

STOW MUNROE FALLS CITY SCHOOLS

SAFE ROUTES TO SCHOOL
SCHOOL TRAVEL PLAN
OCTOBER | 2025



Project Team

Lead Contact

Name: Sarah McGuinness

Affiliation: City of Stow Planning & Development Department

Phone: 330-689-2811

Email: smcguinness@stow.oh.us

Mailing address: 3760 Darrow Road

Stow, OH 44224

Safe Routes to School Team Members:

School representative(s)

Amanda Murray, Principal, SMHS

Andrew Yanchunas, Principal, Lakeview ES

Christopher Keating, Principal, Woodland ES

Meghan Graziano, Principal, Highland ES

Nicole Marconi, Principal, Indian Trail ES

Joanne Bratton, Principal, Fishcreek ES

Dave Ulbricht, Principal, Echo Hills ES

Heather Hawk-Frank, Principal, Holy Family

Mary Kay Tokash, Assistant Principal, Holy Family

Community representative(s)

John Pribonic, Mayor, City of Stow

Cyle Feldman, City Council Chair, City of Stow

Local government representative(s):

Zack Cowan, Planning & Development Director, City of Stow

Sarah McGuinness, Planning & Dev. Deputy Director, City of Stow

Mike Jones, City Engineer, City of Stow

Jim McCleary, Transportation Engineer, City of Stow



Education representative(s)

Dr. Felisha Gould, Superintendent, Stow-Munroe Falls School District

Mark Treen, Director of Operations, Stow-Munroe Falls School District

Public safety representative(s)

Melissa Gammel, Fire & Safety Educator II



**HOLY FAMILY
SCHOOL**



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Section 1: Introduction

Safe Routes to School

Safe Routes to School (SRTS) is an international movement that uses policies, programs, and infrastructure to encourage youth K-12 to walk and bike to school. SRTS seeks to improve safety conditions near schools and encourage more walking and bicycling when safe to do so. Nationally, walking and biking to school has declined dramatically, from 48 percent in 1969 to just 11 percent in 2017.¹ SRTS programs like the Ohio Department of Transportation (ODOT) SRTS Program seek to reverse this trend through a collaborative approach.

Safe Routes to School Benefits

Improve safety for students walking and biking. In recent years, Ohio has seen an increase in the number of people involved in crashes while walking.² Safe Routes to School is focused on improving student safety during their journey to and from school. Through infrastructure improvements, walking and biking to school can become a safer and more appealing choice for children and parents.

Improve physical and mental health. A healthy lifestyle is best cultivated in people while they are children. Regular physical activity is an integral component of a healthy lifestyle and also contributes to mental well-being. For children, bicycling and walking to school provides opportunities to include physical activity as a part of daily life. Daily physical activity is known to improve academic performance and social, emotional, mental and physical health.

Equitable choice for all people. In 2021, the US Census Bureau reported that 7.5 percent of households in Ohio do not have a vehicle.³ The 2022 ACS 5-Year Estimate reported that 4.3 percent of Stow City and 11.5 percent of Munroe Falls City occupied housing units have no available vehicles.⁴ For families without cars or those with limited access to cars, it is especially important for children to have safe ways to walk or bicycle to school and around their neighborhood. Additionally, Safe Routes to School improvements benefit not only children, but quality of life for neighborhoods and the entire community. Shifting vehicle trips to walking or biking trips reduces greenhouse gas emissions, decreases school-related traffic congestion, reduces transportation costs, and can lead to greater independence for community members who cannot or choose not to drive.

¹ McDonald NC, Brown AL, Marchetti LM, Pedroso MS. U.S. school travel, 2009 an assessment of trends. Am J Prev Med. 2011 Aug;41(2):146-51. doi: 10.1016/j.amepre.2011.04.006. PMID: 21767721.

² Walk. Bike. Ohio Pedestrian Safety Analysis <https://transportation.ohio.gov/static/Programs/WalkBikeOhio/Walk.Bike.Ohio.PedestrianSafetyAnalysis.pdf>

³ US Census <https://www.census.gov/acs/www/about/why-we-ask-each-question/vehicles/>

⁴ US Census https://data.census.gov/table/ACSDP5Y2022.DP04?g=040XX00US39_160XX00US3953312&tid=ACSDP5Y2022.DP04



The E's

The ODOT Safe Routes to School Program is built upon “E’s” that provide a comprehensive approach to youth traveling to school. The E’s are:



Engineering:

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



Education:

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



Encouragement:

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



Enforcement:

Influencing student or driver behavior through consequences.



Evaluation:

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



Equity:

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



Target Schools

There are eight target schools in the City of Stow, Ohio. The following tables and map provide information on the student demographics and school locations.

Table 1. Target Schools

School District	School Name	School Address	Grades Served
<i>Stow Munroe Falls City Schools</i>	<i>Echo Hills ES</i>	4405 Stow Rd., Stow, OH 44224	<i>K-4</i>
<i>Stow Munroe Falls City Schools</i>	<i>Fishcreek ES</i>	5080 Fishcreek Rd., Stow, OH 44224	<i>K-4</i>
<i>Stow Munroe Falls City Schools</i>	<i>Indian Trail ES</i>	3512 Kent Rd., Stow, OH 44224	<i>K-4, P</i>
<i>Stow Munroe Falls City Schools</i>	<i>Highland Elementary</i>	1843 Graham Rd., Stow, OH 44224	<i>K-4</i>
<i>Stow Munroe Falls City Schools</i>	<i>Woodland Elementary</i>	2908 Graham Rd., Stow, OH 44224	<i>K-4</i>
<i>Stow Munroe Falls City Schools</i>	<i>Lakeview Intermediate School</i>	1819 Graham Rd., Stow, OH 44224	<i>5-6</i>
<i>Stow Munroe Falls City Schools</i>	<i>Stow-Munroe Falls HS</i>	3227 Graham Rd., Stow, OH 44224	<i>9-12</i>
	<i>Holy Family</i>	3163 Kent Rd, Stow OH 44224	<i>K-8</i>

Table 2. Student Demographics [YEARS 2023-2024]

School	Average Daily Student Enrollment	Black, non-Hispanic	American Indian or	Asian or Pacific Islander	Hispanic	Multi-racial	White, non-Hispanic	Economically Disadvantaged	Students with Disabilities	Migrant
<i>Echo Hills ES</i>	309	20	NC	17	13	17	243	130	70	NC
<i>Fishcreek ES</i>	306	19	NC	26	NC	NC	248	95	25	NC
<i>Indian Trail ES</i>	357	23	NC	16	11	17	290	144	84	NC
<i>Highland Elementary</i>	322	19	NC	NC	11	19	264	112	51	NC
<i>Woodland Elementary</i>	295	NC	NC	NC	NC	24	245	98	32	NC
<i>Lakeview Intermediate School</i>	740	42	NC	45	14	30	607	266	127	NC
<i>Stow-Munroe Falls HS</i>	1,550	98	NC	46	48	75	1,281	563	210	NC
<i>Holy Family</i>	398*	2	0	8	12	7	366	51	24	NC

**Holy Family also has 53 Preschool students, for whom demographics are not counted.*



The Stow-Munroe Falls City School District demographic data is from the Department of Education & Workforce school enrollment data and census data. The Holy Family demographics data was provided by the school administration for use in this plan.

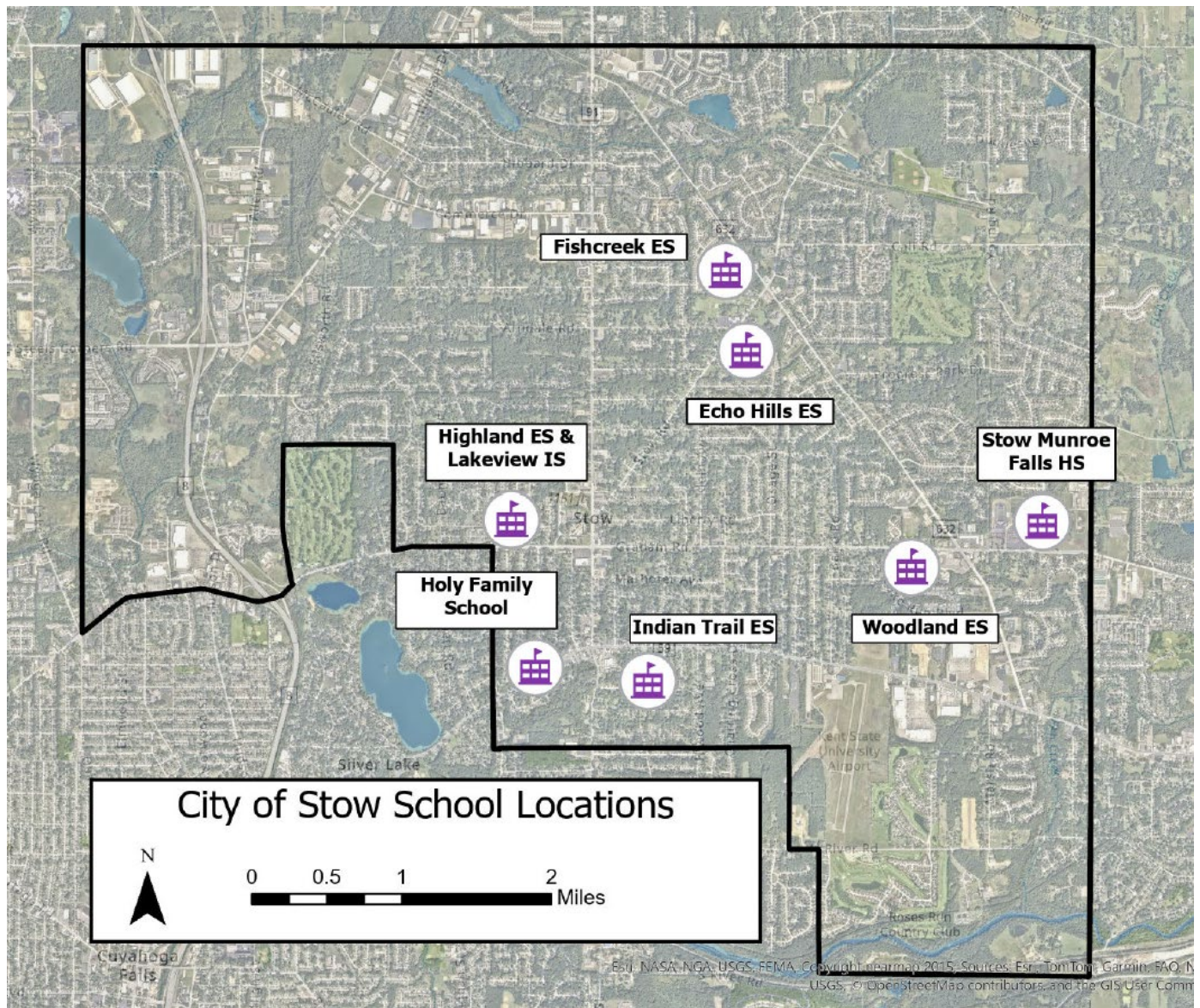


Purpose and Vision

Vision Statement: Walking and biking in Stow will be a safe, convenient, and accessible transportation option for everyone.

The purpose of this School Travel Plan (STP) is to identify policy, program, and infrastructure recommendations for schools located within the City of Stow, including Stow-Munroe Falls Public Schools and Holy Family School.

Figure 1. Target School Locations



Section 2: Existing Conditions For Walking and Biking to School

Current Student Travel

Teacher tallies, walk audits, and observations of student arrival and dismissal helped the project team and stakeholders understand students’ daily experiences. The tables and figures below provide information about trends in student travel to and from school.

Table 3. Number of students within walking and biking distance of target schools

School	Students within ¼ mile of school	Percent of students within ¼ mile of school	Students within ½ mile of school	Percent of students within ½ mile of school	Students within 1 mile of school	Percent of students within 1 mile of school	Students within 2 miles of school	Percent of students within 2 miles of school
Echo Hills ES	38	12.3	69	22.3	88	28.5	83	26.9
Fishcreek ES	16	5.2	58	19	96	31.4	99	32.4
Indian Trail ES	21	5.6	42	11.8	89	25	48	13.4
Highland Elementary	15	4.7	49	15.2	94	29.2	105	32.6
Woodland ES	7	2.4	34	11.5	161	54.6	31	10.5
Lakeview Intermediate School	13	1.8	23	3.1	96	13	292	39.5
Stow-Munroe Falls HS	7	.5	60	3.9	141	9.1	443	28.6
Holy Family	2	.5	10	2.5	8	2	53	13.3



Table 4. Mode of Travel to School in the Morning

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Echo Hills ES	35	5	263	238	25	0	12
Fishcreek ES	62	1	381	202	3	0	19
Indian Trail ES*							
Highland Elementary	45	0	231	188	4	0	4
Woodland ES	7	2	240	157	19	5	15
Lakeview IS	262	0	2073	792	54	0	0
Stow-Munroe Falls HS*							
Holy Family	7	0	75	372	1	0	0

* Teacher Tallies for Stow-Munroe Falls HS and Indian Trail ES were not submitted

Table 5. Mode of Travel from School in the Afternoon

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Echo Hills ES	42	4	272	223	27	1	19
Fishcreek ES	83	3	387	167	13	0	17
Indian Trail ES*							
Highland Elementary	66	0	242	153	11	0	0
Woodland ES	7	1	243	159	15	6	15
Lakeview IS	221	0	1951	379	61	0	0
Stow-Munroe Falls HS*							
Holy Family	18	0	123	348	3	0	1

* Teacher Tallies for Stow-Munroe Falls HS and Indian Trail ES were not submitted

Table 6. Morning and Afternoon Travel Mode Comparison (All Teacher Tally Results)

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	5501	418	8	3265	1649	106	5	50
Afternoon	5284	437	8	3221	1429	130	7	52

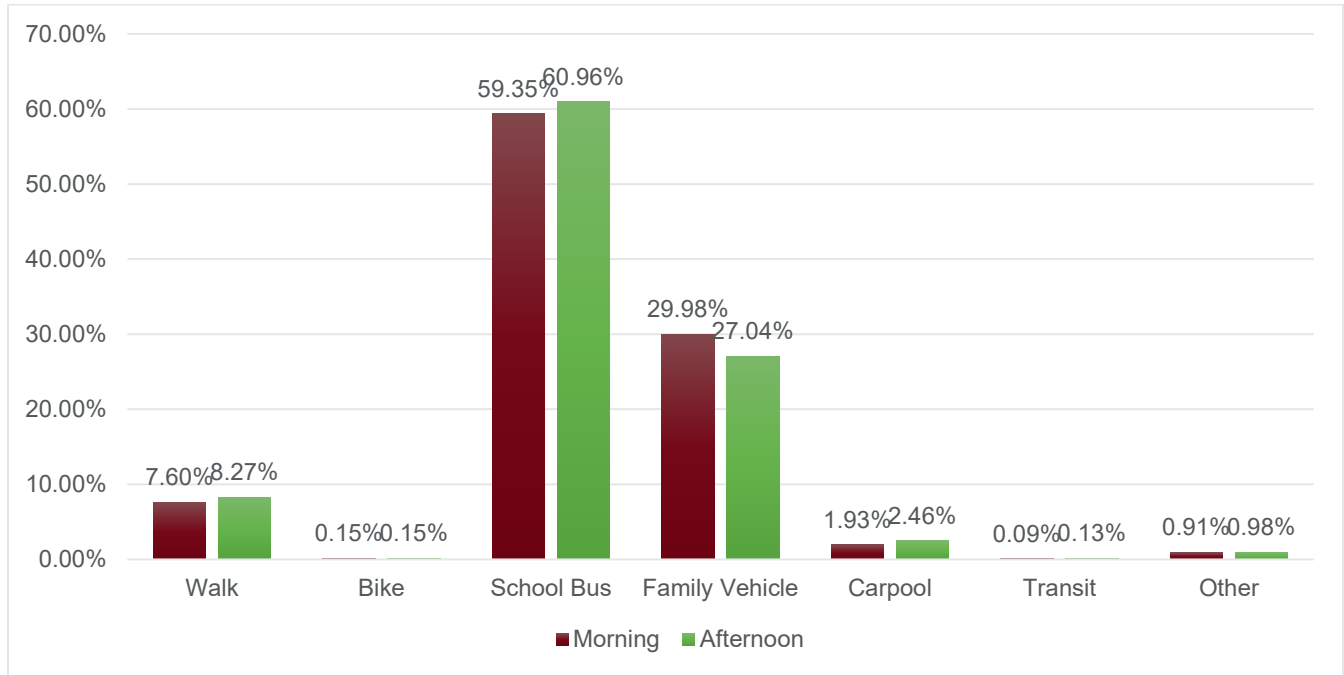
Table 7. Morning and Afternoon Travel Mode Comparison Percentages (All Teacher Tally Results)

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	5501	7.60%	0.15%	59.35%	29.98%	1.93%	0.09%	0.91%
Afternoon	5284	8.27%	0.15%	60.96%	27.04%	2.46%	0.13%	0.98%



As shown in Figure 2, most students arrive and leave school by bus (approximately 60%) or family vehicle (approximately 30%). Less than 10% of students arrive or leave by walking or biking.

Figure 2: Morning and Afternoon Travel Mode Comparison



As shown in Figure 3, approximately the same number of students walked whether it was sunny, rainy, and overcast, though there was no snow during the time the data were collected.

