

NE CANTON SCHOOL'S

SAFE ROUTES TO SCHOOL

SCHOOL TRAVEL PLAN

FEBRUARY 2024



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Figure 1: Figure 2: STEM students from Canton McKinley Senior High assist with walk audits in North Canton.

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. 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 students 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 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.

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 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.



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.



Target Schools

There are four target schools in NE Canton, all of which are within the Canton City School District. 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
Canton City Schools	<i>Belle Stone Elementary</i>	2100 Rowland Ave NE, Canton, OH 44714	K-3
Canton City Schools	<i>Crenshaw Middle School</i>	2525 19th St NE, Canton, OH 44705	6-8
Canton City Schools	<i>Gibbs Elementary School</i>	1320 Gibbs Ave NE, Canton, OH 44705	K-3
Canton City Schools	<i>Youtz Intermediate School</i>	1901 Midway Ave NE, Canton, OH 44705	4-6

Table 2. Student Demographics 2022-2023

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	Homeless
<i>Belle Stone Elementary</i>	335	101	<10	<10	49	66	116	335	34	32	<10	19
<i>Crenshaw Middle School</i>	779	225	<10	<10	101	135	244	779	31	146	<10	35
<i>Gibbs Elementary</i>	312	118	<10	<10	46	56	88	312	14	31	<10	14
<i>Youtz Intermediate</i>	291	105	<10	<10	39	44	102	291	19	60	<10	<10



Purpose and Vision

Vision Statement:

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

The purpose of this School Travel Plan (STP) is to identify and recommend policy, program, and infrastructure initiatives to improve safety for NE Canton Schools within the Canton City School District.

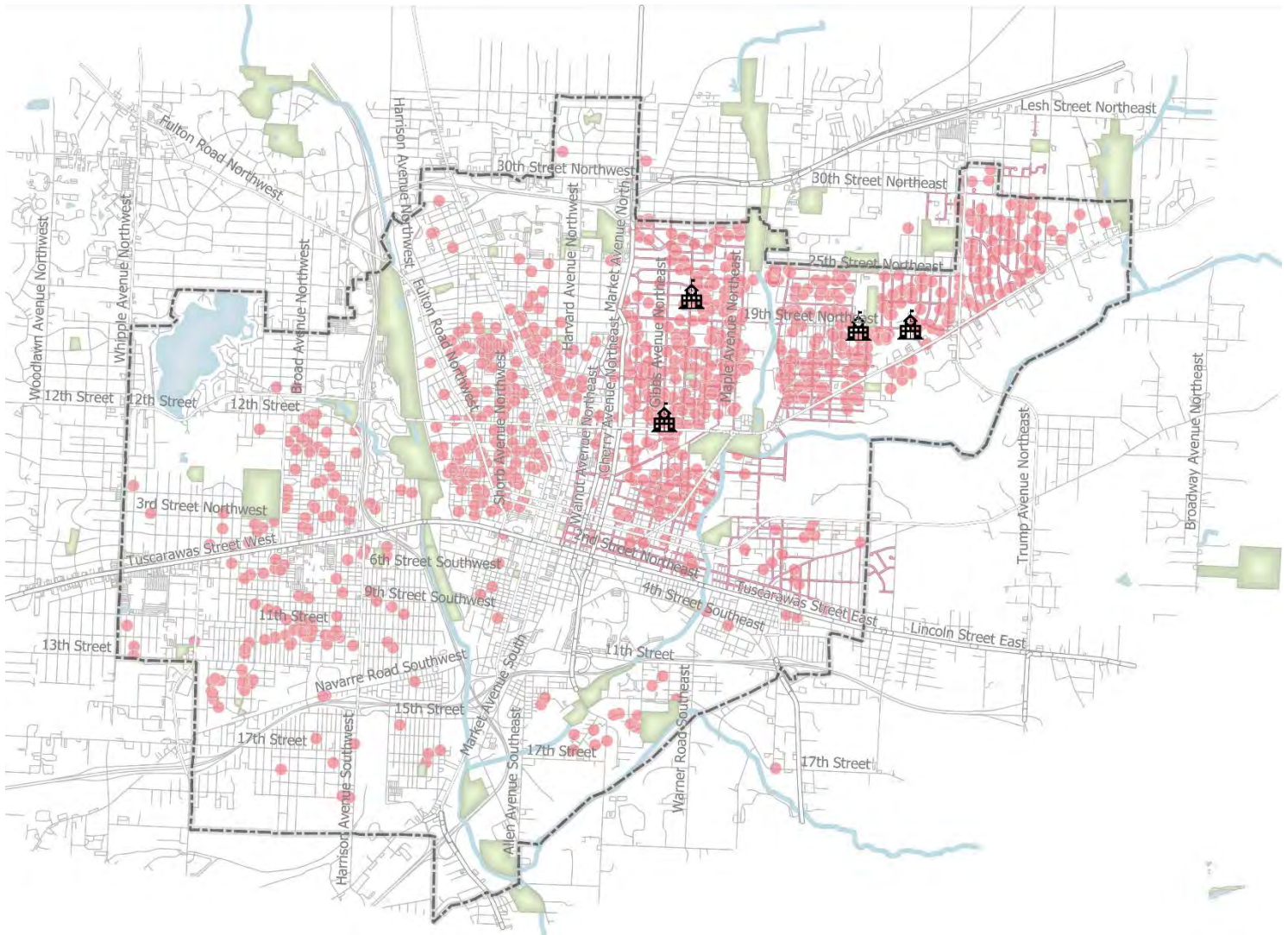


Figure 2: Student promixiy to NE Canton School's

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 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
Belle Stone Elementary School	14	4%	57	18%	114	36%	222	70%
Crenshaw Middle School	7	2%	18	4%	58	13%	148	33%
Gibbs Elementary School	30	10%	67	21%	171	54%	312	98%
Youtz Intermediate School	14	4%	32	10%	104	34%	220	72%

Table 4. Mode of travel to school in the morning

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Belle Stone Elementary School	18	0	170	105	0	0	0
Crenshaw Middle School	35	0	330	57	1	0	13
Gibbs Elementary School	36	0	87	106	1	0	0
Youtz Intermediate School	32	0	111	57	5	0	0

Table 5. Mode of travel from school in the afternoon

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Belle Stone Elementary School	18	0	177	96	0	0	0
Crenshaw Middle School	38	0	321	60	0	0	7
Gibbs Middle Elementary School	36	0	83	99	0	0	4
Youtz Intermediate School	36	0	118	46	4	0	0

Main Routes for Walking and Biking to School

Crenshaw Middle School

The primary routes for walking and biking to school are:

- » 19th Street NE between Morris Avenue NE and Harrisburg Road NE
- » Royal Avenue between 25th Street NE and Mahoning Road NE

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

- » 19th Street NE and Royal Avenue NE
- » 19th Street NE and Harrisburg Road NE
- » Royal Avenue NE and 25th Street NE

Gibbs Elementary School

The primary routes for walking and biking to school are:

- » Gibbs Avenue between 12th Street NE and 17th Street NE
- » Rowland Avenue between 14th street NE and 12th Street NE
- » 14th Street NE between Rowland Avenue and Spring Avenue NE

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

- » Gibbs Avenue NE and 12th Street NE
- » 14th Street NE and Gibbs Avenue NE

Youtz Intermediate School

The primary routes for walking and biking to school are:

- » 19th Street NE between Morris Avenue NE and 25th Street NE
- » 22nd Street NE between Gridley Avenue NE and Harmont Avenue NE

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

- » 19th Street NE and Morris Avenue NE
- » 22nd Street NE and Morris Avenue NE
- » 22nd Street NE and Harmont Avenue

Arrival and Dismissal Process

School	Belle Stone Elementary	Crenshaw Middle School	Gibbs Elementary School	Youtz Intermediate School
Student Arrival	8:55 am	8:00 am	8:40 am	8:25 am
Student Departure	3:20 pm	3:00pm	3:15 pm	3:25 pm

Belle Stone Elementary School

Arrival

Caregivers circle the school perimeter while waiting to drop off students.

- » When parents/caregivers drop off students early, the students wait outside for 20-30 minutes.
- » Some drivers appear to ignore traffic laws creating unsafe conditions.
- » Drivers block the intersection near school entrance during drop-off.
- » Sidewalk on the school property is in good condition. Condition deteriorates on opposite side.
- » Some adults appeared to ignore instructions from the volunteer crossing guard. Note: Crossing guard has no equipment, however the guard at Youtz does have equipment.
- » During morning drop off there are between 4-7 school personnel managing operations.



Figure 3: Parent walking child to school near Crenshaw Middle.

