Glenwood Intermediate and Frazer Elementary

City of Canton, Ohio
Safe Routes to School
School Travel Plan

February | 2026



Ohio Department of Transportation

PLAIN LOCAL SCHOOLS

STARK COUNTY REGIONAL PLANNING COMMISSION

Acknowledgements

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Figure 1. Two children riding bicycles to school

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] 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**.**

Transportation 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, 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.

In Canton, 15% of households, which is approximately 4,500 households, do NOT have access to a vehicle.

Source: 2020 Census

[1] Who is Walking or Biking to School? Patterns from the 2017 National Household Travel Survey and Future Directions. Pedestrian and Bicycle Information Center. https://www.pedbikeinfo.org/downloads/PBIC_InfoBrief_NHTS.pdf. Accessed February 2026
[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 Safe Routes to School Program is built upon "E's" that provide a comprehensive approach to youth traveling to school. The E's are:



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



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



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



Enforcement:
Influencing student or driver behavior through consequences.



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

Target Schools

There are two target schools in Plain Local School District in the City of Canton. The following tables and maps provide information on the student demographics and school locations.

Table 1. Target Schools

School District	School Name	School Address	Grades Served
Plain Local Schools	*Glenwood Intermediate*	1015 44th St NW, Canton OH 44709	*5-6*
Plain Local Schools	*Frazer Elementary*	3900 Frazer Ave NW, Canton OH, 44706	*K-4*

Table 2. Student Demographics 2024-2025 School Year [4]

School	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
Glenwood Intermediate	*811*	*16%*	*NC*	*2%*	*3%*	*12%*	*68%*	*440 students, 54%*	*<10*	*16%*	*NC*
Frazer Elementary	*260*	*12%*	*<10*	*<10*	*5%*	*13%*	*69%*	*138 students, 53%*	*<10*	*9%*	*NC*

[4] https://reportcard.education.ohio.gov/home

Purpose and Vision

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

The purpose of this School Travel Plan (STP) is to identify policy, program, and infrastructure recommendations for Frazer Elementary and Glenwood Intermediate Schools in the City of Canton.

Figure 2 and Figure 3 show the location of Glenwood Intermediate and Frazer Elementary, respectively. The Figures include student household locations to better understand where students are located in proximity to the schools. The maps include the locations of motor vehicles crashes that involved a person walking or a person bicycling. The noted crashes did not necessarily involve students, but the crash locations highlight areas that may benefit from infrastructure changes.