Figure 3: Travel Mode in Differing Weather Conditions

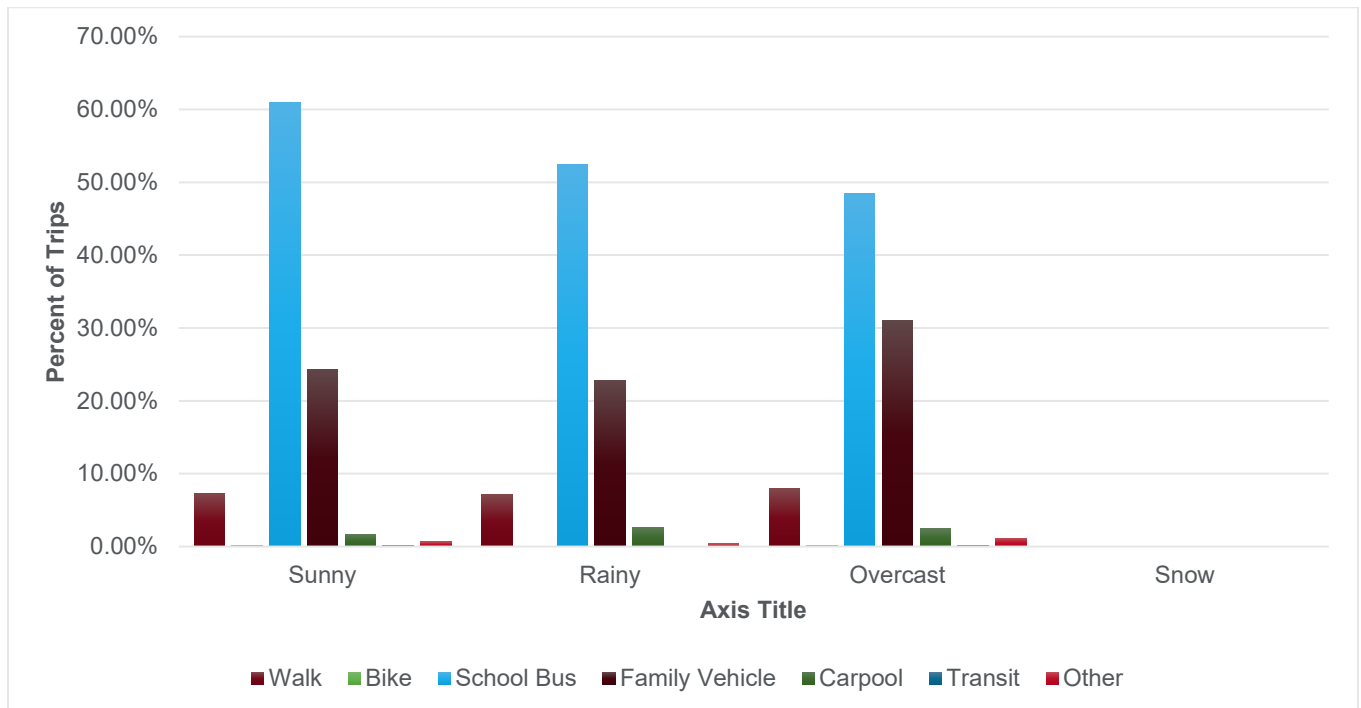


Table 8. Morning and Afternoon Travel Mode Comparison by Day (All Teacher Tally Results)

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	1581	148	0	892	494	30	2	15
Tuesday PM	1559	152	0	900	432	60	2	13
Wednesday AM	2772	224	6	1705	776	41	1	19
Wednesday PM	2710	231	5	1705	695	49	2	23
Thursday AM	1148	46	2	668	379	35	2	16
Thursday PM	1015	54	3	616	302	21	3	16

Main Routes for Walking and Biking To School

Echo Hills ES

The primary routes for walking and biking to school are:

- » Students are dropped off by cars along the dead-end of Lorwood Dr. and walk to the school along that street.
- » Students leave through a gate behind the school to reach the apartments along Echo Valley Dr.
- » A few students approach along Stow Rd.

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

- » Stow Rd. & Arndale Rd.
- » Lorwood Dr. & Echo Valley Dr.
- » Stow Rd. & Fishcreek Rd.

Figure 4: Echo Hills Walk Audit Photographs, Afternoon of Thursday April 17, 2025



Fishcreek ES

The primary routes for walking and biking to school are:

- » Across Fishcreek Rd. to Calls Farm Neighborhood & car pickup

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

- » Crossing is between intersections, right in front of the school

Nearby intersections which impact the school include:

- » Fishcreek Rd. & Stow Rd.

Figure 5: Fishcreek Walk Audit Photographs, Afternoon of Monday May 5, 2025



Indian Trail ES

The primary routes for walking and biking to school are:

- » Margaret Ave.
- » Kent Rd.

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

- » Sanford Ave. & Kent Rd.
- » Kent Rd. & Marcella Ave.
- » Margaret Ave. & Hawthorn Ave.

Figure 6: Indian Trail Walk Audit Photographs, Afternoon of Monday June 2, 2025



Highland ES

The primary routes for walking and biking to school are:

- » Graham Rd.
- » Lakeview Blvd.
- » Edgewood Dr.

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

- » Graham Rd. and Lakeview Blvd.

Figure 7: Highland Walk Audit Photographs, Afternoon of Tuesday May 20, 2025



Woodland ES

The primary routes for walking and biking to school are:

- » Across Graham Rd. from Oregon Trail Park drop/pickup zone and neighboring apartment complex
- » A few students walk along Graham Rd towards Fishcreek Rd.
- » A few students walk along Graham Rd. away from Fishcreek Rd.

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

- » Graham Rd. & Lake Run Blvd.
- » Graham Rd. & Fishcreek Rd.
- » Graham Rd. & Baird Rd.

Figure 8: Woodland Walk Audit Photographs, Afternoon of Wednesday April 23, 2025



Lakeview IS

The primary routes for walking and biking to school are:

- » Graham Rd.
- » Lakeview Blvd.
- » Edgewood Dr.

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

- » Graham Rd. and Lakeview Blvd.

Figure 9: Lakeview Walk Audit Photographs, Afternoon of Tuesday May 20, 2025



Stow-Munroe Falls HS

The primary routes for walking and biking to school are:

- » East on Graham Rd. then across at the Newcomer Rd. intersection crossing
- » Across school property to the Bike & Hike Trail behind the stadium
- » To Graham Rd. where cars stop to pick them up
- » Saybrooke to rear entrance by the gymnasium, west of baseball field

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

- » Graham Rd. & Newcomer Rd.
- » Graham Rd. & Fishcreek Rd.

Figure 10: Stow-Munroe Falls HS Walk Audit Photographs, Wednesday April 30, 2025



Holy Family

The primary routes for walking and biking to school are:

- » Oak Rd
- » Adaline Dr.
- » Wetmore St.

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

- » Oak Rd. and Wetmore St.
- » Adaline Dr. and Park Dr.

Holy Family Walk Audit Photographs, Afternoon of Thursday May 15, 2025



Highland ES

Buses have a dedicated driveway to turn in from Graham Rd. Cars line up around the neighboring Lakeview IS building (beginning as soon as the Lakeview IS traffic starts to dissipate). Walkers are released at ~3:35PM. Car riders begin to be released at ~3:40PM. They cross internal crossings with the help of adult crossing guards. The City of Stow pays for several crossing guards to assist with both Highland and Lakeview release, and Highland ES pays for two additional guards. Additional crossing guards would be beneficial at the dedicated bus entrance, since there are students who walk that way and traffic can become congested. Many cars do not wait in the designated pickup lane, instead lining Lakewood Blvd and Englewood Dr while waiting for students to cross traffic and walk to them. Students are discouraged from biking to school due to the traffic and the relative age of the students (grades K-4). If parents bike to and from school with their students, they are permitted to use the bike racks at Lakeview IS. The crossing guards know most of the students and their parents (and cars) by sight and often let students know whether their car is waiting across the road or not, so that the student can be sent back to the school if their ride is late. The path behind Lakeview IS (to Rose Ave.) would be useful for the students who live in that neighborhood, however there are no internal crossings between Lakeview IS and that path, so it is not safe for younger Highland students to navigate the parking lot to that path.

Woodland ES

School buses and parent vehicles use the same driveway, with side-by-side lanes. Bus lanes are designated by painting rectangles on the ground. The lot is organized with an entrance only and exit only side. Students are dismissed in stages, with buses arriving at staggered times. After 3:30PM students are dismissed when their parent's tag is seen in the line. Teachers and staff direct students and keep track of which parents have arrived using tags in cars. There are 6 buses, estimated 50-60 car riders, and 3-day care cars. Students are dismissed in stages, with buses arriving at staggered times. There are crossing guards stationed out front to help students cross Graham Rd. Most of those "walkers" are picked up at Oregon Trails Park and a few walk to the nearby apartments. Buses have a designated lane in the exit, however once all buses have left cars use this as a right turn lane, and the car lane as a left turn lane (there is no option to go straight). Teachers dismiss students in phases starting at 3:30PM, using tags in cars to know which parents are in which spot in the lot and directing students to reduce wandering in the lot. Traffic on Graham Rd. is backed up by 3:36PM (during the walk audit). Most buses come around 3:40PM. Parents are encouraged to park across the street at the park but many still try to use the school lot, leading to the traffic problems on Graham. Traffic patterns are typically back to normal well before 4PM. No bikers were seen but staff say that there are some bikers at different times of year.

Lakeview IS

Students are released at 3:05PM and begin leaving the building at 3:10PM. They are typically released in waves approximately every 5 minutes until all buses and cars have cleared the lot. Both buses and cars use the same driveway before splitting up as they approach the school. Cars line up around the west side of the school to await students, beginning to line up around 1:15PM. Buses line up on the east side of the school in a dedicated bus lane. Buses are typically gone by around 3:25PM, while cars continue to arrive and pick up students for some time after this. The same car line is also used by parents arriving to pick up students from the neighboring Highland ES once the Lakeview traffic has waned. There are numerous crossing guards employed by the City who direct pedestrian and vehicle traffic both with the parking lot and across Graham Rd. Cars also line up along Lakeview Blvd (across Graham Rd.) and along Englewood Dr. to pick up “walkers”. Few, if any, students walk towards the back of the school to a path that leads to Rose Ave due to the lack of safe crossings within that area of the parking lot.

Stow-Munroe Falls HS

Students are released at 2:30PM and dismissed starting at 2:36PM. Walkers and car riders leave through the entrance closest to the parking lot. There is an enter-only driveway and an exit-only driveway in this section. Instead of parking in the lot, parent vehicles line the driveway and then the line backs up onto Graham Rd. Buses exit onto Newcomer Rd. instead of Graham Rd., and they try to make sure they all leave at once. A City Officer blocks traffic on Newcomer Rd. to allow the buses to leave, then follows the buses which go to the right (most of them) and then turn right onto Graham. The officer then parks by the car exit to direct traffic and ensure cars can leave the lot safely. A few walkers go east on Graham Rd. to the crossing at the intersection of Graham and Newcomer Rds. Some of those walkers are picked up by cars which pull part way off Graham Rd. The majority of walkers instead cross the parking lot and exit onto the bike trail behind the stadium. No bikers were seen but staff say that there are some bikers at different times of year. The worst of the traffic is finished by 3PM.

Holy Family

Buses pick students up in the Kent Rd. Parking Lot, while car riders are picked up in the back lot. Cars begin lining up at ~1:20 PM. When the line in the lot is full, cones are placed to prevent the lot from becoming jammed. Cars then line up along Oak Rd. waiting to enter the lot and on nearby roads including Wetmore and Adaline. Walkers are brought out through the back lot as well, escorted by a teacher around the outside of the lot where some parents wait on foot to either walk their students home or to their car parked off premises, then the rest of the students are escorted to the crosswalk at which another teacher stops traffic. Walkers also go to cars waiting on Oak Rd., Adaline Dr., and Wetmore St. Cars exiting the rear lot create a blind spot at the main crossing, which lacks signals. While the posted speed is 25mph, almost all traffic is speeding and seems hostile to the walkers and school traffic. Several bikers exit from the front and leave via Park Dr. Teachers organize dismissal, direct traffic, and act as crossing guards. While there is a lot of congestion, the cars do clear out relatively quickly.

Existing Programs and Policies

District Bus Policies

Per Stow-Munroe Falls School District Policy, children living over 1 mile from the school they attend are provided transportation (8600 – Transportation Policy last revised May 2024) with the exceptions allowed by law.

School Travel Policies

Elementary Schools

At elementary schools in the Stow-Munroe Falls School District, student caregiver vehicles are provided with identification tags so that teachers can tell each student where to go to find their ride without wandering through the lot. Students are released when the vehicle with their tag is seen by teachers. Students picked up on nearby streets instead of in the lot do not utilize this vehicle-tag system.

Stow-Munroe Falls HS

Buses exit onto Newcomer Rd. instead of Graham Rd., and they try to make sure they all leave at once. A City Officer blocks traffic on Newcomer Rd. to allow the buses to leave, then follows the buses which go to the right (most of them) and then turn right onto Graham. The officer then parks by the car exit to direct traffic and ensure cars can leave the lot safely.

Holy Family

Buses pick students up in the Kent Rd. lot while car riders and walkers mostly leave from the back. Teachers and staff assist with directing arrival and dismissal traffic.

Existing Encouragement Programs

City of Stow

Safety Town Classes: Safety education program for children entering kindergarten (turn 5 on or before August 1st) which includes fire safety, safety belts, pedestrian safety, dog bit safety, bike safety, bus safety, stranger awareness, and playground safety.

Stow-Munroe Falls SD

Pilot program which shuttles 100 bikes throughout the elementary schools in the district so that students can learn to ride bikes (and bike safety) in PE classes.

Echo Hills ES

Bicycle Safety Education is provided.

Holy Family

Personal Security Education is provided. Carpools are utilized. There is engagement with parents about walking/biking to school. Bus safety education is provided for K-4 in conjunction with Cuyahoga Falls School District every Friday.



Safety Data Review

Table 9. Bicycle and pedestrian crashes near schools [2020-2024]

School	Number of bicycle and pedestrian crashes within ½ mile	Number of bicycle and pedestrian crashes within 1 mile	Number of bicycle and pedestrian crashes within 2 miles	Total number of serious or fatal injury bicycle and pedestrian crashes within 2 miles
Echo Hills ES	2	0	19	21
Fishcreek ES	0	3	15	18
Indian Trail ES	5	4	18	27
Highland Elementary	2	4	18	24
Woodland Elementary	7	8	8	23
Lakeview Intermediate School	2	4	17	23
Stow-Munroe Falls HS	5	6	7	18
Holy Family	3	4	24	31

As summarized in Table 9, the most bicycle and pedestrian crashes that occurred from 2020 to 2024 have occurred near Holy Family School (31), followed closely by Indian Trail ES (27). Highland ES, Woodland ES, and Lakeview ES all have similar crash counts, at 24, 23, and 23 respectively. Echo Hills ES had 21 crashes within 2 miles between 2020-2024. Stow Munroe Falls HS and Fishcreek ES tie for the fewest crashes (18). It is important to note that most, if not all, of the crashes in Table 9 are counted for multiple schools. When examining the radius maps on the following pages, you will note that many of these crashes are in areas where the buffers around multiple schools overlap.

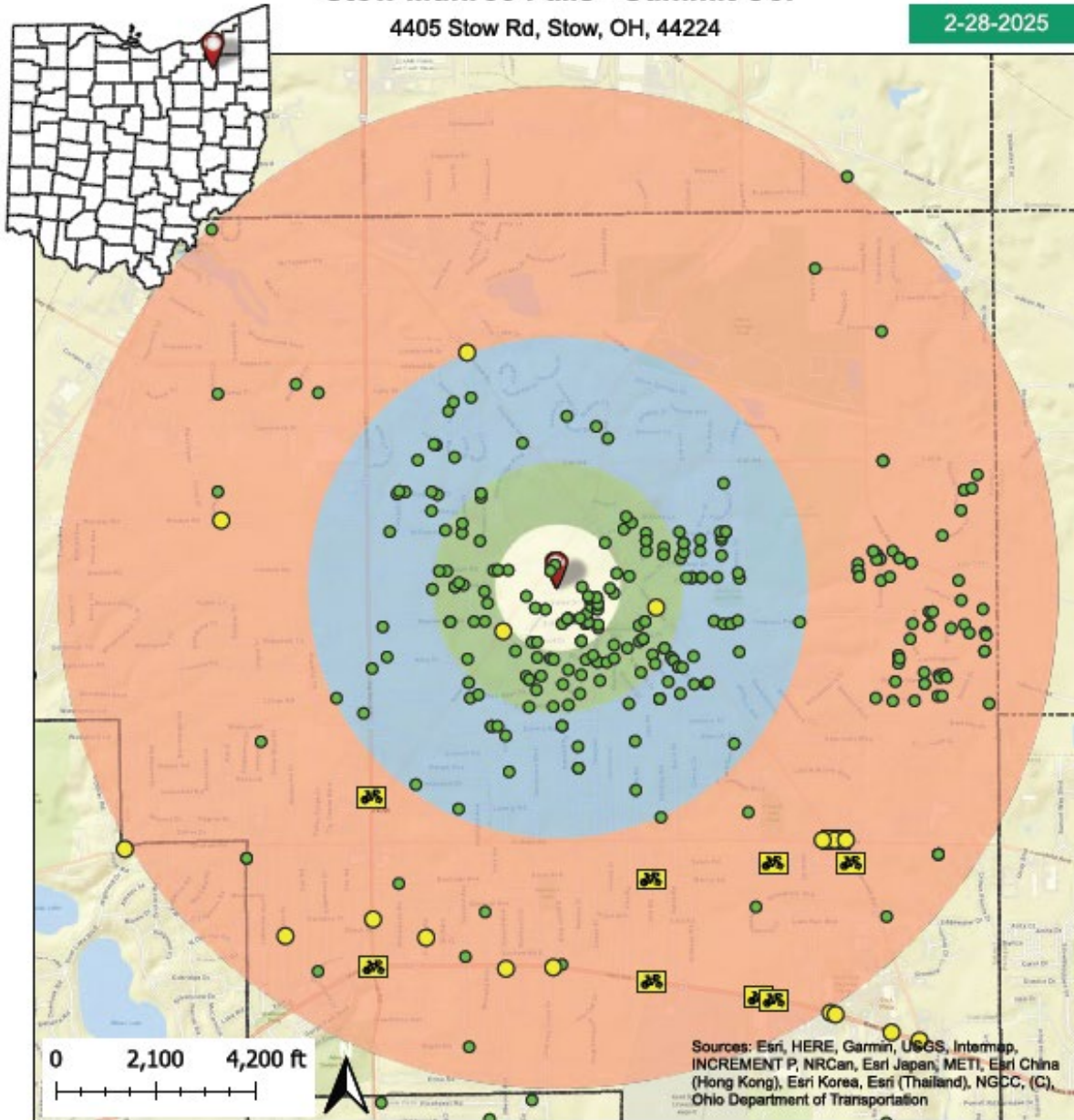
As shown in the radius maps on the following pages, none of the target schools had fatal bicycle or pedestrian crashes within a two-mile radius between 2020 and 2024.

