

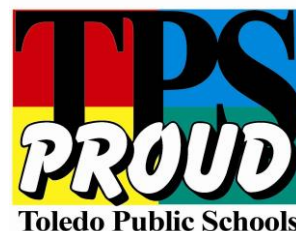
TOLEDO PUBLIC SCHOOLS

SAFE ROUTES TO SCHOOL TRAVEL PLAN

Update: February, 2019



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graphic here



**OHIO SAFE ROUTES TO SCHOOL
DISTRICT-WIDE SCHOOL TRAVEL**



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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 School Travel Plan

The Toledo STP follows ODOT's guidelines for large school districts. Large school districts defined by ODOT as those with more than 15 Kindergarten through 8th (K-8) schools. The Toledo STP was the second district-wide STP for large school districts to be completed in Ohio and one of the first nationwide. The TPS district-wide STP was completed in November of 2014 after a one year- long study of the of the TPS district K-8 school neighborhood infrastructure, and both district and individual school bicycle and pedestrian practices and policies.

SECTION 1: OUR SCHOOLS

- 1A. **Target Schools:** The TPS district includes 40 schools that serve students ranging from Kindergarten to 8th grade. Schools that only serve 9th, 10th, 11th or 12th grades are excluded from this STP since they are not the focus of the Federal SRTS program. 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 academy schools which draw students from across the district. **Figure 1** displays a map of TPS's schools. 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/>.

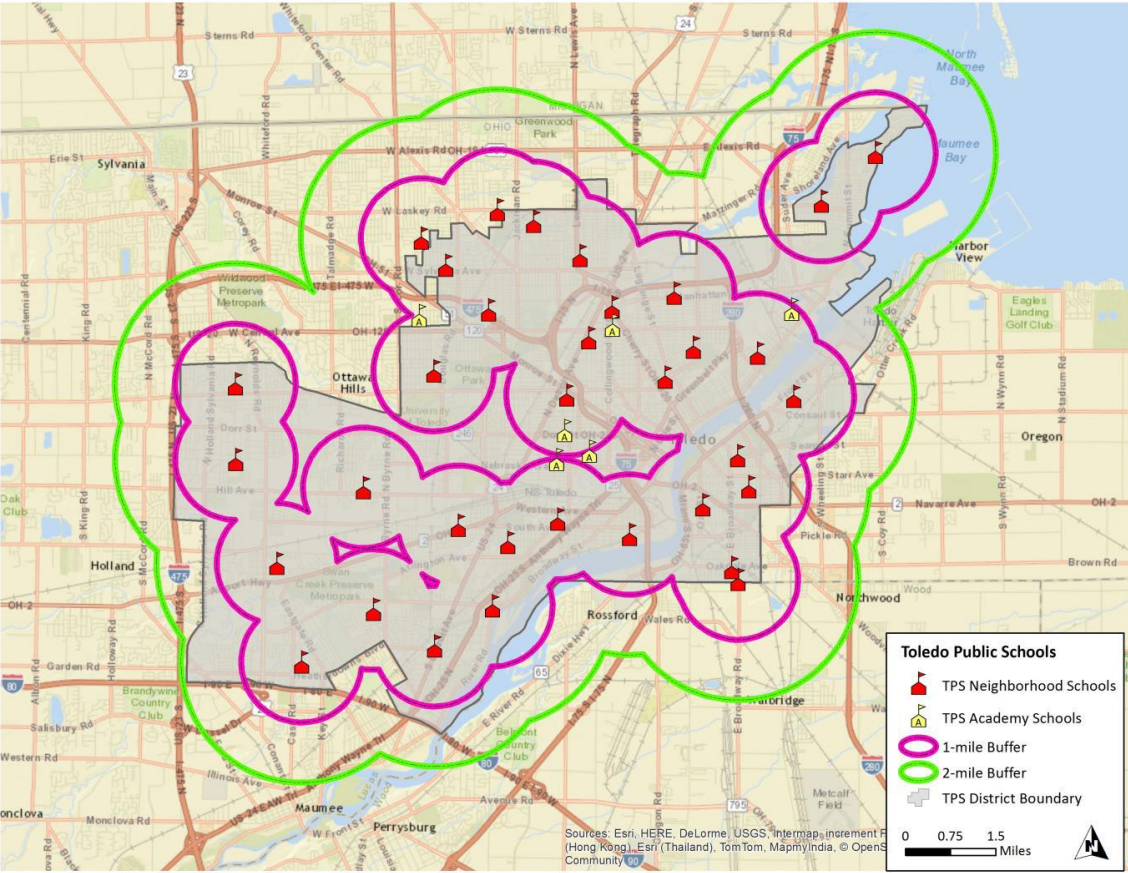
School District	School Name	School Address	Grades served
Toledo Public Schools	Arlington Elementary School	707 Woodsdale Avenue.	K-8
Toledo Public Schools	Beverly Elementary School	3548 S. Detroit Avenue	K-8
Toledo Public Schools	Birmingham Elementary School	2222 Bakewell Street	K-8
Toledo Public Schools	Burroughs Elementary School	2420 South Avenue	K-8
Toledo Public Schools	Byrnedale Elementary School	3635 Glendale Avenue	K-8
Toledo Public Schools	Chase STEMM Academy	600 Bassett Street	K-8
Toledo Public Schools	DeVeaux Elementary School	2620 W. Sylvania Avenue	K-8
Toledo Public Schools	East Broadway Elementary School	1755 E. Broadway Street	K-8
Toledo Public Schools	Edgewater Elementary School	5549 Edgewater Drive	K-8
Toledo Public Schools	Ella P.Stewart Academy for Girls	1707 Avondale Avenue	PreK-6
Toledo Public Schools	Elmhurst Elementary School	4530 Elmhurst	K-8
Toledo Public Schools	Garfield Elementary School	1103 N. Ravine Parkway	K-8
Toledo Public Schools	Glendale-Feilbach Elementary School	2317 Cass Road	K-8
Toledo Public Schools	Glenwood Elementary School	2860 Glenwood Avenue	K-8
Toledo Public Schools	Grove Patterson Elementary School	3020 Marvin Avenue	K-8
Toledo Public Schools	Harvard Elementary School	1949 Glendale Avenue	K-8
Toledo Public Schools	Hawkins Elementary School	5550 W. Bancroft Street	K-8
Toledo Public Schools	Keyser Elementary School	3900 Hill Avenue	K-8
Toledo Public Schools	Larchmont Elementary School	1515 Slater Street	K-8
Toledo Public Schools	Leverette Elementary School	445 E Manhattan Boulevard	K-8
Toledo Public Schools	Longfellow Elementary School	1955 W. Laskey Road	K-8
Toledo Public Schools	Marshall STEMM Academy	415 Colburn Street	K-8

Toledo Public Schools	Martin Luther King Academy for Boys	1300 Forest Avenue	PreK-6
Toledo Public Schools	McKinley STEMM Academy	3344 Westland Avenue	K-8
Toledo Public Schools	McTigue Elementary School	5555 Nebraska Avenue	K-8
Toledo Public Schools	Navarre Elementary School	800 Kingston Avenue	K-8
Toledo Public Schools	Oakdale Elementary School	1620 E. Broadway Street	K-8
Toledo Public Schools	Old Orchard Elementary School	2402 Cheltenham Road	K-8
Toledo Public Schools	Old West End Academy	3131 Cambridge Street	K-8
Toledo Public Schools	Ottawa River Elementary School	4747 290 th Street	K-8
Toledo Public Schools	Pickett Academy	1144 Blum Street	K-8
Toledo Public Schools	Raymer Elementary School	550 Raymer Boulevard	K-8
Toledo Public Schools	Reynolds Elementary School	5000 Norwich Road	K-8
Toledo Public Schools	Riverside Elementary School	500 Chicago Street	K-8
Toledo Public Schools	Robinson Elementary School	1075 Horace Street	K-8
Toledo Public Schools	Rosa Parks Elementary School	3350 Cherry Street	K-8
Toledo Public Schools	Sherman Elementary School	817 Sherman Street	K-8
Toledo Public Schools	Spring Elementary School	730 Spring Street	K-8
Toledo Public Schools	Walbridge Elementary School	1245 Walbridge Avenue	K-8
Toledo Public Schools	Whittier Elementary School	4221 Walker Avenue	K-8

Table 1: TPS District Demographics

TPS Districts K-8 Students 2017-2018										
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
15,409	43.9	Less than 10	Less than 10	11	10.4	34	86.4	1.4	22.5	

Figure 1: Toledo Public Schools



- 1B. Community Stakeholders and 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). For the past 5 years we have focused on creating a comprehensive Safe Routes to School Initiative to enhance student's ability to walk and bike to school safely and increase access to physical activity. Jenny Hansen, the Safe Routes to School Coordinator was hired in 2013 to guide the development of the STP process and has continued to implement and coordinate projects and programs throughout the TPS District since the completion of the STP in 2014. 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 plan and positively promoted SRTS improving the overall safety and security of walkers and bicyclists by making active transportation fun, safe, and accessible for all.

