TOLEDO PUBLIC SCHOOLS

SAFE ROUTES TO SCHOOL

HIGHSCHOOL TRAVEL PLAN

FEBRUARY | 2025

SAFE ROUTES TO SCHOOL
GREATER TOLEDO

SafeRoutes Ohio Safe Routes to School

TPS PROUD TOLEDO PUBLIC SCHOOLS

TOL City of Toledo

the YMCA

Live Well Greater Toledo

Ohio Department of Transportation

Project Team

Lead Contact

Jenny Dunn
Safe Route to School Coordinator
419-725-7845
jdunn@ymcatoledo.org
6465 W. Sylvania Ave.
Sylvania, Ohio 43560

Safe Routes to School Team Members:

Beth Deakins, Executive Director of Healthy Living, YMCA

Rajesh Nagisetty, Transportation Planner, TMACOG

Natalie Haase, Safe Communities Coordinator, Toledo Lucas County Health Department

Gary Stookey, Senior Professional Engineer, City of Toledo

Lorie Haslinger, Senior Civil Engineer, City of Toledo

Stephanie Bartlett, PE, Vision Zero Coordinator

Lance Dasher, ODOT District Safe Route to School Coordinator

Amy Abodeely, Nutritionist, Toledo Lucas County Health Department

Maribel Martinez, TPS Senior Director, Health and Nursing Services

Shiloh Cahill, TPS, Coordinator of Nursing

Gayle Lake, TPS, Community Liaison

Natasha Allen, TPS, Principal Escuela Smart Academy

Christine Coleman, TPS, Principal Beverly Elementary

John Keys, TPS, Principal, Byrnedale Elementary

Linda Ruiz-Bringman, TPS, Asst. Superintendent of Family and Community Engagement

Steve Atkinson, Community Member and Liaison, Toledo Bikes!

Consultation Team:

Julie Walcoff, Senior Planner, Toole Design
jwalcoff@tooledesign.com

Bhumika Dahiya, Deputy Project Manager, Toole Design
bdahiya@tooledesign.com

Table of Contents

Figure 1 Chessie Circle Trail

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**.**

Equitable choice for all people. In 2021, the US Census Bureau reported that 7.4 percent of households in Ohio do not have a vehicle while in Toledo, 12.3 percent of households did not have one.[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 Routs to School Program is built upon "E's" that provide a comprehensive approach to youth traveling to school. The E's are:

Engineering:

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

Education:

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

Encouragement:

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

Enforcement:

Influencing student or driver behavior through consequences.

Evaluation:

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

Equity:

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

Target Schools

There are eight target school buildings in the city of Toledo, all of which are within the Toledo City School District. The following tables provide information on the student demographics and school locations.

Table 1. Target Schools

School District	School Name	School Address	Grades Served
Toledo City Schools	Bowsher High School	2200 Arlington Ave, Toledo, OH 43614	*9-12*
Toledo City Schools	Rogers High School	222 McTigue Dr, Toledo, OH 43615	*9-12*
Toledo City Schools	Scott High School	2400 Collingwood Blvd, Toledo, OH 43620	*9-12*
Toledo City Schools	Start High School	2010 Tremainsville Rd, Toledo, OH 43613	*9-12*
Toledo City Schools	Toledo Technology Academy of Engineering/ Toledo Pre-Medical and Health Science Academy	3301 Upton Ave, Toledo, OH 43613	*7-12*
Toledo City Schools	Waite High School	301 Morrison Dr, Toledo, OH 43605	*9-12*
Toledo City Schools	Woodward High School	701 E Central Ave, Toledo, OH 43608	*9-12*
Toledo City Schools	Jones Leadership Academy of Business	30 Nebraska Ave, Toledo, OH 43604	*7-12*

Table 2. Student Demographics 2019-2023

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	Homeless
Bowsher High School	*801*	*372*	*<10*	*<10*	*128*	*94*	*188*	*621*	*<10*	*209*	*55*
Rogers High School	*713*	*427*	*<10*	*<10*	*49*	*77*	*125*	*682*	*<10*	*171*	*31*
Scott High School	770	596	*<10*	N/A	37	47	41	720	*<10*	196	52
Start High School	*1123*	*563*	*<10*	*<10*	*98*	*109*	*294*	*833*	*<10*	*269*	*54*
Toledo Technology Academy of Engineering	*308*	*50*	*<10*	*<10*	*29*	*35*	*176*	*294*	*<10*	*16*	*<10*

Toledo Pre-Medical and Health Science Academy	*142*	*59*	*<10*	*<10*	*20*	*12*	*45*	*94*	*<10*	*<10*	*<10*
Waite High School	*914*	*216*	*<10*	N/A	*241*	*103*	*323*	*885*	*15*	*234*	*50*
Woodward High School	*567*	*324*	N/A	*<10*	*75*	*50*	*110*	*548*	*<10*	*165*	*36*
Jones Leadership Academy of Business	*186*	*137*	*<10*	N/A	*30*	*16*	*<10*	*188*	*14*	*25*	*<10*

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 and recommend policy, program, and infrastructure initiatives to improve safety for Toledo High Schools within the City of Toledo school district. Toledo Safe Routes to School strives to create a community that supports and enhances safe walking and biking to school by focusing on equity through engineering, enforcement, evaluation, education, equity and encouragement.

The Toledo SRTS program has three goals:

- **Safety:** Creating designated neighborhood routes that avoid unsafe intersections and high crime spots where possible, by strengthening supervision and improving the infrastructure of the neighborhoods making them more walkable for everyone.
- **Health and Wellness:** Improving the health of our community and children by encouraging walking and biking to school.
- **Environment:** Improving air quality and our environment by reducing the use of cars and buses for travel to and from school.

Section 2: Existing Conditions for

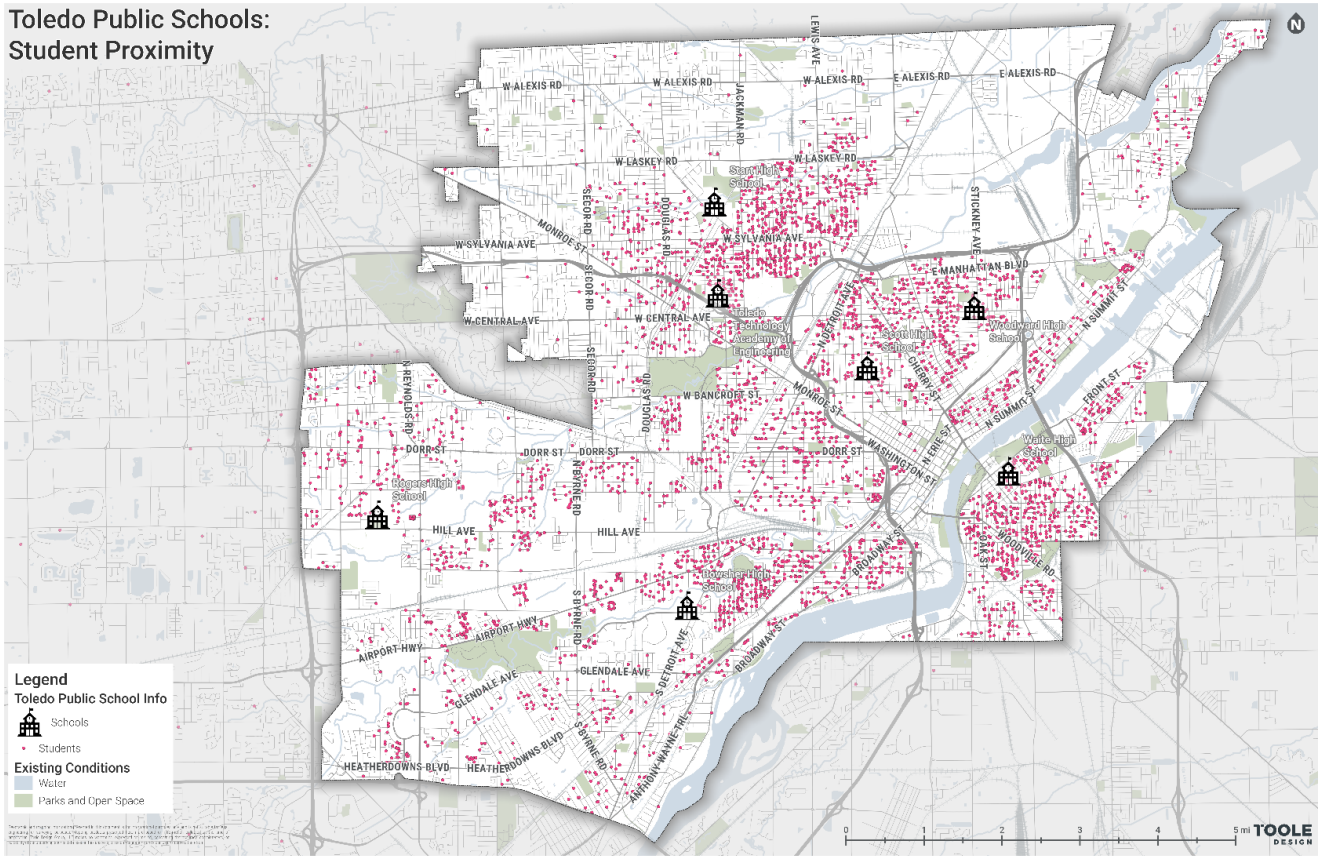


Figure 2 Student proximity to Toledo Public Schools

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

Bowsher High School	3	0.3%	63	8%	235	30%	262	33%
Rogers High School	10	1%	25	4%	90	13%	239	34%
Scott High School	16	2%	62	8%	193	25%	329	43%
Start High School	4	0.3%	50	4%	327	29%	561	50%
Toledo Technology Academy of Engineering	1	0.3%	11	4%	28	9%	77	25%
Toledo Pre-Medical and Health Science Academy	2	1%	3	2%	13	9%	22	15%
Waite High School	36	4%	96	11%	245	27%	395	43%
Woodward High School	29	5%	132	23%	127	22%	180	32%
Jones Leadership Academy of Business	3	2%	4	2%	24	13%	51	27%

Table 4. Mode of travel to school in the morning

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Bowsher High School	*57*	*2*	*75*	*169*	*24*	*8*	*0*
Rogers High School	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Scott High School	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Start High School	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*

Toledo Technology Academy of Engineering	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Waite High School	*10*	*1*	*8*	*43*	*5*	*0*	*0*
Woodward High School	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Jones Leadership Academy of Business	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*

Table 5. Mode of travel from school in the afternoon

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Bowsher High School	*57*	*2*	*75*	*169*	*24*	*8*	*0*
Rogers High School	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Scott High School	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Start High School	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Toledo Technology Academy of Engineering	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Waite High School	*10*	*1*	*8*	*43*	*5*	*0*	*0*
Woodward High School	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Jones Leadership Academy of Business	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*

Main Routes for Walking and Biking to School

Bowsher High School

The primary routes for walking and biking to school are:

- S. Detroit Avenue between Arlington Avenue and Western Avenue
- Arlington Avenue between S. Detroit Avenue and Spencer Street
- S. Detroit Avenue between Glendale Avenue and Arlington Avenue

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

- Arlington Avenue and S. Detroit Avenue
- South Avenue and S. Detroit Avenue

» S. Detroit and Western/Airport Hwy

Rogers High School

The primary routes for walking and biking to school are:

» McTigue Drive between Nebraska Avenue and Hill Avenue
» Hill Avenue between McTigue Drive and Wenz Road
» Nebraska Avenue between Holland Sylvania and Reynolds Road

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

» Reynolds Road and Hill Avenue
» Nebraska Avenue and Reynolds Road
» Hill Avenue and McTigue Drive
» Nebraska Avenue and McTigue Drive
» Hill Avenue and S. Holland Sylvania Road

Scott High School

The primary routes for walking and biking to school are:

» Collingwood Boulevard between Cherry Street and W. Bancroft Street
» Machen Street between Collingwood Boulevard and Franklin Avenue
» Ashland Avenue between Collingwood Boulevard and W Bancroft Street

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

» Winthrop Street and Collingwood Boulevard
» Machen Street and Collingwood Boulevard
» Machen Street and Fulton Street
» Collingwood Boulevard and W. Delaware Avenue
» Collingwood Boulevard and Cherry Street
» Central Avenue and N. Detroit Avenue

Start High School

The primary routes for walking and biking to school are:

» Tremainsville Road between Mellwood Avenue and Jackman Road
» Upton Avenue between Tremainsville Road and Berdan Avenue
» Jackman Road between Slater Street and W Sylvania Avenue
» Chessie Circle Trail between Slater Street and Berdan Avenue
» Douglas Road between Gracewood Road and Beaufort Avenue
» Grantwood Drive between Bowen Road and Close Park

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

» Tremainsville Road and Chessie Circle Trail
» Tremainsville Road and Upton Avenue
» Chessie Circle Trail and W. Sylvania Avenue
» W. Sylvania Avenue, Tremainsville Road and Jackman Road
» Douglas Road and W. Sylvania Avenue
» Douglas Road and Grantwood Drive

Toledo Technology Academy of Engineering/ Toledo Pre-Medical and Health Science Academy

The primary routes for walking and biking to school are:

» Upton Avenue between W. Sylvania Avenue and Central Avenue
» Fairfax Road between St Bernard Drive and Jackman Road
» Chessie Circle Trail between Bernard Avenue and Monroe Street

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

» School entrance and Upton Avenue
» Fairfax Road and Upton Avenue
» Chessie Circle Trail and Monroe Street

Waite High School

The primary routes for walking and biking to school are:

» Morrison Drive between Riverside Drive and 6th Street
» E. Broadway Street between Mott Avenue and Navarre Avenue
» Nevada Street between Woodville Road and Dover Place
» Oak Street between Starr Avenue and Earl Street

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

» Mott Avenue and E Broadway Street
» 6th Street and Morrison Drive
» Oak Street and Starr Avenue
» Starr Avenue and E. Broadway Street
» Nevada Street and Woodville Road
» Navarre Avenue and E. Broadway Street

Woodward High School

The primary routes for walking and biking to school are:

» E. Central Avenue between Warsaw Street and Maher Street
» Stickney Avenue between E. Manhattan Boulevard and Moore Street
» E. Streicher Street between Warsaw Street and Mulberry Street

» Mulberry between Sherman and Manhattan
» Chestnut Street between E. Manhattan Boulevard and Mettler Street

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

» E. Central Avenue and Stickney Avenue
» Ketcham Avenue and Stickney Avenue
» E. Central Avenue and Mulberry Street
» E. Central Avenue and La Grange Street
» Chestnut Street and E. Manhattan Boulevard

Arrival and Dismissal Process

School	Bowsher High School	Rogers High School	Scott High School	Start High School	Toledo Technology Academy of Engineering / Toledo Pre-Medical and Health Science Academy	Waite High School	Woodward High School	Jones Leadership Academy of Business
Student Arrival	**8:00 am**	**8:00 am**	**8:00 am**	**8:00 am**	**8:00 am**	**8:00 am**	**8:00 am**	**8:00 am**
Student Departure	**2:45 pm**	**2:45pm**	**2:45 pm**	**2:45 pm**	**3:45 pm**	**2:45 pm**	**2:45 pm**	**2:45 pm**

Bowsher High School

At School Observations

- The school has well-planned, dedicated drop-off and pick-up areas to minimize risks and streamline traffic. There is a separate access for pedestrians and bicyclists.
- There are no sidewalks along the internal road around the school (Refer **Figure 3**).
- There are wide sidewalks and bike lane on both sides of Arlington Avenue (Refer **Figure 4**).
- The fence has been opened because students use this pathway to access another part of the neighborhood (Refer **Figure 5**).

Figure 3 Missing sidewalks along the internal road around the school.

Figure 4 Bike Lane along Arlington Avenue

Arrival

- The Bowsher school has a designated bus zone separate from parent drop-off zones to manage traffic effectively and ensure student safety.
- When parents/caregivers drop off students early, the students wait outside for 20-30 minutes.
- During arrival and drop off times, there is traffic congestion leading to overflow traffic onto surrounding streets.
- Some drivers appear to ignore traffic laws creating unsafe conditions.

Dismissal

- The mid-block crossing on the South side has a non-working beacon button.

- Parents were seen picking up on Arlington Avenue.
- Students were observed jaywalking at S. Detroit Avenue.
- Buses pick up students in front of the school.
- School busses have irregular arrival times.
- Pick up line starts before 2:45pm.
- During dismissal fewer drivers pick up students than morning drop off.
- 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, walkers, bike riders, and the second on the back of the building for students being picked up by parent/caregiver.

Figure 5 Open fence students use to access other part of neighborhood

Rogers High School

At School Observations

- Curb ramp is missing where the sidewalk ends at the intersection of Heidelberg Road and Nebraska Avenue.
- Pedestrian crossing sign stands where a crosswalk is missing at Nebraska Avenue (Refer **Figure 6**).
- There is no crosswalk at the intersection of Nebraska Avenue and Mc Tigue Drive.
- Neighborhoods around the school do not have pedestrian sidewalks.
- Bicycle racks on the school premises are outdated.
- Sidewalk near the back parking lot ends abruptly.
- Students use the sports grounds to reach the other side of the school, as it is the shortest route. Installing a sidewalk would be beneficial.

