

**Follow Up Report on Pedestrian and Bike Safety
at Annehurst Elementary School and Surrounding Areas
Using Volunteer Observation
August-September 2025**



Prepared by: *Michael Batchelder, Annehurst resident*

I. Introduction

The safety of pedestrians, bikes, and other non-vehicular traffic in the Annehurst subdivision of Westerville has been an issue of increasing concern for neighborhood residents. To begin to address the concerns, neighborhood volunteers engaged in community meetings with local stakeholders in the Spring of 2025 to discuss concerns and possible solutions. Stakeholders included staff from the City of Westerville (City), Westerville City School District (WCSD), Annehurst Elementary School (Annehurst), and Franklin County Metro Parks; volunteers from the Annehurst Elementary Parent-

Teacher Association (PTA), Annehurst Village Residents Association (AVRA), and many other residents of the neighborhood.

Following initial meetings in the Spring residents drafted a letter that was shared with stakeholder groups in June to identify the key areas of concern in the neighborhood. **See Appendix A.** Two focus areas were identified: 1) the area surrounding Annehurst Elementary School, and 2) the areas near the entrances to Sharon Woods Metro Park. Residents decided to focus their attention on the Annehurst Elementary area first and held a stakeholder meeting on July 25, 2025, to identify initial areas of opportunity. **See Appendix B.** Following the meeting several short-term changes were discussed and addressed, including messaging from WCSD and Annehurst regarding safe dismissal procedures, installation by the City of a stop sign at the end of the Annehurst driveway, and the usage of cones directing traffic at the Annehurst driveway at dismissal. Medium term issues were tabled including the addition of a crosswalk at end of Annehurst driveway, and a rapid flashing beacon at the Granby/Old Coach intersection.

After initial implementation of the short-term items, conversation between residents and Annehurst Elementary staff led to the decision to study the number of pedestrians, bike riders, vehicular, and other non-vehicular traffic at the end of the Annehurst driveway, the intersection of Granby Place West and Old Coach Rd., and the intersection of Granby Place West and Main St. Study dates were conducted each day from August 25th through 29th during school dismissal between 3:30 and 3:50 p.m. Additional study dates during school arrival were conducted August 4th and 5th between 8:30 and 9:15 a.m., and September 8th -11th from 8:45-9:15 a.m. and 3:40-4:15 p.m.

II. Summary of data gathering

a. Granby Place West and Annehurst driveway

The driveway exiting the south end of the Annehurst Elementary School parking lot accommodates all non-school bus vehicular traffic entering and exiting the school at school arrival and dismissal times. The driveway itself is AVRA property and was not designed for the heavy entry and exit of vehicles that occur currently. Prior to this school year, only a white sign directing vehicles “No Left Turn / 2:30-4:00 p.m. / School Days” was placed at the end of the drive, but the sign was ignored by drivers. Drivers turning left from the driveway immediately approach the Granby Place West/Old Coach Rd. intersection where many children and families are crossing on foot/bike as they leave the school. By

diverting the driveway traffic right out of the driveway, congestion at the Old Coach/Granby intersection is eased.



End of driveway with signage.

As an initial intervention this school year a stop sign was added above the No Left Turn sign and cones were placed to require drivers to turn right off the driveway. During the five days of observation, an average of 70 vehicles were counted exiting the driveway between 3:30 and 3:50 p.m. While foot and bike traffic is more limited at this location, on average 10 walkers/bikers passed through the driveway area during the observation window. Many vehicles exiting the driveway did not come to a full and complete stop at the stop sign, instead rolling through. Cones were removed from the 27th through the 29th to observe driver behavior without intervention. The numbers of drivers turning left without cones steadily increased from 2 to 5 to 7 on the three observed days. Vehicles entering the driveway either wait in line to pick up students or break off to park in the parking lot. This creates a frequent situation where vehicles entering the driveway pass each other and there is insufficient room for vehicles to exit.



Vehicle passing another on the left where vehicles also exit.