- Figure 12: Echo Hills Elementary School Radius Map, Page 27
- Figure 13: Fishcreek Elementary School Radius Map, Page 28
- Figure 14: Indian Trail Elementary School Radius Map, Page 29
- Figure 15: Highland Elementary School Radius Map, Page 30
- Figure 16: Woodland Elementary School Radius Map, Page 31
- Figure 17: Lakeview Intermediate School Radius Map, Page 31
- Figure 18: Stow-Munroe Falls High School Radius Map, Page 32
- Figure 19: Holy Family School Radius Map, Page 33

Echo Hills Elementary (Grades K-4) Stow Munroe Falls - Summit Co.

4405 Stow Rd, Stow, OH, 44224

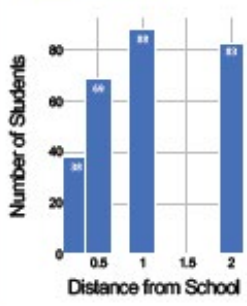
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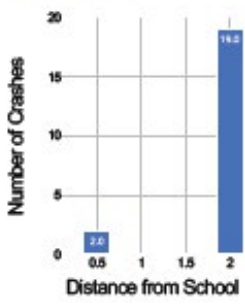
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

Students	Radius (Miles)
Schools	0.25
Fatal Bicycle Crash	0.5
Non-Fatal Bicycle Crash	1.0
Fatal Pedestrian Crash	2.0
Non-Fatal Pedestrian Crash	County Boundary
	City Boundary
	Total Enrollment = 303
	Students within 2 mi = 92%
	Total Crashes = 21

Student Counts



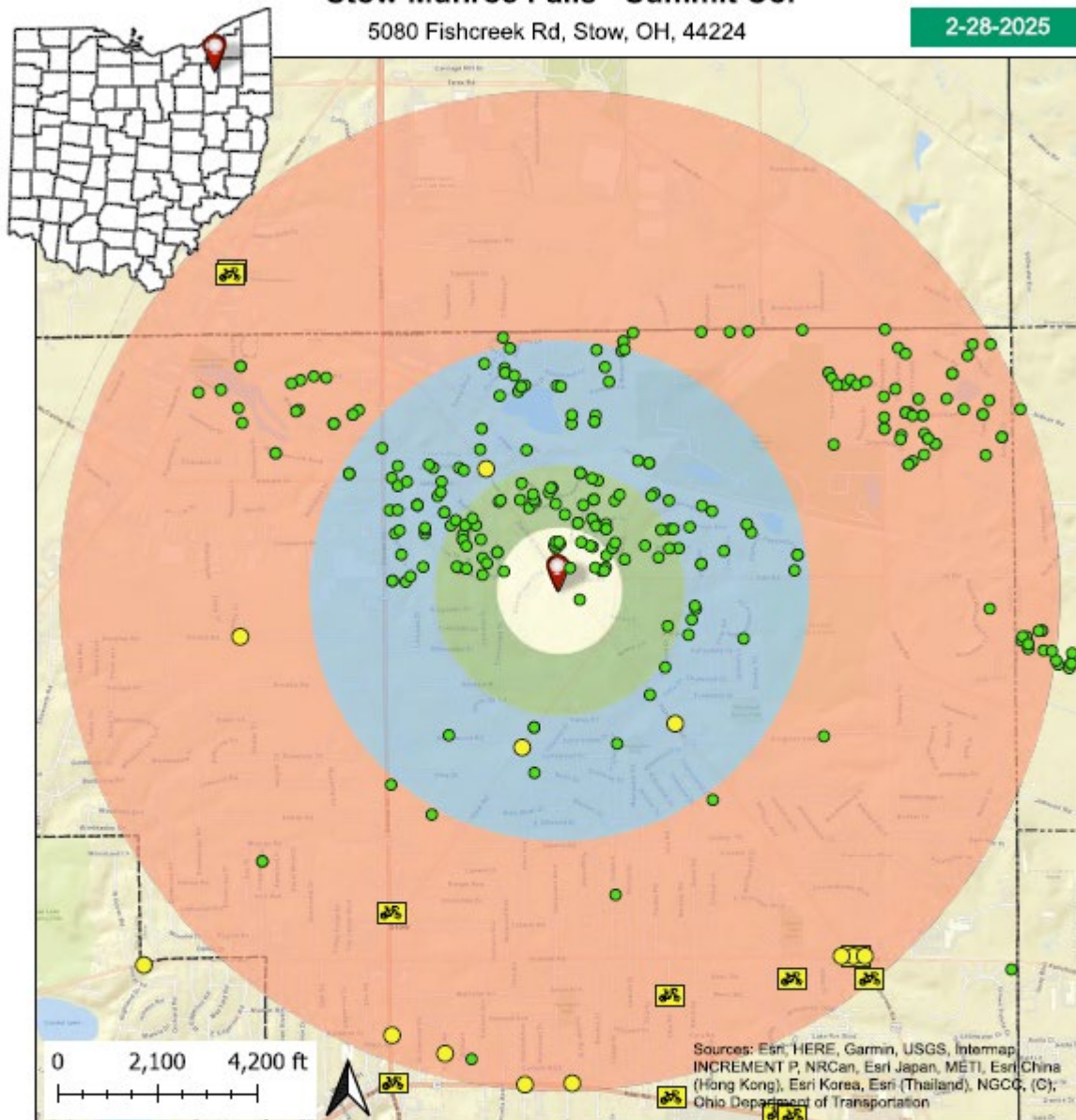
Crash Total



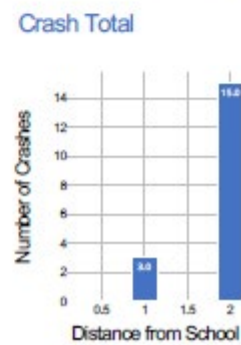
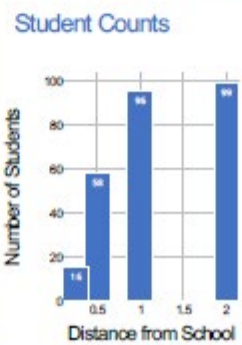
Fishcreek Elementary (Grades K-4) Stow Munroe Falls - Summit Co.

5080 Fishcreek Rd, Stow, OH, 44224

2-28-2025



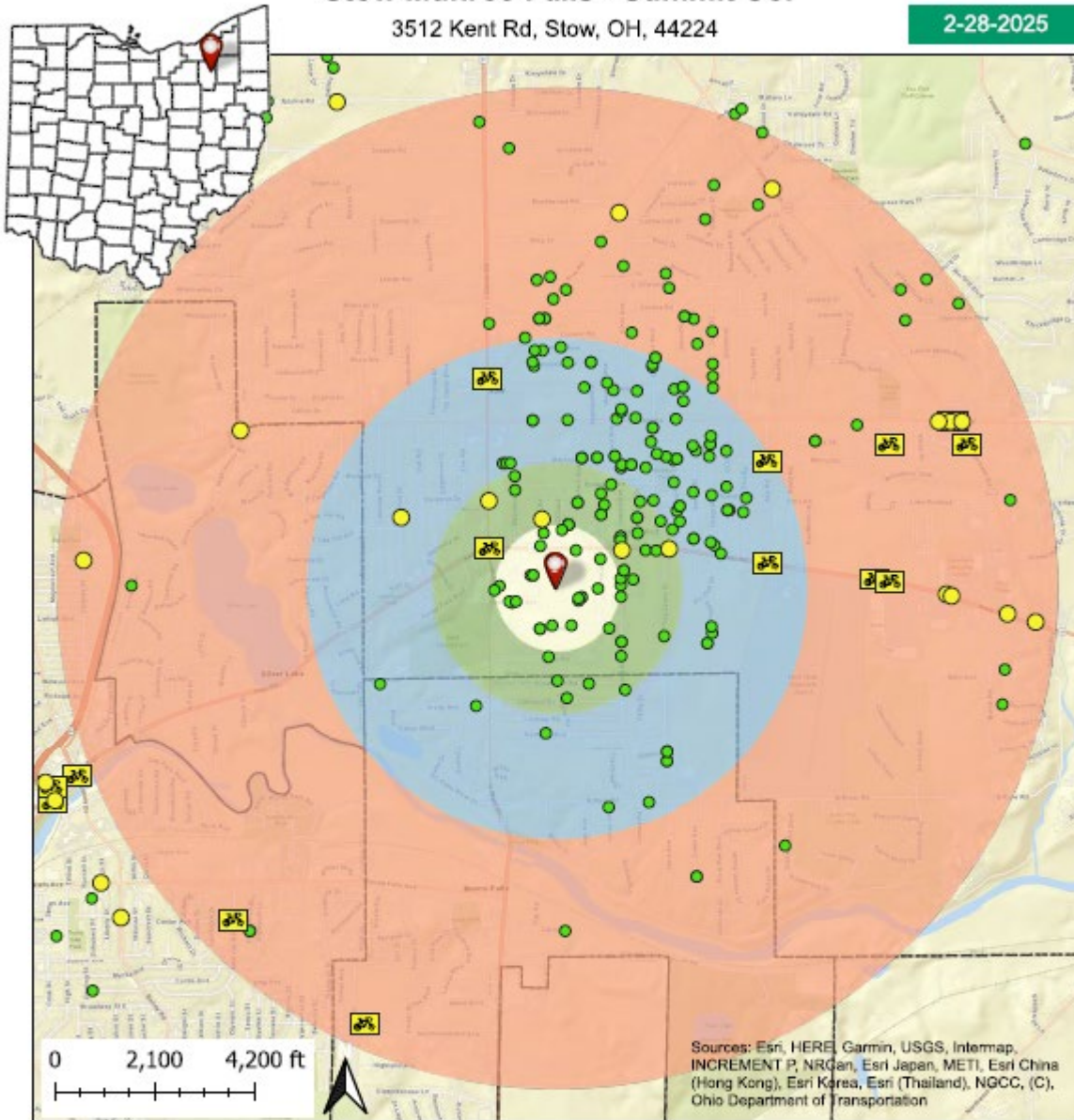
● Students	Radius (Miles)
📍 Schools	0.25
	0.5
	1.0
	2.0
Crashes	County Boundary
🚲 Fatal Bicycle Crash	City Boundary
🚲 Non-Fatal Bicycle Crash	
🚶 Fatal Pedestrian Crash	
🚶 Non-Fatal Pedestrian Crash	
	Total Enrollment = 306
	Students within 2 mi = 88%
	Total Crashes = 18



Indian Trail Elementary (Grades K-4) Stow Munroe Falls - Summit Co.

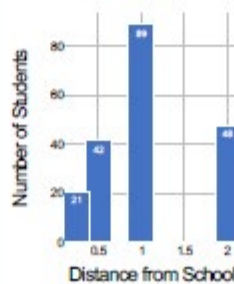
3512 Kent Rd, Stow, OH, 44224

2-28-2025

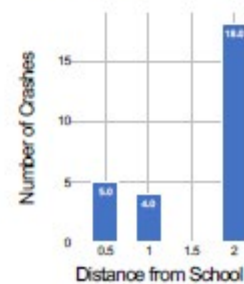


● Students	Radius (Miles)
📍 Schools	□ 0.25
Crashes	■ 0.5
🚲 Fatal Bicycle Crash	■ 1.0
🚲 Non-Fatal Bicycle Crash	■ 2.0
🚶 Fatal Pedestrian Crash	▭ County Boundary
🚶 Non-Fatal Pedestrian Crash	▭ City Boundary
	Total Enrollment = 320
	Students within 2 mi = 63%
	Total Crashes = 27

Student Counts



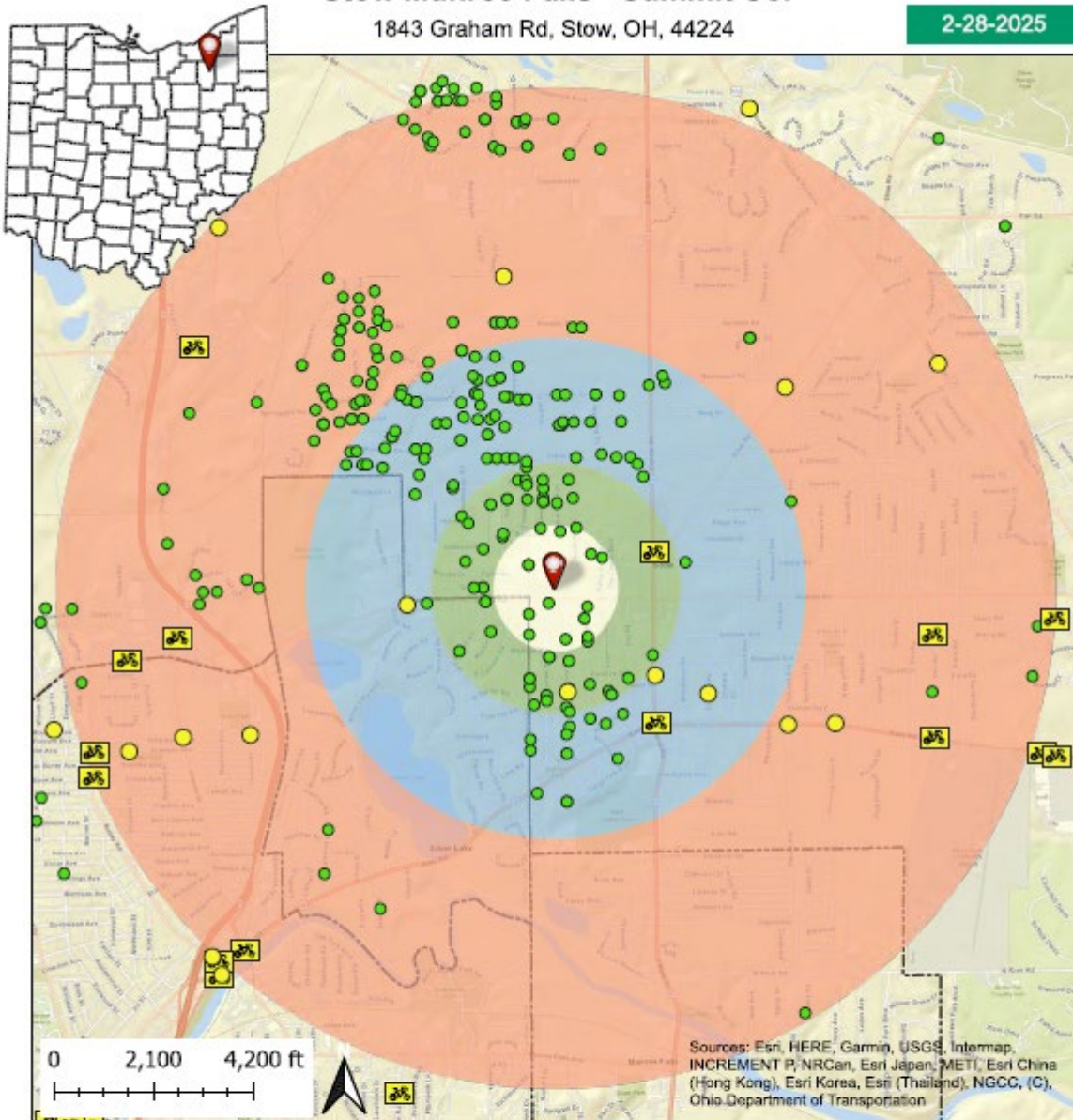
Crash Total



Highland Elementary (Grades K-4) Stow Munroe Falls - Summit Co.

