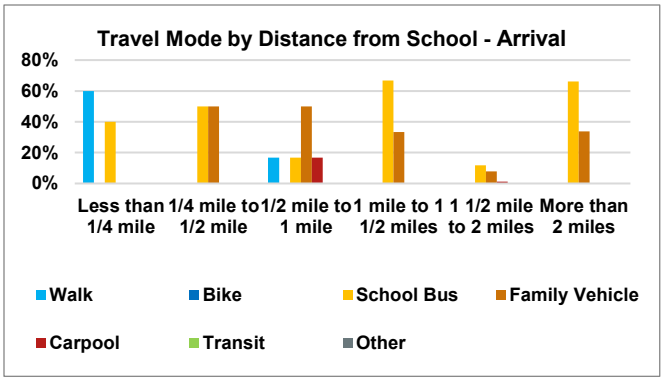
Community engagement is an essential tool in the STP development process. Involving the public builds trust in the Plan and improves the overall quality of the findings. The project team used several strategies to collect public input including a survey of parents or caregivers, teacher travel tallies, as well as a pop-up public engagement outreach.

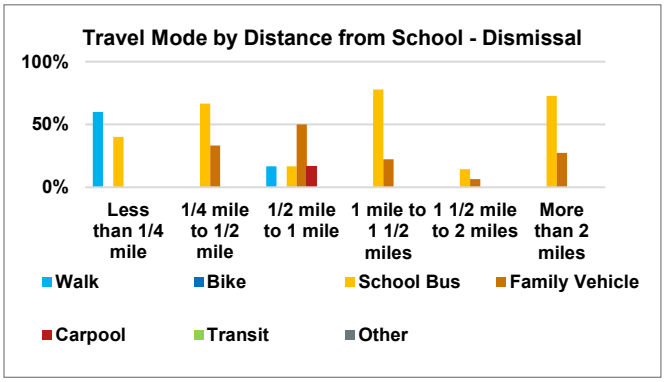
Parent or Caregiver Survey

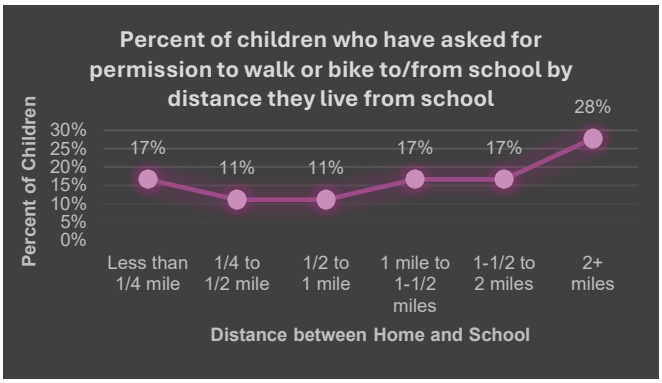
In January 2025, School District staff asked parents or caregivers to complete ODOT's survey. This survey covers parent or caregiver opinions on walking and biking to school, as well as information about how far they live from school and the mode of travel their child typically uses to get to and from school. The following are select findings from the survey.

