

Washington Local Schools

SAFE ROUTES TO SCHOOL TRAVEL PLAN

January 2020



OHIO SAFE ROUTES TO SCHOOL
SCHOOL TRAVEL PLAN TEMPLATE



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INTRODUCTION

Safe Routes to School Program

The Ohio Safe Routes to School (SRTS) program is funded by the Federal Highway Administration (FHWA) and administered by the Ohio Department of Transportation (ODOT). The program is designed to inspire local action to initiate safe, convenient, and fun opportunities for children to walk and bicycle to school. Projects that enable and encourage safe walking and bicycling to school are supported in an effort to reverse the decline in children walking and bicycling to school and to address the alarming nationwide trend toward childhood obesity and inactivity.

A School Travel Plan (STP) is a requirement for funding requests through the ODOT SRTS program. An STP is the written document that outlines a community's intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school. Serving as a foundation for an SRTS program, the STP can be updated and modified as needed to comply with community values and goals. The plan is created through a team-based approach that involves key community stakeholders in both identifying barriers to active transportation and using all E's, a set of solutions to address them.

The six E's are Engineering, Education, Enforcement, Encouragement, Evaluation and Equity. Engineering refers to projects that improve pedestrian and bicycle environment within two miles of a school. The other E's refer to non-infrastructure programs that are intended to affect student or driver behavior to result in more walking and bicycling to school.

Toledo/Washington Local School District Travel Plan

The Washington Local School (WLS) District STP follows ODOT's guidelines. The WLS District is defined by ODOT as a small school district which is a district with less than 15 Kindergarten through 8th (K-8) school buildings. The WLS District STP is the second district-wide STP for the City of Toledo following the Toledo Public School District STP which was completed in 2014. The WLS district-wide STP was completed in January of 2019 after an eight-month long study of the of the WLS district K-8 school neighborhood infrastructure, and both district and individual school bicycle and pedestrian practices and policies.



SECTION 1: OUR SCHOOLS

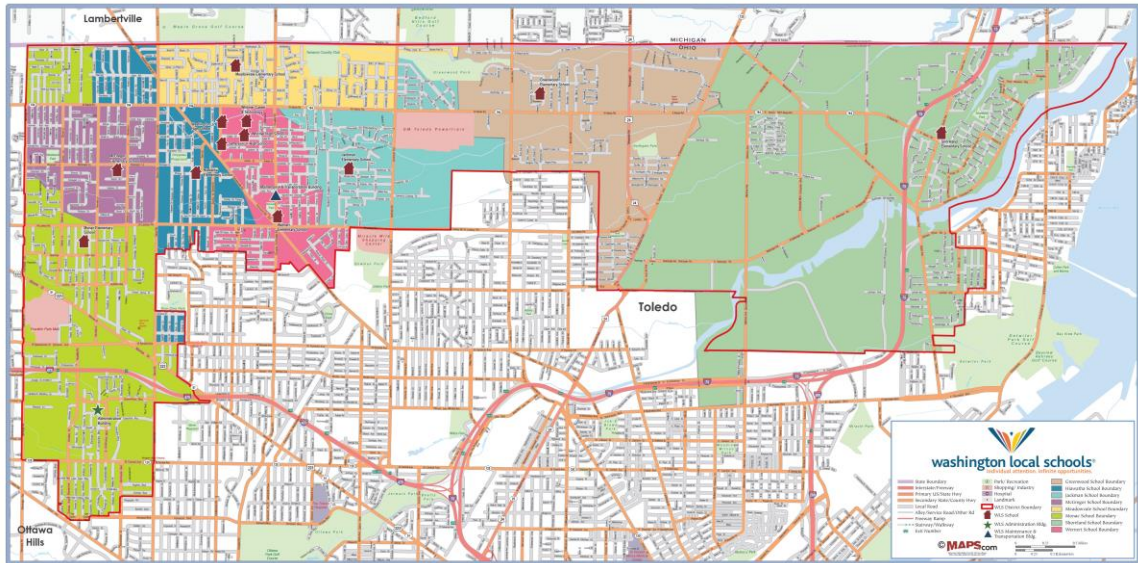
1.A Target Schools: The WLS district includes 10 schools that serve students ranging from K-8th grade. Specific demographic information for each school included in the plan is located in **Appendix A**. The majority of the schools are neighborhood schools which draw from the area around the school. Eight schools are elementary schools serving students K-6th grade and two schools are Jr. High Schools serving students 7th – 8th grade from across the district. **Figure 1** displays a map of the WLS district. District demographic information is included in **Table 1** and was found on the *Ohio Department of Education (ODE)* website at <https://reportcard.education.ohio.gov/>.

School District	School Name	School Address	Grades served
Washington Local Schools	Greenwood Elementary	760 Northlawn Drive Toledo, OH 43612	K-6
Washington Local Schools	Hiawatha Elementary	3020 Photos Drive Toledo, OH 43613	K-6
Washington Local Schools	Jackman Elementary	2010 Northover Road Toledo, OH 43613	K-6
Washington Local Schools	McGregor Elementary	3535 McGregor Lane Toledo, OH 43623	K-6
Washington Local Schools	Meadowvale Elementary	2755 Edgebrook Drive Toledo, OH 43613	K-6
Washington Local Schools	Monac Elementary	3845 Clawson Avenue Toledo, OH 43623	K-6
Washington Local Schools	Shoreland Elementary	5650 Suder Avenue Toledo, OH 43611	K-6
Washington Local Schools	Wernert Elementary	5050 Douglas Road Toledo, OH 43613	K-6
Washington Local Schools	Jefferson Jr. High	5530 Whitmer Drive Toledo, OH 43613	7 th – 8 th
Washington Local Schools	Washington Jr. High	5700 Whitmer DR Toledo, OH 43613	7 th -8 th

School District Students 2018-2019

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
4,944	8.9	<1	<1	12.4	8.5	69.9	46	2	10.3	

Figure 1



1.A Community Stakeholders and the Safe Routes to School Team: Live Well Greater Toledo is a diverse collaboration of community leaders and organizations working together to promote policy, systems and environmental change to support improved nutrition and physical activity. Toledo SRTS is an initiative of Live Well Greater Toledo with a dedicated team that has met regularly since the fall of 2013. During our initial year, we focused on the development of a District Wide School Travel Plan for the Toledo Public School District (TPS). Jenny Hansen, the Safe Routes to School Coordinator was hired in 2013 to guide the development of the STP process for the TPS District and has continued to implement and coordinate projects and programs throughout Toledo schools for the past 5 years. Jenny has over 25 years of experience in teaching and the development and implementation of youth programs at schools and non-profits. She has been in the position of the Toledo SRTS program since its inception. The SRTS team has successfully ensured the progress of the city wide SRTS initiative and positively promoted SRTS improving the overall safety and security of walkers and bicyclists by making active transportation fun, safe, and accessible for all. For the past 6 months, we have focused on the development of a District Wide School Travel Plan for the Washington Local School (WLS) District. Live Well is dedicated to supported local school districts in the implementation of a comprehensive Safe Routes to School Initiative that will enhance student's ability to walk and bike to school safely and increase access to physical activity.

School Representatives:

Name	Email address	5 E Role:
Bert Bernhardt	abernhardt@wls4kids.org	Education, Encouragement, Equity, Enforcement
Brian Davis	bdavis@wls4kids.org	Education, Encouragement, Equity, Evaluation
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Community Representatives:

Name	Email address	5 E Role:
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Live Well Intern	changes each semester	Education
Live Well Intern	changes each semester	Education

Local Government Representatives:

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Public Safety Representatives:

Name	Email address	5 E Role:
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1A. The lead contact for our Plan is:

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SECTION 2: OUR SRTS VISION

Our SRTS Vision:

The Washington Local School District vision for Safe Routes to School (SRTS) in their community is to create a safe, walkable community that will encourage positive, lifelong walking and bicycling habits throughout the community. SRTS will help to create and maintain a positive and safe learning environment for students, faculty and staff, and community members.

Accomplishments: In the Fall of 2019, all 10 of the K-8th grade school buildings in the WLS District registered and participated in National Walk to School. This district wide effort was welcomed by both administrators, staff, students, and families. The district also hosted two Bicycle Fix It and Safety Programs in collaboration with Live Well Greater Toledo and Toledo Bikes at two school buildings providing free bike repairs, helmets and safety education to over 75 students. The district is planning to continue their efforts in bringing community members together in celebration of their commitment to creating a safe, walkable community for all by participating in National Bike to School Day in May 2020 and hosting Bicycle Fix It Programs at four additional schools in the Spring.



SECTION 3: CURRENT STUDENT TRAVEL

3A. How many students who live within walking and bicycling distance of school? The tables below indicate each school included in the STP study and the number of students that live within a specific distance of each school. Sixty-six percent of the students attending the eight school buildings serving grades K-6 live within one mile of their neighborhood school and 35% of the students attending the two buildings serving grades 7-8th grade live within one mile. District wide, 16% of the students living within 1 mile walk or bike to school and 23% walk or bike home from school.

Greenwood

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	68	13
Within 1/2 mile of school	244	46
Within 1 mile of school	354	66
Within 2 miles of school	476	89

Hiawatha

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	61	17
Within 1/2 mile of school	181	50
Within 1 mile of school	249	70
Within 2 miles of school	325	91

Jackman

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	58	15
Within 1/2 mile of school	227	58
Within 1 mile of school	292	74
Within 2 miles of school	347	88

Meadowvale

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	52	10
Within 1/2 mile of school	251	46
Within 1 mile of school	379	69
Within 2 miles of school	445	81

McGregor

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	95	18
Within 1/2 mile of school	196	38
Within 1 mile of school	369	70
Within 2 miles of school	513	98

Monac

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	63	13
Within 1/2 mile of school	158	32
Within 1 mile of school	224	45
Within 2 miles of school	408	81

Shoreland

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	38	6
Within 1/2 mile of school	226	35
Within 1 mile of school	353	54
Within 2 miles of school	618	94

Wernert

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	40	12
Within 1/2 mile of school	185	53
Within 1 mile of school	283	80
Within 2 miles of school	330	94

Jefferson Jr. High

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	9	2
Within 1/2 mile of school	46	9
Within 1 mile of school	206	39
Within 2 miles of school	309	58

Washington Jr. High

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	3	1<
Within 1/2 mile of school	44	8
Within 1 mile of school	173	31
Within 2 miles of school	334	60

Mapping student addresses. Maps which show the school attendance boundary, school site and dots indicating where students live for each school are included in **Appendix B**.

3B. How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes? The following information was obtained from the Safe Routes National Data Center and is the most recent data available. Parent surveys were distributed district wide to over 5,000 students enrolled in grades K-8 in May 2019. There were 1029 parent survey responses returned and Travel tallies with over 20,000 responses were returned from 9 of the 10 schools. **Table 3** below includes the district-wide student travel tally results from the 2018-2019 school year. The full travel tally data for the district is located in **Appendix C**. The travel tally summary for each individual school is located in **Appendix D**. Primary walking and biking routes for individual schools are identified as priority corridors on each individual school Infrastructure Countermeasure Map in **Appendix G**.

Table 3: Washington Local School District May 2019

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	14%	2%	38%	43%	3%	0.2%	0.2%
Number of students (afternoon trips)	21%	2%	40%	34%	3%	0.2%	0.2%
Primary walking/bicycling routes	These can be found in Appendix G						

3C. School District Policies

Busing Policies: Washington Local Schools provides transportation to elementary school students who live more than one mile from their school. In some instances, students living inside a one-mile radius may be bussed if student safety is a concern when needing to cross high speed, high traffic roadways. Students are required to walk to a specific pick-up location and from a specific drop-off site based on their home address. 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 location that are not assigned spots.

How it affects student travel mode: Students who live within one mile of their school must find their own transportation, which could include walking and bicycling.

School Active Transportation Policies

Walking and Bicycling Policy: Currently, students in the elementary schools 4th, 5th, and 6th grades are permitted to ride a bike to school, but must walk their bikes on school property. Students are encouraged to wear a bike helmet, practice bicycle safety, and lock their bikes on the school bike rack. Motorized bikes are prohibited. In some instances, a younger sibling may be allowed to ride their bike to school with an older sibling. Students who walk or bike to school are strongly encouraged to establish a route, utilize crosswalks and walk or ride with friends.

How it affects student travel modes: While currently walking and bicycling to school may not be strongly discouraged, a review of current walking and bicycling policies district wide will provide more opportunities and safety education and encouragement of walking and bicycling to school.

3D. School Arrival and Dismissal Process.

Finding the best process for both morning and afternoon dismissal is always a challenge. Ideally, the processes are safe, orderly, efficient and convenient for everyone. Sometimes, however the result is long lines of vehicles that overflow into the street waiting to get into the school drop-off or pickup driveway while buses are unloading. Parents are less likely to allow their student to walk or bicycle to school when the school zone appears overcrowded and chaotic. Seventy percent of the respondents to a principal survey conducted in Fall of 2019 said their school's arrival and dismissal processes work "excellent", "good" or "fair". Those that responded "poor" commented that students must cross parking lot to get to bike racks, major crosswalks, and that adults are parking everywhere in order to pick up students.

In a recent survey of arrival and dismissal procedures at each of the schools it was concluded that 10% of the school buses and parent vehicles use the same driveway during arrival and dismissal. In general, all students use the same entrance in the morning and exit in the afternoon. Some schools have different entrances open for those students walking, riding the bus, or driven by vehicle. Staggered dismissal procedures are implemented at 70% of the schools. Most buildings dismiss in the following order in 3-5min. increments; busses, parent pick-up, walker and bikers. Administration and staff provide supervision during dismissal at all of the schools; monitoring the exits, parent pick-up and busing staging areas. There are eight adult crossing guards being utilized district wide. All eight of the K-6 school buildings have a student crossing guard program with 8-16 participants. Police officers are utilized at the Jr. high building dismissals. School response to the arrival and dismissal survey below on pg. 14 below is available in **Appendix E**.

3E. Parent Attitudes towards walking and biking. The National Center for SRTS parent survey was distributed district wide approximately 5,000 students enrolled in all 10 of the buildings serving grades K-8. Approximately 20% of the surveys were collected. These surveys provided a base of information regarding existing conditions and barriers (real or perceived) to walking and biking. The top issues parents identified as affecting their decision to allow their child to walk or bike to or from school were distance (68%), weather or climate (47%), safety of intersections and crossings (41%), sidewalks or pathways (40%), and time (36%). Using the Parent Survey Summary Data Report generated by ODOT Safe Routes to School program, the table below describes the top 5 reasons impacting the decisions of parents who currently DO NOT allow their children to walk or bicycle to school. The overall parent survey summary is included in **Appendix F**.

Using the Parent Survey Summary Data Report generated by ODOT Safe Routes to School program, indicate the top 5 reasons impacting the decisions of parents who currently DO NOT allow their children to walk or bicycle to school:

Reasons for not allowing children to walk or bicycle to school:
Speed of Traffic Along Route - 68%
Amount of Traffic Along Route – 67%
Distance – 59%
Safety of Intersections and Crossings – 57%
Weather or Climate – 53%

3F. Safety Issues and Concerns The table below summarizes traffic safety issues and concerns that are gathered anecdotally from the team, parents and the community at large.

<p>Lack of sidewalks and speed and volume of traffic on the roads that their child would walk to get to school was mentioned frequently by parents in the comment section of the parent survey. Parents would feel more comfortable if there were sidewalks for them to walk on and traffic was not so fast. There is also great concern for safety at intersections; drivers not paying attention, unsafe crosswalks, and a need for additional crossing guards. Another traffic related issue parents mentioned was that the arrival and dismissal procedures at schools are chaotic, because parents don't follow proper procedures or pay attention and there is too much traffic around the schools, making in unsafe for their child to walk to school. Concern was also shared frequently regarding bullying and personal safety; such as stranger abduction and sex trafficking. Many parents also commented that their child has no one to walk to school with and they do not want them to walk alone. Quite a few parents did mention they would be more comfortable with their child walking to school when they are older and if they had some other kids to walk with.</p>
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3G. Relevant traffic crashes. Crash data was obtained from Toledo Metropolitan Area Council of Government (TMACOG), our local Metropolitan Planning Organization (MPO). There were 919 reported crashes involving a pedestrian or bicyclist within the STP study area from 2013-2017. The table on page 15 summarizes the data identifying the crashes that resulted in injuries, and those that resulted in fatalities (source: TMACOG). The table also identifies the number of crashes that involved either a pedestrian or bicyclist. Overall, 533 crashes involve pedestrians and 375 involved bicyclists. These crashes resulted in 65 fatalities.

The City of Toledo is an urban area with a population over 276,000. A higher population will lead to a higher number of walkers and cyclists. Walking and bicycling are great modes of transportation for children for many reasons, and are safe in most cases, but the crash numbers do show that more work needs to be done as it is essential to make streets safe for children who walk, bicycle, and also ride in vehicles to school.

TRAFFIC CRASH REPORT

SCHOOL	TOTAL CRASHES WITHIN STP STUDY AREA	CRASHES RESULTING IN INJURIES	CRASHES RESULTING IN FATALITIES	# OF CRASHES INVOLVING A BICYCLE	# OF CRASHES INVOLVING A PEDESTRAIN
Greenwood	69	56	5	28	41
Hiawatha	101	90	7	38	63
Jackman	130	114	8	59	71
McGregor	93	82	6	37	56
Meadowvale	65	56	6	27	38
Monac	100	91	5	5	60
Shoreland	27	25	2	10	17
Wernert	157	134	7	72	85
Jefferson Jr. High	102	82	7	35	56
Washington Jr. High	75	64	7	29	46

3H. Walking and bicycling encouragement activities at the school. Identify and describe activities at your school that support or encourage walking and bicycling.

Activity	How it encourages walking or bicycling (1-3 sentences)
National Walk and Bike to School Day- All 10 schools serving grades k-8 participated in National Walk to School Day in 2019 and will participate in National Bike to School Day in May 2020	The Toledo SRTS coordinator has developed a tool-kit to assist schools in planning for their event and also provides each school with flyers to send home and student incentives. These events always encourage parent participation, in order to provide them the opportunity to walk the route with their child and experience how walking and or biking to school can be a fun, safe, and healthy activity.
Bicycle Fix It and Safety Program – Fall 2019 Washington Jr. High and Shoreland Elementary School In the Spring of 2020 – 4 additional schools in the district will host the program at their school.	Our Bicycle Fix It and Safety Program provides free bicycle repairs, bicycle helmets, and locks. We also provide bicycle safety education by utilizing fun activities like games and bicycle rodeo courses. The mechanics that work on the bike encourage students to assist with the care and repair of their bicycle so they can learn some basic bicycle maintenance and repair skills.
Pedestrian and Bicycle Safety Strategies – All K-8 Schools	A pedestrian and bicycle Safety Classroom that was created by the Toledo SRTS Coordinator was distributed to each of the 10 K-8 schools in September. Classroom teachers at each of the schools utilized the lesson plan to prepare the students for the October National Walk and Bike to School Day.



SECTION 4: KEY ISSUES IMPACTING SAFE WALKING AND BICYCLING TO SCHOOL

The issues covered in this section were identified through discussions with the Toledo SRTS Team, Principal Survey responses, parent survey responses, student travel tallies, walk audits, evaluation of on-line and written documents detailing city and school district plans, policies, procedures and programs, and evaluation of data provided by the state, TMACOG, city and school district. During the STP study, it was evident the schools throughout the district shared many commonalities in issues that needed to be addressed, so we chose to identify issues that impact the entire district in an effort to provide consistent and effective programs and activities. Below are the top 10 issues being addressed through the WLS district-wide Toledo STP.

Issue/Description
<p>1. Issue: Pedestrian Bicycle and Safety Education</p> <ul style="list-style-type: none"> • Parents themselves often lack the knowledge of safe pedestrian and bicycling and therefore are concerned about letting their child walk or bike to school. • Safe walking and bicycling behavior comes from repeated skills practice. Education and Encouragement opportunities to students and families need to be more supported and frequent in the school setting. • Currently, only one of respondents on the principal survey indicated they provide bicycle and pedestrian safety education, and 80% of the respondents to the principal survey indicated they would be interested in pedestrian and bicycle safety education and encouragement programs.
<p>2. Issue: Driver Behaviors</p> <ul style="list-style-type: none"> • Today drivers are often distracted by eating, using phones or other devices and operating various controls on their vehicle putting pedestrians and other motorists at risk. During our walk audits we observed many drivers practicing distracted behaviors, and principals reported it was a concern during student dismissal. • The speed of traffic along student walking and biking routes is a significant concern for parents. Sixty-eight percent of parents who responded to the parent survey do not allow their student walk or bicycle to school due the speed of traffic. • Eighty percent of respondents on the principal survey ranked concern about the speed of traffic on walking and biking routes as one of the top barriers.
<p>3. Issue: Student Safety and Comfort on Walking and Biking Routes and at Intersections and Crossings</p> <ul style="list-style-type: none"> • Most roadways have been designed with motorists in mind and designed to accommodate vehicles, which discourages and pedestrian and cyclists. • The volume of traffic along student walking and biking routes is a significant concern for parents, 67% indicated the volume of traffic effected their decision to not allow their student to walk or bike to school. • Fifty-seven percent of parents who responded to the parent survey reported that safety at intersections and crossings as a top concern.
<p>4. Issue: Student Safety and Comfort Along the School Route</p> <ul style="list-style-type: none"> • A common barrier to walking or bicycling to school is the lack of a safe, convenient, and accessible route to school. If parents cannot identify a safe and convenient route for their child to use, they will choose to drive them. • Approximately 45% of parents who responded to the parent survey and whose children currently do not walk or bicycle to school reported that sidewalks and pathways affected their decision.

<ul style="list-style-type: none"> Approximately, 80% of the principals in the WLS District indicated lack of sidewalks and pathways as one of the top 5 barriers to walking and biking to their school.
<p>5. Issue: Arrival and Dismissal Procedures</p> <ul style="list-style-type: none"> Parents are less likely to encourage students to walk or bicycle to school if the school campus and school zone appear to crowded and chaotic. Approximately, 50% of respondents on the principal survey described their arrival and dismissal processes as working 'fair' or "poor" as opposed to 'good' or 'excellent' for pedestrians and bicyclists. Several principals during district-wide walk audits indicated they were interested in receiving expert advice on how to improve their arrival and dismissal process. Parents also commented the need for additional crossing guards on student routes.
<p>6. Issue: Supervision of students</p> <ul style="list-style-type: none"> While many parents may consider letting their child walk or bicycle to school, a key barrier is lack of supervision. Twenty-eight percent of parents who responded to the parent survey, whose children currently do not walk or bicycle to school, reported that adults to walk or bicycle with students affected their decision. Several parents commented on the parent survey that they have concern about bullying by other students on the route to and from school. Several parents commented on the parent survey that their child is only allowed to walk to school with an adult or would be allowed to walk if they had someone to walk with.
<p>8 Issue: Personal Security</p> <ul style="list-style-type: none"> Children deserve to feel safe on their routes to and from school whether fears are real or perceived. Several parents indicated on the parent survey comments that they fear their child will be abducted and that sex trafficking is a local issue. Personal security is the top concern for parents when considering whether or not to let their child walk or bicycle to school. Fifty percent of parents who responded to the parent survey, whose children currently do not walk or bicycle to school, reported that violence and crime affected their decision. In addition, 50% of principals ranked concern about violence or crime as one of the top barriers to walking and bicycling to and from their school
<p>9. Issue: Parent/Caregiver Support for SRTS</p> <ul style="list-style-type: none"> Parents and caregivers decide how students travel to and from school, model pedestrian and bicycle behaviors, and influence the travel environment near schools by following or failing to follow traffic laws and/or arrival and dismissal procedures. There were few parents involved in the STP development, but the feedback has been positive, and it is anticipated that as additional projects and programs are implemented this will increase.
<p>10. Issue: SRTS Program Sustainability</p> <ul style="list-style-type: none"> Sustainable SRTS programs are more likely to attain the desired goals and objectives. The infrastructure and non-infrastructure countermeasures identified in the Action Plan will take several years to implement. These strategies will need to be implemented continuously in order to be effective, since it will take time for key messages to resonate with school and community populations that are in a constant state of flux.

SECTION 5: RECOMMENDED SRTS COUNTERMEASURES

EDUCATION COUNTERMEASURES: Education strategies the SRTS team plans to implement in the next 12 months are shown in the table below.

EDUCATION	
Issue	Countermeasure
Students are not being taught or modeled safe bicycling practices.	Partner with Toledo Bikes! and host at least 3 bicycle fix-it and safety programs each fall semester and each spring semester at schools providing free bicycle repairs, safety education and free helmets.
Pedestrian and bicycle safety education is not being provided at all schools.	Partner with Safe Kids and the Educational Service Center of Lake Erie West Toledo (ESCLEW) and Mercy Health Partners to provide some in class or assembly style group presentations.
Parents lack the knowledge of safe pedestrian and bicycle practices to model and teach their child.	Partner with above organizations and provide presentations at individual PTO meetings to educate parents on safe bicycle and pedestrian practices, so they can properly teach the skills to their children
Students and families do not know safe walking and bicycling routes or practices.	Develop and distribute the walking and bicycling maps to students and families at the beginning of each school year and throughout the school year at SRTS program opportunities
Parents that must pick up their student due to distance from school and open enrollment are not practicing safe passenger procedures	Provide parents with information on seat belt safety during Click it or Ticket month in May with the assistance of ESCLEW and Safe Kids Greater Toledo

List the medium and long term strategies (those that your team will undertake beyond 12 months) below:

1. Develop ODOT SRTS Curriculum Kits for teachers to utilize in the classrooms, with special focus during "National Pedestrian Safety Month", during the month of October.
2. Increase School Zone awareness through the development and implementation of a "Safe Driving in School Zones" campaign.
3. Develop a Walking School Bus Tool-Kit for the school district and educate parent volunteers and designated school SRTS champions on how to implement a walking school bus program at their school.
4. Educate students and families on the overall health benefits of walking and bicycling to school; as well as the positive impact it can have on student achievement.

ENCOURAGEMENT COUNTERMEASURES: Encouragement strategies the SRTS team plans to implement are in the next 12 months in the table below.

ENCOURAGEMENT	
Issue	Countermeasure
In the past, schools have not regularly participated in National Walk and Bike to School Day	Implement a district wide celebration of National Walk to School day in October and National Bike to School day in May.
Currently, parents have not been actively involved in the SRTS program and development on a regular basis	Add at least 2 district parent or PTO members to the SRTS Team
The current district policies around walking and bicycling to school are not consistently enforced or necessarily adhered to by families.	Review the current district policies around walking and bicycling to and from school and ensure that each school is sharing and implementing the same policy
Resources are needed to inform and educate parents on SRTS programs and how they can benefit the health and safety of their students and the community.	Develop and distribute a SRTS brochure and have the school walking and bicycling maps accessible through a QR code scan, on the district website, and the Live Well website.
Continued success of the implementation of the WLS STP will depend greatly on support of the Toledo SRTS Coordinator.	Seek financial support for the full-time SRTS Coordinator.

List the medium and long term strategies (those that your team will undertake beyond 12 months) below:

1. Implement a monthly Walking Wednesday Program where students are encouraged to walk or bike to school and utilize a remote drop off location where possible.
2. Pilot the Active4.Me program at 2 or more of the schools.
3. Pilot a staggered dismissal at 2 or more schools where walkers and bicyclists are dismissed first, followed by busses and then loopers.
4. Develop and distribute a Safe Routes to school brochure and have the school walking and bicycling maps accessible through a QR code scan, on the district website, and the Live Well Greater Toledo website

ENFORCEMENT COUNTERMEASURES: The enforcement strategies the SRTS team plans to implement in the next 12 months are in the table below.