School Representatives:

Name	Email address	5 E Role:
Ann Cipriani, TPS Health Coordinator	aciprian@tps.org	Education, Encouragement, Evaluation
Brad Aesmisegger TPS Transportation	baemiseg@tps.org	Enforcement

Community Representatives:

Name	Email address	5 E Role:
Regina Veres, Safe Kids Toledo	Gina.Veres@ProMedica.org	Education, Encouragement, Equity
Johnathan Nichols, 21 st Century	jnichols@ymcatoledo.org	Education, Encouragement

Local Government Representatives:

Name	Email address	5 E Role:
Lance Dasher, TMACOG	dasher@tmacog.org	Engineering, Enforcement
Ben Cordes, ODOT District 2	Ben.Cordes@dot.ohio.gov	Engineering, Enforcement, Evaluation
Gary Stookey, City of Toledo	Gary.stookey@toledo.oh.gov	Engineering
Dave Dysard, City of Toledo	David.Dysard@toledo.oh.gov	Engineering

Education Representative:

Name	Email address	5 E Role:
Jamie Blazeovich, Lake Erie West	jblazeovich@esclakeeriewest.org	Education, Encouragement, Evaluation
Eric Thomas, Toledo Bikes!	erichthomascycle@gmail.com	Education, Encouragement

Health Representatives:

Name	Email address	5 E Role:
Tony Maziarz, Toledo Health Department	MaziarzA@co.lucas.oh.us	Education, Encouragement, Equity, Evaluation
Nicole Knepper , Mercy St Vincent's Medical Center	Nicole_knepper@mercy.com	Education, Education, Equity
Beth Deakins	bdeakins@ymcatoledo.org	Evaluation, Education, Encouragement, Equity

Public Safety Representatives:

Name	Email address	5 E Role:
William Windnagle, Toledo Police Department	william.windnagle@toledo.oh.gov	Education, Enforcement

Other:

Name	Email address	5 E Role
Live Well Greater Toledo Intern	livewell@ymcatoledo.org	Education, Encouragement, Evaluation, Equity

1C. The lead contact for our Plan is:

Name: Jenny Hansen

Affiliation: YMCA/Live Well of Greater Toledo

Phone Number: 419.725.7845

Email address: jhansen@ymcatoledo.org

Mailing address: 1500 N. Superior St. 2nd floor Toledo, Ohio 43604

SECTION 2: OUR SRTS VISION

Our SRTS Vision:

Toledo Safe Routes to School strives to create a community that supports and enhances safe walking and biking to school by focusing on equity through engineering, enforcement, evaluation, education, equity and encouragement.

The Toledo SRTS program has three goals:

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

Our Accomplishments:

The following is a current list of programs, activities and accomplishments of the Toledo Safe Routes to School Program from the 2013-2014 school year thru the 2017-2018 school year.

- **National Walk to School Day** – In 2013, we kicked off our School Travel Plan study with one school in the district participating in National Walk to School Day. Currently National walk to School Day is a district-wide event with over 50% of student participation at some schools.
- **National Bike to School Day** – In 2014, we had our first National Bike to School Day with participation from 2 schools in the district. Currently National Bike to School Day is district-wide event with 25 schools participating in 2018 with some schools having over 50% of their students participate.
- **Bicycle Fix It and Safety Program** – Toledo SRTS and Toledo Bikes! a local non-profit have been partnering together since Spring 2013 to provide free bicycle safety education, free bicycle repairs or replacement, and free bicycle helmets. Sixteen Bicycle Fix It and Safety Programs are implemented each school year. Over 1500 students have received bicycle repairs and nearly 2,200 bicycle helmets have been distributed.
- **Operation Life Saver/Rail Road Safety** – There are 7 schools in the district which have railroad tracks on their student routes. Since 2013, all of the schools have participated in the Rail Road Safety Program at least once, with a few schools that provide this education opportunity to their students every school year.
- **AAA Safety Patrol** – School's participating in the AAA Safety Patrol program has grown from 7 schools to 15 schools that now have a student safety patrol in place.

- **Walk and Roll Wednesday Program** – In 2016, a Walk and Roll Wednesday program was piloted at 7 schools using the Active4.Me web-based program that tracks student participation providing real time data regarding student miles walked, calories burned, and CO2 saved from the environment using a bar-code scanning system. Parents also have the option to receive a text alert indicating that their child has safely arrived to school. Currently, there are 16 schools that promote Walk and Roll Wednesday.
- **Student Mileage Club** – In 2016, 2 schools piloted a before or after school mileage club where students either walk laps in the gym or on an outdoor track. The Active4.Me web based program is also used to track student data. Currently, 13 schools have implemented a mileage club.
- **Toledo Police Safe-T-City** – A pedestrian and bicycle safety program that is open every summer to 400 students entering kindergarten. Toledo SRTS has provided bicycle helmets and assisted with bicycle helmet fittings at each graduation program from 2015-2018.
- **Your Move Ohio Action Institute** – In June 2017, Toledo was one of 9 cities/counties selected to participate in a 2 day workshop designed to support local teams in developing action plans that align with and benefit from the partnerships and momentum around the SHSP's Active Transportation Action Plan (AT Plan) which was finalized in March of 2016. The two primary goals were to increase the safety of active transportation users and increase the number of Ohioans participating in active transportation.
- **National Safe Routes to School Training** – In 2015, Jenny Hansen the Toledo Safe Routes to School Coordinator was certified in the Safe Routes to School National Course Instructor Training.
- **Help Keep Toledo Walkable** - In 2016, a snow removal plan in partnership with the City of Toledo Department of Neighborhoods was developed to address the issue of snow covered sidewalks on Safe Routes priority corridors. Door hangers were created and printed for city workers to leave on residents' door handles encouraging community members to be neighborly and keep their walks clear of snow and ice and to help those that may need assistance. Students at Glenwood Elementary worked with the YMCA Communications Director and recorded messages to be utilized on the radio reminding community members the importance of student safety in keeping walks clear, and a video PSA was created to be shared with local news channels to air when there was a snowfall of 3" or more in the city.
- **City of Toledo Complete Streets Policy** – Adopted in 2010 and being implemented throughout the city as projects are planned and implemented. As projects are planned by city engineers, the Toledo STP is one tool they use to identify areas for complete streets improvements.
- **City of Toledo Sidewalk Replacement Program** – Yearly program that ensures sidewalk remain safe and passable. As projects are planned by city engineers, the Toledo STP is one tool they use to identify areas for sidewalk improvements.

- **City of Toledo Bicycle Plan** – Was completed and approved in 2016. Connects and overlaps with many areas identified by the Toledo STP.
- **Active Transportation Plan** – Our local ATP connects and overlaps with many areas of our Toledo STP.
- **Grants:**
 - **2013 ODOT SRTS Large District STP Development and SRTS Coordinator** - \$100,000 with a \$100,000 local match.
 - **2015 ODOT SRTS Non-Infrastructure for SRTS Coordinator/Education and Encouragement programs** - \$60,000
 - **2015 ODOT SRTS Infrastructure** - \$400,000
 - **2016 ODOT SRTS Non-Infrastructure for SRTS Coordinator/Education and Encouragement programs** - \$60,000
 - **2017 ODOT –SRTS Non-Infrastructure for SRTS Coordinator/Education and Encouragement programs** - \$58,691.00
 - **2017 ODOT SRTS Infrastructure** - \$400,000
 - **2017 Active Transportation** - \$249,783.55
 - **Other grant awards in support of education and encouragement programs** received from Care Source, Kiwanis, OSWALD Supporting Organization, Walleye Wishing Well Fund, Helping Hens x 2, Toledo Community Funds, Maumee Valley Adventurers, Bill Rowles, and Action4Healthy Kids totaling – \$75,100

SECTION 3: CURRENT STUDENT TRAVEL

- 3A. How many students live within walking and bicycling distance of school?**
(Distances are cumulative; meaning that “within 1/2 mile of school” would include students within ¼ mile as well.)

Table 2: Schools Included in the Toledo STP

SCHOOL	TOTAL STUDENTS	# OF STUDENTS WITHIN ¼ Mile OF SCHOOL	# OF STUDENTS WITHIN ½ MILE OF SCHOOL	# OF STUDENTS WITHIN 1 MILE OF SCHOOL	# OF STUDENTS WITHIN 2 MILES OF SCHOOL
Arlington	370	137	295	325	345
Beverly	677	58	210	446	545
Birmingham	349	91	202	271	300
Burroughs	351	84	209	281	308
Byrnedale	477	15	107	275	347
Chase STEM	347	66	165	245	288
DeVeaux	591	34	120	410	532
East Broadway	465	1	49	237	392
Edgewater	175	18	62	142	144
Ella P. Stewart Academy	204	12	30	56	114
Elmhurst	514	74	212	427	470
Garfield	443	95	195	290	382
Glendale-Feilbach	426	20	86	242	278
Glenwood	272	61	145	215	240
Grove Patterson Academy	383	5	10	58	120
Harvard	380	47	111	201	313
Hawkins	396	20	86	245	318
Keyser	242	19	62	144	211
Larchmont	492	111	234	367	473

Leverette	422	44	196	324	392
Longfellow	634	0	8	218	605
Marshall	321	61	144	267	312
Martin Luther King Jr. Academy	165	14	28	56	115
McKinley	303	48	138	192	267
McTigue	487	19	77	175	343
Navarre	472	196	325	410	453
Oakdale	382	56	174	296	345
Old Orchard	333	29	55	235	297
Old West End Academy	264	16	44	71	169
Ottawa River	440	111	236	335	360
Pickett Academy	263	31	105	211	257
Raymer	423	138	290	377	398
Reynolds	354	50	98	146	217
Riverside	359	86	153	240	336
Robinson	339	22	70	205	308
Rosa Parks	280	85	145	228	241
Sherman	230	57	135	197	216
Spring	239	49	155	213	227
Walbridge	251	104	211	242	248
Whittier	478	149	341	451	458

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 for the 2015-2016 school-year and is the most recent data available. Travel tallies were distributed to district wide to over 16,000 students. Completed tallies with over 21,876 responses were returned from 27 of the 40 schools. **Table 3** below includes the district-wide student travel tally results from the 2015-2016 school year data. The Student travel tally data for each school is located in **Appendix C**. The full travel tally summary for each school is

located in **Appendix D**. Primary walking and biking routes for individual schools are identified on each individual school walking and biking map located in **Appendix E**.