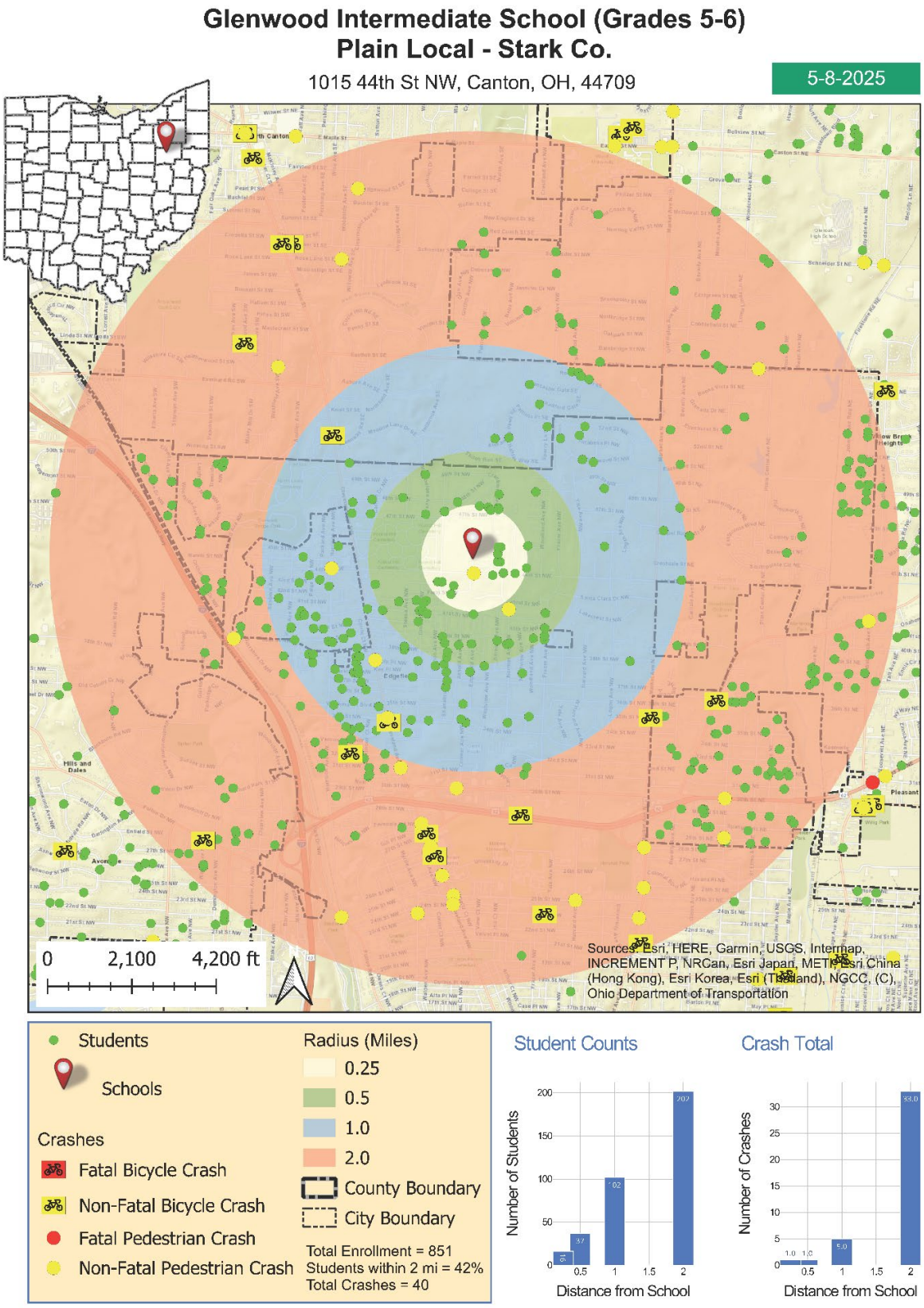


Figure 2. Location of Glenwood Intermediate, Student Proximity, and Crashes

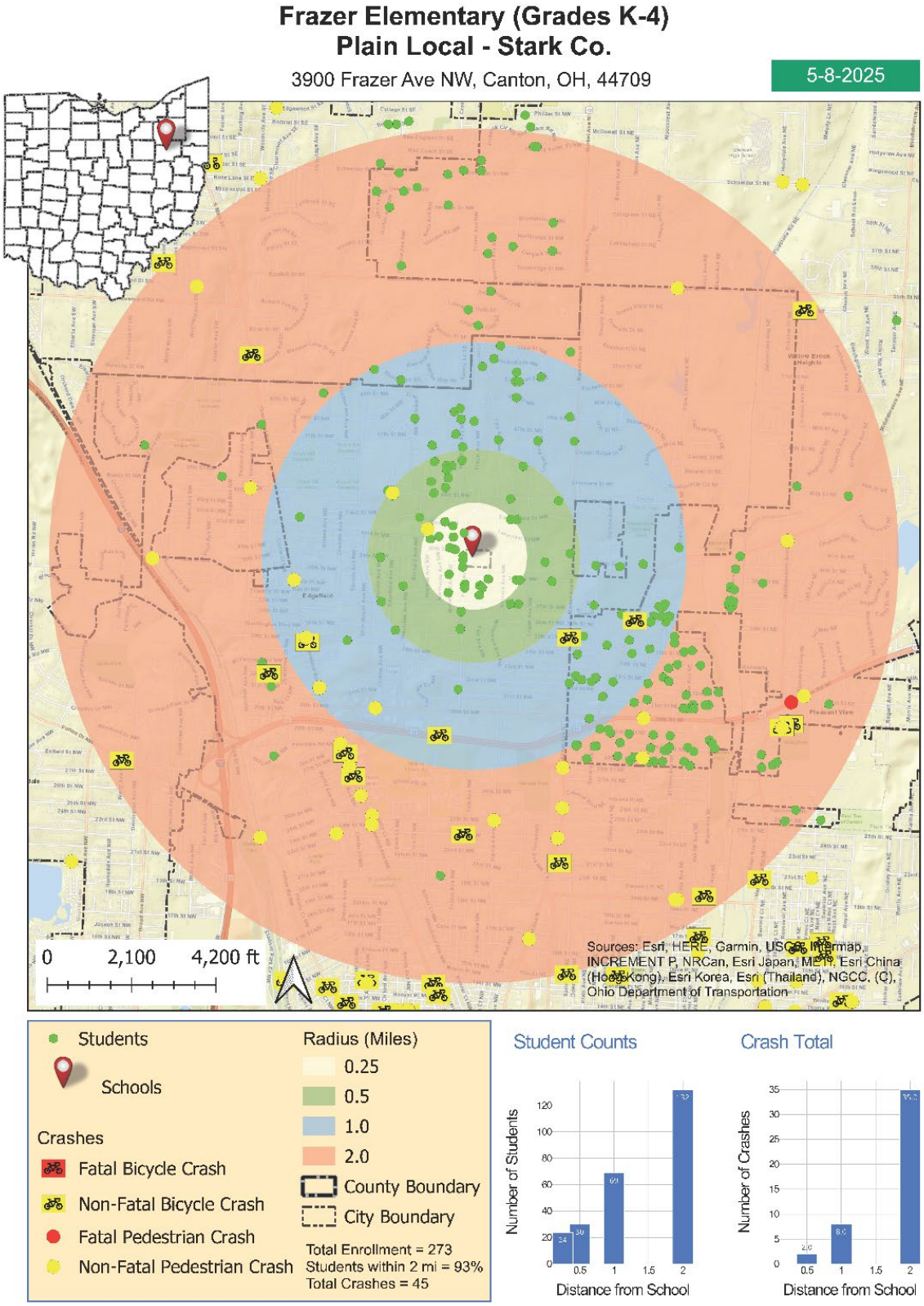


Figure 3. Location of Frazer Elementary, Student Proximity, and Crashes

Section 2: Existing Conditions For Walking and Biking to School

Current Student Travel

For several mornings, teachers asked students to identify how they got to school that day and how they planned to get home—walking, bicycling, riding the bus, carpooling, or in a family vehicle. The method of gathering information about current student travel is referred to as the teacher's tally. Teacher tallies, audits, and observations of student arrival and dismissal helped the project team and stakeholders understand students' daily experiences. The tables and charts below provide information about student travel to and from school.

Glenwood Intermediate

Table 3. Number of students within walking and biking distance of Glenwood Intermediate School

School	Students within ¼ mile of school (# / %)	Students between ¼ and ½ mile of school (# / %)	Students between ½ and 1 mile of school (# / %)	Students between 1 and 2 miles of school (# / %)	Total students within 2 miles of school (# / %)
Glenwood Intermediate	16 / 2%	37 / 4%	102 / 12%	202 / 24%	357 / 42%

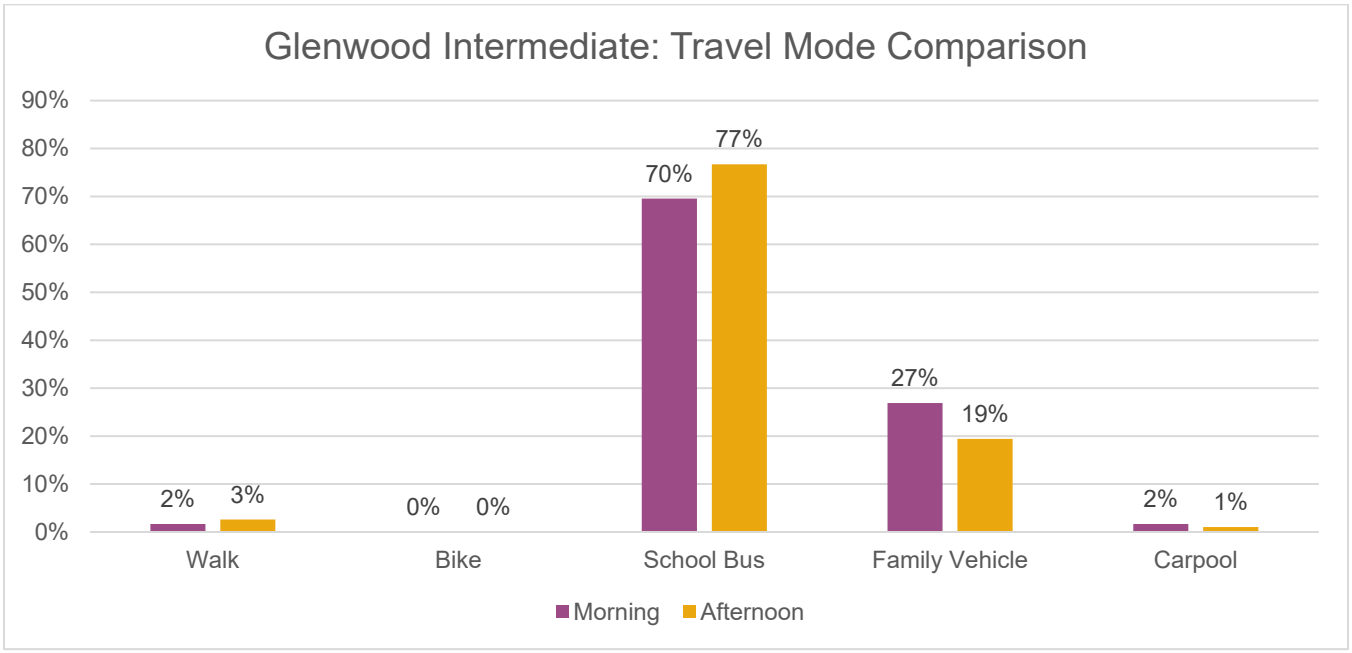


Figure 4. Glenwood Intermediate Travel Mode Comparison

Frazer Elementary

Table 4. Number of students within walking and biking distance of Frazer Elementary School

School	Students within ¼ mile of school (# / %)	Students between ¼ and ½ mile of school (# / %)	Students between ½ and 1 mile of school (# / %)	Students between 1 and 2 miles of school (# / %)	Total students within 2 miles of school (# / %)
Frazer Elementary	24 / 9%	30 / 11%	69 / 25%	132 / 48%	255/ 93%

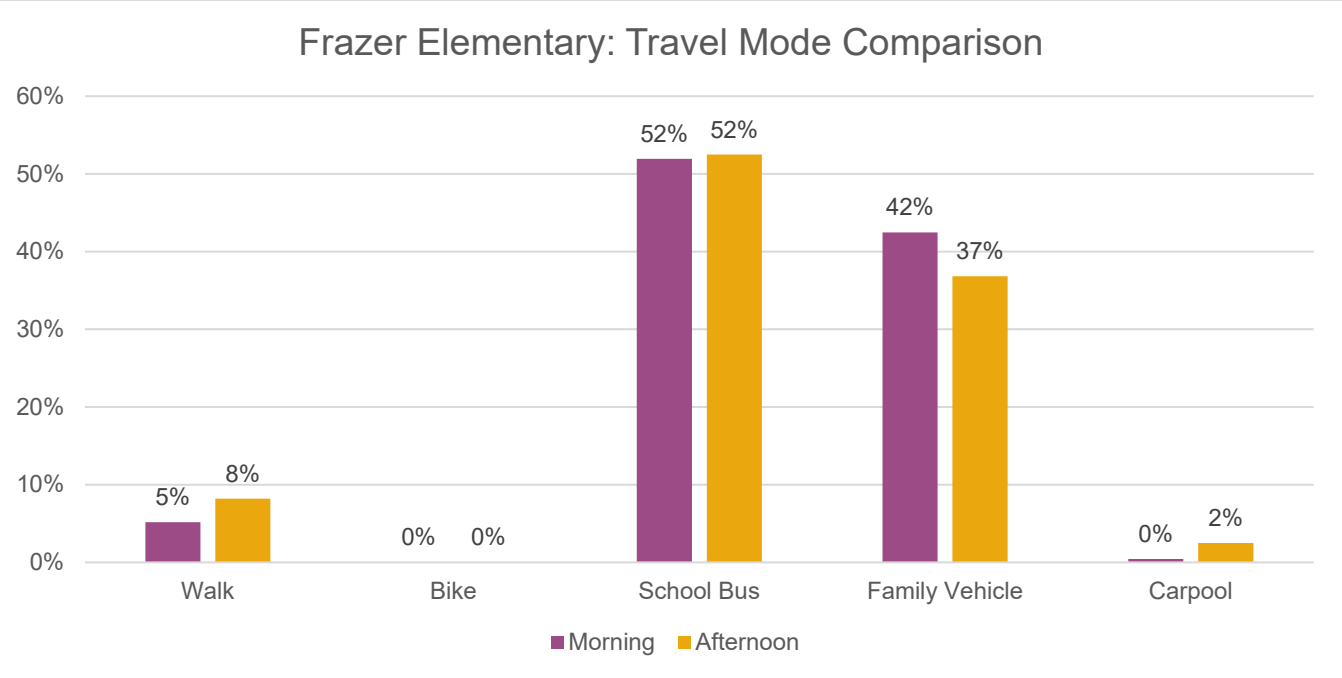


Figure 5. Frazer Elementary Travel Mode Comparison

Main Routes for Walking and Biking to School

Glenwood Intermediate

The primary routes for walking and biking to school are:

- 44th Street between Vernon Avenue and Frazer Avenue
- Norman Avenue between 44th Street and 37th Street

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

- 44th Street midblock crossing: between Edgefield Avenue and Norman Avenue
- 44th Street and Norman Avenue
- 44th Street and Vernon Avenue

Frazer Elementary

The primary routes for walking and biking to school are:

- Frazer Avenue between 37th Street and 44th Street
- 38th Street between Frazer Avenue and Market Avenue

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

- Frazer Avenue and 41st Street
- Frazer Avenue and 38th Street



Figure 6. Children riding bicycles on Frazer Avenue toward Frazer Elementary

Arrival and Dismissal Process

The arrival and dismissal process looks different for each school. For Glenwood Intermediate, arrival and dismissal have different protocols. For Frazer Elementary, arrival and dismissal follow the same process.