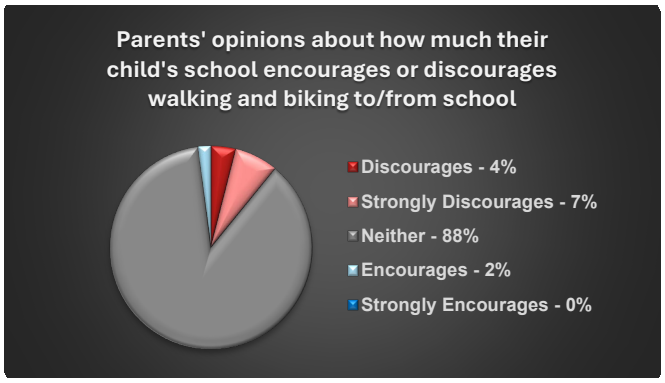


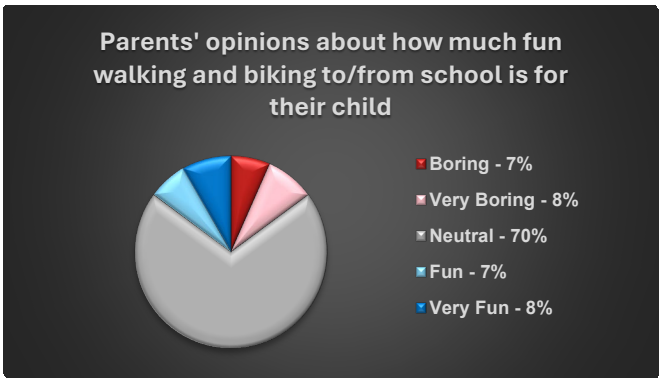


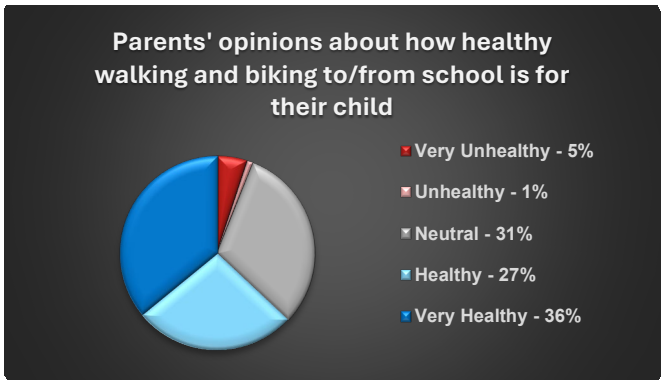


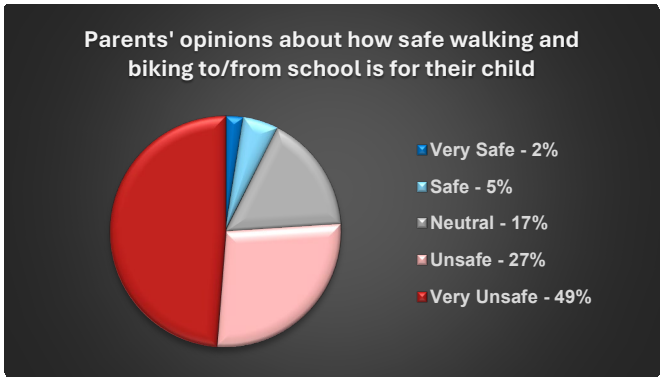












Parent Attitudes Towards Walking and Biking

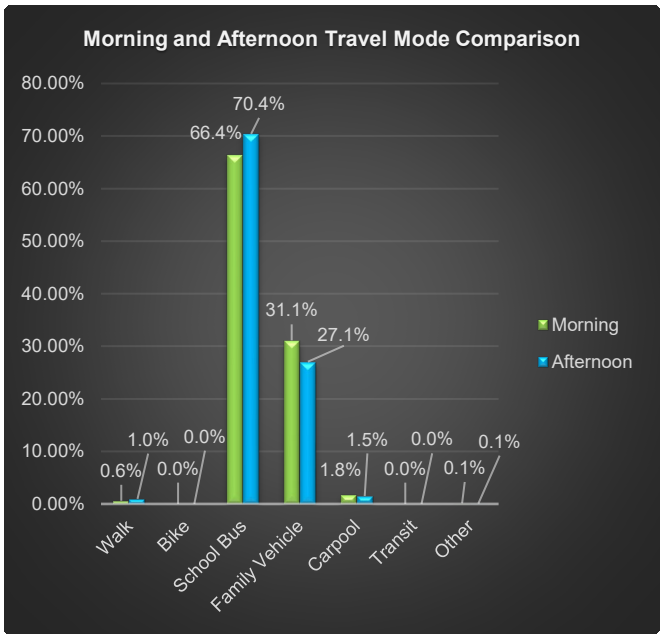
Key findings from the survey include:

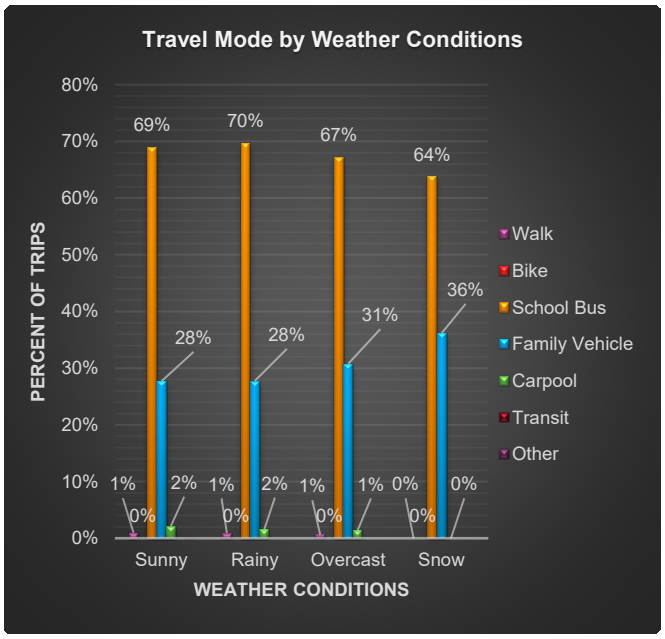
- About 17% of parents indicated their child has asked if they could walk or bike to/from school.
- Approximately 63% felt walking or biking to/from school is healthy or very healthy.
- About 15% of parents believe their child would find walking or biking to/from school fun or very fun.
- Over 75% of parents felt **walking or biking to school is unsafe** for their child.
- Only 2% of parents felt walking or biking to school was encouraged by their child's school, and 11% felt this was discouraged or strongly discouraged.

Safety and encouragement are the most substantial issues which need to be addressed.

Teacher Travel Tallies

Teachers at Fairless Elementary, Middle, and High Schools asked students how they travel to and from school and in different weather conditions over the course of a week in late February/early March.





Pop-Up Public Engagement Event

A pop-up public engagement event was conducted on October 3rd, 2025 before and during the first half of the Fairless High School football game. Fifteen to 20 people stopped by to look at the exhibits and ask consulting staff about the study. About half indicated they felt the effort was important but did not provide specific feedback. Two individuals offered specific feedback.

- One noted they commonly observe young walking along E 7th Street between the Wabash Street and Park Drive. This individual expressed concern that there was no sidewalk in this area, and that those walking typically walk on the shoulder which is quite narrow, particularly at the levee flood gate and along the guardrail there eastward.
- A second respondent indicated they felt walking and biking on Park Drive was unsafe, particularly due to the lack of visibility and narrow pavement at the levee.

Section 4: Recommendations

This step corresponds to Step 6: Recommendations within the guide.

Key Barriers

The project team identified four key issues and barriers to walking and biking for students through community engagement, existing conditions analyses, field observations, and stakeholder guidance.

Barrier: *Park Drive SE at the Levee and Elm Run*

Park Drive SE is a barrier in the vicinity of the levee on the west side of Elm Run, where students must walk or bike within a narrow roadway at the top of a vertical crest curve over the levee and across Elm Run.

Barrier: E 7th Street at the Levee and Elm Run

E 7th Street is a barrier in the vicinity of the levee and Elm Run, where students must walk or bike in the road, or on the narrow unimproved shoulder between the road and guardrail, levee, or ditch slope.

Barrier: School Policies Discouraging Walking and Biking

School officials discourage walking and biking to or from Brewster due to the lack of safe routes.

Barrier: Gap in Path or Walk Between US-62 and the front of the High School

Section of path or walk are built between the elementary and middle schools on US-62 as well as on E 7th Street in front of the High School, but not in-between. This is along the primary route for those in the Village of Brewster to walk or bike to the elementary and middle schools.

Barrier: Safe Walking and Biking Education

Safe walking and biking instruction is not provided to area students.