ENFORCEMENT	
Issue	Countermeasure
Speed of traffic on designated student routes	Conduct speed studies at locations where speed is suspected/install speed feedback signs.
Unsafe driver behaviors; speed in school zones, distractive driving, seat belt/car seat use, parking in no parking zones, wrong way on one way street	Partner with Toledo Police Department in providing increased law enforcement in problem locations and providing increased enforcement during Walk and Bike to School Encouragement days.
Safety and comfort on routes and at intersections	Conduct pedestrian and bicycle counts on routes considered to be well traveled, and review the crossing guard locations.

List the medium and long term strategies (those that your team will undertake beyond 12 months) below:

1. Develop procedures and strategies for adult crossing guards and the adults that manage the student crossing guard program at each school
2. Review student policies on bicycling to school and implement a “No Helmet, No Biking to School” policy through either free helmet distribution to regular bicyclists and/or at wholesale discounted price.

EVALUATION COUNTERMEASURES: Evaluation strategies the SRTS team plans to implement in the next 12 months are in the table below.

EVALUATION	
Issue	Countermeasure
Fifty-Percent of the school principals indicated their arrival and dismissal procedures are not working, both parents and principals are concerned about the safety of students walking and bicycling to school, during arrival and dismissal times.	Provide direct assistance on arrival and dismissal procedures to schools that have indicated their current procedures are not safe and effective.
Follow-up on SRTS program effectiveness	Administer classroom travel tallies during district wide events such as; National Walk and Bike to School Day.
Follow-up on SRTS program effectiveness	Administer parent participant surveys at SRTS program activities, such as; Bicycle Fix It, Parent Presentations, Student Presentations etc...
Parents indicated on surveys that they do not allow their child to walk or bike to school because a crossing guard is not present at specific locations.	Conduct pedestrian and bicycle counts on routes considered to be well traveled, and review the crossing guard locations.

List the medium and long term strategies (those that your team will undertake beyond 12 months) below:

1. Evaluate parental and principal perception on safety of students that walk or bike after specific infrastructure countermeasures have been completed.
2. Utilize any data collected on student travel to analyze travel mode and frequency.
3. Administer National SRTS travel tallies and parent surveys bi-annually in the Spring of odd year.
4. Evaluate effectiveness of SRTS programs by analyzing traffic infractions, speeds, crime and crash data

5A. Your 12-Month SRTS Non-Infrastructure Activity Calendar. The strategies described below reflect a 12-month non-infrastructure activity calendar that would begin June 2020 and Conclude May 2021. Although, some of these programs such as National Bike to School Day, Spring 202 Bicycle Fix It and Safety Programs, Pedestrian and Bicycling Classroom Safety Education, PTO Presentations, Arrival and Dismissal Procedure Reviews, etc.... are planned for the Spring semester in March, April and May 2020.

[illegible]

Lead: Jenny Hansen, SRTS Coord; SRTS Team ,School Principals, WLS	IMPLEMENT												
Add at least 2 additional district parent or PTO members to the SRTS Team	PLAN												
Lead: Brian Davis, WLS Asst. Superintendent	IMPLEMENT												
Review the current district policies around walking and bicycling to and from school	PLAN												
Lead: Brian Davis, WLS Asst. Superintendent; SRTS Team	IMPLEMENT												
Develop and distribute a Safe Routes to school brochure and have the school walking and bicycling maps accessible through a QR code scan, on the district website, and the Live Well Greater Toledo website	PLAN												
Lead: Jenny Hansen, SRTS Coordinator; Brian Davis, WLS Asst. Superintendent	IMPLEMENT												
Conduct speed studies at locations where speed is suspected and install speed feedback signs.	PLAN												
Lead: Jenny Hansen, SRTS Coordinator; Toledo PD	IMPLEMENT												
Partner with Toledo Police Department in providing increased law enforcement in problem locations and providing increased enforcement during Walk and Bike to School Encouragement days.	PLAN												
Lead: Jenny Hansen, YMCA; Toledo PD	IMPLEMENT												
Conduct pedestrian and bicycle counts on routes considered to be well traveled, and review	PLAN												

the crossing guard locations.													
<i>Lead: Jenny Hansen, SRTS Coord; Lance Dasher, TMACOG</i>	IMPLEMENT												
Provide direct assistance on arrival and dismissal procedures to schools that have indicated their current procedures are safe and effective.	PLAN												
<i>Lead: SRTS Team</i>	IMPLEMENT												
Administer classroom travel tallies during district wide events such as; National Walk and Bike to School Day.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coordinator; School Principals, WLS</i>	IMPLEMENT												
Administer parent and participant surveys at SRTS program activities, such as; Bicycle Fix It, Parent Presentations, Student Presentations etc...	PLAN	All Year											
<i>Lead: Jenny Hansen, YMCA Brian Davis ,WLS Asst. Superintendent</i>	IMPLEMENT	All Year											
Conduct pedestrian and bicycle counts on routes considered to be well traveled, and review the crossing guard locations.	PLAN												
<i>Lead: SRTS Team Brian Davis ,WLS Asst. Superintendent</i>	IMPLEMENT												
Seek financial support for the full-time SRTS Coordinator.	PLAN	On Going											
<i>Lead: SRTS Team</i>	IMPLEMENT												

5B. Infrastructure Countermeasure Recommendations

See corresponding Infrastructure Countermeasure Maps in **Appendix G**.

Map ID	School	Location	Need	Countermeasure	Timeframe	Priority	Responsible Party	Cost	Possible Funding	Status
P1	Meadowvale	Intersection of Elmridge/ Everwood and Elmridge/Dixon	Elmridge has been identified as a priority corridor	Crosswalks on Everwood	Short Term	Low	COT (City of Toledo)	Low	COT	
P2	Meadowvale	Elmridge and Katherine	Elmridge has been identified as a priority corridor	Ped ramps on East and West corners of Katherine and crosswalk	Medium Term	Medium	COT	Low	SRTS, COT	
P3	Meadowvale	Edgebrook and Larchway	Edgebrook has been identified as a priority corridor	Line up crosswalk with the pedramps on Larchway	Short Term	Low	COT	Low	SRTS,COT	
P4	Meadowvale	Edgebrook Dr.	Edgebrook has been identified as priority corridor	Add sidewalk on South side of Edgebrook from Herst to Brock, ped ramps on all four legs of Edgebrook/Herst, pedramps at Herst/Brock, Ped Ramps at Edgebrook Dr./Atwell	Long Term	Medium	COT	High	SRTS	

P5	Meadowvale	Edgebrook Dr.	Edgebrook has been identified as a priority corridor	Advance School Signs both directions on Edgebrook	Short Term	High	COT	Low	SRTS, COT	COT
P6	Meadowvale	Herst Rd.	Herst has been identified as a priority corridor	Add sidewalk on East side of Herst from Alexis north to Edgebrook Dr. Pedramps, crosswalks and sidewalk gaps at Sullivan, Wannamaker, and E. Glenn	Long Term	Medium	COT	High	SRTS, COT	
P7	Meadowvale	Peggy Lane/Tarrytown/Provincetown and Meadowvale	Meadowvale Dr. has been identified as a priority corridor	Paint crosswalks on Peggy Lane, Tarrytown and Provincetown	Short Term	Low	COT	Low	COT	COT
P8	Meadowvale	Meadowvale Dr.	Meadowvale has been identified as a priority corridor	Advance school signs both directions on Meadowvale	Short Term	High	COT	Low	COT, SRTS	COT
P9	Meadowvale	Meadowvale Dr. and Edgebrook Dr.	Edgebrook has been identified as a priority corridor.	All way stop at Meadowvale and Edgebrook	Short Term	Low	COT	Low	SRTS, COT	COT
P10	Wernert	Douglas Rd. east and west sides North of Laskey to Alexis Rd..	Douglas Rd. has been identified as a priority corridor	Missing gaps in sidewalk, sidewalk repair/replacement, ped ramps and crosswalks.	Short	High	COT	High	SRTS, COT	Current Project to be completed in 2020

P11	Wernert	Laskey at W. Bowen and Ridgedale	W. Laskey has been identified as a priority corridor for the school	Update pedramps and crosswalks at W. Bowen, and install Pedramps and crosswalk at Ridgedale	Medium Term	Low	COT	Medium	SRTS, COT	
P12	Wernert	W. Laskey	W.Laskey has been identified as a priority corridor for the school	Fill in missing sidewalk gaps West of Valleyforge, Install pedramps and paint crosswalk at Valleyforge, Yermo, Selma, Winona, and Adella	Short Term	Medium	COT	Medium	SRTS, COT	
P13	Wernert	Tremainsville and Farragaut	Tremainsville has been identified as a priority corridor for the school	Install pedramps and paint crosswalk	Medium Term	Medium	COT	Low	SRTS, COT	
P14	Wernert	Tremainsville at Arletta, Eldora and Springdale	Tremainsville has been identified as a priority corridor for the school	Paint crosswalk on Arletta, Eldora and Springdale	Short Term	Medium	COT	Low	COT	
P15	Hiawatha	Fern Dr.	Fern is identified as a priority corridor	Fill in missing sidewalk on both sides of Fern starting at Tremainsville south to Photos, ped ramps and crosswalk on Orlando	Short Term	High	COT	Medium	SRTS,COT	
P16	Hiawatha	Fern and Photos	Fern and Photos are identified as priority corridors	Install 4 way stop	Short Term	High	COT	Low	SRTS, COT	COT

P17	Hiawatha	Fern	Fern is identified as a priority corridor	Install advance school sign	Short Term	High	COT	Low	SRTS,COT	COT
P18	Hiawatha	Photos at Sandra, Reen	Photos and Sandra are identified as priority corridors for the school	Crosswalks at Photos and Sandra and Advance School Signs on Photos	Short Term	High	COT	Low	COT	COT
P19	Hiawatha	Photos Dr.	Photos has been identified has a priority corridor	Fill in north side of missing sidewalk on photos from school to Fairgreen	Medium Term	High	COT	Medium	SRTS, COT	
P20	Hiawatha	McGregor	McGregor has been identified as a priority corridor	Sidewalk both sides of McGregor from Ruth to Secor Rd., ped ramps and crosswalks on Ruth, Gay St., Fairgreen and Pawnee (Potential roadway widening on McGregor from Ruth to Gay St. Federal Funding)	Long Term	Medium	COT	High	SRTS Federal (road widening)	
P21	Hiawatha, Jefferson Jr. High and Washington Jr. High	Tremainsville and Whitmer Dr.	Students reside on the north side of Tremainsville and use this crossing	update (6) countdowns, paint crosswalks, add pedramp	Short Term	High	COT	Low	SRTS, COT	PSIP
P22	Hiawatha, Jefferson Jr. High and Washington Jr. High	Tremainsville and Fern	Fern has been identified as a priority corridor for Hiawatha and Tremainsville has been identified as a	Crosswalks on Fern	Short term	Low	COT	Low	COT	COT

			priority corridor for Washington and Jefferson							
P23	Hiawath, Jefferson Jr. High and Washington Jr. High	Tremainsville and Wichita.	Students from Hiawatha reside on St. north of Tremainsville has been identified as a priority corridor for Washington and Jefferson	(6) update countdowns at Wichita and Tremainsville	Short Term	High	COT	Low	SRTS	PSIP
24	Greenwood	Celesta	Celesta has been identified as a priority corridor and school is located on Celesta	Install advance school signs in both directions	Short Term	High	COT	Low	COT	COT
P25	Greenwood	Celesta and Davida	Celesta has been identified as a priority corridor	Install 4 way stop, pedramps and crosswalks	Medium Term	Medium	COT	Low	SRTS,COT	
P26	Greenwood	Celesta at Morningside, Holly Glen, Holly Valley,	Celesta has been identified as a priority corridor	Paint crosswalks on Morningside, Holly Glen, and Holly Valley	Short Term	Low	COT	Low	SRTS,COT	
P27	Greenwood	Celesta at W.Benalex Dr./Benalex and Rolland Dr.	Celesta has been identified as a priority corridor	Install ped ramps and paint crosswalks on W. Benalex/ Benalex	Short Term	Medium	COT	Low	SRTS, COT	

P28	Shoreland	Suder	Suder has been identified as a priority corridor	Fill in missing sidewalk on East Side between Bahiamar and Jamie Ln.	Medium Term	Low	COT East side is County	Low	SRTS, County	
P29	Shoreland	Ketukkee and Mayport	Mayport has also been identified as a priority corridor	Install sidewalk on East side of Ketukkee culdesac connecting to Mayport	Medium Term	Low	COT	Medium	SRTS	
P30	Shoreland	Brophy Rd.	Brophy has been identified as a priority corridor.	Install sidewalk on Southside of Brophy from E. Harbor to Shoreland Dr.	Short Term	Medium	COT, Washington Twp.	High	SRTS, Washington Twp.	
P31	Shoreland	East Harbor, Brophy, school property	Brophy has been identified as a priority corridor.	Install pedramp and paint crosswalks on E. Harbor connecting to sidewalk install on E. Harbor	Short Term	Medium	Washington Twp.	Medium	SRTS, Washington Twp.	
P32	Jackman	Oldham & Northover	Oldham and Northover have been identified as priority corridors	All way stop	Medium Term	Medium	COT	Low	COT	COT
P33	Jackman	Oldham	Oldham has been identified as a priority corridor	Sidewalk on East side, Pedramps and crosswalks at Newport, Welker, Ketner and Christian	Short Term	Medium	COT	High	SRTS	
P34	Jackman	Valleyforge	Missing sidewalks	Fill in missing sidewalks, pedramps and crosswalk	Short Term	Medium	COT	Medium	SRTS, COT	

P35	Jackman	Rowland	Rowland has been identified as a priority corridor	Sidewalk on East side of Rowland from Bucklew south to Laskey	Short Term	Medium	COT	High	SRTS	
P36	Jackman	Northover	Northover has been identified as a priority corridor	Fill in missing gap of sidewalk on North side from school to Rowland	Short Term	Medium	COT	Medium	SRTS	
P37	Jackman	Bucklew at Glastonberry and Silvercreek	Bucklew has been identified as a priority corridor	Pedramps and crosswalks	Medium Term	Medium	COT	Low	SRTS, COT	
P38	Jackman	Bucklew and Bucklew Ct.	Bucklew has been identified as a priority corridor	Crosswalk	Short Term	Low	COT	Low	COT	
P39	Jackman	Bucklew	Bucklew has been identified as a priority corridor	Fill in missing gap sidewalk from on South side of Bucklew from Towne Ct. to Winona	Short Term	Low	COT	Low	SRTS	
P40	Jackman	Yermo	Yermo has been identified as a priority corridor	Sidewalk on east side (connect to pieces of existing sidewalk)	Short Term	Medium	COT	High	SRTS	
P41	McGregor	Rambo	Rambo has been identified as a priority corridor	Fill in missing gap in sidewalk from Alexis to Laskey on west side	Short Term	Medium	COT	High	SRTS, COT	

P42	McGregor	Rambo and School	McGregor has been identified as a priority corridor	Move crosswalk to Lawrin instead of being at school drive	Short Term	High	COT	Low	COT	
P43	McGregor	Harvest	Harvest has been identified as a priority corridor	Fill in missing gaps in sidewalk on west side to connect to existing sidewalk/ped ramps	Short Term	Medium	COT	High	SRTS and Federal	
P44	McGregor	McGregor	McGregor has been identified as a priority corridor	Fill in missing sidewalk gaps on north & south side (higher priority – south side/school location) ped ramps and crosswalks	Medium Term	High	COT	High	SRTS and Federal	
P45	McGregor	McGregor and Secor	McGregor has been identified as a priority corridor	Countdown displays	Short Term	High	COT	Low	SRTS, COT	PSIP
P46										
P47	McGregor	McGregor	McGregor has been identified as a priority corridor	Fill in missing sidewalk gap from Honeymaple to Talmadge	Short	Medium	COT	Medium	SRTS, COT	

P48	McGregor	Clover	Clover has been identified as a priority corridor	Missing sidewalk on West side from Kirk Ave. to Alexis Ped ramps - McGregor to Alexis	Short	Medium	COT	Medium	SRTS, COT	
P49	Monac	Harvest	Harvest has been identified as a priority corridor	Sidewalk West side Laskey to Monroe	Short Term	Medium	COT	High	SRTS and Federal	
P50	Monac	Harvest and Laskey	Students boundary extends across the north side of Laskey	Countdowns	Short Term	High	COT	Low	SRTS, COT	
P51	Monac	Harvest and Clawson	Harvest and Clawson has been identified as a priority corridor	Ped crossing and Advance school signs	Short Term	High	COT	Low	COT	COT
P52	Monac	Harvest and Ariel	Harvest and Ariel have been identified as a priority corridors	4 way crosswalk	Short Term	High	COT	Low	COT	
P53	Monac	Naomi	Naomi has been identified as a priority corridor	Sidewalk west side Ariel to Monroe	Short Term	High	COT	High	SRTS, COT	
P54	Monac	Naomi	Naomi has been identified as a priority corridor	Sidewalk east side Ariel to Laskey	Short Term	High	COT	High	SRTS, COT	

P55	Monac	Clawson	Clawson has been identified as a priority corridor	Fill in missing sidewalk on south side in front of school	Short Term	High	School District	Low	School District	
P56	Monac	Naomi and Clawson	Naomi and Clawson have been identified as priority corridors	Pedramps and crosswalks	Short Term	High	COT	Low	SRTS, School District	
P57	Monac	Ariel	Ariel has been identified as a priority corridor	School zone signs. Sidewalk on Ariel between Rambo and Talmadge	Medium Term	High	COT	Low	SRTS, COT	COT-School zone signs
P58	Jefferson and Washington Jr. High	Whitmer Dr.	Whitmer Dr. has been identified as a priority corridor	Fill in missing gaps of sidewalk on both east and west side	Medium Term	High	COT and School District	Medium	SRTS, School District	
P59	Jefferson and Washington Jr. High	Whitmer Dr.	Access management from the parking lot on the west side of whitmer to the east side where both schools are located	Eliminate some exits from parking lot (close off guard rail) put in signage and crosswalks at crossings, possible RRFB	Medium Term	Medium	School District/ COT	Medium	SRTS, School District	
P60	Jefferson and Washington Jr. High	Edgar (school owned portion between Clegg and Whitmer Dr.)	Edgar has been identified as a priority corridor	Access to ball park on south side from existing raised ped crossing from school on north side.	Short Term	Medium	School District	Low	School District	

P61	Jefferson and Washington Jr. High	Edgar and Douglas	Edgar has been identified as a priority corridor	Pedestrian controlled crossing from West side of Douglas to East side	Short Term	Medium	COT	Medium	SRTS, COT	
P62	Jefferson and Washington Jr. High	Clegg and Schroeder	Schroeder has been identified as a priority corridor	Ped crossing from Schroeder to west side of Clegg. Ped Signage on Clegg	Medium Term	High	COT	Low	COT	
P63	Jefferson and Washington Jr. High	Alexis and Whitmer	Alexis and Whitmer have been identified as priority corridors	Countdowns (6)	Short Term	High	COT	Low	SRTS, COT	PSIP
P64	Jefferson and Washington Jr. High	Alexis	Alexis has been identified as a priority corridor	Missing gaps in sidewalks on north and south side of Alexis where businesses are located	Short Term	Medium	COT	Medium	SRTS, COT	
P65										
P66	Jefferson and Washington Jr. High	Tremainsville	Tremainsville has been identified as a priority corridor	Fill in missing gaps in sidewalks on business parking on both sides of Tremainsville	Short Term	Medium	COT	Medium	SRTS and Federal	
P67	Jefferson and Washington Jr. High	Secor and Alexis	Alexis and Secor have been identified as priority corridors	Countdowns (5)	Short Term	High	COT	Low	SRTS, COT	COT timing project

P68	Jefferson and Washington Jr. High	Douglas and Alexis	Douglas and Alexis have been identified as priority corridors	Countdowns (8)	Short Term	High	COT	Low	SRTS, COT	COT timing project
P69	Jefferson and Washington Jr. High	Tetherwood and Alexis	Alexis has been identified as a priority as far east as Tetherwood	Countdowns (8)	Short Term	High	COT	Low	SRTS, COT	PSIP

STEP 6: PUBLIC INPUT

The original project was presented to the WLS School Board in February 2019. The Board approved the development of a District Wide School Travel Plan Study, to be led by the YMCA of Greater, Safe Routes to School (SRTS) Coordinator and the local SRTS team which would be comprised of existing SRTS team members and representatives from the WLS District. A presentation was then provided to the WLS Safety and Security Committee to provide an overview of the general planning process, the travel plan methodology for Toledo, and next steps. In May 2019, SRTS Parent Surveys and Classroom Travel Tallies were distributed and completed at each of the schools serving student grades K-8. This data was then entered into the National SRTS Data Center Portal. In August, the kick off SRTS Team Meeting was held where the STP development time-line was reviewed, tasks identified, and responsible parties assigned. The SRTS team continued to meet on a monthly basis, sometimes bi-monthly with small group advisory committee meetings. During the STP development input was collected from school administrators through personal interviews and an on-line survey, Walk Audits were completed at each of the schools, as well additional walk and driving audits to finalize the infrastructure project list.

The Toledo SRTS Coordinator provided an overview of the STP during the community meetings listed below.

Public Input Process: <i>Presentation at WLS Board Meeting</i>
Date: <i>Wednesday January 15, 2020</i>
Target Audience: <i>School Boards, District Staff, Parents and Students, Community Members</i>
Key Input Received: <ul style="list-style-type: none">• <i>No public input was given</i>• <i>The school board unanimously voted in support of the STP</i>•

STEP 7: FINAL PLAN – PLEDGE OF SUPPORT

The school district board, administration, staff, parents, and students of the Washington Local School District are joining together to create a safe, walkable community that will encourage positive, lifelong walking and bicycling habits throughout the community. SRTS will help to create and maintain a positive and safe learning environment for students, faculty and staff, and community members.

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

Name and Organization	Signature
Kadee Anstadt Superintendent, WLS District	
Brian Davis Assistant Superintendent, WLS District	
Wade Kapszukiewicz Mayor, City of Toledo	
Tim W. Brown President TMACOG	
Brad Toft President/ CEO YMCA of Greater Toledo	
Jenny Hansen Toledo SRTS Coordinator	
Tina Skeldon Wozniak President Board of Lucas County Commissioners	
Jerry Mayfield Chairman Washington Township Trustees	
Mike Pniewski, P.E., P.S., Lucas County Engineer	

Congratulations! Now that your Ohio School Travel Plan is complete, you may electronically submit a Word or PDF version to your ODOT District SRTS Coordinator. Email addresses can be found on the ODOT SRTS website at www.walk.ohio.gov under *SRTS Contacts*.

Appendix A

Greenwood Elementary School

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
489	89	NC	NC	96	49	251	357	NC	72	NC

Hiawatha Elementary School

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
364	29	NC	NC	40	35	256	214	NC	56	NC

Jackman Elementary School

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
420	45	NC	NC	54	33	286	283	NC	76	NC

Jefferson Jr. High School

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
545	50	NC	NC	61	45	385	327	NC	77	NC

McGregor Elementary School

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
480	24	NC	NC	56	30	356	231	NC	52	NC

Appendix A

Meadowvale Elementary School

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
584	65	NC	NC	63	61	393	318	NC	82	NC

Monac Elementary School

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
504	34	NC	NC	60	44	364	267	NC	21	NC

Shoreland Elementary School

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
630	39	NC	NC	92	47	452	355	NC	73	NC

Washington Jr. High School

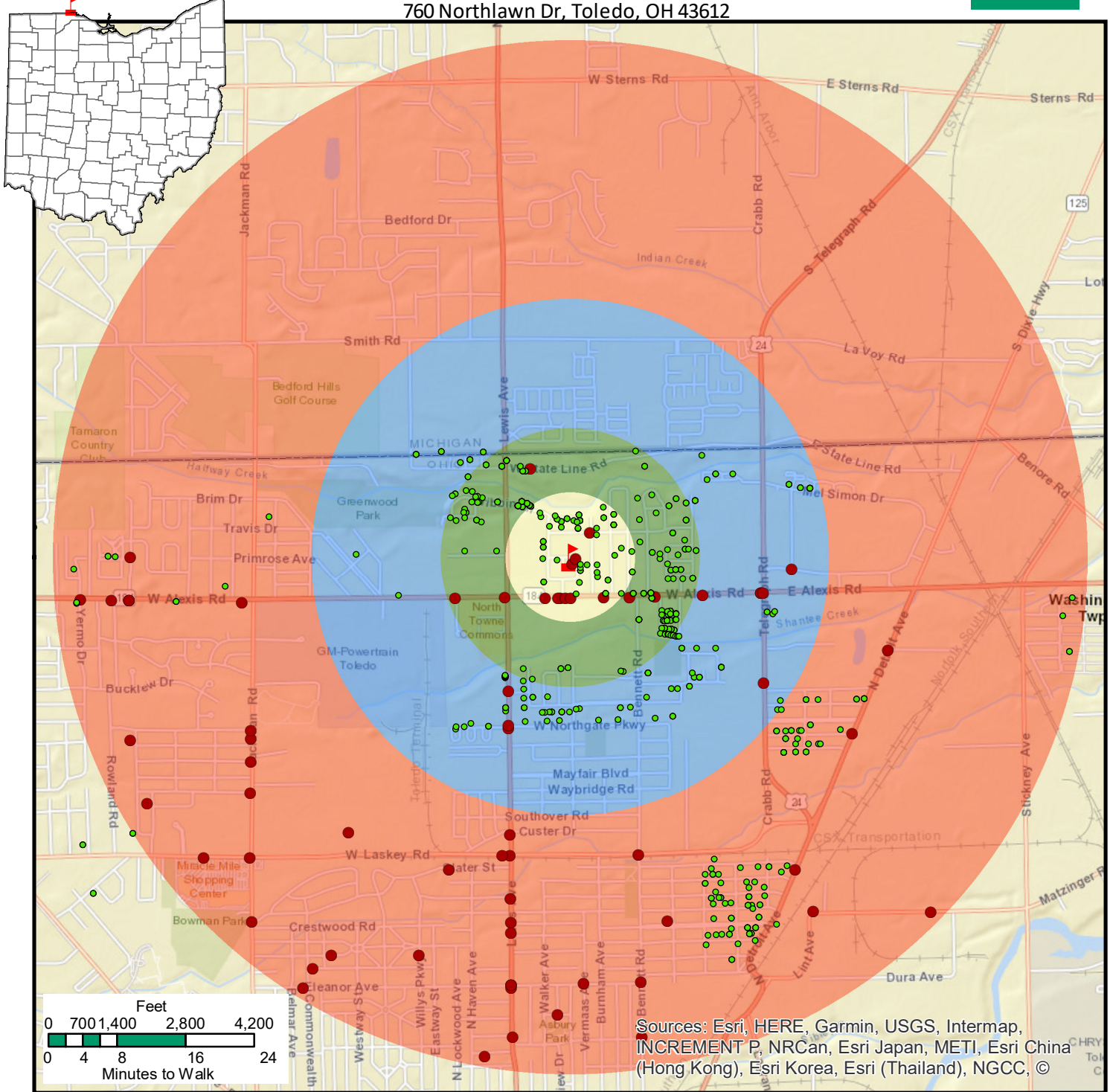
Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
555	50	NC	NC	44	55	414	307	NC	72	NC