Dismissal

- » Busses pick up students in front of the school. Traffic flow was recently changed producing an unused drop off loop.
- » School busses have irregular arrival times.
- » Pick up line starts before 3pm.
- » During dismissal fewer drivers pick up students.
- » Students move in two directions outside, toward bus or caregiver waiting area.
- » School personnel assure students are transferred to their assigned travel method after school.
- » Classroom aids help with parent/caregiver pick up.
- » Other admins help with dismissal for bus riders.
- » There are two entrances.
- » One located at the front of the school for bus riders and the second on the side of the building for students walking, biking, or being picked up by parent/caregiver.

Crenshaw Middle School

Arrival

- » Current drop-off access is very steep. No ADA access until the north end of drop off area by exit drive. (*This issue will be resolved with current construction.*)
- » Mobility/Disability drop-off is in the bus lane, limited ADA access/none in front of the doors. (This issue will be resolved with current construction.)
- » Staff mentioned bus/car conflicts in the bus (upper) drop off area. Cars should not drop off in the bus area, only streetside. Signage at pickup/drop off would be helpful, but this will change when construction is complete.
- » Street drop off may change after construction.
- » Maintenance staff mentioned that after construction is complete, bus and car drop off/pickup is expected to be in the back of the school (opposite from where it is now) in 1-2 years. This could create a safer walk/bike environment if students can still enter the school through the current doors.
- » Bike racks were removed for construction. May be one left but could not locate.

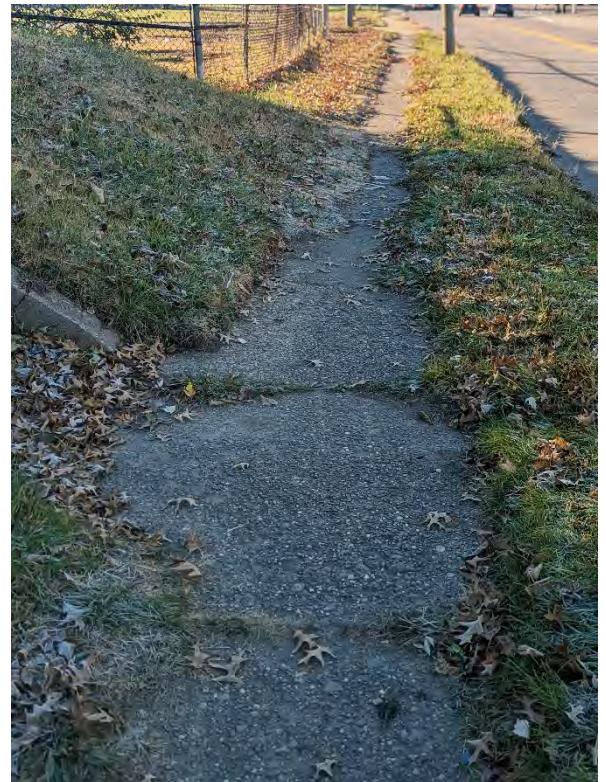


Figure 4: Sidewalk Conditions near Crenshaw Middle

Dismissal

- » A total of 12 Buses
- » Forty-three walkers in various directions

- » Walkers & Car Riders get out at 2:55pm
- » Busses Load at 3:00pm
- » Consider rerouting traffic around the school during peak arrival and departure
- » Car spill into intersection at dismissal

Gibbs Elementary School

Arrival

- » There is limited crossing West to East available across Gibbs Ave by the school. The car drop-offline is a probable culprit to only being North to South marked crossing at 14th & Gibbs.
- » A dozen students accompanied by their parents/caregivers crossed 14th Street & Gibbs Avenue in front of the school through a line of stopped cars.
- » There is a West to East marked crossing available on Gibbs Ave near the West entrance of the school by Sherlock Place NE. Students often use an unmarked route to the destination.
- » Principal stated that side doors (along 14th Street NE) for arrival are open from 8:40am – 8:55am
- » Car line is long from 8:35am – 8:45am
- » Students walking along:
 - Gibbs Avenue NE
 - 14th Street NE
 - 13th Street NE
 - Sherlock Place NE
- » Principal stated that numerous elementary students walk far from the northern neighborhoods along Gibbs Avenue NE.
- » Walkers are typically required to enter the building using the front doors along Gibbs Avenue NE. However, students with longer commutes enter the building at the pick-up/drop-off doors (on 14th Street NW) to slightly reduce commute time.
- » Lack of northern crosswalk at 14th Street NE and Gibbs Avenue NE.
- » Flashing school zone lights along Gibbs Avenue NE are outdated.
- » Speed limit is 20 mph, drivers appear to speed in both the morning and afternoon.

Dismissal

- » Students walk home alone, or in groups, other students leave with parents/caregivers.
- » Students were observed looking both ways before crossing without assistance.
- » Car pick-up que stretches to 12th St. NB traffic is forced to wait or drive on the other side of the street to pass the pick-up que.
- » Some parents/caregivers try to “beat the system” by parallel parking on 13th street (south street bordering the school) and picking their child up from the south entrance.
- » Students are released at 3:20 pm
 - Car line begins around 2:45pm
 - Car line ends by ~3:25pm - Bus pick-up ~3:30pm

Youtz Intermediate School

Arrival

A crossing guard is present from 8-9am. She is the only guard for the school and stationed at Midway Ave and 19th St NE directly in front of the school. This is a three way stop. She uses her whistle and steps into the crosswalk with her flag before allowing students to cross. She noted the following:

- » Frequent speeding.
- » Ignoring the stop flag.
- » Almost being hit when stepping back to the sidewalk from the crosswalk.
- » The students are generally well behaved and good mannered.
- » The principal noted that arrival/dismissal goes well but there are incidents every day related to a bus transfer point west of the school. Students from different schools do not interact well.
- » Students walking to school can only enter from 19th St./Midway Ave. The school property is entirely fenced in- so students living up against school property cannot “shortcut” across playfields on the north of the school. There was one bicycle rack present but no bicycles. Students dropped off by caregivers entered from the east side of the school- two entrances dependent upon class. Bus drop-offs entered at the front of the school (south side). Buses would arrive in proximity and students exited upon bus arrival.

Dismissal

- » There is a bus pull-off that parallels the street in front of the school with a school sidewalk where students exit/enter busses.
- » There is a street sidewalk between the bus drive and public road.
- » Caregivers drop off enters the shared driveway which continues into the bus lane and to a loop for visitor parking and student drop off. This is a problem area- caregivers exiting the driveway after dropping of students block where buses enter.



Safety Data Review

Table 6. Bicycle and pedestrian crashes near schools YEARS, 2012 - 2022

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
Belle Stone Elementary School	6	35	199
Crenshaw Middle School	12	27	92
Gibbs Elementary School	18	88	295
Youtz Intermediate School	6	21	56

Pedestrian and Bicycle Crashes

In the City of Canton from 2012-2022, there were 609 pedestrian and bicycle crashes. Of those 17 were fatal, and 109 resulted in serious injury.

Existing Programs and Policies

District Bus Policies

The Canton City School District will only transport students K-12 who live more than one mile from their home school of residence.

School Travel Policies

The Board of Education retains policies for the district. (Canton City School District Board of Education, 2024)

5514 - USE OF BICYCLES – This policy describes responsibility for students who choose to bicycle to school.

- » Use of bicycles for travel to and from school assumes responsibility on the part of those students
- » Responsibility in the care of property, in the observation of safety rules, and in the display of courtesy and consideration toward others.
- » The Board will permit the use of bicycles by students in accordance with the administrative guidelines of the Superintendent.
- » The Board will not be responsible for bicycles which are lost, stolen, or damaged.

5860 - SAFETY PATROL – This policy authorizes the use of student safety patrol for grades 4-8 and describes qualities for participants.

- » Responsibility and good citizenship
- » Leadership capacity
- » Maturity
- » Academic proficiency

8600 – TRANSPORTATION – This policy describes which students are eligible for bus transportation:

- » Kindergarten at Noon 1 mile
- » Kindergarten in Morning, or afternoon 1 mile
- » Grades one (1) through six (6) 1 mile
- » Grades seven (7) through twelve (12) 1 mile

Existing Encouragement Programs

District Wide

Each school engages a School Safety Officer. This position has many responsibilities and knowledge about the school itself and surrounding areas. Professionals in this position may be helpful in the future as new programs and educational opportunities arise.

Bicycle and Pedestrian Crashes Near Target Schools



Figure 5: Bike and Pedestrian Crashes between 2012-2022

Equity Analysis

To understand the state of walking and biking to school in NE Canton 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), and assembled by the Ohio Department of Transportation, to identify geographic concentrations of disadvantaged residents, considered more vulnerable to unsafe, disconnected, or incomplete active transportation networks.