Table 3: Toledo Public School District Travel Tallies

	# of Trips	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips)	11069	23%	0.9%	22%	49%	4%	0.4%	0.3%
Number of students (afternoon trips)	10807	27%	0.9%	22%	45%	4%	0.5%	0.9%
Primary walking/bicycling routes	This information for each school is located in Appendix E							

3C. Are there any school or district policies that impact students walking or bicycling to school

District Bus Policies

Busing Policies: Toledo Public Schools provides transportation to elementary school students who live more than one mile from their school. Students are required to walk to a specific pick-up/drop-off site. If a special education student has mobility problems or special health needs, transportation is provided in accordance with the student's Individual Education Plan (IEP). The Ohio Department of Education regulations prohibit school bus drivers from picking up or dropping off students at location that are not assigned spots. Consequently, school bus drivers cannot drop students off at park and walk locations as part of a walk or bicycle event.

How it affects student travel mode: Students who live within 1 mile of their school must find their own transportation, which could include walking and bicycling.

School Travel Policies

Walking and Bicycling Policy: TPS does not have a formal policy either encouraging or discouraging walking and biking to school. Since the completion of the STP in 2014, Nineteen schools have implemented a Walk and Roll to School Program, where students are encouraged to use active transportation to and from school on each Wednesday from October thru May of the school year. A district-wide celebration of National Walk to School Day in October and National Bike to School Day in May has been successfully implemented at all 40 K-8 schools.

How it affects student travel modes: The development and implementation of Safe Routes to School Programs developed to meet to each individual school needs have been managed and supported by the Toledo Safe Routes to School Coordinator providing numerous opportunities for students to actively participate in walking and bicycling to school.

Wellness Policy: The TPS district Wellness Policy was updated in 2017. This policy outlines the District's approach to ensuring environments and opportunities for all students to practice healthy eating and physical activity behaviors throughout the school day while minimizing commercial distractions. The wellness policy includes several areas relevant to SRTS programming including:

ACTIVE TRANSPORT

The District will support active transport to and from school, such as walking or biking through Safe Routes to Schools (SRTS) programs.

<http://www.livewelltoledo.org/toledosafe-routes-to-school/> The District will encourage this behavior by engaging in any or all of the activities below:

- Designating safe or preferred routes to school
- Promoting activities such as participation in International Walk/Bike to School Day
- Securing storage facilities for bicycles and helmets (e.g., sheds, cages, fenced areas, bike racks with lock loan programs)
- Providing students with instruction on walking/bicycling safety
- Promoting safe routes programs to students, staff members, and parents and guardians via newsletters, websites and the local media
- Utilizing crossing guards, crosswalks on streets leading to schools and Walking School Buses
- Promoting weekly or monthly Walking Wednesday programs
- Documenting the number of children walking and/or biking to and from school
- Creating and distributing maps of a school's neighborhood e.g., sidewalks, crosswalks, roads, pathways, bike racks, etc.)
- Establishing a District SRTS task force to develop and implement the Six Es - education, encouragement, engineering, enforcement, equity and evaluation - that addresses the SRTS planning, funding, and policies

How it affects student travel modes: Walking and bicycling to school is often the only mode of transportation students have available to get to and from school. Students and families are provided the necessary tools and resources to safely travel to and from school; such as walking and biking maps, walking school bus programs, bicycle and pedestrian education, safe crossings and routes, and the support of an active, healthy life style.

Liability Policy: TPS does not require waivers for students who regularly walk and bicycle to school. However, students who participate in special walking and bicycling programs before and after school, such as Walk and Bike to School Day, walk and roll to school Wednesdays, bicycle rodeos, walking school busses, bicycle trains, will need parental permission to participate. TPS requires background checks for adults who volunteer in their programs.

How it affects student travel modes: The policy allows school administrators and Safe Routes to School champions to keep track of students that are walking and bicycling to and from school allowing for better supervision of student safety.

Bicycle and Pedestrian Accommodation Policies: TPS has renovated or rebuilt all of their K-8 schools in the past 15 years. Bicycle racks were part of the standard design of new and renovated facilities. However, some schools have asked for their removal, had them removed or discourage use due to the schools' location and/or environment. There are also concerns about students bicycling safely and bicycles getting stolen.

How it affects student travel modes: While only a couple schools have "No" bicycling to school policies, we understand that some students have no other mode of transportation available to get to and from school. Our Safe Walking and Biking Maps are provided to students at the beginning of each school year and are also available on the TPS district website. We have addressed concerns through education and encouragement activities, lock loan programs, and are working with district leadership to have bicycle racks reinstalled where they have been removed to address equity.

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. The Toledo Safe Routes to school program has conducted several walk audits in the past 5 years as requested by administrators that are concerned for student safety. We have recommended signage, pavement markings, and even the installation of walking paths to the school district to help address some of the issues. Most respondents to a principal survey conducted in 2017 said their school's arrival and dismissal processes work "excellent" or "good". Those that responded "poor" commented that backed up vehicles, long lines, impatient and distracted drivers, and a poorly designed parking lot and driveway impacts the safety of students and walking and bicycling.

In a recent survey of arrival and dismissal procedures at each of the 40 schools it was concluded that about 50% of the school buses and parent vehicles use the same driveway during arrival and dismissal. In those instances, where buses and family vehicles are separated, buses use street parking or park on side of the school building away from the parent vehicle drive. In general, all students use the same entrance in the morning and exit in the afternoon. Some schools have a different entrance open for those students arriving early for breakfast or for those that require extra assistance into the building. In 2017, staggered dismissal procedures were implemented for the K through 8 and Pre-K through 6th buildings. Most building dismissal as follows; Pre-K and Kindergarten at 3:10, 1st thru 6th grade at 3:20, and 7th and 8th grade at 3:30. In most cases, Pre-K and kindergarten teachers walk their students to the building exit and the pick-up line. Administration and staff provide supervision during dismissal at both the parent pick-up and busing staging areas. District wide there are 77 adult crossing guards being utilized at 34 of the 40 buildings and approximately 40% of the schools have student crossing guards. Police officers are not utilized at the building during arrival and dismissal. School response to the arrival and dismissal survey is available in **Appendix F**.

3D. Parent Attitudes towards walking and biking

The National Center for SRTS parent survey was distributed district wide with 2,466 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 violence/crime (64%), weather/climate (63%), distance (58%), amount of traffic along the route (53%), speed of traffic along the route (53%). 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 G**.

Reasons for not allowing children to walk or bicycle to school:
Violence or Crime
Weather or Climate
Distance
Amount of Traffic Along Route
Speed of Traffic Along Route

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.

In the parent comments crime and safety were the top issues mentioned. Concern about the amount of crime in their neighborhood, stranger abductions and issues with bullying were mentioned most frequently. The other issues commented on frequently were traffic related. Several parents commented that cars drive too fast and that the roads or intersections where their child would need to cross is unsafe, because drivers aren't paying attention and they feel more crossing guards are needed. Weather/Climate issues remarked on most frequently were related to students not having access to safe sidewalks clear of snow and ice in the winter. 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.

Relevant traffic crashes. Crash data was obtained from the Ohio Department of transportation and the Toledo Metropolitan Area Council of Government (TMACOG), our local MPO. There were a total of 6,860 crashes within the STP study area from 2013-2017. The table below summarizes the data identifying the crashes that resulted in injuries, and those that resulted in fatalities (source: TMACOG). The table also identifies the # of crashes that involved either a pedestrian or bicyclist. Overall, 3,167 crashes involve pedestrians and 3,065 involved bicyclists. These crashes resulted in 205 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 2013-2017 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
Arlington	146	132	4	53	91
Beverly	58	54	1	20	37
Birmingham	146	134	2	73	75
Burroughs	135	134	1	48	95
Byrnedale	72	66	1	22	46
Chase STEM	69	53	1	25	34
DeVeaux	175	163	5	95	92
East Broadway	103	87	1	50	46
Edgewater	21	21	0	7	14
Ella P. Stewart Academy	310	258	13	130	174
Elmhurst	171	156	6	92	87
Garfield	264	227	5	138	129
Glendale-Feilbach	46	43	4	26	26
Glenwood	294	258	9	130	167
Grove Patterson Academy	165	148	4	85	84

Harvard	98	87	0	35	57
Hawkins	54	52	1	23	32
Keyser	113	100	3	44	68
Larchmont	156	127	6	70	85
Leverette	187	158	6	79	109
Longfellow	183	162	5	96	93
Marshall	235	194	7	102	126
Martin Luther King Jr. Academy	304	263	13	127	177
McKinley	227	192	5	108	116
McTigue	66	59	4	29	38
Navarre	250	202	6	118	119
Oakdale	128	110	2	61	61
Old Orchard	163	146	3	76	88
Old West End Academy	290	255	8	129	165
Ottawa River	30	29	1	11	20
Pickett Academy	254	218	11	101	152
Raymer	235	197	4	121	111
Reynolds	59	51	4	23	36
Riverside	175	149	5	83	92
Robinson	279	249	13	120	171
Rosa Parks	258	220	7	118	138
Sherman	302	256	10	138	168
Spring	247	206	8	112	137
Walbridge	174	156	6	64	107
Whittier	185	156	7	83	104

3E. **Walking and bicycling encouragement activities at the school.** The Toledo SRTS Program has consistently provided the following education and encouragement activities district wide for the past 5 years. All of our programs are available for implementation at all schools. A description of all available SRTS programs and activities are provided to each school at the beginning of each school year. School administrators and nurses complete an interest form identifying the programs and activities they would like to see implemented at their school. The SRTS coordinator works with each school individually to schedule and provide the programs of interest. The table below describes walking and bicycling encouragement activities offered district wide.