Figure 6 Pedestrian crossing sign and no crosswalk at the intersection of Nebraska Avenue and Mc Tigue Drive

Arrival

- Car line is long from 7:40am – 8:00am
- Students walking along:
  - McTigue Drive
  - Hill Avenue

- Hargrave Road: Students use the pedestrian connection linking Hargrave Road to the school's back lane.

Dismissal

- Parents drop off/pick up area leads to congestion during morning and afternoon hours.
- The fire lane is blocked to traffic picking up or dropping off students.
- Guardians begin to line up in cars around 2:25pm. Walkers & Car Riders get out at 2:40pm
- Busses Load at 2:45pm.
- Students walk home alone, or in groups, other students leave with parents/caregivers.

Scott High School

At School Observations

- School signages are adequately placed.
- Intersection of Winthrop Street and Collingwood Boulevard has standard crosswalk with two solid parallel lines stretching from curb to curb.
- High visibility crosswalk would be beneficial to improve visibility.
- There is a pedestrian signal missing at the intersection of Machen Street and Collingwood Boulevard.
- Intersection of Collingwood Boulevard and W. Delaware Avenue has standard crosswalk with two solid parallel lines stretching from curb to curb.
- There is a path to the road but no curb ramps to access the W. Delaware Avenue.

Arrival

- Students walking along:
  - Avon Street: Sidewalk is narrow, <4 feet wide
  - Fulton Street: Machen Street and Fulton Street have standard crosswalk with two solid parallel lines.

Dismissal

- Students are released at 2:45 pm
  - Car line begins around 2:20pm
  - Car line ends by ~3:00pm

- Some parents/caregivers try to “beat the system” by parallel parking on 13th street (south of the school) and picking their child up from the south entrance.
- A car parked in middle of crossing was observed (Refer **Figure 7**).
- A car was observed parked in no parking zone.
- Some parents/caregivers parallel park on Winthrop Street (southern street bordering the school) as students walk up to the street. There is no crosswalk on Winthrop Street.

Figure 7 Car parked on the student crossing

Start High School

At School Observations

- Bicycle racks are installed near the school entrance.
- Overgrown vegetation was observed on sidewalks along Tremainsville Road.
- On the intersection of Tremainsville Road and Eastbrook Drive, ADA accessible curb ramps are missing.
- The sidewalk has a raised manhole (Refer **Figure 8**).

» Wayfinding signages for the Chessie Circle Trail are installed to improve navigation.

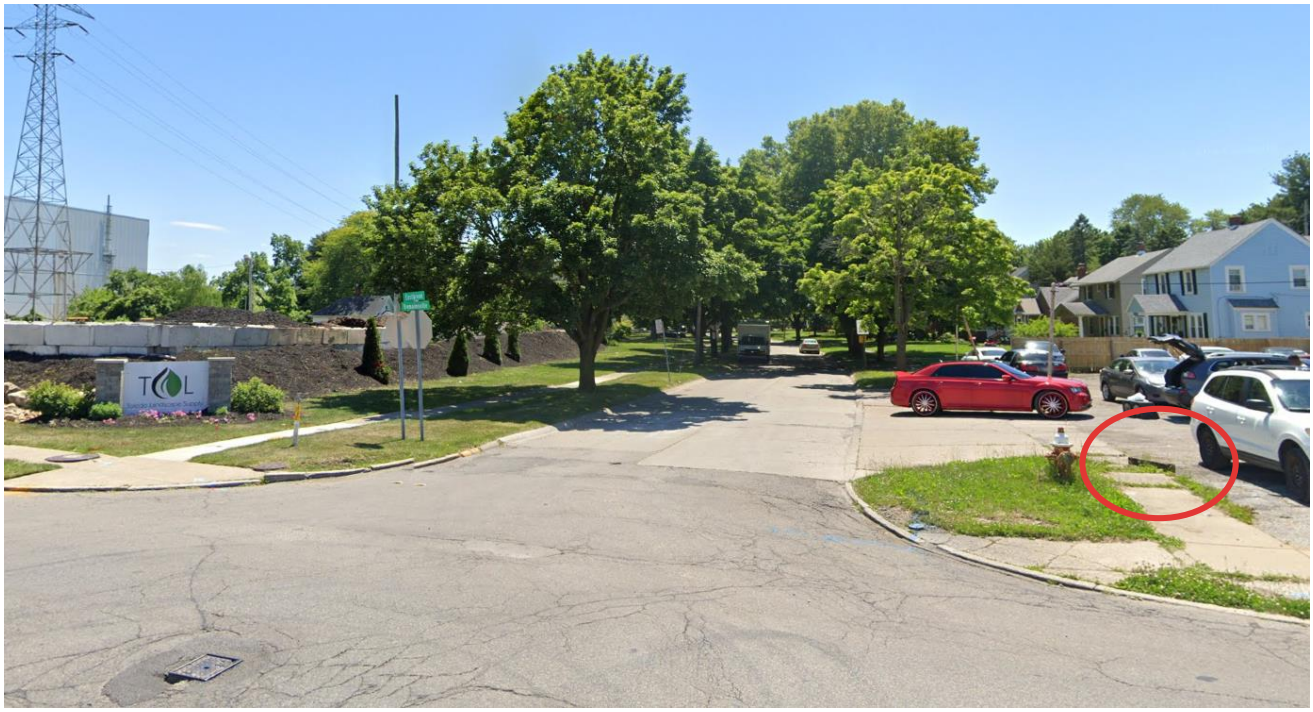


Figure 8 Missing ADA accessible ramps and raised manhole in middle of the sidewalk

Arrival

» Parents/ guardian drop off students at the roundabout near the school entrance.
» Tremainsville Street has fast moving traffic. Traffic calming countermeasures may create a smoother flow during arrival and dismissal.
» A public bus was observed not yielding to students arriving to the school.
» Students use the Chessie Circle Trail to commute to the school.
» Tremainsville Road has fast moving traffic. Drainage is such that standing water is present after rains. (Refer **Figure 9**).
» Uneven sidewalks with overgrown grass were observed.
» Students were walking to the school with a caregiver.

Dismissal

» Students cut through the woods from the bike path to the school. Gravel/worn paths are currently used but not maintained or fully accessible.

Figure 9 Clogged Road and uneven sidewalk

» Observed students walking to the school from Fitch Road. There are crosswalks and students were observed J walking (Refer **Figure 10**).
» Intersection of Tremainsville Road and Upton Avenue is wide and has standard crosswalk with two solid parallel lines stretching from curb to curb.
» Students follow the Chessie Circle Trail to walk or bike to/from school.

Figure 10 Missing crosswalk at the intersection of Fitch Road and Tremainsville Road

Toledo Technology of Academy of Engineering/ Toledo Pre-Medical and Health Science Academy

At School Observations

» Fence along the pedestrian walkway is damaged, obstructing the sidewalk.
» No speed sign posted in the one-way entry lane for vehicles, leading to speeds higher than recommended.
» School zone and speed limit signing is generally missing or in need of repair.
» Crosswalk marking at the intersection of Upton Avenue and ProMedica Parkway is faded.
» There are Rectangular Rapid Flashing Beacons installed on the intersection of the school entrance.
» Sidewalk is only on one side.
» Sidewalk has inadequate drainage causing mud and debris to accumulate.

Arrival

» Traffic calming measures are inadequate in the school parking lot. Several cars were observed not yielding for students.
» The school bus blocks Upton Avenue during both morning and afternoon hours (Refer **Figure 11**).
» Several students were observed walking in pairs or groups.
» Students were observed illegally crossing on Upton Street in the midst of heavy traffic.

» Cross guards are stationed only for the elementary school (Refer **Figure 12**).

Dismissal

» Traffic congestion is observed during pick up and drop offs.
» Upton Street has speeding traffic. Traffic calming countermeasures may create a smoother flow of traffic during arrival and dismissal.
» Caregivers wait for dismissal in the visitor parking lot.

Figure 11 Access Management Issue at the school entrance

Figure 12 School guard stationed near the school entrance at Upton Avenue

Waite High School

At School Observations

» The school administrator noted lack of lighting on sidewalks around the school.
» There is a dedicated drop off area for parent/caregivers.
» Staff parking has access through the Essex Street.

Arrival

Figure 13 Standard crosswalk at the intersection of 4th Street and Morrison Drive

- » Safety signs are missing at Morrison Drive where students were observed crossing to arrive at school (Refer **Figure 13**).
- » Few students were observed walking to school with their parent/caregiver. The intersection of Morris Drive and Front Street has a standard crosswalk. Installing a high-visibility crosswalk would enhance visibility.
- » Sidewalks along Front Street are damaged. (Refer **Figure 14.**)

Figure 14 Broken sidewalk along the Front Street

Figure 15 Sidewalk on the E Broadway Street abruptly ends in the middle

Dismissal

- A few students were observed walking from the school to Mott Avenue where the sidewalk ends abruptly (Refer **Figure 15**).
- Intersection of Mott Avenue and E. Broadway Street has standard crosswalk with two solid parallel lines stretching from curb to curb with missing ADA accessible ramps (Refer **Figure 16**).

Figure 16 ADA accessible ramps are missing at the intersection of Mott Avenue and E Broadway Street

Woodward High School

At School Observations

- The curb ramp at the intersection of E. Central Avenue and Stickney Avenue is damaged and covered with grass and mud. This intersection does have a push button for pedestrians and a standard crosswalk. A high visibility crosswalk would improve visibility.
- The sidewalk on Ashwood Avenue ends abruptly (Refer **Figure 17**).
- A car parked on the sidewalk was observed on Ashwood Avenue (Refer **Figure 18**).
- On the intersection of Mulberry Street and Ashland Avenue, the road is damaged, brick from prior roadwork is visible, and the sidewalk is covered with overgrown grass.

Figure 17 Ashwood Avenue ending abruptly

Figure 18 Car parked on the sidewalk on Ashwood Avenue

Arrival

» Some students were dropped off at the E. Central Avenue and using the sidewalk to reach school entrance (Refer **Figure 19**). Students cut through a local city park. Sidewalk is not present through the park or the back of the parking lot.

Dismissal

Figure 19 Students dropped off at the E Central Avenue

» A few students were observed walking towards Mulberry Street where ADA accessible ramps are missing.
» The sidewalks on Doyle Street are obstructed by vegetation, making the path inaccessible.
» Observed a motor vehicle speeding on the E. Central Avenue.

Safety Data Review

Pedestrian and Bicycle Crashes

In the City of Toledo from 2019-2023, there were 538 pedestrian and 293 bicycle crashes. Of those 35 were fatal (31 pedestrian, 4 bicycle), and 130 resulted in serious injury (104 pedestrian, 26 bicycle).

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

School	Number of bicycle and pedestrian crashes within ½ mile	Number of bicycle and pedestrian crashes within 1 mile	Number of bicycle and pedestrian crashes within 2 miles
Bowsher High School	2	18	73
Rogers High School	1	14	44
Scott High School	18	67	187
Start High School	6	57	120
Toledo Technology Academy of Engineering	11	29	169
Toledo Pre-Medical and Health Science Academy	13	31	155
Waite High School	18	62	144
Woodward High School	8	37	143
Jones Leadership Academy	14	63	190

Existing Programs and Policies

District Bus Policies[4]

Busing Policies: Toledo Public Schools provides transportation to elementary school students who live more than one mile from their school. However, limited transportation is provided to high school students through the TPS High School Bus shuttle service. Highschool students outside of the 1 mile zone may ride a school bus or use TARTA the city public transit system. Students are provided free TARTA bus passes allowing them to ride or free.

Students are required to walk to a specific pick-up/drop-off site. If a special education student has mobility problems or special health needs, transportation is provided in accordance with the student's Individual Education Plan (IEP). The Ohio Department of Education regulations prohibit school bus drivers from picking up or dropping off students at locations that are not assigned spots. Consequently, school bus drivers cannot drop students off at walk locations as part of a walk or bicycle event.

TPS high school students living outside the one mile zone of their school can ride a yellow school bus at one of the assigned stops for their school or use TARTA the city public transit system.

[4] Featured - Toledo Board of Education BoardDocs® Pro

School Safety Program

- The safety program ensures the safety of students, staff, and community members on district property.
- The program is reviewed annually as directed by the Board.
- The Superintendent/designee oversees the program and ensures compliance with Federal and State laws through written procedures.
- Safety education is part of the instructional plan, including:
  - Traffic and pedestrian safety.
  - Fire prevention.
  - Emergency procedures tailored to various grade levels.

School Bus Safety Program

- Bus stops are centralized where possible, with walking distances:
  - Up to half a mile for kindergarten through grade 8.
  - Longer distances for grades 9 through 12, if transportation is offered.
- Annual emergency evacuation drills familiarize students with emergency procedures.
- Vehicles used for transportation are maintained to ensure safe, efficient, and reliable service.
- Primary grade students receive school bus safety and behavior training within the first two weeks of the school year.

Existing Encouragement Programs

District Wide

Each school engages a School Safety Officer. This position has many responsibilities and much 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.

Active Transportation[5]

- Established a District SRTS task force to develop and implement the Six Es - education, encouragement, engineering, enforcement, equity and evaluation - that addresses the SRTS planning, funding, and policies. Designating safe or preferred routes to school.
- Promoting activities such as participation in International Walk/Bike to School Day.
- Securing storage facilities for bicycles and helmets (e.g., sheds, cages, fenced areas, bike racks with lock loan programs).
- Providing students with instruction on walking/bicycling safety.
- Promoting safe routes programs to students, staff members, parents and caregivers via newsletters, websites and the local media.
- Utilizing crossing guards, crosswalks on streets leading to schools and Walking School Buses.

[5] Wellness Policy - Toledo Public Schools

- Promoting weekly or monthly Walking Wednesday programs.
- Documenting the number of children walking and/or biking to and from school.
- Creating and distributing maps of a school's neighborhood e.g., sidewalks, crosswalks, roads, pathways, bike racks, etc).
- District wide participation in Walk and Bike to School Day Events every fall each spring.
- Distribution of "safety messaging" incentives during encouragement activities like "Walk left, Bike Right" bracelets.
- Partnering with local businesses in school neighborhoods that provide snacks and refreshments to students on their route to school.
- Walking School Bus Programs including A "Pokemon Go" Walking Club.
- Remote Drop off and pick up at a neighboring Metro Park, and after school routes to neighborhood Boys and Girls Club Program.
- Bicycle Fix it and Safety Programs - Partnership with a local non-profit bicycling co-op where free bicycle repairs, helmets and safety education is provided at the schools or YMCA facilities.
- Toledo "Girls Gear Up" - previously "Girls in Gear" is a STEM based program created to engage adolescent girls in the world of active transportation.

Bicycle and Pedestrian Crashes Near Target Schools

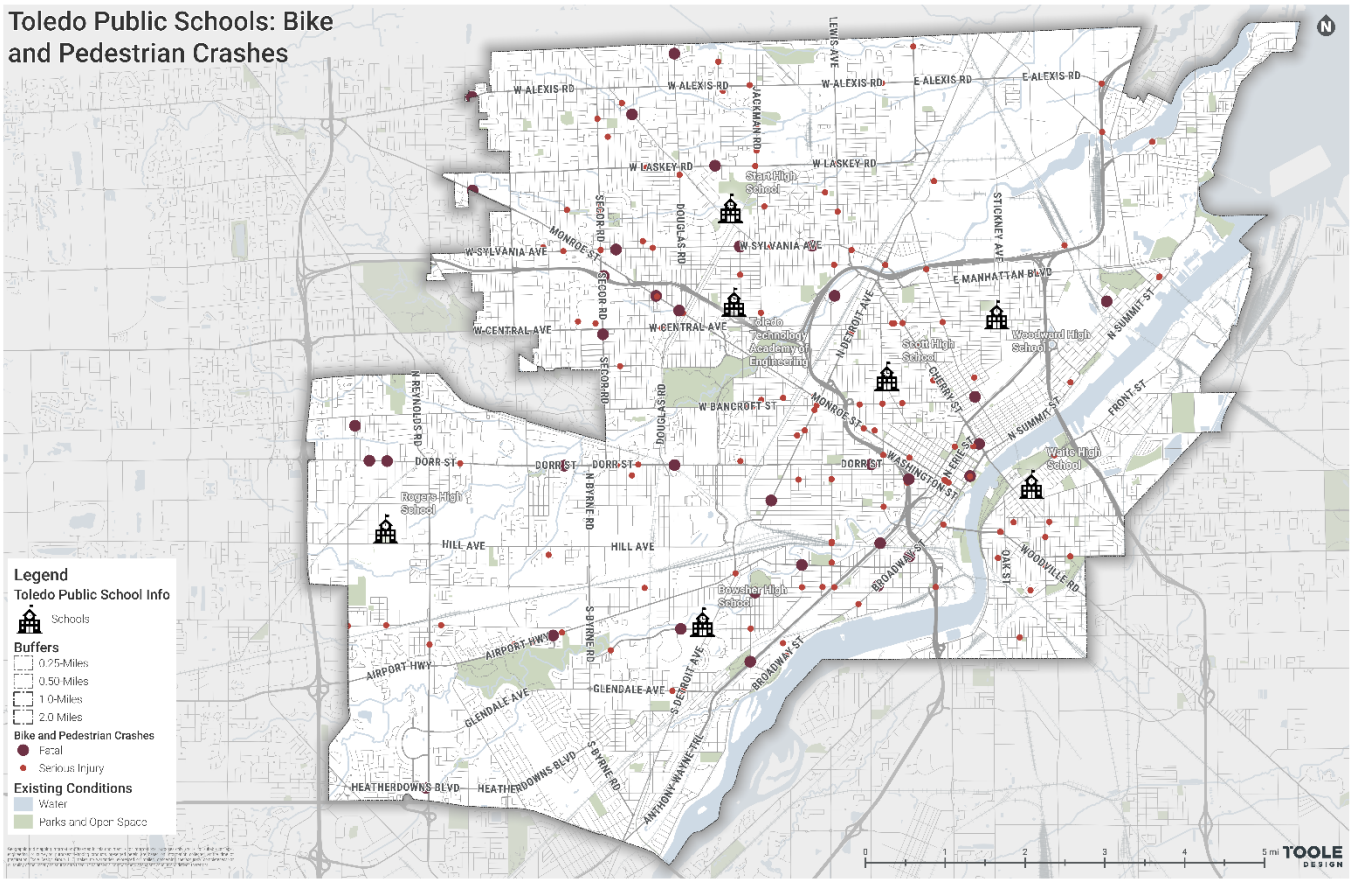


Figure 20 Bike and Pedestrian Crashes between 2019-2023

Equity Analysis

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

The equity factors in ODOT's statewide 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 (**Figure 21**) highlights levels of need across the school district. Most of the community falls between medium and high need. The surrounding area ranges from low to moderate need.