The equity factors ODOT uses to map out the 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 below highlights levels of need across the school district. In the map below, most of the NE Canton Schools falls between medium and high need. The surrounding area ranges in medium need.

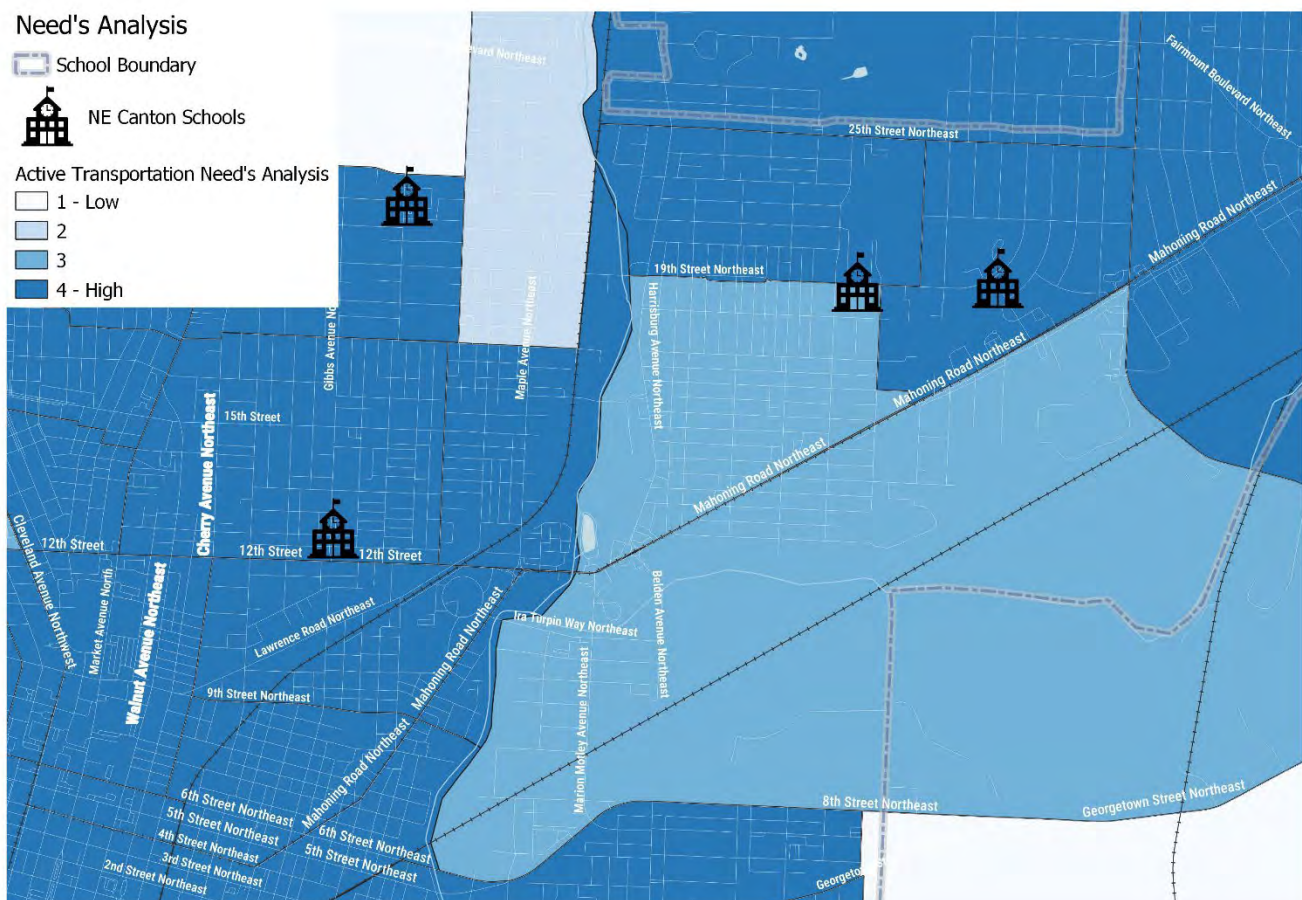


Figure 6: NE Canton Need's Analysis

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 input including an online survey and a community open house event.

Caregiver Survey

In this section, an overview of survey respondents is noted. The survey was sent to all parents and caregivers of the targeted schools. There were 43 surveys received out of a total of just over 1,700 students. The results give us a general idea but a response rate of 3% is not statistically significant.