Activity	How it encourages walking or bicycling (1-3 sentences)
National Walk and Bike to School Day.	All 40 schools are invited to participate in National Walk and Bike to School Day. 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 parents 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.
Walk and Roll to School	This program is available for any school that is interested in encouraging active transportation to and from school on a designated day each week during the school year. This program allows students and families to connect with other students that are walking or biking to school. It provides an excellent opportunity to increase physical activity and develop healthy habits that will last a lifetime.
Bicycle Fix It and Safety Program	During the school travel plan study it was often shared that students don't ride their bikes because they are broken or they don't have a lock. 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. Schools have indicated that the number of students biking to school has increased because of this program.
Mileage Club Program	The Toledo SRTS program provides schools with all the necessary resources to start a before or after school mileage club, that not only encourages students to be physically active, but also motivates them to get to school on time. Fitness finder tokens are awarded to students as they reach certain milestones, which keeps them coming back for more rewards and physical activity
Pedestrian Safety Education <ul style="list-style-type: none"> • Operation Lifesaver • Lucas County Canine Care-safety around dogs. • Presentations by Toledo Police and Safe Kids Toledo 	Several pedestrian safety education activities are coordinated through the Toledo SRTS Coordinator at the schools. These programs help students, parents, and administrators feel more comfortable in allowing or encouraging students to use active transportation.

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. Because the TPS district is composed of 40 K-8 schools we chose to identify issues that impact the entire district in an effort to provide consistent and effective programs and activities. Being that we are such a large district it was not possible to narrow the issues down to five. Below are the top 15 issues being addressed through the district-wide Toledo STP.

Issue/Description
<p>1. Issue: City Support for SRTS</p> <ul style="list-style-type: none"> Many countermeasures recommended in the STP would have to be implemented directly by the city or with the city's support and approval. Backing from the Mayor and City Council, coordination with city agencies such as the Police Department, Health Department, Toledo Lucas County Planning Commission, Transportation, Streets, Bridges and Harbor and Engineering Services Dept. alignment with the plans. Alignment with plans, regulations and programs that guide inspection, maintenance, improvement and regulation of city owned streets, such as; Bicycle Plan, Complete Streets Policy, Sidewalk Safety Program, Street Rehab Program, and Neighborhood Stabilization Program.
<p>2. Issue: School District Support for SRTS</p> <ul style="list-style-type: none"> Support from the TPS Board and Administration are critical to continuing and expanding the SRTS Program. The board sets the vision, mission, goals and priorities for the district and establishes policies that directly or indirectly influence the environment for walking and biking to TPS schools. The position of the Toledo SRTS Coordinator has not been financially supported by the district since the fall of 2015.
<p>3. Issue: Individual School Support for SRTS</p> <ul style="list-style-type: none"> While many schools have already taken action to support safe walking and biking there are several schools that prohibit walking and biking to school and even more that have no interest in encouraging on an on-going basis. Administrators have a lack of understanding themselves on how walking and biking to school can positively impact their school climate.
<p>4. 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. Unfortunately, there is a lack of the parent involvement in the SRTS program, which hinders the schools opportunity to implement SRTS programs.

<p>5. Issue: Pedestrian Bicycle and Safety Education</p> <ul style="list-style-type: none"> Approximately, 45% of respondents on the principal survey ranked concern about the lack of pedestrian or bicycle skills as one of the top 3 barriers. 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 opportunities to students and families need to be more supported and frequent in the school setting.
<p>6. Issue: On Campus Pedestrian and Bicycle Accommodations</p> <ul style="list-style-type: none"> The school campus is the final destination for all trips to school and the starting point for all trips home from school. The presence of appropriate on-campus pedestrian and bicycle accommodations can have a significant impact on the safety and comfort of student walkers and bikers, which can influence the number of students who walk and bicycle. Common issues include: campus sidewalks/pathways are not convenient, comfortable and accessible to all off campus sidewalks and paths, marked crosswalks are not provided, bicycle racks are not provided, not in secure location or protected from inclement weather, driveways and curb radii are wider than necessary increasing pedestrian crossing distance and exposure.
<p>7. Issue: Driver Awareness of School Zones</p> <ul style="list-style-type: none"> School zones are generally the roadways adjacent to the school within a one or two block radius. Drivers from outside the community may be unaware when they are driving through a school zone and not exercise appropriate caution by moderating speed and looking out for students walking and bicycling.
<p>8. 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. Distracted driving reduces the driver's reaction time significantly. Traffic speeds along routes to school are a major concern for parents and students. Fifty-three percent of parents who responded to the parent survey and whose children currently do not walk or bicycle to school reported that the speed of traffic affected their decision.
<p>9. Issue: Volume of Vehicular Traffic Along Student Walking and Biking Routes</p> <ul style="list-style-type: none"> The volume of traffic along student walking and biking routes is a significant concern for TPS parents. Fifty-three percent of parents who responded to the survey and whose children currently don't walk or bicycle to school reported that the amount of traffic affected their decision. Approximately, 30% of respondents on the principal survey ranked concern about the volume of traffic on walking and biking routes as one of the top 3 barriers.
<p>10. Issue: Student Safety and Comfort at Intersections and Crossings</p> <ul style="list-style-type: none"> Throughout the City of Toledo, many of the primary and secondary roadways have been designed with motorists in mind and designed to accommodate higher volumes of traffic than the city has. Vehicles tend to drive at higher speeds than what are posted when roadways are wider and have more lanes than are needed. Students do not have much opportunity to take walking trips because they are often driven to school and other destinations, therefore not having much opportunity to practice safe pedestrian skills. Fifty-three percent of parents who responded to the parent survey reported that safety at intersections and crossings as a top concern.

11. Issue: Student Safety and Comfort Along the School Route

- 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 24% 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.

12. Issue: Arrival and Dismissal Procedures

- 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, 20% of respondents on the principal survey described their arrival and dismissal processes as working 'fair' as opposed to 'good' or 'excellent' for pedestrians and bicyclists, and over half (59%) said they were interested in receiving expert advice on how to improve their arrival and dismissal process.

13. Issue: Adult Led Walking and Bicycling

- Parents generally appreciate the benefits of walking and bicycling to school and recognize that they are healthy activities that children enjoy.
- While many parents may consider letting their child walk or bicycle to school, a key barrier is lack of supervision. Nineteen 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 affected their decision.
- In addition, 25% of principals ranked lack of adult supervision as one of the top three barriers to walking and bicycling to and from their school.

14. Issue: Personal Security

- Children deserve to feel safe on their routes to and from school whether fears are real or perceived.
- Personal security is the top concern for TPS parents when considering whether or not to let their child walk or bicycle to school. Sixty-four percent of parents who responded to the parent survey, whose children currently do not walk or bicycle to school, reported that violence affected their decision.
- In addition, 50% of principals ranked concern about violence or crime as one of the top three barriers to walking and bicycling to and from their school.

15. Issue: SRTS Program Sustainability

- 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

5A. Non-infrastructure Countermeasure Recommendations

EDUCATION COUNTERMEASURES:

EDUCATION	
Issue	Countermeasure
City Support	City of Toledo participation on the Toledo SRTS Team
School District Support	Provide yearly updates to the TPS Board of Education regarding the progress of SRTS initiatives.
School District Support	Identify and task appropriate TPS staff or SRTS team members to distribute school walking and bicycling maps
Local School Support	Encourage schools to adopt policies supporting safe walking and bicycling to school and provide principals and SRTS champion guidance and resources how to formulate and communicate these policies.
Local School Support	Educate principals on the academic benefits of physical activity.
Local School Support	Reach out to schools that prohibit walking and/or bicycling to understand local concerns and determine how to address them.
Local School Support	Present on Toledo SRTS at school PTO and Parent Congress meetings. Attend neighborhood groups and block watch meetings. Encourage HUB Directors and School Health Advisory Committees to get involved in SRTS programming at their school. Attend back to school fairs, and parent/adult volunteers.
Local School Support	Provide education on our local Active Transportation plan at school and district events to encourage support and involvement from the community
Parent/Caregiver Support	Provide guidance to schools on how to involve parents in SRTS programs and communicate with parents regarding safe walking and bicycling safety issues.
Parent/Caregiver Support	Distribute the SRTS brochure to parents at SRTS programs and activities and collaborate with Partners In Education Parent Power Hour meetings.
Parent/Caregiver Support	Produce a quarterly SRTS newsletter to provide education on safe walking biking practices, upcoming district wide events, and to encourage parent volunteer involvement.

	The newsletter would be shared through the district, school and Live Well social media outlets and websites. Printed copies available in the school office.
Pedestrian and Bicycle Safety Education	Coordinate Operation Lifesaver railroad safety education at schools with railroad crossings on their walking and bicycling routes.
Pedestrian and Bicycle Safety Education	Partner with Toledo Bikes! and host at least 16 bicycle fix-it and safety programs (per school year) at schools providing free bicycle repairs, safety education and free helmets.
Pedestrian and Bicycle Safety Education	Distribute school walking and bicycling maps at the beginning of each school year.
Pedestrian and Bicycle Safety Education	Develop a brochure for teaching proper use of RRFB's and distribute to schools with RRFB's on routes, and also provide on-site education to crossing guards and students.
Pedestrian and Bicycle Safety Education	Implement ODOT's "Every Move You Make, Make It Safe" campaign to educate students (and parents) about the proper ways to walk and bicycle to school, as well as the benefits of doing so.
Increase School Zone Awareness	Provide parents with information regarding driver and pedestrian safety within the school zone at the start of each school year.
Adult Led Walking and Bicycling	Educate administrators and parents on how a walking school bus program can alleviate concerns through PTO's, principal meetings, school events and any other logical forum.
Improve Routes to School	Use student created PSA's regarding keeping walkways and driveways clear of snow and ice during winter months so students can travel safely to and from school.
Personal Safety	Coordinate presentations of the Lucas County Dog Warden's education resources about safety around dogs and understanding animal body language at schools.

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

1. School District Support – Review SRTS Curriculum Guides and determine how to integrate into the school day and after school instruction.
2. Increase School Zone Awareness – Develop and Implement a safety in school zone campaign through distribution of yard signs at homes on school routes reminding motorists to moderate their speed and look out for student pedestrians and bicyclists.
3. Improve Routes to School – Coordinate ODOT sponsored trainings with SRTS Champions/School Nurses/Volunteers
4. Personal Safety – Teach parents how to talk to their children about personal safety through a partnership with the Family and Child Abuse Prevention Center.