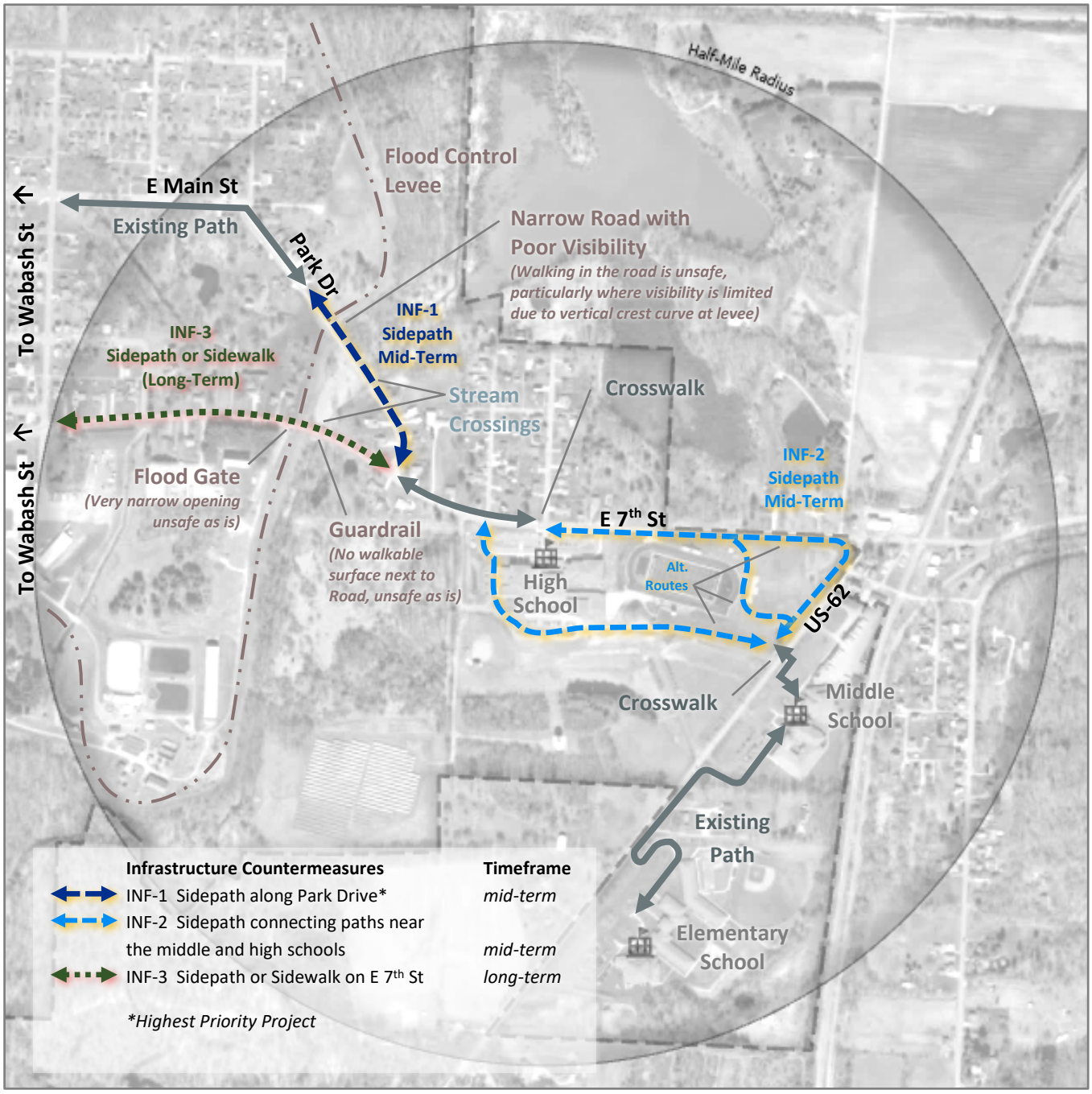
Infrastructure Countermeasure Recommendations

This plan makes recommendations that will promote and support Safe Routes to School through a combination of infrastructure projects and non-infrastructure countermeasures. Infrastructure recommendations refer to physical, built projects that change how roadways are configured to provide space for students walking and biking.

Table 7. Infrastructure Recommendations

Project ID	School	Project Type	Location	Description	Cost	Priority Level	Potential Funding Source	Timeframe
INF-1	All Schools	Sidepath	Park Drive SE, between E 7th Street and 330 Park Drive SE.	Complete 1,100-foot gap in sidepath along Park Drive SE	High	1	ODOT SRTS, OPWC	Mid-Term (2-3 Years)
INF-2	Elementary and Middle Schools	Sidepath or sidewalk	Between Navarre Road (US-62) and the Middle School to the existing path on E 7th Street north of High School	Study potential connections behind high school or along Navarre Road (US-62) and E 7th Street	High	2	ODOT SRTS	Mid-Term (2-3 Years)
INF-3	All Schools	Sidepath or sidewalk	E 7th Street between Park Drive and Wabash Avenue.	Complete 2,500-foot gap in sidepath or sidewalk along E 7th Street	High	4	ODOT SRTS, OPWC	Long-Term (4-10 Years)

Illustrated Map of Infrastructure Countermeasure Recommendations with Barriers



Non-Infrastructure Countermeasure Recommendations

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

Table 8. Program and policy recommendations

Program or Policy ID	School	"E's"	Description	Leaders	Timeframe
Program 1	Elementary School	Education	Implement a Safety Town program	School District	2026-2027
Program 2#	All schools	Education	Develop and implement safe walking and biking instruction and/or curriculum, possibly as part of health or physical education.	School District	2026-2027
Policy 1	All schools	Encouragement and Enforcement	Eliminate policies discouraging walking and biking to school	School District	Following completion of path along Park Drive SE

#First priority non-infrastructure program or policy.

Implementation

Collaboration is the first step towards successful implementation of the Fairless Local Schools 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.

Table 9. Recommendations Implementation Table

Task(s) by Project, Policy, or Program ID and Name	Agency	Timeline
INF-1 — Park Drive SE Path		
a. Initiate Coordination with USACE The Village of Brewster may initiate coordination with USACE to indicate the desire to construct a side-path along Park Drive SE through the flowage easement and over the levee, and request a determination of what will be required to complete a 408 permit given the likely scope of the project. If and when notified by ODOT of project funding, subsequent coordination with USACE will need to be performed by ODOT Central Office.	Village of Brewster	February-May 2026
b. Apply for SRTS Infrastructure Funding Prepare a preliminary engineering cost estimate for the path extension's construction, as well as permitting and design. Complete ODOT's SRTS Infrastructure Funding Application, due March 6th, 2026.	Village of Brewster	March 2027
c. Apply for Additional Funding Evaluate and consider applying for other sources of project funding such as Ohio Public Works Commission (OPWC) for portions of the path outside of the flowage easement and levee. If awarded, these portions may be able to be constructed in advance of the SRTS project.	Village of Brewster	2026-2027
Policy-1 — Eliminate the restriction on students walking or biking to school from Brewster	School District	Completion of INF-1
Program 1 — Develop and implement Safety Town program	School District	2026-2027 School Year

Table continues on the following page.