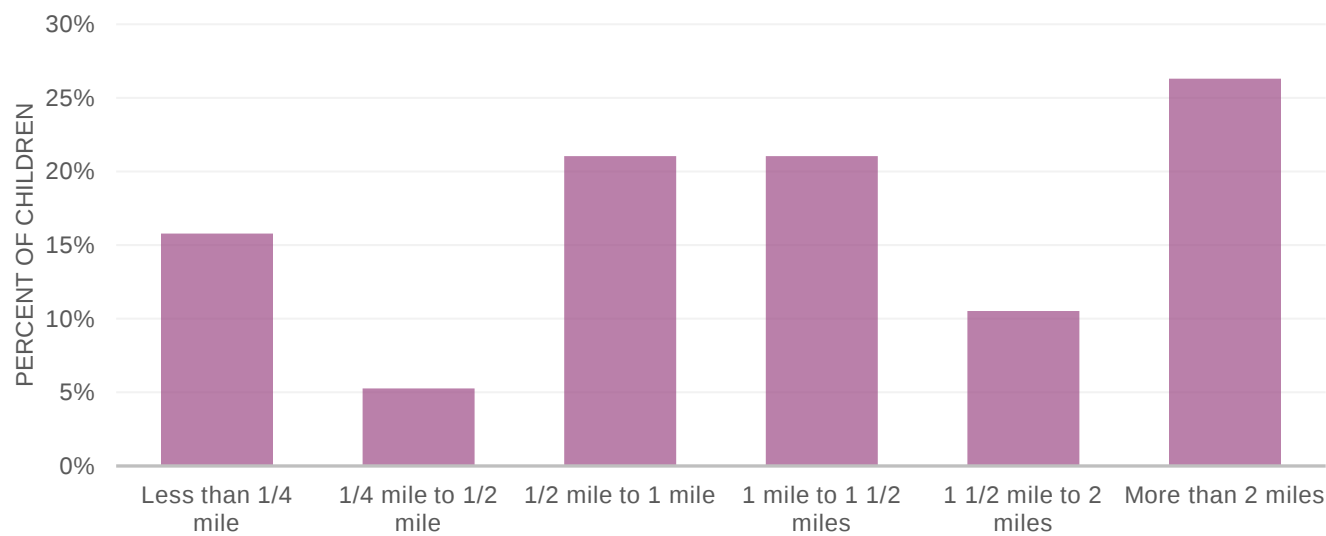


Figure 7: Distance from child’s home to school

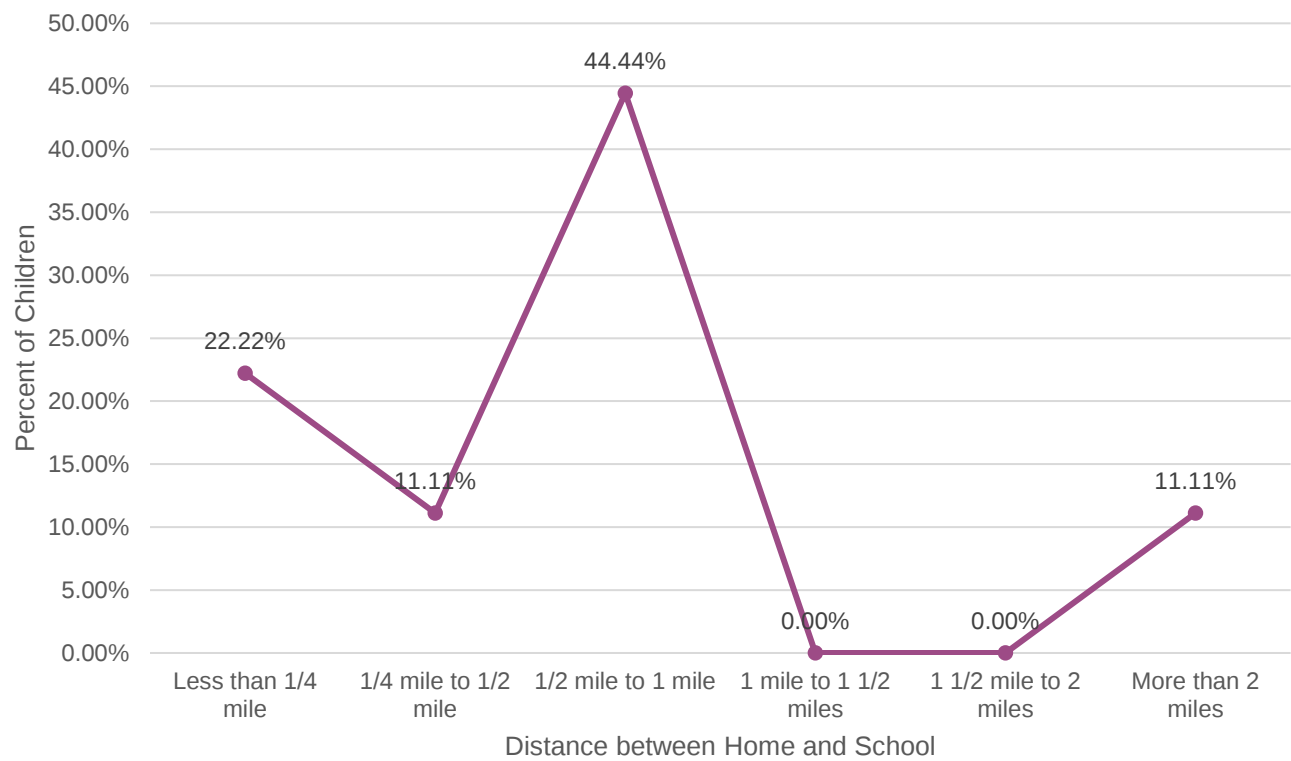


Figure 8: Percentage of students who ask for permission to walk or bike to / from school.

Parent Attitudes Towards Walking and Biking

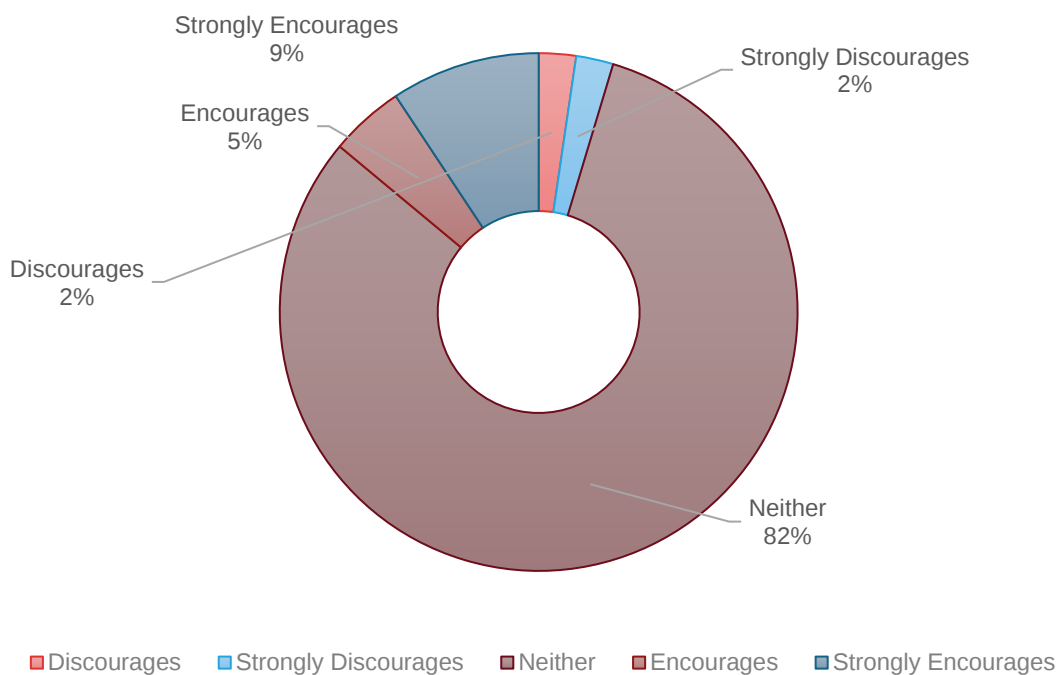
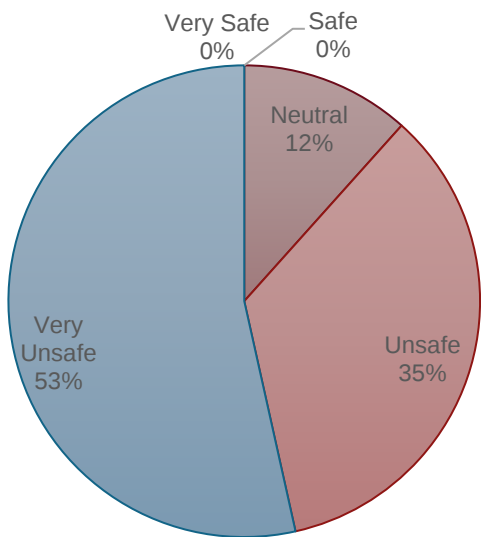
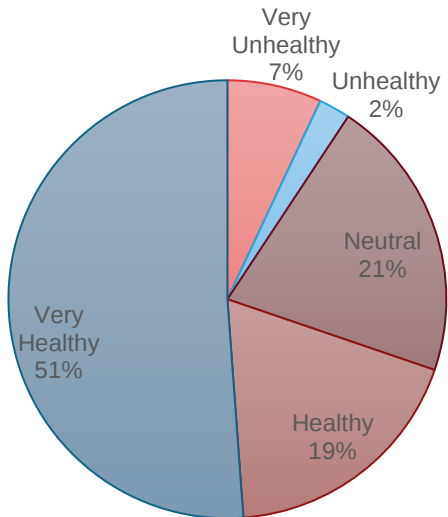


Figure 9: Parents opinions about how their child's school encourages or discourages walking and biking to / from school.

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



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



Very Safe Safe Neutral Unsafe Very Unsafe Very Unhealthy Unhealthy Neutral Healthy Very Healthy

Selection of survey comments

- » **Safety Concerns:** Parents express fear, anxiety, and stress about their children's safety, especially when they're unable to accompany them due to work or transportation limitations. This fear is heightened by the presence of suspicious individuals in the neighborhood.
- » **Winter Weather:** Parents are especially worried about their children's safety during winter months when cold temperatures and adverse weather conditions make walking or biking to school even more hazardous.
- » **Lack of Crossing Guards:** The absence of crossing guards, particularly on busy roads, exacerbates safety concerns for students walking to school.
- » **Community Engagement:** Parents are actively seeking solutions to improve safety, such as requesting changes to bus routes or bus stop locations and highlighting the need for more crossing guards and community support to address safety issues.

Other Public Input

Public Open House

On Wednesday, January 6, 2023, the project team hosted a public open house at Stark Main Library from 5:30-7:30 PM. Nine community members attended the open house and provided feedback on safety concerns around schools and potential strategies to address those concerns. Attendees placed sticker dots on maps to highlight areas around the schools they thought needed improvements. The open house exhibited four boards displaying possible program changes and infrastructure changes, and attendees put stickers on their preferred recommendations, as well as reviewed existing community programs and possible school programs.

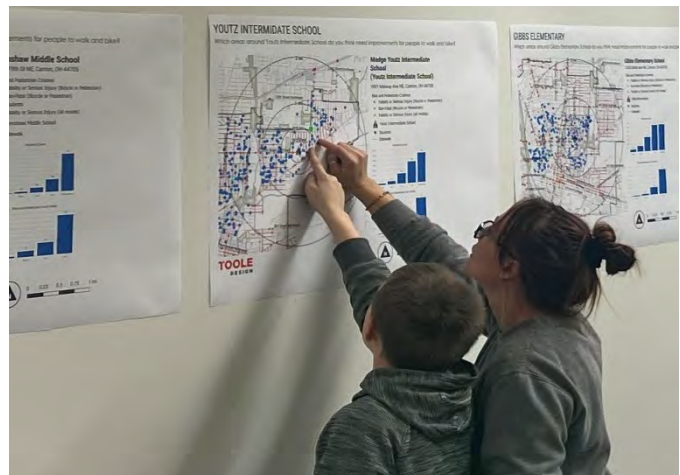


Figure 10: Open House Images

Belle Stone Elementary School

In 2026 Belle Stone Elementary School will be closed. No infrastructure projects were recommended.

Crenshaw Middle School

There were no comments for the area surrounding Crenshaw Middle School.

Gibbs Elementary School

There were no comments for the area surrounding Gibbs Elementary School.

Youtz Intermediate School

There was a comment placed at 25th Street and Harmont Avenue for a recommended safety countermeasure to help with pedestrian crossing safety.