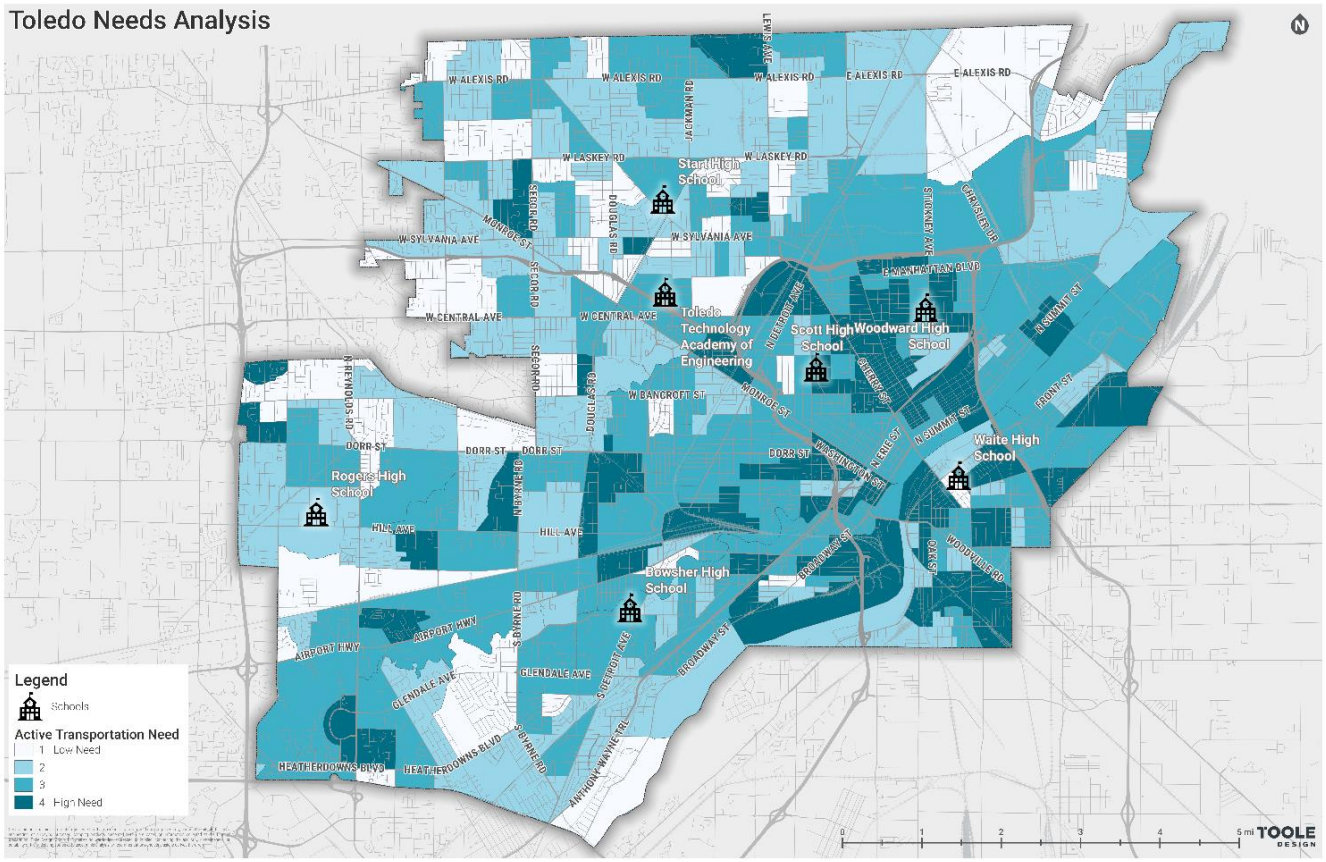


Figure 21 Toledo's Needs Analysis

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 public 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 36 surveys received out of a total of just over 5254 students. The results give us a general idea but a response rate of 0.6% is not statistically significant.

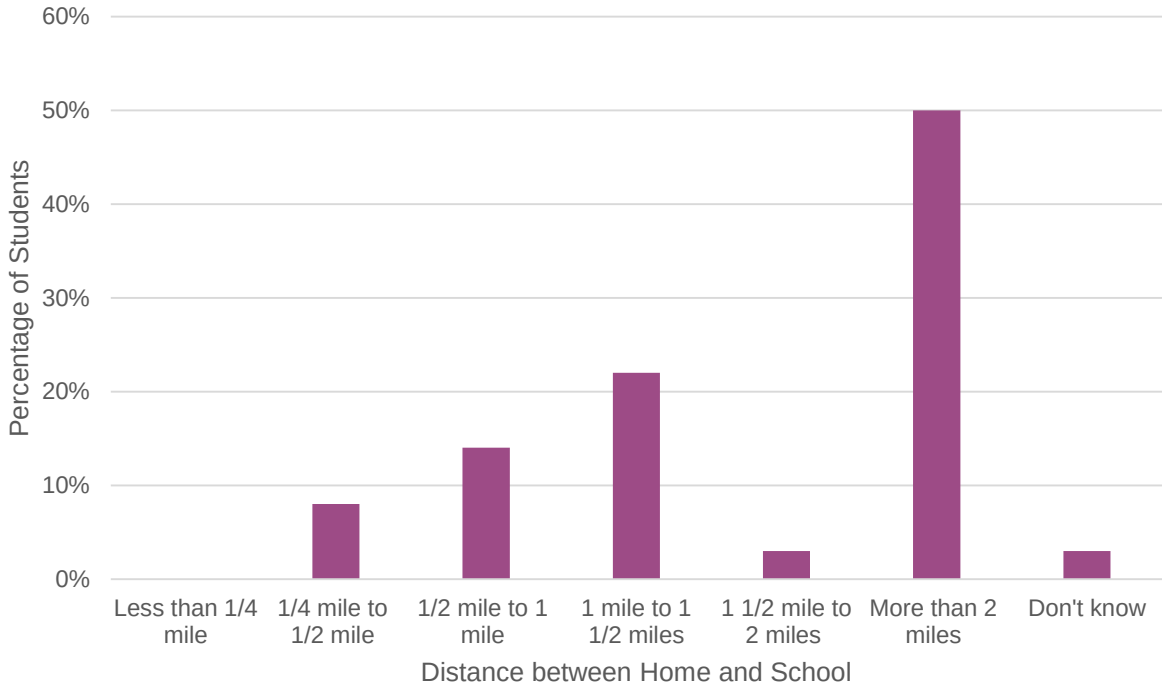


Figure 22 Distance from Student's home to school

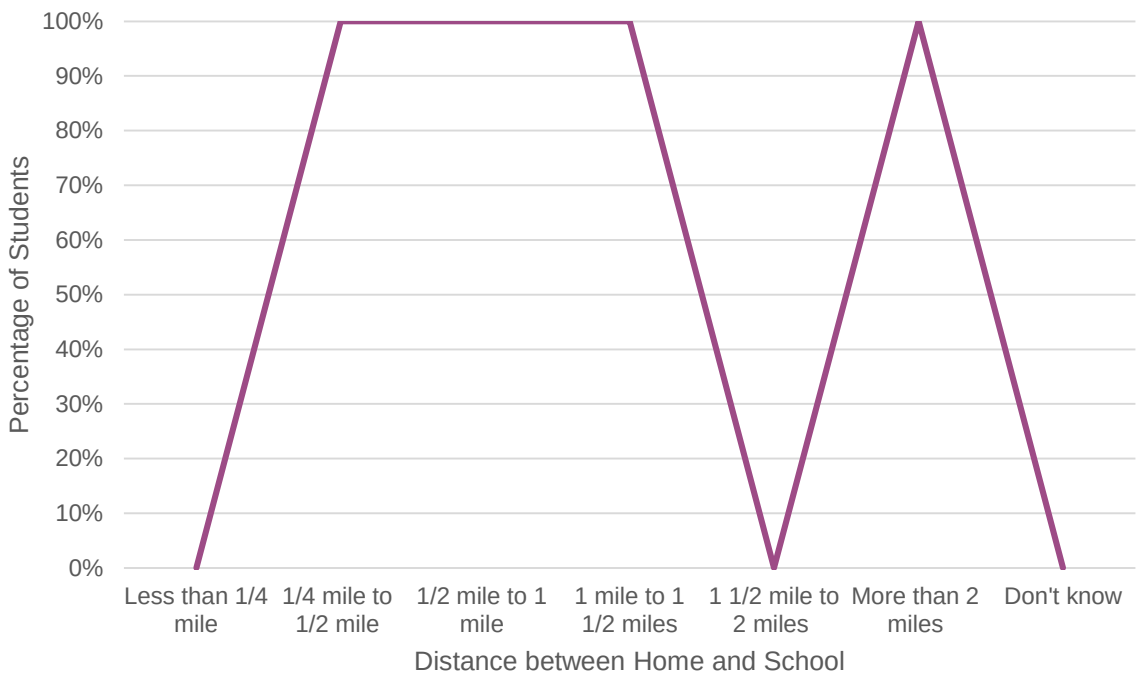


Figure 23 Percentage of students who ask for permission to walk or bike to/from school

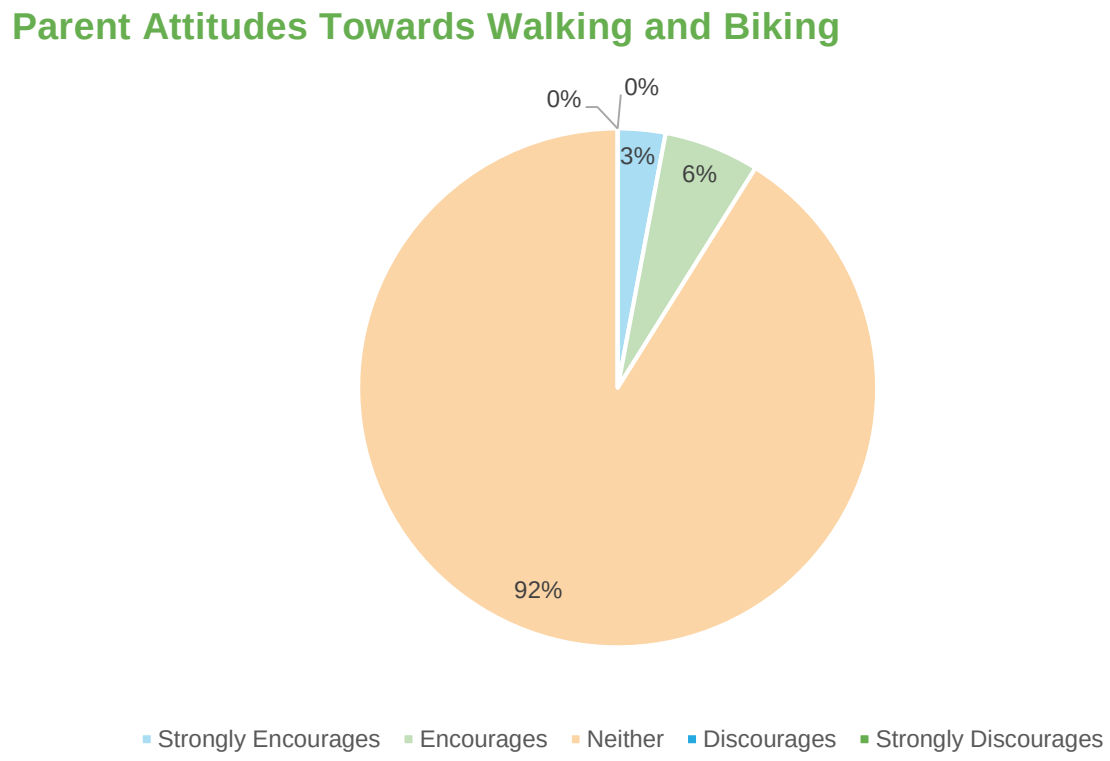


Figure 24 Parents opinions about how their child's school encourages or discourages walking and biking to/from school

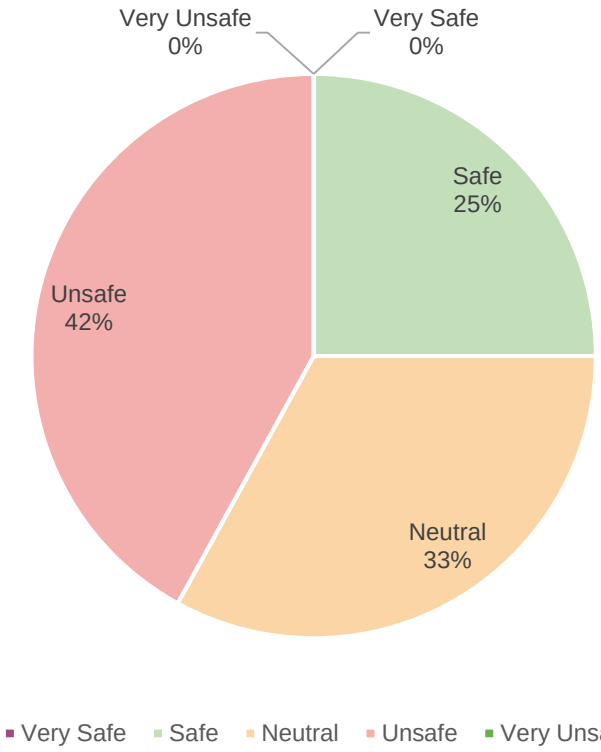


Figure 25 Parent's opinion about how their child's school encourages or discourages walking or biking to/from school

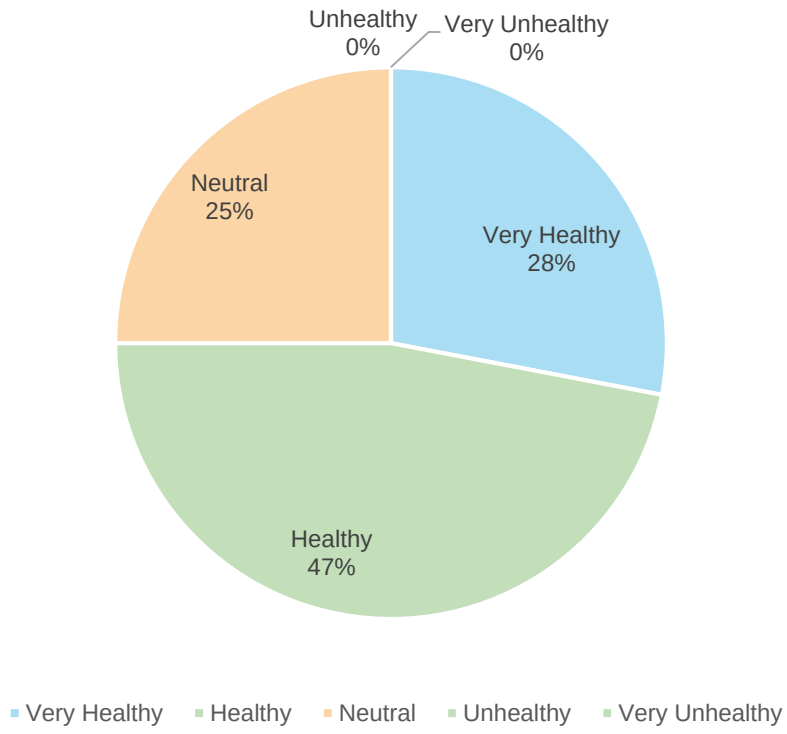


Figure 26 Parent's opinion about how healthy walking or biking to/from school is for their child

Selection of survey comments-

Safety Concerns:

- » Crime and Violence: Multiple comments express concerns about the safety of children walking or biking to school due to high crime rates, particularly when it is dark outside.
- » Unsafe Traffic Conditions: Parents mention dangerous driving, speeding, and the risk of accidents, particularly in school zones and busy intersections.
- » Other Hazards: Concerns about additional dangers such as dogs, predators, and bad weather making walking or biking unsafe.