At both schools, staff manage the arrival and dismissal process, which includes orchestrating students walking, students bicycling, boarding buses, and the pick-up/drop off process. The pick-up and drop-off (PUDO) process involves parents or caregivers lining up and waiting in their cars at specific locations. Staff ensure students are picked up by authorized adults, while managing the movement of students getting in and out of cars.



Figure 7. Map of Glenwood Arrival Process



Figure 8. Map of Glenwood Dismissal Process

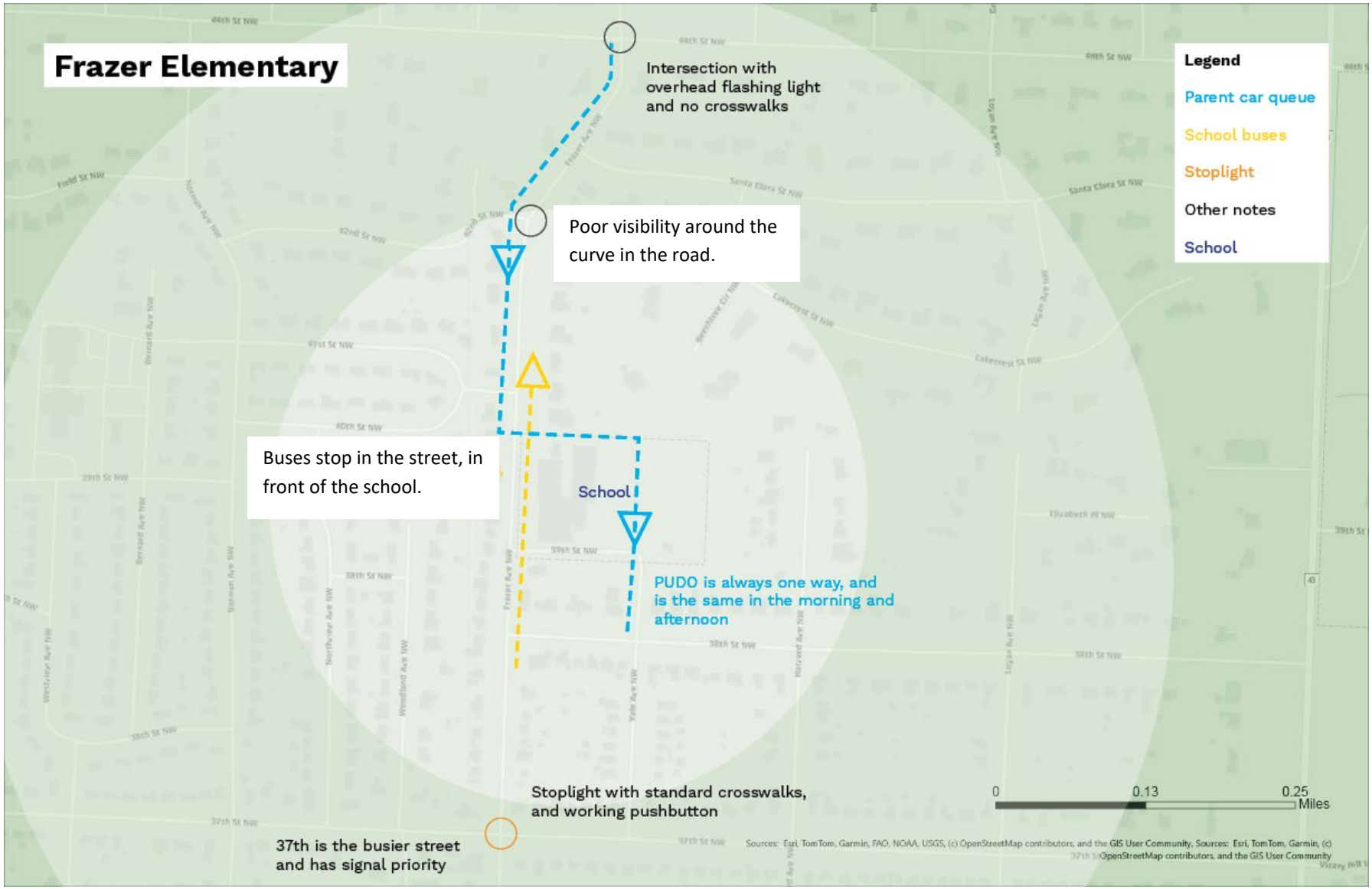


Figure 9. Map of Frazer Elementary Arrival and Dismissal Process

Safety Data Review

Table 4. Bicycle or pedestrian crashes near schools

School	Number of bicycle or pedestrian crashes within ¼ mile	Number of bicycle or pedestrian crashes between ¼ and ½ mile	Number of bicycle or pedestrian crashes between ½ and 1 mile	Number of bicycle or pedestrian crashes between 1 and 2 miles	Total number of bicycle or pedestrian crashes within 2 miles
Glenwood Intermediate	1	1	5	33	40
Frazer Elementary	2	0	8	35	45

Motor vehicle crashes that involved people walking or bicycling did not necessarily involve students. The crashes are mapped and show in Figure 2 and Figure 3

Existing Policies

District Bus Policies

According to the Plain Local School website in 2025, students who live more than one mile from school are eligible to ride the school bus.

School Travel Policies

Glenwood Intermediate

There is a short section in the student handbook that mentions walking and biking. Students are only allowed to walk or bike with prior permission from school staff. The arrival and departure procedures are described in detail in the handbook.

Frazer Elementary

There is no mention of walking and biking in the Student Handbook.

Existing Encouragement Programs

Encouragement programs are school programs, clubs, groups, events, or classroom activities focused on educating and encouraging kids to walk or bicycle to school. There are no existing encouragement programs at either school.

Needs Analysis

To understand the state of walking and biking to school in Canton, Ohio, it is critical to identify areas where individuals are more likely to walk or 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 factors in ODOT's statewide 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 in Figure 10 highlights levels of need across the school district. There is a mix of low need and high need across the Plain Local School District. However, the two-mile area around each of the two target schools includes populations with the highest need.