On August 4th and 5th volunteers tracked the total number of vehicles entering ***and*** exiting during the “drop off” window of 8:30-9:15. An average of 97 vehicles were counted during this observation period. Cones have not been used during the morning drop off period at any time this school year and as a result virtually all vehicles turn left and head towards Old Coach Rd..

1. Recommendations

- a. Placement of cones or similar permanent infrastructure during drop off period and pick up period.** The placement of cones during the pick-up period was successful in eliminating vehicles turning left toward Old Coach Rd. where pedestrians and bikes are leaving/entering school. This intervention is just as important during drop-off in the morning when there are as many walkers and bikers as there are in the afternoon. If cone placement is not a suitable long-term option, more permanent interventions should

be considered such as a median in the middle of the driveway only allowing exit to the right.



Examples of possible permanent intervention at driveway

- b. Crosswalk or additional intervention at end of drive.** Most drivers do not come to a full and complete stop exiting the driveway. Without further intervention this creates a significant risk of a vehicle/walker/biker accident.



Student approaching driveway during dismissal.

- c. Widening of driveway to meet existing use.** The current width of the driveway appears too narrow for its current frequent use as the primary entrance and exit for school pick-up and drop-off.

- d. Painted walkway between driveway sidewalk and playground/basketball court walkway.** There is currently no safe way for walkers/bikers to get from the sidewalk along the driveway to the school without walking through traffic. By placing a painted sidewalk along the southern edge of the parking lot a safe passageway is created.

b. Granby Place/Old Coach Rd.



Old Coach and Granby intersection looking south.

The three-way intersection of Granby Place West and Old Coach Rd. is a hub of activity during school drop off and pick up. Many vehicles head south on Granby Place toward the driveway from Main St. and Old Coach Rd. in the morning. In the afternoon, vehicles exit the driveway, turn right and head around the Granby Place South loop to Granby Place East to exit onto Old Coach Rd. and turn left back towards Granby Place West or turn right towards Timberlake Drive. On average volunteers observed 74 vehicles exiting Granby Place East during afternoon dismissal, two-thirds of which turn left towards

Granby. In the morning, without cones or signage, most drivers turn left out of the driveway and head north on Granby towards Old Coach and either turn right on Old Coach or proceed towards the intersection at Main St.

Many children and their families walk or bike to school between Old Coach, Granby Place, and the sidewalk school access on the west side of Granby between Old Coach and Main. A stop sign is present at the terminus of Old Coach at Granby but there are no stop signs on Granby Place at Old Coach. A crosswalk is placed across Old Coach at the terminus of the road, and another crosswalk crosses Granby Place on the southern side of the intersection. On average volunteers observed 40 walkers and bikes cross Granby Place at Old Coach during school pickup between 3:30 and 3:50 p.m. and drop off between 8:30 and 9:00 a.m.

Additional signage on Granby Place West and the north side of Old Coach Rd. prohibit stopping between 3 p.m. and 4 p.m. Drivers approaching Granby Place West from Old Coach Rd. and Granby Place South encounter yellow “School Ahead” signage. Yellow pedestrian crossing signs are present on either side of the Granby Place crosswalk at Old Coach. A “School Speed Limit 20 During Restricted Hours” sign is placed south of the driveway on Granby Place West but no other signage on Granby Place West indicates whether a reduced speed limit is in effect. Most drivers traveling on Granby Place West to and from the school will not see the sign due to its location.

1. Recommendations

- a. Make the Old Coach/Granby Place West intersection a three-way stop.** Significant safety risk exists from drivers traveling on Granby while people are crossing with no stop sign. Drivers are expected to slow down and stop on their own and walkers/bikers, many of whom are young children, are expected to make snap judgments when it is safe to cross.
- b. Add a signal activated rapid flashing beacon at a new crosswalk from the school pathway across Granby Place.** The current signage is insufficient to alert drivers to the presence of walkers and bikers crossing Granby Place. Other similar areas of the City have added flashing beacons to increase driver awareness and we believe this would be a good location for a similar intervention combined with an additional crosswalk. By adding a crosswalk north of Old Coach across Granby Place to the school walkway would allow pedestrians to cross Granby from either side of Old Coach and mostly avoid having to cross Old

Coach at Granby Place. Without a north crosswalk, many pedestrians and bikers still cross on to that side.