Wernert Elementary School

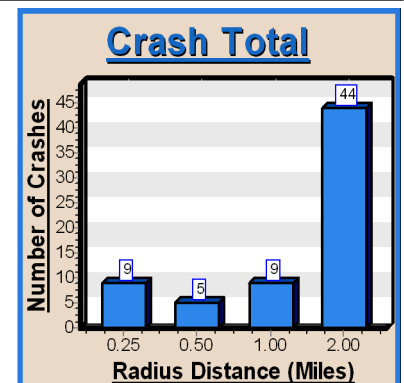
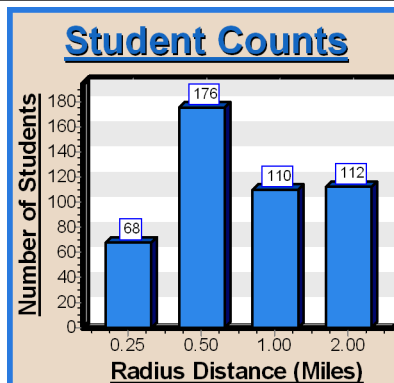
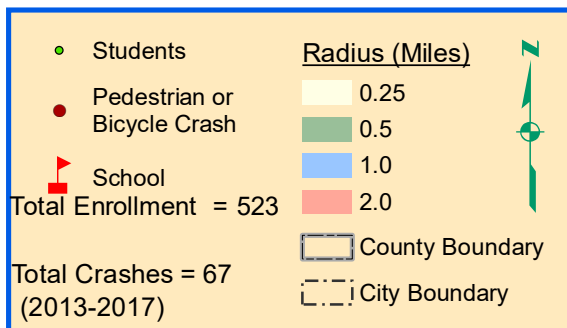
Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
365	32	NC	NC	34	51	244	253	NC	70	NC

Greenwood Elementary - Washington Local School - Lucas Co

760 Northlawn Dr, Toledo, OH 43612



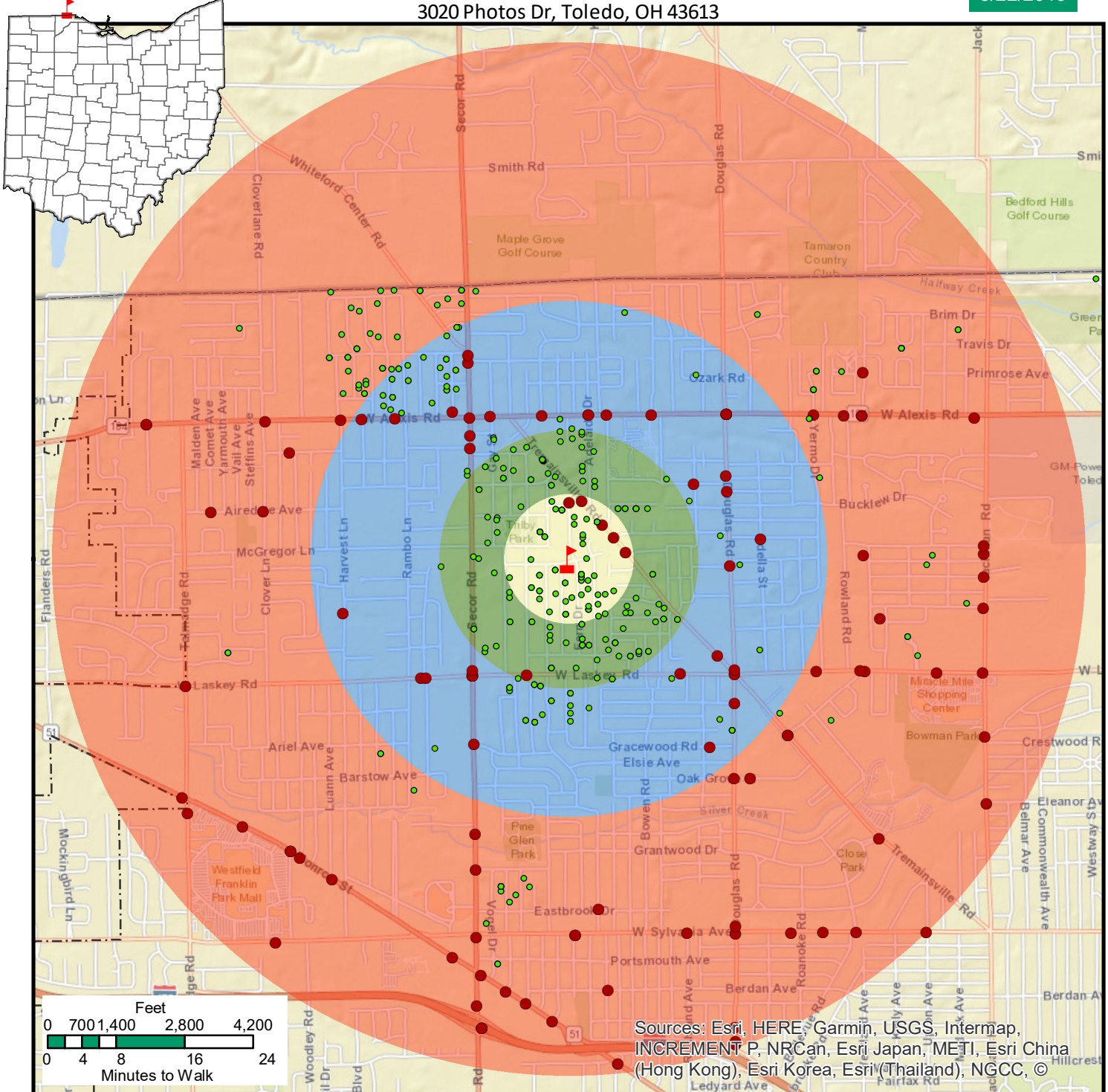
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©



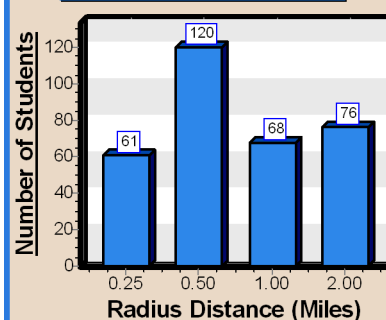
Hiawatha Elementary - Washington Local School - Lucas Co

3/22/2019

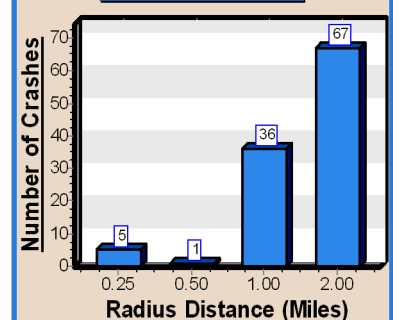
3020 Photos Dr, Toledo, OH 43613



Student Counts



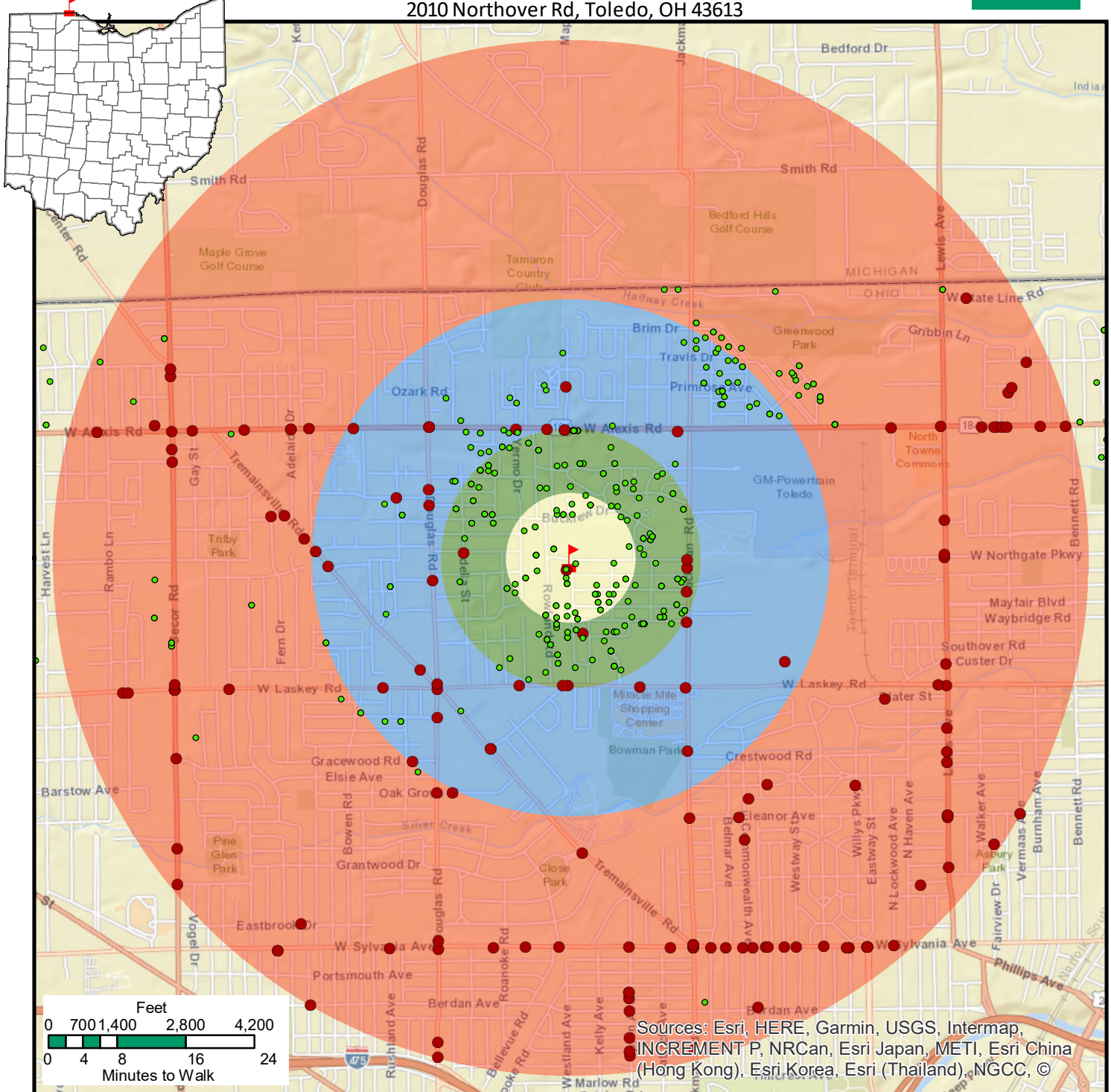
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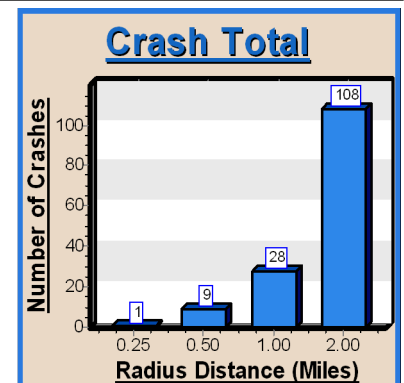
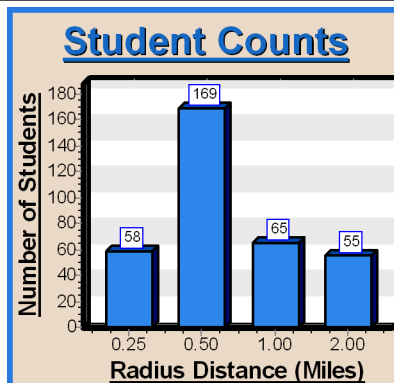
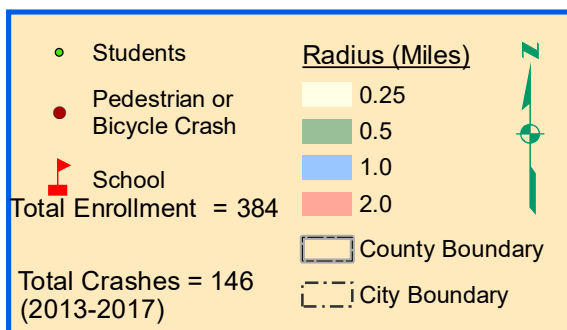
Jackman Elementary - Washington Local School - Lucas Co

3/22/2019

2010 Northover Rd, Toledo, OH 43613



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©

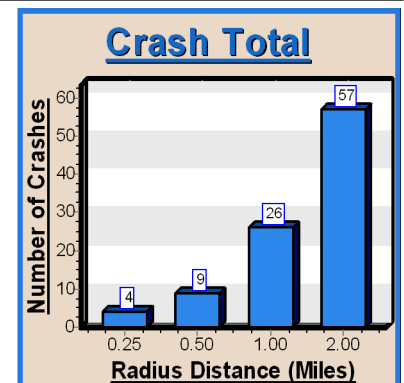
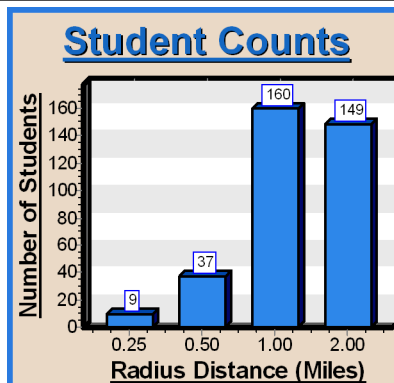
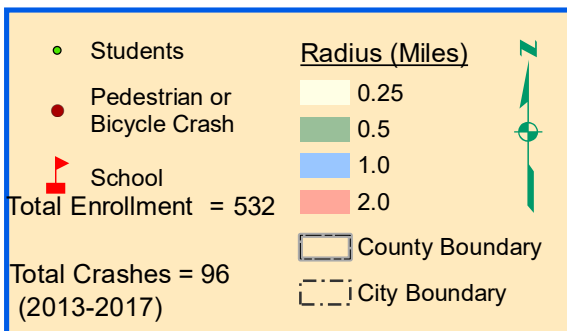
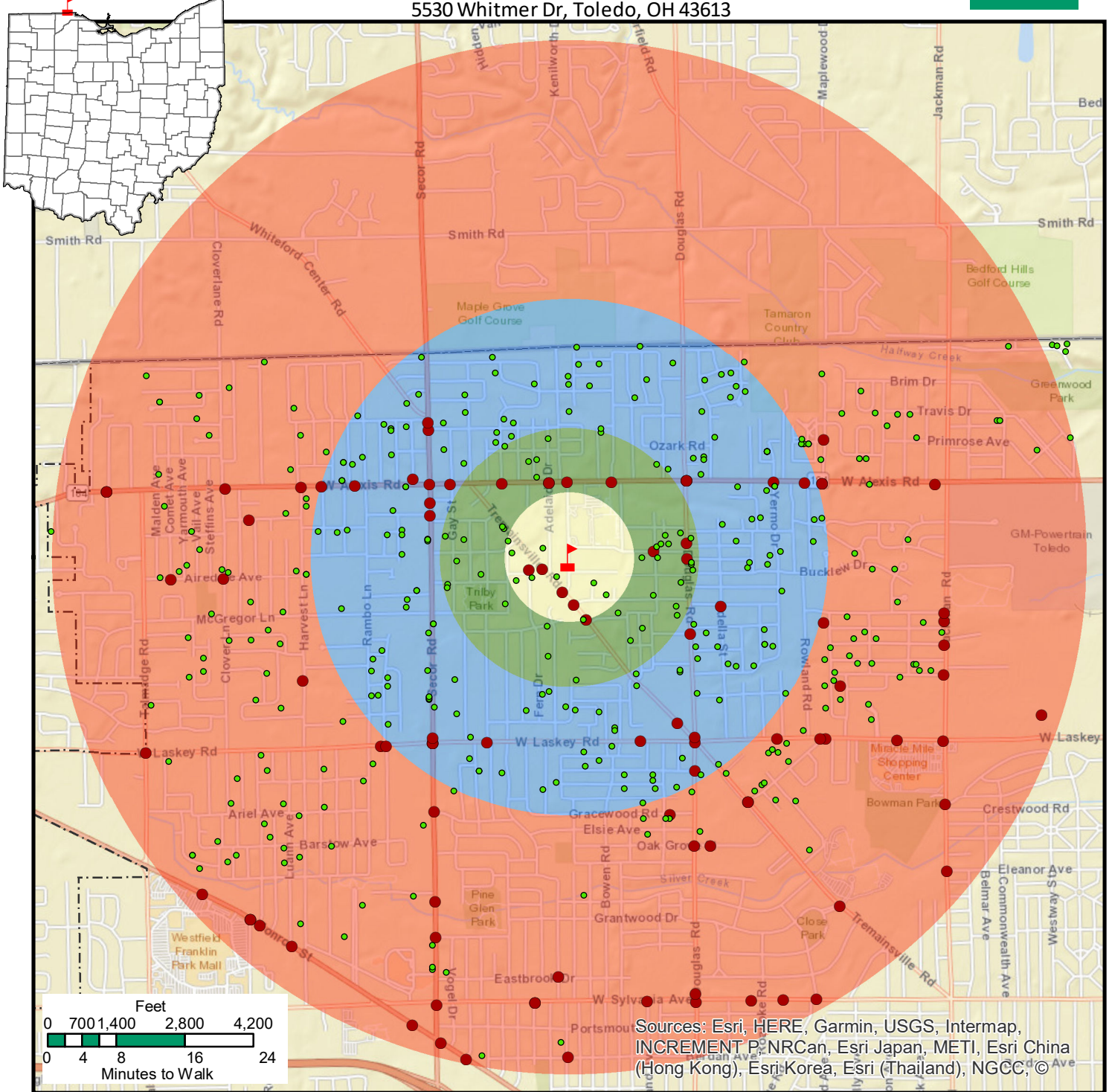




Jefferson Jr. High School - Washington Local School - Lucas Co

3/22/2019

5530 Whitmer Dr, Toledo, OH 43613

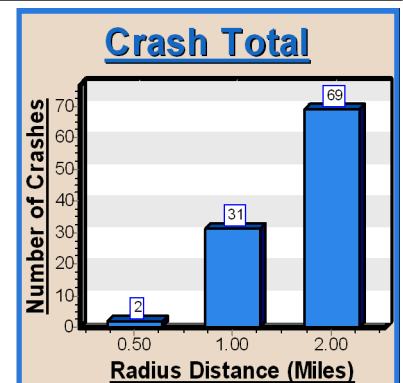
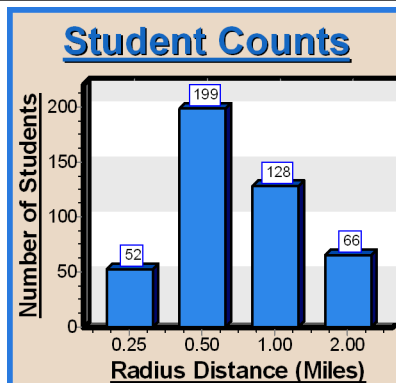
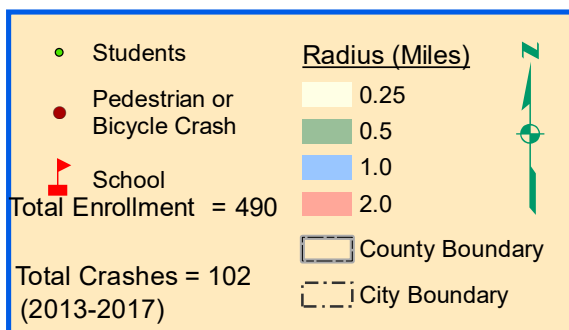
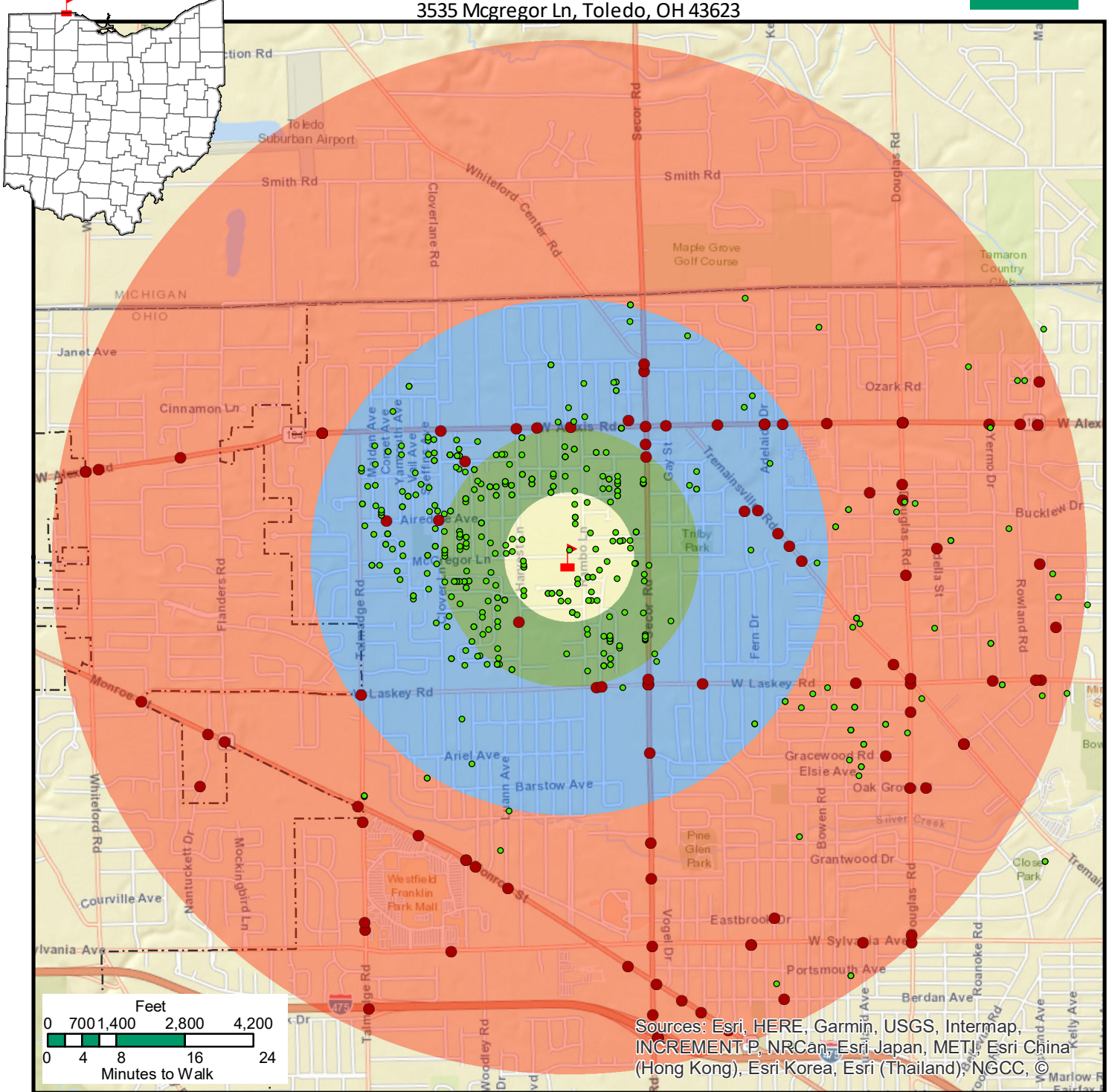




McGregor Elementary - Washington Local School - Lucas Co

3/22/2019

3535 McGregor Ln, Toledo, OH 43623

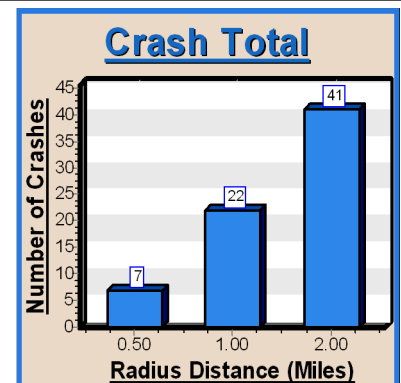
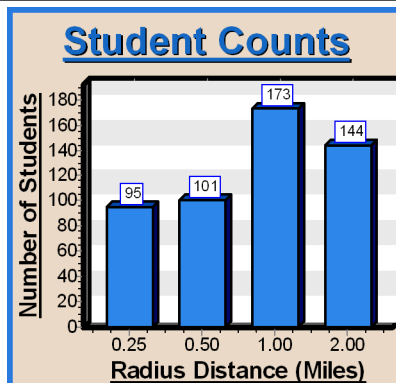
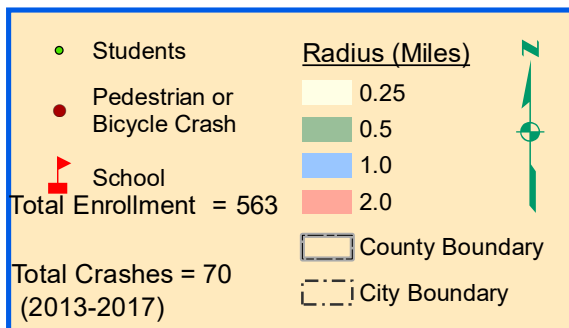
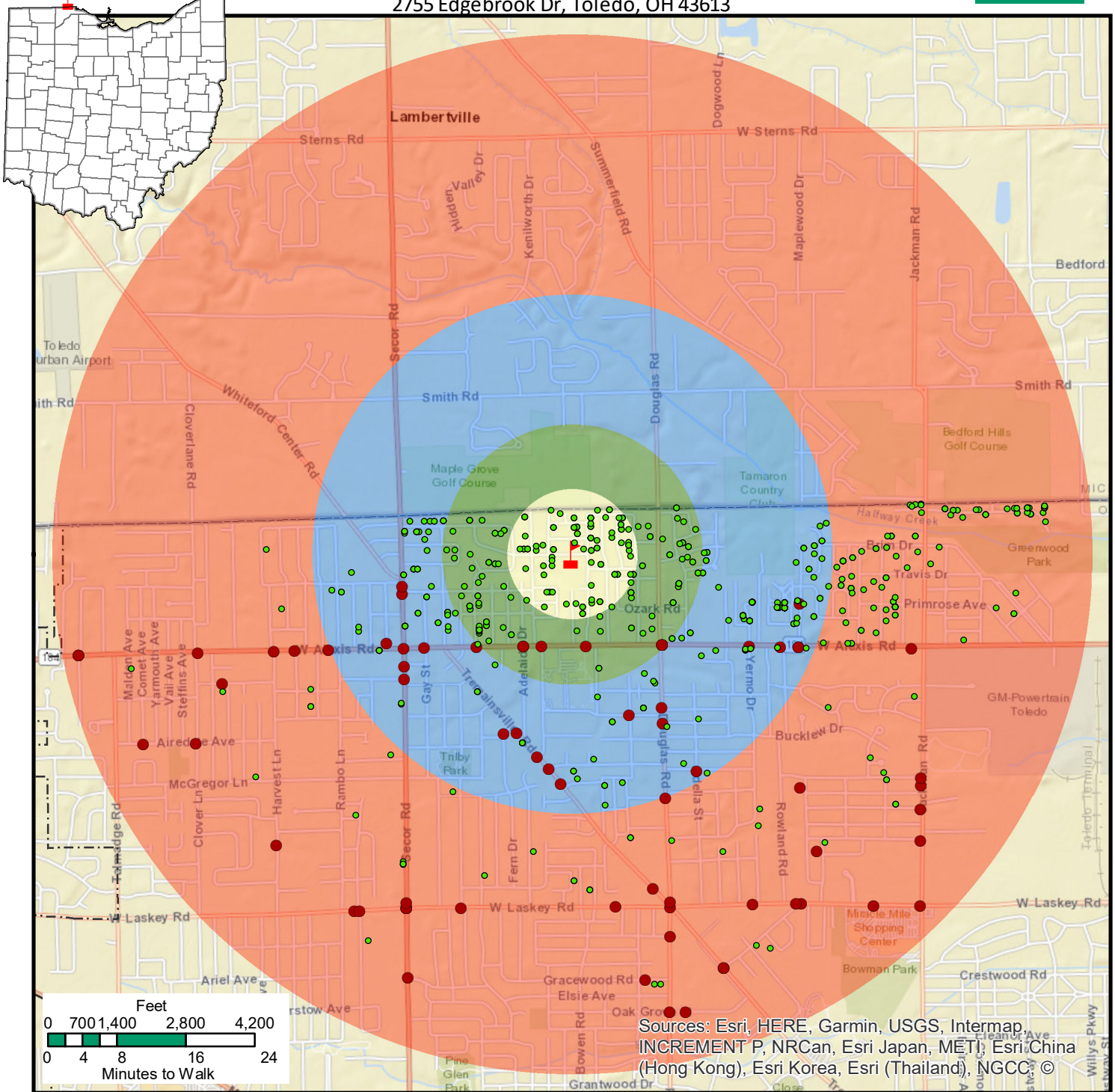




