

# STOW MUNROE FALLS CITY SCHOOLS

SAFE ROUTES TO SCHOOL  
SCHOOL TRAVEL PLAN  
OCTOBER | 2025



# Project Team

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**HOLY FAMILY  
SCHOOL**



# Table of Contents

<b>Section 1: Introduction</b>	<b>5</b>
Safe Routes to School	5
Target Schools	7
Purpose and Vision	9
<b>Section 2: Existing Conditions For walking and Biking to School</b>	<b>10</b>
Current Student Travel	10
Existing Programs and Policies	25
Safety Data Review	26
Equity Analysis	35
<b>Section 3: Community Engagement</b>	<b>37</b>
Caregiver Survey	37
Principal Survey	41
Other Public Input (Meetings, Pop-Ups, etc.)	44
<b>Section 4: Recommendations</b>	<b>45</b>
Key Barriers	45
Infrastructure countermeasure Recommendations	46
Non-infrastructure countermeasure Recommendations	50
<b>Implementation</b>	<b>52</b>
<b>Pledge of Support</b>	<b>53</b>
<b>Appendices</b>	<b>54</b>



# 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.<sup>1</sup> 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.<sup>2</sup> 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.<sup>3</sup> 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.<sup>4</sup> 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.

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<sup>1</sup> 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.

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

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

<sup>4</sup> US Census [https://data.census.gov/table/ACSDP5Y2022.DP04?g=040XX00US39\\_160XX00US3953312&tid=ACSDP5Y2022.DP04](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.

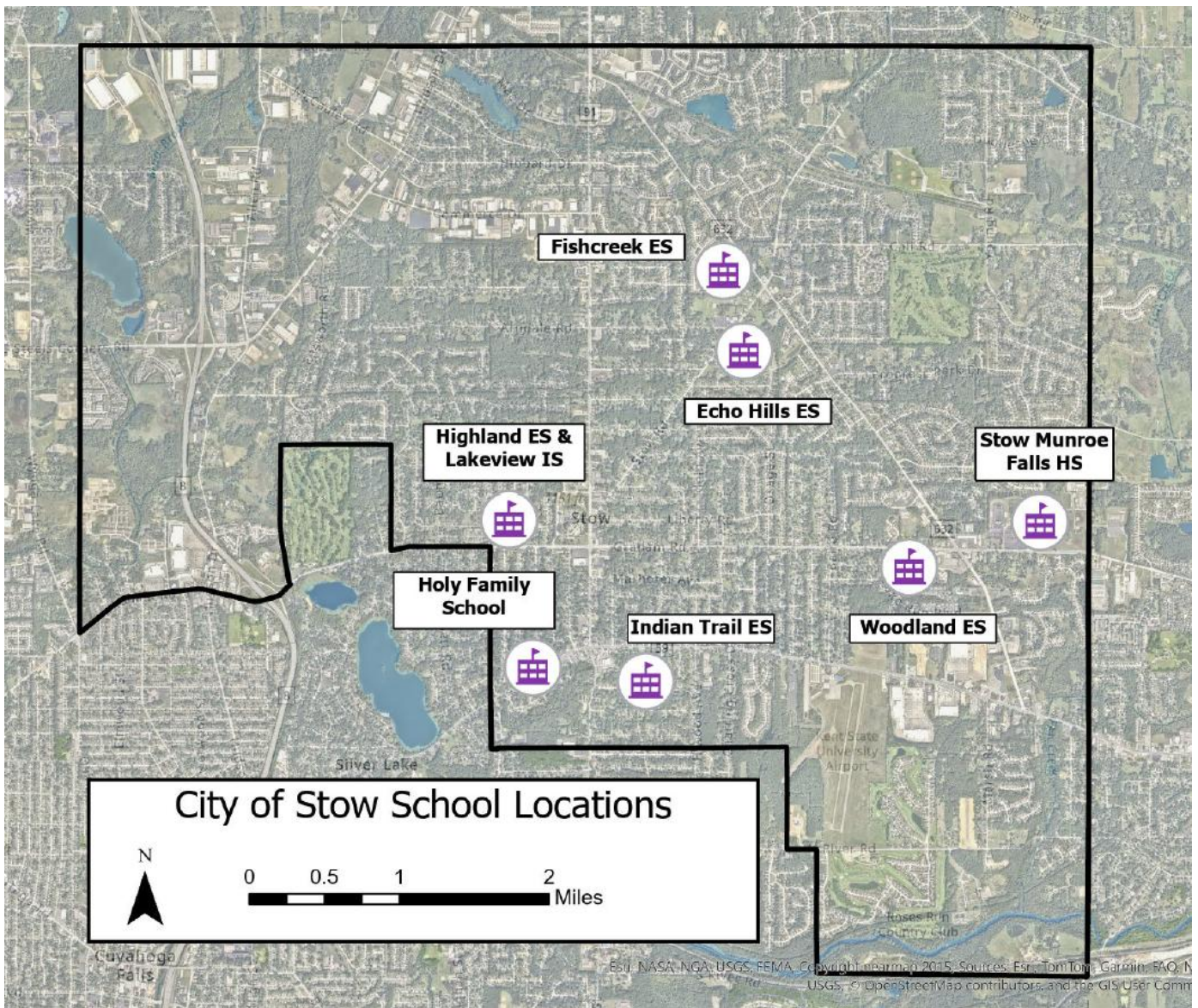


# Purpose and Vision

*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

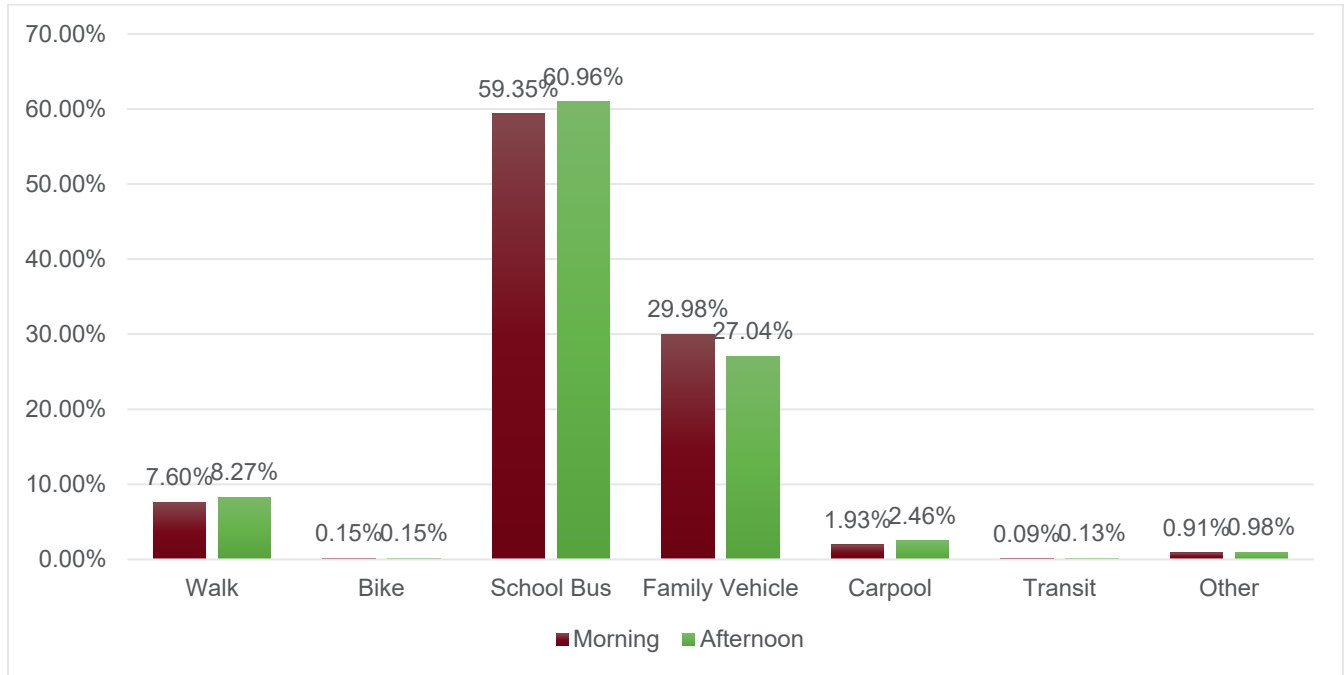
Table 7. Morning and Afternoon Travel Mode Comparison Percentages (All Teacher Tally Results)