Section 4: Recommendations

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: *School signage is not adequate to slow down traffic.*

Speeding, or perception of speeding, is a concern for parents and caregivers. School zones would benefit from speed feedback signs and upgraded crosswalk markings around Gibbs Elementary, Madge Youtz Intermediate, and Crenshaw Middle School. (Belle Stone Elementary is excluded since it will be closing in 2025.)

Barrier: *Gaps in the sidewalk network*

Much of the sidewalk appeared to be past its useful life. Some highly used areas in the vicinity of Crenshaw Middle are: Royal Ave, and Multiple sections on 25th Street. Near Gibbs Elementary Struble Ave, 14th Street, and 15th Street.

Barrier: *Unsafe intersections and midblock crossings*

Many intersections were found to be unsafe. Issues including timing of lights, barely visible markings, and speeding vehicles are examples of those problems. Intersections at 14th Street and Gibbs, and 20th Street and Royal Ave. ranked highly for need.

Barrier: *Lack of activities to encourage and educate students regarding walking and bicycling safety*

There is a lack of initiatives to address safety for walking and bicycling. Many students walk or bike to school, and if they don't, they walk and bike to other locations on their own time. It is important for students to practice safe habits.

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.

Table 7. Infrastructure Recommendations

School	Project Type	Location	Description	Cost	Priority Level	Potential Funding Source	Timeframe
All Schools	School Zone improvements	School Zone	Update school zones with speed feedback signs and highly visible crosswalk markings or speed table.	\$\$		SRTS /ODOT HSIP	
All Schools	Retime Signals	School Zone	Signal timing through the study area is inadequate for pedestrians	\$		City of Canton	
Gibbs Elementary	Crossing	14th Street and Gibbs Avenue	Add high visibility marked crosswalk or speed table on roadway near school	\$		SRTS /ODOT HSIP	
Crenshaw Middle	Crossing	20th Street and Royal Avenue	Add high visibility marked crosswalk or speed table on roadway near school	\$		SRTS /ODOT HSIP	
Crenshaw Middle	Intersection	Crenshaw East Entrance	Address Steep Slope near driveway apron	\$\$\$		SRTS /ODOT HSIP	
Crenshaw Middle	Intersection	19th Street and Harrisburg Road	Improve intersection	\$		SRTS /ODOT HSIP	
Youtz Intermediate	Signage	Youtz West Entrance	Add stop sign at school exit	\$		SRTS /ODOT HSIP	
Crenshaw Middle	Sidewalk	Royal Avenue	Sidewalk for connectivity	\$\$\$		SRTS /ODOT HSIP	
Crenshaw Middle	Sidewalk	25th Street (multiple segments)	Sidewalk for connectivity	\$\$\$		SRTS /ODOT HSIP	
Gibbs Elementary	Sidewalk	Struble Avenue (13th Street & Laiblin Place	Sidewalk for connectivity	\$\$\$		SRTS /ODOT HSIP	
Gibbs Elementary	Sidewalk	14th Street (Plain Avenue and Struble Avenue	Sidewalk for connectivity	\$\$\$		SRTS /ODOT HSIP	
Gibbs Elementary	Sidewalk	15th Street (Gibbs Avenue and Rowland Avenue)	Sidewalk for connectivity	\$\$\$		SRTS /ODOT HSIP	



Youtz Intermediate	Sidewalk	22nd Street (multiple Segments)	Sidewalk for connectivity	\$\$\$		SRTS /ODOT HSIP	
Youtz Intermediate	Sidewalk	25th Street multiple segments)	Sidewalk for connectivity	\$\$\$		SRTS /ODOT HSIP	

See Appendix for complete list of recommendations



Crenshaw Middle and Youtz Intermediate

2525 19th Street NE Canton, OH, 44705 and 1901 Midway Ave NE, Canton, OH 44705

Segment Recommendation

- Sidewalk
- Traffic Calming

Spot Recommendation

- ✕ Crosswalk / Crossing / Speed Table
- Signal
- ▲ Signage
- 🏫 School
- Distance

Existing Conditions

- Sidewalk
- Park / Open Space



Gibbs Elementary School

1320 Gibbs Avenue NE, Canton, OH 44705

Segment Recommendation

- Sidewalk
- Traffic Calming

Spot Recommendation

- ✕ Crosswalk / Crossing / Speed Table
- Signal
- ▲ Signage
- 🏫 School
- Distance

Existing Conditions

- Sidewalk
- Park / Open Space



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

School	Project Type	"E's"	Description	Leaders	Timeframe
All Target Schools	Policy	Education	School Safety Taskforce Incorporate a school safety agenda item to discuss safety issues near schools. The group will review crashes, discuss potential countermeasures, and safety resources on a regular basis. The existing safety team would be encouraged to add school personnel, students, community health professionals, and city officials to cover the topic of transportation safety.	Canton City Schools/School Resource Officers/Canton City Health Department	Fall 2025
Coy High School	Program	Education	Develop a STEM associated pedestrian safety assessment program. Start with a pilot program for students to gain real world experience. Develop a STEM module including lesson plans, material list, mapping, and sample schedules. The first module could be an initiative for students to measure speeds on local roads and develop measures to encourage drivers to slow down near schools. Grades 7 - 12	Canton City Schools/City Engineering	Fall 2025
All Target Schools	Event	Education	Participate in international Walk to School Month. Host a district wide Walk to School event in October for international Walk to School Day. Arrange parallel events for students unable to walk to school.	Canton City Schools/Canton Health Department/Stark County Health Department	Fall 2025
All Target Schools	Program	Education/Encouragement	School Safety Patrol Program School-sponsored student volunteers from grades 3-8. Patrollers direct children and perform the duties as school-age leaders in traffic safety, Patrollers teach other students about traffic safety on an individual basis.	Canton City Schools/Individual Schools	Fall 2025



Implementation

Collaboration is the first step towards successful implementation of the NE Canton (Canton City 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.

Agency	Role/responsibility	Timeline for implementation
Engineering Department	Apply for funding for priority 1 infrastructure projects	March 2024
School District	Priority 1 education and encouragement recommendations	March 2024
Public Health Department	Priority 1 education and encouragement recommendations	March 2024

Pledge of Support

The City of Canton and the Canton City School District are joining 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 Canton will be a safe, convenient,
and accessible transportation option for everyone.*

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

Signature:

Printed Name:

[School] Principal

Signature:

Printed Name:

[City/Village] Mayor

Signature:

Printed Name:

[School District] Superintendent

Signature:

Printed Name:

[City/Village] Council Member

Signature:

Printed Name:

[City/County] Engineer

Signature:

Printed Name:

[School] PTA Representative



Appendices

- A. *Safe Routes to School Project Team contact information*
- B. *Student address and crash maps*
- C. *Full list of recommendations*
- D. *Public engagement materials*



Appendix A

Safe Routes to School Team Members Contact Information:

Lead Contact

Nick Loukas P.E.

City of Canton Engineering

2436 30th St. NE - Bldg. A

Canton, OH 44705

nick.loukas@cantonohio.gov

Amanda Archer, Health Commissioner, Canton City Health Department aarcher@cantonhealth.org

Jason Dixon, Canton City School District dixon_j@ccsdistrict.org

Paul Donatelli, Canton City School District, STEM Instructor donatelli_p@ccsdistrict.org

Abigail Jenkins CHES, CPRP, CWP, Stark County Health Department jenkinsa@starkhealth.org

Nicole Kiser, Canton City School District, Transportation kiser_n@ccsdistrict.org

Karl Lucas, Sr. Planner, SCATS KBLucas@starkcountyohio.gov

Patty McConnell, Canton City Health Department pmcconnell@cantonhealth.org

Dan Slicker, Technical Director, SCATS dkslicker@starkcountyohio.gov

Michael Sieminski, Ohio Department of Health Michael.Sieminski@odh.ohio.gov

Chris Surma, Ohio Department of Transportation Chris.Surma@dot.ohio.gov

Belle Stone Elementary School

2100 Rowland Ave NE, Canton, OH 44714

Bike and Pedestrian Crashes

★ Fatality or Serious Injury (Bicycle or Pedestrian)

★ Non-Fatal (Bicycle or Pedestrian)

● Fatality or Serious Injury (all modes)