Transportation Issues:

- » Inadequate Transportation Options: Some parents feel there is a lack of suitable school transportation, such as difficulties in getting bus routes for their neighborhoods.

Special needs or Accessibility Challenges:

- » Children with Special Needs: Some parents highlight that their children have special needs, such as autism or intellectual delays, making it unsafe or impractical for them to walk or bike to school alone.

Logistical or Practical Issues:

- » Storage for Bikes: Some parents express concern about the lack of adequate places to store bikes at school.
- » School Policies or Practices: Parents mention issues related to how schools manage student entry points, schedules, or flexibility, which can impact walking or biking options.
- » Parents' Willingness to Allow Walking: Some parents state they allow their children to walk or bike under specific conditions, such as having friends to walk with or being flexible with schedules.

Stakeholder Meeting

On Wednesday, November 20, 2024, a stakeholder meeting was hosted at Mott Branch Library to discuss safety concerns and potential strategies for improving safe routes to school. Stakeholders invited were from diverse departments including, City of Toledo, YMCA of Greater Toledo, Ohio Department of Transportation, Officials from Lucas County and Non-Profit Organization. Twenty officials attended this advisory meeting and provided feedback based on safety observations around schools. The meeting was a follow-up to walk audits conducted on November 19 and 20, post which priority corridors were identified. These corridors primarily focused on classified roads with speed limits of 35 miles per hour. Feedback from the members highlighted specific areas around schools requiring improvement to enhance safety.

Meeting Agenda

The objectives of the meeting included:

- » Listening to students' concerns about safety, particularly regarding traffic on and around school campuses.
- » Collaborating with school principals, school resource officers, and administrative staff to address campus safety concerns.
- » Investigating existing programs that encourage walking or biking to school.

- » Raising awareness among students about the Safe Routes to School (SRTS) program and its benefits.
- » Assessing and reviewing current infrastructure conditions and barriers around schools.
- » Learn about planned infrastructural projects around the schools.
- » Identifying non-infrastructure solutions for high schools to enhance safety.

Insights and Initiatives

Encouraging Walking and Biking

The meeting included a discussion of various initiatives by Toledo Public Schools to promote walking and biking to school:

- » Participation by 23 schools in the National Walk and Bike to School Day.
- » Seasonal activities such as the “Trick or Treat” event for students who walk or bike.
- » District wide participation in Walk and Bike to School Day Events every fall and spring.
- » Distribution of "safety messaging" incentives during encouragement activities like bracelets stating, "Walk left, Bike Right".
- » Partnerships with local businesses in school neighborhoods that provide snacks and refreshments to students on their route to school.
- » Walking School Bus Programs include: A "Pokemon Go" Walking Club, A Remote Drop off and pick up at a neighboring Metro Park, and an after-school route to a neighborhood Boys and Girls Club Program.
- » Toledo "Girls Gear Up" - previously "Girls in Gear" is a STEM based program created to engage adolescent girls in the world of active transportation.

Planned Infrastructure Projects

Planned infrastructure upgrades discussed during the meeting included:

Street Improvements:

- » Nevada Street: Scheduled for resurfacing.
- » Collingwood Blvd to Adams Street.
- » Bancroft Street (potential streetscape study; grants applied).
- » Sylvania Ave (Douglas Rd to Upton Ave): Revamp scheduled for 2026.
- » Front St and Main St: Revamp scheduled for 2027.
- » Delaware Street (Detroit St to Collingwood): Revamp scheduled for 2028.
- » Tremainsville Rd (W Laskey Rd to W Sylvania Ave): Revamp scheduled for 2029.
- » Arlington Ave: Scheduled for upgrades.

Non-Infrastructure Recommendations

Non-infrastructure recommendations aimed at improving safety and encouraging active transportation included:

- » Bicycle Fix it and Safety Programs - Partnership with a local non-profit bicycling co-op where free bicycle repairs, helmets and safety education is provided at the schools or YMCA facilities.
- » Engage students with bike-related activities such as trivia.

- » Reviving and improving the Toledo Bikes Program, including a potential Bike Loaner Program with bikes, locks, and helmets. New grants could support this effort.
- » Connecting high school Ped/Bike Plans to existing bike corridors.
- » Educating students about road safety by involving influencer students to create and share creative videos on social media, with rewards for high engagement.
- » Incentivizing students to walk or bike to school, such as through Walk/Bike to School Day events led by group leaders.
- » Introducing an “Earn a Bike” program for students living within one mile of the school.
- » Raising driver awareness about road safety.
- » Highlighting community biking initiatives such as the “B Team Bike Club,” which meets weekly in Downtown Toledo.

The stakeholder meeting provided valuable input for prioritizing safety improvements around Toledo Public High Schools. Feedback from officials and participants informed the Safe Routes to School program’s strategies and implementation plans. This collaborative effort aims to enhance safety, encourage active transportation, and promote a culture of road safety awareness among students, staff, and the broader community.

Section 4: Recommendations

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.

Key Barriers

Barrier: Crossings and Unsafe Intersections on the Route to School

Many intersections were found to be challenging. Issues including timing of lights, barely visible markings, and speeding vehicles are examples of those problems. Intersection/crossing safety was one of the main issues identified by caregivers as a reason not to allow their children to walk or bike to school. Projects at crosswalks should reduce crossing distances, increase crosswalk visibility, and most importantly, reduce vehicle speeds as drivers approach the crosswalk. Projects at intersections may also include signal timing changes, audible alerts for pedestrians, right turn on red restrictions, leading pedestrian intervals, and curb radii reduction.

Figure 27 Wide curb radius at the intersection of Franklin Street and St Johns Avenue near South Science and Technology School

Figure 28 A project in Hyattsville, Maryland uses paint and flexible delineator posts as an interim measure to reduce the curb radii at an intersection. This strategy encourages drivers to slow down while turning

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 Bowsher High School, Rogers High School, Scott High School, Toledo Technology Academy of Engineering, Waite High School, Woodward High School, Jones Leadership Academy and Westfield Achievement.

Barrier: Gaps in the sidewalk network

Half of caregivers who do not allow their children to walk or bike to school cited sidewalks/pathways as an issue that affects that decision. Most streets surrounding the schools in Toledo do have sidewalks, although they may

not have sidewalks on both sides of the street. However, few sidewalks ends abruptly and some other need repair and maintenance. In the caregiver survey, respondents made comments on lack of sidewalks, width of sidewalks, and the level of separation between sidewalks and roadways. Caregivers raised concern about some schools like the Bowsher High school do not have sidewalks at the back of the school where students are dropped off and picked up. Ideally, sidewalks should be present on both sides of a street, sidewalks should be wide enough for people to travel side-by-side, and there should be a buffer area between sidewalks and roadways. A well-designed sidewalk that meets the above criteria and conforms to the Americans with Disabilities Act can help caregivers feel more comfortable letting their children walk or bike to school.

Barrier: Winter Walking and Biking

Over the course of public engagement, several caregivers raised concerns about icy sidewalks and the hazard they pose to people walking or biking. Slips and falls on the ice can be painful and dangerous; similarly, choosing to instead walk on the plowed roadway is also risky and dangerous. Another concern in the winter is the shorter days, which mean that kids may be walking and biking in the dark in the morning or evening. Lighting along sidewalks and at crossings is an important safety feature for students walking and biking in winter. Winter maintenance of key routes to schools is critically important for encouraging active transportation in all types of weather.

Barrier: Lack of Encouragement Policies and Programs from Schools

Throughout the existing conditions analysis, the project team found that there are few encouragement policies or programs currently in place at Toledo Public High Schools. There is a lack of initiatives to address safety for walking and bicycling. Several caregivers made comments about programs that the schools could adopt to encourage children to walk and bike. During the stakeholder meeting, several initiatives were discussed that, when implemented, could significantly raise awareness about road safety among students. One effective approach is leveraging social media, particularly by engaging student influencers to create posters and short videos. These videos, once shared, could be rewarded based on the number of likes they receive, encouraging broader participation. This method allows the road safety message to reach a wider student audience through an engaging and enjoyable activity. Rather than traditional lectures, initiatives like these resonate more with students and can have a lasting impact.

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.

Prioritization

The ODOT scoring rubric was used as a framework for prioritizing infrastructure countermeasure projects within Toledo. In general, ODOT prioritizes projects that are close to the schools, mentioned by the public, address top concerns from the caregiver survey, connect high-need areas to schools, and/or were identified as top priorities. Error! Reference source not found. **7** below covers ODOT's prioritization criteria in more detail, showing how d ata from this report can be used to prioritize projects in alignment with the ODOT rubric.

Table 7 Suggested methodology for prioritizing projects in a way that aligns with the ODOT scoring rubric

ODOT Scoring Rubric for SRTS Infrastructure Projects[6]	Method for Meeting ODOT Criteria in Toledo
Demonstrates how the project is working towards a more complete network for walking/biking to school.	Project addresses lack of sidewalks.
Demonstrates that the project is a high priority to the community.	Project is in a location mentioned by the Stakeholder Committee members.
Number of bike/pedestrian crashes within a 2-mile radius (past 5 years).	Project has had bike/pedestrian crashes in the past five years. All target schools satisfy this criterion (see Table 6).
Demonstrates how the project will improve safety for K-12 students.	Project addresses one of the top key barriers: crossings/intersections, high traffic speeds, or lack of sidewalks.
Percentage of economically disadvantaged students.	Target schools in Toledo have a significant percentage of economically disadvantaged students (see Table 2).
Tier of average active transportation need.	Project is in a higher need area (see Figure 6).
Demonstrates an impact on students currently walking or biking.	Projects near Start High School, Waite High School, Bowsher High School and Scott High School are most competitive in this category, based on school observations and travel tallies (see Table 3).
Potential to increase walking/biking trips.	Projects near Scott High School, Start High School, Toledo Technology Academy of Engineering/ Toledo Pre-Medical and Health Science Academy, Waite High School have the greatest potential to increase walking/biking trips, as over 40% of these students live within 2 miles of their school (see **Error! Reference source not f ound.**).

[6] Safe Routes to School Program: 2024 Application Guidance. Ohio Department of Transportation. 2024. 2022+SRTS+Application+Guidance.pdf (ohio.gov)

Cost

The infrastructure recommendation tables on the next pages have a column for cost scale, defined as follows:

Table 8 Cost Scales for Infrastructure Recommendations

Symbol	Cost Scale
$	Less than $10,000
$$	$10,000 - $100,000
$$$	More than $100,000

The following table includes information about the sources used to determine the approximate cost scales for projects. New lighting, signal equipment, and drainage modifications are not listed below, but generally increase project costs. The project types below correspond to project types in **Table 9**. Design was not considered in the cost scales.

Table 9 Sources Used to Determine Cost Information

Project Type	Cost Information and Source
Sidewalks and Accessibility	Cost information is based on 2023 bid data from the Ohio Department of Transportation (ODOT) for sidewalks and curb ramps.
Speed Management	Cost information for speed cushions is based on the FHWA Traffic Calming ePrimer.[7] ODOT bid data was used to determine ballpark costs for flexible delineator posts and edge lines.
Crossing Conflicts	Cost information for raised crosswalks and curb extensions is based on the FHWA Traffic Calming ePrimer.
Bicycle Projects	Cost information for bicycle projects is based on a scan of commercially available bike racks.
Signage	ODOT bid data shows that signs are less than $10,000.

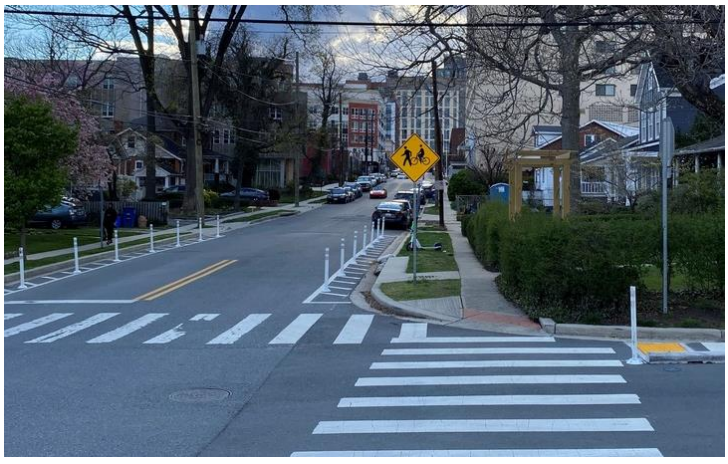


Figure 29: Many projects can be temporarily demonstrated with low-cost materials. For example, lanes can be narrowed quickly and easily with paint and flexible delineator posts. This strategy can be a more cost-effective alternative to a longer-term treatment, such as curb extensions.

[7] *Traffic Calming ePrimer*. U.S. Department of Transportation Federal Highway Administration. https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.2

Methodology

Below is a list of infrastructural recommendations for the Toledo Public High Schools. They are categorized according to the project type: sidewalks, curb ramp, crossing, speed management, signage/lighting, stormwater management, road resurfacing and bicycle projects. The table includes the potential funding sources. Refer Appendix D for spot recommendation maps.

Table 10. Infrastructure Recommendations

School	Project ID	Project Type	Location	Description	Cost	Potential Funding Source
All Schools	N/A	School Zone improvements	School Zone	Update school zones with speed feedback signs and highly visible crosswalk markings or speed table on school premises.	$$	SRTS /ODOT HSIP
All Schools	N/A	Bicycle Projects	School Premises	Install a standardized bike rack system at each school. Bike rack systems should be adequately sized and conveniently located near school entrances.	$$	SRTS/ODOT Ped/Bike Special Solicitation
All Schools	N/A	Retime Signals	School Zone	Verify that signal timing through the study area is adequate for pedestrians.	$	City of Toledo
Bowsher High	1A	Crossing	Bowsher High School, north side of building.	Add high visibility marked crosswalk or speed table on roadway around school.	$$	SRTS /ODOT HSIP
Bowsher High	1B	Sidewalk	Bowsher High School, north side of building.	Complete the sidewalk on North side of the drive and install a sidewalk on the south side of the drive up to the curve.	$$	SRTS/TPS
Bowsher High	1C	Speed Management	Arlington Avenue	Install traffic calming measures	$$	SRTS /ODOT HSIP

				and high visibility speed limit signages.		
Bowsher High	1D	Mid-block crossing	S Detroit Avenue and Toledo Avenue	Introduce a mid-block crossing as many students were observing J-walking.	$$	SRTS /ODOT HSIP
Bowsher High	1E	Sidewalk	S Detroit Avenue and Myers Street	Expand the narrow sidewalk at the corner by creating a wider landing area and installing ADA-compliant ramps to improve accessibility for all users.	$$	SRTS /ODOT HSIP
Bowsher High	1F	Crossing	S Detroit Avenue and Arlington Avenue	Upgrade all crosswalks on the intersection to high-visibility markings. Consider adding warning signage and/or traffic calming measures to encourage drivers to yield to pedestrians.	$	SRTS /ODOT HSIP
Bowsher High	1G	Sidewalk	S Detroit Avenue (Southmoor Drive to Glendale Avenue)	Repair broken sidewalks.	$$$	SRTS /ODOT HSIP
Rogers High	2A	Curb Ramp	Heidelberg Road and Nebraska Avenue	Introduce curb ramp.	$	SRTS /ODOT HSIP
Rogers High	2B	Crossing	Nebraska Avenue (McTigue Drive and Heidelberg Road)	There stands a pedestrian crossing signage with no crosswalk. Introduce a high visibility crosswalk.	$	SRTS /ODOT HSIP
Rogers High	2C	Sidewalk	School Internal Road	Introduce sidewalk to connect the Rogers High School to McTigue Elementary School as siblings cross the playground and	$$$	SRTS /TPS

				students travel back and forth for educational programs.		
Rogers High	2D	Sidewalk, ADA ramp, and ped crossing.	School premises	Establish a connection between sidewalks on school property and between the parking lot and sidewalk along track and field area.	$$$	SRTS /TPS
Rogers High	2E	Bicycle parking	School premises	Replace the outdated bicycle racks with modern and secure racks to better accommodate cyclists.	$$	SRTS/ ODOT Ped/Bike Special Solicitation
Rogers High	2F	Sidewalk	McTigue Drive	Introduce sidewalks on the other side of McTigue Drive.	$$$	SRTS /ODOT HSIP
Rogers High	2G	Crossing	McTigue Drive and Sims Drive	Introduce crosswalk.	$$	SRTS /ODOT HSIP
Rogers High	2H	Crossing and Signage	School entrance	Introduce pedestrian warning signage and crosswalk.	$$	SRTS /ODOT HSIP
Rogers High	2I	Stormwater Management	McTigue Drive	Improve the drainage system along McTigue Drive to prevent traffic congestion during heavy rain, ensuring better water flow and reducing road blockages.	$$$	STBG through TMACOG
Rogers High	2J	Crossing	Nebraska Avenue and Deline Drive	Introduce crosswalk and ADA accessible ramp across Deline Drive.	$$	SRTS /ODOT HSIP
Rogers High	2K	Crossing	Nebraska Avenue and Teal Drive	Introduce crosswalk and ADA	$$	SRTS /ODOT HSIP

				accessible ramp across Teal Drive.		
Rogers High	2L	Crossing	Nebraska Avenue and Eberle Drive	Introduce crosswalk and ADA accessible ramp. across Eberle Drive.	$$	SRTS /ODOT HSIP
Rogers High	2M	Traffic Management	Nebraska Avenue and N Holland Sylvania Road	Consider introducing a roundabout.	$$$	TMACOG/CMAQ/CRP/STBG
Rogers High	2N	Speed Management	Holland Sylvania Road	Install traffic calming measures and high visibility speed limit signages.	$$$	SRTS /ODOT HSIP
Scott High	3A	Crossing	Winthrop Street, Ashland Avenue and Collingwood Boulevard	Upgrade the crosswalks to high-visibility markings.	$$	SRTS /ODOT HSIP
Scott High	3B	Crossing	Collingwood Boulevard and W Delaware Avenue	Upgrade the crosswalks to high-visibility markings.	$	SRTS /ODOT HSIP
Scott High	3C	Crossing	Machen Street and Fulton Street	Introduce raised crosswalks across Machen Street.	$	SRTS /ODOT HSIP
Scott High	3D	Crossing	Machen Street and Collingwood Boulevard	Introduce Rectangular Rapid Flashing Beacon for pedestrian safety across Collingwood Boulevard.	$$	SRTS /ODOT HSIP
Scott High	3E	Sidewalk	Avon Street (between Winthrop Street and school parking)	Consider widening the sidewalk to at least 6 feet along Avon Street.	$$	SRTS /ODOT HSIP
Scott High	3F	Sidewalk	Delaware Avenue	Repair sidewalk.	$$	SRTS /ODOT HSIP
Scott High	3G	Road Resurfacing	Alley (Collingwood Boulevard and Fulton Street)	Improve the area where the brick is exposed, ensuring a smooth and safe surface.	$$	Local Funds/MPO
Scott High	3H	Crossing	N. Side of school building door exit 14 on Machen	Raised crosswalk and ped signage	$	SRTS