- c. **Raised crosswalks.** By raising existing and new crosswalks to sidewalk level pedestrians would experience a safer crossing experience and drivers would receive an additional signal to slow down.



Example of three-way raised intersection

- d. **Update school zone signage.** Current signage along Granby Place West and South indicate it is a school zone however the placement of the signs are not in areas where the majority of drivers will see them. Signage should be added on Granby between Old Coach and Main and Old Coach and the driveway.



Granby Place West view looking north south of driveway. Most drivers do not approach the school from this location south of the driveway and do not see school zone sign here or similar sign on Granby north of Main St.

c. Main St. and Granby Place West



This intersection remains the busiest within the Annehurst subdivision. In addition to significant school traffic during drop off and dismissal, many vehicles use Main St. as an east-west thoroughway in the City of Westerville. The intersection is a four-way light with push button activated crosswalk lights. Flashing school zone lights operate to the west and east sides of the intersection. On most school days, a crossing guard is present to assist in crossing Main St. on the west side of the intersection.

Vehicular and pedestrian/bike traffic is heavy in the morning and afternoon. On average, volunteers documented 83 walkers crossing the intersection during school drop off and dismissal times. In addition, volunteers documented an average of 39 people on bikes during the observation periods. After initial observation of only vehicles exiting Granby Place onto Main Street, volunteers tracked total vehicular traffic passing through the intersection on September 9, 10, and 11th. In total, volunteers documented an average of 340 vehicles crossing the intersection in some fashion during the observation periods.

Though not official observations, many volunteers documented numerous drivers crossing through the intersection close to or completely through red lights.

1. Recommendations

- a. Adjust timing of light changes and walk signals.** Following observations from City officials, comments indicated an easy adjustment would be to give both pedestrians/bikes and vehicles more appropriate time to safely cross through the intersection.
- b. Standardize plans for days without crossing guard.** During the observation period there were several days when the district crossing guard was not working and there was either no crossing guard or a building staffperson serving in the role. All district buildings should have contingency plans in place when the staff crossing guard is not available as their presence makes a significant difference for crossing pedestrians/bikers.
- c. Communication with students and families regarding safe crossing procedures.** During the observation period, law enforcement identified many bikers crossing Main St. while riding their bike. It was noted that the safer, legal option is for bikers to dismount bikes when crossing.
- d. Redesign Main St. to be more consistent with a neighborhood boulevard.** The current Main St. road design has remained unchanged since it was originally a 35-m.p.h. zone. The speed limit was only reduced to 25-m.p.h. after a child was killed in the intersection. Despite the reduction, traffic travels on the street consistent with its design. Neighborhood stakeholders strongly prefer a modified street design for Main St. in a “boulevard” style with a planted median, narrower lanes, raised intersection, and separate multi-use lanes on the south side of Main for bikes. Additional cross walks would be preferred at three-way intersections to the west and east of Main to allow improved access to the neighborhood and amenities such as Sharon Woods Metro Park.



Example of street design concept more appropriate for Main St. This location is in the City of Westerville.

III. Neighborhood and resident feedback

Many residents submitted comments regarding their concerns about vehicle traffic in the Annehurst neighborhood. Collected comments are included below.

Main St.

“We have been on Main Street since 2002 and have definitely noticed an increase in aggressive driving over the years. I am particularly worried about the excessive speeds and people passing in the turning lane. Over the last few months I know that tickets have been issued to drivers for exceeding 80 and nearly 60MPH. I think one solution could be traffic barriers such as speed humps at regular intervals.”

"I've have seen numerous accounts of people running red lights at Granby and Main., people using turn lane to speed up and pass others actually going speed limit, and just overall speeders on that street."