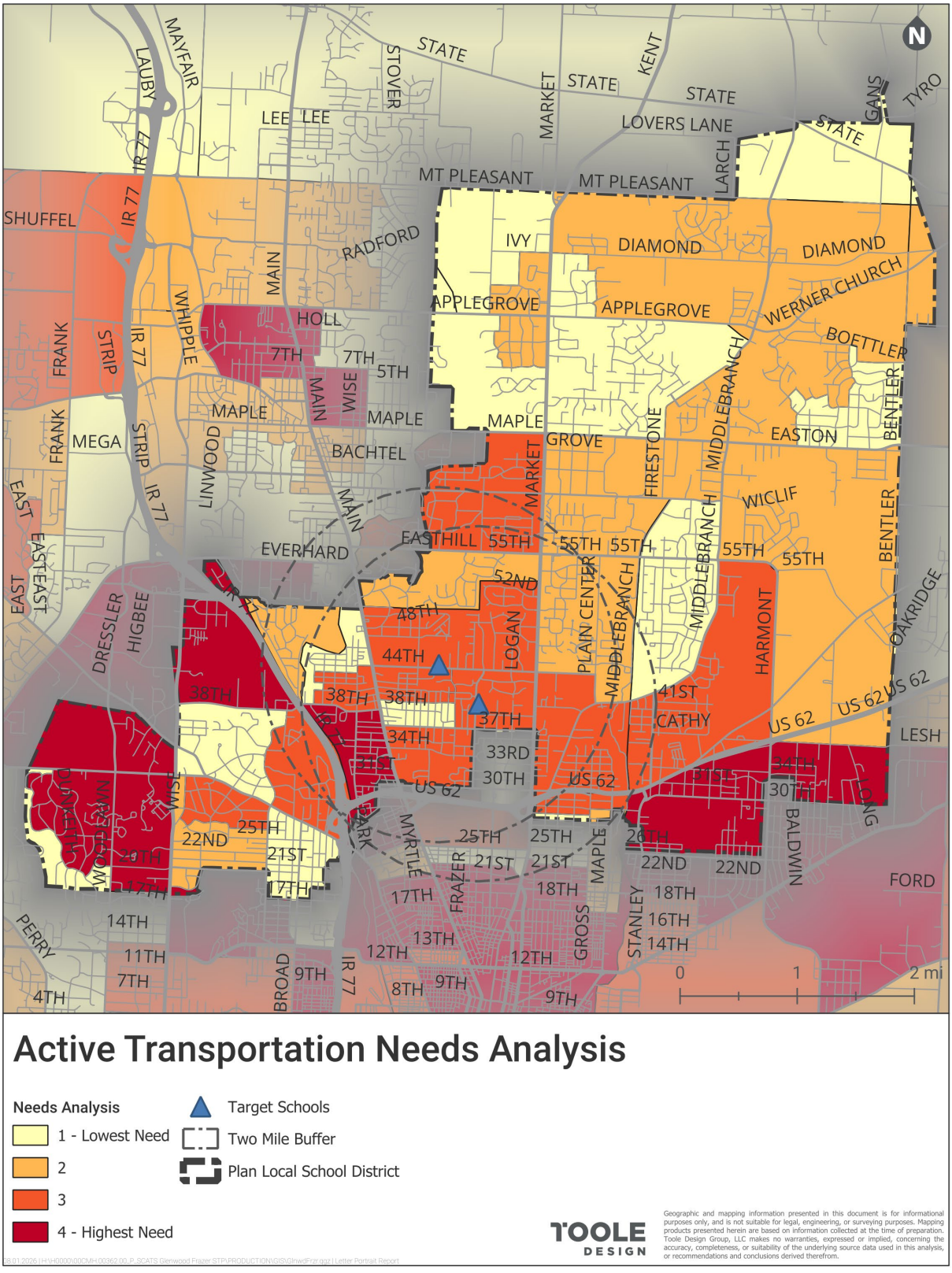


Figure 10. Active Transportation Needs Analysis

Section 3: Community Engagement

Community engagement is an essential tool in the School Travel Plan 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 public open house and an online caregiver survey.

Caregiver Survey

A short survey was sent to all parents and caregivers of the targeted schools. There were 174 survey responses—an overall response rate of 16%. The results provide insight into needs and concerns but may not capture the full range of student experiences.

In addition to multiple choice responses, caregivers could leave comments about specific challenges and needs related to school travel. The lack of sidewalks, especially on Frazer Avenue and on 44th Street, was mentioned as a barrier to walking many times. Caregivers commented that the lack of sidewalks forces students to walk in the street or in the grass adjacent to the street, which becomes even more challenging during adverse weather. Many caregivers mentioned only allowing their young children to walk if an adult, such as a crossing guard, was present. Other themes of the comments included support for walking, biking, and expanded busing—due in part to the burden pick up and drop off has on working caregivers and family schedules. Improvements to street crossings was also mentioned as a need that could result in more walking or biking.

Glenwood Intermediate

For Glenwood Intermediate, 115 caregivers responded to the survey. From the caregiver survey, 12% of Glenwood Intermediate survey respondents noted that their child has asked about walking or bicycling to school, see Figure 11. Compared to their current transportation modes to school, this demonstrates that potentially a greater number of students are interested in walking or biking to school than do so currently.

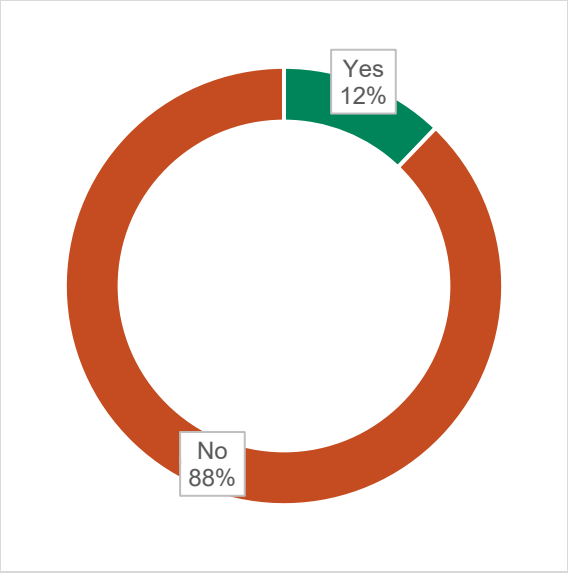


Figure 11. Glenwood Intermediate: Has your child asked for permission to walk or bike to school?

The top five factors impacting the decisions of caregivers who currently do not allow their children to walk or bicycle to Glenwood Intermediate are listed below.

- Distance
- Lack of sidewalks or pathways
- Amount of traffic along route
- Speed of traffic along route
- Safety of intersections and crossings

Frazer Elementary

For Frazer Elementary, 59 caregivers responded to the survey. From the caregiver survey, 34% of Frazer Elementary survey respondents noted that their child has asked about walking or bicycling to school, see Figure 12. Compared to their current transportation modes to school, this demonstrates that potentially a greater number of students are interested in walking or biking to school than do so currently.

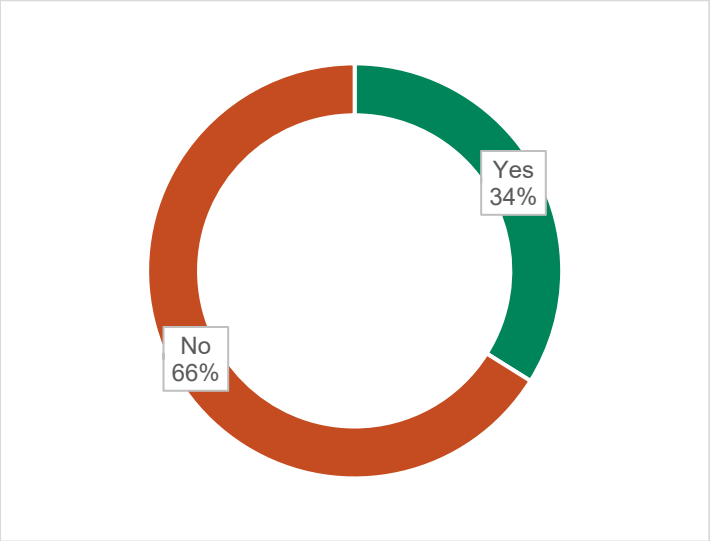


Figure 12. Frazer Elementary: Has your child asked for permission to walk or bike to school?

The top five factors impacting the decisions of parents who currently do not allow their children to walk or bicycle to Frazer Elementary are listed below.

- Amount of traffic along route
- Speed of traffic along route
- Safety of intersections and crossings
- Lack of sidewalks or paths
- Distance

Public Meeting

A public open house was hosted at Glenwood Intermediate in June 2025. Attendees provided feedback at several interactive stations that included maps of each school and posters with infrastructure and non-infrastructure options. Caregivers gave specific feedback on the routes their kids take to and from school and selected preferred infrastructure and programs to support walking and biking.

Overall, installing sidewalks on the streets directly leading to the schools was the most popular infrastructure idea. Attendees also supported traffic calming and speed reduction strategies for 44th Street, including raised crosswalks and flashing signs.