ENCOURAGEMENT COUNTERMEASURES:

ENCOURAGEMENT	
Issue	Countermeasure
City Support	Invite city leadership, including the Mayor, City Council Members, and department administrators to participate in high profile SRTS sponsored events, such as Walk and Bike to School Days.
School District Support	Obtain TPS Administration and Board of Education Approval of Updated STP
School District Support	Request that members of the school board participate in SRTS Activities, such as, Walk and Bike to School Day.
School District Support	Seek financial support for the full-time SRTS Coordinator.
School District Support	Annually review the districts participating school's policies to ensure they continue to encourage walking and bicycling to school.
Local School Support	Cultivate individual school SRTS champions.
Local School Support	Host monthly SRTS Team meetings at schools, so school champions can be more actively involved.
Local School Support	Encourage school staff members to model active transportation behaviors by participating in SRTS programs and events such as, National Walk and Bike to School Day.
Parent/Caregiver Support	Add a parent, PTO member or school volunteer to the Toledo SRTS Team.
Parent/Caregiver Support	Send parents recorded messages regarding SRTS activities and other SRTS related issues.
Pedestrian Bicycle and Safety Education	Review SRTS curriculum guides and distribute electronically to educators and verify posting on staff intranet.
Pedestrian Bicycle and Safety Education	Celebrate National Walk and Bike to School Day district wide every October and May.
Reduce Traffic	Implement Weekly Walk and Roll Wednesdays at schools utilizing the Active4.Me web-based program.
Adult Led Walking and Bicycling	Provide School Health Advisory Committees (SHAC) with resources to implement Walking School Buses, Corner Captains, and other programs that encourage walking and bicycling to school, i.e. WSB tool-kits, WSB Leader training, student incentives etc...
Improving Arrival and Dismissal Processes	Develop and distribute an arrival and dismissal best practices document, suggesting that dismissing walkers and bicyclists earlier than bus and car riders avoids conflicts between students and motorists and provides encouragement for walking and bicycling to school.

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

1. Encouragement and Enforcement of Safe Driver Behaviors – Encourage TPS parents and high school students to sign a pledge they will avoid distracted driving, drive a safe speed and abide by traffic law, especially during school arrival and dismissal times.
2. Encouragement and Enforcement of Safe Driver Behaviors – Establish a district-wide speed reduction and/or “No Phone Zone” campaign.
3. Reduce Traffic – Establish a district wide monthly walk or bike to school day (Walk and Roll Wednesday)
4. Secure funding to implement a way finding for routes.
5. Sustainability - Seek financial support for full-time employment of SRTS Coordinator from the TPS School District and community partners.

ENFORCEMENT COUNTERMEASURES: List and describe the enforcement strategies that your team plans to implement in the next 12 months in the table below.

ENFORCEMENT	
Issue	Countermeasure
Pedestrian and Bicycle Accommodation	Work with city to enforce schools that removed bicycle racks to have them reinstalled.
Encourage and Enforce Safe Driving Behaviors	Conduct speed studies at locations where speeding is suspected/identified as a concern.
Encourage and Enforce Safe Driving Behaviors	Install speed feedback signs at problem locations
Safety and Comfort at Intersections and crossings	Work with TPS and ManPower to analyze locations of key student crossing locations to determine if relocations or additional guards are needed.
Personal Safety	Partner with Toledo Police Department in providing increased law enforcement presence during SRTS programs such as, National Walk and Bike to School Day and Walk and Roll Wednesdays.

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

1. Encourage and Enforce Safe Driver Behaviors – Initiate progressive ticketing at problem locations.
2. Improve Routes to School – Work with the city and Toledo Edison to identify areas with poor, broken or missing street lighting.
3. Improving Arrival and Dismissal Processes – Implement AAA Student Safety Patrol programs and schools district wide to facilitate arrival and dismissal processes on school grounds.
4. Personal Security – Cultivate relationships with Neighborhood watch groups to assist in monitoring student safety while walking and bicycling to and from school.
- 5.

EVALUATION COUNTERMEASURES: List and describe the evaluation strategies that your team plans to implement in the next 12 months in the table below.

EVALUATION	
Issue	Countermeasure
Local School Support	Administer student travel tallies bi-annually on odd years.
Local School Support	Administer parent surveys bi-annually on odd years.
Local School Support	Administer Principal Survey bi-annually on odd years - Fall
Improving Arrival and Dismissal Processes	Provide direct assistance on arrival and dismissal procedures to schools that request it, utilizing proper walk-audit procedures.
Reduce Traffic	Administer classroom travel tallies at SRTS special programs or events such as, National Walk or Bike to School Day.
City, School, and Local Support	Assist the Washington Local School District in the completion of a School Travel Plan Study

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 bicycle to and from school after infrastructure countermeasures have been in place.
2. Utilize data collected from Active4.Me web based system to analyze trends in travel to and from school by student mode and frequency.
3. Assist additional schools in ODOT District 2 in the completion of a School Travel Plan Study.

5B. 12-Month SRTS Non-Infrastructure Activity Calendar. A district wide calendar has been developed.

[illegible]

Reach out to schools that prohibit walking and/or bicycling to understand local concerns and determine how to address them.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord.</i>	IMPLEMENT												
Present on Toledo SRTS at school PTO and Parent Congress meetings. Attend neighborhood groups and block watch meetings. Encourage HUB Directors and School Health Advisory Committees to get involved in SRTS programming at their school. Attend back to school fairs, and parent/adult volunteers.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord.</i>	IMPLEMENT												
Provide education on our local Active Transportation plan at school and district events to encourage support and involvement.	Plan												
<i>Lead: Jenny Hansen, SRTS Coord. And Beth Deakins, YMCA Director of Healthy Living</i>	Implement												
Provide guidance to schools on how to involve parents in SRTS programs and communicate with parents regarding safe walking and bicycling safety issues.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord.</i>	IMPLEMENT												
Distribute SRTS brochure to parents at SRTS programs and activities and collaborate with Partners In Education Parent	PLAN												

Power Hour meetings.													
<i>Lead: Jenny Hansen, SRTS Coord.</i>	IMPLEMENT												
Coordinate Operation Lifesaver railroad safety education in classrooms at schools with railroad crossings on their walking and bicycling routes.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord.</i>	IMPLEMENT												
Partner with Toledo Bikes! and host at least 16 bicycle fix-it and safety programs (per school year) at schools providing free bicycle repairs, safety education and fee helmets.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord.</i>	IMPLEMENT												
Distribute school walking and bicycling maps at the beginning of each school year.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. School Nurses</i>	IMPLEMENT												
Implement ODOT's "Every Move You Make, Make It Safe" campaign to educate students (and parents) about the proper ways to walk and bicycle to school, as well as the benefits of doing so.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. School Nurses</i>	IMPLEMENT												
Develop a brochure for teaching proper use of RRFB's and distribute to schools with RRFB's on routes, and also provide on-site education to crossing guards and students.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord.</i>	IMPLEMENT												

Provide parents with information regarding driver and pedestrian safety within the school zone at the start of each school year.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. School Nurses</i>	IMPLEMENT												
Educate administrators and parents on how a walking school bus program can alleviate concerns through PTO's, principal meetings, school events and any other logical forum.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. School Nurses</i>	IMPLEMENT												
Utilize student created PSA's regarding keeping walkways and driveways clear of snow and ice during winter months so students can travel safely to and from school.	PLAN												
<i>Lead: Beth Deakins, YMCA Director of Healthy Living</i>	IMPLEMENT												
Coordinate the Lucas County Dog Warden's education resources about safety around dogs and understanding animal body language at schools.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. School Nurses</i>	IMPLEMENT												
	PLAN												

ENCOURAGEMENT: Non-Infrastructure Countermeasure		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Invite city leadership, including the Mayor, City Council Members, and department administrators to participate in high profile SRTS sponsored events, such as Walk and Bike to School Days.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. Beth Deakins, YMCA</i>	IMPLEMENT												
Obtain TPS Administration and Board of Education Approval of Updated STP	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. Ann Cipriani, TPS Health Coord.</i>	IMPLEMENT												
Request that members of the school board participate in SRTS Activities, such as, Walk and Bike to School Day.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. Ann Cipriani, TPS Health Coord.</i>	IMPLEMENT												
Annually review the districts participating school's policies to ensure they continue to encourage walking and bicycling to school.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. Ann Cipriani, TPS Health Coord.</i>	IMPLEMENT												
Continue cultivating individual school SRTS champions	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord.</i>	IMPLEMENT												
Host monthly SRTS Team meetings at schools, so school champions can be more actively involved.	PLAN												