*Notes: *First priority infrastructure project. #First priority non-infrastructure program or policy.*

Table 9 Recommendations Implementation Table, Continued

Task(s) by Project, Policy, or Program ID and Name	Agency	Timeline
Program 2 — Develop and implement safe walking and biking instruction and/or curriculum #	School District	2026-2027 School Year
INF-2 — Complete the path connection between the Middle School crosswalk of Navarre Road (US-62) and the existing path along E 7th Street in front of the High School		
a. Study options to complete this connection. Today, sections of sidewalk are present around the High School. There is a potential to connect these into a continuous connection between Navarre Road (US-62) and E 7th Street at Dartmouth Street. Given that the existing crosswalk of E 7th Street is one block east and out of the way, a second crosswalk may be needed or the existing crosswalk may need to be relocated. Other alignments are likely feasible, following Navarre Road (US-62) and E 7th Street to the existing path which ends in front of the High School.	Village of Brewster	2028
b. Pursue funding and construction of this connection Seek opportunities to implement this path connection such as through funding requests and/or implementation of path segments at local funding allows.	Village of Brewster	2029-2030
INF-3 — E 7th St Sidewalk or Path from Park Drive west to Wabash Avenue		
a. Pursue funding and construct this connection	Village of Brewster	Apply in 2030 Construct in 2033-34

Pledge of Support

The Village of Brewster and the Fairless Local School District are joining together to improve safety and encourage more students to walk and bicycle to school. The vision for Safe Routes to School in our community is:

Walking and biking to Fairless Local Schools will be a safe, convenient, healthy, and accessible transportation option for everyone

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

Michael Hearn, M.Ed.
Superintendent, Fairless Local School District

Michael Miller
Administrator, Village of Brewster

Chad Merritt
Principal, Fairless High School

Chuck Hawk
Mayor, Village of Brewster

Dan Nero
Principal, Fairless Middle School

Nathan Taylor
Chief of Police, Village of Brewster

Lori Neuenschwander
Principal, Fairless Elementary School

Chris Colucy,
Fire Chief, Village of Brewster

Appendices

Appendix A – SRTS Contact Information ..... A
Appendix B – Resolutions of Support ..... B
Appendix C – Student Address and Crash Maps C
Appendix D – Student Address and Crash Maps ..... D

Appendix A – SRTS Contact Information

SRTS Team and Contact Information

Name	Title	Contact Information
Mike Miller	Village Administrator, Brewster	bxadmin@brewsterohio.com
Michael Hearn	Superintendent, Fairless Local School District	mike.hearn@fairless.sparcc.org
Charles Hawk	Village Mayor, Brewster	bxmayor@brewsterohio.com
Tim Dorkoff	Village Councilman	timothydorkoff@gmail.com
Chad Merritt	Principal – Fairless High School	chad.merritt@fairless.sparcc.org
Dan Nero	Principal – Fairless Middle School	dan.nero@fairless.sparcc.org
Lori Neuenschwander	Principal – Fairless Elementary School	lori.neuenschwander@fairless.sparcc.org
Dan Slicker	Technical Director, SCATS (Project Sponsor)	dkslicker@starkcountyohio.gov
Spencer Gibbs	Transportation Planner, SCATS	scgibbs@starkcountyohio.gov
Athena Aslanes	Transportation Planner, SCATS	adaslanes@starkcountyohio.gov

Appendix B – Resolutions of Support

RECORD OF RESOLUTIONS

Government Forms and Supplies (844) 224-3338 FORM NO. 30045

Resolution No. 30-2026 *Passed* March 16, , 2026

A RESOLUTION IN SUPPORT OF THE FAIRLESS LOCAL SCHOOLS SAFE ROUTES TO SCHOOLS PLAN

WHEREAS, the Village of Brewster Council authorized an application for a transportation planning grant from the Stark County Regional Planning Commission (SCRPC) through the Stark County Area Transportation Study (SCATS) by Resolution 32-2024 to update the Village's and Fairless Local Schools Safe Routes to Schools Travel Plan adopted in 2018, and

WHEREAS, the Village of Brewster was awarded a transportation planning grant from the SCRPC through SCATS to update the Village's and Fairless Local Schools Safe Routes to Schools Travel Plan adopted in 2018, which the Village of Brewster Council accepted by Resolution 65-2024, and

WHEREAS, GPD was selected by the SCRPC through SCATS to update the Village's and Fairless Local Schools Safe Routes to Schools Travel Plan adopted in 2018, and

WHEREAS, GPD formed a team of individuals from the Village and Fairless Local Schools to assist in completing an update of the Village's and Fairless Local Schools Safe Routes to Schools Travel Plan adopted in 2018, and

WHEREAS, the Village, Administrators, and parents of students at Fairless Local Schools joined together to improve safety and encourage more students to walk and bicycle to school, and

WHEREAS, by implementing an updated Safe Routes to School Travel Plan in Fairless Local Schools, the goals are to:

- Educate and encourage K-8 students to walk and bicycle to school.
- Increase the ability for children to walk and bike to school by eliminating physical barriers
- Make walking and bicycling routes safer for students who are already walking
- Improve students' physical activity and health
- Improve air quality and reduce traffic congestion around the school
- Create a walkable and bikeable community by installing bike/walking paths that allow safer travel and more connectability between the school campuses, downtown Brewster, area residents, and future bike trails, and

WHEREAS, a final Safe Routes to School Travel Plan in Fairless Local Schools plan has been completed by GPD.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE VILLAGE OF BREWSTER THAT:

SECTION 1: Brewster Village Council is fully supportive of Fairless Local School's Safe Routes to School Travel Plan and program, and pledges to support the efforts and provide resources as appropriate.

SECTION 2: That it is found and determined that all formal actions of this Council concerning and relating to the passage of this resolution were taken in conformance with applicable open meetings laws and that all deliberations of this Council and of any committees that resulted in those formal actions were in compliance with all legal requirements including any applicable open meetings requirements

SECTION 3: This resolution shall take effect at the earliest date provided by law.

Charles B Hawk

Mayor Charles B. Hawk

Brewster, Ohio

RECORD OF RESOLUTIONS

Government Forms and Supplies (844) 224-3338 FORM NO. 30045

Resolution No. 30-2026 *Passed* March 16, *20* 2026

ATTEST:

K. Kris King

Village Clerk Treasurer K. Kris King

CERTIFICATE

I, K. Kris King, hereby certify that the above is a true copy of an ordinance passed at a regular meeting of the Brewster Village Council held on March 16, 2026.