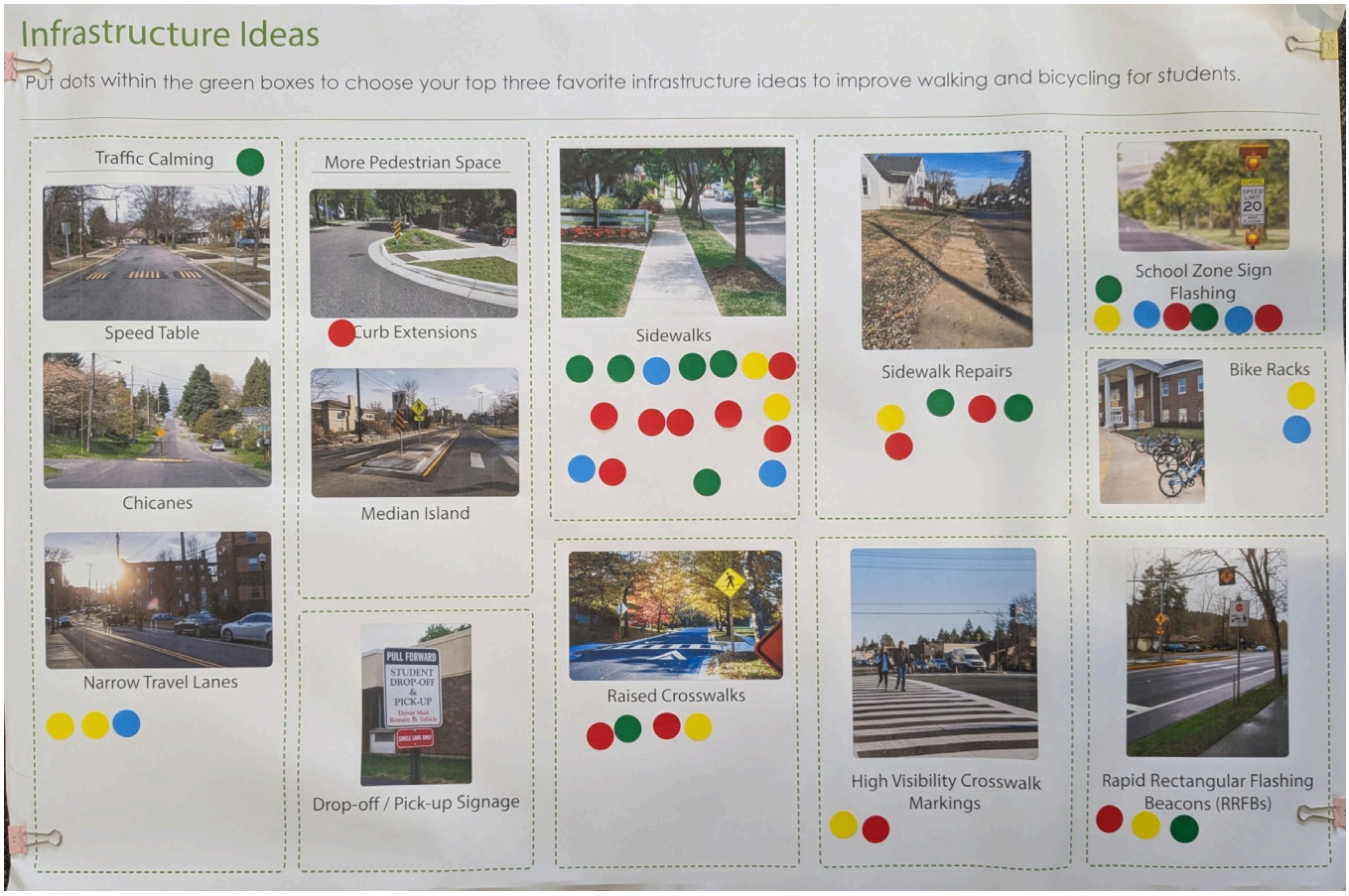


Figure 13. Public Open House Responses to Infrastructure Ideas

Section 4: Recommendations

Key Barriers

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

Barrier: Missing sidewalks on the main street fronting both schools.

There is no sidewalk on Frazer Avenue, except for on the east side of the street, directly in front of the school of for a short distance of approximately 600 feet. Similarly, sidewalks on 44th Street near Glenwood Intermediate are limited. Currently, sidewalks extend on the north side of 44th Street from Cleveland Avenue to the corner of the school property, but the sidewalk does not extend further west to Market Avenue. There are no sidewalks on the south side of 44th Street, and there is currently only one marked north/south pedestrian crossing at Vernon Avenue. This makes walking to Frazer Elementary or Glenwood Intermediate challenging, as students must walk in the street or in the grassy right of way next to the street. The need for sidewalks was the most frequent comment both at the Public Open House and in the Caregiver Survey.

Barrier: No comfortable crossings near school entrances.

The pedestrian crossing in front of Frazer Elementary does not have high visibility markings. On the west side, there is no ADA compliant curb ramp and no connecting sidewalk. The crosswalk is at a skewed angle to avoid the school's driveway, but the skew creates a longer crossing distance than necessary. On the east side, the crosswalk does not have an ADA compliant curb ramp.

There is no crossing across 44th Street near the front of Glenwood Intermediate. To the east along 44th Street, there is no marked crossing within a mile of the school. To the west, the closest crossing is more than 700 feet away, at Vernon Avenue, where there is a traffic signal. At the Vernon Avenue intersection, there are curb ramps and high visibility crosswalk markings; the motor vehicle lane widths on 44th Street are wider than necessary and the extra width increases the pedestrian crossing distance.

Barrier: Gaps in sidewalk network within two miles of both schools.

Even the streets that do have sidewalks, such as 37th Street, have missing gaps where there are no sidewalks. Continuous sidewalks or continuous shared use paths are necessary to help kids walk to school in a space separated from motor vehicles.

Barrier: High motor vehicle speeds on 44th Street.

The posted speed limit on 44th Street is 35 mph, and caregivers report that drivers regularly exceed the speed limit. The street has one lane in each direction, is straight, and is relatively wide. Speeding is a barrier to walking and biking, because as speed increases, the likelihood of a crash increases. When crashes do occur, higher

speeds increase the likelihood of serious injuries or fatalities. As speeds increase, drivers travel greater distances before stopping, and drivers are less likely to yield to pedestrians.

Barrier: Lack of activities to encourage students to walk and bike.

Walking and biking are likely not seen as viable options and are not currently part of the culture of the two target schools.

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. Because Frazer Elementary and Glenwood Intermediate are within 0.7 miles of each other, improvements for one school will also support student travel to the other school. Table 5 identifies the infrastructure projects to help students walk or bike to these schools. During the process of the plan, it was determined that Frazer will ultimately be closed. The references and recommendations remain in the plan; however, the closure of Frazer will be taken into consideration when applying for STRS funding.

School Primarily Served	Project Type	Location	Description
Highest Priority Projects			
Glenwood	Shared Use Path	44th Street from Edgefield Ave to Frazer Avenue	Build a shared use path on the north side of 44th Street. There is currently no sidewalk here. A shared use path would help students who walk or bike.
Glenwood	Crossing	44th Street in front of the school	Add a Rectangular Rapid Flashing Beacon (RRFB) with pedestrian refuge island at a mid-block crossing. There is no existing crossing. An RRFB at this location would help students who are currently walking from the south. The refuge island would allow students to cross one lane at a time.
Glenwood	Crossing	44th Street and Norman Ave	Add high-visibility crosswalk markings and signage. There is currently no crossing at this location. This would help students walking from the south cross 44th Street.
Glenwood	Crossing	44th Street and Vernon Ave	Add pedestrian push button actuated buttons.
Both	Crossing	Frazer Avenue and 41st Street	Add high-visibility crosswalk markings and signage. There is currently no crossing at this location. This crossing would help students coming from the west, where there is existing sidewalk.
Both	School zone speed limit	At all current locations	Add time-activated amber flashing beacons to show school zone speed limits. The current signs are not timed to flash during arrival and dismissal. Adding timed beacons may help with school zone

School Primarily Served	Project Type	Location	Description
			speed limit compliance. Relocate school zone speed limits sign farther upstream for yielding and stopping sight distance.
Glenwood	Sidewalk	On school property, from the sidewalk to the school	Currently there is no sidewalk from the public right-of-way sidewalk on 44th Street to the school entrance. Recommend sidewalk along Edgefield Avenue, and directly to the main entrance.
Both	Sidewalk	Frazer Avenue between 37th Street and 44th Street	Build a sidewalk on the east side of Frazer Avenue. Currently sidewalk only exists on the block directly in front of the school. This would extend the sidewalk, giving children a walking path to the school building.
Priority Two			
Glenwood	Shared Use Path	44th Street from Frazer Avenue to Market Avenue	Continue the shared use path on the north side of 44th Street. A shared use path would help students walking or biking get to the school.
Both	Sidewalk	41st Street from 40th Street to Frazer Avenue	Fill in the gap on this block. This would create a more continuous route and eliminate one potential street crossing.
Both	Crossing	Frazer Avenue and 38th Street	Add high-visibility crosswalk markings and signage. Students are currently walking on this route where there are no pavement markings for a crossing.
Both	Curb Extensions	Frazer Avenue, directly in front of the school	Add curb extensions on both ends of the bus parking area to define the bus area and calm motor vehicle traffic.
Glenwood	Sidewalk	Vernon Ave from 42nd St to 44th Street	Add sidewalk. This would help children walking from the southwest, where the is a concentration of students living.
Glenwood	Crossing	47th Street and Edgefield Avenue	Add high visibility crossing markings. Students are currently crossing here as they walk from the apartment complexes to the school. There is no marked crossing at this location.
Priority Three			
Glenwood	Sidewalk	42nd Steet from Cleveland Avenue to Vernon Avenue	Add sidewalk. This would help children walking from the southwest, where the is a concentration of students living.

School Primarily Served	Project Type	Location	Description
Both	Crossing	44th Street and Frazer Avenue	Add high visibility crosswalk. There is currently no marked crossing at this location. Adding a crossing here would help students coming from the north.
Both	Sidewalk	37th Street from Westview Ave to Logan Ave	Fill in gaps on 37th Street within a half mile radius of Frazer Elementary. This would build a continuous walking route for students.
Both	Crossing	Norman Avenue and 41st Street	Add all way stop and high-visibility pedestrian crossings. The City is installing sidewalks on Norman Avenue and the crossing would create a connection for children coming from the south.
Glenwood	Sidewalk	44th Street from Vernon to Norman Avenue	Build sidewalk on the south side of 44th Street. There is currently only sidewalk on the north side of the street. A sidewalk here would help students coming from the south.
Both	Crossing	38th Street	Improve all crossings on 38th Street from Frazer Avenue to Market Avenue. 38th Street currently has sidewalks along this stretch. Improving the crossing would make a more comfortable route.
Both	Crossing	Yale and 38th	Consider all way stop.
Glenwood	Sidewalk	Field Street from Vernon Avenue to 44th Street	Add sidewalk. This would create an alternative to Vernon Avenue that leads directly to the school.