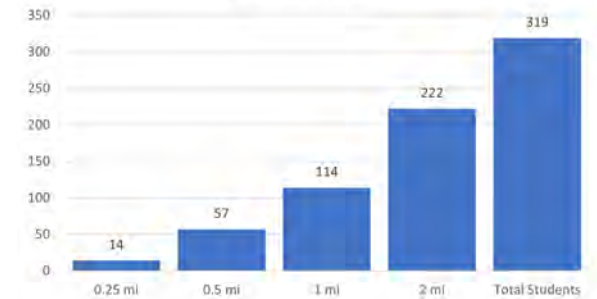
● Students



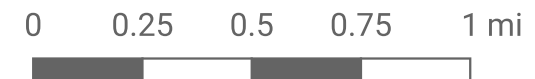
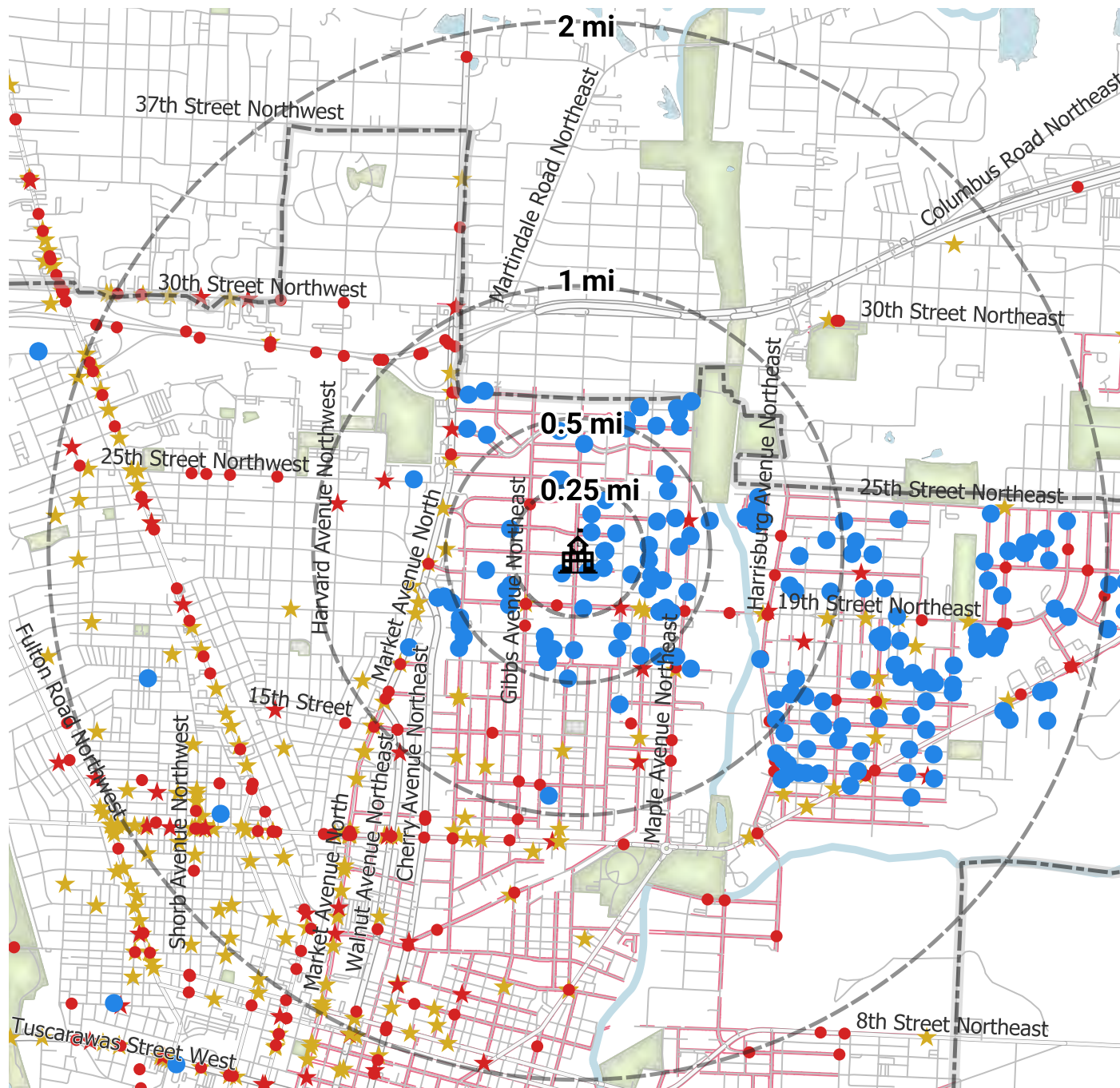
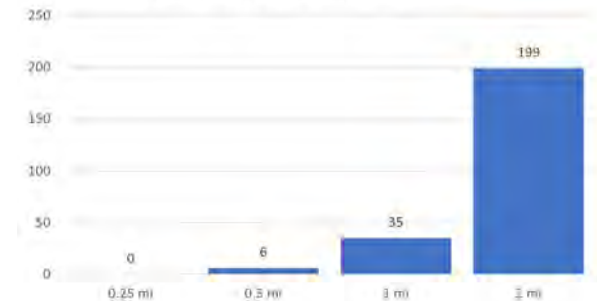
Belle Stone Elementary

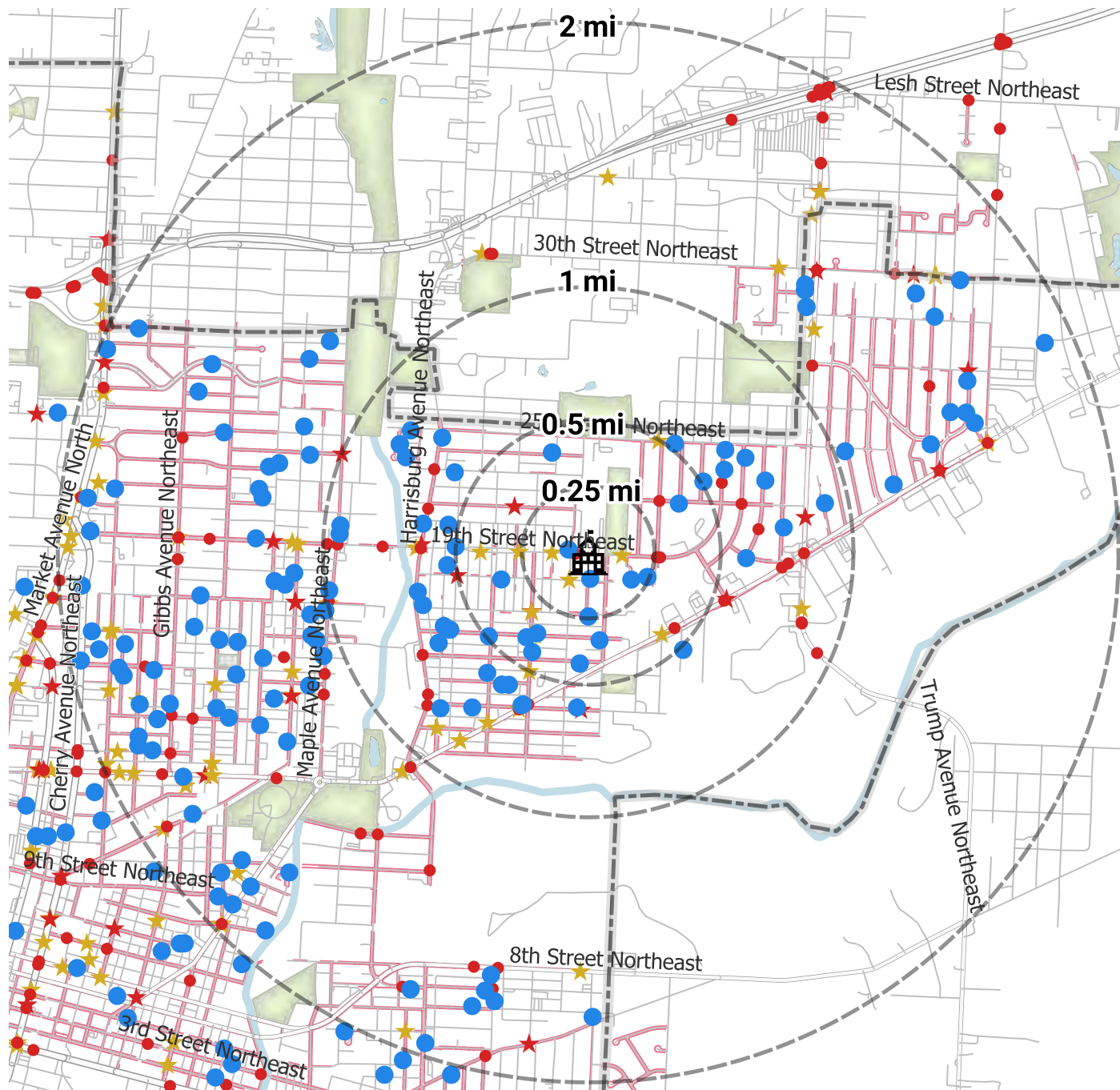
— Sidewalk

Students Counts



Bike and Pedestrian Crashes Total





Crenshaw Middle School

2525 19th St NE, Canton, OH 44705

Bike and Pedestrian Crashes

★ Fatality or Serious Injury (Bicycle or Pedestrian)