Scott High	3I	Sidewalk	Machen St between Collingwood and Franklin	Replace multiple damaged sections of sidewalks on both sides	$$	SRTS/ODOT HSIP
Start High	4A	Sidewalk	Tremainsville Road	Repair sidewalk.	$$	COT – to be completed?
Start High	4B	Curb Ramp	Tremainsville Road and Eastbrook Drive	Introduce ADA accessible curb ramps.	$	COT – to be completed?
Start High	4C	Stormwater Management	Tremainsville Road (Jackman Road and Westbrook Drive)	Improve the drainage system along Tremainsville Road to prevent traffic congestion during heavy rain, ensuring better water flow and reducing road blockages.	$$$	STBG through TMACOG
Start High	4D	Crossing	Tremainsville Road and Chessie Circle Trail	Relocate RRFB for better visibility.	$$	COT – to be completed?
Start High	4E	Crossing	Tremainsville Road and Harris Street	Introduce crosswalk	$	COT – to be completed?
Start High	4F	Speed Management	Tremainsville Road and Upton Avenue	Install traffic calming measures such as curb extensions.	$$	SRTS /ODOT HSIP
Start High	4G	Curb Ramp	Tremainsville Road and Hearthstone Place	Consider reorienting curb ramps to facilitate safer and more direct crossings of Hearthstone Place, improving accessibility.	$$	COT – to be completed?
Start High	4H	Sidewalk and Curb Ramp	W Sylvania Avenue and Fitch Road	Introduce crosswalk and ADA accessible curb ramp.	$$	COT – to be completed?
Start High	4I	Multiuse path	School Property	install a multiuse path where there is an existing goat and gravel path providing connection to Bowman Park and Chessie Circle Trail	$$$	SRTS

Toledo Technology of Academy of Engineering	5A	Signage	School entrance parking	The STOP signage is on the wrong side. reposition the STOP signage for improved visibility and safety.	$$	SRTS /TPS
Toledo Technology of Academy of Engineering	5B	Signage	School exit parking	Introduce Pedestrian warning signage.	$	SRTS /TPS
Toledo Technology of Academy of Engineering	5C	Speed Management	School entrance	Install traffic calming measures such as speed humps, speed table or speed limit signages.	$	SRTS
Toledo Technology of Academy of Engineering	5E	Speed Management	Upton Avenue (Near Marne Avenue)	Install School Zone signage and speed feedback assemblies in both directions.	$	SRTS /ODOT HSIP
Toledo Technology of Academy of Engineering	5F	Crossing	Upton Avenue and Georgia Avenue	Repaint the crosswalk markings to enhance visibility and ensure the safety of pedestrians crossing the street.	$	SRTS /ODOT HSIP
Toledo Technology of Academy of Engineering	5G	Crossing	School Premises	Repaint the crosswalk markings.	$	SRTS/ ODOT Ped/Bike Special Solicitation
Toledo Technology of Academy of Engineering	5H	Speed Management	Upton Avenue	Install high-visibility speed limit signage, using larger, reflective materials and bold, easy-to-read fonts, to improve driver awareness and compliance in the school zone.	$	SRTS /ODOT HSIP
Waite High	6A	Lighting	School premises	Install lighting at the school drop off area.	$$$	SRTS /TPS
Waite High	6B	Crossing	2nd Street and Morrison Drive, FrontStreet and Morrison Drive	Upgrade the crosswalks to high-visibility markings in the school zone.	$	SRTS /ODOT HSIP

Waite High	6C	Sidewalk	Front Street (Morrison Drive and E Broadway Street)	Repair existing sidewalk and extend sidewalk.	$$	SRTS /ODOT HSIP
Waite High	6D	Crossing	E Broadway Street and N Ravine Parkway	Introduce Rectangular Rapid Flashing Beacon for pedestrian safety.	$$	SRTS /ODOT HSIP
Waite High	6E	Sidewalk	E Broadway Street (N Ravine to S Ravine)	Extend sidewalk.	$$	SRTS /ODOT HSIP
Waite High	6F	Crossing and Speed Management	E Broadway Street (Mott Avenue and N Ravine Parkway)	Consider introducing raised mid-block crossing and traffic calming measures.	$$	SRTS /ODOT HSIP
Waite High	6G	Speed Management	Mott Avenue and E Broadway Street	Introduce four way stops.	$	SRTS /COT
Waite High	6H	Speed Management	Mott Avenue and Essex Street	To address the sight distance issues around the curve, consider the removal or adjustment of street parking in that area.	$$$	SRTS /ODOT HSIP
Waite High	6I	Speed Management	East Broadway Front and Starr.	Consider speed reduction on East Broadway from 35 to 25mph between Front and Starr.	$	Local Funds/MPO
Waite High	6J	Speed Management	East Broadway and Morrison	Install School Zone Flashers	$	SRTS
Waite High	6K	Sidewalk	Oswald at 2nd and 4th	Replace damage sidewalks and install ADA compliant Ped Ramps	$$	SRTS/ODOT HSIP
Waite High	6L	Sidewalk	Platt St and Morrison and 4th	Replace damaged sidewalks	$$	SRTS/ODOT HSIP
Waite High	6M	Crossing	Starr and Platt, Oswald and E. Broadway	Install High reflective crosswalks	$	SRTS/ODOT HSIP
Woodward High	7A	Crossing	E Central Avenue and Stickney Avenue	Upgrade the crosswalks to high-visibility markings in the school zone.	$	SRTS /ODOT HSIP

Woodward High	7B	Crossing	Ketcham Avenue and Stickney Avenue	Upgrade the crosswalks to high-visibility markings in the school zone.	$	SRTS /ODOT HSIP
Woodward High	7C	Sidewalk	Stickney Avenue (Paxton Street and Ketcham Avenue)	Repair sidewalk.	$$	SRTS /ODOT HSIP
Woodward High	7D	Sidewalk	E Central Avenue (Stickney Avenue and Doyle Street)	Repair sidewalk.	$$	SRTS /ODOT HSIP
Woodward High	7E	Sidewalk	Ashwood Avenue	Extend sidewalk.	$$	SRTS /ODOT HSIP
Woodward High	7F	Sidewalk	Oakland St. between Otto and Mulberry, Mulberry between Oakland and Streicher, Streicher between Mulberry and school	Introduce sidewalk and high visibility crosswalks around Wilson City Park adjacent to school	$$	SRTS /ODOT HSIP
Woodward High	7G	Road Resurfacing	Mulberry Street and Ashwood Avenue	Resurface the road by resurfacing the area where the brick is exposed, ensuring a smooth and safe driving surface.	$$$	STBG through TMACOG
Woodward High	7H	Speed Management	School Premises	Install traffic calming measures such as speed humps or speed table in the parking lot.	$	SRTS

Refer Appendix D for spot recommendation maps for each school.

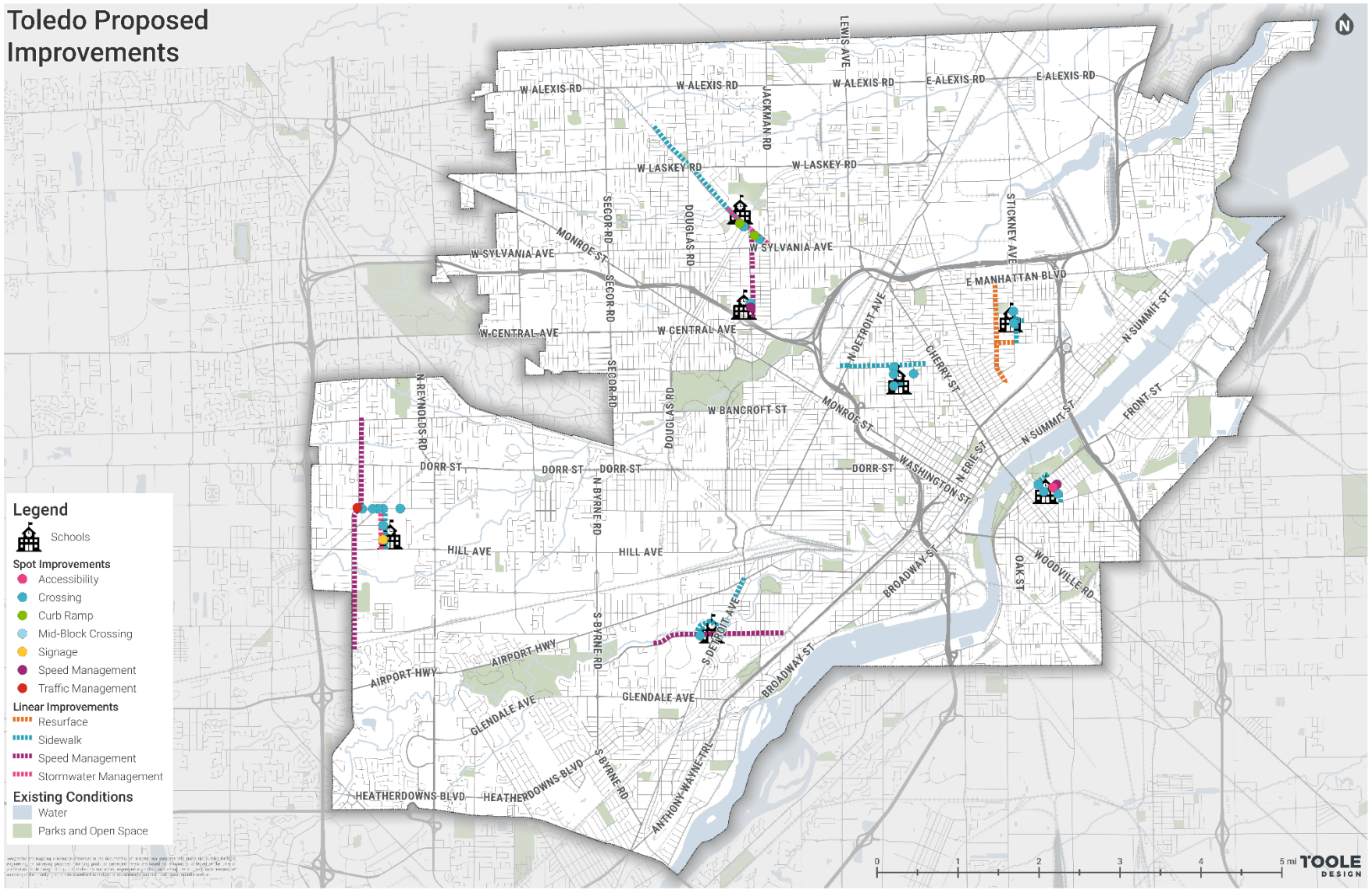


Figure 30 Proposed Improvements

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 11. Program and policy recommendations

School	Project Type	"E's"	Description	Leaders	Timeframe
District Wide **Ongoing**	Program	6 E's	Toledo SRTS Team will continue meeting a minimum of 5 times each year to evaluate the STP Action Plan implementation, evaluate programs, collaborate and organize events etc.	Toledo SRTS Team Members	2025-2026
All schools **Ongoing**	Program	Encouragement	Promote annual National Walk and Bike to School Day Events in October and May	YMCA/TPS/TLCHD	2025-2026
All schools **Alternating locations**	Program	Education	Annually host at least two student interactive education programs with focus on the dangers of distractive driving.	Toledo School District/TLCHD, Traffic Safety	2025-2026
All schools **Ongoing**	Program	Encouragement	Encourage crossing guards and anyone helping with arrival/dismissal to wear high-visibility vests.	Toledo Public Schools	2025-2026
All schools **Ongoing**	Program	Education	Email a quarterly newsletter to students and parents communicating relevant safety	YMCA/Toledo Public Schools	2025-2026

			information, school district SRTS calendar of events, other local organization events and programs related to active transportation. This could be combined with social media posts.		
All schools **On going**	Program	Encouragement	Encourage students to wear helmets while biking by either incentivizing helmet use or distributing helmets.	Toledo Public Schools	2025-2026
All schools **Ongoing**	Program	Encouragement	Distribute bicycle lights and bicycle locks to students who do not have lights on their bicycles or a lock.	Toledo Public Schools	2025-2026
All schools **Ongoing**	Program	Encouragement	Establish a policy that ensures the school resource officers have a designated parking space near the school entrance and encourage them not to park in areas that block the fire lane, bus and caregiver pick up and drop area near the school entrance in order to maintain clear access for emergency vehicles.	Toledo Public Schools	2025-2026
All schools **Ongoing**	Program	Education	Distribute promotional materials that educate on safe pedestrian and bicycling practices at community and school events throughout the year. These may include, but are not limited to; vinyl stickers, pop sockets, pens,	YMCA/City of Toledo Vision Zero	2025-2026

			pencils, vehicle decals, magnets, brochures.		
Select Schools	Program	Education, Encouragement, Equity	Hold a bicycle fix it apprentice program for high school students either at the school or at Toledo Bikes! Shop.	YMCA, Toledo Public Schools, Toledo Bikes, TLCHD	Spring and Fall- Beginning - Spring 2026
Select Schools TBD	Program	Encouragement	Pilot a program to engage students in creating awareness campaigns using social media. Reward students whose posts (like videos, posters, or messages) about road safety receive high engagement.	YMCA/Toledo Public Schools/COT vision zero/ TLCHD/digital marketing consultant	2026-2027
All schools	Program	Encouragement	Incentive giveaways for items like reflective shirts or other gear that may help kids walking/biking to school.	Toledo Public Schools, TMACOG	Spring 2026
Select Schools **TBD**	Program	Encouragement	Pilot a bicycle loan program at one or two schools. The program would provide loaner bicycles to students based on need in an effort to address their need for transportation and improve tardiness and absenteeism.	YMCA/Toledo Public Schools/Toledo Bikes!	2026-2027

Implementation

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

Table 12 List of Implementation Responsibilities

Agency	Role/responsibility	Timeline for implementation
Engineering Department	Apply for funding for high priority infrastructure projects	March 2025
School District	Apply for funding for high priority education and encouragement recommendations	March 2025
Public Health Department	Apply for funding for priority evaluation recommendations	March 2025

Pledge of Support

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

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

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

Name and Organization	Signature
Dr. Romules Durant Superintendent, Toledo Public Schools	
Bob Vasquez President, Board of Education	
Wade Kapszukiewicz Mayor, City of Toledo	
Carrie Hartman President, Toledo City Council	
Sandy Spang Executive Director, TMACOG	
Brad Toft President, YMCA of Greater Toledo	

Appendices

A. *Safe Routes to School Project Team contact information*
B. *Student address and crash maps*
C. *Parent Survey comments*
D. *Proposed Recommendations*
E. *Original radius maps*
F. *Field Observation photos*

Appendix A

Safe Routes to School Team Members Contact Information:

Lead Contact

Name Jenny Dunn
Safe Route to School Coordinator
419-725-7845
6465 W. Sylvania Ave.
Sylvania, Ohio 43560
jdunn@ymcatoledo.org

Safe Routes to School Team Members:

Beth Deakins, Executive Director of Healthy Living, YMCA bdeakins@ymcatoledo.org

Rajesh Nagisetty, Transportation Planner, TMACOG Nagisetty@tmacog.org

Natalie Haase, Safe Communities Coordinator, TLCHD NHaase@co.lucas.oh.us

Gary Stookey, Senior Professional Engineer, City of Toledo gary.stookey@toledo.oh.gov

Lorie Haslinger, Senior Civil Engineer, City of Toledo lorie.haslinger@toledo.oh.gov

Stephanie Bartlett, PE, Vision Zero Coordinator stephanie.bartlett@toledo.oh.gov

Lance Dasher, ODOT District Safe Route to School Coordinator lance.dasher@dot.ohio.gov

Amy Abodeely, Nutritionist, TLCHD abodeela@co.lucas.oh.us

Maribel Martinez, Senior Director Health and Nursing Services, TPS mmartine@tps.org

Shiloh Cahill, Coordinator of Nursing, TPS scahill@tps.org

Gayle Lake, District Community Liaison, TPS glake@tps.org

Natasha Allen, Principal Escuela Smart Academy, TPS ccoleman@tps.org

Christine Coleman, Principal Beverly Elementary, TPS ccoleman@tps.org

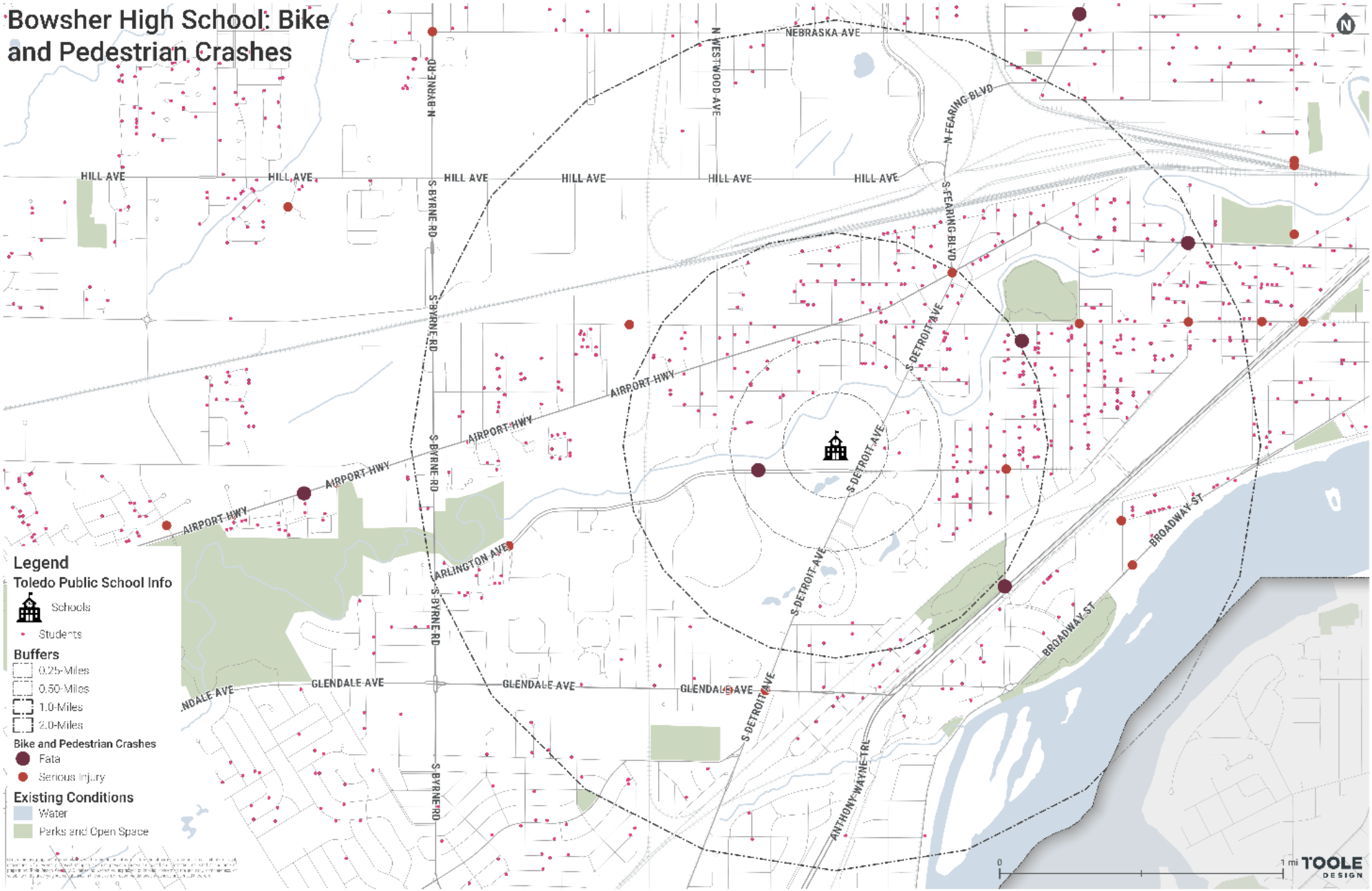
John Keys, Principal Byrnedale Elementary, TPS jkeys1@tps.org

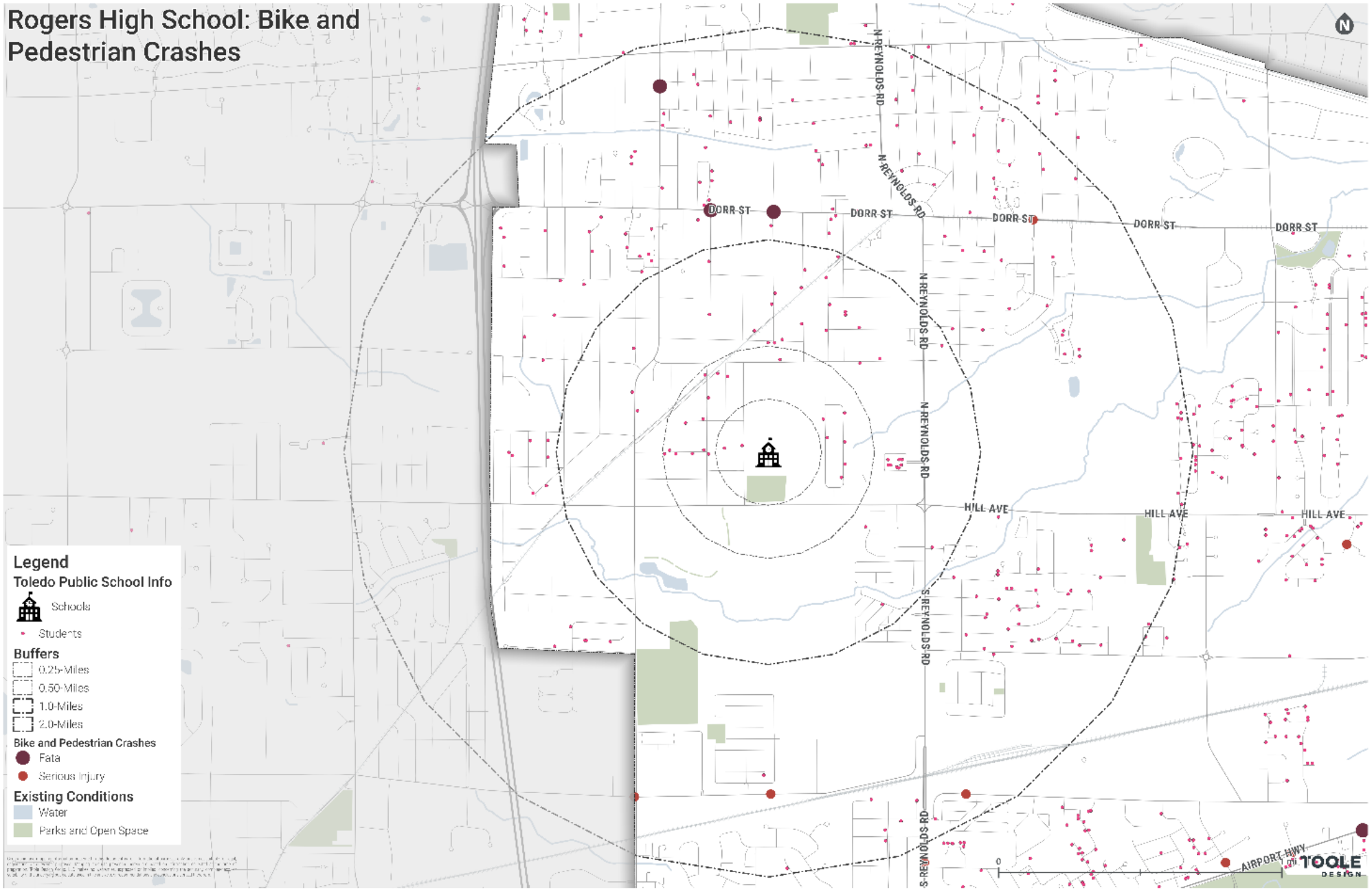
Linda Ruiz-Bringman, Asst. Superintendent of Family and Community Engagement, TPS lruiz-br@tps.org

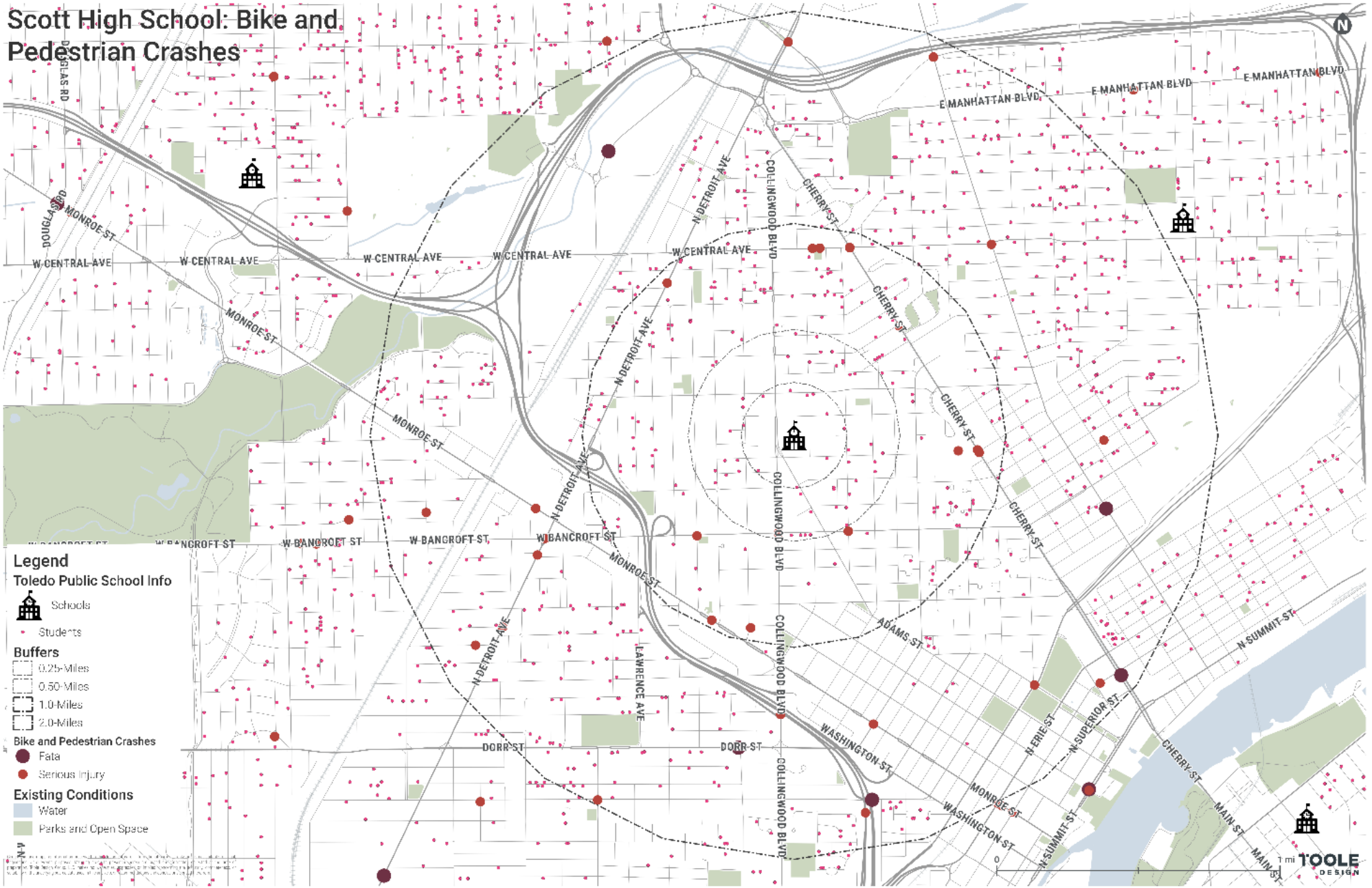
Steve Atkinson, Community Member and Liaison, Toledo Bikes! steevo.atkinson@gmail.com

APPENDIX B

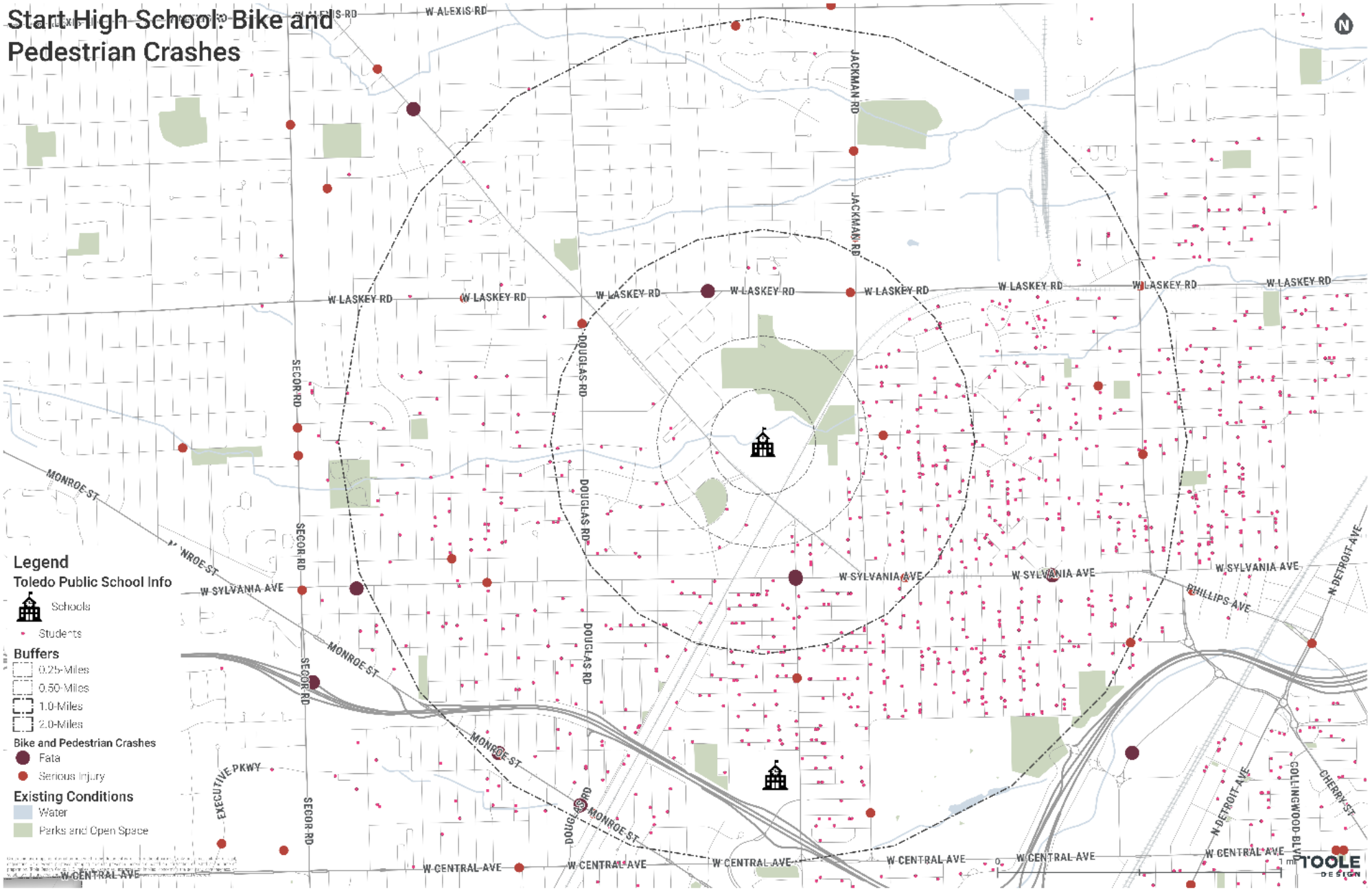
Bowsher High School: Bike and Pedestrian Crashes