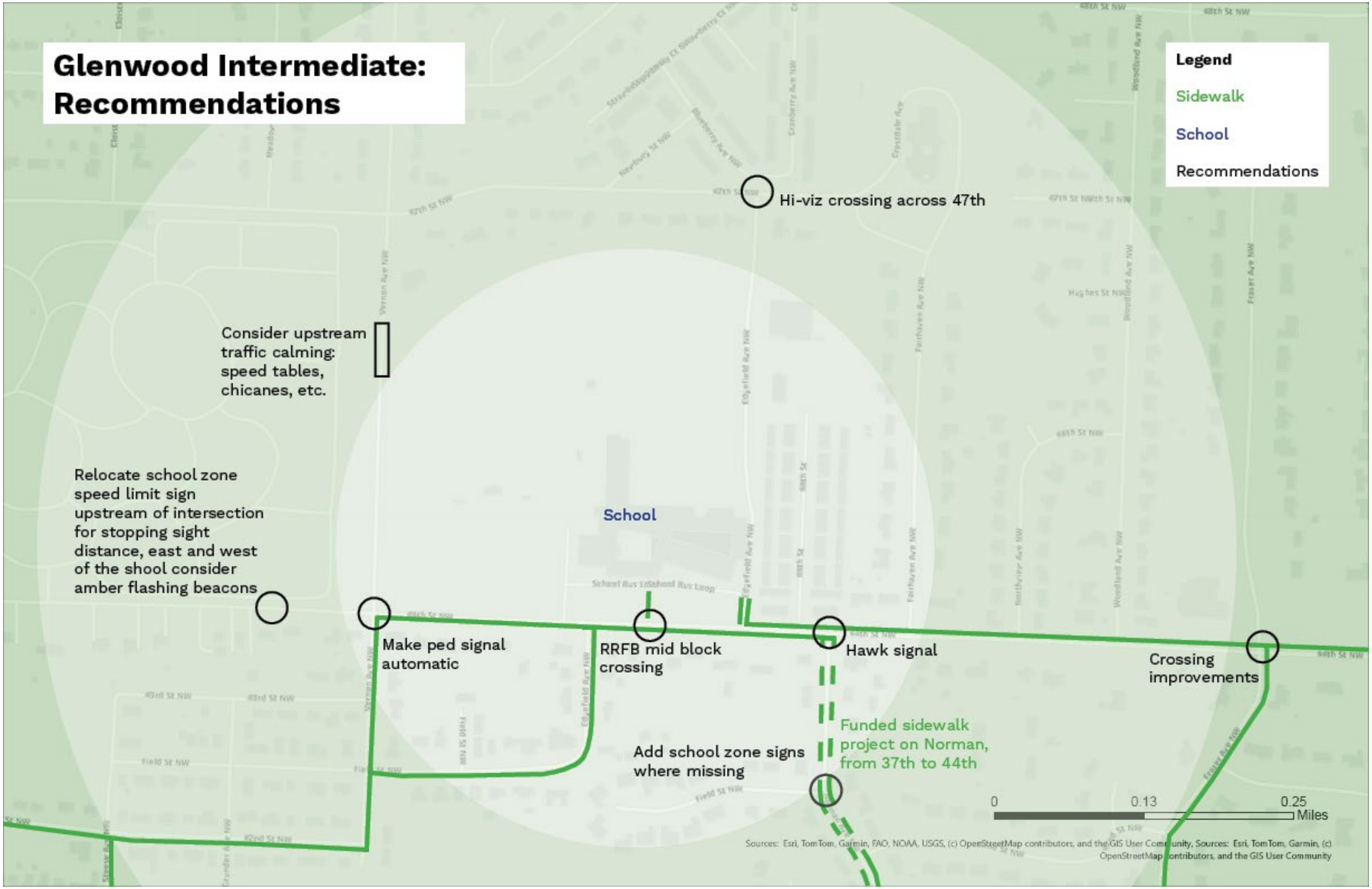


Figure 14. Map of Glenwood Intermediate Infrastructure Recommendations

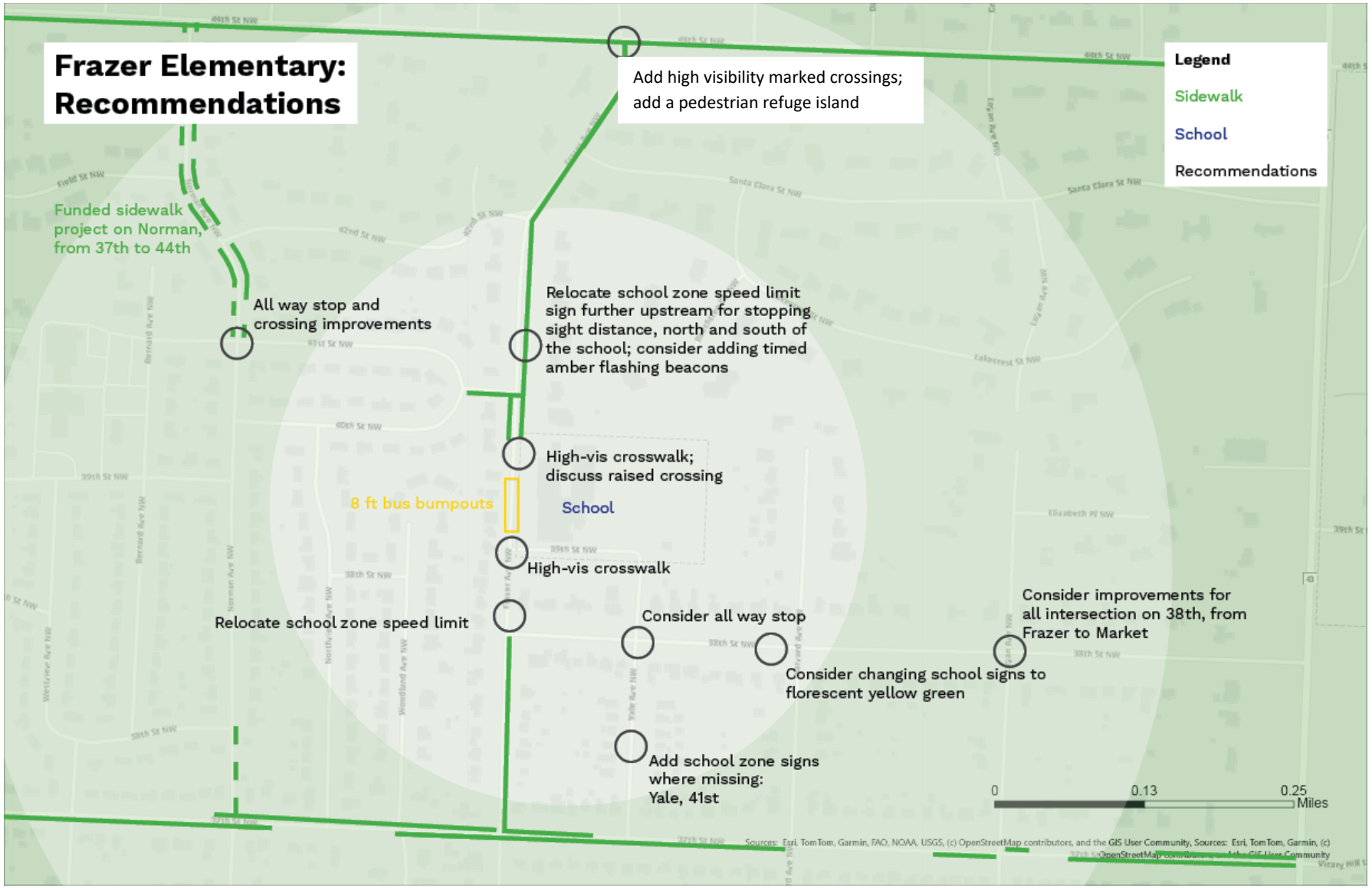


Figure 15. Map of Frazer Elementary Infrastructure Recommendations

Programs and Policies

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. Most of the programs listed would be led by school staff, but other groups may share in the responsibility such as Parent Teacher Associations, local advocacy groups, or City Staff. All of the programs could be near-term, but the school staff should choose one program to begin with.

Table 5. Program and Policy Recommendations

Project Name	"E's"	Description	Leaders
Frazer Elementary			
Student Produced Mapping Activities	Education	Mapping activities, either in class or at a separate event, educate children about the best route to travel and allow them to view their trip in a new way. Children draw buildings, parks, and landmarks on their maps as a fun way to make them more interested in their surroundings as they walk.	School Staff
Walk/Bike to School Days	Encouragement	Special events are one type of encouragement activity that provide a way for families to break their routines and try something new. They also highlight school travel issues to local leaders and build political support for SRTS investments. Bike & Roll to school day takes place in early May and Walk & Roll to school day in October. The first National Bike to School Day occurred May 9, 2012, at schools in almost every state. When a majority of the school participates in a special event, it creates a snapshot of what life could look like if every day was a "Walk and Bike to School Day."	School Staff
Equipment Giveaways	Encouragement	Students may not have the proper equipment to safely bike to school. While this could happen at any school, low-income students in particular may not have the funds to purchase bike helmets, locks, lights, or other safety items. A relatively low-cost way for schools to encourage biking is offering discounted, loaned, or free bicycle safety equipment to students. A program is directly coordinated through the school or is a part of partnerships and fundraising with outside organizations.	School Staff
Physical Education Classes	Education	Programs that teach students to ride bikes can be part of their regular classes. Different skills can be taught at different grade levels during physical education curriculum.	School Staff
Glenwood Intermediate			

Project Name	"E's"	Description	Leaders
Girls in Gear	Education	Girls in Gear is an empowerment program using bicycling education to instill confidence, physical activity, and nutrition habits in girls ages 9-14. In addition to bicycle safety and mechanics instruction, girls receive urban planning, public speaking, and critical thinking experiences and instruction throughout the eight-week course. Girls then apply these development tools to any part of their lives today and well into adulthood.	School Staff
Walking Club	Education	A walking club is an easy, inexpensive and fun way to encourage children to walk by keeping track of their mileage and rewarding them for being physically active. A walking club gets students and staff excited about making walking a part of their daily routine.	School Staff
Both Schools			
Parent Communication	Education	Articles in backpacks, printed or emailed newsletters, information on school websites and emails are effective ways to educate parents. Some schools hand out informational flyers to parents as they drive up to the school. In addition, an SRTS committee may want to invite the school PTO/PTA to address transportation issues to parents. Information about Share the Road and driver safety education programs could also be included in communications.	School Staff

Implementation

Collaboration is the first step towards successful implementation of the Frazer Elementary and Glenwood Intermediate 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.