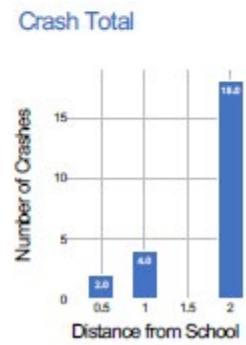
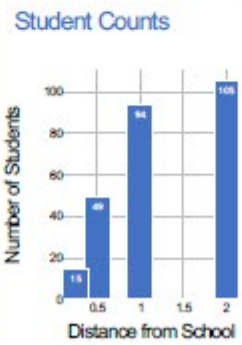
1843 Graham Rd, Stow, OH, 44224

2-28-2025



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

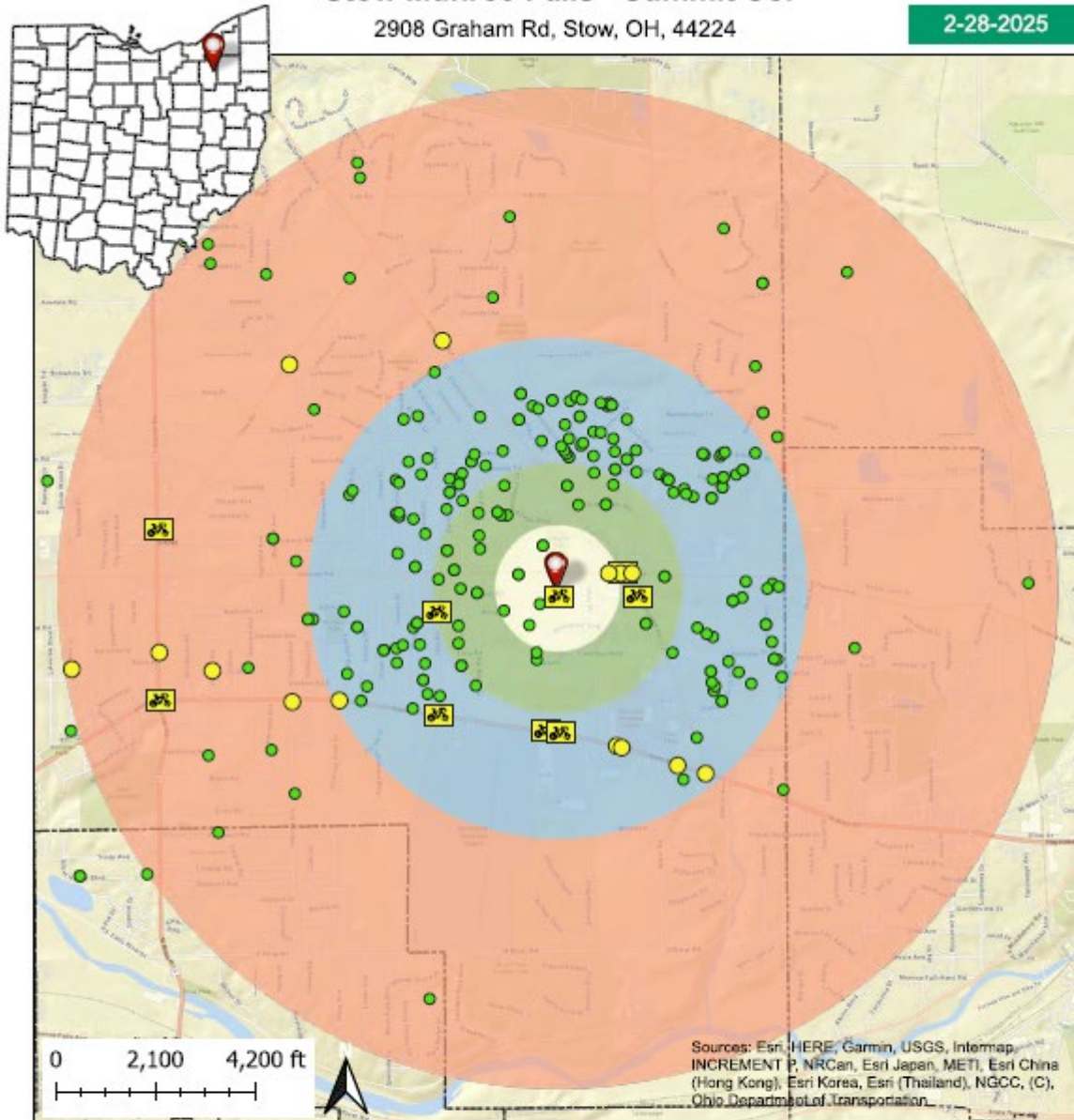
● Students	Radius (Miles)
📍 Schools	0.25
	0.5
	1.0
	2.0
Crashes	County Boundary
🚲 Fatal Bicycle Crash	City Boundary
🚲 Non-Fatal Bicycle Crash	
🚶 Fatal Pedestrian Crash	Total Enrollment = 310
🚶 Non-Fatal Pedestrian Crash	Students within 2 mi = 85%
	Total Crashes = 24



Woodland Elementary School (Grades K-4) Stow Munroe Falls - Summit Co.

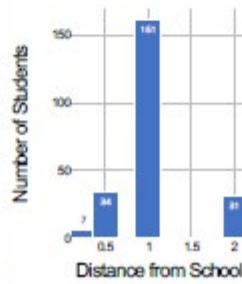
2908 Graham Rd, Stow, OH, 44224

2-28-2025

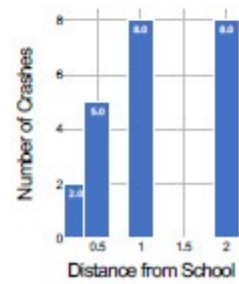


● Students	Radius (Miles)
📍 Schools	0.25
	0.5
	1.0
	2.0
Crashes	▭ County Boundary
🚲 Fatal Bicycle Crash	▭ City Boundary
🚲 Non-Fatal Bicycle Crash	
🚶 Fatal Pedestrian Crash	Total Enrollment = 268
🚶 Non-Fatal Pedestrian Crash	Students within 2 mi = 87%
	Total Crashes = 23

Student Counts



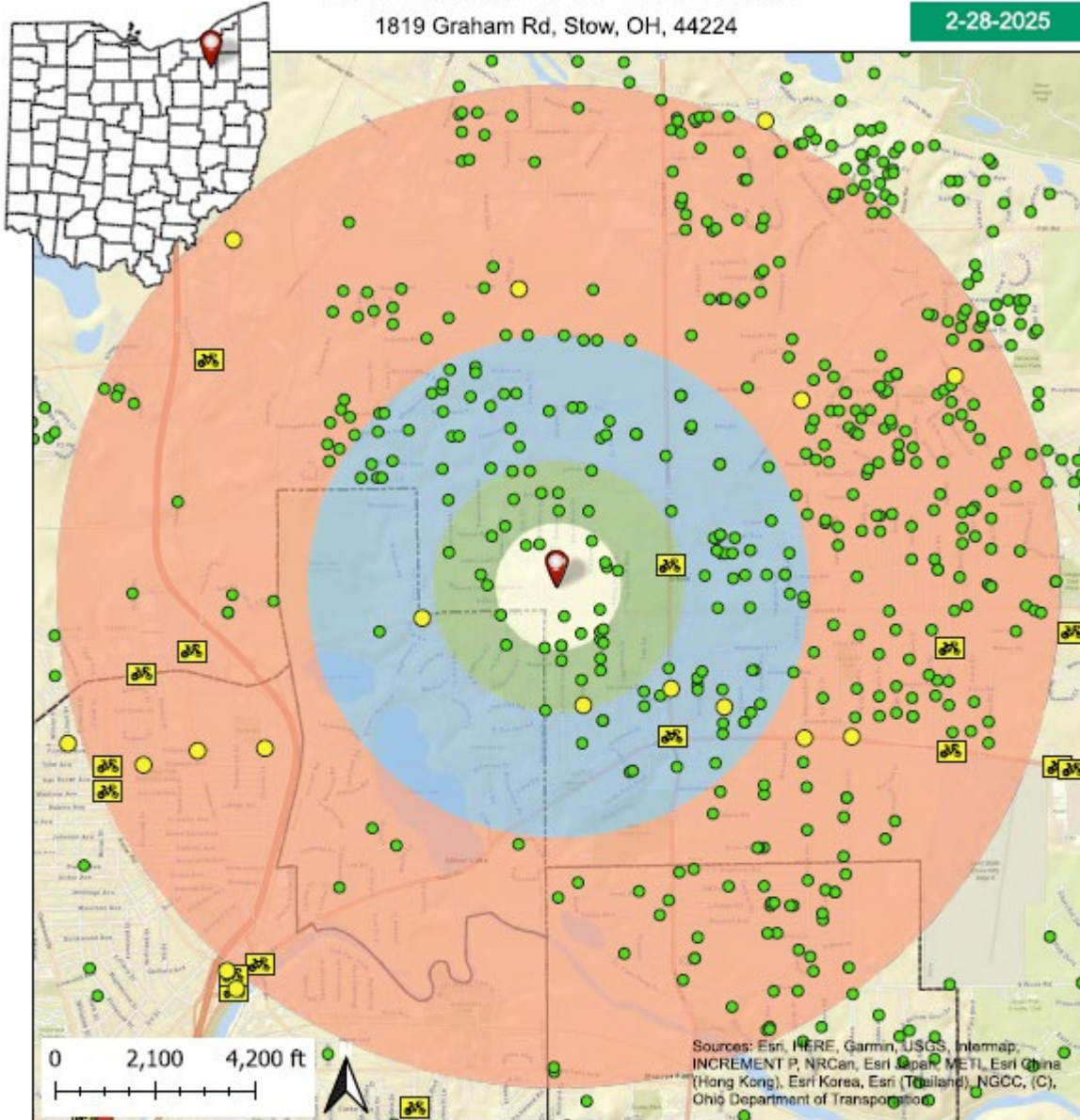
Crash Total



Lakeview Intermediate School (Grades 5-6) Stow Munroe Falls - Summit Co.

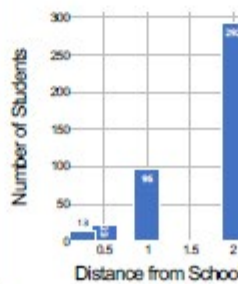
1819 Graham Rd, Stow, OH, 44224

2-28-2025

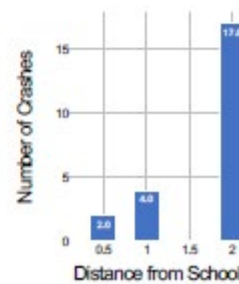


● Students	Radius (Miles)
Schools	 0.25
Fatal Bicycle Crash	 0.5
Non-Fatal Bicycle Crash	 1.0
Fatal Pedestrian Crash	 2.0
Non-Fatal Pedestrian Crash	County Boundary
	City Boundary
	Total Enrollment = 763
	Students within 2 mi = 56%
	Total Crashes = 23

Student Counts



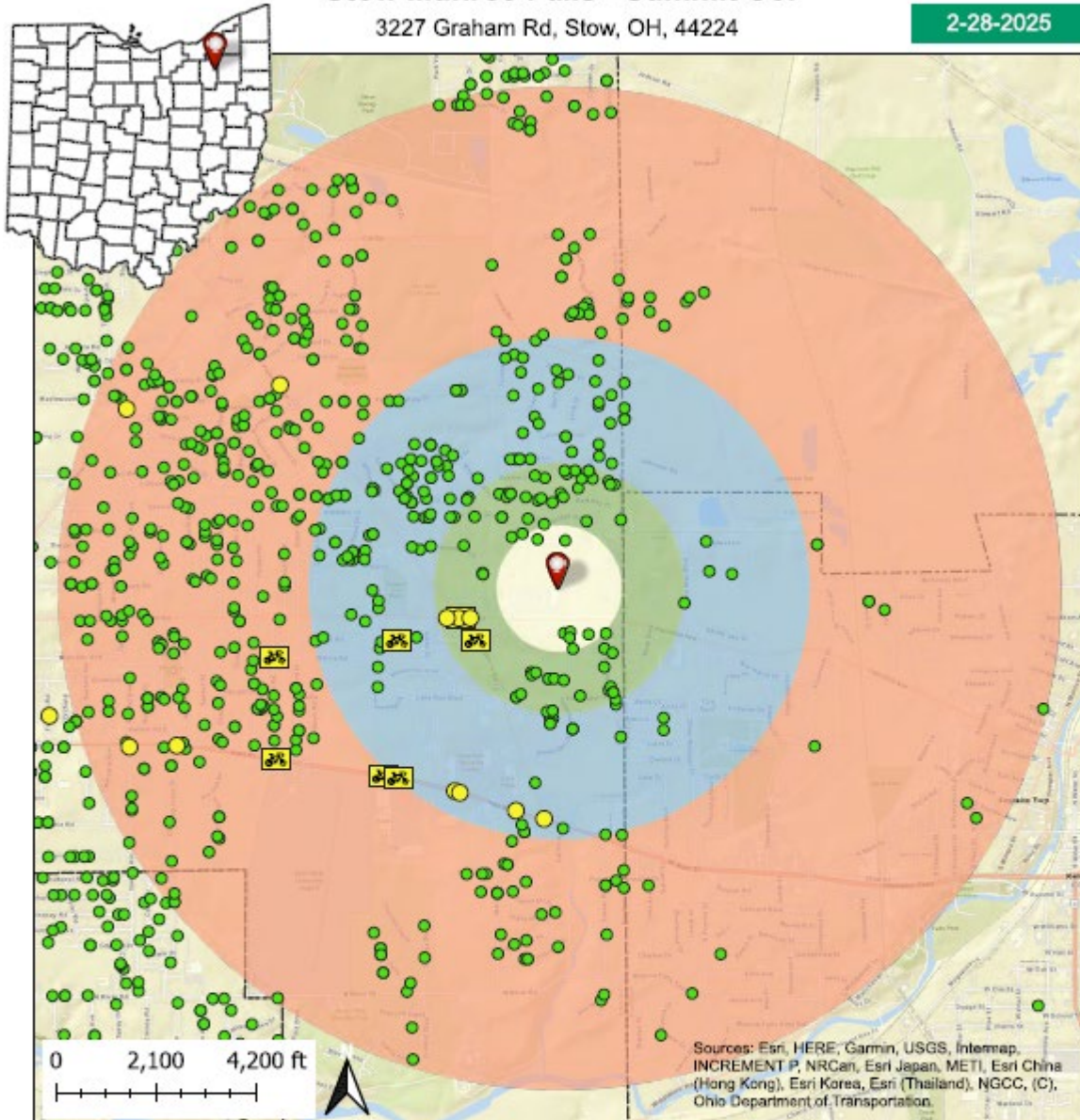
Crash Total



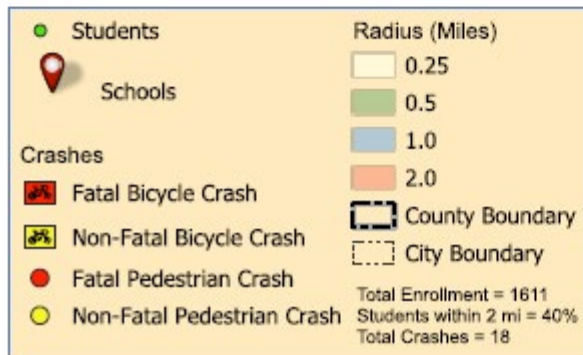
Stow Munroe Falls High School (Grades 9-12) Stow Munroe Falls - Summit Co.

3227 Graham Rd, Stow, OH, 44224

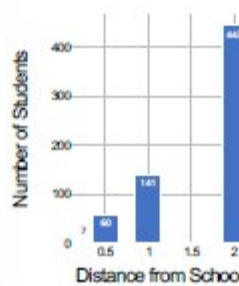
2-28-2025



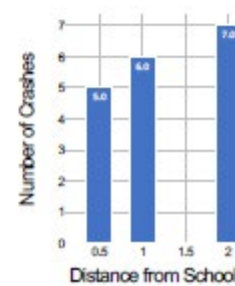
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation.