	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, or overcast, though there was no snow during the time the data were collected.

**Figure 3: Travel Mode in Differing Weather Conditions**

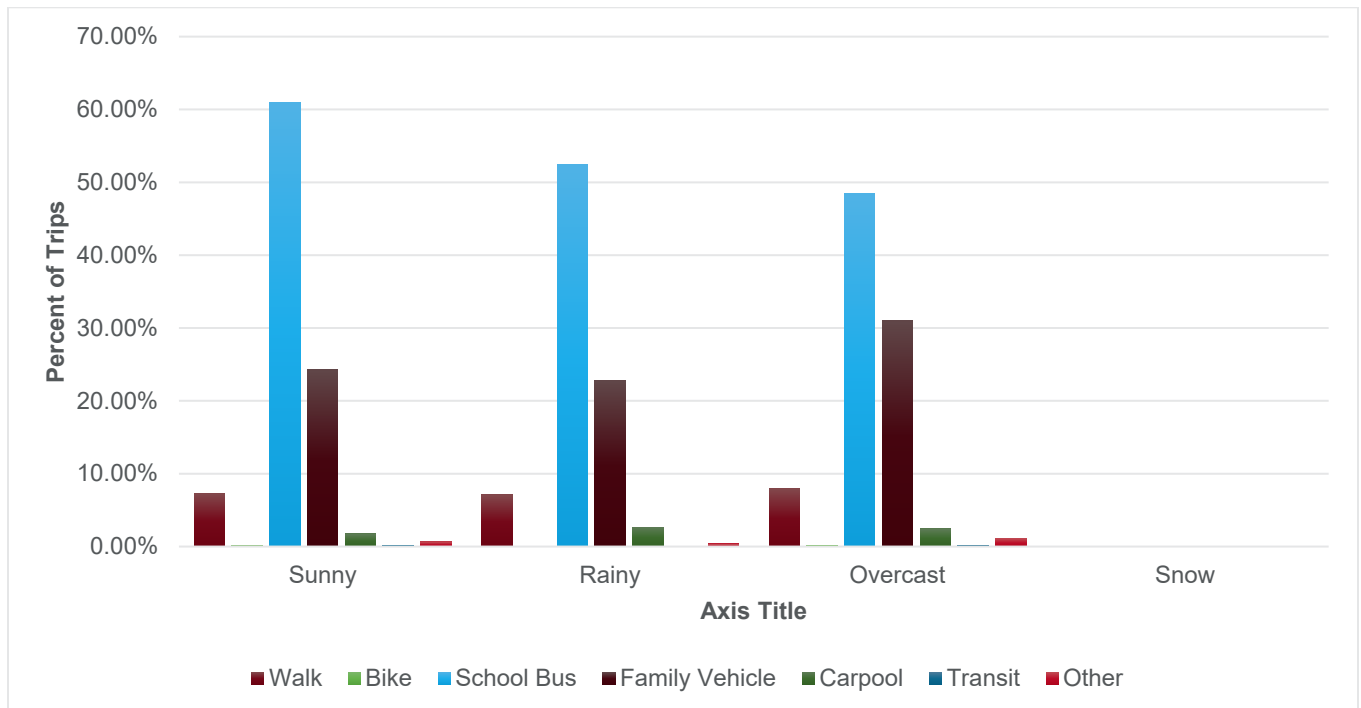


Table 8. Morning and Afternoon Travel Mode Comparison by Day (All Teacher Tally Results)

	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**



## Arrival and Dismissal Process

### Echo Hills 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 all enter through the main doors in the morning. Students are released in phases, with buses arriving at staggered times and with cars lining up both in the lot and along neighboring streets to pick up those considered “walkers”. Some walkers leave through a gate in the fence behind the playground which leads to the cul-de-sac of Echo Valley Drive to either enter waiting cars or the apartments/houses in that neighborhood. Parents also wait in cars along both sides of the dead-end of Lorwood Dr. Dismissal begins at 3:30PM and traffic patterns typically return to normal well before 4PM. No bikers were seen but staff say that there are some bikers at different times of year. There is a student safety patrol on school grounds only.

### Fishcreek 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. There are two doors used for arrivals/dismissals. Students are dismissed in stages, with buses arriving at staggered times. Teachers and staff direct students and keep track of which parents have arrived using tags in cars. Parents start lining up to pick up students before 3PM (for a 3:30 dismissal) and the line ends up extending out into Fishcreek Rd., where traffic backs up. After 3:30 students are dismissed when their parent’s tag is seen in the line. The only walkers are those that are escorted out the front door to the only crossing by crossing guards. They either live in the nearby subdivision or their parents wait over there to pick them up. There are 5 regular buses and numerous private buses/vans. Traffic patterns along Fishcreek and in the school lot remain heavier than normal until after 4PM. No bikers were seen but staff say that there are some bikers at different times of year.

### Indian Trail ES

Preschool releases ~3:15PM, and once the cars from that pickup clear then cars for the other grades begin to line up in the parking lot. Walkers are dismissed from the main entrance at ~ 3:30 PM. There are some bike riders who are also dismissed at this time. Bus and van riders are dismissed through the main entrance as the vehicles arrive. Car riders are dismissed through the side entrance as their ride gets to the front of the queue. Bus arrivals are announce over the loudspeaker, while car pickups are communicated over walkie-talkie. Two adults are posted with the bus and van drivers, two are directing car rider pickup, two wait with the car riders in the library, and 1 adult directs the students to the busses and keeps the traffic in the parking lot moving smoothly. Some parents wait on nearby streets to pick up “walkers”; however a fair number of students do seem to walk or bike home, typically with parents or in groups. Bicycle riders are instructed to walk their bikes to the edge of the parking lot before mounting. Two crossing guards are stationed at the Kent Rd. Cross to ensure safety. Student safety patrol also assists adults with car rider pickup.