"Are there any considerations being given to asking for turn arrows on Main Street/Granby to assist with giving cars enough time to turn while also allowing for the proper amount of time for pedestrians to safely cross? . . . As someone who lives off of Belle Meade and exits onto Main Street near the bridge, figuring out how to slow the traffic coming off of the bridge would be a great assistance to residents and to also slowing cars down prior to the getting to the school zone. I'm not sure how to do that. I know the CPD cruiser sitting there the other day seemed to help a little"

"I had witnessed cars on Main Street going through the intersection after the traffic light had changed to green for the Granby traffic... .When my wife XXX and I, return from a trip to Kroger, at 1425 Worthington Centre, many times cars will not slow down on Main Street from the 35 mph speed limit over the I-71 bridge. Drivers will speed off, if ahead of us, or tailgate us when we slow toward the 25 mph speed limit."

"Once the bridge reopened, the traffic increased quite a bit and so did speeding/running red lights. I have personally witnessed cars speed up (westbound and eastbound on Main) to run the red light on Granby. I have also seen cars speeding down the bridge (eastbound) and fail to slow down even to the speed limit when reaching the school zone. Maybe most scary, I have seen speeding vehicles speed up to at least 45 to PASS other cars going the speed limit on Main. They are passing using the turn lane which is also where my children and I sometimes cross if unable to cross at the light... . The City should consider narrowing Main to traffic to include a multi-use path in front of the school connecting to the multi-use path over the bridge. This would improve accessibility and protect pedestrians and bikers, as well as slow down traffic. (I am aware of the connection through Sharon Woods but I think a better connection to Annehurst neighborhoods is still needed.)"

"Our house is the first driveway past Granby heading towards Worthington. Speeding on Main st has been an issue since we moved in but since the bridge opened back up, the complete disregard for the speed limit, traffic laws, and specifically the school zone has been out of control. We witness almost daily, cars passing other cars at high rates of speed through the Main and Granby intersection as well as past the school. 1 specific incident we witnessed was a car pass over 8 cars going towards Worthington, through the intersection and past the school. We have also noticed this trend, cars coming from both directions know that the police park in the school as a speed trap. When they are able to see that the police are not there, they hit the gas and are actually accelerating past the school and

through the intersection. There is a complete disregard for posted traffic laws and safety of our community in this section of Main."

"Main St by Annehurst School is a high traffic area. Each day I observe drivers exceeding the 25 mph speed limit. I'm often passed by speeding drivers in this area or tail gated and honked at to speed up. It's to the point that I actually worry if I'm going to be shot by an impatient driver while driving the speed limit. I observe multiple cars on a DAILY basis running the red light after it turns red at Granby and Main. Even with the 20 mph lights flashing. I've had multiple experiences - weekly incidents- of close calls while in the Main St/Granby crosswalk with a walk signal. I cross this intersection daily while walking to Metzger Park. Just last month, I was nearly hit by a truck. The police responded to this specific incident. I watch drivers exceeding the flashing school lights with 20 mph on a DAILY basis. I was with XXX on Labor Day 2024 at the Granby and Main intersection discussing traffic safety concerns when a driver raced from Granby North and making the turn to Main St - a young child on a bike was in the crosswalk with a walk signal. I jumped into the street in effort to prevent the driver from hitting the child. XXX commented: that car would have hit that kid. I've witnessed multiple commercial vehicles speeding too - including Metro Parks vehicles. I've made phone calls, emails to Metro Parks asking them to at a minimum adhere to the 20 mph school zone lights. I've witnessed Westerville School buses run the lights and speed - all while 20 mph lights are flashing. MANY drivers have their phones in hand despite a state law prohibiting this. This includes city of Westerville vehicle drivers. I urge officials to address this urgent safety matter before another Annehurst child is killed. Let's honor that little girl's memory by preventing it from happening again. My neighbor was the child hit by a car near the school last year."

"I see people running the red light on Main and Granby every day and in fact just looking out here now I saw three people running the red light so I would like to help in anyway I possibly can whether that's taking down traffic incidents or reports I really wanna stop people from running that red light."

"While I fully agree there are too many drivers who violate traffic laws and endanger our children, I also think that there is not enough time allotted to allow cars turning from Granby Pl (from the school side) onto Main Street. A solution to this could be to allow a "buffer" time between the crosswalk signal expiring and the light turning red. As it currently is, the light turns red just after the crosswalk expires, so any driver who has already begun to move forward to turn is essentially completing the turn after the light turns red."