Agency	Role/responsibility	Timeline for implementation
City of Canton Engineering Department	Apply for ODOT SRTS funding for several priority 1 infrastructure projects	2 years
School District	Select one preferred education and encouragement program to implement	2 years

Pledge of Support

The City of Canton and Plain Local 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 the Glenwood Frazer Safe Routes to School Travel Plan and program, and pledge to support their efforts and provide resources as appropriate.

Signature:

Printed Name:

Frazer Elementary Principal

Signature:

Printed Name:

City Canton Council Member

Signature:

Printed Name:

Glenwood Intermediate Principal

Signature:

Printed Name:

City of Canton Engineer

Signature:

Printed Name:

Plain Local Schools Superintendent

Signature:

Printed Name:

PTA Representative

Appendices

A. *Existing sidewalk network*
B. *Public engagement materials (surveys, meeting notes, pop-up materials, etc.)*
C. *Field observation photos*

Frazer Elementary: Existing Sidewalk

Legend

No sidewalk

Sidewalk

School

Funded sidewalk project on Norman, from 37th to 44th

School

0 0.13 0.25 Miles

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community

Glenwood Intermediate: Existing Sidewalks

Legend

No sidewalk

Sidewalk

School

Funded sidewalk project on Norman, from 37th to 44th

0 0.13 0.25 Miles

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community

Field Observation Photos: Frazer
















NO
PARKING
ANY
TIME

Field Observation Photos: Glenwood









Welcome to the Glenwood Intermediate and Frazer Elementary Schools Open House!

Safe Routes to School (SRTS) is an international movement encouraging improved safety for students in grades K-12, who walk or bicycle to school. A collaborative group including residents and government officials study the environment, policies, and programs to determine ways to improve safety for children to walk or bicycle to school.

WHY YOUR PARTICIPATION IS IMPORTANT:

Safety ✓

According to the Ohio Department of Transportation, 3,221 Ohio pedestrians were killed or seriously injured in 2024. As we work to move this number to ZERO, Safe Routes to School initiatives are deployed to focus on some of our most vulnerable road users, children.

Health ✓

A healthy lifestyle is best cultivated at a young age. Encouraging and improving safety for walking to school will increase physical activty, help students learn healthy habits, and reduce the risk of chronic disease.

Equitable Choice ✓

For the 7.5 percent of households in Ohio without a vehicle, it is especially important for children to have safe ways to walk or bicycle to school and around their neighborhood. Safe Routes to School improvements benefit not only children, but quality of life for the entire community.

STARK COUNTY REGIONAL PLANNING COMMISSION

PLAIN LOCAL SCHOOLS

EST. 1805 CANTON, OHIO



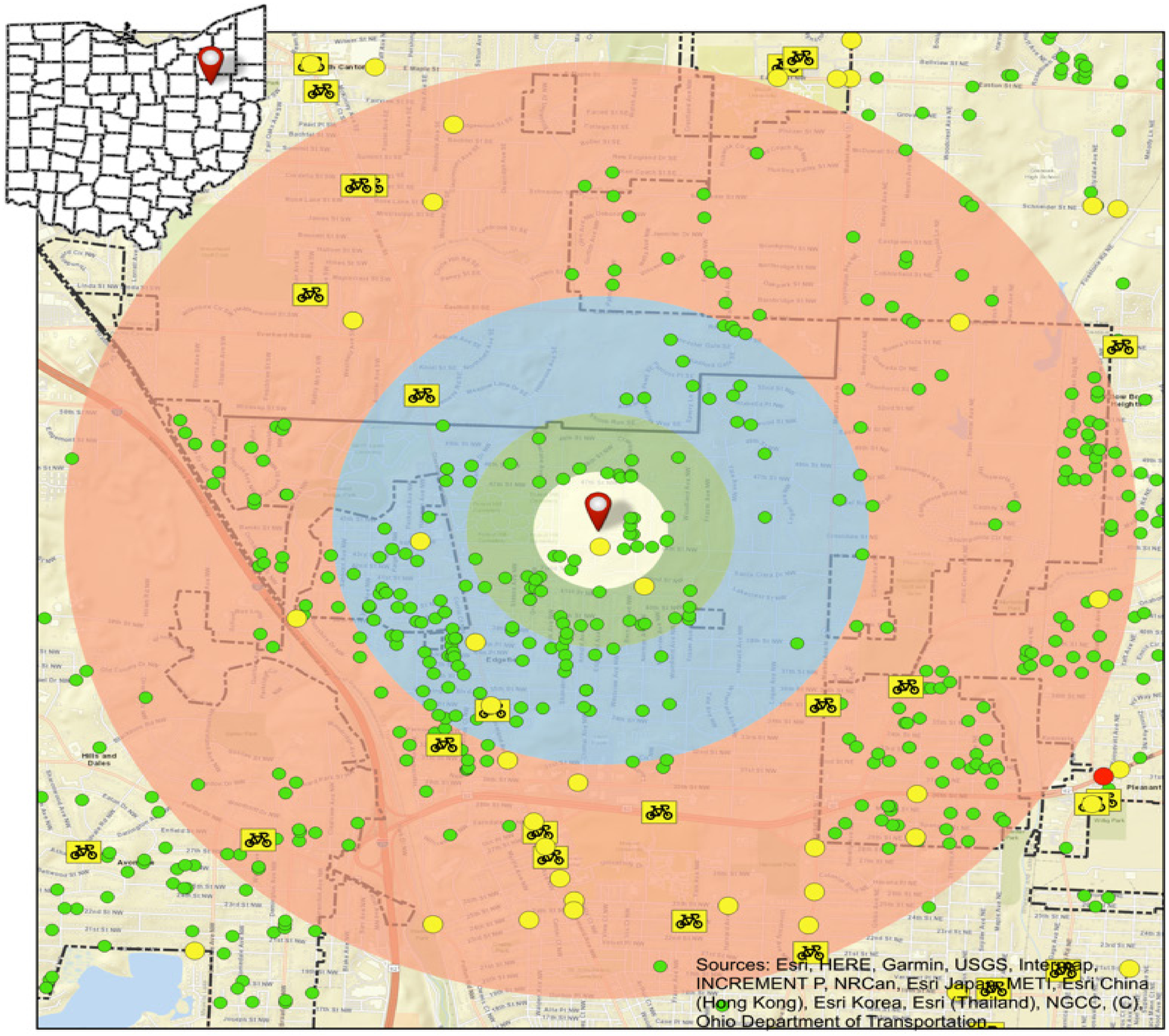






Glenwood Intermediate School

This map shows a 2-mile radius around Glenwood Intermediate School. The green dots indicate where students live, and over 200 students live within 2 miles of school.