## 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 1<sup>st</sup>) 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.

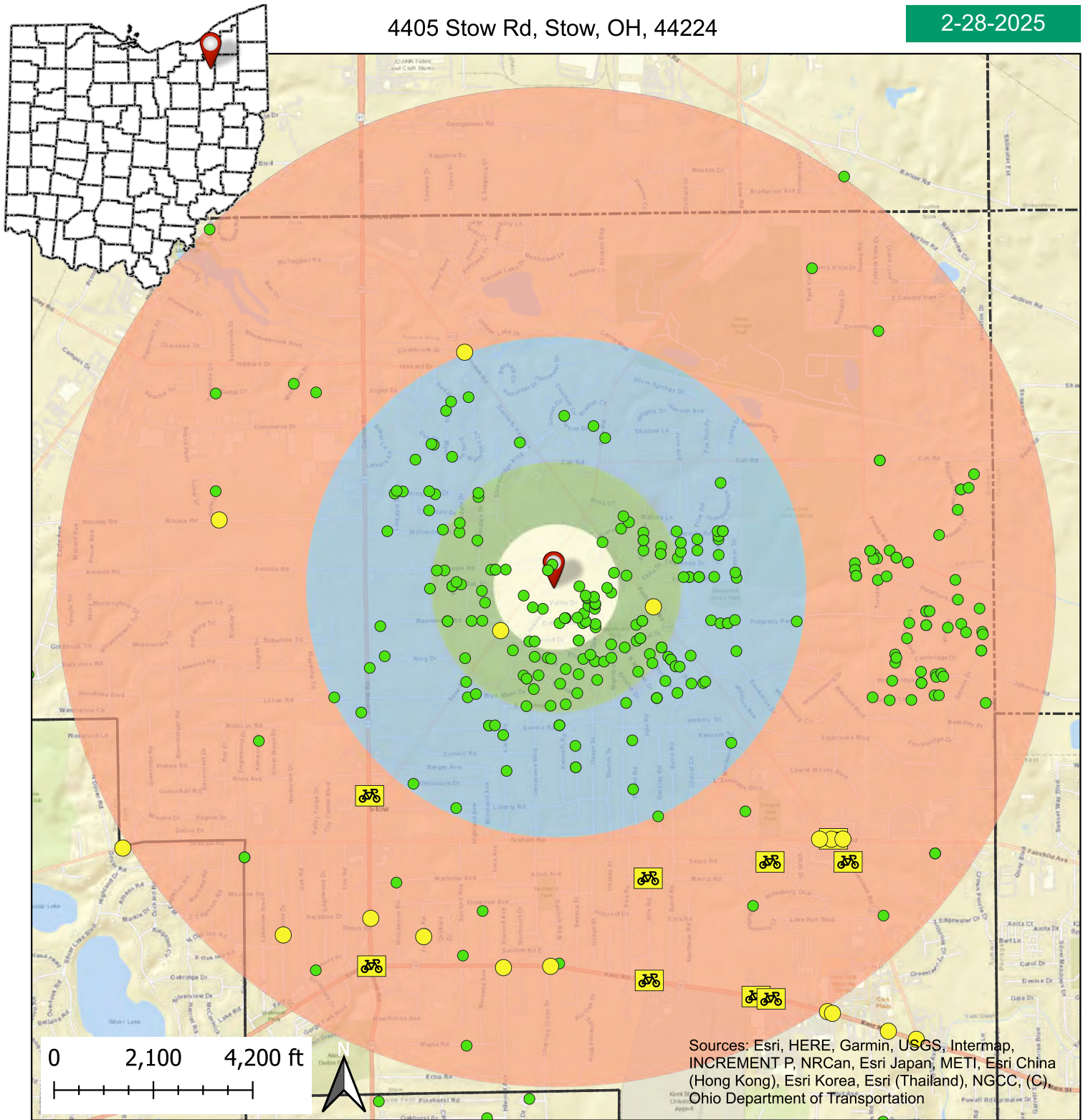
As shown in the radius maps on the following pages, none of the target schools had fatal bicycle or pedestrian crashes within a two-mile radius between 2020 and 2024.

- 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

2-28-2025

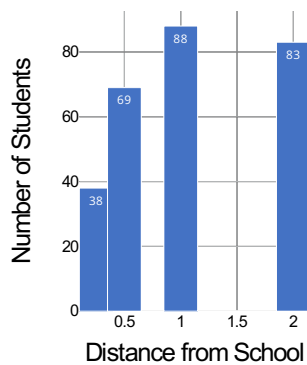


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

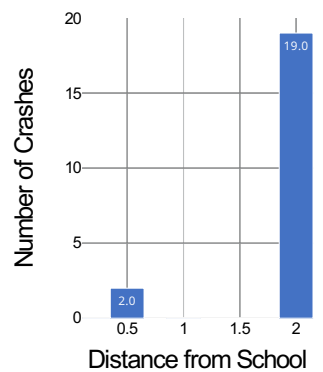
<span style="color: green;">●</span> Students	Radius (Miles)
Schools	<span style="background-color: #ffffcc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.25
Crashes	<span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary

Total Enrollment = 303  
Students within 2 mi = 92%  
Total Crashes = 21

Student Counts



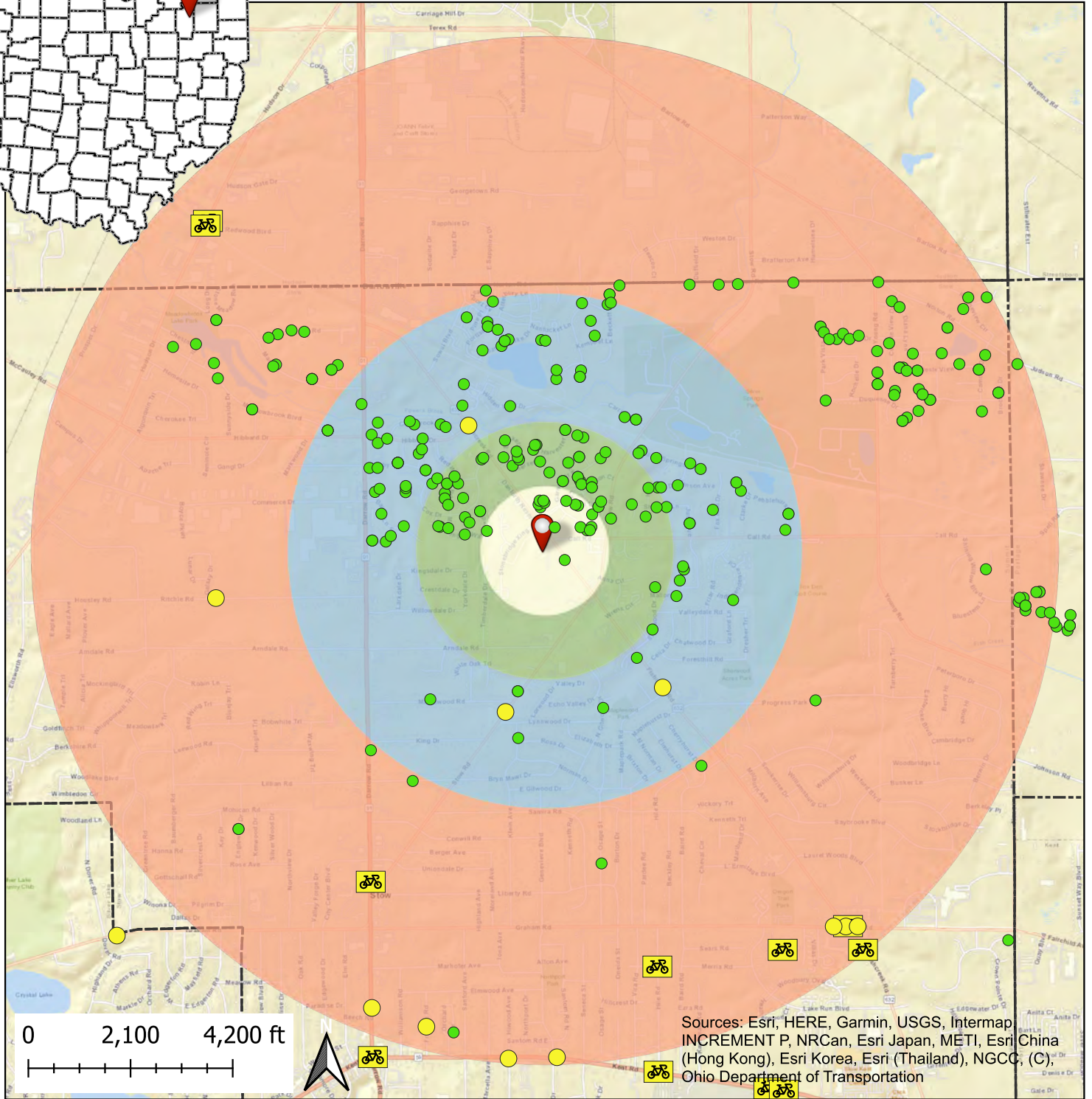
Crash Total



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

5080 Fishcreek Rd, Stow, OH, 44224

2-28-2025

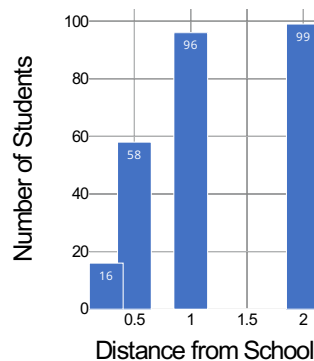


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

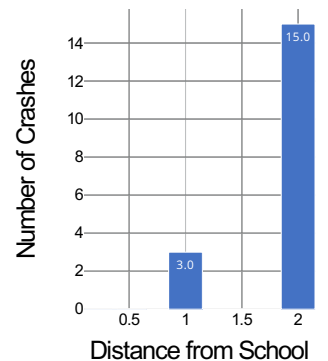
<span style="color: green;">●</span> Students	<b>Radius (Miles)</b>
Schools	<span style="background-color: #ffffcc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary

Total Enrollment = 306  
Students within 2 mi = 88%  
Total Crashes = 18

**Student Counts**



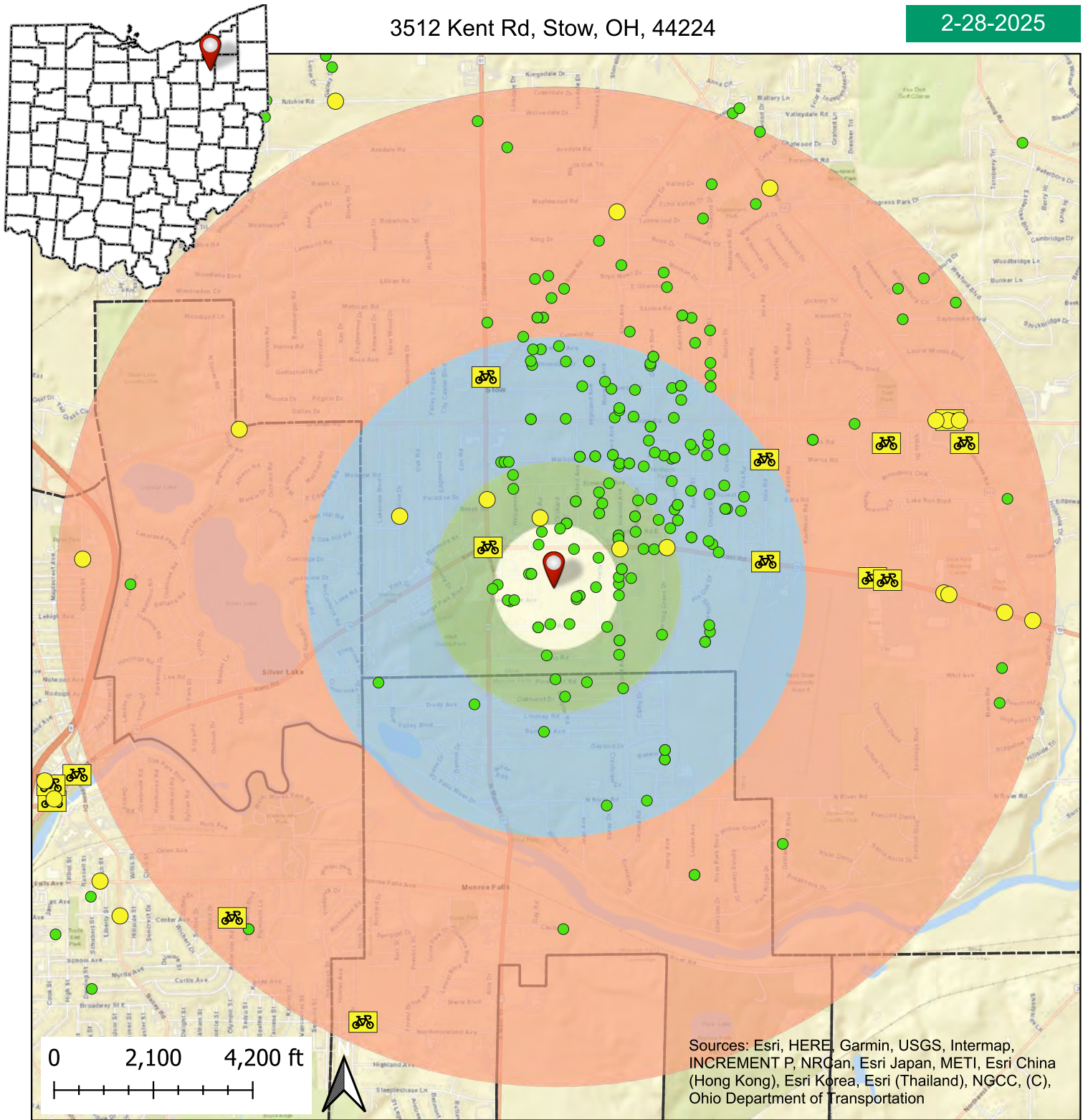
**Crash Total**



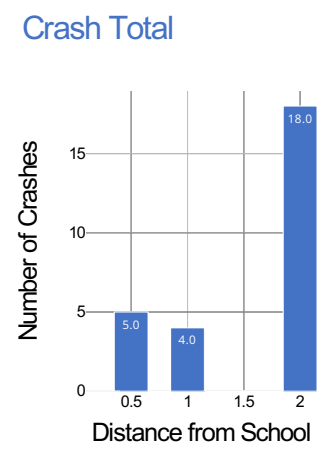
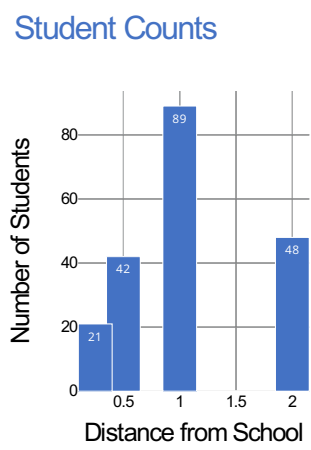
# Indian Trail Elementary (Grades K-4) Stow Munroe Falls - Summit Co.