Student Counts



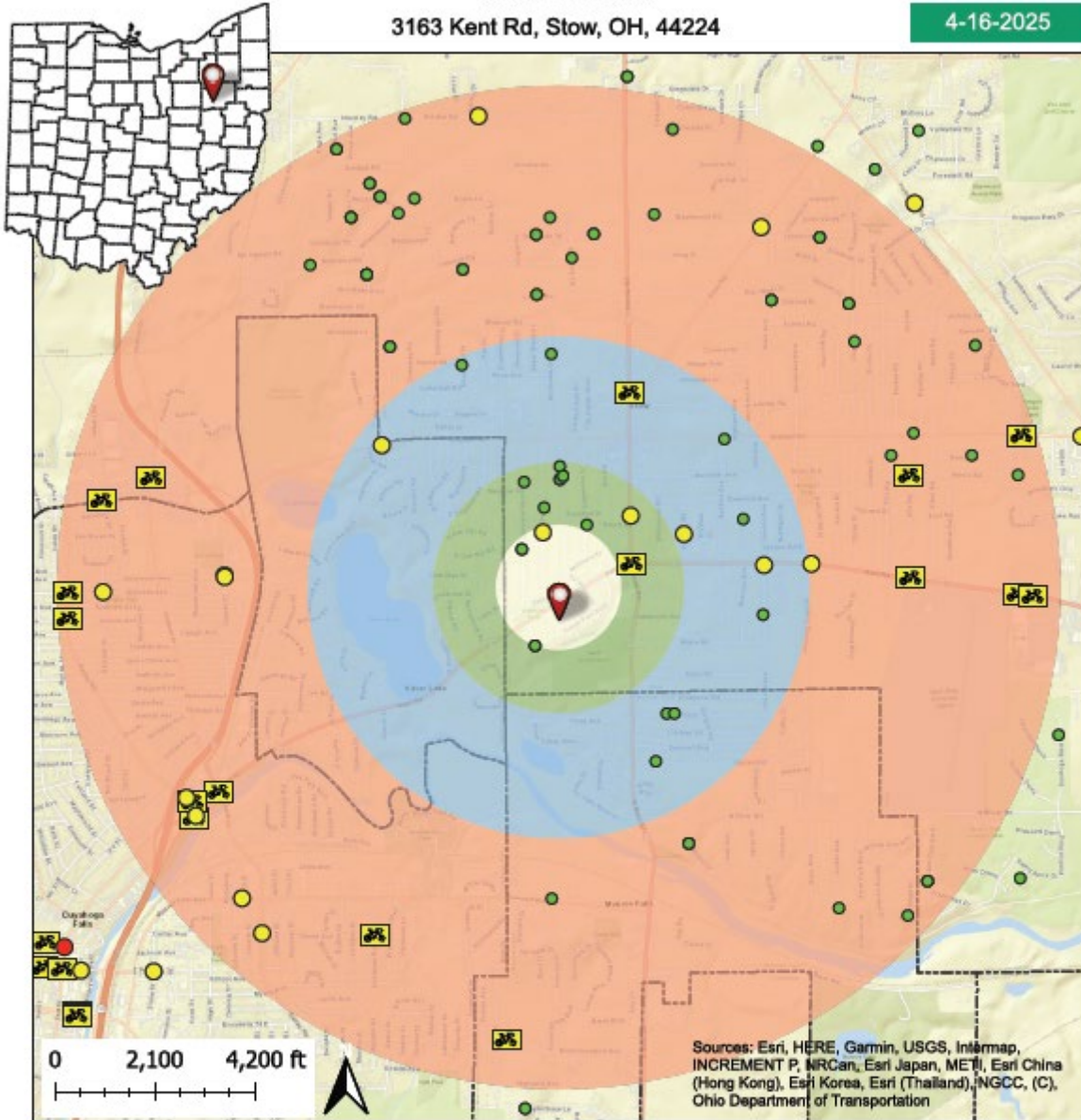
Crash Total



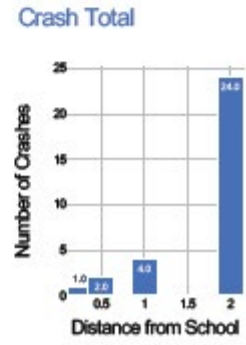
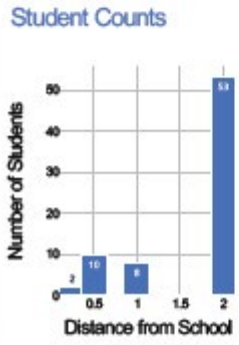
Holy Family School (Grades K-8) - Summit Co.

3163 Kent Rd, Stow, OH, 44224

4-16-2025



● Students	Radius (Miles)
📍 Schools	0.25
Crashes	0.5
🚲 Fatal Bicycle Crash	1.0
🚲 Non-Fatal Bicycle Crash	2.0
🚶 Fatal Pedestrian Crash	County Boundary
🚶 Non-Fatal Pedestrian Crash	City Boundary
	Total Enrollment = 171
	Students within 2 mi = 43%
	Total Crashes = 31



Equity Analysis

To understand the state of walking and biking to school in Stow it is critical to identify areas where individuals are more likely to walk and bike due to economic necessity. The School Travel Plan Update team used socio-demographic data from the American Community Survey (ACS) to identify geographic concentrations of disadvantaged residents, considered more vulnerable to unsafe, disconnected, or incomplete active transportation networks.

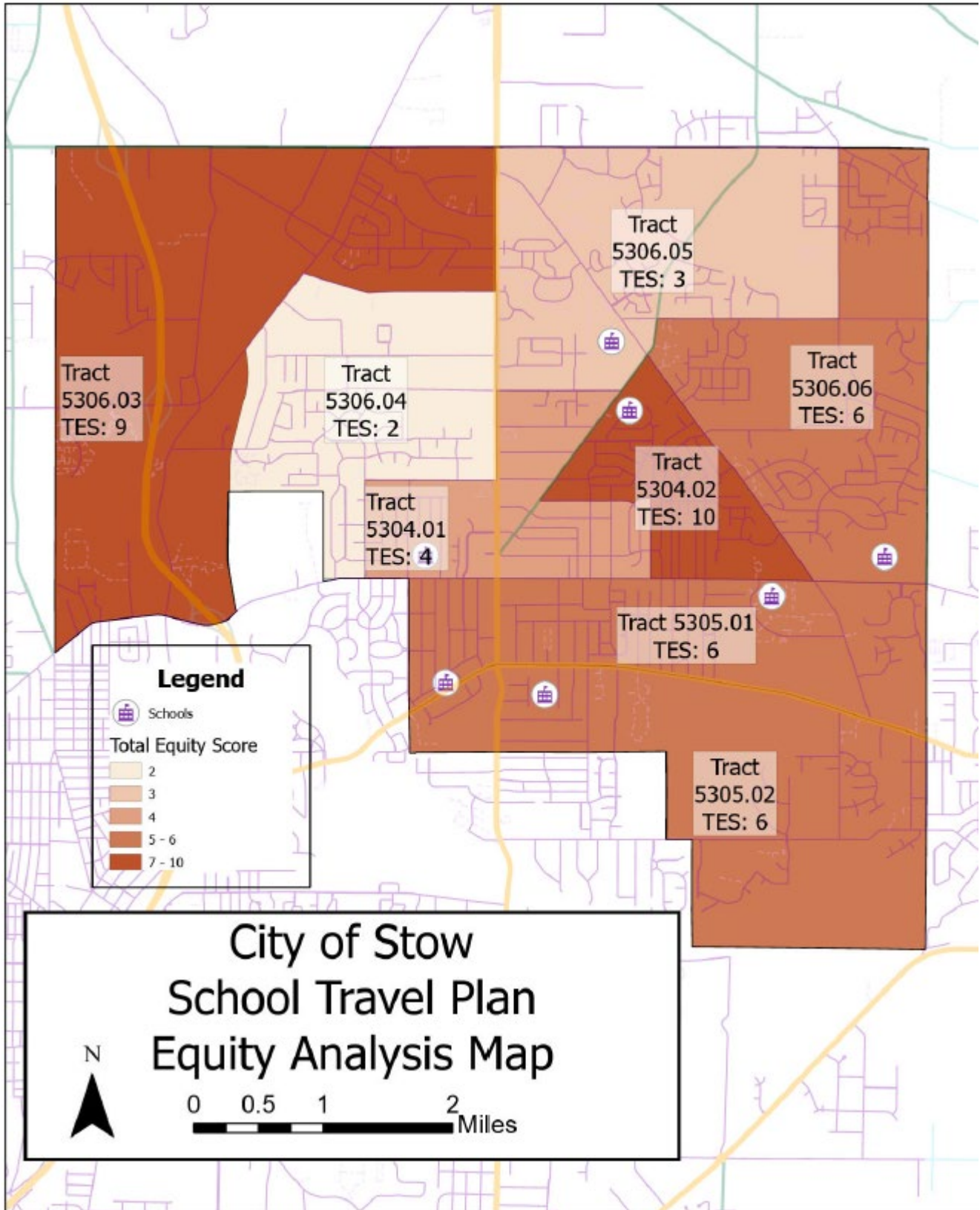
The equity factors in utilized in this equity analysis are weighted equally, and include:

1. Race/Ethnicity
 - a. Percent of Population Minority Race (ACS 2019-2023)
 - b. Percent of Population Two or More Races (ACS 2019-2023)
 - c. Percent of Population Hispanic/Latino (ACS 2019-2023)
2. Income and Housing
 - a. Percent of Population with Income less than \$75,000 (ACS 2019-2023)
 - b. Average Monthly Housing Cost (ACS 2019-2023)
 - c. Homeownership rate (ACS 2019-2023)
3. Disability Status
 - a. Percent of Population with a disability (ACS 2019-2023)
4. Transportation
 - a. Percent of Households with Zero Vehicles (ACS 2019-2023)
 - b. Percent of Households with 1 Vehicle (ACS 2019-2023)
5. Language
 - a. Percent of Population 5+ with Limited English (ACS 2019-2023)
 - b. Percent of Population 5+ who are bilingual in English and Any Other Language (ACS 2019-2023)
6. Age
 - a. Percent of Population less than 18 years old (ACS 2019-2023)

The Figure 20 highlights levels of need across the school district. Higher “Total Equity Scores” indicate areas with a higher concentration of disadvantaged residents for whom connected and safe pedestrian and bike friendly routes are most critical. See Appendix D for the complete equity analysis documentation.

Figure 20: Equity Map, Page 36





Section 3: Community Engagement

Community engagement is an essential tool in the STP development process. Involving the public builds trust in the Plan and improves the overall quality of the findings. The project team used several strategies to collect public input including community meetings, surveys, and one-on-one discussions with interested stakeholders.

Caregiver Survey

Parent Attitudes Towards Walking and Biking

Parent/Caregiver Surveys were submitted by 48 respondents. More submissions pertain to elementary age students than intermediate or high school age students. More submissions pertain to students at least ½ mile from their school.

While Figure 22 indicates that most caregiver respondents consider walking and biking healthy, Figure 24 shows that most of their students arrive and depart by bus or family vehicle. Only 48% of respondents consider walking or biking fun for students (Figure 23), and 56% consider it either unsafe or very unsafe (Figure 26). Figure 25 shows that 77% of respondents feel their student’s school neither encourages nor discourages walking and biking.

Figure 21: Percentage of Children in each Grade Level for whom Caregiver Surveys were Completed

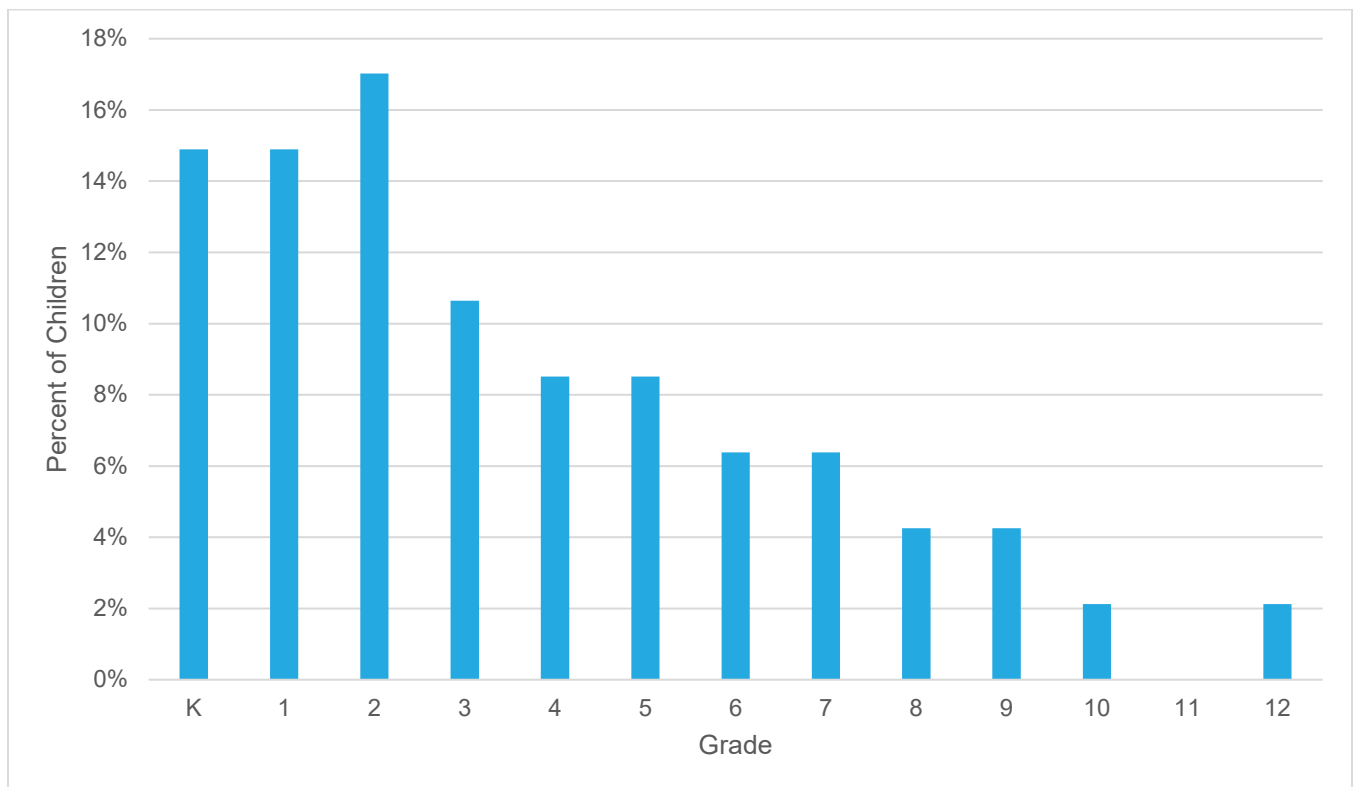


Figure 22: Caregiver Opinions on Health

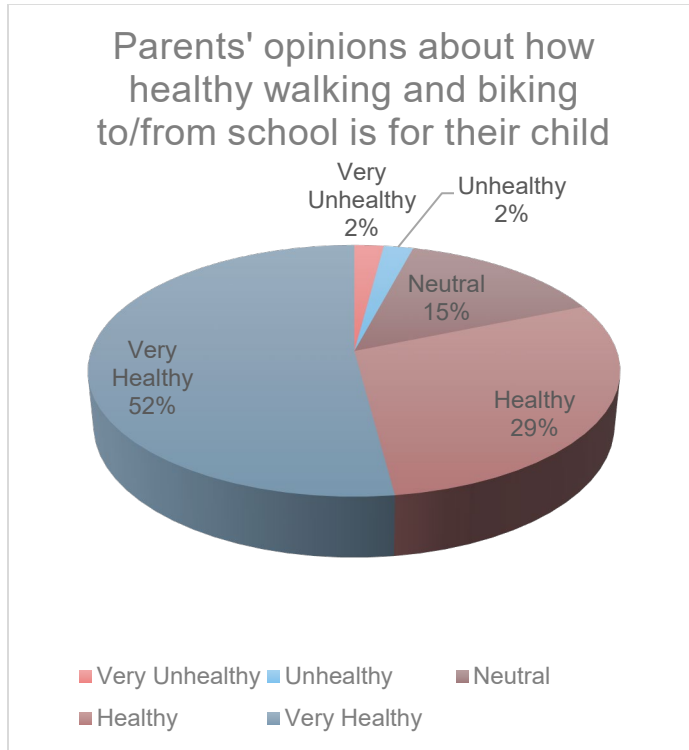


Figure 23: Caregiver Opinions on Entertainment Value

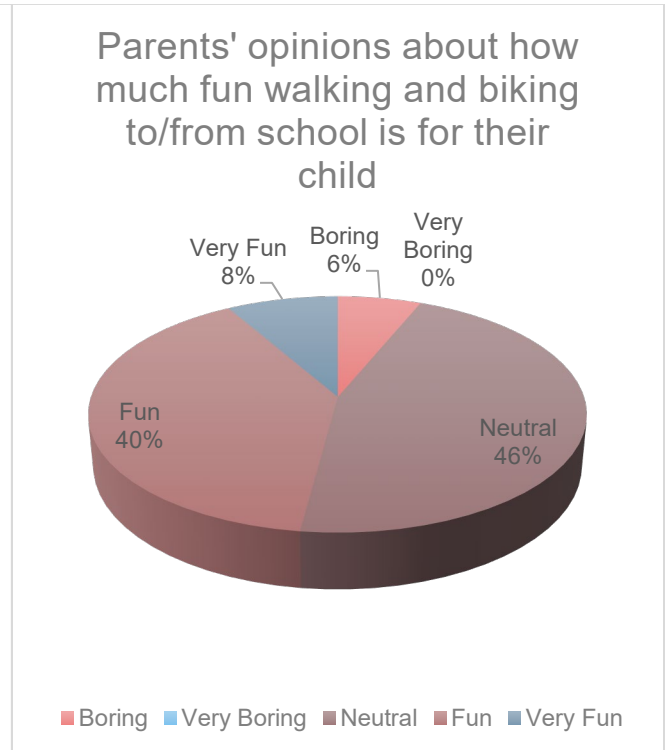


Figure 24: Caregiver Survey Responses on Mode of Transportation for Arrival and Dismissal