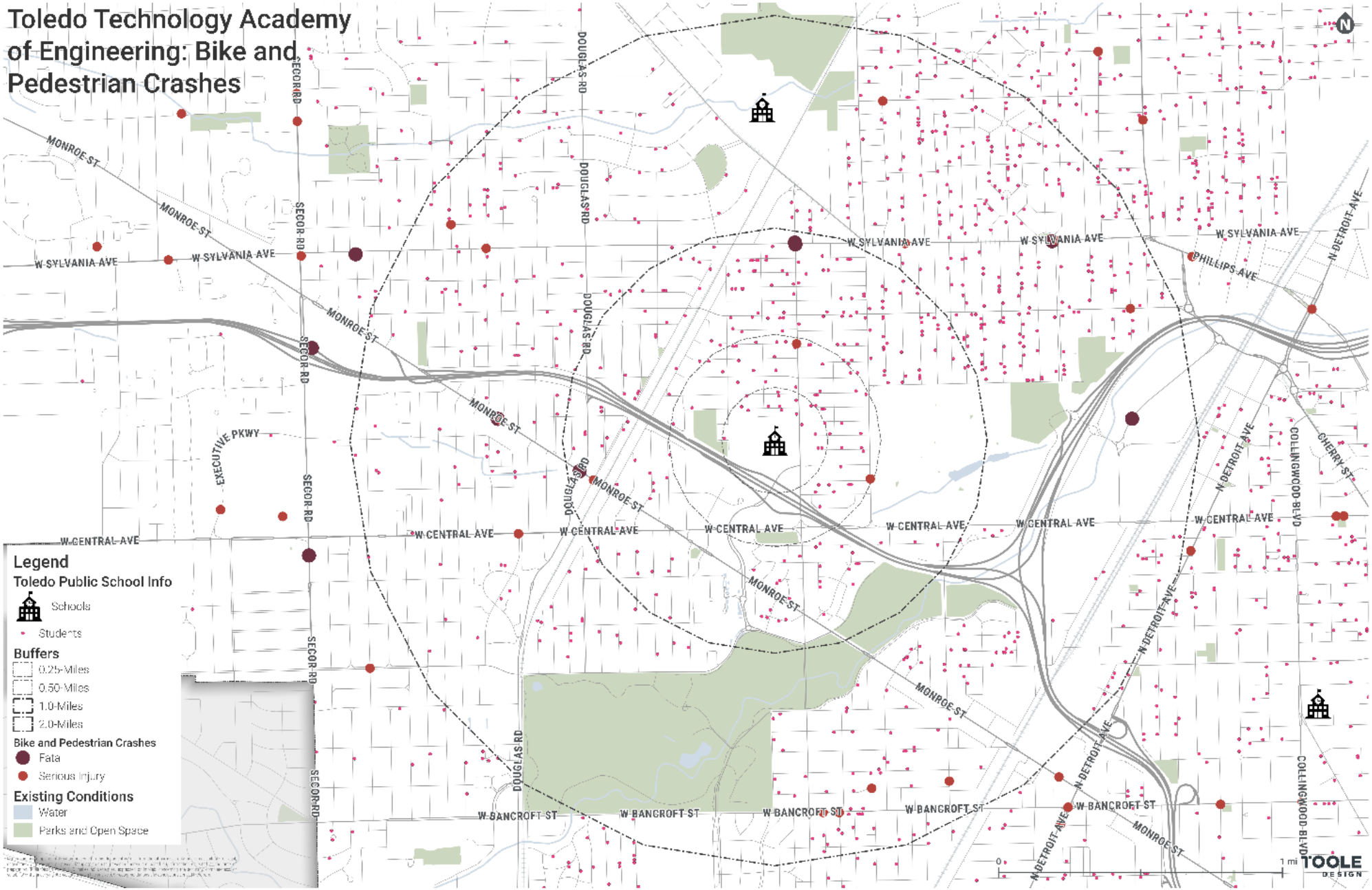



Rogers High School: Bike and Pedestrian Crashes
N REYNOLDS RD
DORR ST
HILL AVE
AIRPORT HWY
Legend
Toledo Public School Info
Schools
Students
Buffers
0.25-Miles
0.50-Miles
1.0-Miles
2.0-Miles
Bike and Pedestrian Crashes
Fata
Serious Injury
Existing Conditions
Water
Parks and Open Space
TOOLE DESIGN

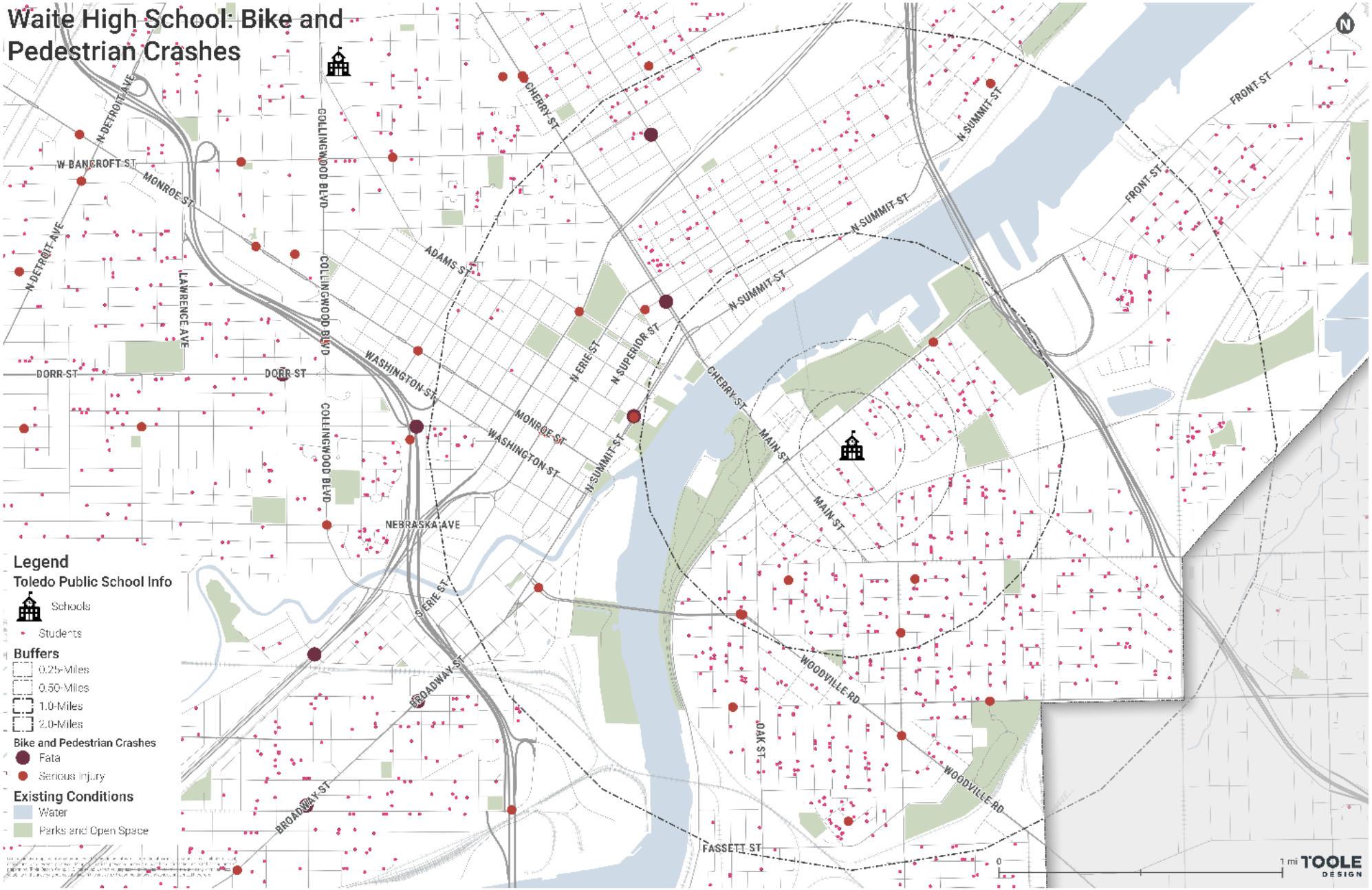

Scott High School: Bike and Pedestrian Crashes
Legend
Toledo Public School Info
Schools
Students
Buffers
0.25-Miles
0.50-Miles
1.0-Miles
2.0-Miles
Bike and Pedestrian Crashes
Fata
Serious Injury
Existing Conditions
Water
Parks and Open Space
DOUGLAS RD
MONROE ST
W CENTRAL AVE
W BANCROFT ST
N DETROIT AVE
COLLINGWOOD BLVD
CHERRY ST
E MANHATTAN BLVD
ADAMS ST
N SUMMIT ST
LAWRENCE AVE
DORR ST
WASHINGTON ST
N ERIE ST
N SUPERIOR ST
MAIN ST
0
1 mi
TOOLE DESIGN

Start High School: Bike and Pedestrian Crashes

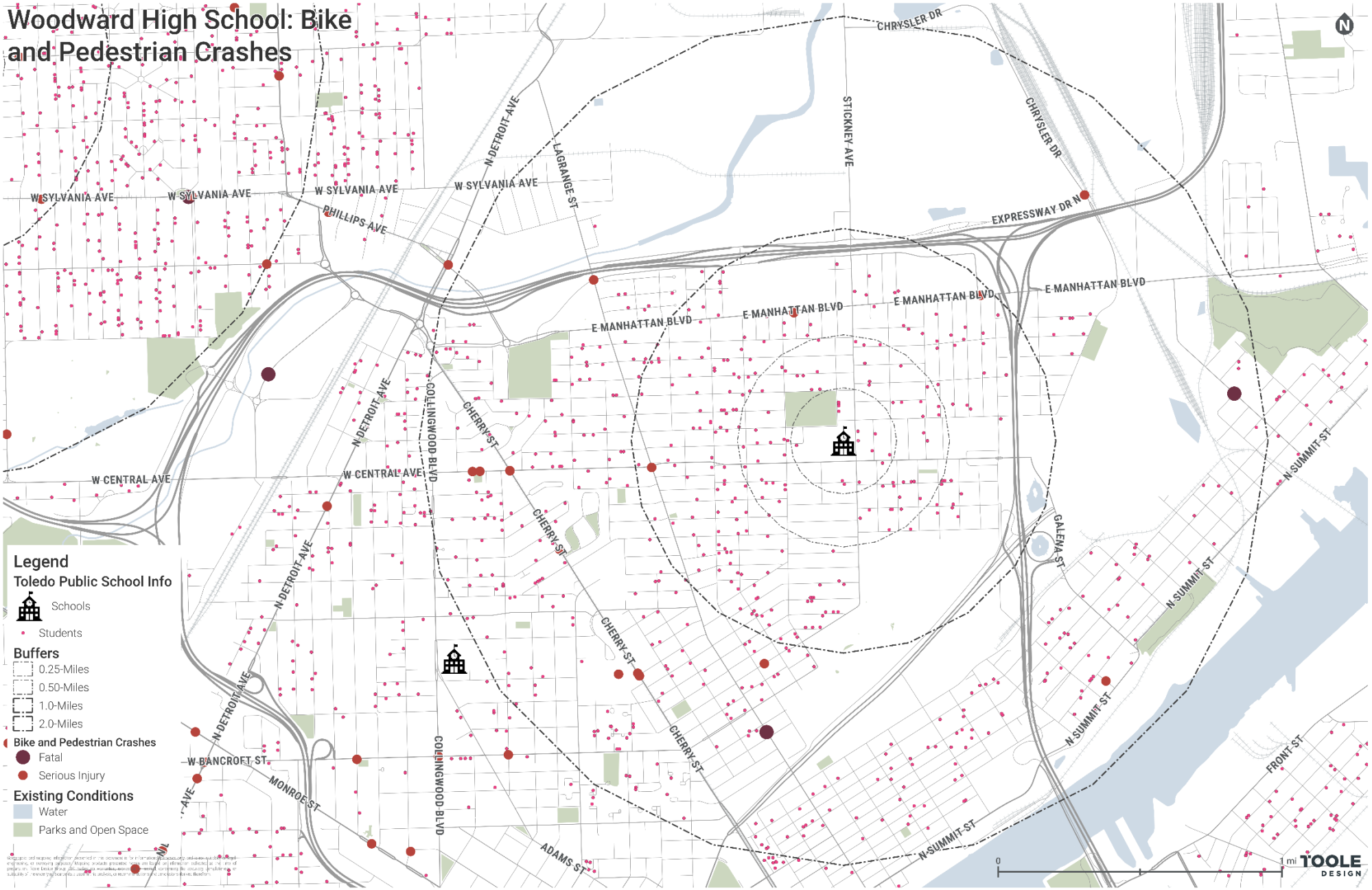



Toledo Technology Academy of Engineering: Bike and Pedestrian Crashes
Legend
Toledo Public School Info
Schools
Students
Buffers
0.25-Miles
0.50-Miles
1.0-Miles
2.0-Miles
Bike and Pedestrian Crashes
Fata
Serious Injury
Existing Conditions
Water
Parks and Open Space
MONROE ST
W SYLVANIA AVE
SECOR RD
DOUGLAS RD
EXECUTIVE PKWY
W CENTRAL AVE
W BANCROFT ST
PHILLIPS AVE
N DETROIT AVE
COLLINGWOOD BLVD
CHERRY ST
0
1 mi
TOOLE DESIGN