3512 Kent Rd, Stow, OH, 44224

2-28-2025



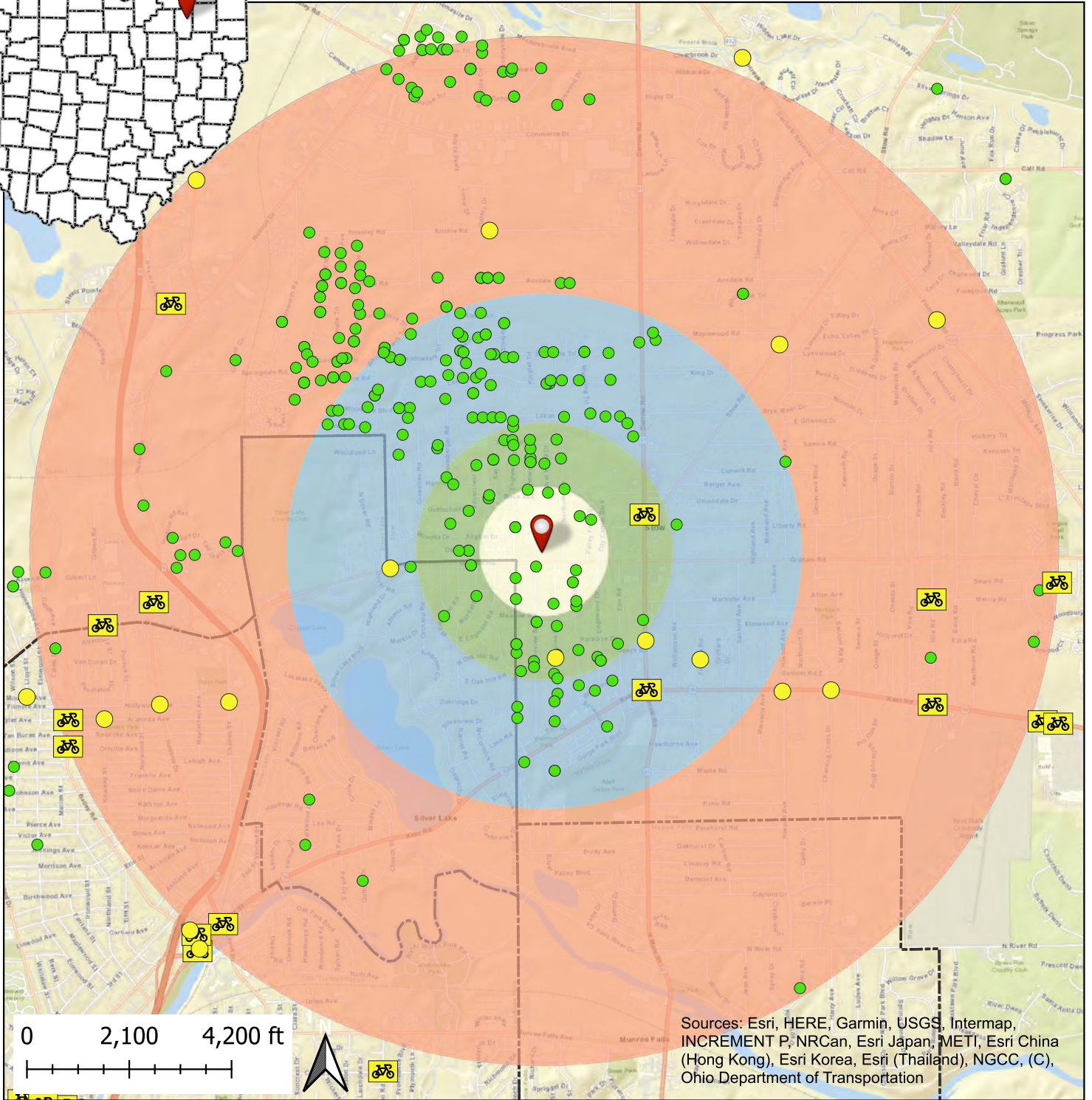
<span style="color: green;">●</span> Students	Radius (Miles)
Schools	<span style="background-color: #ffffcc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.25
Crashes	<span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.5
	<span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 1.0
	<span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 2.0
Fatal Bicycle Crash	County Boundary
Non-Fatal Bicycle Crash	City Boundary
<span style="color: red;">●</span> Fatal Pedestrian Crash	Total Enrollment = 320
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	Students within 2 mi = 63%
	Total Crashes = 27



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

1843 Graham Rd, Stow, OH, 44224

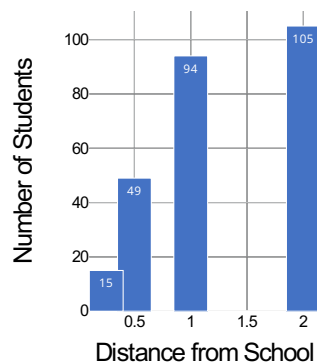
2-28-2025



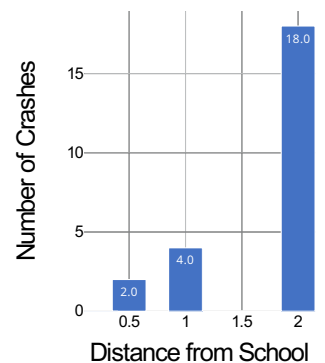
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

<span style="color: green;">●</span> Students	Radius (Miles)
Schools	<span style="background-color: #ffffcc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.25
Crashes	<span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.5
	<span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 1.0
Fatal Bicycle Crash	<span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 2.0
Non-Fatal Bicycle Crash	County Boundary
<span style="color: red;">●</span> Fatal Pedestrian Crash	City Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	Total Enrollment = 310
	Students within 2 mi = 85%
	Total Crashes = 24