K. Kris King

Clerk K. Kris King

I, K. Kris King, Clerk of the Council of the Village of Brewster, State of Ohio, do hereby certify that there is no newspaper printed in said municipality and that publication of the foregoing ordinance was duly made by posting true copies thereof at five of the most public places in said corporation as determined by Council as follows: Office of Brewster Utilities, Brewster Barber Shop, Brewster Federal Credit Union, Post Office and Brewster Laundromat.

K. Kris King

Clerk K. Kris King

Brewster, Ohio

A RESOLUTION IN SUPPORT OF THE FAIRLESS LOCAL SCHOOLS SAFE ROUTES TO SCHOOLS PLAN

WHEREAS, the Village of Brewster Council authorized an application for a transportation planning grant from the Stark County Regional Planning Commission (SCRPC) through the Stark County Area Transportation Study (SCATS) by ordinance 32-2024 to update the Village's and Fairless Local Schools Safe Routes to Schools Travel Plan adopted in 2018, and

WHEREAS, the Village of Brewster was awarded a transportation planning grant from the SCRPC through SCATS to update the Village's and Fairless Local Schools Safe Routes to Schools Travel Plan adopted in 2018, which the Village of Brewster Council accepted by ordinance 65-2024, and

WHEREAS, GPD was selected by the SCRPC through SCATS to update the Village's and Fairless Local Schools Safe Routes to Schools Travel Plan adopted in 2018, and

WHEREAS, GPD formed a team of individuals from the Village and Fairless Local Schools to assist in completing an update of the Village's and Fairless Local Schools Safe Routes to Schools Travel Plan adopted in 2018, and

WHEREAS, the Village, Administrators and parents of students at Fairless Local Schools joined together to improve safety and encourage more students to walk and bicycle to school, and

WHEREAS, by implementing an updated Safe Routes to School Travel Plan in Fairless Local Schools, the goals are to:

- Educate and encourage K-8 students to walk and bicycle to school.
- Increase the ability for children to walk and bike to school by eliminating physical barriers
- Make walking and bicycling routes safer for students who are already walking
- Improve students' physical activity and health
- Improve air quality and reduce traffic congestion around the school
- Create a walkable and bikeable community by installing bike/walking paths that allow safer travel and more connectability between the school campuses, downtown Brewster, area residents, and future bike trails, and

WHEREAS, a final Safe Routes to School Travel Plan in Fairless Local Schools plan has been completed by GPD.

NOW, THEREFORE, BE IT ORDAINED BY THE FAIRLESS LOCAL SCHOOLS BOARD OF EDUCATION THAT:

SECTION 1: the Board is fully supportive of the Safe Routes to School Travel Plan and program, and pledges to support the efforts and provide resources as appropriate.

SECTION 2: That it is found and determined that all formal actions of this Board concerning and relating to the passage of this Resolution were taken in conformance with applicable open meetings laws and that all deliberations of this Board that resulted in those formal actions were in compliance with all legal requirements including any applicable open meetings requirements

SECTION 3: This Resolution shall take effect at the earliest date provided by law.

Superintendent, Michael Hearn

ATTEST:

Board President, Justin Henry

CERTIFICATE

I, Mark Phillips, hereby certify that the above is a true copy of an resolution passed at a regular meeting of the Fairless Local Schools Board of Education held on February 17, 2026.