★ Non-Fatal (Bicycle or Pedestrian)

● Students

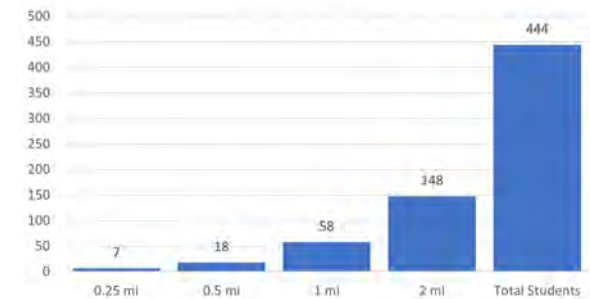
● Fatality or Serious Injury (all modes)



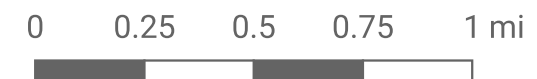
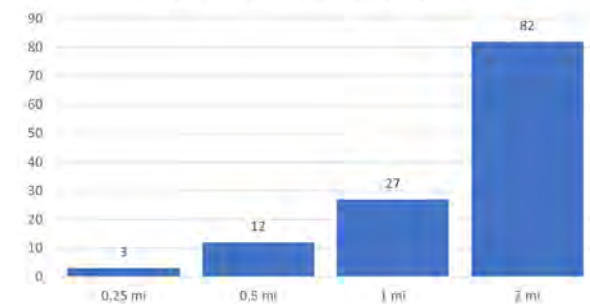
Crenshaw Middle School

— Sidewalk

Student Count



Bike and Pedestrian Crash Totals



Gibbs Elementary School

1320 Gibbs Ave NE, Canton, OH 44705

Bike and Pedestrian Crashes

- ★ Fatality or Serious Injury (Bicycle or Pedestrian)
- ★ Non-Fatal (Bicycle or Pedestrian)
- Fatality or Serious Injury (all modes)



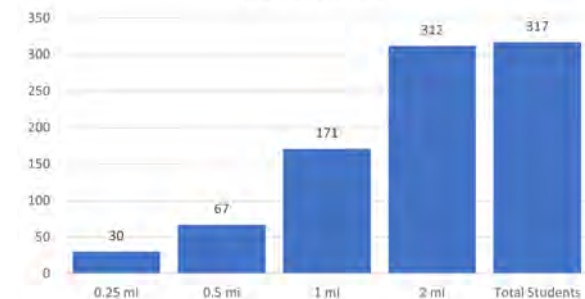
Gibbs Elementary



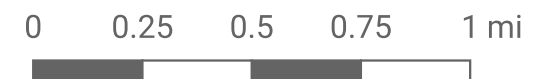
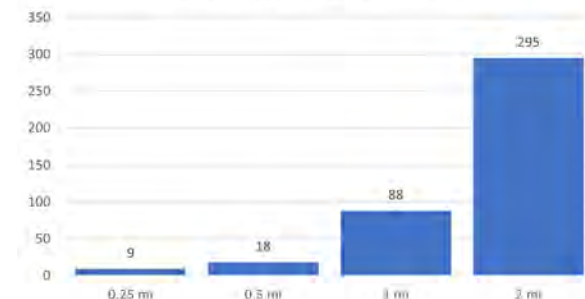
Students

Sidewalk

Student Counts



Bike and Pedestrian Crash Total



Madge Youtz Intermediate School (Youtz Intermediate School)

1901 Midway Ave NE, Canton, OH 44705

Bike and Pedestrian Crashes

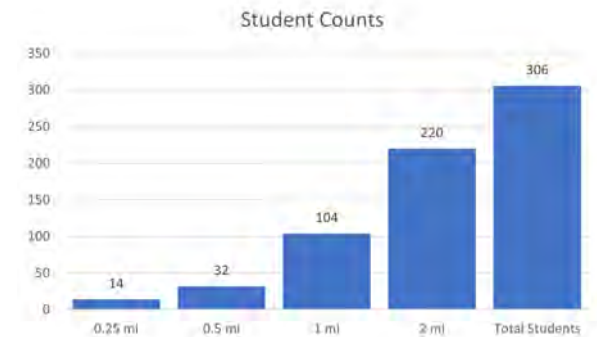
- ★ Fatality or Serious Injury (Bicycle or Pedestrian)
- ★ Non-Fatal (Bicycle or Pedestrian)
- Fatality or Serious Injury (all modes)



Youtz Intermediate School

● Students

— Sidewalk



0 0.25 0.5 0.75 1 mi



Spot Recommendation List

Rec ID	School	Project Type	Location	Description
1.A	Gibbs Elementary	Crossing / Speed Table	14th Street and Gibbs Avenue	Add high visibility marked crosswalk or speed table on roadway near school
1.B	Gibbs Elementary	Signal	13th Street and Gibbs Avenue	Upgrade 20 mph school zone signs to solar flashing beacons
1.C	Gibbs Elementary	Signal	14th Street and Gibbs Avenue	Upgrade 20 mph school zone signs to solar flashing beacons
1.D	Gibbs Elementary	Signal	12th Street and Gibbs Avenue	Improve pedestrian countdown signals
1.E	Gibbs Elementary	Crosswalk / Crossing	Gibbs North Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.
1.F	Gibbs Elementary	Crosswalk / Crossing	Gibbs South Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.
2.A	Crenshaw Middle	Crossing / Speed Table	19th Street and Royal Avenue	Add high visibility marked crosswalk or speed table on roadway near school
2.B	Crenshaw Middle	Signal	19th Street and Royal Avenue	Upgrade 20 mph school zone signs to solar flashing beacons
2.C	Crenshaw Middle	Signal	19th Street and Grace Avenue	Upgrade 20 mph school zone signs to solar flashing beacons
2.D	Crenshaw Middle	Crossing	19th Street and Grace Avenue	Add high visibility marked crosswalk or speed table on roadway near school
2.E	Crenshaw Middle	Signal	19th Street and Grace Avenue	Add radar speed sign
2.F	Crenshaw Middle	Crossing	20th Street and Royal Avenue	Add high visibility marked crosswalk or speed table on roadway near school
2.G	Crenshaw Middle	Signal	22nd Street and Royal Avenue	Upgrade 20 mph school zone signs to solar flashing beacons
2.H	Crenshaw Middle	Intersection Improvement	Crenshaw East Entrance	Address Steep Slope near driveway apron
2.I	Crenshaw Middle	Intersection Improvement	19th Street and Harrisburg Road	Improve intersection for pedestrian safety
2.J	Crenshaw Middle	Crosswalk / Crossing	Crenshaw East Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.
3.A	Youtz Intermediate	Signage	Youtz West Entrance	Add Stop sign at school exit
3.B	Youtz Intermediate	Signal	Near Youtz East Entrance	Upgrade 20 mph school zone signs to solar flashing beacons

3.C	Youtz Intermediate	Crossing	Royal Avenue and Midway	Add high visibility marked crosswalk or speed table on roadway near school
3.D	Youtz Intermediate	Crossing / Speed Table	19th Street and Morris Avenue	Add high visibility marked crosswalk or speed table on roadway near school
3.E	Youtz Intermediate	Crossing / Speed Table	22nd Street and Midway Avenue	Add high visibility marked crosswalk or speed table on roadway near school
3.F	Youtz Intermediate	Crossing / Speed Table	22nd Street and Morris Avenue	Add high visibility marked crosswalk or speed table on roadway near school
3.G	Youtz Intermediate	Crosswalk / Crossing	Youtz East Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.
3.H	Youtz Intermediate	Crosswalk / Crossing	Youtz West Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.