Meadowvale Elementary - Washington Local School - Lucas Co

3/22/2019

2755 Edgebrook Dr, Toledo, OH 43613



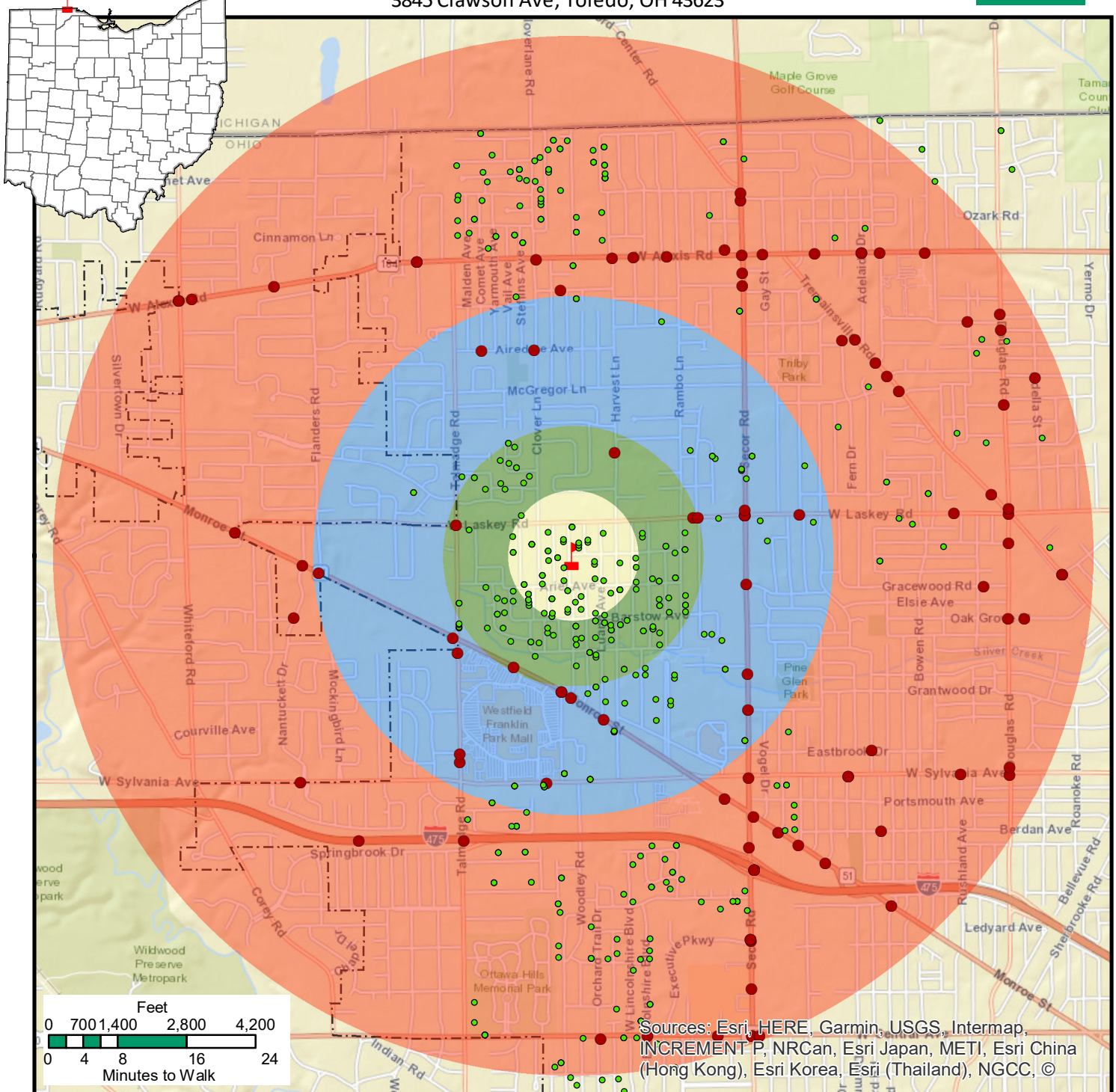


Monac Elementary - Washington

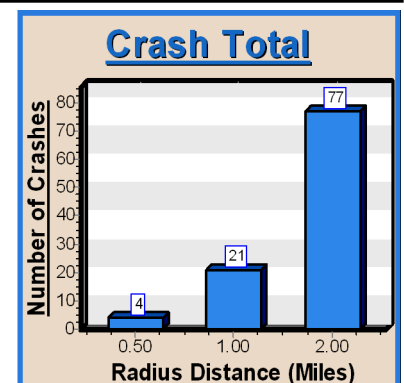
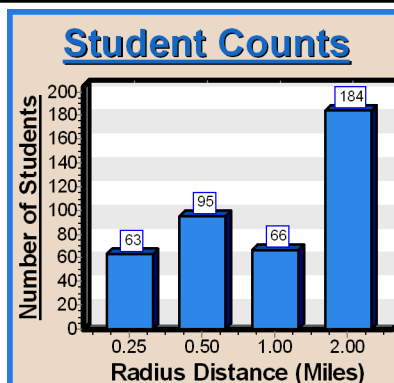
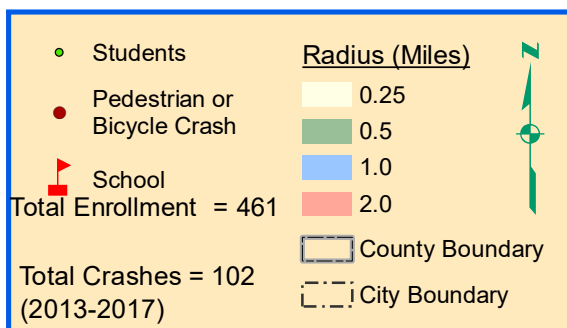
Local School - Lucas Co

3/22/2019

3845 Clawson Ave, Toledo, OH 43623

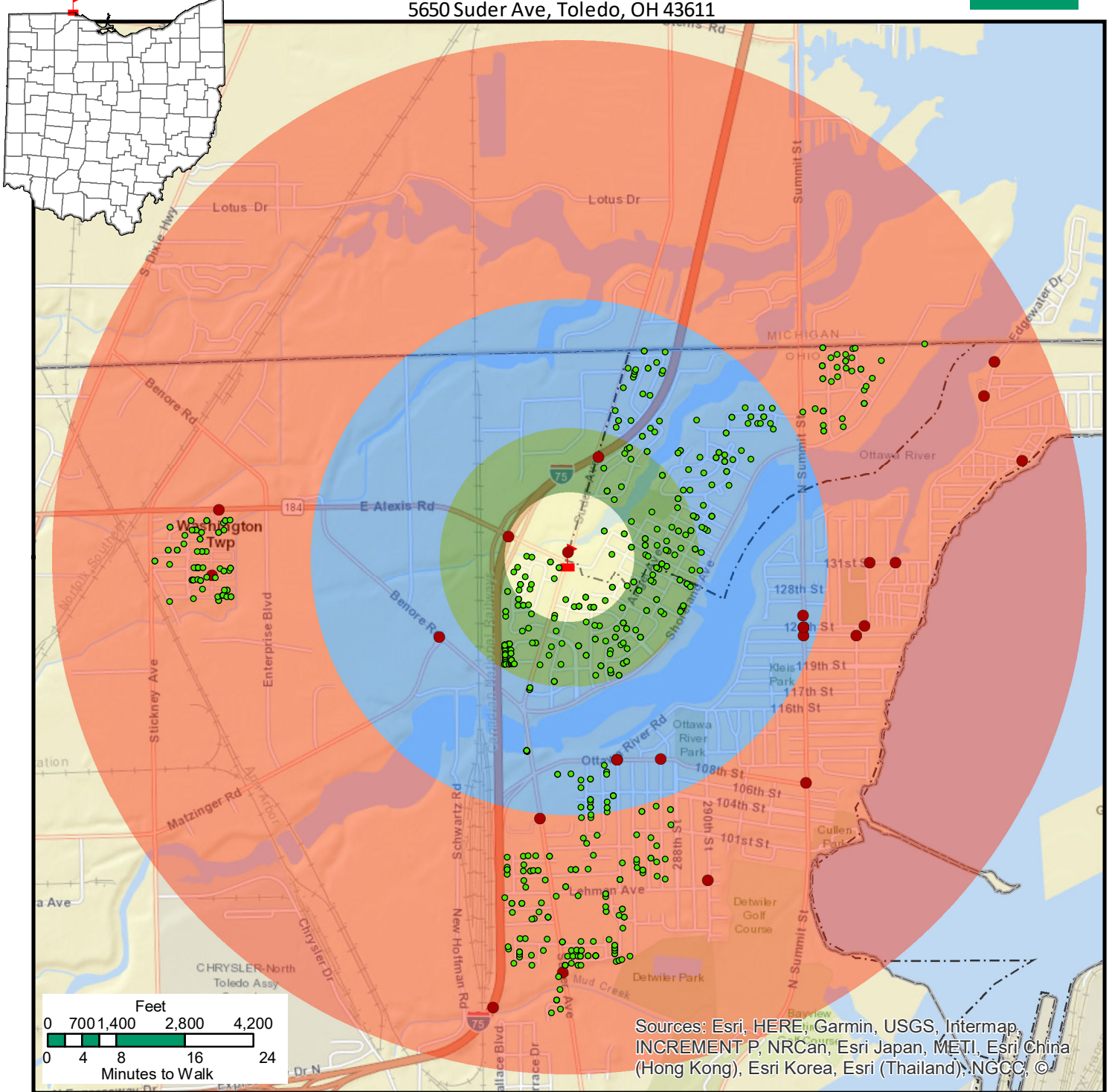


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©

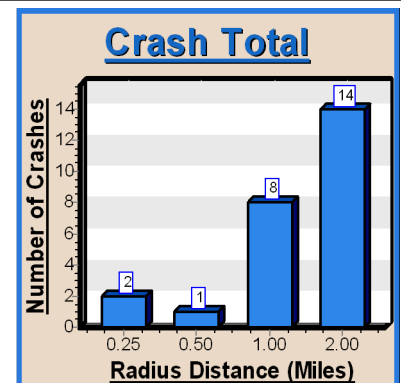
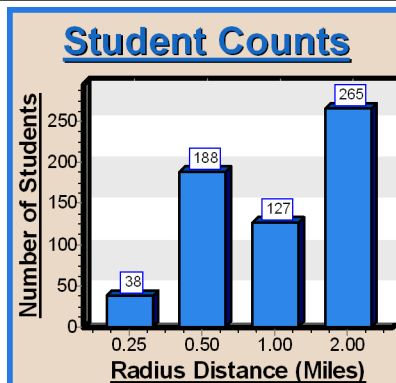
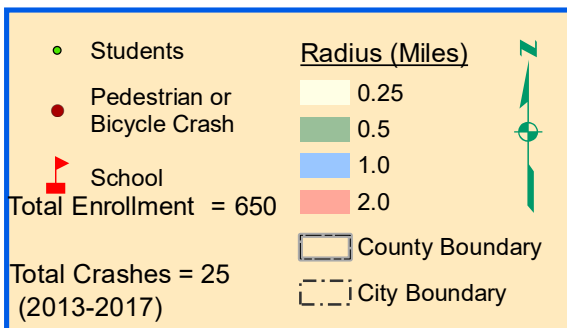


Shoreland Elementary - Washington Local School - Lucas Co

5650 Suder Ave, Toledo, OH 43611

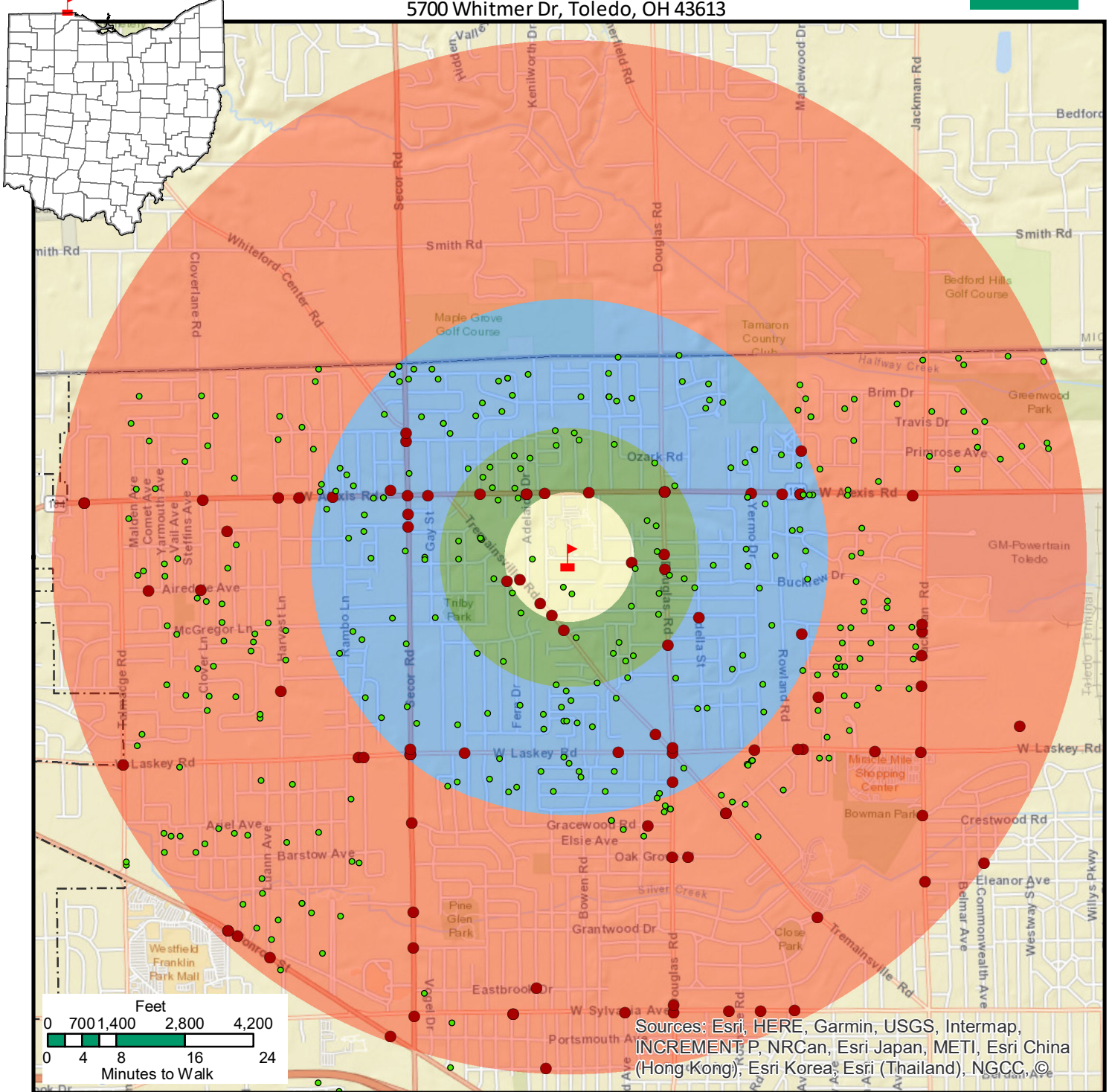


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©

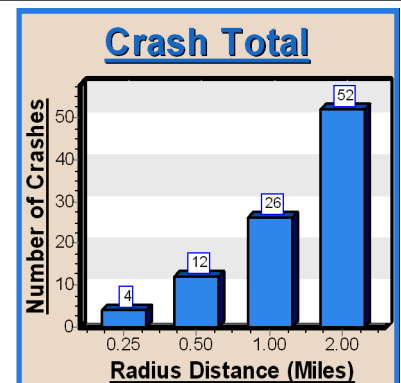
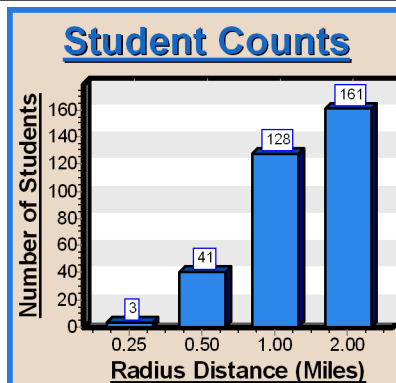
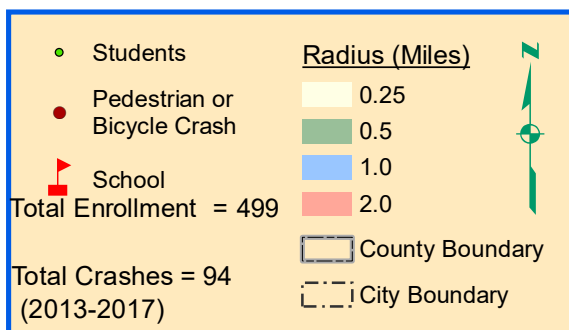


Washington Jr. High School - Washington Local School - Lucas Co

5700 Whitmer Dr, Toledo, OH 43613



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©

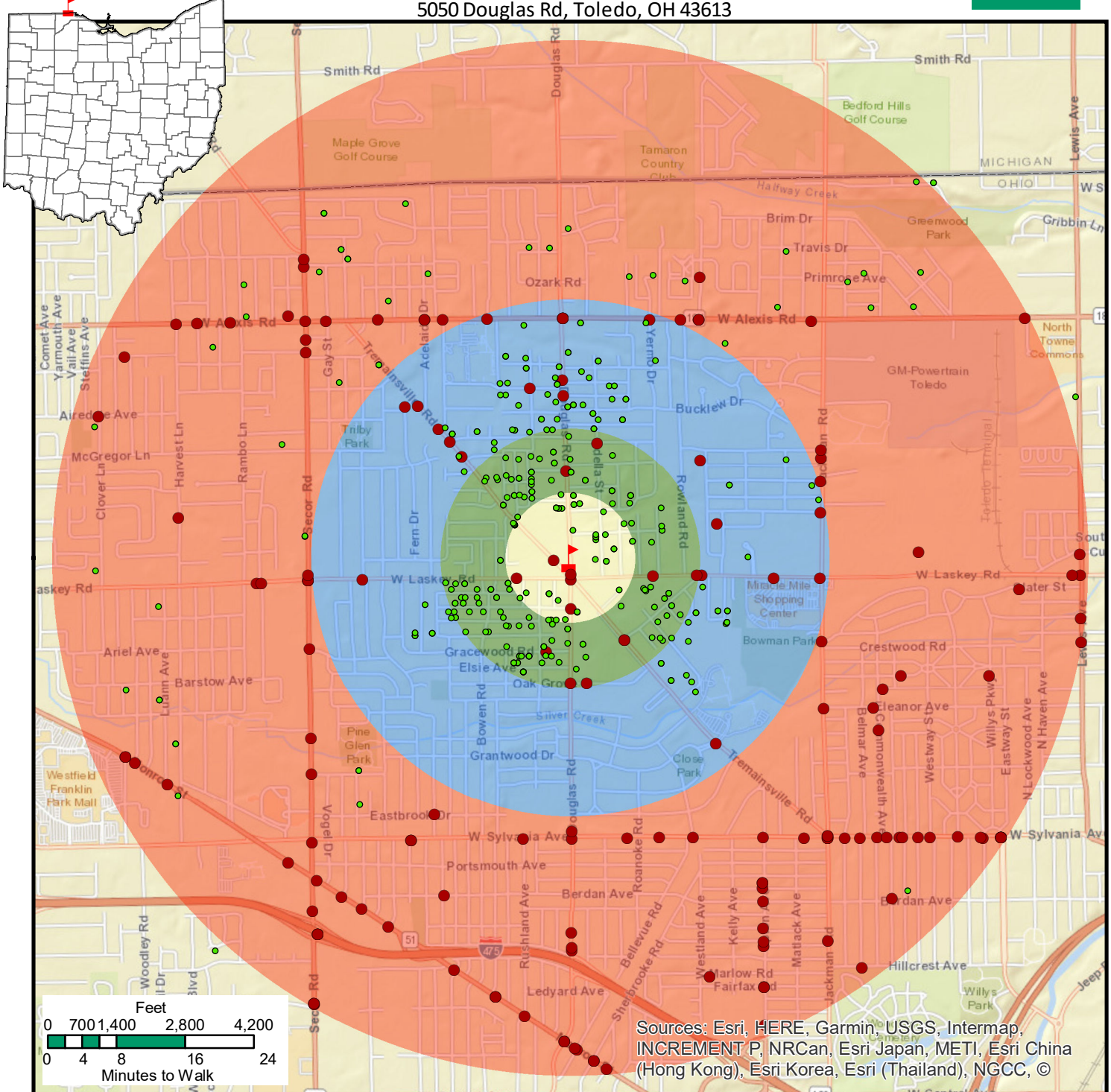




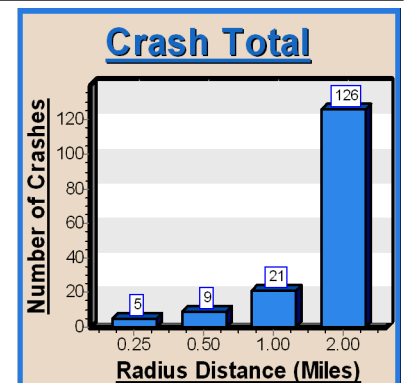
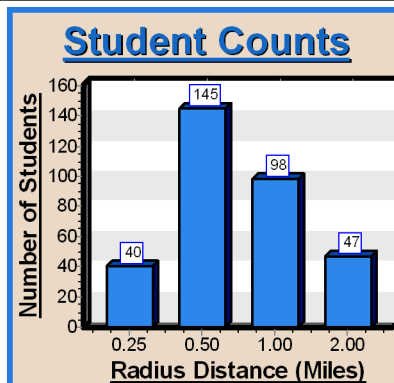
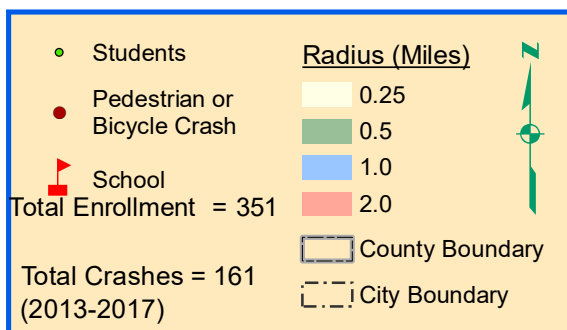
Wernert Elementary - Washington Local School - Lucas Co

3/22/2019

5050 Douglas Rd, Toledo, OH 43613



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©



Appendix C: Student Travel Tally Data

Greenwood

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	11%	0.1%	45%	40%	4%	0%	0%
Number of students (afternoon trips)	14%	0.1%	51%	31%	4%	0%	0%
Primary walking/bicycling routes	This information for each school is located in Appendix E						

Hiawatha

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	17%	0.1%	19%	61%	4%	0.3%	0%
Number of students (afternoon trips)	26%	0.1%	25%	45%	4%	0.3%	0%
Primary walking/bicycling routes	This information for each school is located in Appendix E						

Jackman

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	23%	2%	22%	48%	5%	0%	0.3%
Number of students (afternoon trips)	32%	2%	26%	38%	2%	0%	0.3%
Primary walking/bicycling routes	This information for each school is located in Appendix E						

McGregor

Appendix C: Student Travel Tally Data

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	17%	2%	13%	62%	5%	0.2%	0%
Number of students (afternoon trips)	31%	1%	14%	49%	4%	0.2%	0%
Primary walking/bicycling routes	This information for each school is located in Appendix E						

Meadowvale

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	No Data Reported						
Number of students (afternoon trips)							
Primary walking/bicycling routes	This information for each school is located in Appendix E						

Monac

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	13%	0.1%	38%	45%	3%	0%	1%
Number of students (afternoon trips)	23%	0.1%	42%	32%	2%	0%	0.3%
Primary walking/bicycling routes							

Shoreland

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	11%	5%	45%	37%	2%	0.6%	0.3%
Number of students (afternoon trips)	14%	5%	48%	30%	3%	0.5%	0.3%

Appendix C: Student Travel Tally Data

Primary walking/bicycling routes	This information for each school is located in Appendix E
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Wernert

[illegible]

Jefferson

[illegible]

Washington

[illegible]

Student Travel Tally Report: Combining Schools in One Data Collection Season

School Group: Washington Local Schools

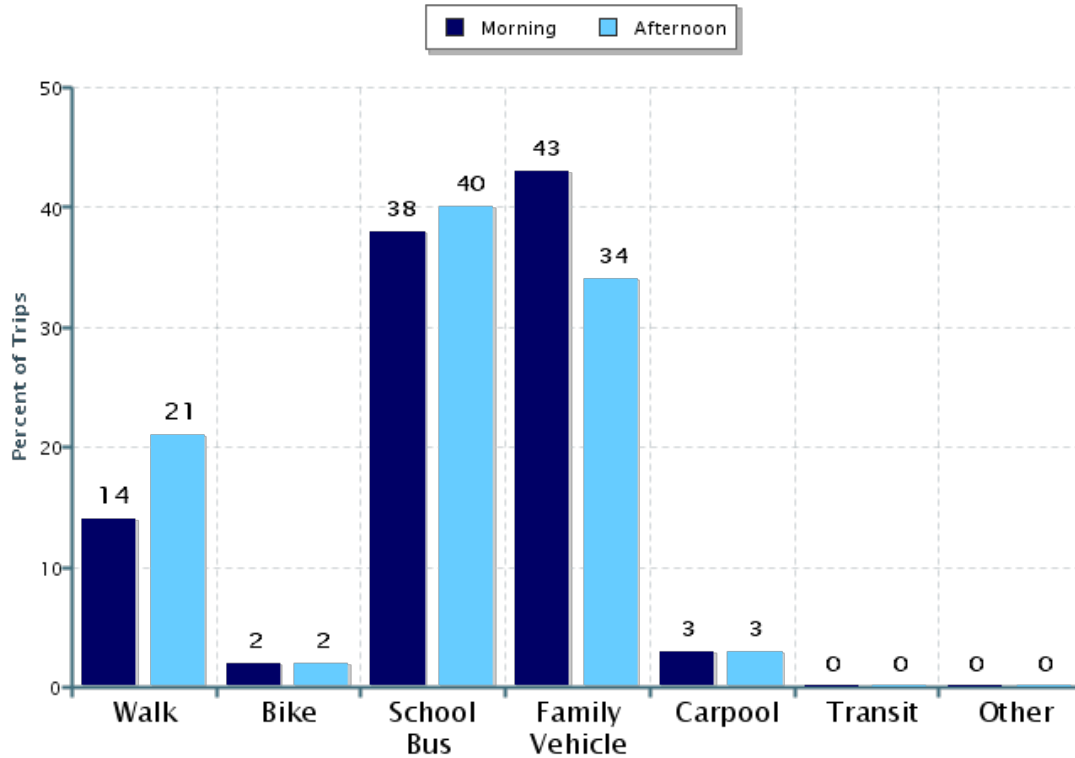
Date Range: Spring 2019

Date Report Generated: 12/30/2019

School Name:	Month & Year Collected & (Set ID)	School Enrollment:	% Range of School's Students Involved in SRTS:	Number of Classroom in School Targeted by School Group:	Number of Classrooms Included in Report:
Greenwood Elementary School	May 2019 (29475)				20
Hiawatha Elementary School	May 2019 (29477)				15
Jackman Elementary School	May 2019 (29943)				19
Jefferson Jr. High	May 2019 (29473)				34
McGregor Elementary School	May 2019 (29479)				21
Monac Elementary	May 2019 (29478)				15
Shoreland Elementary School	May 2019 (29480)				29
Washington Jr. High	May 2019 (29438)				38
Wernert Elementary School	May 2019 (29474)				15
			Total:	0	206