Student Counts



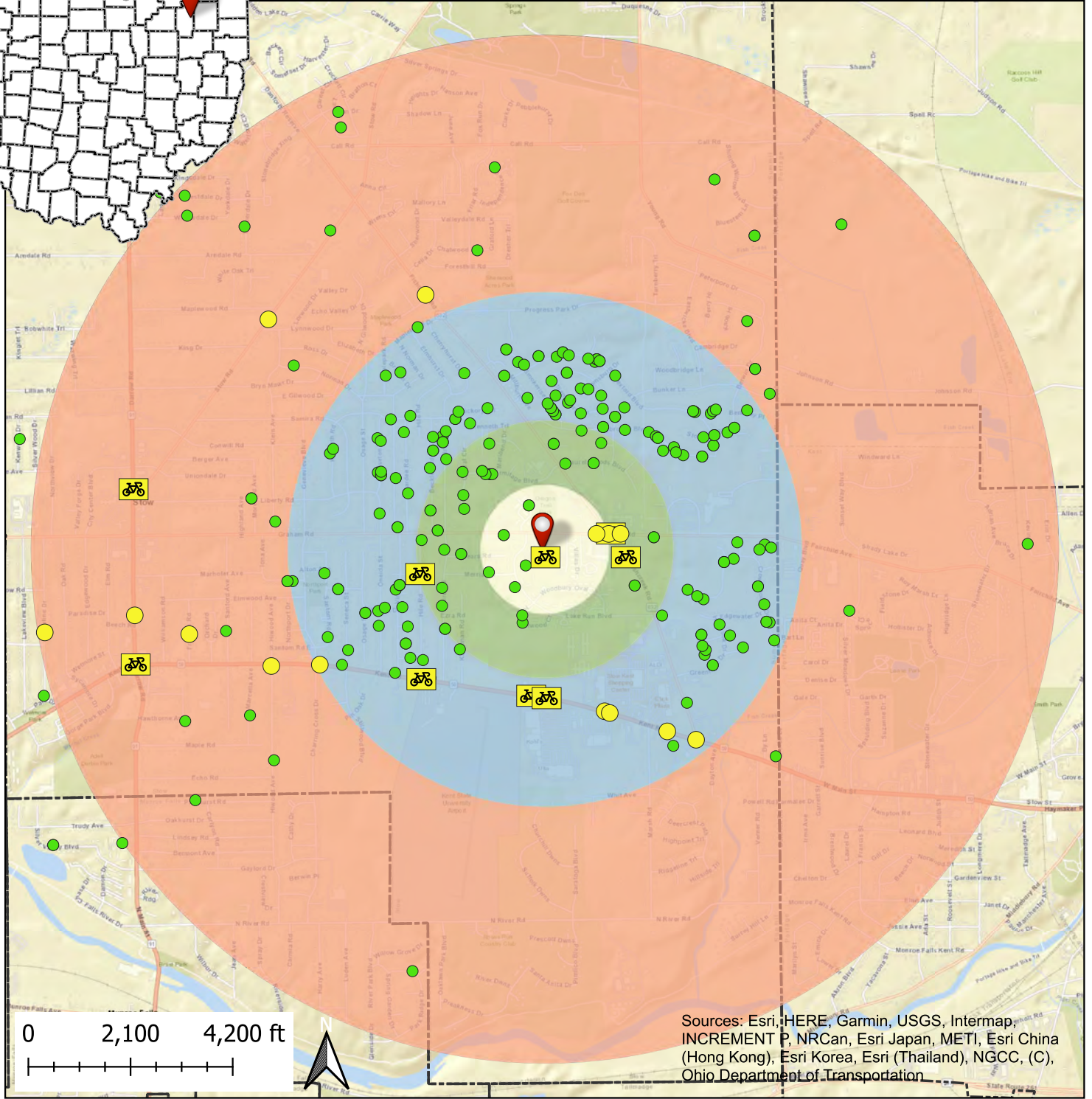
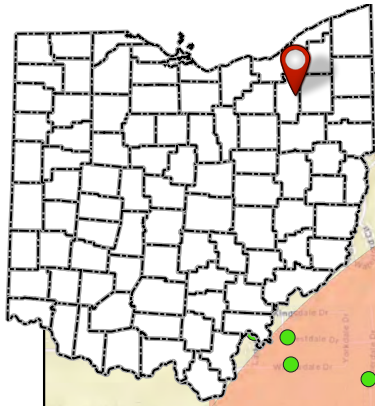
Crash Total



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

2908 Graham Rd, Stow, OH, 44224

2-28-2025

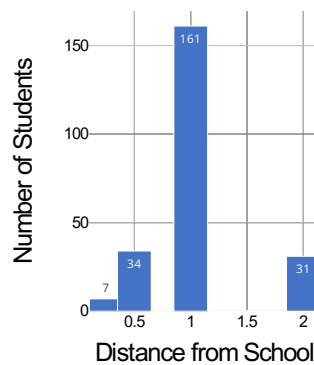


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

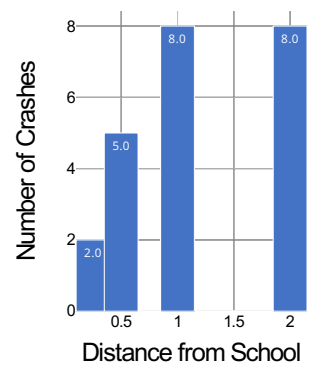
<span style="color: green;">●</span> Students	Radius (Miles)
Schools	<span style="background-color: #ffffcc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary

Total Enrollment = 268  
Students within 2 mi = 87%  
Total Crashes = 23

Student Counts



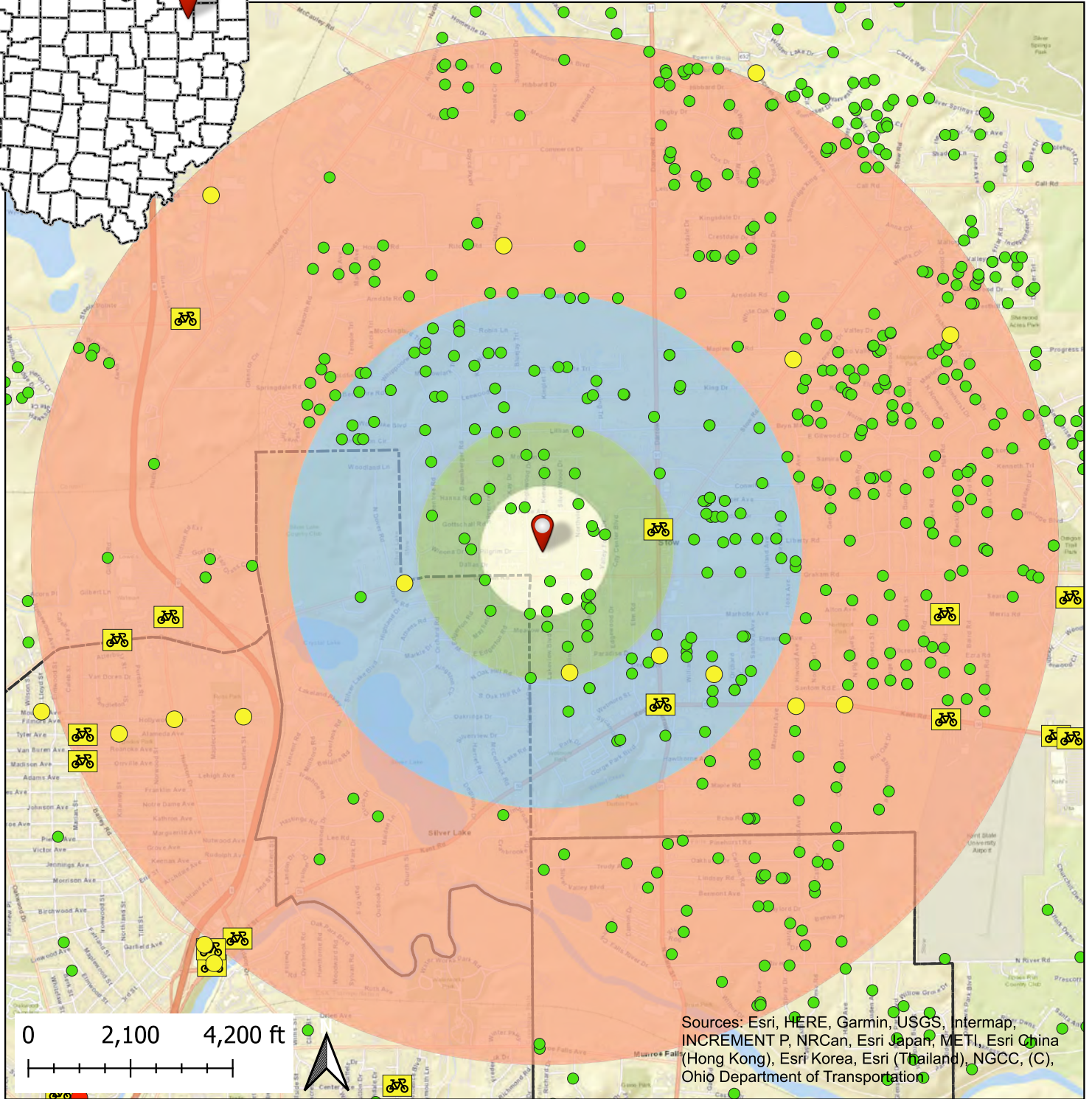
Crash Total



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

1819 Graham Rd, Stow, OH, 44224

2-28-2025

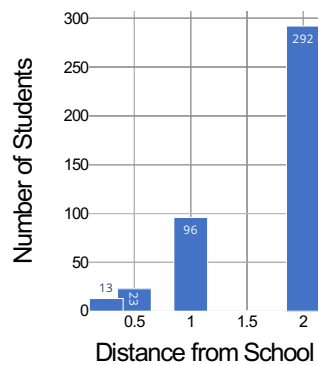


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

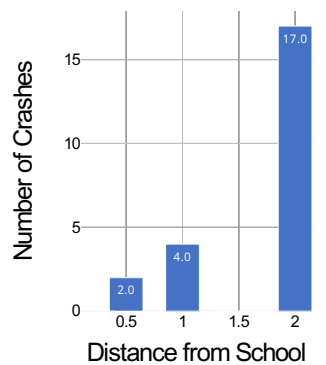
<span style="color: green;">●</span> Students	Radius (Miles)
Schools	<span style="background-color: #ffffcc; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary

Total Enrollment = 763  
Students within 2 mi = 56%  
Total Crashes = 23

Student Counts



Crash Total

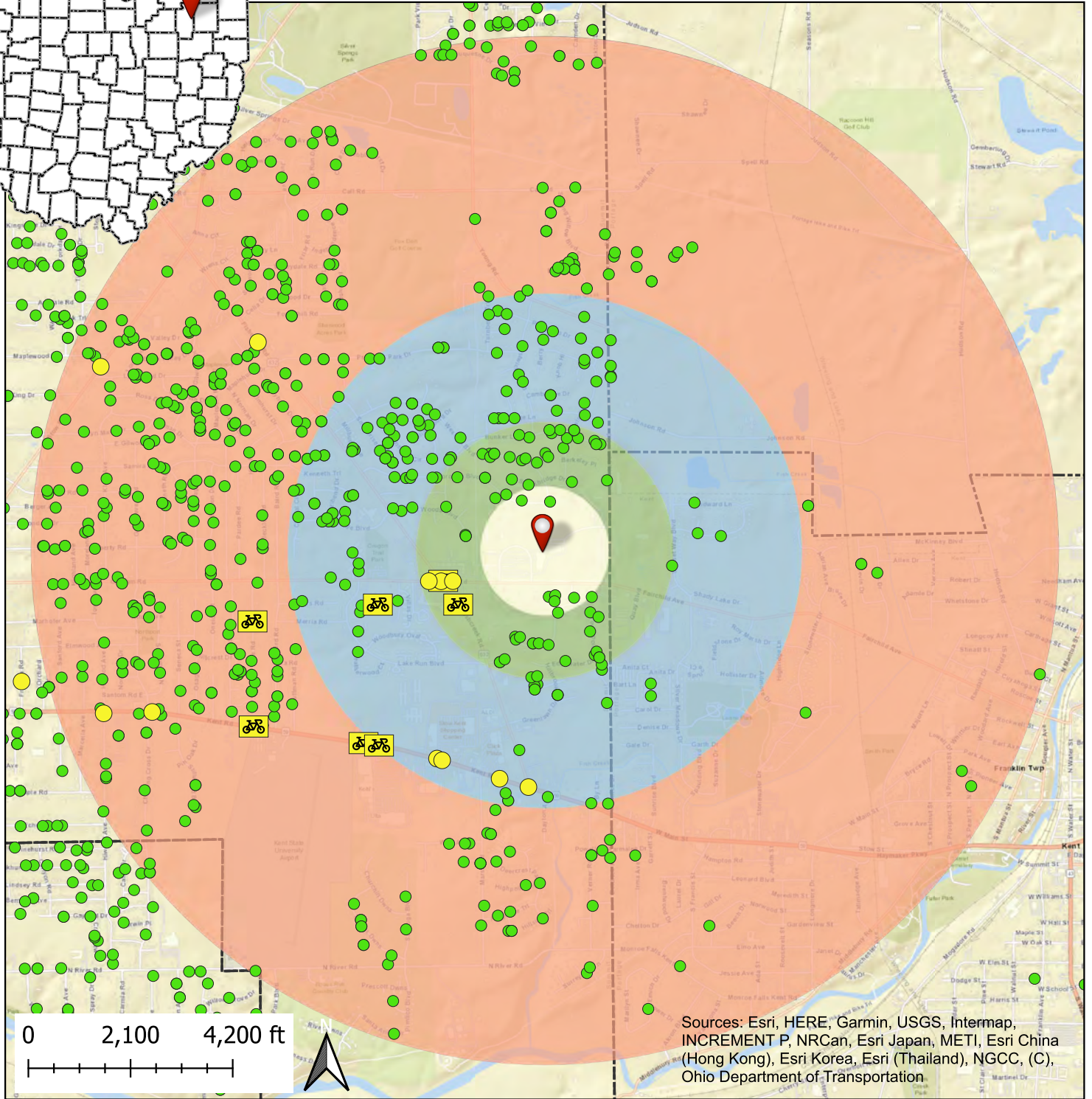
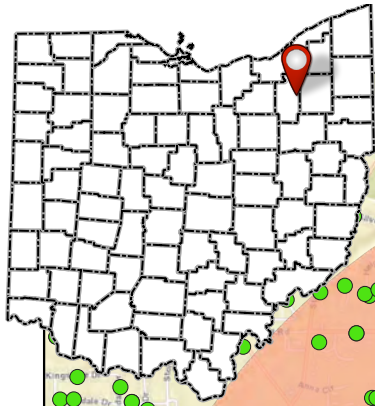