Segment Recommendation List

Rec ID	School	Project Type	Location	Description
1.1	Gibbs Elementary	Sidewalk	Struble Avenue (13th Street & Laiblin Place)	Sidewalk Improvement
1.1	Gibbs Elementary	Sidewalk	14th Street	Sidewalk Improvement
1.1	Gibbs Elementary	Sidewalk	14th Street (Plain Avenue and Struble Avenue)	Install sidewalk to improve pedestrian connectivity
1.1	Gibbs Elementary	Sidewalk	15th Street (Gibbs Avenue and Rowland Avenue)	Install sidewalk to improve pedestrian connectivity
2.1	Crenshaw Middle	Sidewalk	Royal Avenue	Install sidewalk to improve pedestrian connectivity
2.1	Crenshaw Middle	Sidewalk	25 th Street	Install sidewalk to improve pedestrian connectivity
3.1	Youtz Intermediate	Sidewalk	22nd Street	Install sidewalk to improve pedestrian connectivity
3.1	Youtz Intermediate	Sidewalk	22nd Street	Install sidewalk to improve pedestrian connectivity
3.1	Youtz Intermediate	Sidewalk	22nd Street	Install sidewalk to improve pedestrian connectivity
3.1	Youtz Intermediate	Sidewalk	22nd Street	Install sidewalk to improve pedestrian connectivity
3.1	Youtz Intermediate	Sidewalk	25th Street	Install sidewalk to improve pedestrian connectivity

Parent Survey Comments N.E. Canton

1. It's also very unsafe to have a bus driver that doesn't wait until the child is sitting on the bus before taking off.
2. Canton is a dangerous city and there is nowhere near enough safety for kids to walk or bike to and from. This is ridiculous.
3. High crime in Canton City. Unsafe for young children to be alone
4. It's way too cold to be FORCED to walk my child to school. We live in a super low income area & can't afford a car. We watch the same school bus drive passed us each day to go to the school but since we live within a mile my 5 yr. old is forced to walk and I have to walk my 3 year old with us to get my oldest to school
5. 19th street... the route to get to my daughters school is a crime area. Partial sidewalks. 1.1 mile walk through busy streets
6. My 5 year old child is expected to walk 1.4 miles to and from school everyday it takes approximately 23 minutes. With winter weather quickly approaching I am becoming more and more disappointed with our school boards inability to disperse funding in a way that keeps our children, safe healthy and happy. My child should not be punished and expected to endure the cold temperatures to come just because his mom can't afford a car. I urge you to make changes that support our children and families.
7. My child lives too far to bike or walk and make it on time to school.
8. We only have one car. My husband takes the car to work most days. On the days he takes the car my child have to walk/ride a bike to and from school. Walking to and from takes about 18min there and 18min back home. I emailed the superintendent earlier this year about this because I was not happy about him not allowed being bussed because we live less than a mile from the school. We live .9 miles away... I do not like my child to walk/ride a bike to and from school because he would have to cross 25th street, which is a really busy street and a lot of people tend to run the red light there.
9. 2.6 miles to her school. Options main streets through rough neighborhoods or the highway. Her school is across the city. *Magnet School?*
10. We live too far from the school. Also bus stop is 3 streets over which is scary because there is a house of sexual predators on the street the bus picks her up on.
11. Not a good area for my kids to walk. My son does an after school program and the bus will not drop him off at the house. He has to walk about 12 minutes home in the cold.
12. This survey isn't helpful
13. Too many parents blocking intersections making it impossible to get up or down the road.
14. There are way too many problems with crime. Especially in this town. It's very unfortunate but it's a fact. | So my safest choice is the school bus. Sadly, even the bus stops in this town are not the safest. At the bus stop on the corner of Arnold and Oby NW, there is a house where the adult men try to talk to the children waiting on the bus. I feel something should be done about this. | I walk my child to bus stop daily and make sure she gets on bus in morning and home from bus stop everyday safely.
15. The community isn't safe, there's so many drugged out or drunk people walking around even at 8am.
16. We need more crossing guards around busy roads. We used to have an abundance until the district took away neighborhood schools, now you only see them at the school. None of the busy roads have them.

17. Very small child who has no adult to accompany him thru pedophile and crime filled neighborhood. I don't drive so I'm currently paying various people to transport bussing would be nice I live 9/10 of a mile away
18. Due to the Canton City Schools bussing policy, my 1st grader must walk to school. My home is located just under a block of a mile away from the school and so he is required to walk. I find it very unsafe for him. Especially during the winter when it is below freezing temperatures. He is a small guy and I feel it isn't right to make little kids walk. Let alone the amount of predators in are and the safety of their travels to school.
19. My son may have fun walking/biking if it was safe.
20. I would like to see my kids get on a bus so I can get to work on time
21. The neighborhood we live in I don't feel comfortable with her having to walk so far to the bus stop let alone to school with the crime & sexual offenders around here.
22. I am fearful every day sending my daughter out to catch the bus and it is very dark that early in the morning...We have several men that prey on young ladies in this neighborhood.. I need her to be picked up on 6th instead of 7th as no one else is at the stop but her... This is a huge stressor for me every morning especially now that I am experiencing car issues and can no longer take her to her stop I am very fearful plus it's really cold out.. I send her out the door and watch her until I can't see her any longer but I am very worried daily. Please help me with this situation and allow the bus to pick her up one block from our house instead of 3 blocks down the road.. || Sincerely || Scared to death for my babe daily
23. I wouldn't allow my child at this age to walk or bike alone but even as an older kid I would have fear for the traffic on 12th street with no crossing guards

Gibbs Elementary School

Infrastructure Recommendations



ID	Type	Location	Description	Is this project a priority for you? Add a dot.
1.A	Crossing / Speed Table	14th Street and Gibbs Avenue	Add high visibility marked crosswalk or speed table on roadway near school	
1.B	Signal	13th Street and Gibbs Avenue	Upgrade 20 mph school zone signs to solar flashing beacons	
1.C	Signal	14th Street and Gibbs Avenue	Upgrade 20 mph school zone signs to solar flashing beacons	
1.D	Signal	12th Street and Gibbs Avenue	Improve pedestrian countdown signals	
1.E	Crosswalk / Crossing	Gibbs North Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.	
1.F	Crosswalk / Crossing	Gibbs South Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.	
1.1	Sidewalk	Sidewalk Improvement	Struble Avenue (13th Street & Laiblin Place)	
1.1	Sidewalk	Sidewalk Improvement	14th Street	
1.1	Sidewalk	Install sidewalk to improve pedestrian connectivity	14th Street (Plain Avenue and Struble Avenue)	
1.1	Sidewalk	Install sidewalk to improve pedestrian connectivity	15th Street (Gibbs Avenue and Rowland Avenue)	

Crenshaw Middle School

Infrastructure Recommendations



ID	Type	Location	Description	Is this project a priority for you? Add a dot.
2.A	Crossing / Speed Table	19th Street and Royal Avenue	Add high visibility marked crosswalk or speed table on roadway near school	
2.B	Signal	19th Street and Royal Avenue	Upgrade 20 mph school zone signs to solar flashing beacons	
2.C	Signal	19th Street and Grace Avenue	Upgrade 20 mph school zone signs to solar flashing beacons	
2.D	Crossing	19th Street and Grace Avenue	Add high visibility marked crosswalk or speed table on roadway near school	
2.E	Signal	19th Street and Grace Avenue	Add radar speed sign	
2.F	Crossing	20th Street and Royal Avenue	Add high visibility marked crosswalk or speed table on roadway near school	
2.G	Signal	22nd Street and Royal Avenue	Upgrade 20 mph school zone signs to solar flashing beacons	
2.H	Intersection Improvement	Crenshaw East Entrance	Address Steep Slope near driveway apron	
2.I	Intersection Improvement	19th Street and Harrisburg Road	Improve intersection for pedestrian safety	
2.J	Crosswalk / Crossing	Crenshaw East Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.	
2.1	Sidewalk	Royal Avenue	Install sidewalk to improve pedestrian connectivity	
2.1	Sidewalk	25th Street	Install sidewalk to improve pedestrian connectivity	

Youtz Intermediate School

Infrastructure Recommendations



ID	Type	Location	Description	Is this project a priority for you? Add a dot.
3.A	Signage	Youtz West Entrance	Add Stop sign at school exit	
3.B	Signal	Near Youtz East Entrance	Upgrade 20 mph school zone signs to solar flashing beacons	
3.C	Crossing / Speed Table	Royal Avenue and Midway	Add high visibility marked crosswalk or speed table on roadway near school	
3.D	Crossing / Speed Table	19th Street and Morris Avenue	Add high visibility marked crosswalk or speed table on roadway near school	
3.E	Crossing / Speed Table	22nd Street and Midway Avenue	Add high visibility marked crosswalk or speed table on roadway near school	
3.F	Crossing / Speed Table	22nd Street and Morris Avenue	Add high visibility marked crosswalk or speed table on roadway near school	
3.G	Crosswalk / Crossing	Youtz East Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.	
3.H	Crosswalk / Crossing	Youtz West Entrance	Re-stripe all pedestrian crosswalks on school property as high-visibility continental-style crosswalks.	
3.1	Sidewalk	22nd Street	Install sidewalk to improve pedestrian connectivity	
3.1	Sidewalk	22nd Street	Install sidewalk to improve pedestrian connectivity	
3.1	Sidewalk	22nd Street	Install sidewalk to improve pedestrian connectivity	
3.1	Sidewalk	22nd Street	Install sidewalk to improve pedestrian connectivity	
3.1	Sidewalk	25th Street	Install sidewalk to improve pedestrian connectivity	