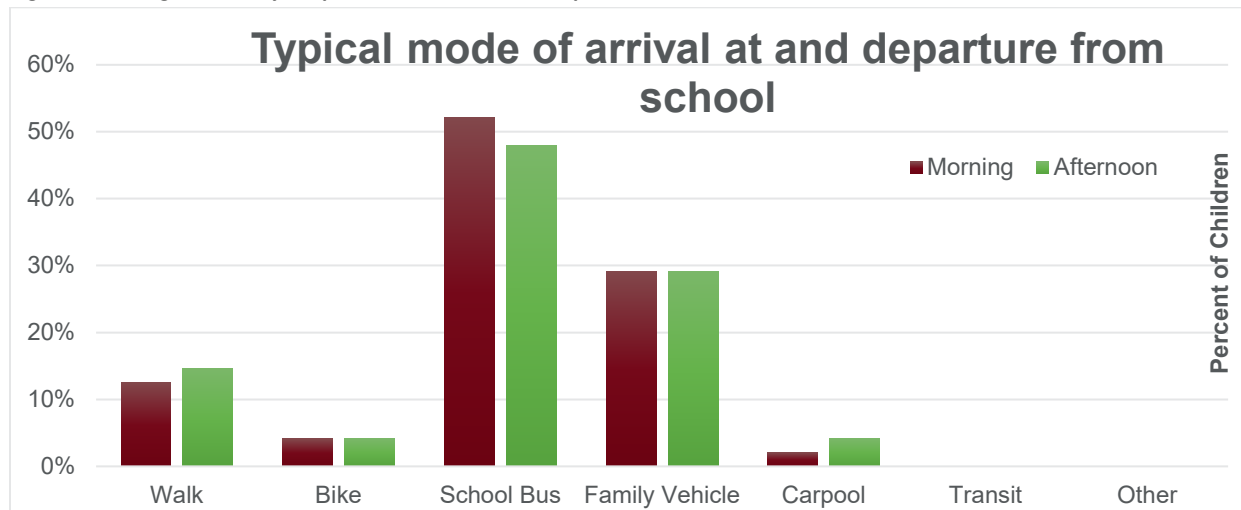


Figure 25: Caregiver Opinion on Level of Encouragement

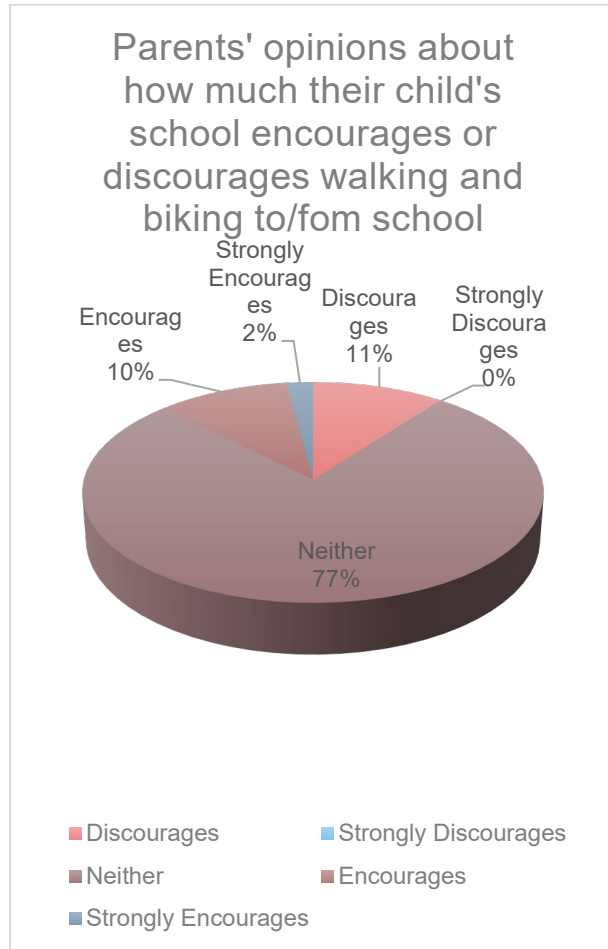


Figure 26: Caregiver Opinion on Safety

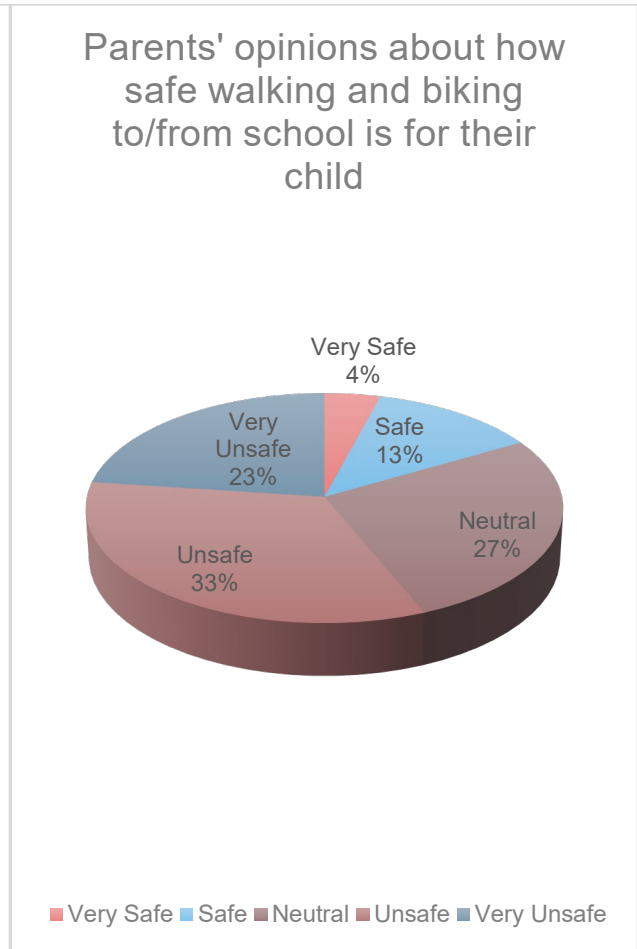
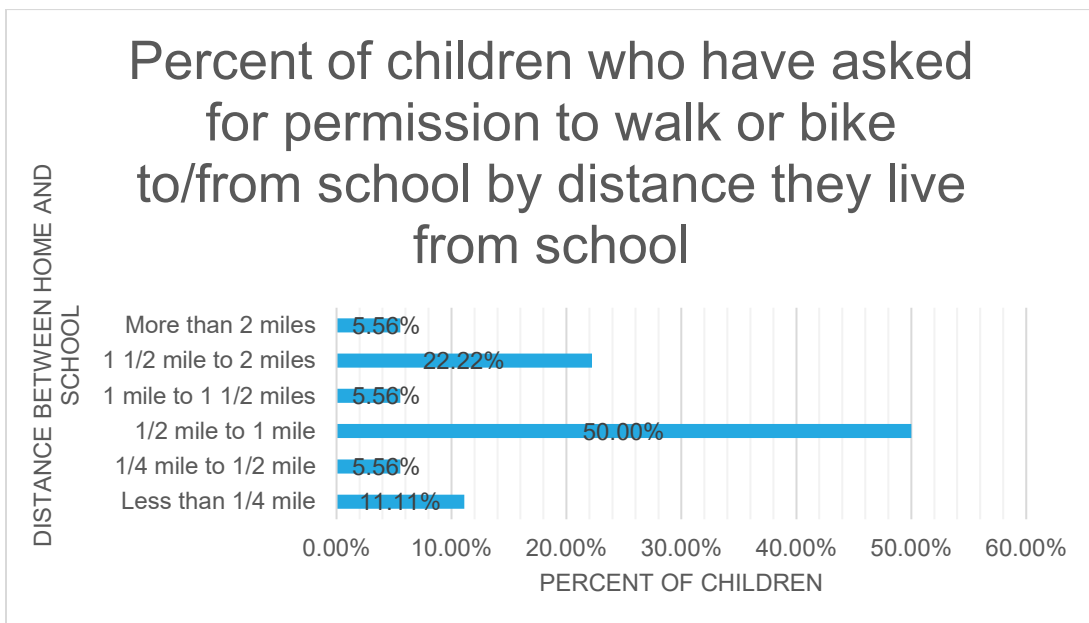


Figure 27: Caregiver's Whose Children Have Requested Permission to Walk or Bike to School



Principal Survey

The principals of all the schools in this plan submitted surveys. Holy Family School submitted one from the principal and one from the assistant principal. Six principals reported 0-10% of their students walk or bike to school and the other two reported 10-20%. The principals reported many of the same barriers, as summarized in Figures 28 and 29 below.

Figure 28: Barriers to Walking Identified by Principals

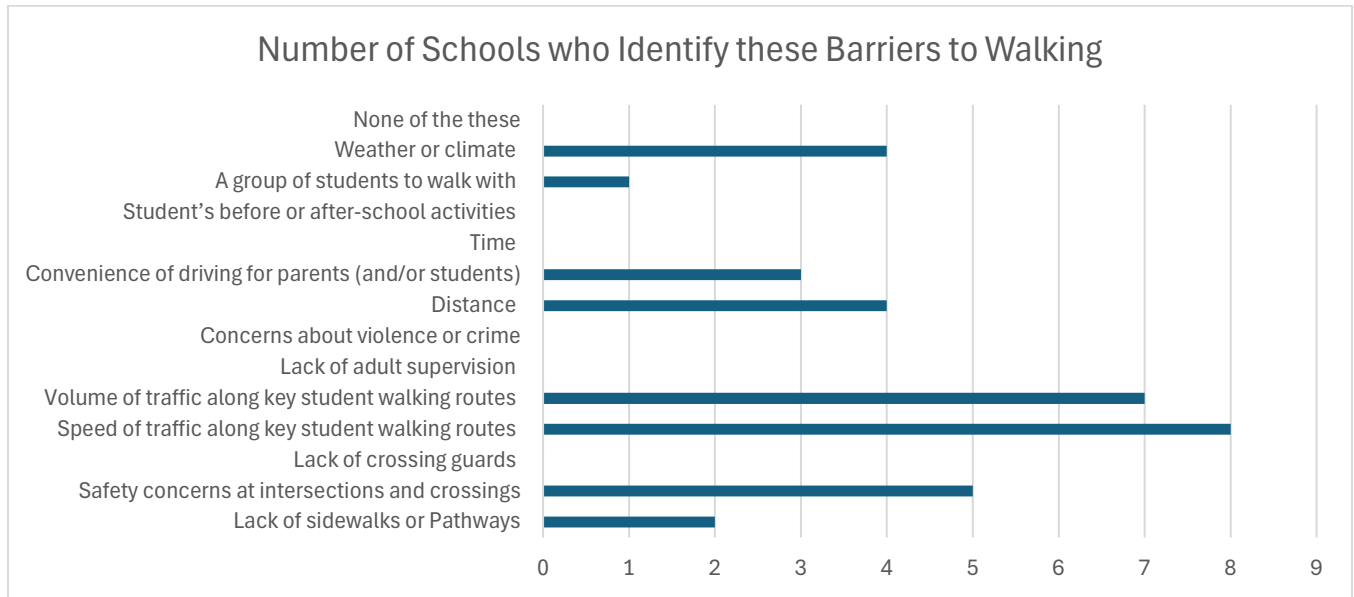
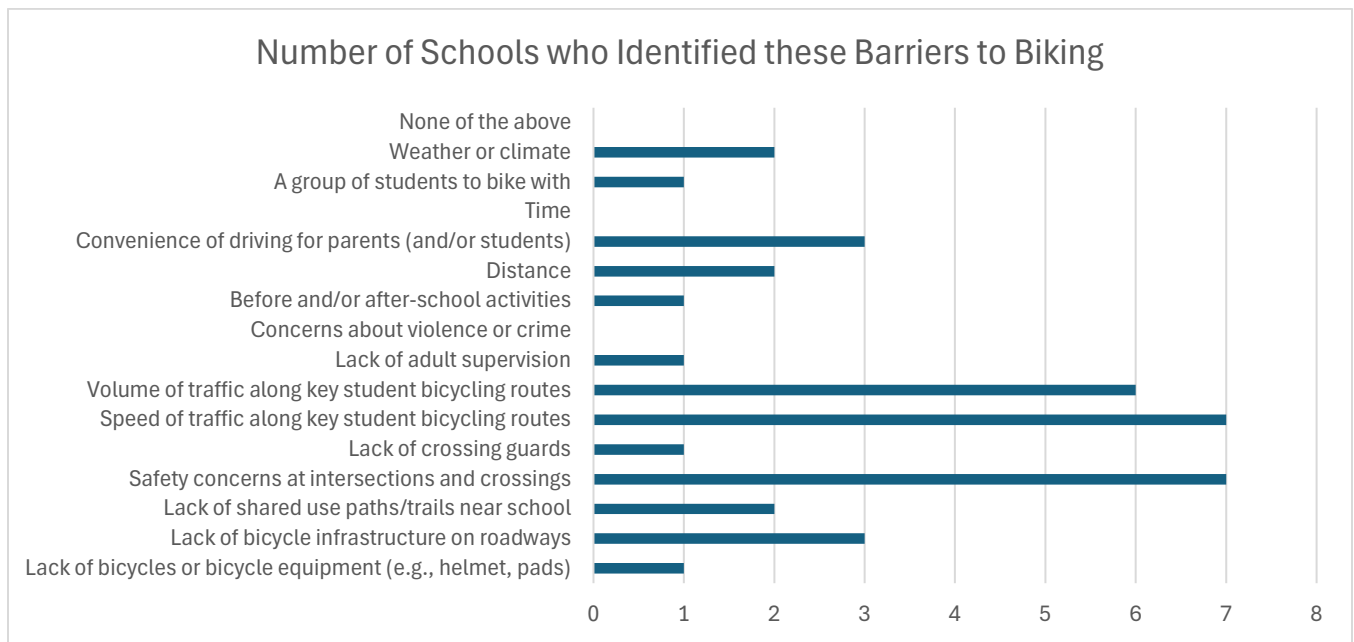


Figure 29: Barriers to Biking Identified by Principals

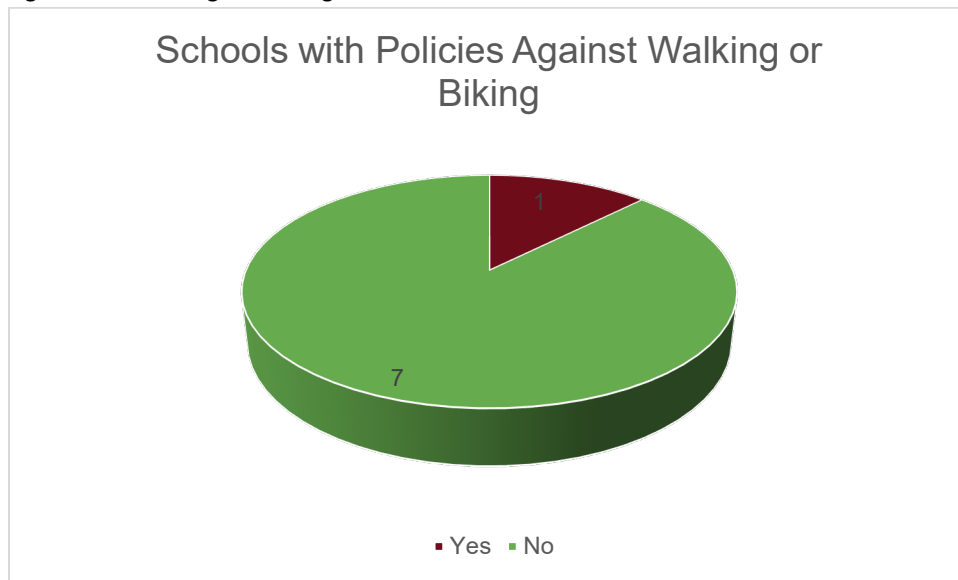


As Figure 28 above shows, the most identified barriers to walking were the speed of traffic along key student walking routes and the volume of traffic along key student walking routes. As Figure 29 shows, the most

identified barriers to bicycling were the speed of traffic along key student routes and safety concerns at intersections, followed closely by the volume of traffic along key student walking routes.

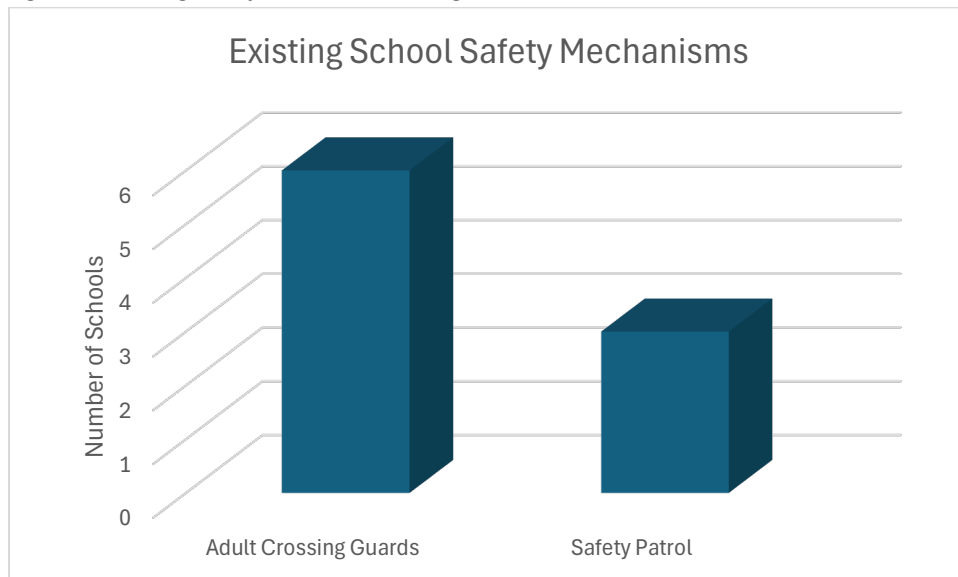
Figure 30 below shows that only one school has a policy prohibiting biking to school. Highland ES currently prohibits biking due to safety concerns on the part of the principal. No target schools have policies prohibiting walking to school.