This report contains information from schools' classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



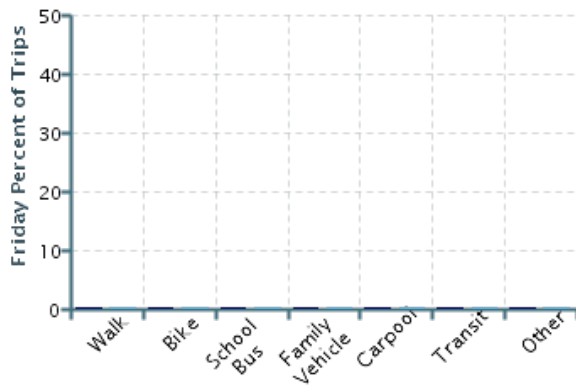
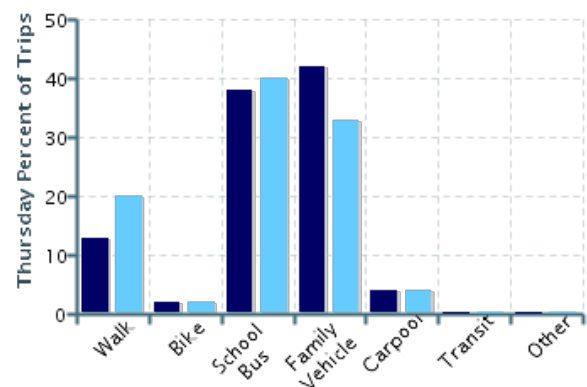
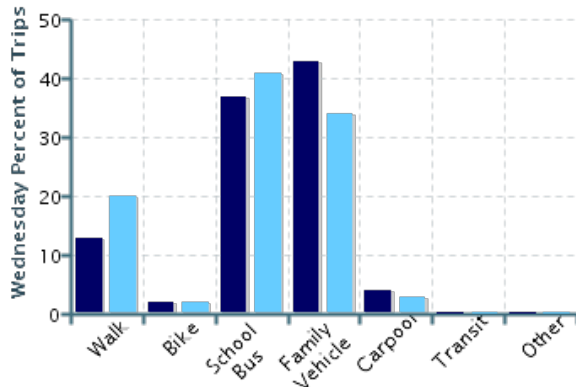
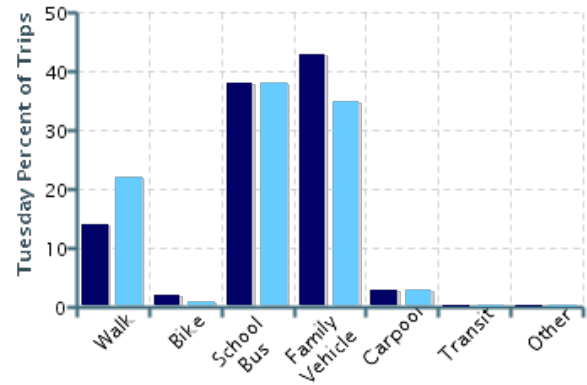
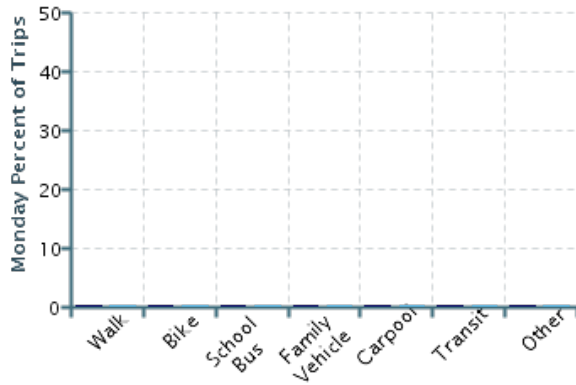
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	10553	14%	2%	38%	43%	3%	0.2%	0.2%
Afternoon	10099	21%	2%	40%	34%	3%	0.2%	0.2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

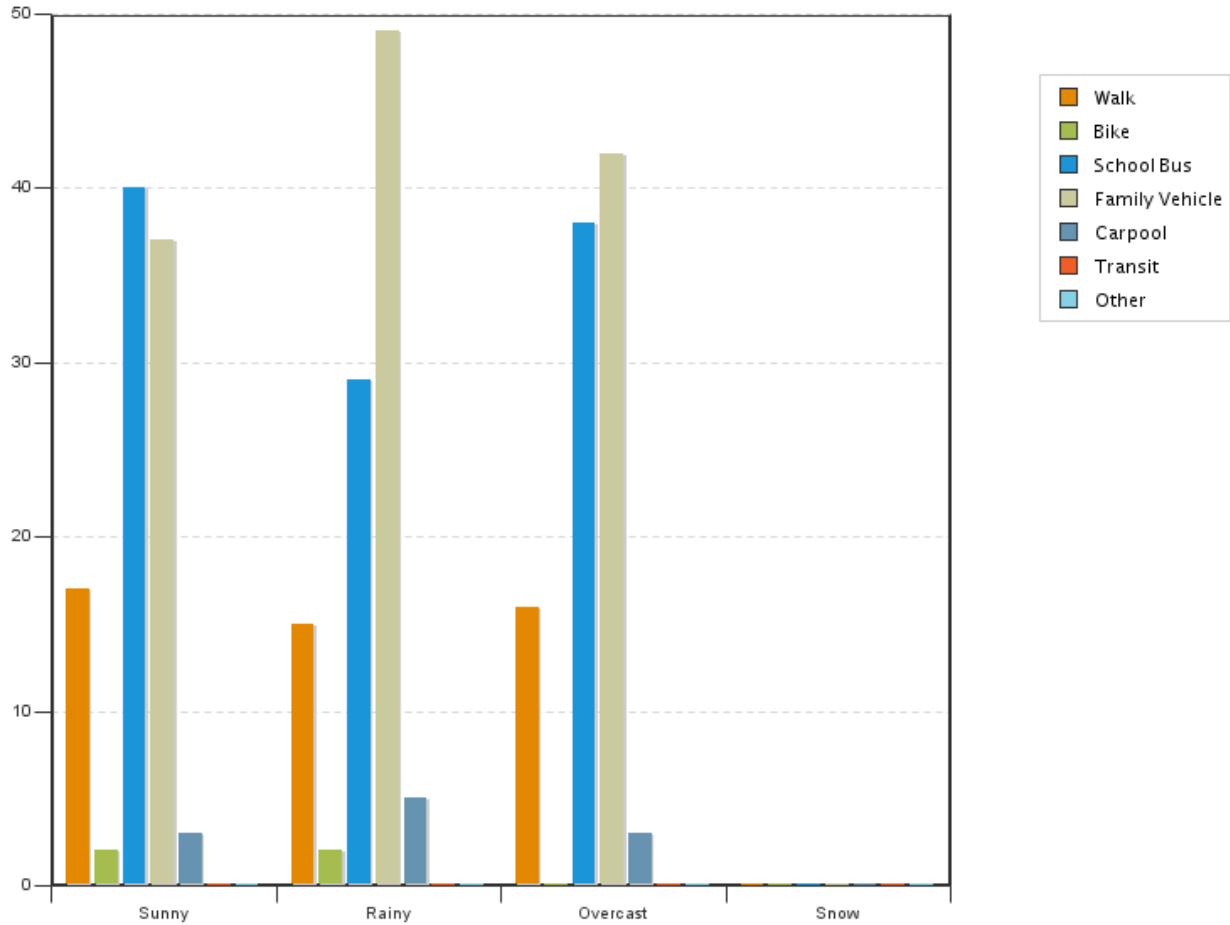


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Monday AM		0%	0%	0%	0%	0%	0%	0%
Monday PM		0%	0%	0%	0%	0%	0%	0%
Tuesday AM	3787	14%	2%	38%	43%	3%	0.2%	0.3%
Tuesday PM	3543	22%	1%	38%	35%	3%	0.2%	0.2%
Wednesday AM	3655	13%	2%	37%	43%	4%	0.3%	0.2%
Wednesday PM	3543	20%	2%	41%	34%	3%	0.3%	0.3%
Thursday AM	3111	13%	2%	38%	42%	4%	0.2%	0.2%
Thursday PM	3013	20%	2%	40%	33%	4%	0.2%	0.2%
Friday AM		0%	0%	0%	0%	0%	0%	0%
Friday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	14155	17%	2%	40%	37%	3%	0.3%	0.3%
Rainy	1114	15%	2%	29%	49%	5%	0.1%	0.1%
Overcast	5383	16%	0.3%	38%	42%	3%	0.1%	0.2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix F

Greenwood Elementary

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

- ☐ Yes, all vehicles use the same driveway.
- ☒ No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

- ☒ Yes, all students enter the building at the same location.

- ☐ No, students can use different entrances.

If no, in three sentences or less, describe how students enter the building: Front main entrance

Are all students released at the same time during dismissal?

- ☐ Yes, all students are released at the same time.
- ☐ No, we use a staggered release process (walkers are released first, bus riders second, etc.).

If no, in two sentences or less, describe how dismissal is staggered at your school:

Bussers at 3:10 and Walkers and Pickups at 3:15

Is school staff involved in either arrival or dismissal?

- ☐ Yes, we have school staff help students enter and exit the campus safely.
- ☐ No, school staff is not involved in either arrival or dismissal.

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal: My entire staff oversees the process. There are staff at exits, in the vehicle pick up line, and at busses.

Are there any adult crossing guards located along student walking routes?

- ☐ Yes, we have at least one adult crossing guard that helps students on their walking routes.
- ☒ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard:

Appendix F

<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p> <p>If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input checked="" type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input type="checkbox"/> No, we do not have a student safety patrol.</p> <p>If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:</p>

Hiawatha

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p>If no, in three sentences or less, describe how students enter the building: we have a loop door for car riders, a walker door and a busser door.</p>
<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>If no, in two sentences or less, describe how dismissal is staggered at your school: car Riders 3:05; Bussers 3:10; Walkers 3:12</p>

Appendix F

Is school staff involved in either arrival or dismissal?

☒ Yes, we have school staff help students enter and exit the campus safely.

☐ No, school staff is not involved in either arrival or dismissal.

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal: `They help supervise the release of all students.`

Are there any adult crossing guards located along student walking routes?

☐ Yes, we have at least one adult crossing guard that helps students on their walking routes.

☐ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard:

Are there police officers that help with arrival or dismissal procedures at this school?

☐ Yes, we have at least one police officer helping direct traffic around our school.

☒ No we do not have police officers who help direct traffic around the school.

If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:

Are students involved in any arrival or dismissal process (i.e. student safety patrol)?

☒ Yes, we have a student safety patrol.

☐ No, we do not have a student safety patrol.

If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:

Exit doors, Elaine and Photos Dr. and Fern and Photos Dr.

Appendix F

Washington Jr. High

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

- ☐ Yes, all vehicles use the same driveway.
- ☒ No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

- ☒ Yes, all students enter the building at the same location.
- ☐ No, students can use different entrances.

If no, in three sentences or less, describe how students enter the building: A l l

s t u d e n t s e n t e r t h r o u g h d o o r 2 (a d u l t m o n i t o r s i n a r e a)

Are all students released at the same time during dismissal?

- ☒ Yes, all students are released at the same time.
- ☐ No, we use a staggered release process (walkers are released first, bus riders second, etc.).

If no, in two sentences or less, describe how dismissal is staggered at your school:

Is school staff involved in either arrival or dismissal?

- ☒ Yes, we have school staff help students enter and exit the campus safely.
- ☐ No, school staff is not involved in either arrival or dismissal.

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal: 4 a d u l t s h e l p w i t h s u p e r v i s i o n (b u i l d i n g o f 5 7 0

s t u d e n t s

Are there any adult crossing guards located along student walking routes?

- ☐ Yes, we have at least one adult crossing guard that helps students on their walking routes.
- ☒ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard:

Are there police officers that help with arrival or dismissal procedures at this school?

Appendix F

<p><input checked="" type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input type="checkbox"/> No we do not have police officers who help direct traffic around the school. If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal: <code>Yes- help with traffic in front of building in the morning and afternoon</code></p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol. If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:</p>

Jackman

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances. If no, in three sentences or less, describe how students enter the building: <code>Bussers walk in the East doors, Walkers come in front doors, Students who are driven come in the North doors</code></p>
<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.). If no, in two sentences or less, describe how dismissal is staggered at your school:</p>

Appendix F

Is school staff involved in either arrival or dismissal?

☒ Yes, we have school staff help students enter and exit the campus safely.

☐ No, school staff is not involved in either arrival or dismissal.

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal: Staff are at all three entry doors , as well as monitoring the drivers loop

Are there any adult crossing guards located along student walking routes?

☒ Yes, we have at least one adult crossing guard that helps students on their walking routes.

☐ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard:

Old Ham and Northover

Are there police officers that help with arrival or dismissal procedures at this school?

☐ Yes, we have at least one police officer helping direct traffic around our school.

☒ No we do not have police officers who help direct traffic around the school.

If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:

Are students involved in any arrival or dismissal process (i.e. student safety patrol)?

☒ Yes, we have a student safety patrol.

☐ No, we do not have a student safety patrol.

If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:

They are located at both parking lot entrances, the loop line, and students exits

Appendix F

McGregor

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

- ☐ Yes, all vehicles use the same driveway.
- ✓ No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

- ☐ Yes, all students enter the building at the same location.
- ✓ No, students can use different entrances.

If no, in three sentences or less, describe how students enter the building: Front and back doors are available

Are all students released at the same time during dismissal?

- ☐ Yes, all students are released at the same time.
- ✓ No, we use a staggered release process (walkers are released first, bus riders second, etc.).

If no, in two sentences or less, describe how dismissal is staggered at your school:

Bussers at 3:07, Loopers at 3:10, pick up and walkers at 3:15. All go out separate doors.

Is school staff involved in either arrival or dismissal?

- ✓ Yes, we have school staff help students enter and exit the campus safely.

- ☐ No, school staff is not involved in either arrival or dismissal.

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:

Staff escorts students at dismissal and are involved in loop line, bus, and walkers. Staff greet students at arrival

Are there any adult crossing guards located along student walking routes?

- ✓ Yes, we have at least one adult crossing guard that helps students on their walking routes.

- ☐ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard: Harvest and McGregor, Clover and McGregor, Rambo and McGregor

Appendix F

Are there police officers that help with arrival or dismissal procedures at this school?

- ☐ Yes, we have at least one police officer helping direct traffic around our school.
- ✓ No we do not have police officers who help direct traffic around the school.

If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:

Are students involved in any arrival or dismissal process (i.e. student safety patrol)?

- ✓ Yes, we have a student safety patrol.

- ☐ No, we do not have a student safety patrol.

If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal: Rambo and McGregor, School parking drive across Rambo, in front of school on McGregor

Meadowvale

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

- ☐ Yes, all vehicles use the same driveway.
- ✓ No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

- ☐ Yes, all students enter the building at the same location.
- ✓ No, students can use different entrances.

If no, in three sentences or less, describe how students enter the building: Students enter via 5 entrances in the morning. Walkers may enter doors closest to their classrooms. Bussers have 3 designated doors to enter.

Are all students released at the same time during dismissal?

- ☐ Yes, all students are released at the same time.
- ✓ No, we use a staggered release process (walkers are released first, bus riders second, etc.).

Appendix F

If no, in two sentences or less, describe how dismissal is staggered at your school:

Kindergrarten bussers are released first. Students who ride busses in grades 1-3 are released next. Students in grades 4-6 are then released. Walkers are released last at the 3:15 release bell.

Is school staff involved in either arrival or dismissal?

✓ Yes, we have school staff help students enter and exit the campus safely.

☐ No, school staff is not involved in either arrival or dismissal.

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal: We have staff in the bus loop assisting students. We have 3 staff members in parking lot assisting students getting out of cars.

Are there any adult crossing guards located along student walking routes?

☐ Yes, we have at least one adult crossing guard that helps students on their walking routes.

✓ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard:

Are there police officers that help with arrival or dismissal procedures at this school?

☐ Yes, we have at least one police officer helping direct traffic around our school.

✓ No we do not have police officers who help direct traffic around the school.

If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:

Are students involved in any arrival or dismissal process (i.e. student safety patrol)?

✓ Yes, we have a student safety patrol.

☐ No, we do not have a student safety patrol.

If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal: Edgebrook and Larchway, Edgebrook and Meadowvale, Elmridge and Meadowvale, Parking lot driveway on Meadowvale

Appendix F

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

- ☐ Yes, all vehicles use the same driveway.
- ☐ No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

- ☐ Yes, all students enter the building at the same location.
- ☐ No, students can use different entrances.

If no, in three sentences or less, describe how students enter the building:

Are all students released at the same time during dismissal?

- ☐ Yes, all students are released at the same time.
- ☐ No, we use a staggered release process (walkers are released first, bus riders second, etc.).

If no, in two sentences or less, describe how dismissal is staggered at your school:

Is school staff involved in either arrival or dismissal?

- ☐ Yes, we have school staff help students enter and exit the campus safely.
- ☐ No, school staff is not involved in either arrival or dismissal.

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:

Are there any adult crossing guards located along student walking routes?

- ☐ Yes, we have at least one adult crossing guard that helps students on their walking routes.
- ☐ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard:

Are there police officers that help with arrival or dismissal procedures at this school?

- ☐ Yes, we have at least one police officer helping direct traffic around our school.

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☐ No we do not have police officers who help direct traffic around the school.
If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:

Are students involved in any arrival or dismissal process (i.e. student safety patrol)?

☐ Yes, we have a student safety patrol.

☐ No, we do not have a student safety patrol.
If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

- ☐ Yes, all vehicles use the same driveway.
- ☐ No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

☐ Yes, all students enter the building at the same location.

☐ No, students can use different entrances.
If no, in three sentences or less, describe how students enter the building:

Are all students released at the same time during dismissal?

☐ Yes, all students are released at the same time.

☐ No, we use a staggered release process (walkers are released first, bus riders second, etc.).
If no, in two sentences or less, describe how dismissal is staggered at your school:

Is school staff involved in either arrival or dismissal?

☐ Yes, we have school staff help students enter and exit the campus safely.

☐ No, school staff is not involved in either arrival or dismissal.
If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:

Appendix F

Are there any adult crossing guards located along student walking routes?

- ☐ Yes, we have at least one adult crossing guard that helps students on their walking routes.
- ☐ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard:

Are there police officers that help with arrival or dismissal procedures at this school?

- ☐ Yes, we have at least one police officer helping direct traffic around our school.
- ☐ No, we do not have police officers who help direct traffic around the school.

If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:

Are students involved in any arrival or dismissal process (i.e. student safety patrol)?

- ☐ Yes, we have a student safety patrol.
- ☐ No, we do not have a student safety patrol.

If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

- ☐ Yes, all vehicles use the same driveway.
- ☐ No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

- ☐ Yes, all students enter the building at the same location.
- ☐ No, students can use different entrances.

If no, in three sentences or less, describe how students enter the building:

Are all students released at the same time during dismissal?

- ☐ Yes, all students are released at the same time.

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- ☐ No, we use a staggered release process (walkers are released first, bus riders second, etc.).

If no, in two sentences or less, describe how dismissal is staggered at your school:

Is school staff involved in either arrival or dismissal?

- ☐ Yes, we have school staff help students enter and exit the campus safely.
- ☐ No, school staff is not involved in either arrival or dismissal.

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:

Are there any adult crossing guards located along student walking routes?

- ☐ Yes, we have at least one adult crossing guard that helps students on their walking routes.
- ☐ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard:

Are there police officers that help with arrival or dismissal procedures at this school?

- ☐ Yes, we have at least one police officer helping direct traffic around our school.
- ☐ No we do not have police officers who help direct traffic around the school.

If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:

Are students involved in any arrival or dismissal process (i.e. student safety patrol)?

- ☐ Yes, we have a student safety patrol.
- ☐ No, we do not have a student safety patrol.

If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:

Do school buses and parent vehicles use the same driveway for arrival and dismissal?

Appendix F

- ☐ Yes, all vehicles use the same driveway.
- ☐ No, there are separate driveways for family vehicles and school buses.

Do all students use the same entrance to the school building in the morning?

- ☐ Yes, all students enter the building at the same location.
- ☐ No, students can use different entrances.

If no, in three sentences or less, describe how students enter the building:

Are all students released at the same time during dismissal?

- ☐ Yes, all students are released at the same time.
- ☐ No, we use a staggered release process (walkers are released first, bus riders second, etc.).

If no, in two sentences or less, describe how dismissal is staggered at your school:

Is school staff involved in either arrival or dismissal?

- ☐ Yes, we have school staff help students enter and exit the campus safely.
- ☐ No, school staff is not involved in either arrival or dismissal.

If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:

Are there any adult crossing guards located along student walking routes?

- ☐ Yes, we have at least one adult crossing guard that helps students on their walking routes.
- ☐ No, we do not have any adult crossing guards serving our school.

If yes, please list the locations for each adult crossing guard:

Are there police officers that help with arrival or dismissal procedures at this school?

- ☐ Yes, we have at least one police officer helping direct traffic around our school.
- ☐ No we do not have police officers who help direct traffic around the school.

If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:

Appendix F

Are students involved in any arrival or dismissal process (i.e. student safety patrol)?

- ☐ Yes, we have a student safety patrol.
- ☐ No, we do not have a student safety patrol.

If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:

Parent Survey Aggregate Summary

Program Name: Washington Local Schools

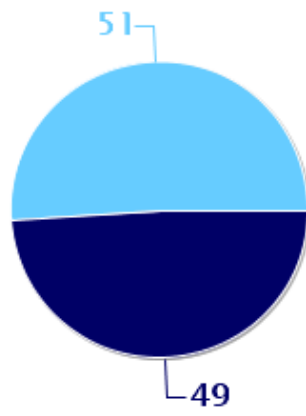
Date range: Spring 2019 (January - June 2019)

Date Report Generated: 02/17/2020

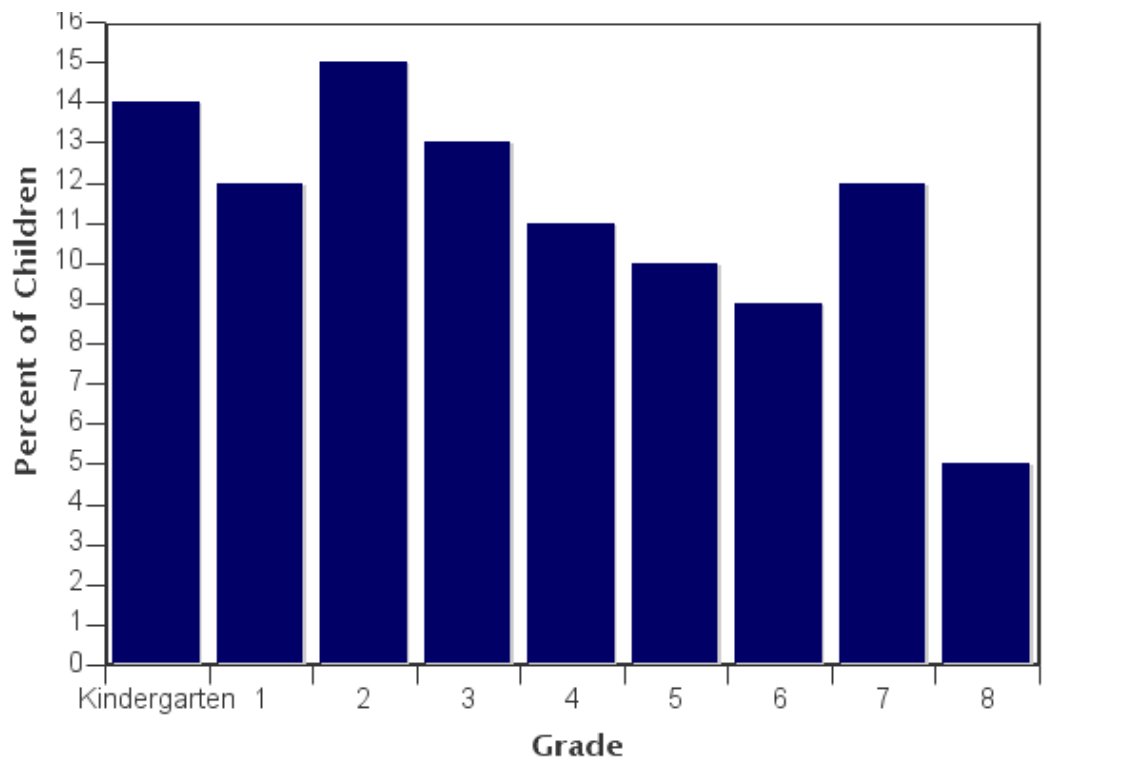
School Name(s):	Month & Year Collected & (Set ID)	School Enrollment:	Enrollment in Grades Targeted by SRTS Program:	Number of Questionnaires Distributed:	Number of Questionnaires Included in Report:
Greenwood Elementary School	May 2019 (18669)	521		0	94
Hiawatha Elementary School	May 2019 (18670)	349		0	109
Jackman Elementary School	May 2019 (18671)	380		0	71
Jefferson Jr. High	May 2019 (18667)	539		539	130
McGregor Elementary School	May 2019 (18672)	476		0	143
Meadowvale Elementary	May 2019 (18673)	542		0	94
Monac Elementary	May 2019 (18674)	495		0	108
Shoreland Elementary School	May 2019 (18675)	646		0	249
Washington Jr. High	May 2019 (18668)	490		490	62
Wernert Elementary School	May 2019 (18676)	351		0	61
			Total:	1029	1121