"I have two small children ages 3 year and 9 months and I am constantly on high alert when we go on walks in the neighborhood. They will eventually go to the elementary school and I want to make sure we have actions in place to help prevent any serious accidents or deaths

for that matter. I am not sure the solution, but initial thoughts are traffic cameras put in, police surveillance during peak hours of 7:00 am - 7:00 pm, speed monitor signs, etc.”

“My husband and I were almost struck by a car in the crosswalk at Main and Granby last summer. Fortunately, there was a Westerville patrol car right there. We were not hurt, but it was very frightening.”

“The disregard for traffic laws is appalling. I did the count today of 27 cars, trucks and even a Westerville school bus driving through the red light at the intersection. Throughout the neighborhood people drive much faster than 25, and roll through stop signs. Quite a few drive through intersections with stop signs at full speed, as though the signs were not there. Many are looking at their phones.”

“What if we got red light cameras for that light? The law has changed just in June (of course) that the only way a person can get a ticket is if the red light camera also has an on-duty police officer right there to give the ticket. But the important things are this: 1) the red light has to have signs alerting people that there is a red light camera and 2) the policeman doesn't have to be conspicuous, just present. So it's not like the policeman has to even be in his car. They just have to witness the event and then give the ticket. (If I understood it correctly)”

“on aug 25th i headed west on main st from Timberlake, heading to the bridge. when i turned left onto main st, there wasn't anyone coming from my right side (heading west on main). by the time i made it to Granby, a motorcycle passed me and the person in front of me on the Right side, by using the sidewalk. This was around 4 pm so not that long after school hours. Children and parents, and their animals could have been on that sidewalk while that person was going over 30mph on a public sidewalk. I had repeatedly been passed on the left coming home driving eastbound from the bridge. always immediately right after the park entrance all the way to Cleveland ave . i have also been passed on the right coming from the bridge, people using the new biker/ walker merge lane.”

“Might be a long shot, but perhaps speed humps on Main Street in the school zone could help remind vehicles to slow down and increase safety.”

“My observations were that I saw XXX nearly be hit by a car as the driver was turning left onto Main Street. I also noticed that the speeders seemed to be more transient than

neighborhood residents. Most of the residents coming from the pool area seemed resigned to waiting patiently for the light to change.”

“I'd say I was surprised at the number of people running the light at Main & Granby, but I walk through there with my kids every day and we just know to be very careful at this point. Nathan nearly got hit by one a couple years ago after the crosswalk said go. From our experience, if we can't get consequences for the drivers running that light... adjusting it to stay red a few more seconds before the crosswalk says go would improve safety. Andy is such a great crossing guard, even making sure kids are on the correct side of the street so they don't have to cross main further down where there's no crosswalk. I was surprised how slowly cars get through the light at Main & Granby when school is released, especially when someone needs to turn left onto main. I wonder if adjusting the light so there's at least a few seconds the light is green but the crosswalk says stop would reduce driver frustration and increase safety.”

“I'm not sure how this would be addressed, but children crossing Main Street often cross Granby when they get to the north side of the street. The turning traffic makes that a little dangerous, also. I don't know if one crossing guard could handle both, or if a second one is necessary.”

Granby Place/Old Coach

“The crosswalk that is on Granby (near the entrance to the school between the houses) really needs some type of light system to assist kids getting across the street safely. I think this would also help with them not using a different corner/driveway to cross over what is a very busy road/entrance for vehicles.”

“Another serious issue is the cars parked on Old Coach at the Granby intersection waiting to pick up their children. They block the right lane, so anyone on Old Coach who needs to turn left on to Granby has to be in the left lane. That creates a problem when someone on Granby tries to turn right on Old Coach. Cars lined up on Granby waiting for the Main Street light also block the Old Coach intersection.”

“The traffic, particularly on Granby Pl W, south of Main St. is fast moving. Often, people don't stop for pedestrians at the crosswalk from Old Coach across Granby Pl W presumably because they either don't see them or are in a hurry. I would love to see a lighted crosswalk for more visibility (e.g. Otterbein's crosswalk on Main St.), as the current crosswalk is shielded from view by tree & shade. I have seen cars speed down Granby on the way to or from school dropoff, making it difficult to cross from Old Coach to the W side of Granby Pl W.”