Waite High School: Bike and Pedestrian Crashes



Woodward High School: Bike and Pedestrian Crashes

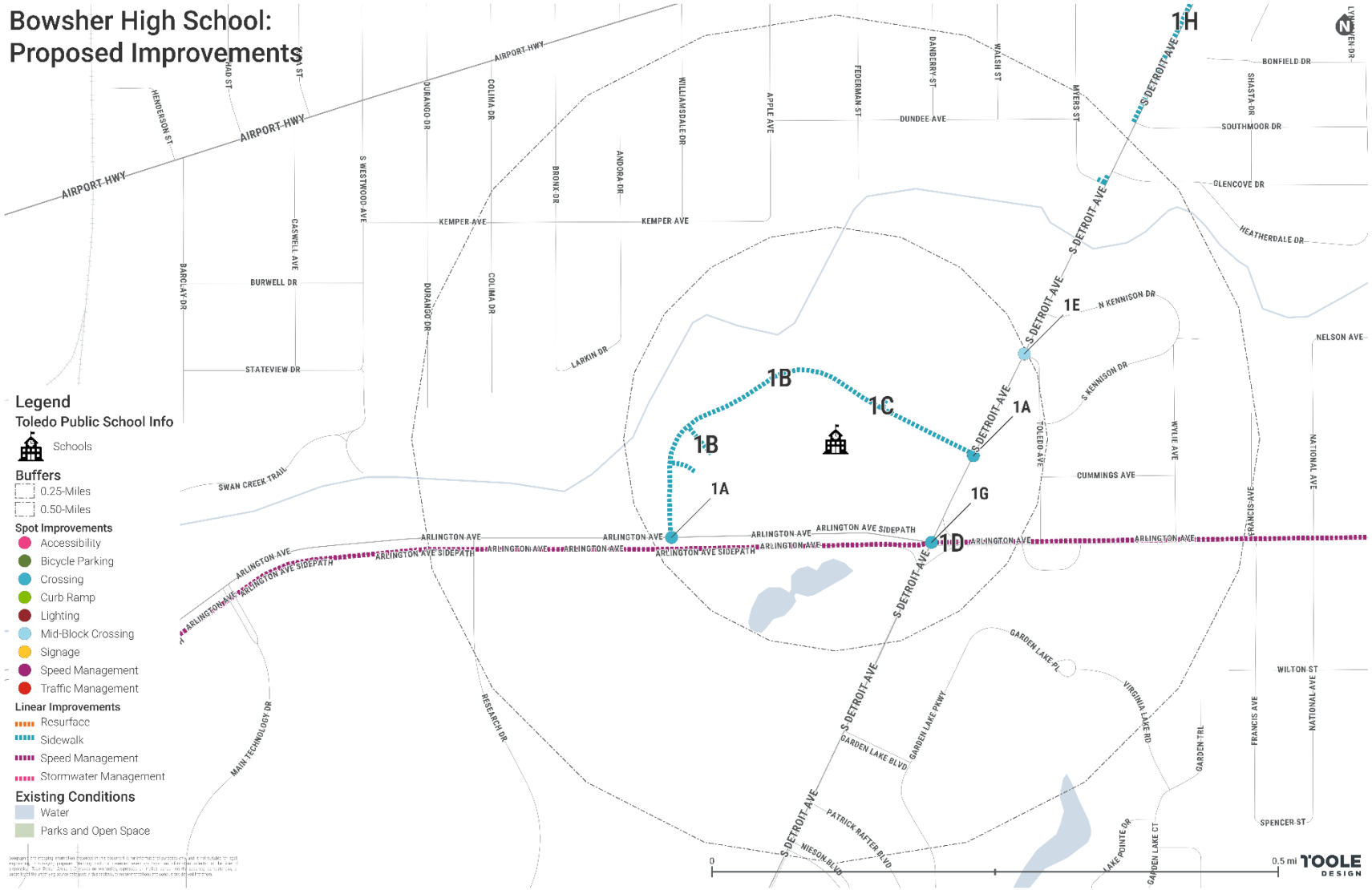


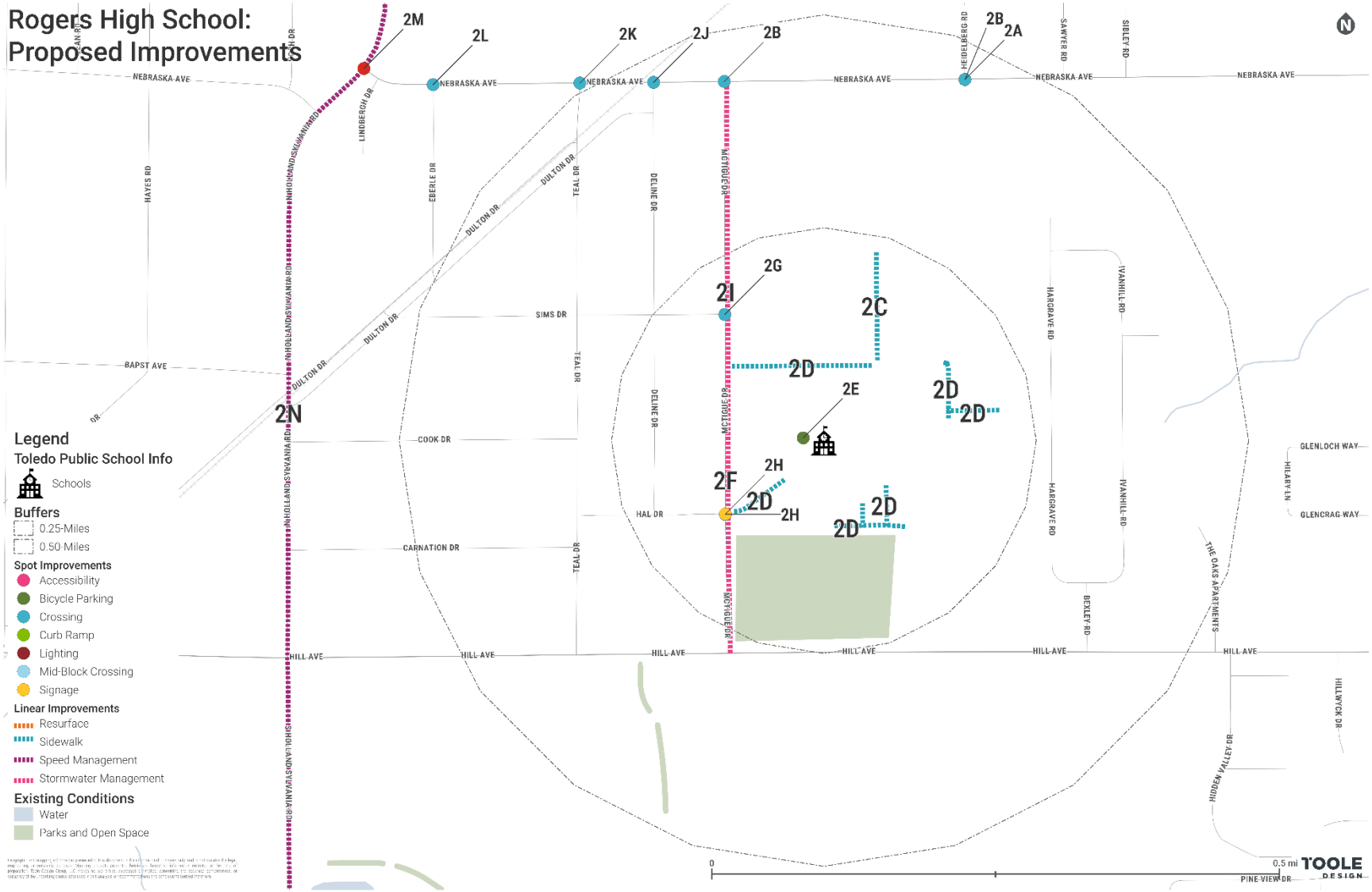
Appendix C

Parent Survey Comments Toledo Public Schools

1. The problem with our school is that they make the kids enter at the back of the school only. There are no sidewalks for the kids to get back there so they are in the driveway with all the hectic school traffic. Having to walk through puddles and mud at times. Also, the extra distance that they have to walk in the elements. Both the from and back door should be used. Those kids shouldn't have to walk past a door and hike to the back.
2. I feel that most schools don't have an adequate place for students to store their bikes when they ride them to school.
3. Because of schedule kids have to walk sometimes.
4. I feel it is unsafe for a child to walk no matter the distance honestly due to the crime and violence especially when it is dark outside.
5. The problem I is that it almost for TPS transportation to get a bus route for our neighborhood and was the same for last school. Currently I have no faith TPS and transportation.
6. I feel it is unsafe for a child to walk no matter the distance honestly due to the crime and violence especially when it is dark outside.
7. I am always concerned when I see students crossing the street at Arlington Ave. and South Detroit Ave. Vehicles are driving at excessive speeds, and many do not obey the 20-mph speed limit within the school zone. There has not been 1 day this school year where I have seen Toledo Police enforcing the speed limit. It's only a matter if when not if, a student is injured by a reckless driver. The city of Toledo can make tens of thousands of dollars in fines if the speed limit is enforced at not only this intersection, but in all school zones in Toledo. I would NEVER allow my child to walk to school and cross the busy intersection unless there is strong enforcement of traffic laws around the school.
8. Not only are the surrounding neighborhoods unsafe and filled with crime there are also dogs, predators and bad weather on some days and the distance is too far. I would never let my children walk to and from school.
9. My child is autistic and intellectual delay. He gets lost very easily so walking or riding a bike to school isn't an option.
10. My child has been chased by a car walking to school. She is a freshman. She misses the bus she misses school. I don't have a car, and the crime rate is too bad for her to walk and the school too far.
11. Both my girls rather ride the bus as they feel safer on the bus.
12. We do not live in a city let alone a neighborhood that is safe enough to let children walk to school in.
13. She walks often because she has flexibility and friends she walks with. It's not the safest area but I allow it because she's not alone.
14. Just want the kids to stay safe and be happy.

APPENDIX D

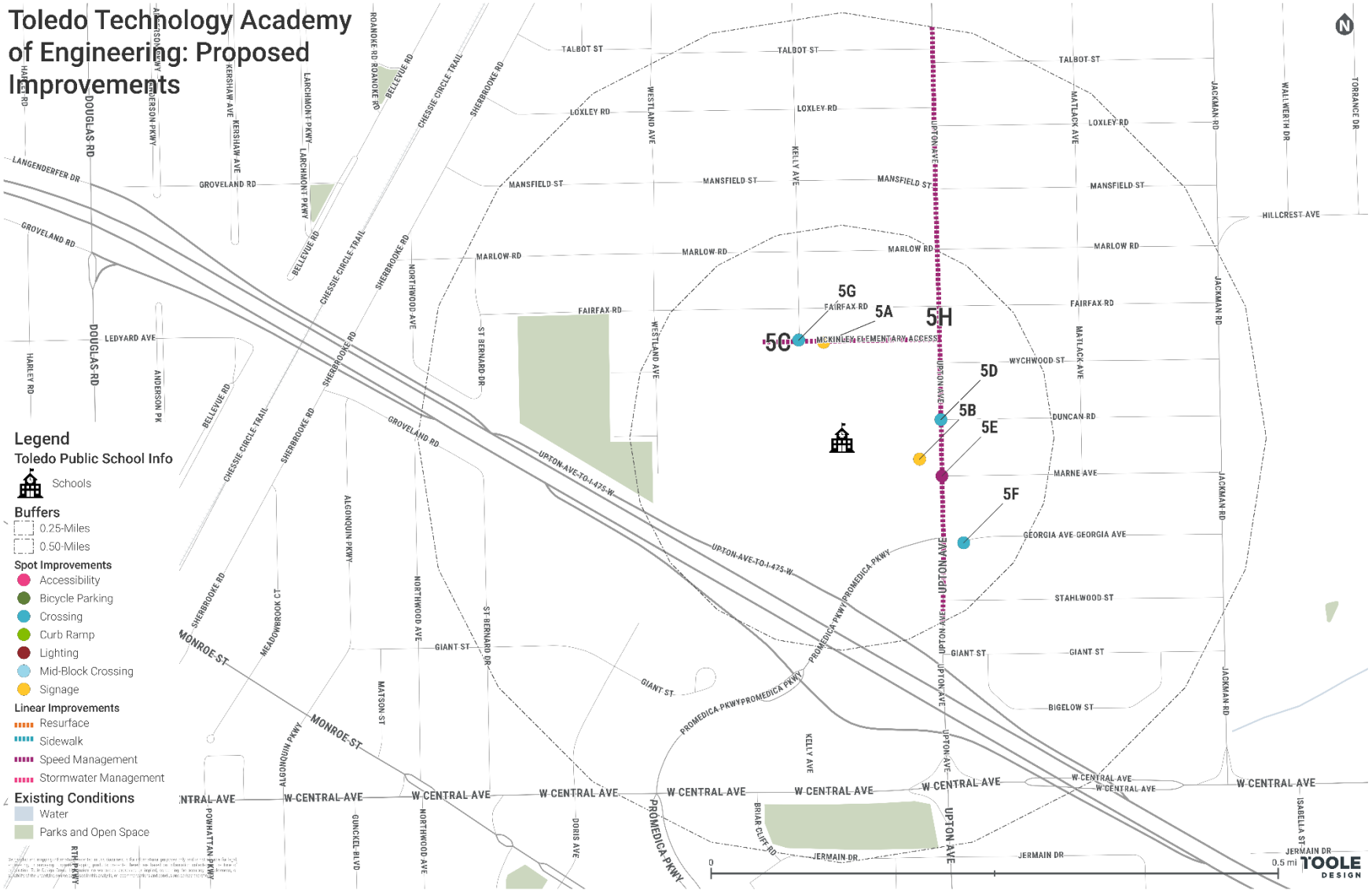

Bowsher High School:
Proposed Improvements
Legend
Toledo Public School Info
Schools
Buffers
0.25-Miles
0.50-Miles
Spot Improvements
Accessibility
Bicycle Parking
Crossing
Curb Ramp
Lighting
Mid-Block Crossing
Signage
Speed Management
Traffic Management
Linear Improvements
Resurface
Sidewalk
Speed Management
Stormwater Management
Existing Conditions
Water
Parks and Open Space
1A
1B
1C
1D
1E
1G
1H
AIRPORT HWY
KEMPER AVE
BURWELL DR
STATEVIEW DR
SWAN CREEK TRAIL
ARLINGTON AVE
ARLINGTON AVE SIDEPATH
S DETROIT AVE
DUNDEE AVE
BONFIELD DR
SOUTHMOOR DR
GLENCOVE DR
HEATHERDALE DR
N KENNISON DR
S KENNISON DR
NELSON AVE
CUMMINGS AVE
TOLEDO AVE
WILLEY AVE
NATIONAL AVE
FRANCIS AVE
WILTON ST
SPENCER ST
GARDEN LAKE PL
GARDEN LAKE PKWY
GARDEN LAKE BLVD
VIRGINIA LAKE RD
GARDEN TRL
LAKE POINTE DR
GARDEN LAKE CT
PATRICK RAFTER BLVD
NIESON BLVD
RESEARCH DR
MAIN TECHNOLOGY DR
0
0.5 mi
TOOLE DESIGN


Rogers High School:
Proposed Improvements
2M
2L
2K
2J
2B
2A
2G
2I
2C
2D
2E
2F
2H
2N
NEBRASKA AVE
HAYES RD
LINDBERGH DR
EBERLE DR
DULTON DR
TEAL DR
DELINE DR
WESTGATE DR
SIMS DR
BAPST AVE
COOK DR
HAL DR
CARNATION DR
HILL AVE
HEIDELBERG RD
SAWYER RD
SIBLEY RD
HARGRAVE RD
IVANHILL RD
BEXLEY RD
GLENLOCH WAY
GLENCRAG WAY
HILARY LN
THE OAKS APARTMENTS
HILLWYCK DR
HIDDEN VALLEY DR
PINE VIEW DR
Legend
Toledo Public School Info
Schools
Buffers
0.25-Miles
0.50-Miles
Spot Improvements
Accessibility
Bicycle Parking
Crossing
Curb Ramp
Lighting
Mid-Block Crossing
Signage
Linear Improvements
Resurface
Sidewalk
Speed Management
Stormwater Management
Existing Conditions
Water
Parks and Open Space
0
0.5 mi
TOOLE DESIGN

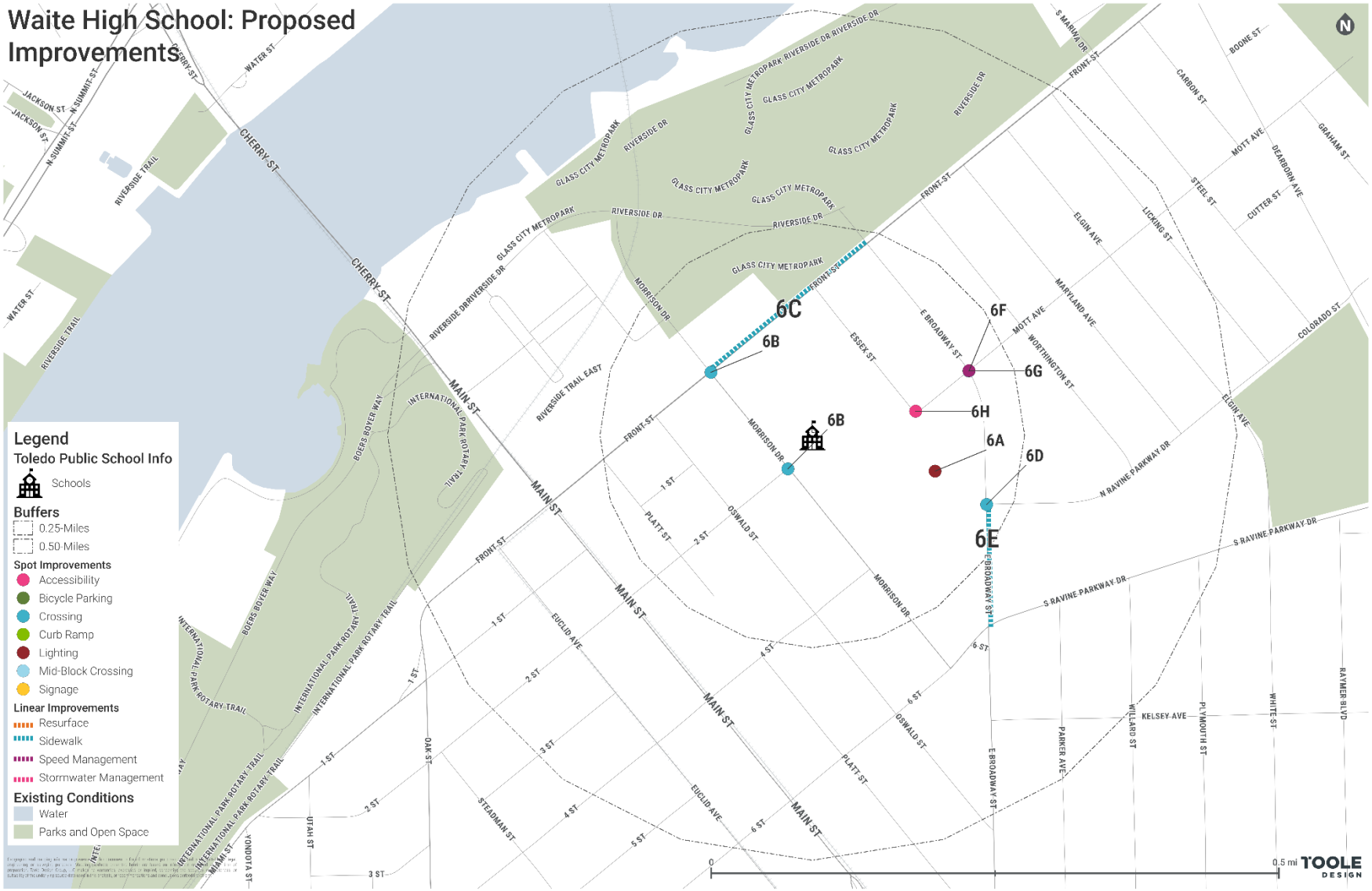

Scott High School: Proposed Improvements
Legend
Toledo Public School Info
Schools
Buffers
0.25-Miles
0.50-Miles
Spot Improvements
Accessibility
Bicycle Parking
Crossing
Curb Ramp
Lighting
Mid-Block Crossing
Signage
Linear Improvements
Resurface
Sidewalk
Speed Management
Stormwater Management
Existing Conditions
Water
Parks and Open Space
3A
3B
3C
3D
3F
3G
COLLINGWOOD BLVD
ASHLAND AVE
N DETROIT AVE
W DELAWARE AVE
ISLINGTON ST
MELROSE AVE
MACHEN ST
WINTHROP ST
BATAVIA ST
COLUMBIA ST
VIRGINIA ST
ACKLIN AVE
TENNYSON PL
STRATFORD PL
CHATHAM CT
LENOX ST
W BANCROFT ST
TREMAIN DR
UNITY WALK
FULTON ST
PUTNAM ST
WARREN ST
FRANKLIN AVE
0
0.5 mi
TOOLE DESIGN

Start High School: Proposed Improvements

Toledo Technology Academy of Engineering: Proposed Improvements



Waite High School: Proposed Improvements



Woodward High School: Proposed Improvements