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

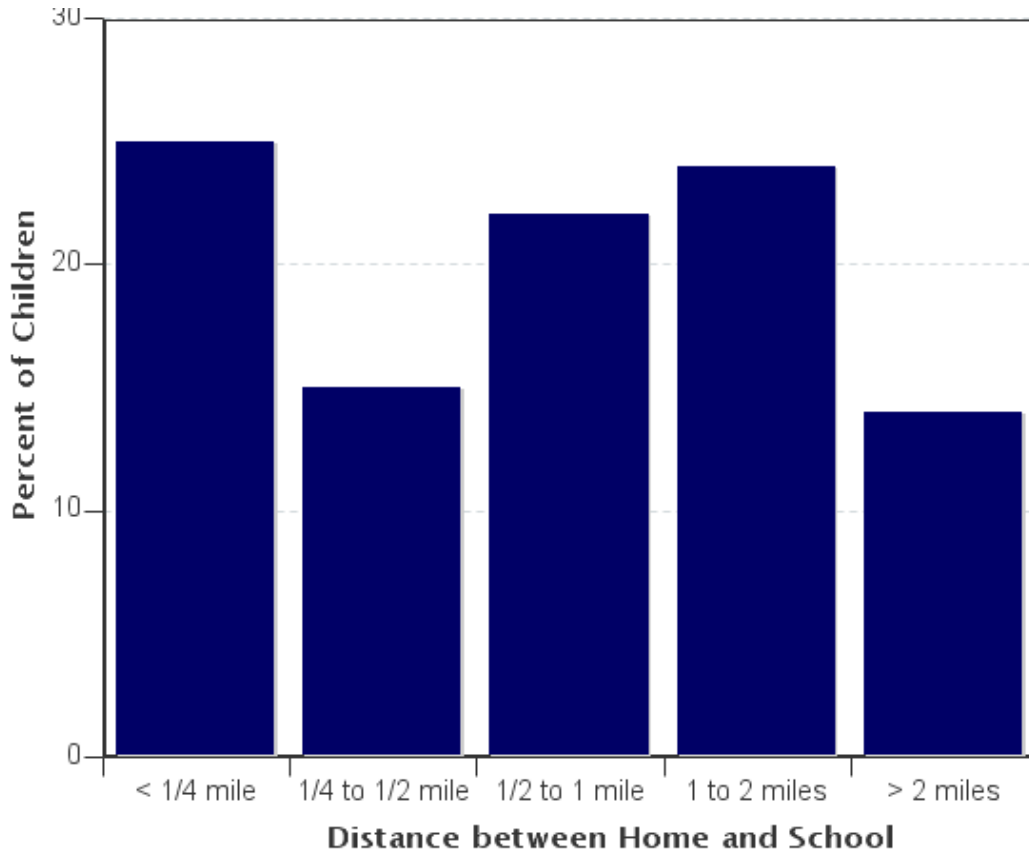


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	152	14%
1	135	12%
2	167	15%
3	142	13%
4	117	11%
5	108	10%
6	95	9%
7	130	12%
8	61	5%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



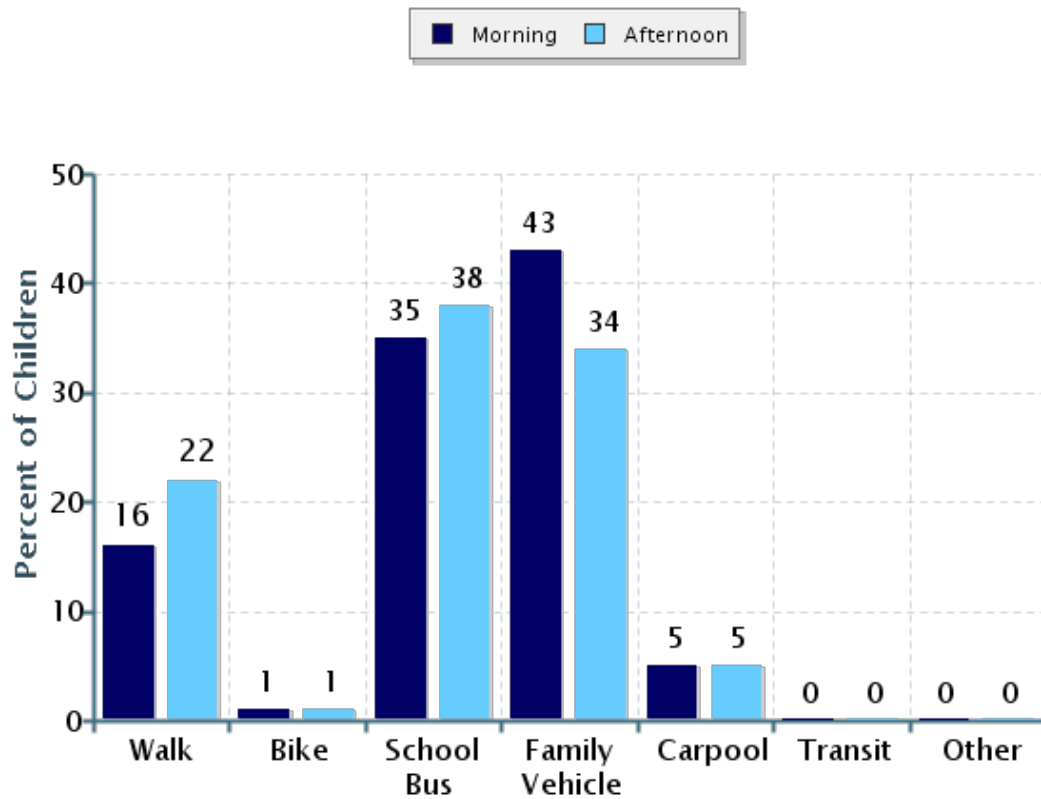
Parent Survey Aggregate Summary

Distance between home and school	Number of children	Percent
Less than 1/4 mile	276	25%
1/4 mile up to 1/2 mile	159	15%
1/2 mile up to 1 mile	234	22%
1 mile up to 2 miles	264	24%
More than 2 miles	154	14%

Don't know or No response: 34

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1114	16%	1%	35%	43%	5%	0.3%	0%
Afternoon	1087	22%	1%	38%	34%	5%	0.3%	0%

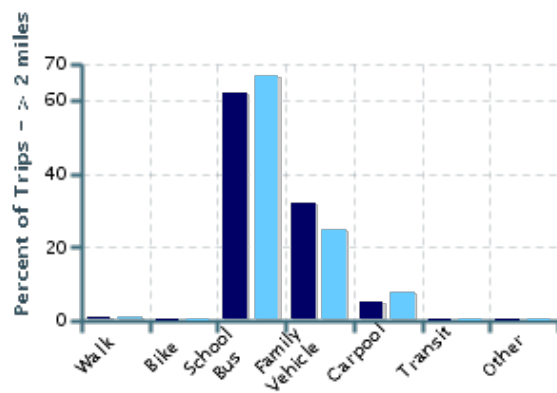
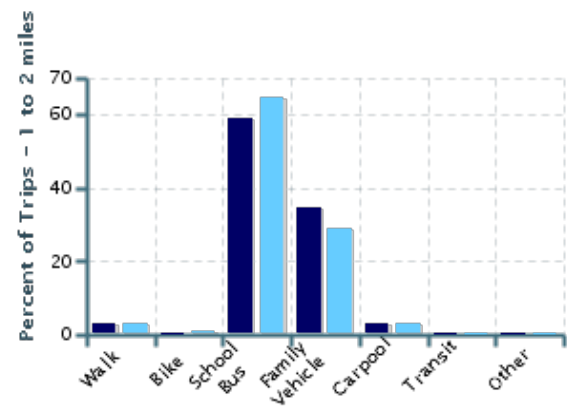
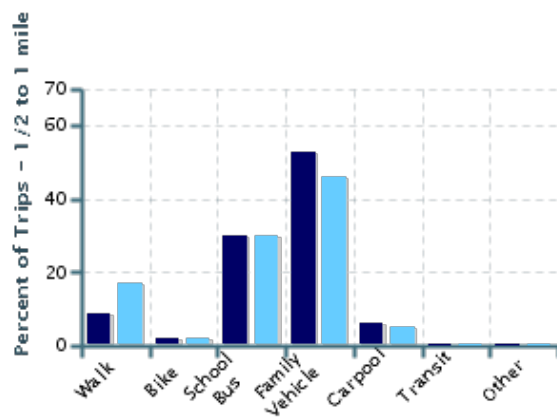
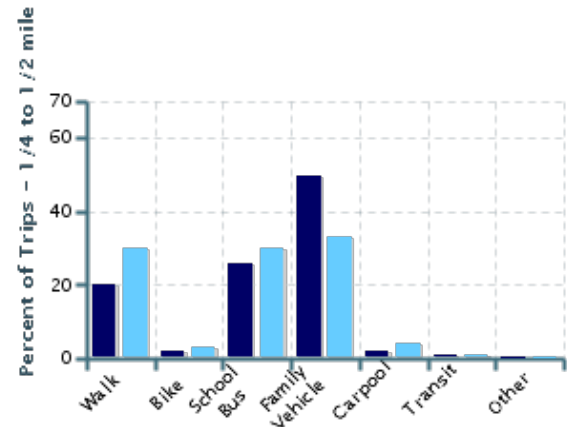
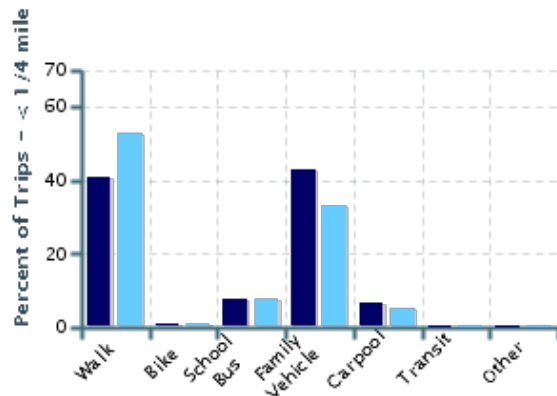
No Response Morning: 7

No Response Afternoon: 34

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
1 Less than 1/4 mile	276	41%	1%	8%	43%	7%	0%	0%
2 1/4 mile up to 1/2 mile	159	20%	2%	26%	50%	2%	1%	0%
3 1/2 mile up to 1 mile	233	9%	2%	30%	53%	6%	0%	0%
4 1 mile up to 2 miles	262	3%	0%	59%	35%	3%	0%	0%
5 More than 2 miles	154	1%	0%	62%	32%	5%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

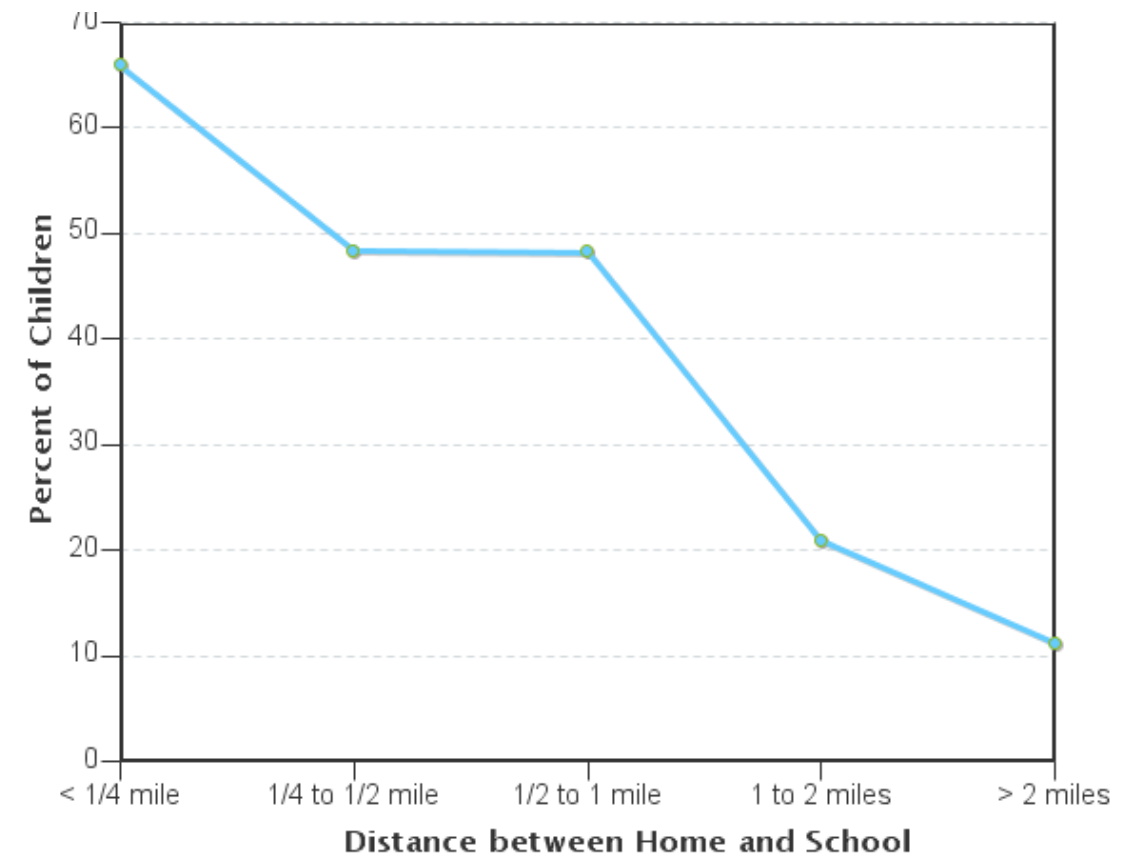
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	269	53%	1%	8%	33%	5%	0%	0%
1/4 mile up to 1/2 mile	155	30%	3%	30%	33%	4%	1%	0%
1/2 mile up to 1 mile	227	17%	2%	30%	46%	5%	0%	0%
1 mile up to 2 miles	255	3%	1%	65%	29%	3%	0%	0%
More than 2 miles	151	1%	0%	67%	25%	8%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school



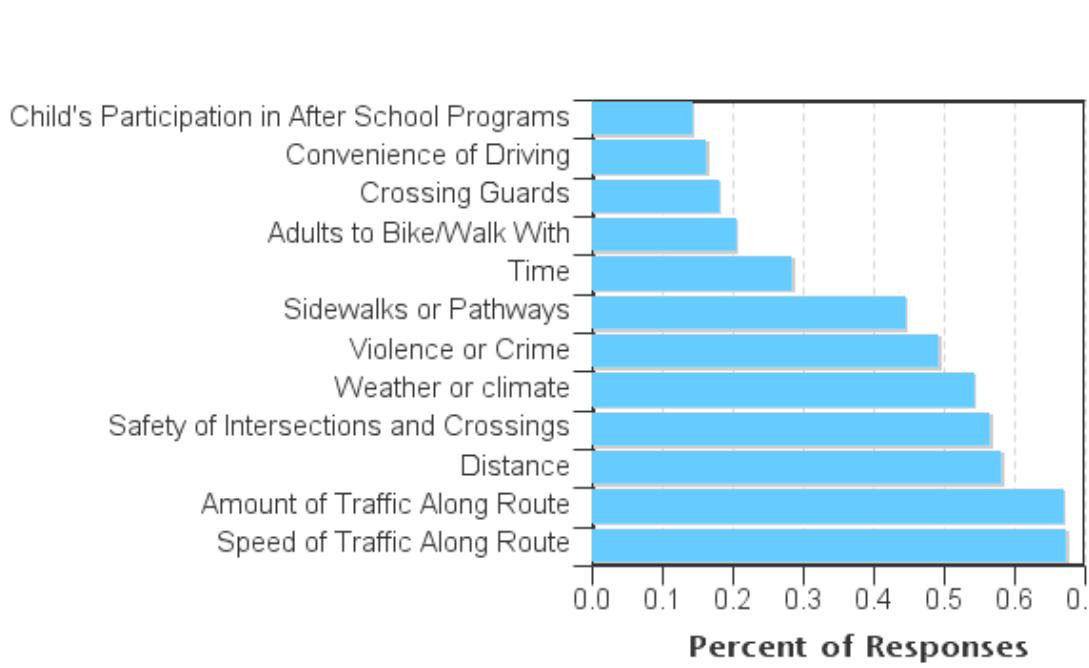
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	2135	66%	48%	48%	21%	11%
No	3110	34%	52%	52%	79%	89%

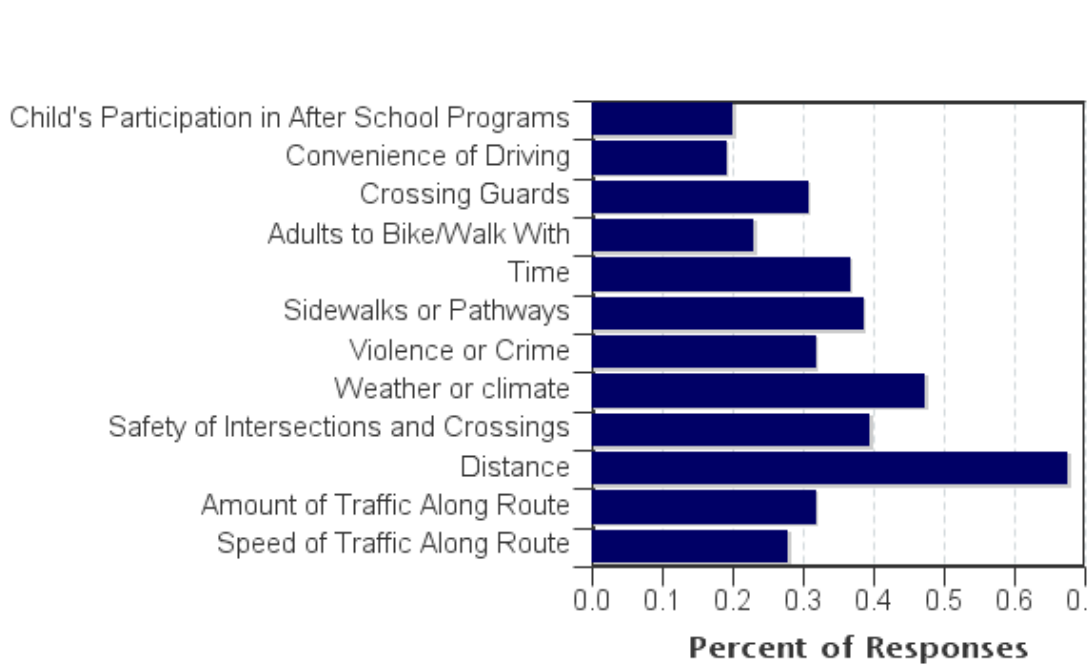
Don't know or No response: 0

Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	68%	28%
Amount of Traffic Along Route	67%	32%
Distance	58%	68%
Safety of Intersections and Crossings	57%	40%
Weather or climate	55%	48%
Violence or Crime	50%	32%
Sidewalks or Pathways	45%	39%
Time	29%	37%
Adults to Bike/Walk With	21%	23%
Crossing Guards	18%	31%
Convenience of Driving	17%	19%
Child's Participation in After School Programs	15%	20%
Number of Respondents per Category	599	103

No response: 419

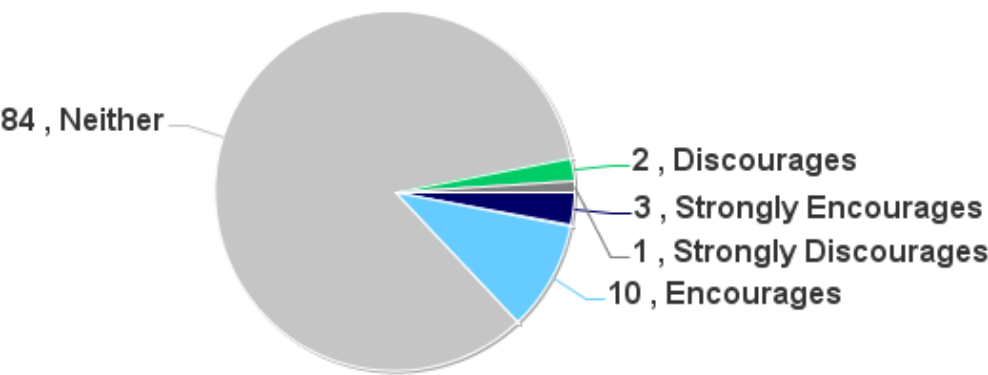
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

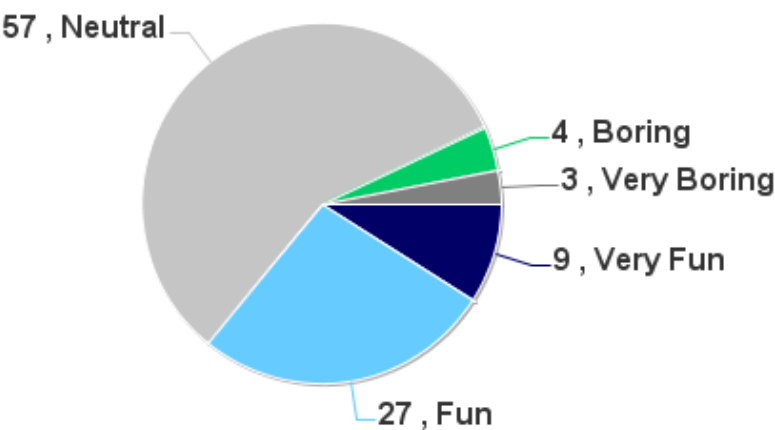
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

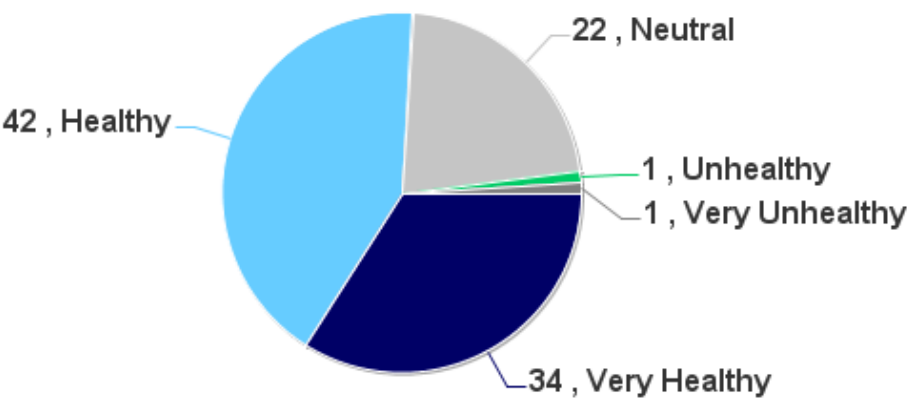
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

School	SurveyID	Comment
Greenwood Elementary School	1670677	We are at exactly one mile from school so it is too far in intimate wether , also , people driving kids to school drive way too fast and i don't trust them to not hit my son!!
Greenwood Elementary School	1671185	we live on lacross a busy road lewis Ave i would not allow my children to cross alone i wouldn't even cross that road alone .
Greenwood Elementary School	1671217	No crosswalk at Lewis and Gribben. Bus stop at the end of our street (Northville). Maybe adult cross guard at Gribben and Lewis.
Greenwood Elementary School	1671279	My son is 5 yrs old. He does not need to be walking to school with all the people abducting children.
Greenwood Elementary School	1671285	Kids are still too young.
Greenwood Elementary School	1671297	human trafficking is a huge problem in our world now. children should never walk or bike alone ! safety in numbers
Greenwood Elementary School	1671301	This child also has a medical need that needs adult supervision.
Greenwood Elementary School	1671302	Brayden is allowed to walk when someone is home for him. however he is often a care before and after. 4th or 5th grade will be the grades we will try small periods home alone.
Greenwood Elementary School	1671317	with so many children coming up missing, i would not feel comfortable allowing my kids at any age walking by themselves anywhere without supervision
Greenwood Elementary School	1671324	we live in meadow-vale district so I could not see my children ever riding bikes or walking to or from school to green wood.
Greenwood Elementary School	1671335	my child walks to and from school with at least his brother sister additional children also walk to/from school my 3 children. the intersection is not the best.
Greenwood Elementary School	1671356	i would allow my child to walk to and from school if there was an adult home to accompany her when she got there.
Greenwood Elementary School	1671376	we only allow our children to walk or bike to school with us their parents.
Greenwood Elementary School	1671392	I only drive my child to school when weather is bad. So it 1/2 and 1/2 on #6.
Greenwood Elementary School	1671407	Sometimes there are concerns with other kids bullying on the way home where the teachers aren't around, past the playground.
Hiawatha Elementary School	1672257	N/A
Hiawatha Elementary School	1672263	i feel Hiawatha takes the proper steps to ensure my child`s safety , which i greatly appreciate. the one factor that concern`s he is violence or cripple , but that is out of their control
Hiawatha Elementary School	1672393	i have two children and prefer they walk together. they do not yet walk to school because they still learning what time it is and how long to leave to get at there on time. they are in 2nd and 4th grade
Hiawatha Elementary School	1672402	the issue no sidewalks the neighborhood the traffic on Tremainsville are the najor concerns for allowing my child to walk by herself
Hiawatha Elementary School	1672405	i do not wish my child to walk or bike to school with bullying, violence, kidnapping , traffic is not
Hiawatha Elementary School	1672420	i feel walking is great idea but there is to much traffic

Hiawatha Elementary School	1672434	we enjoy walking home from school when weather permits. i would not let any of my children walk to or from school without an adult and that is k-6. not without a friend 7th-12th, all due to safety
Hiawatha Elementary School	1672492	my son having to cross Alexis Rd and Secor Rd is the main reason i wont let him walk or ride a bike to school. that and people do not drive careful enough on side roads
Hiawatha Elementary School	1672496	my child attends day care every morning. with this being said. my child does not walk to school due to time. it is transported to school by his day care provider.
Hiawatha Elementary School	1672502	my neighborhood needs sidewalks. we had to open enroll her to another school so we could get her transportation.
Hiawatha Elementary School	1672511	i do not like that my child would have to cross 2 major intersection to walk/ride to school which is why we do not let our children do so.
Hiawatha Elementary School	1672526	it would be helpful to have sidewalks on Fern Dr or allow students access to/from the back of the school.
Hiawatha Elementary School	1672539	i pick up drop off my son in the looper line. there is a speed limit of 20 mph but not all cars follow that. i have seen car accidents almost happen. we did try walking home but there was not enough sidewalk areas for me to let my son walk home alone. both ways you have to be on alert.
Hiawatha Elementary School	1672546	i watch everyday the people on Laskey Rd do not stop for the school bus on the other side
Hiawatha Elementary School	1672568	we live 1 mile from the elementary school bussing is not provided. my child would have to walk down a cut through street no sidewalks cross a major road (Tremainville) to get school.
Hiawatha Elementary School	1672571	the nearest crosswalk is several streets a way is on a busy street. it would not be safe and would take long time.
Hiawatha Elementary School	1672682	there are no safe areas to cross for the children on this street closest light is at whiter drive , which has a lot of traffic . adelaid takes on the cars going around down whiter together alexis or tremainsvilie . traffic is a lot in the mornings and afternoons .
Hiawatha Elementary School	1672720	carpool is a before and after school program
Hiawatha Elementary School	1672745	toledo is rated of the highest human trafficking hubs in the USA , so what do we do about that ?
Jackman Elementary School	1669892	Still & COLLEGEgraduate
Jackman Elementary School	1669905	I live on Alexis Rd. and at times my children have to walk. across from where i live there is a bus that picks kids up to Jackman.
Jackman Elementary School	1669909	loop line being used is a huge issue. parents refuse to use with causes traffic and safety concerns. more comes or adult guards need to direct the traffic to use correct pick up / drop off methods.
Jackman Elementary School	1669910	sidewalks are gravely needed in our neighborhood. we have nearly gotten hit 6t times just walking to school.
Jackman Elementary School	1669911	we are not comfortable with her walking home.
Jackman Elementary School	1669912	the neighborhood needs sidewalks . a lot of cars drive through very fast
Jackman Elementary School	1669913	i think it is dangerous to walk home from school. people picks their kids in front of school instead of in the loop. i am always afraid my child will get hit by a car.
Jackman Elementary School	1669916	i would feel safer if the street had sidewalks and the drivers did not drive so fast.
Jackman Elementary School	1669926	The one thing that i am concerned about my children walking is not having sidewalks to walk on.
Jackman Elementary School	1669935	I do not trust for my child to walk or bike home without myself.