"I live on the North side of Old Coach. We walk west to the stop sign, cross Old Coach at the crosswalk, then immediately cross Granby using another crosswalk. This corner can be chaos in the morning. I consistently hold up a car turning left on to Granby while crossing two streets. We then take the cut thru to the school. Since there is no crosswalk at the end of Old Coach on the north side of the road, I've seen several kids crossing without using either crosswalk because it's closer to the cut thru."

"At Annehurst elementary there is a crossing guard at intersection of Main and Granby. He does a great job keeping kids and parents safe. My concern is the intersection of Granby and Old Coach. Today a child on a bike was almost hit by a car. There is a crosswalk at that intersection but very few people driving see it or even care that people are trying to cross. There is a flashing light during school hours facing Main St. This is not sufficient. Can you please have a 20 mph sign during school hours, paint a new crosswalk road sign or additional no parking during school hours signs installed that capture morning hours? The school district should also be involved so that a crossing guard is at this intersection both before and after school."

"I am writing this email to provide feedback about the neighborhood safety concerns around the elementary school. I live on Timberlake drive and have two kids, 8 and 4 years old. We frequently have to use that cross walk to get to the pool in the neighborhood and just generally walk around the neighborhood. Cars frequently drive through the neighborhood too fast and knowing that cars don't have to stop when driving through that crosswalk requires us to stay overly diligent to ensure that our kids are paying attention and looking for cars before crossing. Our diligence wouldn't change but it would certainly help us feel more safe for us and our kids if that cross walk had additional safety factors for pedestrians built in. I think at minimum it should have flashing lights that a pedestrian can activate and should have yield to pedestrian signs. If feasible, I think turning it into a 3 way stop would also be a good idea."

"If possible, it would be helpful to have some speed bumps installed at the busiest intersections by the school and at the corner of Old Coach and Timberlake. More police patrol is also something that could help."

"This morning, we walked to Annehurst to drop off our little for school. We noticed that since the cones were not out by the parking lot, directing everyone to turn right out of it, most, if not all people, were turning left out of the parking lot."

"I am writing as a concerned parent and resident of XXX Old Coach Road to highlight urgent safety issues on our street, particularly the stretch between Timberlake and Granby. I walk my children to school every day, and the excessive speed of vehicles traveling through our neighborhood poses a constant danger. Many drivers, especially during school hours, use Old Coach Road as a shortcut to avoid Cleveland and Main Street, often disregarding speed limits and the presence of children. The importance of this issue has been underscored by several distressing incidents. Last year, our family cat was killed in front of our home by a speeding car—a painful example of inattentive, reckless driving in our community. More recently, I personally witnessed a young boy being struck while crossing Granby on his bicycle. This traumatic event further demonstrated how urgent action is needed to protect our children and neighbors. To prevent future tragedies, I urge the city to consider a range of traffic calming measures. Options such as speed bumps, additional stop signs, or speed humps, could all help to reduce vehicle speeds and improve safety for families like mine who regularly walk along these streets."

"Old Coach Rd, a highly traveled stretch for parents and kids, is constantly being used as a pass through street and drivers speeding through here. drivers blow through the stop signs (the accident a few weeks ago an example of that at Timberlake and old coach)"

"This morning (Tuesday after Labor Day) I watched while my son stood at the unsupervised cross walk while 2 cars when by without even looking or slowing down."

"We wait at the Granby/old coach crosswalk and watch many cars drive by before they stop for us. We need a flasher there to alert drivers that they need to stop for pedestrians. So many children depend on their attention!"

Granby Place/Driveway

"We live at XXX Granby Place West, across from the school driveway. The traffic exiting around 3:30 pm is a mess. Requiring a left(sic) turn only has helped, but without the traffic cones in place it's not observed."

"... a different traffic pattern (where cars cannot turn left out of the school entrance in the mornings) might be beneficial. A left turn out of the back school parking lot is currently only restricted in the afternoons, but due to the many people dropping students off by car, it might be a consideration to implement."