Lead: Jenny Hansen, SRTS Coord.	IMPLEMENT												
Encourage school staff members to model active transportation behaviors by participating in SRTS programs and events such as, National Walk and Bike to School Day.	PLAN												
Lead: Jenny Hansen, SRTS Coord. Ann Cipriani, TPS Health Coord.	IMPLEMENT												
Add a parent, PTO member or school volunteer to the Toledo SRTS Team.	PLAN												
Lead: Jenny Hansen, SRTS Coord. School Nurse	IMPLEMENT												
Send parents recorded messages regarding SRTS activities and other SRTS related issues.	PLAN												
Lead: Jenny Hansen, SRTS Coord. School Nurse	IMPLEMENT												
Review SRTS curriculum guides and distribute electronically to educators and verify posting on staff intranet.	PLAN												
Lead: Jenny Hansen, SRTS Coord. Ann Cipriani, TPS Health Coord.	IMPLEMENT												
Celebrate National Walk and Bike to School Day district wide every October and May.	PLAN												
Lead: Jenny Hansen, SRTS Coord. SRTS Team	IMPLEMENT												
Implement Weekly Walk and Roll Wednesdays at schools utilizing the Active4.Me web-based program.	PLAN												
Lead: Jenny Hansen, SRTS Coord. School Nurse	IMPLEMENT												
Provide School Health Advisory Committees (SHAC) with	PLAN												

resources to implement a Walking School Bus, Corner Captain, and other programs that encourage walking and bicycling to school, i.e. WSB tool-kits, WSB Leader training, student incentives etc...													
<i>Lead: Jenny Hansen, SRTS Coord. School Nurse</i>	IMPLEMENT												
Develop and distribute an arrival and dismissal best practices document, suggesting that dismissing walkers and bicyclists earlier than bus and car riders avoids conflicts between students and motorists and provides added encouragement for walking and bicycling to school.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. SRTS Team</i>	IMPLEMENT												
Seek financial support for full-time employment of SRTS Coordinator from the TPS School District and community partners.	PLAN												
<i>Beth Deakins, YMCA Director of Healthy Living Ann Cipriani, TPS Health Coord.</i>	IMPLEMENT												
Work with TPS and ManPower to analyze key student crossing locations to determine if relocations or additional guards are needed.	PLAN												
<i>Jenny Hansen, SRTS Coord. David Jeffers, Manpower Ann Cipriani, TPS Health Coord.</i>	IMPLEMENT												

		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
ENFORCEMENT: Non-Infrastructure Countermeasure													
Work with city to enforce schools that removed bicycle racks to have them reinstalled.	PLAN												
<i>Jenny Hansen, SRTS Coord Gary Stookey, COT Transportation</i>	IMPLEMENT												
Conduct speed studies at locations where speeding is suspected/identified as a concern.	PLAN												
<i>Jenny Hansen, SRTS Coord Bill Windnagle, Toledo Police Dept.</i>	IMPLEMENT												
Install speed feedback signs at problem locations	PLAN												
<i>Jenny Hansen, SRTS Coord Bill Windnagle, Toledo Police Dept.</i>	IMPLEMENT												
Partner with Toledo Police Department in providing increased law enforcement presence during SRTS programs such as, National Walk and Bike to School Day and Walk and Roll Wednesdays.	PLAN												
<i>Jenny Hansen, SRTS Coord Bill Windnagle, Toledo Police Dept.</i>	IMPLEMENT												
EVALUATION: Non-Infrastructure Countermeasure													
Continue to administer student travel tallies bi-annually on odd years.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. Ann Cipriani, TPS Health Coord.</i>	IMPLEMENT												
Continue to administer parent surveys bi-annually on odd years.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. Ann Cipriani, TPS Health Coord.</i>	IMPLEMENT												

Continue to administer Principal Survey bi-annually on odd years	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. Ann Cipriani, TPS Health Coord.</i>	IMPLEMENT												
Provide direct assistance on arrival and dismissal procedures to schools that request it, utilizing proper walk-audit procedures.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. SRTS Team</i>	IMPLEMENT												
Administer classroom travel tallies at SRTS special programs or events such as, National Walk or Bike to School Day.	PLAN												
<i>Lead: Jenny Hansen, SRTS Coord. Ann Cipriani, TPS Health Coord.</i>	IMPLEMENT												
Assist the Washington Local School District in the completion of a School Travel Plan Study	PLAN												
<i>Lead: Toledo SRTS Team and WLS District Representatives</i>	IMPLEMENT												

5C. Infrastructure Countermeasure Recommendations

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

Map ID	Countermeasure	Location	School	Total Weight	Priority	Time frame	Estimated Cost	Possible Funding	Status
P1	Countdown displays	Woodsdale/South	Arlington	618	Medium	Short term	Low	SRTS	Funded 2019
P4	Countdown displays	Woodsdale/Arlington	Arlington	618	Medium	Short term	Low	SRTS	Funded 2019
P2	Crosswalks all legs; Must YIELD peds signs	Woodsdale/Grafton	Arlington	290	Low	Short term	Low	SRTS	Funded

P3	Countdown displays	Woodsdale/Nelson	Arlington	290	Low	Short term	Low	SRTS	Funded 2019
P5	Refuge island north leg	24/Glanzman	Beverly	458	High	Long term	Medium	SRTS	Project Removed
P8	Square up intersection	24/Wildwood	Beverly	466	Medium	Long term	Medium	SRTS	Not yet implemented
P6	Refuge island north leg; Countdown displays	24/Byrne	Beverly	348	Low	Long term	Medium	SRTS	Not yet implemented
P9	Refuge island north leg; crosswalks all legs; countdown displays	24/Schneider	Beverly	388	Low	Long term	Medium	SRTS	Not yet implemented
P10	Improve railroad crossing	Paine/railroad	Birmingham	460	Medium	Medium Term	Medium	Railroad	Not yet implemented
P11	Crosswalks all legs; Must YIELD peds signs	Bakewell/Consaul	Birmingham	578	Medium	Short term	Low	SRTS	Not yet implemented
P14	Look at upgrades to intersection (countdown timers, crossing guards)	Fearing/Airport Highway	Burroughs	618	High	Long term	Low	SRTS	Not yet implemented
P13	Crosswalks all legs; Must YIELD peds signs	Airport/Somerset	Burroughs	570	Low	Short term	Low	SRTS	Not yet implemented
P12	Close Kenmore access to make it into a cul-de-sac	Airport/South/Kenmore	Burroughs	278	Low	Long term	High	SRTS	Project Removed
L1	Add sidewalk	connect Dana to school site	Burroughs	270	Low	Medium Term	High	SRTS	Implemented
P17	HAWK signal; crosswalks	Byrne/Schneider	Byrnedale	482	Medium	Long term	Medium	SRTS	Not yet implemented
P15	Refuge island south leg; Countdown displays	Byrne/Arlington	Byrnedale	388	Low	Long term	Medium	SRTS	Not yet implemented
P16	Repaint crosswalks; countdown displays	Glendale/Oak Hill	Byrnedale	450	Low	Short term	Low	SRTS	Funded 2019
L13	Add multi-use pathway	Schneider - Byrne to Meadowlark	Byrnedale	260	Low	Long term	High	SRTS	Funded
P98	Add lighting @ RR crossing	Suder/RR crossing	Chase	608	High	Medium Term	Low	SRTS	Not yet implemented
P21	Improve railroad crossing	Chase/railroad	Chase	518	High	Medium Term	Medium	Railroad	Approved

P20	Improve railroad crossing	Chase/Albany/railroad	Chase	460	Medium	Medium Term	Medium	SRTS	Not yet implemented
P18	Must YIELD peds signs	Suder/Mayo	Chase	318	Low	Short term	Low	City	Implemented
P19	Crosswalks all legs; Must YIELD peds signs	New York/Ontario	Chase	290	Low	Short term	Low	SRTS	Not yet implemented
P24	Countdown displays	Douglas/Berdan	DeVeaux	628	Medium	Short term	Low	SRTS	Not yet implemented
P22	Countdown displays	Sylvania/Douglas	DeVeaux	558	Low	Short term	Low	SRTS	Not yet implemented
P23	Crosswalks all legs; Must YIELD peds signs	Sylvania/Roanoke	DeVeaux	558	Low	Short term	Low	SRTS	Not yet implemented
P26	Refuge island south leg; crosswalk; Must YIELD peds signs	Broadway/Earl	East Broadway	378	Low	Long term	Medium	SRTS	Removed
P27	Repaint crosswalks; countdown displays	Edgewater/134th	Edgewater	618	High	Short term	Low	COT	Implemented
P28	Crosswalks all legs; Must YIELD peds signs	131st/309th	Edgewater	330	Low	Short term	Low	SRTS	Funded
L13	Consider the addition of sidewalks	305th and 124th - from 131st to Summit	Edgewater	208	Low	Long term	High	SRTS	Not yet implemented
L2	Add sidewalks (both sides)	Westbrook - from Elmhurst to Garrison	Elmhurst	338	Low	Short term	High	SRTS	Implemented
P30	Must YIELD peds signs	Lambert/Stannard	Elmhurst	236	Low	Short term	Low	SRTS	Funded
P31	Countdown displays	Sylvania/Elmhurst	Elmhurst	236	Low	Medium Term	Low	SRTS	Funded 2019
P29	Crosswalks all legs; Must YIELD peds signs	Elsie/Bowen	Elmhurst	208	Low	Medium Term	Low	SRTS	Funded
P33	Bumpouts	Starr/Broadway	Garfield	534	High	Medium Term	Medium	SRTS	Implemented
P32	Bumpouts	6th/Main	Garfield	396	Medium	Medium Term	Medium	SRTS	Implemented
L3	Add sidewalk (south side)	Ravine - from Worthington to White	Garfield	270	Low	Long term	High	SRTS	Not yet implemented
P100	Look at upgrades to crossing	Cass/Laurentide/school	Glendale-Feilbach	612	High	Short term	Low	SRTS	Implemented