Jackman Elementary School	1669938	I do not trust for my child to walk or bike home without myself.
Jackman Elementary School	1669963	I would never let my daughter walk to school alone, ever especially in this area .
Jackman Elementary School	1669977	i think we should have speed bumps, since we have no side walks. it is very unsafe for child at any age to walk by themselves without side walks .
Jackman Elementary School	1670089	sidewalks on norther are flooded many times and result in kids walking in street
Jackman Elementary School	1670096	sidewalk leading to school unsafe with flooding ,also wildlife person animals unknown possibly unsafe , last year lend of year grass 4ft tall with large imprint near sidewalk where animals . crime also an issue .
Jackman Elementary School	1670099	we should have speed bumps and sidewalks ,its unsafe for any child at any age to walk to school without side walks .
Jackman Elementary School	1670116	our neighbor needs sidewalks , cars don't drive the posted speed , it makes dangerous for our young children to ride bikes in the street.
Jackman Elementary School	1670163	we let our 6th grade and 3rd walk normal to get only with other adults and ludo
Jackman Elementary School	1670336	we have considered letting out son walk several times but due to our work schedules are not able to walk with him everyday . we would consider letting him walk if there were students walking together as group at least most of his way home.
Jackman Elementary School	1670337	due to a promotion at work , my children have recently had to start walking to and from school on work days and my biggest fear is the dangers of them having to walk in the street seeing as there are not side walks.
Jackman Elementary School	1670338	i will not let my child walk to or from school because there are NO sidewalks in the neighborhood ,and they speed the cars drive down the road id too fast , i am afraid a car is going to hit one of the walkers but they have no choice but walk in the road .
Jackman Elementary School	1670339	i believe that even with adult chaperones and crossing guards the distance would be too much ination the traffic is insane and people don't look out for pedestrians like they should especially children .
Jackman Elementary School	1670340	i have 2 special needs kids so letting them travel anywhere ,alone is out of the question but if we lived close enough i would gladly walk them to from school .
Jackman Elementary School	1670341	outside of school to use loop line which causes unsafe practices
Jackman Elementary School	1670342	the rout to the school through the neighbor is tons of turns the attenuate route is one a major road and quite a bit longer i really , really wish that you offered bus route in the neighborhood !
Jefferson Jr. High	1672693	my son were not be riding a bike to school
Jefferson Jr. High	1672694	child has disabilities that affect my answer for #10
Jefferson Jr. High	1672794	no bus service available near our home.
Jefferson Jr. High	1672803	the amount of sex traficing in this state is scary
Jefferson Jr. High	1672818	the safty of our students should go first
Jefferson Jr. High	1672824	our home is too far from Jefferson/ whitmer. even adults would not walk that distance.
Jefferson Jr. High	1672830	4 years Army
Jefferson Jr. High	1672835	our child walked to the elementary school, with the presence of adult crossing guards but does not walk to jeenior high because of distance and traffic.
Jefferson Jr. High	1672867	my son does walk home when the weather is nice
Jefferson Jr. High	1672868	my kid gets picked up after school.
Jefferson Jr. High	1673076	people drive reckless on her way home

Jefferson Jr. High	1673077	there have been violent crimes a murder in the apartments on the way to school, my child will never walk to school. plus Alexis is an extremely busy street to cross close to our home
Jefferson Jr. High	1673078	my concern is bullying. kids just do not think before they react to others. supervision is needed.
McGregor Elementary School	1673451	cars seep down Rambo and Oakndge Dr. This is my main reason i do not allow my child to walk unsupervised
McGregor Elementary School	1673563	concern with walking/ riding is lack of sidewalks
McGregor Elementary School	1673567	we are intra-district transfer, so i drive my child to school. we love Mcfiregor and the area around it - if we lived in that neighborhood, i would very likely allow to walk or bike.
McGregor Elementary School	1673570	unfortunately the reason i do not want my child walking are the traffic and how easy it is for someone to take
McGregor Elementary School	1673574	do not live far, just fear for safety of my child
McGregor Elementary School	1673585	to make sure my students get from school/ home everyday.
McGregor Elementary School	1673588	there is no safe place (sidewalk) for people to use a long Rambo, the road is narrow and riddled with pot holes which means it difficult to get over for passing traffic and walkers.
McGregor Elementary School	1673622	i would love to have my kids bike or walk to school. we just live 2.8 miles away from their school.
McGregor Elementary School	1673632	i would feel more comfortable if he has a buddy to walk or bike with. there is also a lot of traffic on Mcgrgor.
McGregor Elementary School	1673639	my child only walks to and from school it accompanied by another student or parent
McGregor Elementary School	1673643	no sidewalks
McGregor Elementary School	1673702	i would love to be able to let my 3rd grader kide her bike to school. she has wanted to all of 2nd grade.
Meadowvale Elementary	1671440	With all the child abductions and human trafficking, I feel that no child is safe to walk anywhere these days. Especially little girls and teen girls.
Meadowvale Elementary	1671446	I will never let any of my children walk to school until there are sidewalks along Herst Rd. and it's made a school zone. Its very unsafe.
Meadowvale Elementary	1671460	My son is too young to walk to school.
Meadowvale Elementary	1671864	i am not comfortable with the traffic around school. no one follows the rule
Meadowvale Elementary	1671865	she only walks if she has a child/ neighbor walking with her.
Meadowvale Elementary	1671866	if we had some guards down elmrldge, i would let mine walk
Meadowvale Elementary	1671869	the traffic by the school is unsafe parents (or who ever is driving) is unsafe.
Meadowvale Elementary	1672157	i think my kids would love to walk from school, but there is not enough supervision and i do not want anything to happen.
Meadowvale Elementary	1672211	my daughter only walk when her friend in the same grade walk with her
Meadowvale Elementary	1672216	we only live 5 houses from the school.

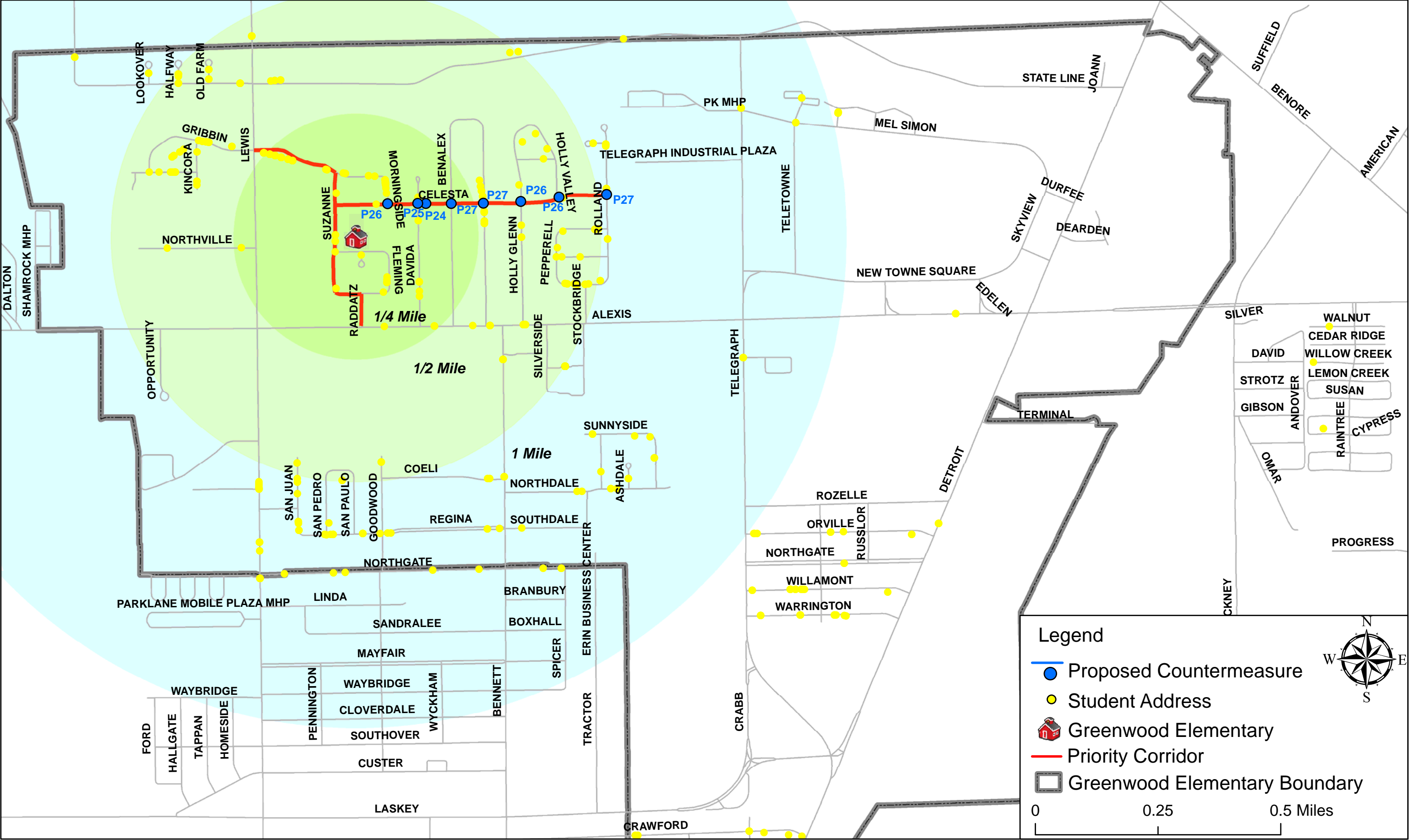
Meadowvale Elementary	1672223	my children are too young to walk or ride by themselves. our child care provider drives them to school because his house is within 1 mile and the school will not provide bussing.
Meadowvale Elementary	1672228	my son crosses Alexis road, there is no cross guard. the speed limit is 45, people speed to run that light all the time, if i had an option my son would not walk.
Meadowvale Elementary	1672450	The morning chaos in the parking lot and drop-off areas is something to behold! Horns are blaring and most drivers have a cell phone in one hand. Everyone wants to turn left out of the lot, causing a "stalled merry-go-round" effect in the lot and road.
Meadowvale Elementary	1672454	There is no sidewalks on douglas so if I was ever to allow my child to walk there are no sidewalks for her to walk along.
Meadowvale Elementary	1672458	I work at the school and have to arrive before my son so he goes to a sitter that drives him to school. My son is not allowed to stay home alone so cannot walk to school.
Meadowvale Elementary	1672466	we have an out of elementary district transfer, so it's hard to answer this.
Meadowvale Elementary	1672469	I wish there was a bus available to my children
Meadowvale Elementary	1672473	My son gets dropped off in the morning (driving) and he walks home from school everyday with his grandpa!
Meadowvale Elementary	1672475	We requested out of district school as a preference - parking for parent pick-up is challenging.
Meadowvale Elementary	1672481	Our son is an indistrict transfer student from Shoreland. He walks to school about five houses down on the other side of the road from his aunt and uncles house with his five cousins.
Meadowvale Elementary	1672489	Usually we give our children a ride to and from school. Sometimes they want to walk or ride bikes. Only if weather is good.
Meadowvale Elementary	1672507	crossing guards need to be monitored outside. Parents driving do not watch and are careless.
Meadowvale Elementary	1672510	Thank you for being concern about how we as parents feel.
Meadowvale Elementary	1672530	He always rides to and from school w/ a friend
Monac Elementary	1672853	I think speed bumps at side walk would be a very good need for safety of the children.
Monac Elementary	1672870	He's not walking or riding his bike have you seen the news?
Monac Elementary	1672871	Primary reason for not walking; no sidewalks or dedicated pathways.
Monac Elementary	1672872	We live close to Westgate so he cannot walk that distance to school. If we lived on Harvest close to the school, I would allow him to walk once he hit 5th grade.
Monac Elementary	1672875	I would not allow my daughter to walk to school at any age due to kids being harmed, trafficked and abducted.
Monac Elementary	1672881	Biggest problem is no sidewalks and I feel the distance/traffic is too far.
Monac Elementary	1672883	There should be more sidewalks on Laskey Rd and the side streets leading to the school. Harvest should have sidewalks b/c we have to walk to the light at Laskey/Harvest in order to cross safely and there are no sidewalks on Harvest to Ariel or Clawson where the school is located.
Monac Elementary	1672910	we live close to the school, we have many roads to cross. bussing would be nice.
Monac Elementary	1672914	the main road with heavy traffic is too bad.
Monac Elementary	1673091	i would not let my child ride across Monro St, there are no sidewalk in our neighborhood.
Monac Elementary	1673437	child is at daycare 4 days out of the week . not able to walk from there. also, child is too young to walk herself.
Monac Elementary	1673438	i would love my son to ride a bike or walks to school but we live a little far from school.

Monac Elementary	1673442	although we live close to the school, we have many roads to cross. bussing would be nice
Monac Elementary	1673443	my work transports my child so she will always have a ride to and from school.
Monac Elementary	1673445	we walk as family. there are no current safe routes for them to walk/ bike an adult.
Monac Elementary	1673447	there are no or very little sidewalk, to Monac/Mcgregor. Also there one no street lights
Monac Elementary	1673471	Due to crime/traffic/bullies I will not allow my child to walk- even if the school was closer.
Monac Elementary	1673488	We live too far away for my kids to walk or bike to schools. Too many busy roads to cross. Will probably always ride the bus.
Monac Elementary	1673496	Harvest is a very busy intersection and worries me the most when it comes to my child wanting to walk to and from school.
Monac Elementary	1673500	Her school she attends is not her normal school district. She would attend Hiawatha but due to the daycare she attended she would not of had transportation to and from school. She would have to cross Secor and Laskey.
Monac Elementary	1673501	The safety guards are awful- they don't pay attention, walk in front of cars in motion, hold up traffic in loop line due to not paying attention and are irresponsible leaving small children to cross alone.
Monac Elementary	1673502	*
Monac Elementary	1673503	We currently have a 2nd and 5th grader walking to and from school. We are considering letting them ride bikes in 6th grade
Monac Elementary	1673507	Living on a busy street I would never allow my daughter to walk home without myself or another adult.
Monac Elementary	1673511	Being an indistrict transfer affects walking and biking
Shoreland Elementary School	1673726	school needs a better way to get kids dropped of and piked up one way road ! and more parking, and a guard (adult)
Shoreland Elementary School	1673738	i do not let children walk to or from without an adult unless they are in pairs. my kids also have panic Keynesian w / alarms
Shoreland Elementary School	1673739	my daughter rides the bus and is convenient to travel to and from via gins trans
Shoreland Elementary School	1673752	m/a
Shoreland Elementary School	1673822	need to improve drop-off/pick up lane at Shoreland.
Shoreland Elementary School	1673836	Shoreland has the worst drop off and pick up
Shoreland Elementary School	1688122	I dont think I'd let her ride her bike unless she was with more kids, was older and able to text me she made it safely.
Shoreland Elementary School	1688123	My child rides the bus and always will due to busy roads.
Shoreland Elementary School	1688126	At age 8 we would feel safe with our daughter riding with friends but at age 10 we would feel better.
Shoreland Elementary School	1688131	Parents are not always home before/after school and 1st grade is not old enough to walk unsupervised.
Shoreland Elementary School	1688135	There are no sidewalks and the speed of traffic.
Shoreland Elementary School	1688141	i think if the school continues to allow kids to ride bikes to/from school there should be a safety class/talk with these students. Many children ride bikes in the middle of road.
Shoreland Elementary School	1688147	We would use the bus if the stop was any near our house. I would never let my kids walk to the bus stop or school alone just because people are crazy.

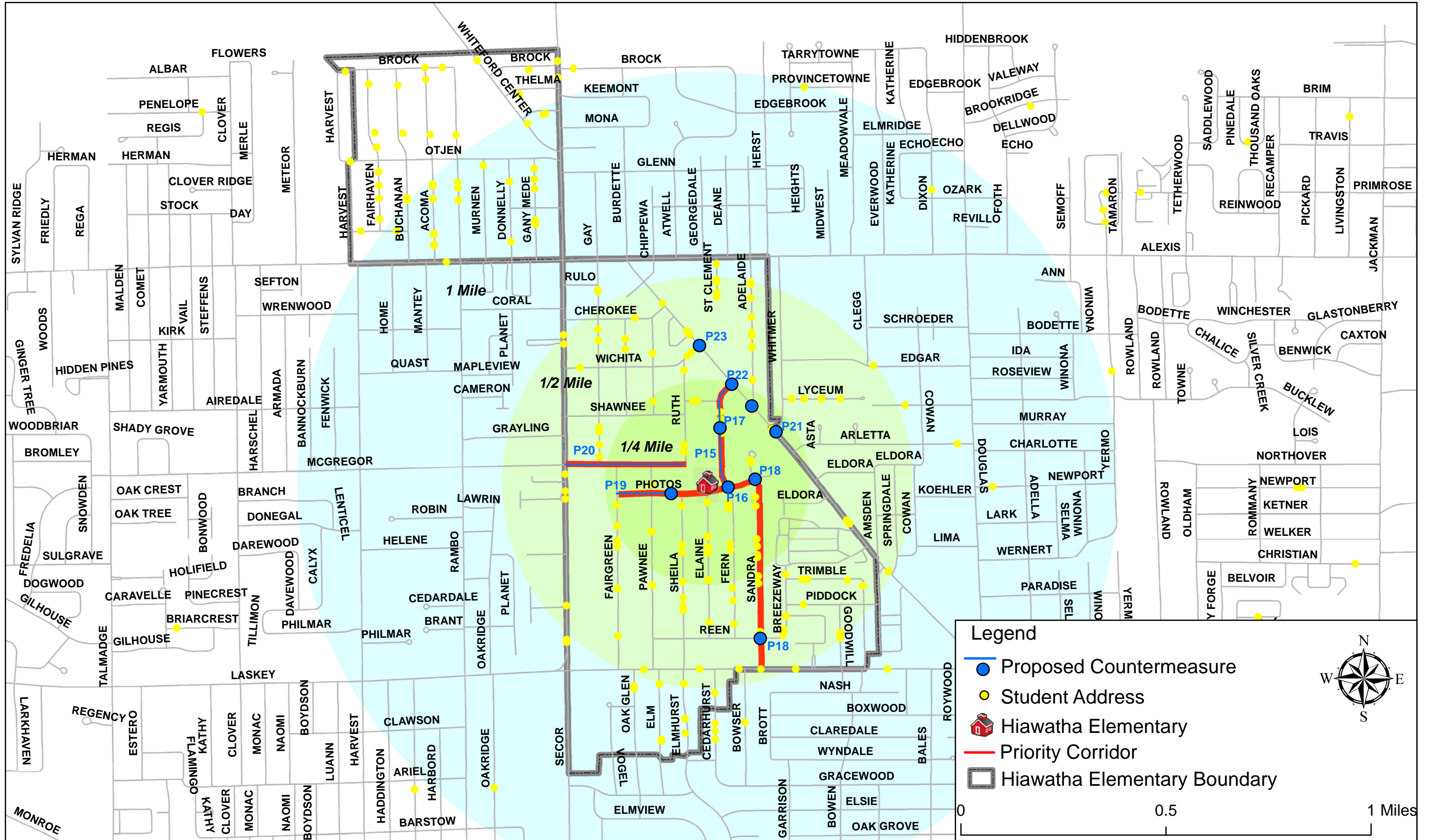
Shoreland Elementary School	1688159	I walk with her traffic is bad. Parents that drive need to slow down and watch when they turn at Suder-Alexis. Very busy to pick up. Would rather walk then to get caught up in the mess.
Shoreland Elementary School	1688174	Child is not old enough to walk or bike to school
Shoreland Elementary School	1688187	Suder is very busy road, the people in vehicles do not fully pay attention. Ottawa river road is extremely busy and so is Benore. I do not trust my children and other people. If we lived closer I would encourage walking.
Shoreland Elementary School	1688205	My child not allowed to walk or bike to school due to safety. Too much going on and not a safe route to travel for a little girl nowadays.
Shoreland Elementary School	1688208	Majority of my child's walk to school has no sidewalk
Shoreland Elementary School	1688219	My children walk in a group. My kindergartner walks with a 5th grader and my 3rd grader. Children walking alone all depends on the child's maturity and mentality. My son couldn't walk alone til he was 8 but my oldest could at 7. It would be nice to have registered Safe Places.
Shoreland Elementary School	1689320	We live too far and there are too many creeps out there for us to be walking to school. If we lived close we would.
Shoreland Elementary School	1689321	We live pretty close to school and I enjoy walking him to school. I feel more comfortable when an adult is present. I won't allow my kids to walk alone in this day and age.
Shoreland Elementary School	1689324	One thing that I wish could change would be the speed limit on Suder Ave. just north of Shoreland. It's unsafe that it jumps from 20mph to 40mph.
Shoreland Elementary School	1689336	Wish our neighborhoods had sidewalks for the kids; very busy street.
Shoreland Elementary School	1689338	There are kids who bike to school, and don't pay attention to anything, even cars. They ride right in front of cars and ignore them.
Shoreland Elementary School	1689342	I would allow my child to bike to school, but the school doesn't allow it until 4th grade.
Shoreland Elementary School	1689351	Walking/biking is our favorite hobbies but distance, safety, traffic, and fear of someone taking her is concerning. Even if she was older, I'd only let her if we lived closer.
Shoreland Elementary School	1689353	I think its too dangerous fro elementary kids to walk alone to school. I will not allow them to walk alone at any distance. Plus the traffic with people rushing. If we lived closer, I would walk with them.
Shoreland Elementary School	1689359	I think the distance should be greater than just 1 mile to be allowed to ride the bus to and from school.
Washington Jr. High	1668883	walks to school when miss the bus or know way
Washington Jr. High	1669062	Lackey is way to busy w high traffic and excessive speed limits , especially with weren't elementary so chose and 3 main road interesting at douglas termainsville and lackey . speed limit on laskey should be 35 max - over-
Washington Jr. High	1669066	My child rides the bus No walking or biking allowed !
Washington Jr. High	1669104	the speed of tremansville Alexis and even campus ground is absolutely ridiculous even with the speed camera and the 20 mph on alexis arriving afboth jr high school to drop off kids is extremely congested and unoraanizes alone with the yellow school busses.
Washington Jr. High	1669121	N/A
Washington Jr. High	1669262	He does not walk as he has no one to walk with.
Washington Jr. High	1669268	My child would walk if she had people to walk with.

Washington Jr. High	1669271	Traffic around the school
Washington Jr. High	1669276	we live so far from the school it is not possible to ride all way down Alexis Rd to and from school.
Washington Jr. High	1669281	Biggest concerns are predators and not having marked safe havens for my kids to run to should they be approached.
Washington Jr. High	1669289	we live to far for her to get herself to school
Washington Jr. High	1669297	they need a crossing guards on Tremansulle at Whitner Dr.
Wernert Elementary School	1669323	need crossing guards
Wernert Elementary School	1669327	speed is a huge issue to the school and along Douglas Rd.
Wernert Elementary School	1669331	there is only one crossing guard at the intersection of douglas lackey and tremainsville , she does not walk the kids completely across the intersection as there isn't enough time to cross termainsville and lackey .
Wernert Elementary School	1669340	It would be nice to see police stationed at Douglas/ Laskey /Tremainesville intersection. children crossing there makes me nervous, because red light are run daily. A red light camera would also be effective
Wernert Elementary School	1669522	i don't feel that wernert corner is safe for my child to cross by themselves.
Wernert Elementary School	1669532	school should proud bus transpiration
Wernert Elementary School	1669538	6th grader walks
Wernert Elementary School	1669543	kindergartener walks with 6th grader
Wernert Elementary School	1669553	The traffic at Douglas is awful always has back up in morning and after school there should either be crossing guards or traffic light.