Figure 30: Policies Against Biking to School



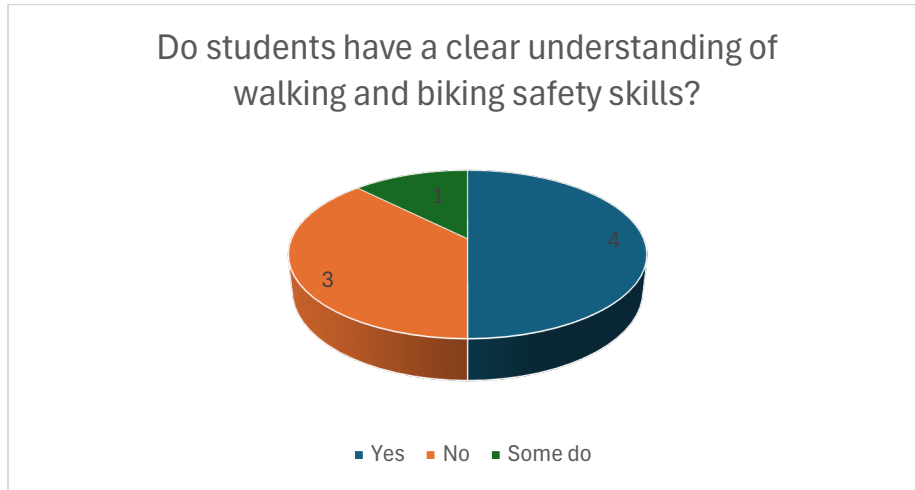
As Figure 31 below shows, six schools have adult crossing guards for at least one street crossing and three schools have student safety patrols on school grounds. Two of those schools have both.

Figure 31: Existing Safety Mechanisms at Target Schools



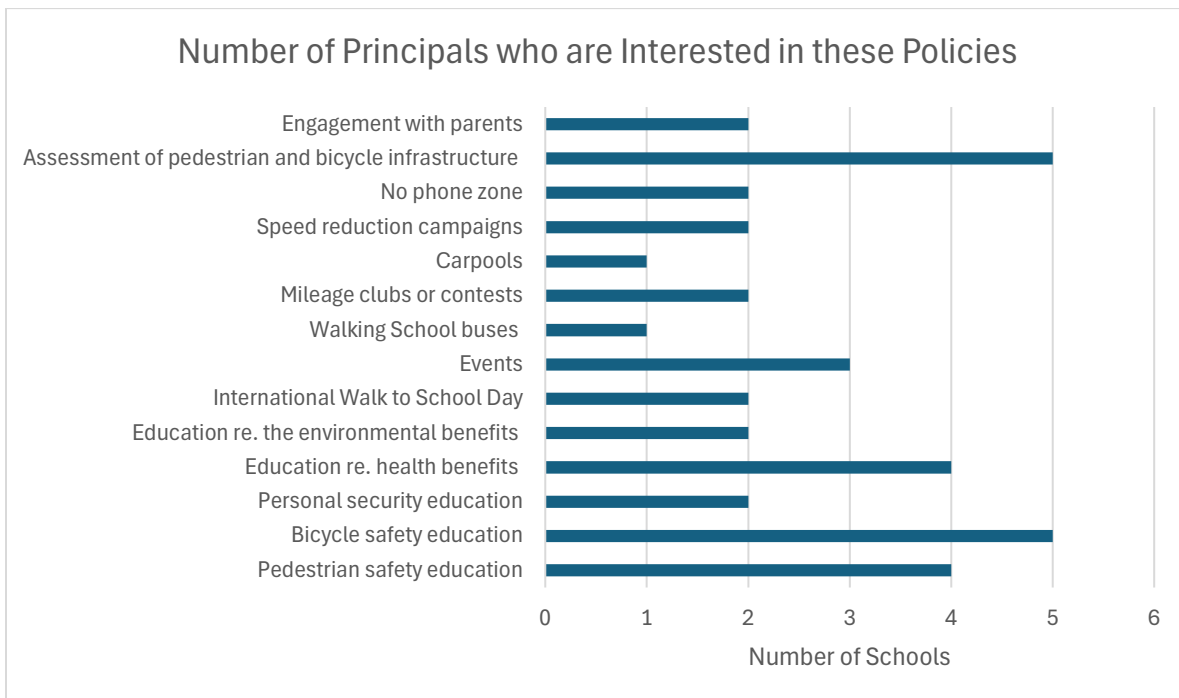
As Figure 32 below shows, four principals think their students have a good understanding of walking and biking safety, three think their students do not have a good understanding of walking and biking safety, and one elementary principal thinks the older students do while the younger students do not.

Figure 32: Principals’ Opinion on Student Understanding of Safety Skills for Walking and Biking



None of the schools are working with any partners to implement educational activities related to walking and biking to school. Of the activities listed in the survey, three are currently implemented by two schools: Bicycle Safety Education, Personal Security Education, and Engagement with/Information to Parents. However, many of the schools would consider implementing a variety of activities, as summarized in Figure 33 below.

Figure 33: Policies Principals Would Consider Implementing



Other Public Input (Meetings, Pop-Ups, etc.)

Business & Community Expo (Stow-Munroe Falls Chamber of Commerce Event)	March 15 10AM-4PM
Planning & Development Department Open House	April 29 5:30PM-7PM
Pop Up in the Park, Sherwood Acres	June 18 6PM-7:30PM
Pop Up in the Park, Wetmore Park	July 15 6PM-7:30PM
School Travel Plan Open House	October 27 5PM-7PM
Public Comment Period	October 1-31st

Stow's School Travel Plan Update was discussed in numerous public events, including The Stow-Munroe Falls Chamber of Commerce Business & Community Expo, the Planning & Development Department Open House, and several park pop-up events. There was broad support for the goal of increasing the safety for students walking and biking to school. Participants expressed interest in/support for sidewalk installation and maintenance along with crossing guards and non-infrastructure pedestrian safety programs. Comments or feedback from the public comment period will be provided in Appendix E.

Figure 34: Photograph from Public Open House



Section 4: Recommendations

Key Barriers

The project team identified four key issues and barriers to walking and biking for students through community engagement, existing conditions analyses, field observations, and stakeholder guidance.

Barrier: *Unsafe intersections and midblock crossings on neighborhood streets*

Unsafe intersections and mid-block crossings were frequently raised as issues throughout the plan update process. These were a significant factor in the past School Travel Plan, and many improvements were made based on those findings. However, further work is needed to improve safety at crossings near schools in Stow. All elementary and intermediate level schools in Stow have at least one crosswalk at which crossing guards are utilized, some have crossing guards both at street crossings and at internal parking lot crossings. However, once away from the crossing closest to the school both crossing guards and other safety infrastructure is greatly reduced or absent. Students tend to cross mid-block to reach parent vehicles, leading to safety concerns. Education on the dangers of mid-block crossings and parent involvement in safety activities could help reduce this problem.

Barrier: *Parent safety concerns regarding students walking/biking alone*

Parent feedback also indicates that safety concerns surrounding walking and biking alone are a significant factor in the decision not to walk. Pedestrian and bike safety, arranging “walk pools”, and other non-infrastructure solutions may contribute to increased participation in walking and biking when paired with infrastructure safety measures.

Barrier: *Missing sidewalks and/or crossing signage*

Many of the “smaller” crossings on potential walking routes are missing pavement markings, signals, or both. Feedback from the parent surveys indicates this is a major factor when making the decision to drop off instead of walking.

Barrier: *Convenience of nearby pickup locations and lack of Independent Traffic Loops for Bus Pickup/Dropoff*

Many parents elect to park on nearby streets and instruct students to walk to them instead of utilizing the approved pick-up procedure on school property. In some cases, this has been integrated into the dismissal procedure and there are safe routes for students to utilize under supervision. In other cases, this leads to traffic congestion as cars line narrow or dead-end streets, leading to safety concerns as students are walking while cars are trying to arrive and leave. Additionally, all the target schools lack dedicated traffic loops, forcing buses to share space with car pickup lanes as well as pedestrian and bike traffic.



Infrastructure Countermeasure Recommendations

This plan makes recommendations that will promote and support Safe Routes to School through a combination of infrastructure projects and non-infrastructure countermeasures. Infrastructure recommendations refer to physical, built projects that change how roadways are configured to provide space for students walking and biking.

Table 10. Infrastructure Recommendations

School	Project Type	Location	Description	Cost	Priority Level	Potential Funding Source	Timeframe
All Schools	Bicycle fix it stations	Various locations at all schools		Low	Low	ODOT SRTS Safety Funding	Long term
All Schools (sp. Echo Hills)	Curb ramps	Various crossings near schools	Bring existing curb ramps into compliance and add where they are missing	Medium	Low	ODOT SRTS	Long term
Echo Hills ES	Pedestrian Signage & crossing markings	Echo Valley Dr. & Lorwood Dr.	Increase visibility of pedestrian crossing through signage, crosswalk markings, and pushbuttons to stop traffic	High	Low	ODOT SRTS Safety Funding	Long term
Echo Hills ES	Sidewalks	Maplewood Rd.	Provide Sidewalks for students walking to neighborhoods across Stow Rd.	High	Medium	ODOT SRTS AMATS TASA	Medium term
Echo Hills	Pedestrian Crossing	Intersection of Stow Rd. and Fishcreek Rd.	Pedestrian crossing pavement markings, ramps, signage, & pushbuttons	High	High	ODOT SRTS Safety Funding	Short term



Echo Hills ES	Sidewalk Maintenance	Stow Rd., Lynwood Dr., Gilwood Dr.	Repair and maintain existing sidewalks	High	Medium	ODOT SRTS AMATS TASA	Medium term
Echo Hills ES	Sidewalks	Lynwood Dr.	Fill in gaps in sidewalk	High	Low	ODOT SRTS AMATS TASA	Long term
Echo Hills ES	Crossing	Intersection of Lorwood & Echo Valley Dr.	Provide crossing pavement markings	Low	Low	ODOT SRTS Safety Funding	Long term
Echo Hills ES	Sidewalks	Echo Valley Dr.	Repair damaged sections of sidewalk	High	Medium	ODOT SRTS TASA	Medium Term
Fishcreek ES	Pedestrian Signage	Fishcreek Rd.	Provide additional Signage for pedestrian safety on Fishcreek Rd.	Low	High	ODOT SRTS Safety Funding	Short term
Fishcreek ES	Sidewalk	Fishcreek Rd.	Fill in sidewalk gaps on Fishcreek Rd. and Stow Rd.	High	High	ODOT SRTS AMATS TASA	Short term
Indian Trail ES	Sidewalk	Thorndale Ave., Hawthorn Ave., & Margaret Ave.	Repair & maintain overgrown & uneven sidewalks, and intersection improvements	High	Low	ODOT SRTS AMATS TASA	Long term
Indian Trail ES	Sidewalk	Thorndale Ave., Hawthorn Ave., & Margaret Ave.	Fill in gaps in Sidewalks	High	Low	ODOT SRTS AMATS TASA	Long term
Indian Trail ES & Holy Family ES	Sidewalk	Kent Rd	Repair & maintain uneven/overgrown sidewalks	High	Low	ODOT SRTS AMATS TASA	Long Term
Highland ES & Lakeview IS	Sidewalk	Rose Ave	Fill in Sidewalk Gap	High	Low	ODOT SRTS AMATS TASA	Long term



Lakeview IS & Highland ES	Sidewalk	Baumberger Rd.	Construct sidewalks along this higher traffic neighborhood connecting street	High	Low	ODOT SRTS AMATS TASA	Medium term
Lakeview IS & Highland ES	Internal crossing pavement markings and signage	Parking lot, between Lakeview IS and path to Rose Ave.	Add high-visibility crosswalk markings and signage	Low	Medium	ODOT SRTS Safety Funding	Short term
Woodland ES	Crossing	Graham Rd	Repair & maintain crossing	Medium	Low	ODOT SRTS	Long term
Woodland ES	Sidewalks	Graham Rd	Widen sidewalk, separate from street with curb	High	Low	ODOT SRTS AMATS TASA	Long term
Woodland ES	Sidewalks	Graham Rd	Fill in gaps in sidewalks	High	High	ODOT SRTS AMATS TASA	Short term
Stow-Munroe Falls HS	Crossing	Graham Rd Entrance and Exit to Parking Lot	Add pedestrian signage & crosswalk markings	Low	Medium	ODOT SRTS	Medium term
Stow-Munroe Falls HS	Sidewalks	Graham Rd & Newcomer Rd	Fill in sidewalk gaps	High	Low	ODOT SRTS AMATS TASA	Short term
Holy Family	Crossing lights/signal & signage	Intersection of Oak Rd., Wetmore St., and Sycamore Dr.	Increase visibility of crossing through additional signage, flashing lights	High	High	ODOT SRTS Safety Funding	Short term



Holy Family	Crossing pavement markings, lights & signage	Wetmore St. Crossing	Increase visibility of crossing through additional signage, flashing lights	High	High	ODOT SRTS Safety Funding	Short term
Stow-Munroe Falls School District	Study	All Schools	Traffic Study to determine solutions to overcome the lack of independent traffic loops for bus pickup/dropoff	Medium	Medium	ODOT SRTS Safety Funding	Long term
Highland & Lakeview	Sidewalk	Leewood	Install Sidewalks	High	Low	ODOT SRTS Safety Funding	Long term
Highland ES & Lakeview IS	Crossing	Darrow Rd & Stow Rd	Install/upgrade pedestrian crossings	High	High	ODOT SRTS Safety Funding	

Figure 35: Infrastructure Recommendations Map, Page 49



Recommended: Map(s) of infrastructure recommendations

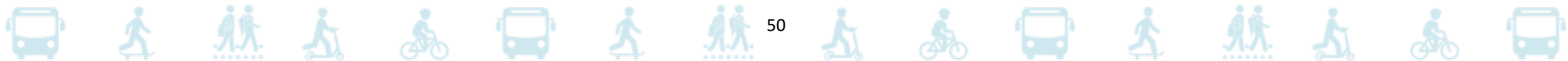


Non-Infrastructure Countermeasure Recommendations

This plan makes recommendations that will promote and support safe routes to school through a combination of infrastructure projects and non-infrastructure countermeasures. Program and policy recommendations aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase use through encouragement, education, engagement, enforcement, and evaluation.

Table 11. Program and Policy Recommendations

School	Project Type	“E’s”	Description	Leaders	Timeframe
All Schools	Study Bicycle Infrastructure	Evaluation	Evaluate bicycle parking/path needs	Engineering Department	Long term
All Schools	Bicycle Swap/Recycle Program	Engagement	Create a program that allows students to trade in bikes as they outgrow them	Planning Department & School Representatives	Long term
All Schools	Group Commuting	Engagement	Create a “walk-pool” schedule for walking/biking groups with 1 or 2 parents along to ensure safety, facilitating the exchange of contact information with permission from parents	Schools	Long term
All Schools	Organization of Pick-up cars	Enforcement	Enforce rules regarding where parents can park to wait on students “walking” to their cars	Schools	Short term
All Schools	Pedestrian Safety program	Education	Increase pedestrian safety education to discourage students from unsafe practices, including crossing streets mid-block, not crossing parking lots, etc.	Schools, City Safety Officials	Short term
Highland ES	Additional Crossing Guard	Enforcement	Provide an additional crossing guard at the bus entrance	City and/or School	Medium term
Stow-Munroe Falls HS	Study	Evaluation	Study the best way to improve traffic behavior on Graham Rd. near the HS to prevent cars ignoring directional signs and infrastructure	Engineering Department	Long term



All Schools	Pedestrian Safety	Enforcement	Increase crossing guard coverage and increase substitute crossing guard availability	City and/or Schools	Long term
All Schools	Bike Safety	Education	Partner SMFSD and Holy Family to deliver consistent safety education programs (pedestrian safety, bike safety, bus safety, etc.)	Schools	Short Term
All Schools	Bike Donation	Engagement	Form and facilitate a bicycle donation program	City and Schools	Long Term



Implementation

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

Table 12. Implementation

Agency	Role/responsibility	Timeline for implementation
City of Stow Departments	Apply for funding for priority 1 infrastructure projects	2 years
School District	Priority 1 education and encouragement recommendations	2 years
City of Stow Departments	Apply for funding for priority 2 infrastructure projects	4 years
School District	Priority 2 education and encouragement recommendations	4 years
City of Stow	STP Update	5 years



Pledge of Support

The City of Stow, Stow-Munroe Falls School District, and Holy Family School are joining together to improve safety and encourage more students to walk and bicycle to school. The vision for Safe Routes to School in our community is:

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

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

Signature:

Printed Name: Mark Treen

Stow-Munroe Falls SD Director of Operations

Signature:

Printed Name: John Pribonic

City of Stow Mayor

Signature:

Printed Name: Dr. Felisha Gould

Stow-Munroe Falls SD Superintendent

Signature:

Printed Name: Cyle Feldman

City of Stow Council Member

Signature:

Printed Name: Mike Jones

City of Stow Engineer

Signature:

Printed Name: Heather Hawk Frank

Holy Family Schools Principal



Appendices

A. Safe Routes to School Project Team contact information

STP Category	Name	Title	Telephone	E-mail
Evaluation	Zack Cowan	Director of Planning & Development	330-689-2810	zcowan@stow.oh.us
Evaluation	Sarah McGuinness	Deputy Planning & Development Director	330-689-2811	smcguinness@stow.oh.us
Engineering	Mike Jones	City Engineer	330-689-2710	mjones@stow.oh.us
Engineering	Jim McCleary	Engineer	330-689-2711	jmcclary@stow.oh.us
Encouragement	John Pribonic	Mayor	330-689-2802	jpribonic@stow.oh.us
Encouragement	Cyle Feldman	City Council	330-689-2859	cfeldman@stow.oh.us
Education	Melissa Gammel	Fire & Safety Educator II	330-689-3292	mgammel@stow.oh.us
Education	Dr. Felisha Gould	SMFSD Superintendent		st_fgould@smfcsd.org
Education	Mark Treen	SMFSD Director of Operations		st_mtreen@smfcsd.org
Education	Amanda Murray	SMFHS Principal		
Education	Andrew Yanchunas	Lakeview ES Principal		
Education	Christopher Keating	Woodland ES Principal		
Education	Meghan Graziano	Highland ES Principal		
Education	Nicole Marconi	Indian Trail Principal		
Education	Joanne Bratton	Fishcreek ES Principal		
Education	Dave Ulbricht	Echo Hills Principal		
Education	Heather Hawk-Frank	Holy Family Principal		
Education	Mary Kay Tokash	Holy Family Assistant Principal		

B. Public engagement materials (surveys, meeting notes, pop-up materials, etc.)

Water Bill Insert:

SAFE ROUTES TO SCHOOL

The City of Stow in cooperation with the Stow-Munroe Falls Schools is updating the Stow School Travel Plan. The City of Stow and Stow-Munroe Falls Schools have formed a **Safe Routes to School Committee**. The Committee wants to learn your thoughts about children walking and biking to school. You can provide input in two ways:

1. Answer the question, "How can we improve walking and bicycling to school in our community?" by e-mailing planning@stow.oh.us; or
2. If you are a parent of a child who attends Stow-Munroe Falls HS, Lakeview, Highland, Echo Hills, Fishcreek, Indian Trails, Woodland, or Holy Family you may complete an online survey at https://odot.formstack.com/forms/srts_caregiver_survey (or use the QR code)



Chamber Event Handout:



Safe Routes to School

School Travel Plan Update

The City of Stow in cooperation with the Stow-Munroe Falls Schools is updating the Stow School Travel Plan. The City of Stow and Stow-Munroe Falls Schools have formed a **Safe Routes to School Committee**. The Committee wants to learn your thoughts about children walking and biking to school. You can provide input in two ways:

- Answer the question, "How can we improve walking and bicycling to school in our community?" by e-mailing planning@stow.oh.us; or
- If you are a parent of a child who attends Stow-Munroe Falls HS, Lakeview, Highland, Echo Hills, Fishcreek, Indian Trails, Woodland, or Holy Family you may complete an online survey at https://odot.formstack.com/forms/srts_caregiver_survey (or use the QR code)



Principal Survey:

Dear Principal,

We need your help; The City of Stow is updating the Stow-Munroe Falls City School District School Travel Plan. The goal of the plan is to identify strategies for making walking and bicycling to school safer. The plan will also help us apply for funding from the Ohio Department of Transportation’s Safe Routes to School Program. The information you provide is instrumental in developing a plan that will help us identify strategies to improve safety for students who walk or bicycle to school.