P101	Countdown displays	Cass/Heatherdowns	Glendale-Feilbach	532	High	Short term	Low	SRTS	Implemented
P102	Countdown displays	Heatherdowns/Reynolds	Glendale-Feilbach	518	High	Short term	Low	SRTS	Implemented
P103	Countdown displays	Heatherdowns/Cheyne	Glendale-Feilbach	478	Medium	Short term	Low	SRTS	Funded 2019
P99	Countdown displays	Glendale/Cass	Glendale-Feilbach	462	Medium	Short term	Low	SRTS	Funded 2019
L4	Add sidewalks (west side, fill in east side)	Cass - from Glendale to Heatherdowns	Glendale-Feilbach	352	Medium	Medium Term	High	SRTS	Implemented
P35	Countdown displays	Ambia/Detroit	Glenwood	648	High	Short term	Low	SRTS	Implemented
P36	Countdown displays	Detroit/Central	Glenwood	648	High	Short term	Low	SRTS	Implemented
L15	Explore road diet	Detroit - Berdan to Delaware	Glenwood	466	Medium	Long term	Medium	SRTS	Not yet implemented
P104	Upgrade pedestrian crossing signage	Glendale/AWTrail	Harvard	568	High	Short term	Low	SRTS	Implemented
P105	Countdown displays	Glendale/Detroit	Harvard	490	Medium	Short term	Low	COT	Implemented
P38	Evaluate crossing location or inclusion of other devices (bumpouts; Must YIELD peds signs)	Glendale/Princeton	Harvard	402	Medium	Medium Term	Medium	SRTS	Not yet implemented
P40	Add pedestrian lighting to underpass	Glendale/railroad	Harvard	272	Low	Medium Term	Low	SRTS	Not yet implemented
P106	Countdown displays	Bancroft/Reynolds	Hawkins	572	High	Short term	Low	SRTS	Implemented
P107	Countdown displays	Bancroft/Holland Sylvania	Hawkins	548	High	Short term	Low	SRTS	Implemented
L7	Add sidewalks (both sides)	Olimphia - from Bancroft to Camberly	Hawkins	372	Medium	Long term	High	SRTS	Not yet implemented
L6	Add sidewalk (fill in west side)	Holland Sylvania - from Bancroft to south of Castle Rock	Hawkins	320	Low	Long term	High	SRTS	Not yet implemented
L5	Add sidewalks (both sides)	Bancroft - from Sandown to Reynolds	Hawkins	312	Low	Medium Term	High	SRTS	Implemented

P108	Countdown displays	Hill/Byrne	Keyser	566	High	Short term	Low	COT	Implemented
P41	Countdown displays	Hill/school entrance	Keyser	510	Low	Short term	Low	COT	Implemented
P42	Countdown displays	Byrne/Nebraska	Keyser	406	Medium	Short term	Medium	COT	Implemented
P43	Improve railroad crossing; countdown displays	Lewis/Laskey	Larchmont	444	Medium	Medium Term	Medium	COT	Implemented Countdowns
P111	Countdown displays	Stickney/Clay	Leverette	618	High	Short term	Low	SRTS	Funded 2019
P110	Countdown displays	Manhattan/Stickney	Leverette	530	High	Short term	Low	SRTS	Implemented
P109	Countdown displays; ladder-style crosswalk	Manhattan/school	Leverette	498	Medium	Short term	Low	SRTS	Implemented
P112	Countdown displays	Stickney/Ketcham	Leverette	530	High	Short term	Low	SRTS	Funded 2019
L8	4-lane to 3-lane conversion with crosswalks and Must YIELD for peds signs	Manhattan - from Nearing to Beaumont	Leverette	350	Medium	Medium Term	Medium	City	Not yet implemented
P44	Repaint crosswalks; countdown displays	Manhattan/Mulberry	Leverette	290	Low	Medium Term	Low	SRTS	Funded 2019
P45	Refuge island; crosswalk; Must YIELD peds signs; HAWK at bike trail crossing	Jackman/Slater	Longfellow	626	High	Medium Term	Medium	SRTS	Funded 2019
P47	Countdown displays	Eleanor/Commonwealth	Longfellow	524	High	Short term	Low	COT	Implemented
P46	Countdown displays	Jackman/Eleanor	Longfellow	524	High	Short term	Low	SRTS	Implemented
P114	Countdown displays	Courtland/South	Marshall	590	High	Short term	Low	COT	Implemented
P49	Bumpouts; countdown displays	Maumee/South	Marshall	488	Medium	Long term	Medium	COT	Implemented Countdowns
P48	Restripe crosswalks; countdown displays	Broadway/Maumee/Eastern	Marshall	626	High	Short term	Low	SRTS	Funded 2019

P50	Restripe crosswalks; countdown displays	Broadway/South	Marshall	616	High	Short term	Low	SRTS	Funded 2019
P51	Study Broadway (between South & Orchard) for potential vehicular/pedestrian improvements	Broadway/Colburn	Marshall	298	Low	Long term	Low	SRTS	Not yet implemented
P52	Bumpouts	Broadway/Orchard	Marshall	270	Low	Long term	Medium	SRTS	Not yet implemented
PI16	Countdown displays	Upton/Central	McKinley	598	High	Short term	Low	SRTS	Implemented
P53	Evaluate for pedestrian crossing locations/RRFB/ped crossing and sign	Upton	McKinley	538	High	Medium Term	Low	SRTS	Implemented
PI15	Countdown displays	Upton/Monroe	McKinley	508	High	Short term	Low	SRTS	Implemented
PI17	Countdown displays	Central/Auburn	McKinley	500	High	Short term	Low	SRTS	Not yet implemented
PI19	Countdown displays	Nebraska/Reynolds	McTigue	468	Medium	Short term	Low	SRTS	Funded
PI18	RRFB	Nebraska/Heidelberg	McTigue	420	Medium	Medium Term	Medium	SRTS	Implemented
P56	Add pedestrian crossing with island	Holland Sylvania/Nebraska	McTigue	500	High	Long term	Medium	SRTS	Not yet implemented
PI22	Countdown displays	Navarre/E Broadway	Navarre	776	High	Short term	Low	COT	Not yet implemented
P57	Countdown displays	Oak/Woodville	Navarre	606	High	Short term	Low	SRTS	Implemented
P59	Countdown displays	Navarre/Woodville/Berry	Navarre	685	High	Short term	Low	COT	Not yet implemented
PI23	Countdown displays	Woodville/E Broadway	Navarre	558	High	Short term	Low	COT	Not yet implemented
PI20	Countdown displays	Oak/Starr	Navarre	498	High	Short term	Low	SRTS	Funded 2019
P58	Bumpouts; countdown displays	Navarre/Oak	Navarre	578	High	Medium Term	Medium	COT	Not yet implemented

P121	Countdown displays	Oak/Fassett	Navarre	548	High	Short term	Low	SRTS	Funded 2019
P61	Remove pedestrian signal	Oakdale/school site	Oakdale	468	Medium	Short term	Low	City	Implemented
P62	Crosswalks all legs; Must YIELD peds signs	Oakdale/Lebanon	Oakdale	440	Medium	Short term	Low	SRTS	Removed
P60	Enhance pedestrian lighting at underpass	Broadway/railroad	Oakdale	428	Medium	Medium Term	Low	SRTS	Implemented
P64	Bumpouts	Oakdale/Oak	Oakdale	598	High	Medium Term	Medium	SRTS	Not yet implemented
P124	Evaluate for pedestrian enhancements	Kenwood/Alisdale	Old Orchard	538	High	Medium Term	Low	SRTS	Route updated
P66	Countdown displays	Bancroft/University Hills	Old Orchard	662	High	Short term	Low	COT	Implemented
P65	Bumpouts; crosswalks all legs	Allsdale/Kendale	Old Orchard	420	Medium	Long term	Medium	SRTS	Not yet implemented
P67	Crosswalks all legs; Must YIELD peds signs	Darlington/Aldringham	Old Orchard	550	High	Short term	Low	SRTS	Not yet implemented
P125	Countdown displays	Summit/108th	Ottawa River	560	High	Short term	Low	COT	Implemented
P69	Bumpouts; countdown displays	Summit/116th	Ottawa River	498	Medium	Long term	Medium	SRTS	Not yet implemented
P68	Crosswalks all legs; Must YIELD peds signs	290th/101st	Ottawa River	312	Low	Short term	Low	SRTS	Not yet implemented
P127	Countdown displays	Summit/131st	Ottawa River, Edgewater	572	High	Short term	Low	COT	Implemented
P126	Countdown displays	Summit/124th	Ottawa River, Edgewater	450	Medium	Short term	Low	COT	Implemented
P71	Bumpouts; crosswalks; Must YIELD peds signs	Indiana/Forest	Pickett	518	High	Short term	Medium	SRTS	Not yet implemented
P128	Countdown displays	Hoag/Nebraska	Pickett	498	High	Short term	Low	SRTS	Funded
P72	Restripe crosswalks; add pedestrian crossing signal with countdown displays	Hawley/Indiana	Pickett	598	Medium	Short term	Low	SRTS	Implemented

P73	Restripe crosswalks; add pedestrian crossing signal with countdown displays	Ewing/Indiana	Pickett	660	Medium	Medium Term	Low	SRTS	Not yet implemented
P70	Bumpouts; Must YIELD peds signs	Junction/Vance	Pickett	460	High	Medium Term	Medium	SRTS	Not yet implemented
P132	Countdown displays	White/Navarre	Raymer	598	High	Short term	Low	COT	Implemented
P76	Countdown displays; Bumpouts; crosswalks; Must YIELD peds signs	Raymer/Starr	Raymer	536	High	Long term	Medium	SRTS	Not yet implemented
P130	Countdown displays	Raymer/Nevada	Raymer	538	High	Short term	Low	SRTS	Funded 2019
P131	Countdown displays	Nevada/White	Raymer	458	High	Short term	Low	SRTS	Funded
P129	Countdown displays	Starr/Dearborn	Raymer	510	High	Short term	Low	SRTS	Funded 2019
P74	Crosswalks all legs; Must YIELD peds signs	Raymer/Idaho	Raymer	538	High	Short term	Low	SRTS	Not yet implemented
P75	Bumpouts; crosswalks; Must YIELD peds signs	Nevada/Dover	Raymer	310	Low	Long term	Medium	SRTS	Not yet implemented
P133	Countdown displays	Airport/Reynolds	Reynolds	630	High	Short term	Low	COT	Implemented
P134	Countdown displays	Airport/Eastgate	Reynolds	530	High	Short term	Low	SRTS	Implemented
P135	Countdown displays	Airport/Wenz	Reynolds	528	Medium	Short term	Low	COT	Implemented
L9	Add sidewalk (east side)	Seymour - from Airport north 200 feet	Reynolds	310	Low	Short term	High	City	Implemented
P77	Bumpouts; crosswalks all legs	Chase/Columbus	Riverside	528	High	Long term	Medium	SRTS	Not yet implemented
P78	Countdown displays; Bumpouts; crosswalks; Must YIELD peds signs	Galena/Erie	Riverside	488	Medium	Long term	Medium	SRTS	Not yet implemented
P79	Countdown displays; Bumpouts; crosswalks; Must YIELD peds signs	Galena/Michigan	Riverside	488	Medium	Long term	Medium	SRTS	Not yet implemented
L10	Change one-way street direction (from southeast-bound to northwest-bound)	Chicago - from Champlain to Chase	Riverside	410	Medium	Short term	Low	City	Implemented