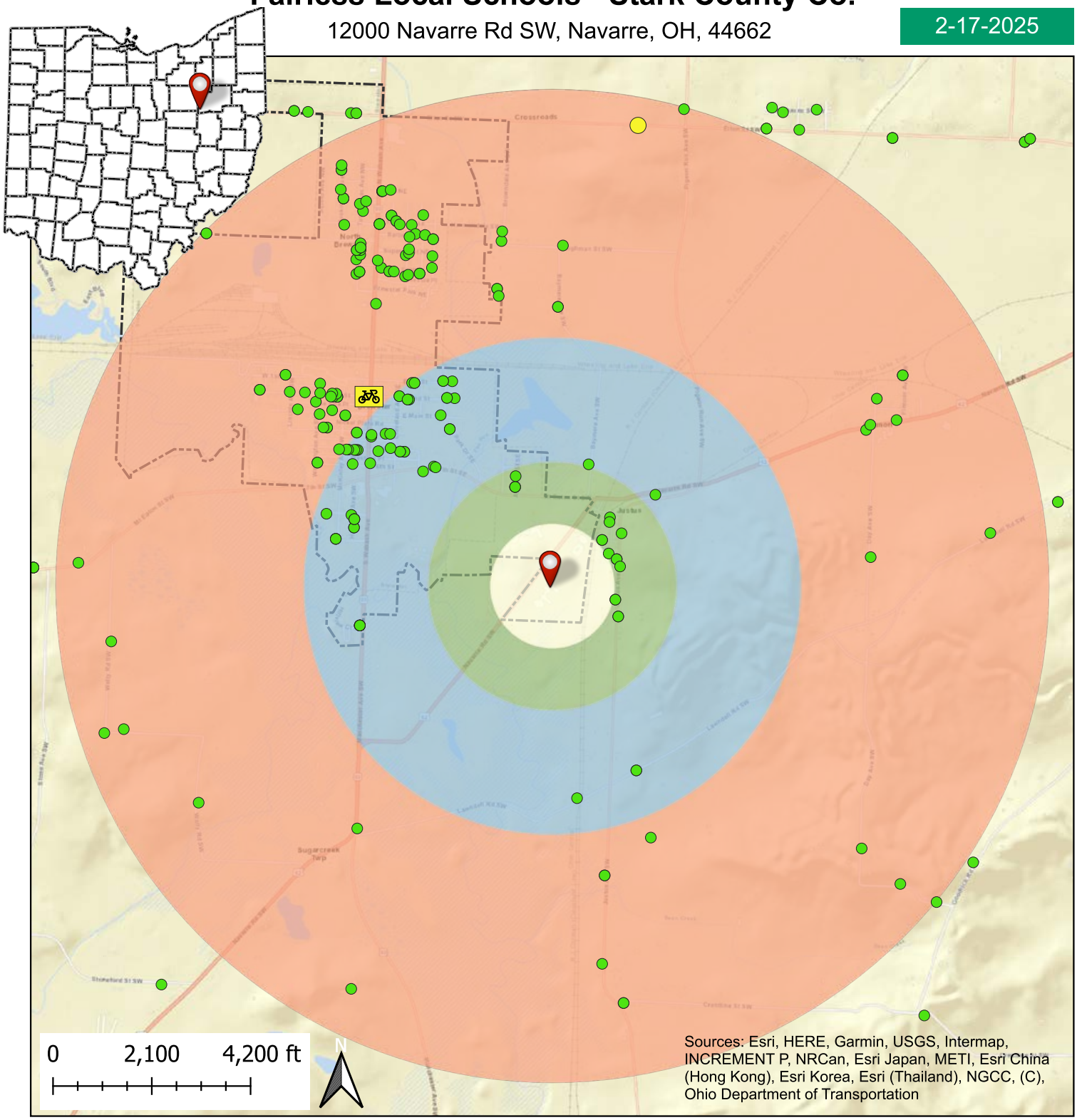
Treasurer, Mark Phillips

Appendix C – Student Address and Crash Maps

Fairless Elementary School (Grades K-5)
Fairless Local Schools - Stark County Co.

12000 Navarre Rd SW, Navarre, OH, 44662

2-17-2025



Students

Schools

Crashes

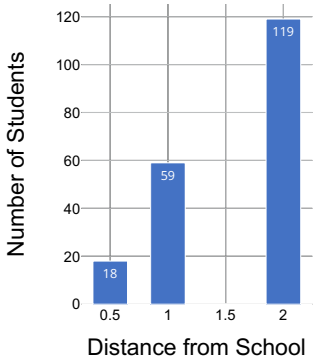
- Fatal Bicycle Crash
- Non-Fatal Bicycle Crash
- Fatal Pedestrian Crash
- Non-Fatal Pedestrian Crash

Radius (Miles)

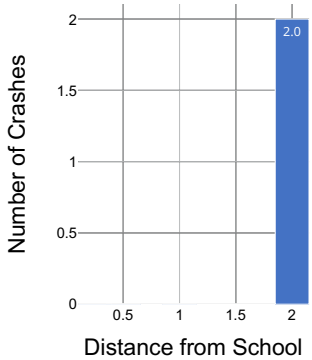
- 0.25
- 0.5
- 1.0
- 2.0
- County Boundary
- City Boundary

Total Enrollment = 676
Students within 2 mi = 29%
Total Crashes = 2

Student Counts



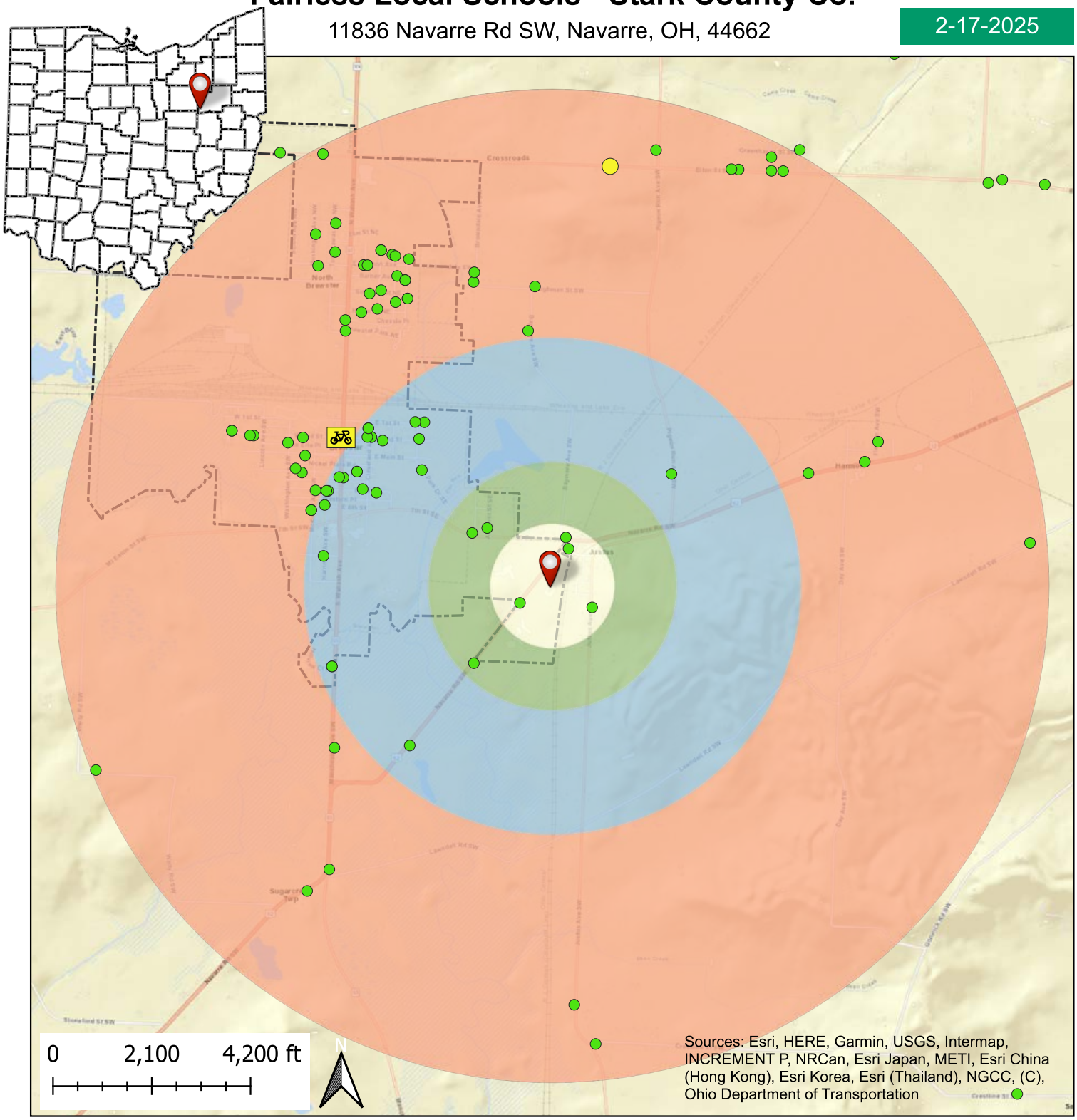
Crash Total



Fairless Middle School (Grades 6-8)
Fairless Local Schools - Stark County Co.