"I'm not sure about the entrance/exit to the school lot off of Granby. Having to turn right in the afternoon is understandable but all it truly does is delay the clogged up traffic to the next two stop signs on most days."

“I guess several observations that I had but not too surprised at are 1) how many cars didn’t even stop coming out of the school driveway. I also observed twice cars not allowing kids to cross the street. One time in the crosswalk on Granby and once across the driveway of the entrance on Granby. 2) That Granby isn’t a designated 20 mile speed zone even though it is the main area for drop off and pick up. 3) The majority of drivers are not coming to complete stops (at the corner and exit of driveway), going above speed limit (near the school and through the neighborhood) and that this has been going on since my kids went to Annehurst back in 2008. Last year there was a kid hit and thank goodness not hurt. Why is it going take another child being killed to do something to help try and justify to keep kids safe walking to and from school?”

IV. Additional considerations

Several residents expressed concerns with speeding on Old Coach Rd. The road is often used as a cut through for area traffic traveling between Main St. and Cleveland Avenue. Residents expressed support for additional calming measures on Old Coach referenced elsewhere in this report, including speed humps and raised intersections.

V. Conclusion

The residents of Annehurst and the families of Annehurst Elementary hope this Report will encourage City and School District leadership to make changes to the areas surrounding Annehurst Elementary that provide a safer environment for everyone. We do not want to wait for another tragedy to make safety changes but rather to be proactive in our approach. We ask that any proposals for changes be brought to the attention of all stakeholders so that any decisions that are made are done so with full transparency and consideration of the neighborhood’s needs.

V. Acknowledgements

We would like to thank the following individuals for their support and assistance in this process:

WCSD: Tabitha Swain, Jason Fullen, Kari Dennis, Randy Snyder, Bob Letterio, Kristy Meyer, Anisa Liban.

City: Nathan Lang, James Mako, Laura Ball, Aaron Glasgow, David Grimes.

WPD: SRO Schleve and the other officers who visited our area during our data collection.

Metro Parks: Larry Peck.

AVRA: Tim Goggin, Craig Hennequant.

PTA: Margaret Miller, Nina Parshall.

Volunteers: Bill Christensen, Doug Xides, Trude Brindley, Alex Mech, Zee Schrig, Laura Pestorious, Lynne Karla, John Newman, Linda Stutz, Lisa Zavatchan, Karl Kuntz, Cathy Roe, Carol Vargo, Mekaila McFarlane, Linda Wolfe, Chris Gunther, Mary Gene Boteler, Rick Nutt, Pam Aylor, Doug Cichon, Tracy Van Sickle, Trish Westenbarger.

Special thanks to Marty Freado and David Roseman for their support and encouragement.

Appendix A

Subject: Annehurst Pedestrian Safety Initiative

Thu, Jun 5, 3:36 PM

Dear Westerville local government representatives,

For the past several months resident and parent organizations representing the Annehurst neighborhood and Elementary school have been engaged in conversations with city government and school staff about ways that pedestrian access and safety can be improved in and around Annehurst Elementary School and Sharon Woods Metro Park. We are appreciative of the openness and efforts thus far from the City's Planning and Development department and Annehurst Elementary's Principal Tabitha Swain to support our interest in these areas. The purpose of this email is to formalize the specific areas of improvements we would like to see and ask for the continued support and engagement from your entities to assist in making our neighborhood a safer and more pedestrian/bike friendly neighborhood for our residents and school community.

Our engagement began this year due to a few recent developments. One, pedestrian and vehicle encounters during school pick-up and drop-off have become increasingly common and concerning. Two, recent work by Metro Parks to expand access to Sharon Woods has provided new opportunities to link these improvements to the neighborhood. Our specific areas of concern are as follows:

1. Annehurst Elementary School

- a. *Granby Place and Main St intersection:* Neighborhood stakeholders are interested in making this intersection safer. Planning and Development have indicated they will perform a speed study once the Main St. bridge work is completed and will soon be installing new School Speed limit signage. Long term the neighborhood is interested in discussing traffic calming measures to reduce the likelihood of a vehicle striking a pedestrian or bike rider.
- b. *Granby Place and Old Coach:* See above. Recently a student pedestrian was struck at this intersection at school dismissal. While the city speed study indicated that drivers do follow the speed limit, neighborhood stakeholders believe additional traffic calming measures are needed because incidents can occur even at slow speeds.
- c. *Granby Place and South Driveway:* The driveway used by the school for pick-up and drop off is the property of the Annehurst Village Residents Association. The

current method of pick-up and drop-off of students via this driveway is haphazard and not what the driveway was designed for. There is no crosswalk, stop sign, or walkway from the driveway to school property.

2. Sharon Woods Metro Park

a. Headquarters and Spring Hollow: Currently there is no designated pedestrian or bike direct access to Sharon Woods via Main St. With the planned construction of a multi-use trail from Main St./Park Rd. into the park an opportunity exists to better connect the neighborhood to the park near the Main St. entrance to the park Headquarters/Lodge.

b. Annehurst Connector Trail: Improved bike access to the Connector off Granby Place. Currently the Connector ends on a pedestrian sidewalk with no bike ramp access.

Local stakeholders are requesting a joint meeting between representatives of the City of Westerville, Westerville City School District, and Metro Parks to discuss potential areas for collaboration on the above initiatives. Please let us know your availability for such a meeting.

Sincerely,

Michael Batchelder

Annehurst Resident and Parent

on behalf of Annehurst Village Residents Association and the Annehurst PTA

Appendix B

Thank you to everyone who was able to attend today's meeting. For anyone who was not able to attend I will provide minutes below and am happy to follow up with you individually if you would like.

On the call today: Michael Batchelder (Annehurst resident), Marty Freado (resident), Tim Goggin (Annehurst Village Resident Association President), David Roseman (Westerville Active Transportation Committee), Jason Fullen (Annehurst Elem. Principal), Officer Ryan Schleve (Westerville Police SRO), Anisa Liban (WCSD school board), Kari Dennis (WCSD), Doug Schwartz (WCSD), Randy Snider (WCSD).

After the attendees introduced themselves the group began the meeting with discussion of the current state of school dismissal at Annehurst Elementary. This focused on the concerns related to the unorganized entry and exit of vehicle pick-up which has led to significant concerns about pedestrian and bike safety for our students and families.

Following discussion the group reached consensus on the following next steps:

1. Our immediate focus to improve safety will focus on the entry and exit of vehicles at the south driveway/Granby Place West intersection. To accomplish this, the group will seek to implement the following interventions:
 1. Cones to be set up as a temporary median along the Annehurst Pool driveway. WCSD will look into the availability of additional cones. WCPD may have as well if needed.
 2. Volunteer/s set up at SW corner of Drive/Granby to emphasize vehicles exiting must turn right.
 3. Cones set up on Granby to require vehicles to turn right. This will require confirmation/coordination between the City and WCPD.
 4. Addition of stop sign at end of drive. WCSD can install for approx. \$150. AVRA will follow up about financial support/approval for installation on property.
 5. Addition of crosswalk across drive. This will require coordination with/approval from the City.

6. Flashing crosswalk beacon at Granby/Old Coach crosswalk. This was previously discussed in a meeting with the City, requesting follow up on cost/feasibility.
 7. Messaging to parents at school open houses.
2. In addition to Annehurst specific concerns, points were raised on the follow items
 1. District-wide awareness campaign on pedestrian and bike safety to parents during school start/dismissal.
 3. Longer term additional Annehurst concerns include:
 1. Improving pedestrian safety at Main St./Granby intersection. A speed study is underway on Main St. from the city currently but discussion on additional possible measures to be discussed.
 2. Extension of sidewalk on south side of Main St. west from school driveway to Metro Parks headquarters entrance at Spring Meadow Rd. and crosswalk across Main St. at Spring Meadow/Spring Hollow.

If I have missed anything or there are additional questions please let me know. WCSD representatives will follow up with their City counterparts regarding the above items and update this group in the next week or two. A follow up meeting may be scheduled to coordinate final implementation prior to the start of the school year.