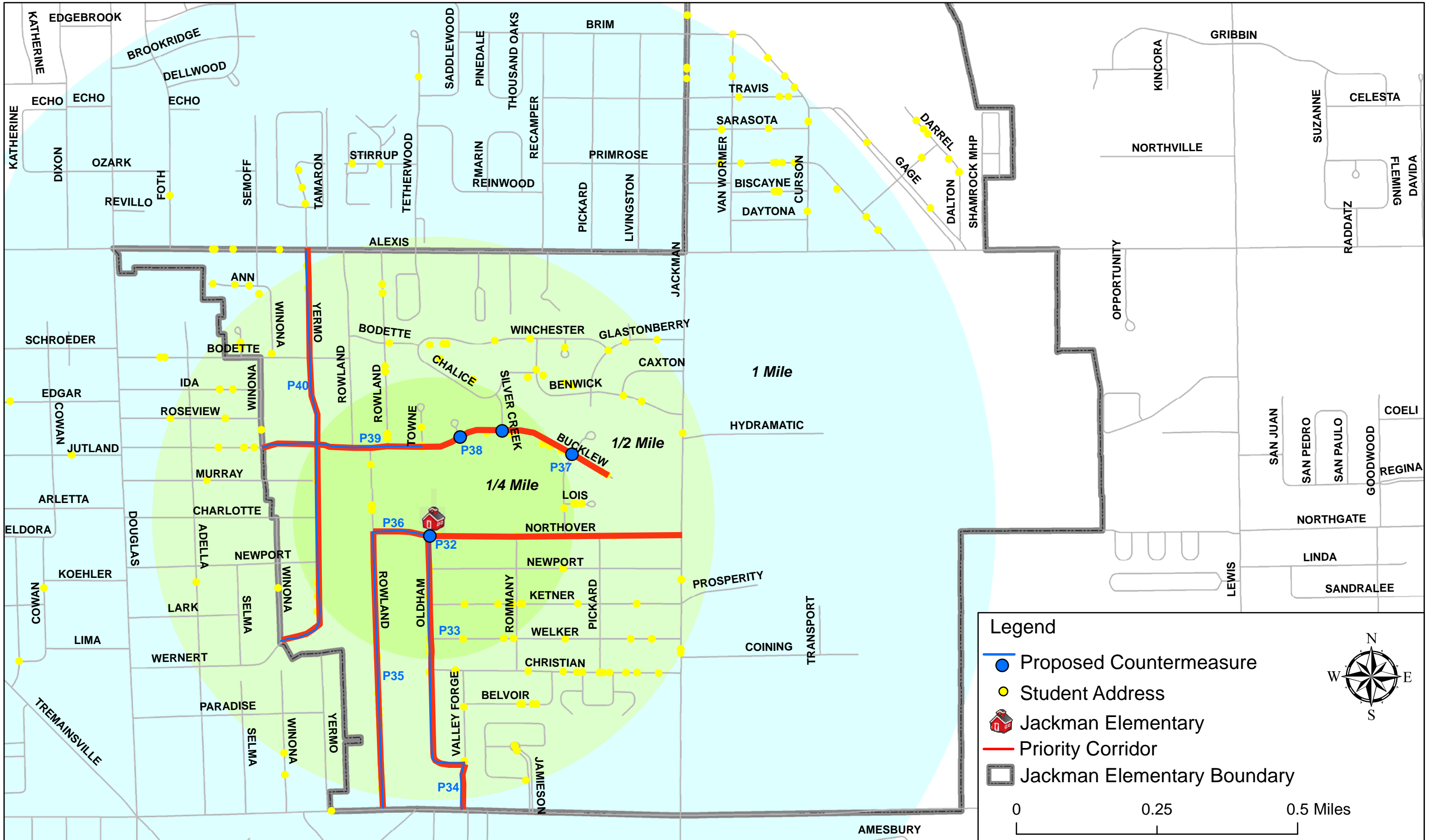
Greenwood Elementary



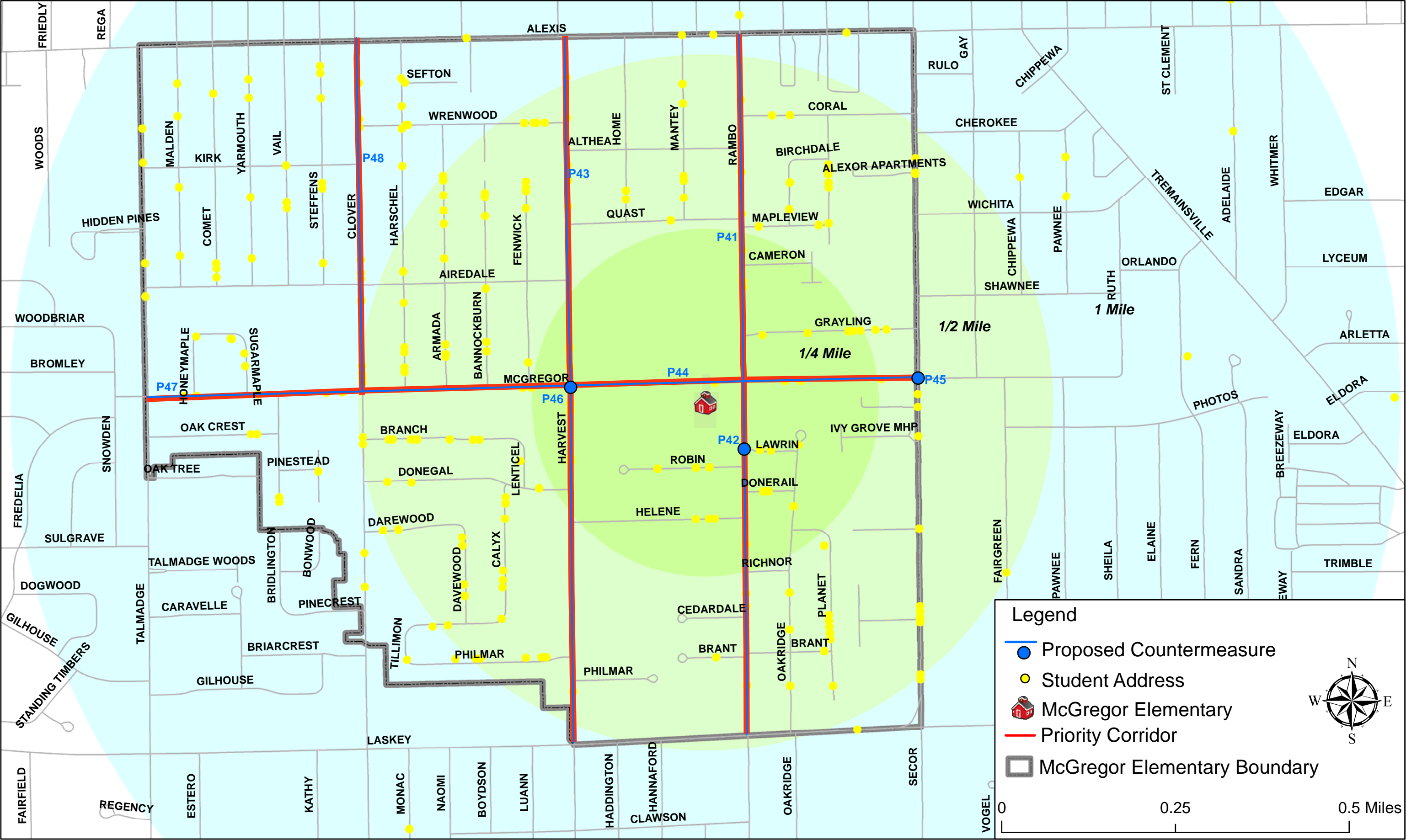
Hiawatha Elementary



Jackman Elementary



McGregor Elementary

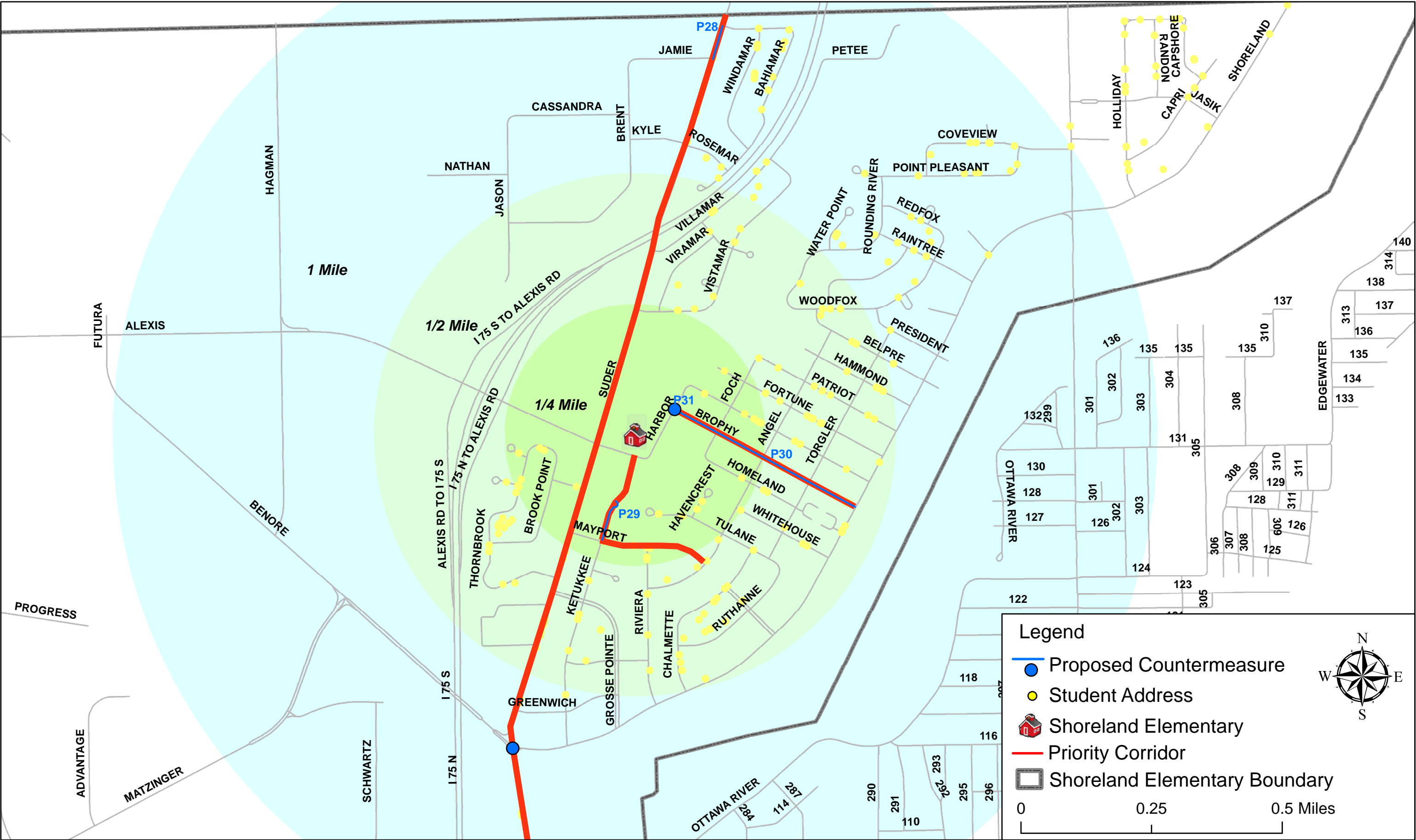


Map Details:

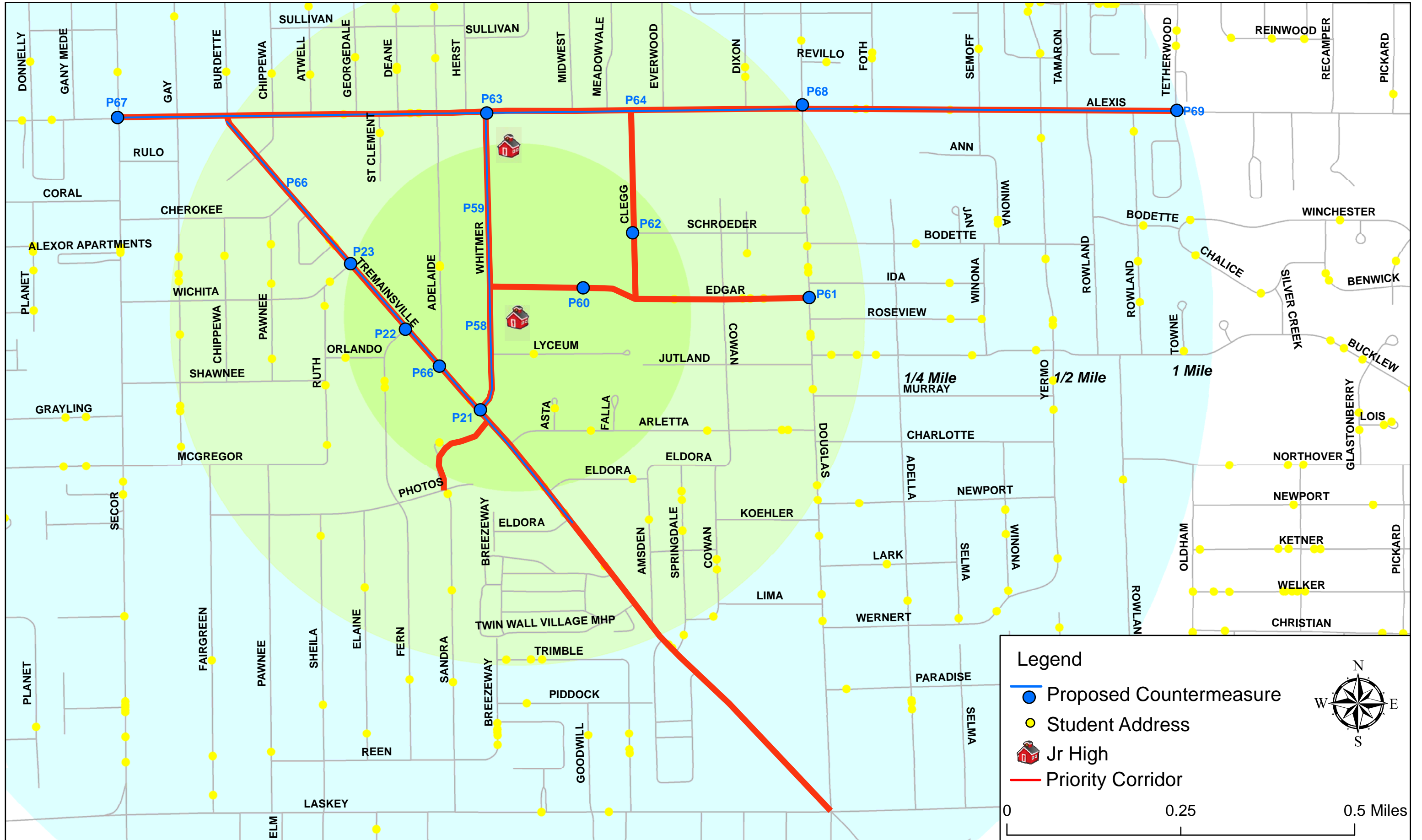
- Legend:**
 - Proposed Countermeasure (Blue dot)
 - Student Address (Yellow dot)
 - Meadowvale Elementary (Red house icon)
 - Priority Corridor (Red line)
 - Meadowvale Elementary Boundary (Grey outline)
- Scale:** 0 to 0.5 Miles
- North Arrow:** Indicated by a compass rose.
- Concentric Circles:** 1/4 Mile, 1/2 Mile, 1 Mile.
- Streets:** Labeled streets include BROCK, THELMA, MORRELL, KEEMONT, MONA, EDGEDALE, LARCHWAY, TARRYTOWNE, RALPHWOOD, HIDDENBROOK, VALEWAY, BROOKRIDGE, DELLWOOD, ECHO, ECHO, OZARK, REVILLO, FOTH, SEMOFF, TAMARON, STIRRUP, TETHERWOOD, SADDLEWOOD, PINEDALE, THOUSAND OAKS, RECAMPER, TRAVIS, BRIM, VAN WORMER, VAN WORMER, PRIMROSE, LIVINGSTON, PICKARD, MARIN, REINWOOD, ALEXIS, ANN, WINONA, BODETTE, IDA, ROSEVIEW, WINONA, ROWLAND, YERMO, CHARLOTTE, ADILLA, MURRAY, EDGAR, COWAN, JUTLAND, ARLETTA, ELDORA, FALLA, ASTA, LYCEUM, SCHROEDER, CLEGG, WHITMER, ADELAIDE, ST CLEMENT, DEANE, SULLIVAN, GLENN HEIGHTS, MIDWEST, EVERWOOD, KATHERINE, DIXON, ELMRIDGE, P1, P2, P7, P8, P9, P3, P5, P4, P6, GAY, BURDETTE, CHIPPEWA, ATWELL, GEORGEDALE, GLENN, OTJEN, MURNEN, DONNELLY, GANY MEDE, CORAL, CHEROKEE, WICHITA, PAWNEE, RUTH, FERN, TREMAINSVILLE, GRAYLING, CAMERON, PLANET, SECOR, RAMBO, MCGREGOR, RULO, WHITEFORD CENTER.

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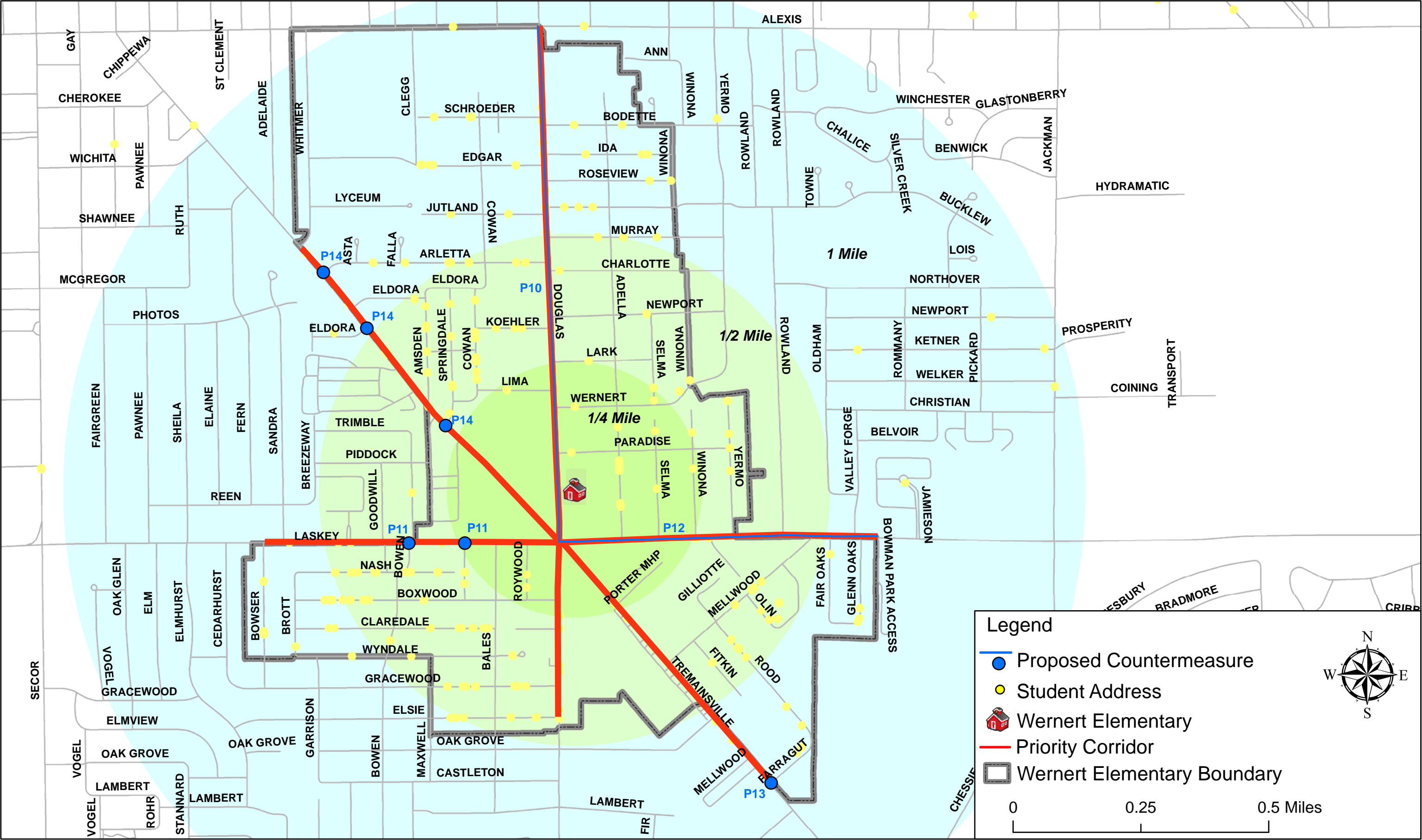
Shoreland Elementary



Washington and Jefferson Jr High



Wernert Elementary





Toledo Metropolitan Area Council of Governments

300 Martin Luther King Jr. Drive, Ste. 300 Toledo, Ohio 43604

P.O. Box 9508 Toledo, OH 43697-9508

Phone 419.241.9155 • Fax 419.241.9116 • www.tmacog.org

January 21, 2020

Ms. Cait Harley
Safe Routes to School and Active Transportation Manager
The Ohio Department of Transportation
Office of Program Management
1980 West Broad Street
Columbus, OH 43223

Dear Ms. Harley,

The Toledo Metropolitan Area Council of Governments (TMACOG) endorses the proposed Safe Routes to School Travel Plan for the Washington Local School system. This initiative is in accord with the goal of TMACOG's Pedestrian & Bikeways Committee to provide for increased availability and promote usage of pedestrian and bicycle transportation within the region. Development of this travel plan has been led by Live Well Greater Toledo and has involved numerous regional stakeholders in a comprehensive and highly collaborative process. TMACOG has been honored to be a partner in this process.

The plan offers specific and detailed countermeasures that if pursued will not only improve the ability of students to walk and bike to school, but will have the potential to positively impact air quality, and generally enhance the non-motorized network in the City of Toledo and in Lucas County. To this end, TMACOG supports the travel plan, and encourages efforts to implement it.

TMACOG is the metropolitan planning organization for northwestern Ohio and southeastern Michigan. Our transportation planning region includes Lucas and Wood counties in Ohio and the southern three townships of Monroe County, Michigan. Together, our members work on transportation and environmental issues that affect quality of life for everyone in our region.

TMACOG supports the increased availability of educational and infrastructure initiatives that strengthen our communities. Initiatives such as this are highly effective for improving public health and encouraging the use of active transportation modes in our region.

Sincerely,

David Gedeon, AICP
Vice President of Transportation, TMACOG

DG:LD:jc

Washington Local School District
Board of Education

RESOLUTION

Safe Routes to School

Board Approved: January 15, 2020

Resolution of the Board of Education of Washington Local Schools Supporting the Safe Routes to School Program

WHEREAS, Live Well Greater Toledo, a diverse collaboration of community leaders and organizations working together to promote policy, systems and environmental change for a healthier community, has taken a lead role in advocating for active transportation (pedestrian and bicycle transportation) for the Washington Local School (WLS) District; and,

WHEREAS, the WLS District, Toledo Metropolitan Area Council of Governments, Ohio Department of Transportation, and City of Toledo partnered with Live Well Greater Toledo in funding and developing the "School Travel Plan;" and,

WHEREAS, the Live Well partners have collaboratively completed a review and analysis of student attendance areas for WLS K-8 elementary schools including "walk audits" that highlighted obstacles to the use of active transportation for students to travel to school; and,

WHEREAS, the WLS District "School Travel Plan" documents the results of this analysis and lists a set of infrastructure improvements and non-infrastructure education, enforcement, and encouragement solutions to overcome these obstacles to active transportation; and,

WHEREAS, the WLS District Board of Education supports completion of these improvements and supports efforts to improve and increase the use of active transportation for school students; and,

WHEREAS, the health and safety of our children is of highest concern to the citizens of the City of Toledo; and,

WHEREAS, a lack of physical activity plays a leading role in rising rates of obesity, diabetes and other health problems among children; and,

WHEREAS, driving students to school by private vehicles contributes to traffic congestion and air pollution; and

WHEREAS, being able to walk or bicycle to school along safe routes offers an opportunity to build healthful physical activity into daily routines, so that children can arrive at school ready to learn; and,

WHEREAS, Safe Routes to School programs are recognized nationally and internationally as effective tools to enable and encourage students to walk and bicycle safely to school; and

WHEREAS, having safer routes to and from schools aims to decrease pedestrian and bicycling related injuries, not just for students, but for the entire community; and,

WHEREAS, Safe Routes to School initiatives can strengthen a positive connection between schools and neighborhoods by creating beneficial interactions between children and adults; and,

WHEREAS, having an approved "School Travel Plan" is a prerequisite to apply for funding assistance to construct recommended infrastructure improvements and to support non-infrastructure education, enforcement, and encouragement solutions to overcome obstacles to use of active transportation for students to travel to school; and,

WHEREAS, a successful Safe Routes to School program involves schools, school boards, citizens and local government to collaborate to enable and encourage children, including those with disabilities, to walk and bicycle to school safely; now, therefore, be it

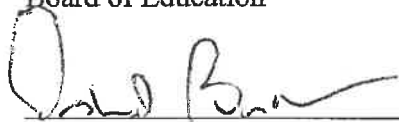
RESOLVED, That the WLS District Board of Education endorses and approves the "Washington Local School District-Wide School Travel Plan", overseen by Live Well Greater Toledo with support from their partners.

RESOLVED, That the City of Toledo supports the recommendations of the "Washington Local Schools District-Wide School Travel Plan" and supports efforts to fund and complete these improvements, and be it finally

RESOLVED, That the WLS District Board of Education encourages all schools to participate in Safe Routes to School initiatives, gaining the benefits mentioned above and strengthening the quality of life for students, families and neighborhoods.

Adopted: January 15, 2020

Washington Local Schools
Board of Education



Irshad Bannister, President



Karen Mayfield, Vice President

Date: February 4, 2020

Resolution No. 20-131

Title: Endorsing and Supporting the Washington Local School District's Safe Route to School - School Travel Plan

Department/Agency: Lucas County Engineer's Office

Contact: Ronald L Myers, P.E., Traffic Operations Engineer

Summary/Background: Live Well Greater Toledo, a diverse collaboration of community leaders and organizations working together to promote policy, systems and environmental change for a healthier community, has taken a lead role in advocating for active transportation (pedestrian and bicycle transportation) within Lucas County and the region.

As part of its efforts Live Well Greater Toledo has taken a lead role in obtaining Ohio Department of Transportation (ODOT) grant funding to develop a "School Travel Plan" for the Washington Local School (WLS) District in the City of Toledo and Washington Township.

The City of Toledo, Washington Local School District, Toledo Metropolitan Area Council of Governments (TMACOG) and Ohio Department of Transportation (ODOT) partnered with Live Well Greater Toledo in developing the "School Travel Plan".

The Travel Plan partners have collaboratively completed a review and analysis of student attendance areas for WLS District K-8 elementary schools including "walk audits" that highlighted obstacles to the use of active transportation for students to travel to school.

The WLS District "School Travel Plan" documents the results of this analysis and lists a set of infrastructure improvements and non-infrastructure education, enforcement, and encouragement solutions to overcome these obstacles to active transportation.

The Lucas County Engineer supports completion of these improvements and supports efforts to improve and increase the use of active transportation for school students.

Having an approved "School Travel Plan" is a prerequisite to apply for funding assistance to construct recommended infrastructure improvements and to support non-infrastructure education, enforcement, and encouragement solutions to overcome obstacles to use of active transportation for students to travel to school.

Budget Impact: N/

Statutory Authority/ORC: N/A

Commissioner Gerken offered the following resolution:

WHEREAS, in consideration of the above, NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners, Lucas County, Ohio, that:

February 4, 2020

**Endorsing and Supporting the Washington Local School District's Safe Route to School -
School Travel Plan**

Page 2.

Section 1. That the Board of Lucas County Commissioners endorses and approves the "Washington Local Schools, District-Wide School Travel Plan.

Section 2. That the Board of Lucas County Commissioners supports the recommendations of the "Washington Local School's District-Wide School Travel Plan" and supports efforts to fund and complete these improvements with Safe Routes to School Grant funding.

Section 3. This Board finds and determines that all formal actions of this Board concerning and relating to the adoption of this resolution were taken in an open meeting of this Board and that all deliberations of this Board that resulted in those formal actions were in a meeting open to the public in compliance with the law.

Section 4. This resolution shall be in full force and effect from and immediately upon its adoption.

Action Taken:

Commissioner Gerken voted yes

Commissioner Byers voted yes



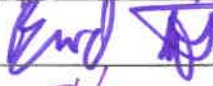
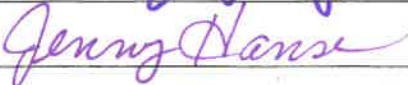
Commissioner Skeldon Wozniak voted yes


Jody L. Balogh, Clerk

STEP 7: FINAL PLAN – PLEDGE OF SUPPORT

The school district board, administration, staff, parents, and students of the Washington Local School District are joining together to create a safe, walkable community that will encourage positive, lifelong walking and bicycling habits throughout the community. SRTS will help to create and maintain a positive and safe learning environment for students, faculty and staff, and community members.

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


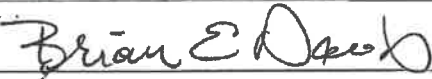
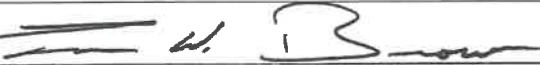
Name and Organization	Signature
Kadee Anstadt Superintendent, WLS District	
Brian Davis Assistant Superintendent, WLS District	
Wade Kapszukiewicz Mayor, City of Toledo	
Tim W. Brown President TMACOG	<i>see - add'l copy of Pledges of Support</i>
Brad Toft President/ CEO YMCA of Greater Toledo	
Jenny Hansen Toledo SRTS Coordinator	
Tina Skeldon Wozniak President Board of Lucas County Commissioners	<i>See attached BLCC Resolution</i>
Jerry Mayfield Chairman Washington Township Trustees	
Mike Pniewski, P.E., P.S., Lucas County Engineer	

Congratulations! Now that your Ohio School Travel Plan is complete, you may electronically submit a Word or PDF version to your ODOT District SRTS Coordinator. Email addresses can be found on the ODOT SRTS website at www.walk.ohio.gov under *SRTS Contacts*.

STEP 7: FINAL PLAN – PLEDGE OF SUPPORT

The school district board, administration, staff, parents, and students of the Washington Local School District are joining together to create a safe, walkable community that will encourage positive, lifelong walking and bicycling habits throughout the community. SRTS will help to create and maintain a positive and safe learning environment for students, faculty and staff, and community members.

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

Name and Organization	Signature
Kadee Anstadt Superintendent, WLS District	
Brian Davis Assistant Superintendent, WLS District	
Wade Kapszukiewicz Mayor, City of Toledo	
Tim W. Brown President TMACOG	
Brad Toft President/ CEO YMCA of Greater Toledo	
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