Glenwood Intermediate School (Grades 5-6)
Plain Local - Stark Co.
1015 44th St NW, Canton, OH, 44709

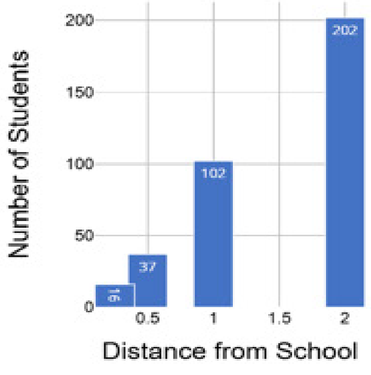
Students
Schools

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

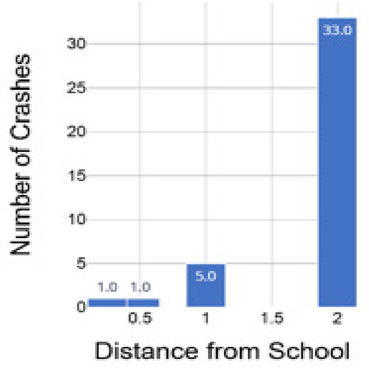
Radius (Miles)
0.25
0.5
1.0
2.0
County Boundary
City Boundary

Total Enrollment = 851
Students within 2 mi = 42%
Total Crashes = 40

Student Counts



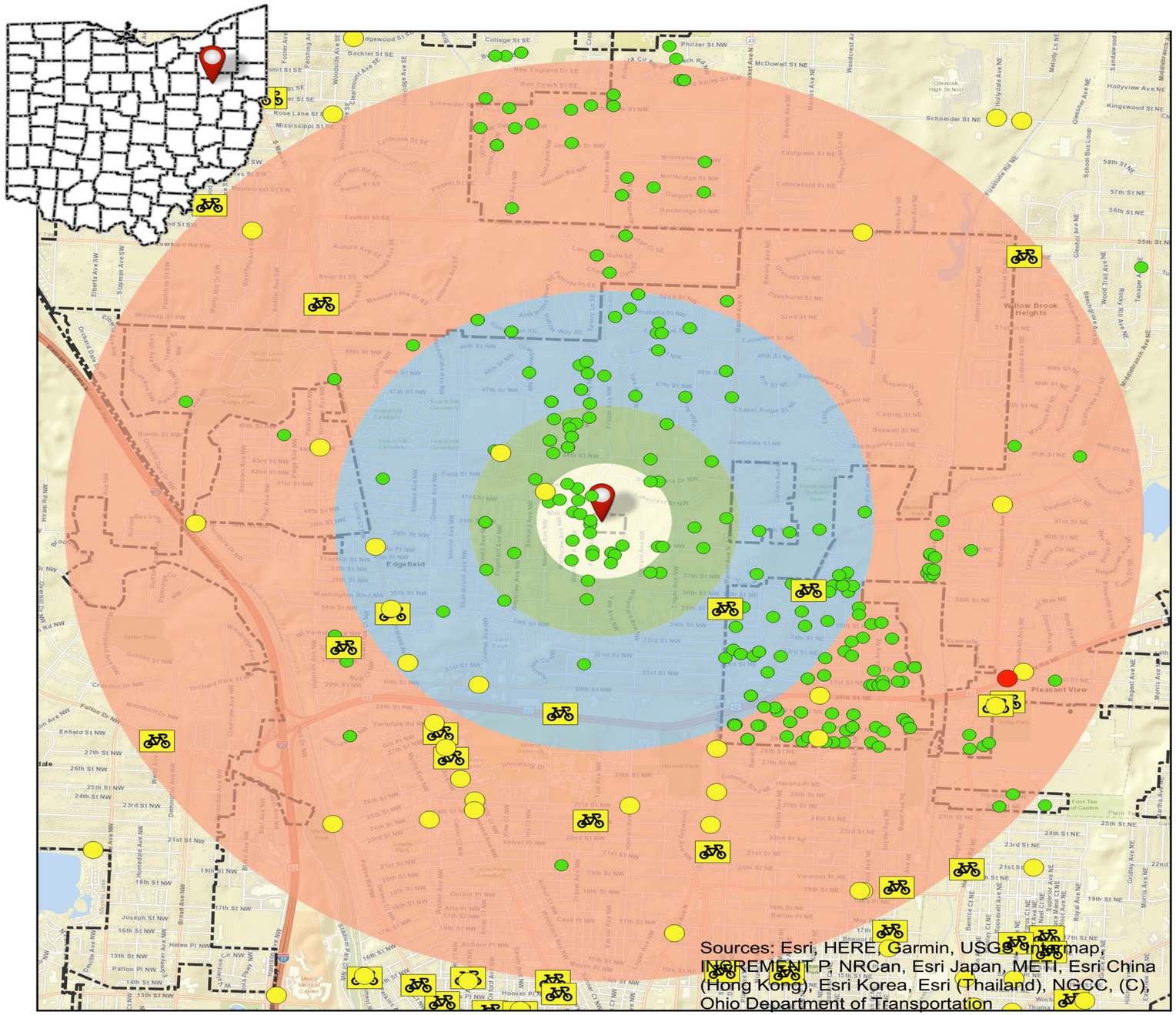
Crash Total



0 2,100 4,200 ft

Frazer Elementary School

This map shows a 2-mile radius around Frazer Elementary School. The green dots indicate where students live, and over 130 students live within 2 miles of school.



Frazer Elementary (Grades K-4)
Plain Local - Stark Co.
3900 Frazer Ave NW, Canton, OH, 44709

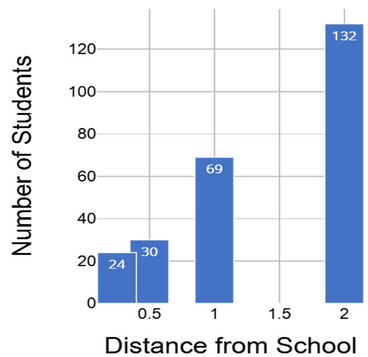
Students
Schools

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

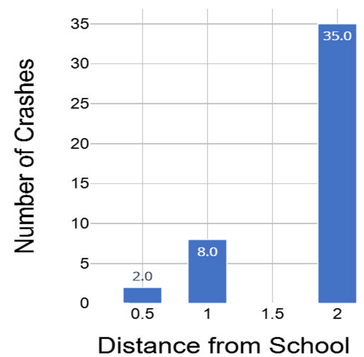
Radius (Miles)
0.25
0.5
1.0
2.0
County Boundary
City Boundary

Total Enrollment = 273
Students within 2 mi = 93%
Total Crashes = 45

Student Counts



Crash Total



0 2,100 4,200 ft

Program Ideas

Put dots within the green boxes to choose your top three favorite program ideas to improve walking and bicycling for students.

Share other program ideas to improve walking and bicycling to school for students:

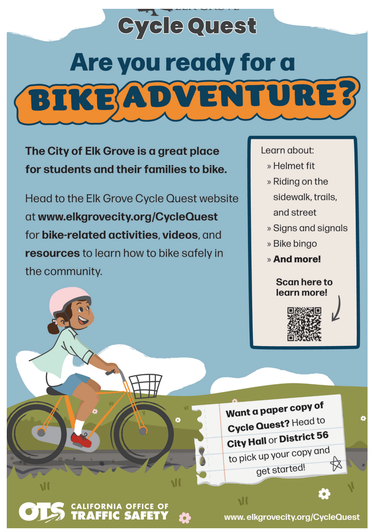
Promotional Materials



Radio Advertisements



Social Media



Posters



Safety Vests for School Staff



Drivers Education



Target Speed Enforcement



Helmet and Bike Light Distribution



Bike Bus Events

Infrastructure Ideas

Put dots within the green boxes to choose your top three favorite infrastructure ideas to improve walking and bicycling for students.

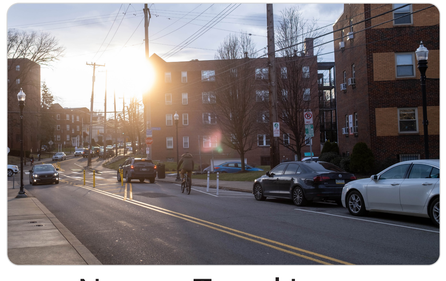
Traffic Calming



Speed Table



Chicanes



Narrow Travel Lanes

More Pedestrian Space



Curb Extensions

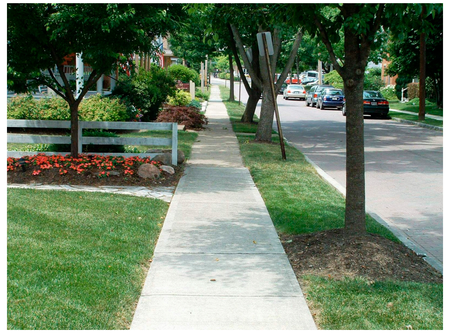


Median Island

Drop-off / Pick-up Signage



Drop-off / Pick-up Signage



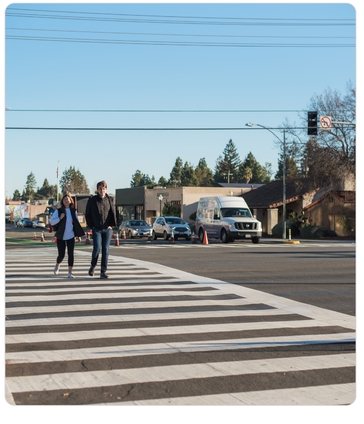
Sidewalks



Raised Crosswalks



Sidewalk Repairs



High Visibility Crosswalk Markings



School Zone Sign Flashing



Bike Racks



Rapid Rectangular Flashing Beacons (RRFBs)

Where are changes needed to help kids walk and bicycle to school safely?

Where are issues for students?

Put a dot on the map to share a challenging intersection, a crossing that makes it difficult for kids to walk or bicycle to school.

Use a marker to share where new sidewalks or sidewalk repairs are needed.

My idea

Other ideas? Write your idea on a post-it note and stick it on the map.

Schools

Water

Parks / Open Space

Hospitals and Health Clinics

Trails / Paths

SARTA Bus Routes

Roads

Boundary

TOOLE DESIGN

0 1,000 2,000 ft

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