11836 Navarre Rd SW, Navarre, OH, 44662

2-17-2025



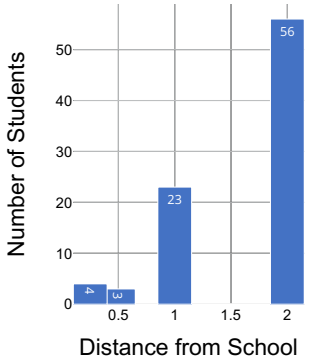
- Students
- Schools

Crashes
- Fatal Bicycle Crash
- Non-Fatal Bicycle Crash
- Fatal Pedestrian Crash
- Non-Fatal Pedestrian Crash

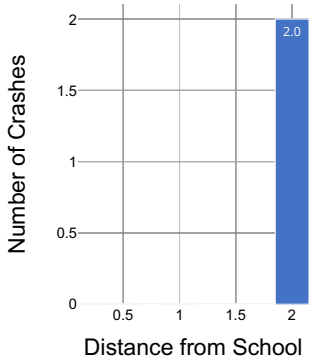
Radius (Miles)
- 0.25
- 0.5
- 1.0
- 2.0
- County Boundary
- City Boundary

Total Enrollment = 313
Students within 2 mi = 27%
Total Crashes = 2

Student Counts



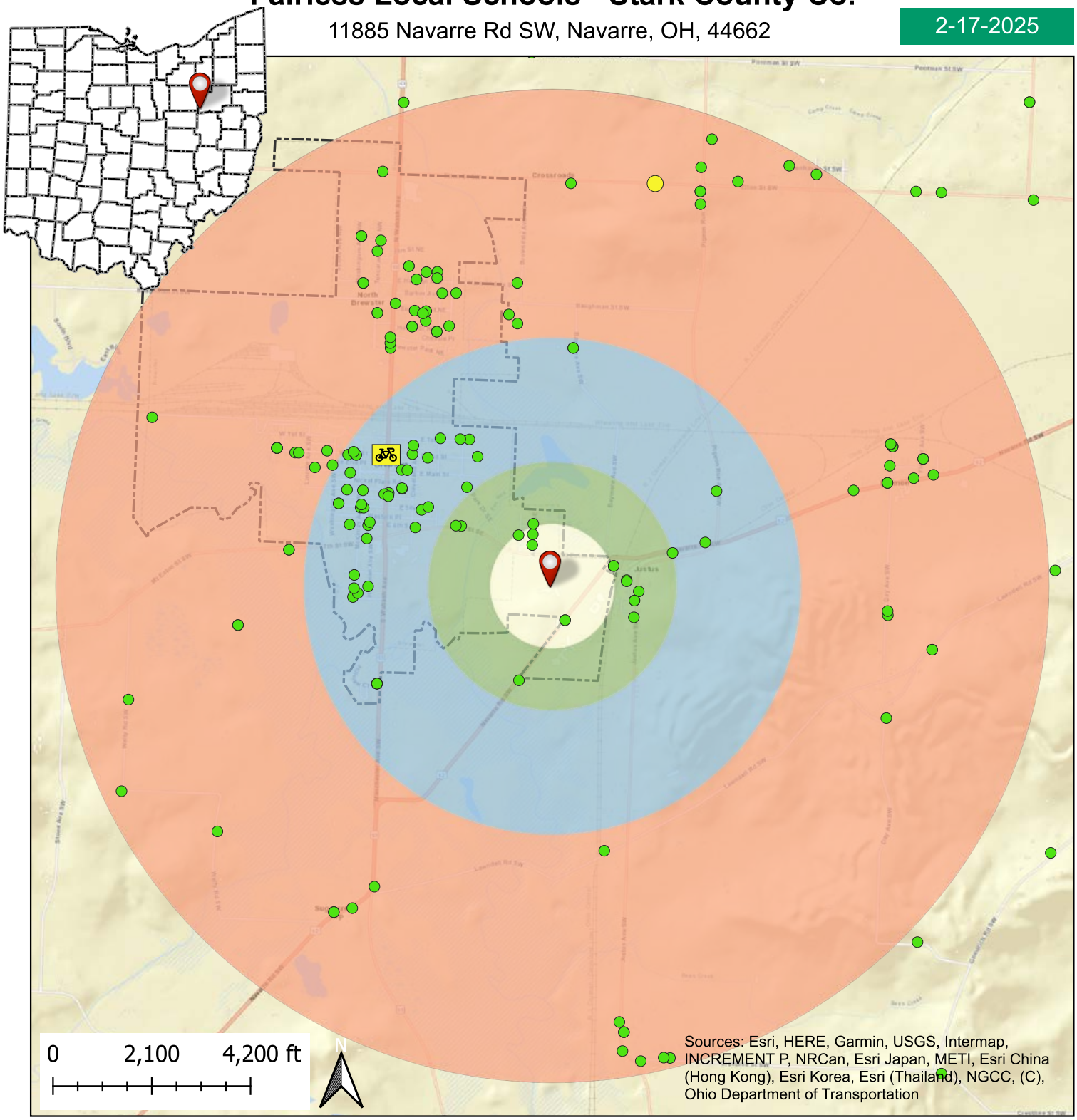
Crash Total



Fairless High School (Grades 9-12)
Fairless Local Schools - Stark County Co.

11885 Navarre Rd SW, Navarre, OH, 44662

2-17-2025



Students

Schools

Crashes

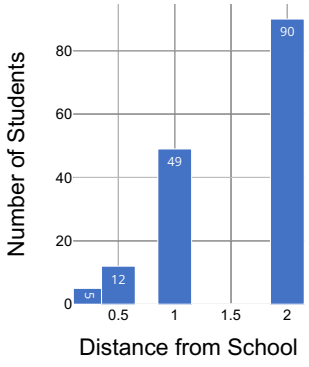
- Fatal Bicycle Crash
- Non-Fatal Bicycle Crash
- Fatal Pedestrian Crash
- Non-Fatal Pedestrian Crash

Radius (Miles)

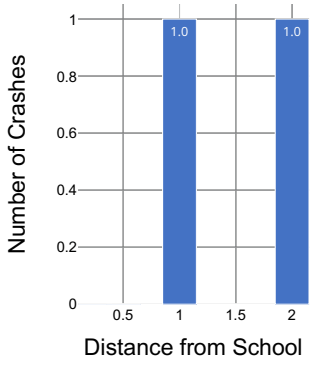
- 0.25
- 0.5
- 1.0
- 2.0
- County Boundary
- City Boundary

Total Enrollment = 484
Students within 2 mi = 32%
Total Crashes = 2

Student Counts



Crash Total



Appendix D – Student Address and Crash Maps

Where is it a challenge for students to walk or bike to school?