Thank you,

Sarah McGuinness

Deputy Director of Planning & Development, City of Stow

This survey should take about 20–30 minutes and your response will be used to develop strategies to improve safety around your school. Thank you for participating!

Contact Information

- 1. First Name: _____
- Last Name: _____
- Email Address: _____
- Phone Number: _____
- 2. Position or Title:
 - Principal
 - Assistant Principal
 - Administrator
 - Other (please specify)
- 3. What school are you answering this survey for:
 - Echo Hills ES
 - Fishcreek ES
 - Indian Trail ES
 - Highland ES
 - Woodland ES
 - Lakeview IS
 - Stow-Munroe Falls HS
 - Other:
 -
 -
 -
 -

Travel Information



- Lack of shared use paths/trails near school
 - Safety concerns at intersections and crossings
 - Lack of crossing guards
 - Speed of traffic along key student bicycling routes
 - Volume of traffic along key student bicycling routes
 - Lack of adult supervision
 - Concerns about violence or crime
 - Before and/or after-school activities
 - Distance
 - Convenience of driving for parents (and/or students that drive themselves)
 - Time
 - A group of students to bike with
 - Weather or climate
 - None of the above
 -
5. Does your school have policies that limit or prohibit students from walking or bicycling to school?
- No
 - Yes; Please explain (list policies):
 -
 -
 -
6. If yes to #5, what would need to be done for this policy to be relaxed or reversed?
7. Does your school currently provide crossing guards and/or student safety patrol?
- Adult Crossing Guard
 - Student Safety Patrol
 - Neither
 -
8. Where are crossing guards/safety patrol located?
9. What are the concerns around transportation to/from school? (focus on walking and biking)

Education

1. In your opinion, do students at your school have a clear understanding of walking and biking safety skills.
- Yes
 - No
 -



2. Please identify the Safe Routes to School activities and strategies your school is currently implementing as well as those your school would be interested in implementing. Please check all that apply.

	Currently Implementing	Would consider Implementing
Pedestrian safety education	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle safety education	<input type="checkbox"/>	<input type="checkbox"/>
Personal security education	<input type="checkbox"/>	<input type="checkbox"/>
Education regarding the health benefits of walking and bicycling to school	<input type="checkbox"/>	<input type="checkbox"/>
Education regarding the environmental benefits of walking and bicycling to school	<input type="checkbox"/>	<input type="checkbox"/>
International Walk to School Day	<input type="checkbox"/>	<input type="checkbox"/>
Events (e., weekly or monthly Walk on Wednesdays)	<input type="checkbox"/>	<input type="checkbox"/>
Walking school buses (adult supervised groups of children who regularly walk to/from school together)	<input type="checkbox"/>	<input type="checkbox"/>
Mileage clubs or contests (students track miles walked in return for prizes or incentives)	<input type="checkbox"/>	<input type="checkbox"/>
Carpools	<input type="checkbox"/>	<input type="checkbox"/>
Speed reduction campaign	<input type="checkbox"/>	<input type="checkbox"/>
No phone zone campaign (to discourage cell phone use while driving)	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of pedestrian and bicycle infrastructure in the area around the school walk zone	<input type="checkbox"/>	<input type="checkbox"/>
Engagement with/information to parents about walking and biking to school	<input type="checkbox"/>	<input type="checkbox"/>

3. Is your school partnering with any partners to implement these activities?

- Yes
- No
-
-

4. [IF YES to 3] What partners are you working with?

5. [IF YES to 3] What type of support are you getting from your partners?



Improve walking/bicycling to school

From Dona Foster <dfosteroh@yahoo.com>
Date Thu 5/29/2025 6:44 AM
To All Planning Department <PlanningDepartment@stow.oh.us>

Dear Stow planners,

I live behind Lakeview and am thankful to live in a community where residents can walk and bicycle safely. Thank you for your efforts to encourage safe pedestrian travel!

My biggest concerns in walking and bicycling this neighborhood are cars who park in the neighborhood in order to drop off or pick up children. Cars parked on the hill on Englewood after school have both adults and children entering and exiting vehicles with little regard for bicyclists as well as other vehicles. Children dropped off/picked up on Rose for football program fling doors open in front of bicycles and other vehicles.

Thank you for your attention

Dona Foster
3832 Silverwood

How To Improve Walking and Bicycling to School in our Community

From Nicole Lott <njl1352@gmail.com>
Date Thu 5/29/2025 4:16 PM
To All Planning Department <PlanningDepartment@stow.oh.us>

Hello,

I am answering the Stow Spotlight question "How can we improve walking and bicycling to school in our community?".

I graduated from Stow and have a strong interest in city infrastructure, particularly in regards to walkable/bikeable communities. I also love riding the Bike & Hike trail.

I find the "to school" part of the question somewhat inapplicable. To make this process safe for children, the city must be catered to pedestrians and cyclists in general. Right now, as in most of the U.S., we prioritize car travel above all else.

I recommend looking to Amsterdam for infrastructure models. Although we can't completely rebuild Stow as a walkable city, there are some important steps we can take to make non-car travel safer. This video explains it well: <https://youtu.be/ORzNZUeUHAM>

Essentially, we need to rethink our roads. They can be built in one of two ways. The easiest way would be to build proper bike lanes. Safe bike lanes should be **separated** from the actual road by a grassy/tree line median. Ideally, all major roads in Stow would have to include these in order for this to work (Cleveland is actually doing something similar right now!!). Secondly, we separate the roads better. Instead of 4+ lane roads, we cut our through roads down to two lanes. Separate streets that run parallel would provide access to businesses and homes. I highly recommend watching the video I linked for a more complete explanation.

I also think we need better public bus systems connecting residents to different areas in Stow and the surrounding cities. We have Akron metrobus stations, sure, but they are not accessible to all residents. There is not even a stop within walking distance to my house. I would look to the Columbus COTA bus system for a good model. This bus system was very useful to me in college. If we can reduce local car traffic, roads will be safer for all. I also think that kids younger than 16 deserve the opportunity to move through their communities independently. They will gain confidence and a better sense of direction that is necessary for learning to drive safely. Disabled and elderly residents also deserve the right to travel independently.



Parent Survey Comments:

Comments
If there were sidewalks the whole way I would reconsider if they were a little older.
We are not walking from school this year, but plan on next school year. It would be great if the schools could give information (on parental approval) to share walkers names and locations so kids do not walk alone.
Child currently walks ONLY because an adult is available to walk with them. I would not allow my child to walk to school alone. While the main intersection at Stow and Arndale Road does USUALLY have a crossing guard there have been times this guard is not posted due to emergencies/lack of substitutes. There are other minor intersections on the road such as Arndale/ForestHeights Drive and Arndale/Timberdale that still require a child to cross without a guard and cars typically speed and do not allow right of way to pedestrians at these locations. Many children cross over Arndale Road AND over Stow Road yet this intersection only ever has 1 crossing guard. He cannot be on both sides so children are unattended at 1 corner of the main intersection if the guard is crossing children over the other street at the moment. Area needs more police presence. another crossing guard and flashing lights/painted crosswalks at the other minor intersections along the route. Drivers need to be reminded to watch for pedestrians/children especially when backing out of driveways as well!
The bus feels much more safe and secure. We have no sidewalks. Too much traffic and people drive too fast.
The speed is not monitored around Stow. Crossing Fishcreek is not safe as cars pass on the shoulders, speed through the blinking crosswalk lights, and cross the double yellow line to turn on Call or pass school traffic. Call Road does not have sidewalks for most of the road. Stow and Call Road is another intersection frequently ran on red. More police presence in the community to deter, TICKET, and warn these actions might make our travels safer.
We live on Maplewood Rd. Echo Hills lies on Stow road between Maplewood and Arndale. Maplewood does not have sidewalks. Maplewood has a cross walk at Stow road but there are no lights to stop traffic on this very busy road and there is no crossing guard allocated to this intersection despite several students living on our street with parents who sometimes walk their kids to school - in the street. Additionally, know registered sex offenders (while they live the ""required"" distance away from the school live within a short waking distance from this path. Which makes us as parents feel that this could be unsafe in addition to the no sidewalks, busy street, AND no proper crossing safety for elementary aged children. All of these things deter us from allowing our children to walk or bike to school alone. We will have 2 more kids in the system within the next 3 years.
My youngest has not biked to the high school. My oldest did to the high school for a period of time. Not all areas have sidewalks or bike paths so was worrisome - especially when dark and with a lot of teen drivers going by. If I remember correctly, the most worrisome area was near the golf course. As she was heavily involved in after school activities and I drive a small car, not having a secure place for the bike overnight on those days was a worry too and prevented her from riding more often as I could not pick the bike up. My youngest rods her bike with help from me then later mostly on her own to Indian Trail years ago (we lived on Franklin, I took her to where Franklin and 59 meet). That was only possible as she was a rule follower and the crossing guards were absolutely fantastic. He kept an eye on all of the kids from the time he could see them on 59 until they were onto school grounds. Very worrisome area but he was top notch. Not many I would have trusted there.
The major problem I have is the weight of my daughter's bookbag. Most days it weighs around 20 lbs. She wouldn't mind walking the 20 minutes on nice weather days if we found a solution to the heavy bag.
Cars fly through the school zones. It's dangerous to cross the street with the crossing guards (who do a fabulous job) and there are rarely police there to enforce the speed limit or help direct traffic. There are also no sidewalks halfway to school.
We already have a fabulous walking path behind the school, however it is not maintained. In the winter, it is never cleared of snow and will become icy. There is a section that is covered in slippery mud due to being low lying. Many people (parents and kids) have fallen in this area. And the entire section shaded by the trees on the back of the school

<p>property has been growing moss becoming another slip hazard. My children, as well as other walkers, love to run on the trail but we as parents are constantly reminding them to show down.</p>
<p>We live less than a mile from our local elementary school and bussing is not offered for our family due to this. It makes it difficult for our family to have 2 working adults due to this because of the lack of having bussing as an option to get our young children to and from school. I do not trust a 5, 6,7,8, or 9 year old to walk to and from school on their own safely with no adult present at any time of day in any neighborhood. I want a responsible adult with my child to ensure he or she gets to and from school safely. Period.</p>
<p>The traffic flies past our bus every day on SR-59, while it's stopped with flashing red lights - I don't trust drivers at all. Everyone is more concerned about passing the bus.</p>
<p>I would prefer if students got bussing who live close to the schools so they wouldn't have to walk my son was denied transportation because we live too close</p>
<p>There are far too many cars that speed through the crosswalk at woodland. I have also witnessed multiple cars just run through thr crosswalk while the crossing guards are in the street with their lights and signs up. Complete disregard for human life. I'm not sure what the options are to remedy this. Maybe cameras to capture license plates so the guilty parties can be fined.</p>
<p>We used to walk (together, never unsupervised) when we lived closer and did not have to cross multiple busy streets to get there. It's just not possible for young children to walk safely by themselves from my direction. People drive like maniacs.</p>
<p>We are in range for bussing, so that's why he mostly takes the bus. When he has early band, then we drive him. If he didn't have to take his instrument to school and if bussing wasn't available, then riding his bike to school or walking to school would be considered more often. We are lucky to have the Akron Wellness Trail near our neighborhood that happens to have a path that drops out not far from school. So that is an incredible option for us.</p>
<p>Unless you basically live within spitting distance of the school, the neighborhoods don't connect via sidewalks. Entire swaths of the area including the intersection just at Stow/Fishcreek don't have sidewalks all the way to them or safe areas to cross.</p>
<p>The intersection at Graham and Fishcreek is extremely dangerous. I have seen pedestrians and bicyclists get hit by cars multiple times. There are also crashes all the time. The City needs to seriously work on that. I would let them walk to the High School because they would be walking through our neighborhood which connects to the high school.</p>
<p>We feel safe with access to reliable crossing guards and the flashing traffic lights for pedestrian crossings. I would feel even safer with a traffic light at the neighborhood entrance next to the crosswalk to help with controlling traffic on the road. Sometimes cars get backed up on the road and that is the only time I feel more concerned as other cars try to go around the stopped traffic which could cause issues.</p>
<p>No sidewalks</p>
<p>The car pick up line can be very far back and it can get a little dicey trying to walk around them to keep on the sidewalks to get to school. With the amount of traffic another crossing guard just for the entrance and exit driveway could be helpful! I would never allow my child to walk to the school on his own because of the added danger there.</p>
<p>There is no side walk on this side of Graham and the cross walk is VERY UNSAFE. IT IS NOT IN THE SCHOOL ZONE and NO ONE STOPS FOR PEDESTRIANS WHEN LIGHT IS FLASHING!!!! I myself was nearly hit by a speeding car on Graham while crossing with a stroller while the lights were flashing. This is NOT EFFECTIVE OR SAFE! There NEEDS to be a traffic light installed at the entrance to Kings Mill on Graham Rd! It is nearly impossible to exit the neighborhood in a car let alone walk or bike!</p>
<p>THE CROSS WALK IS NOT SAFE. people DO NOT stop for the flashing lights! There should absolutely be a traffic light installed at Kings Mill and Graham Rds!!! It is extremely difficult to exit left (toward school) out of the neighborhood due to traffic pattern, heavy traffic, speeding traffic, and lack of courtesy of drivers. A TRAFFIC LIGHT INSTALLED HERE WOULD IMPROVE SAFETY SIGNIFICANTLY!!! Also there is NO CROSSWALK IN THE SCHOOL ZONE!!! The crosswalk is past</p>

the school zone and not effective since cars DO NOT STOP FOR PEDESTRIANS. IT IS UNSAFE. PLEASE INSTALL TRAFFIC LIGHT FOR SAFETY.
There are no sidewalks along Baumberger Road so I would not let my children ride their bikes.
We live near a very busy intersection with multiple lanes of traffic in both directions. There is a high accident rate in this area and it isn't near enough the school to have crossing guards. There also is not a stretch of sidewalk on part of the route. She would also have to pass a bus stop for a public bus route and I don't know how comfortable I feel with that if folks are loitering. That is probably our biggest barriers to walking or biking to school when she gets older (My daughter is only in first grade). She also enjoys riding the bus (for now!). She has friends she only sees on the bus and this is a fun part of her day.
There are many sections between our house and school that have no sidewalks. The speed limit is 25 but people speed. I would not feel comfortable allowing my child to ride their bike or walk with the current speed of traffic.
We live too far away for my child to walk or bike. It's over 10 miles away. She would have to travel on streets with traffic going over 40 mph. Some areas have no sidewalks.
My high schooler would never walk to school. It is too early in the morning and with extra circular activities and a large backpack it is impractical. In elementary school my children lived less than a mile away and walked with friends and various neighborhood adults. In middle school the location and distance of the school made it unsafe. Overall, distance from the school and paved residential streets would be the only time they would walk

C: Equity Analysis (e.g., methodology documentation and results)



Appendix D: Field Observation Photos

Echo Hills ES



Fishcreek ES







Indian Trail ES





Highland ES and Lakeview IS



Woodland ES



Stow-Munroe Falls HS





Holy Family



Appendix E: Feedback from October Public Period