P83	Restripe crosswalks; countdown displays	Detroit/Woodruff	Robinson	520	High	Short term	Low	SRTS	Not yet implemented
P85	Add crosswalks, ADA ramps across north and south legs; add signage	Lawrence/Lincoln	Robinson	660	Medium	Medium Term	Low	SRTS	Not yet implemented
P80	Restripe crosswalks; countdown displays	Detroit/Bancroft	Robinson	658	Medium	Short term	Low	SRTS	Not yet implemented
P84	Restripe crosswalks; countdown displays	Detroit/Oakwood	Robinson	398	Medium	Short term	Low	SRTS	Funded
P81	Restripe crosswalks; add signage	Forest/Horace	Robinson	346	Low	Short term	Low	SRTS	Funded
P82	Stripe crosswalks; add signage	Forest/Grand	Robinson	290	Low	Short term	Low	SRTS	Not yet implemented
L11	4-lane to 3-lane conversion with crosswalks and Must YIELD for peds signs	Cherry - from Park to Richardson	Rosa Parks	706	High	Short term	Medium	SRTS	Not yet implemented
L12	4-lane to 3-lane conversion with crosswalks and Must YIELD for peds signs	Collingwood - from Melrose to Bates	Rosa Parks	570	High	Short term	Medium	TMACOG	Funded
P137	Countdown displays	Cherry/Sherman	Sherman	682	High	Short term	Low	SRTS	Implemented
P138	Countdown displays	Cherry/Page	Sherman	682	High	Short term	Low	SRTS	Implemented
P86	East leg crossing	Greenbelt/Cherry	Sherman	626	High	Medium Term	Low	SRTS	Implemented
P136	Countdown displays	Cherry/Bancroft	Sherman	598	High	Short term	Low	SRTS	Implemented
P87	Refuge island west leg with removal of lane; bumpouts north leg; countdown displays	Bancroft/Lagrange	Sherman	488	Medium	Long term	Medium	SRTS	Not yet implemented
P88	Bumpouts; countdown displays	Sherman/Lagrange	Sherman	488	Medium	Long term	Medium	SRTS	Not yet implemented
P113	Countdown displays	Stickney/Central	Spring	590	High	Short term	Low	SRTS	Not yet implemented
P90	Bumpouts; crosswalks all legs; Must YIELD peds signs	Elm/Mettler	Spring	570	High	Medium Term	Medium	SRTS	Not yet implemented

P91	Bumpouts (on Stickney); countdown displays	Paxton/Stickney	Spring	500	Medium	Long term	Medium	SRTS	Not yet implemented
P89	Crosswalks all legs; Must YIELD peds signs	Mulberry/Spring	Spring	318	Low	Short term	Low	SRTS	Not yet implemented
P93	Countdown displays	South/Spencer	Walbridge	542	High	Short term	Low	SRTS	Implemented
P95	Bumpouts; countdown displays	South/Hiett	Walbridge	488	Medium	Long term	Medium	SRTS	Not yet implemented
P94	Repaint crosswalks; countdown displays	Western/Hawley	Walbridge	598	Low	Short term	Low	SRTS	Not yet implemented
P139	Countdown displays	Lewis/Eleanor	Whittier	578	High	Short term	Low	SRTS	Funded 2019
P140	Countdown displays	Sylvania/Willys	Whittier	566	High	Short term	Low	SRTS	Funded 2019
P141	Countdown displays	Sylvania/Haven	Whittier	520	High	Short term	Low	SRTS	Funded 2019
P142	Countdown displays	Sylvania/Lewis	Whittier	458	High	Short term	Low	SRTS	Funded
P143	Countdown displays	Sylvania/Fairview	Whittier	538	High	Short term	Low	SRTS	Funded 2019
P97	Remove slip lanes to create two T-intersections; countdown displays	Bennett/Eleanor/Waggoner	Whittier	298	Low	Long term	Medium	SRTS	Not yet implemented
P96	Crosswalks all legs; Must YIELD peds signs; relocate ped signal	Lewis/Dryden	Whittier	250	Low	Medium Term	Medium	SRTS	Project Removed
P144	New Ped ramps/crossing/RRFB	Upton/School	McKinley		High	Medium Term	Medium	AT	Implemented
P145	New Ped ramps/crossing/RRFB	Bancroft/School	Hawkins		High	Medium Term	Medium	AT	Implemented
P146	School Zone Intelligence	Woodsdale	Arlington		High	Short term	Low	SRTS	Funded 2019
P147	School Zone Intelligence	Detroit Ave./24	Beverly		High	Short term	Low	SRTS	Funded 2019

P148	School Intelligence Zone	Glanzman	Beverly		High	Short term	Low	SRTS	Funded 2019
P149	School Zone Intelligence	South Ave	Burroughs		High	Short term	Low	SRTS	Funded 2019
P150	School Zone Intelligence	Glendale	Byrnedale		High	Short term	Low	SRTS	Funded 2019
P151	School Zone Intelligence	Sylvania Ave	DeVeaux		High	Short term	Low	SRTS	Funded 2019
P152	School Zone Intelligence	East Broadway St.	East Broadway		High	Short term	Low	SRTS	Funded 2019
P154	School Zone Intelligence	Cass Rd.	Glendale-Feilbach		High	Short term	Low	SRTS	Funded 2019
P155	School Zone Intelligence	Detroit Ave./24	Glenwood		High	Short term	Low	SRTS	Funded 2019
P156	School Zone Intelligence	Glendale Ave.	Harvard		High	Short term	Low	SRTS	Funded 2019
P157	School Zone Intelligence	Bancroft St.	Hawkins		High	Short term	Low	SRTS	Funded 2019
P158	School Zone Intelligence	Hill Ave	Keyser		High	Short term	Low	SRTS	Funded 2019
P159	School Zone Intelligence	Manhattan Ave.	Leverette		High	Short term	Low	SRTS	Funded 2019
P160	School Zone Intelligence	Dorr St.	Martin Luther King		High	Short term	Low	SRTS	Funded 2019
P161	School Zone Intelligence	Upton Ave.	McKinley		High	Short term	Low	SRTS	Funded 2019
P162	School Zone Intelligence	Nebraska Ave.	McTigue		High	Short term	Low	SRTS	Funded 2019
P163	School Zone Intelligence	Hill Ave.	McTigue		High	Short term	Low	SRTS	Funded 2019
P164	School Zone Intelligence	Navarre Ave.	Navarre		High	Short term	Low	SRTS	Funded 2019

PI65	School Zone Intelligence	Oak St.	Navarre		High	Short term	Low	SRTS	Not yet implemented
PI66	School Zone Intelligence	Hoag	Pickett		High	Short term	Low	SRTS	Not yet implemented
PI67	School Zone Intelligence	Nevada Ave.	Raymer		High	Short term	Low	SRTS	Not yet implemented
PI68	School Intelligence Zone	Cherry	Rosa Parks		High	Short term	Low	SRTS	Not yet implemented
PI69	School Zone Intelligence	Sherman	Sherman		High	Short term	Low	SRTS	Not yet implemented
PI70	School Zone Intelligence	Stickney	Spring		High	Short term	Low	SRTS	Not yet implemented
PI71	School Zone Intelligence	Lewis Ave.	Whittier		High	Short term	Low	SRTS	Not yet implemented

STEP 6: PUBLIC INPUT

The original project team held a kick off meeting in 2013 with the Toledo SRTS Team at to discuss the general planning process, the travel plan methodology for Toledo, and next steps. The Toledo SRTS Team continues to meet on a monthly basis. During the initial STP development input was collected from school administrators through an on-line survey and school walk audits. We continue to administer the on-line survey every 2 years, and complete follow walk audits per request to help schools address new issues.

National Safe Routes to School parent surveys were distributed to all families with students attending the 40 elementary schools and classroom travel tallies were taken over a three-day period at 37 of the 40 schools. The parent surveys and travel tallies have been administered every two years in 2015 and 2017.

The Toledo SRTS Coordinator will update public interest groups on the updated STP during the community meetings listed below.

Public Input Process: <i>TPS Parent Congress Meeting/TMACOG Bike Ped Committee</i>
Date: <i>Spring 2019</i>
Target Audience: <i>Parents and educators/active transportation community</i>
Key Input Received: <ul style="list-style-type: none">• <i>TBA</i>• <i>TBA</i>• <i>TBA</i>

STEP 7: FINAL PLAN – PLEDGE OF SUPPORT

The goals of this STP and of the TPS SRTS Program:

Toledo Safe Routes to School (SRTS) strives to create a community that supports and enhances safe walking and biking to school by focusing on engineering, enforcement, evaluation, education, encouragement, and equity.

Toledo SRTS program has three goals:

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

Name and Organization	Signature
Dr. Romules Durant Superintendent, Toledo Public Schools	
Stephanie Eichenberg President, Board of Education	
Wade Kapszukiewicz Mayor, City of Toledo	
Matt Cherry President, Toledo City Council	
Tim W. Brown President, TMACOG	
Brad Toft President, YMCA/JCC of Greater Toledo	
Jenny Hansen Toledo SRTS Coordinator	