INSTRUCTIONS
Locate issues by placing a red dot on the map.

One-Mile Radius From High School

Half-Mile Radius From High School

Village of Brewster

Sugarcreek Township

High School

Middle School

Elementary School

2ND ST SW
UNKNOWN MHP
GRANT AVE SW
1ST ST SW
LINCOLN AVE SW
ACCESS ROAD
2ND ST SW
MAIN ST SW
WASHINGTON ST SW
NICKLE PLATE PL
4TH ST SW
5TH ST SW
6TH ST SW
7TH ST SW
MOUNT EATON ST SW
MC KINLEY AVE SW
HARRIMAN AVE SW
NEEDHAM ST SW
BIMILER ST SW
HILLVIEW COURT MHP
MANCHESTER AVE SW
WABASH AVE S
WABASH AVE N
PINEWOOD AVE NW
HURON ST NE
TUSCARAWAS AVE NW
LOCUSTDALE AVE NW
BREWSTER PARKE NE
JACKSON AVE NE
CHESSIE PL NE
MOHICAN ST NE
BREWSTER PARKE NE
1ST ST SE
2ND ST SE
MAIN ST SE
4TH ST SE
5TH ST SE
6TH ST SE
7TH ST SE
WILLOW AVE SE
JEFFERSON AVE SE
JACKSON AVE SE
CLEVELAND AVE SE
PARK DR SE
35TH ST SE
WILLIAMS ST SE
DARTMOUTH ST SE
AMHERST ST SE
BAYMERE AVE SW
PIGEON RUN AVE SW
NAVARRE RD SW
JUSTUS AVE SW
MOUNT EATON ST SW
CENTER ST SW
ANGLEWAY ST SW
SCHOOL BUS LOOP
KELLERER AVE SW
AMDALE ST SW
DURIAN AVE SW
LAWNDELL RD SW

Sidewalks and Paths
- Street with Sidewalk, Both Sides
- Street with Sidewalk, One Side
- Street with Path

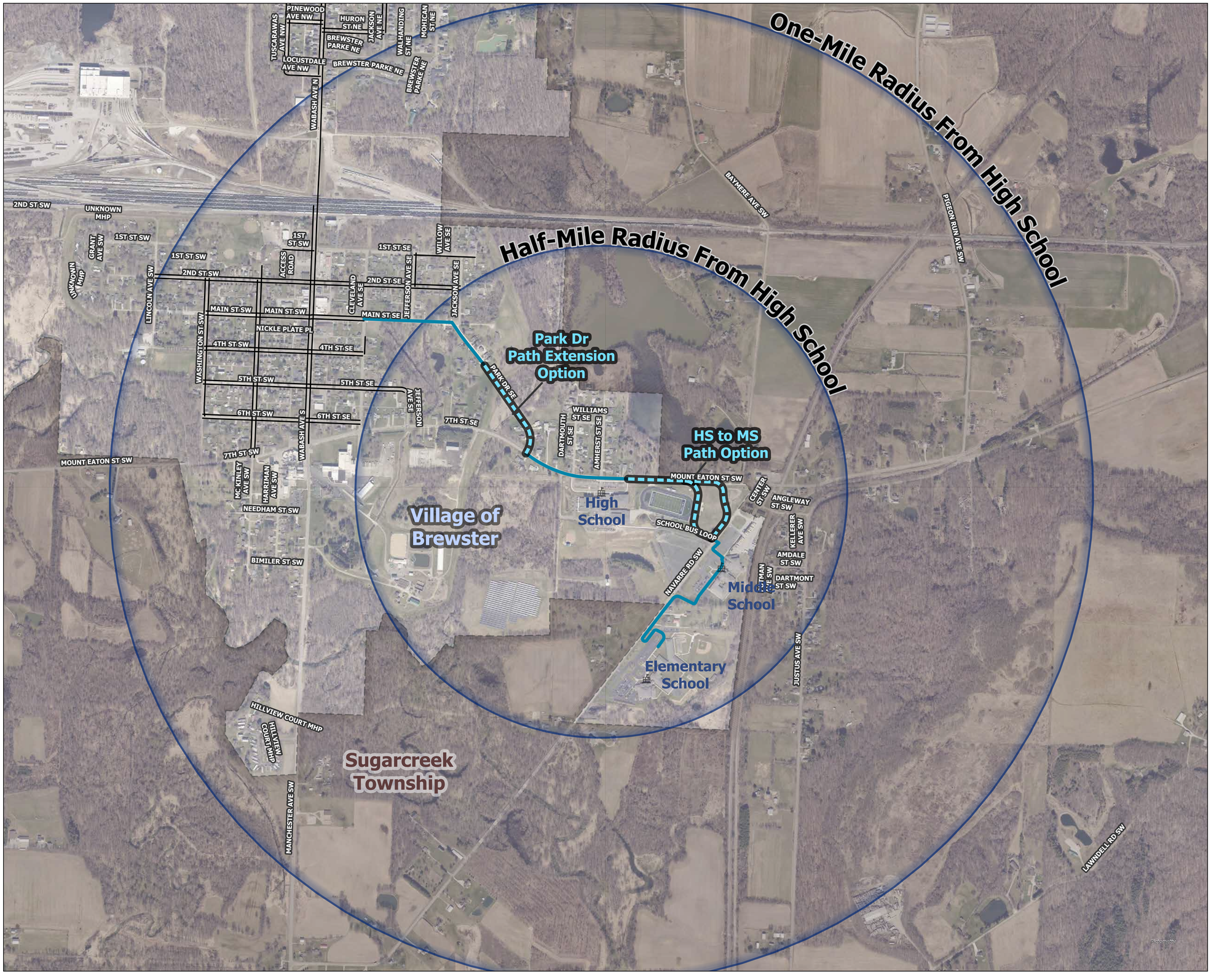
N
0 180 360 720 Feet



Initial Options to Help Students Walk or Bike to School

INSTRUCTIONS
Place dots to agree or disagree with initial options

Blue dot to Agree
Red dot to Disagree



Sidewalks and Paths
- Street with Sidewalk, Both Sides
- Street with Sidewalk, One Side
- Street with Path

N

0 185 370 740 Feet