# Stow Munroe Falls High School (Grades 9-12)

## Stow Munroe Falls - Summit Co.

3227 Graham Rd, Stow, OH, 44224

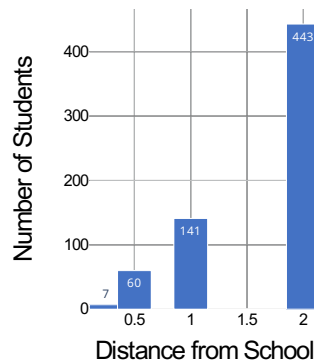
2-28-2025



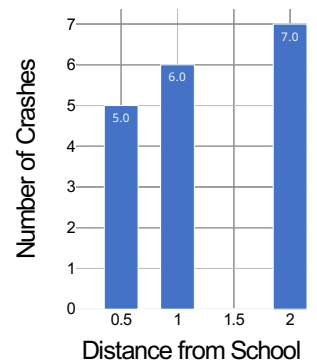
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

<span style="color: green;">●</span> Students	Radius (Miles)
Schools	<span style="background-color: #ffffcc; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
Crashes	<span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary
	Total Enrollment = 1611
	Students within 2 mi = 40%
	Total Crashes = 18

Student Counts



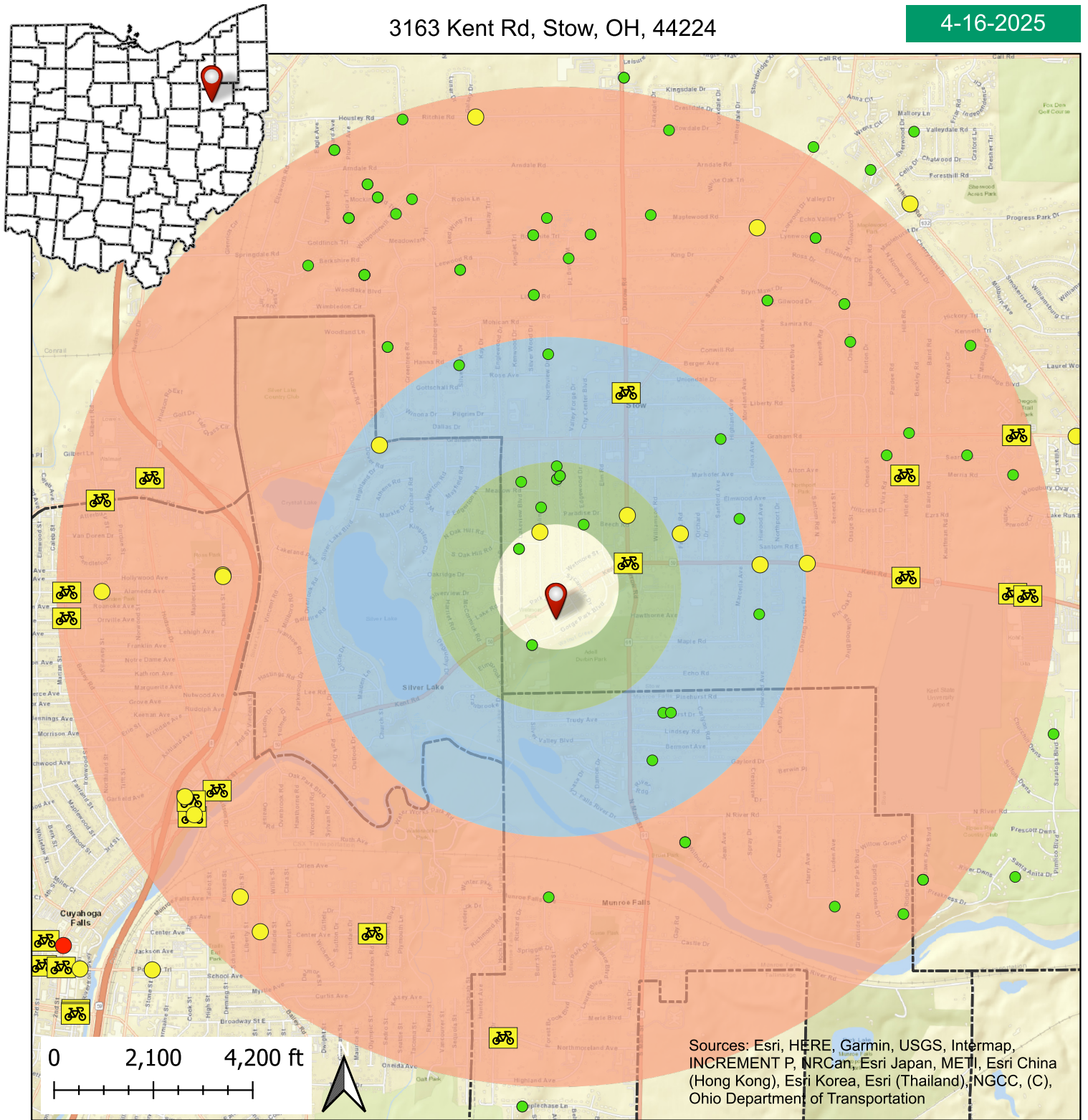
Crash Total



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

3163 Kent Rd, Stow, OH, 44224

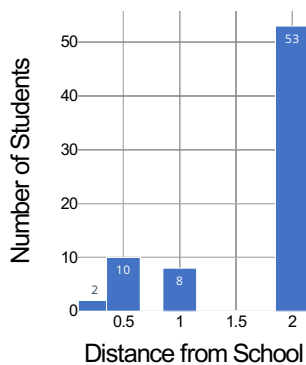
4-16-2025



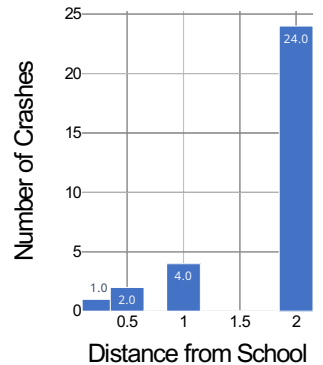
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

<span style="color: green;">●</span> Students	Radius (Miles)
Schools	<span style="background-color: #ffffcc; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary
	Total Enrollment = 171
	Students within 2 mi = 43%
	Total Crashes = 31

Student Counts



Crash Total



# 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



5306.03

5306.04

5306.05

5306.06

5304.02

5304.01

5305.01

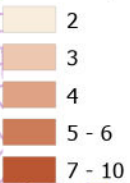
5305.02

### Legend



Schools

#### Total Equity Score



# City of Stow School Travel Plan Equity Analysis Map

N



0 0.5 1 2 Miles

# 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

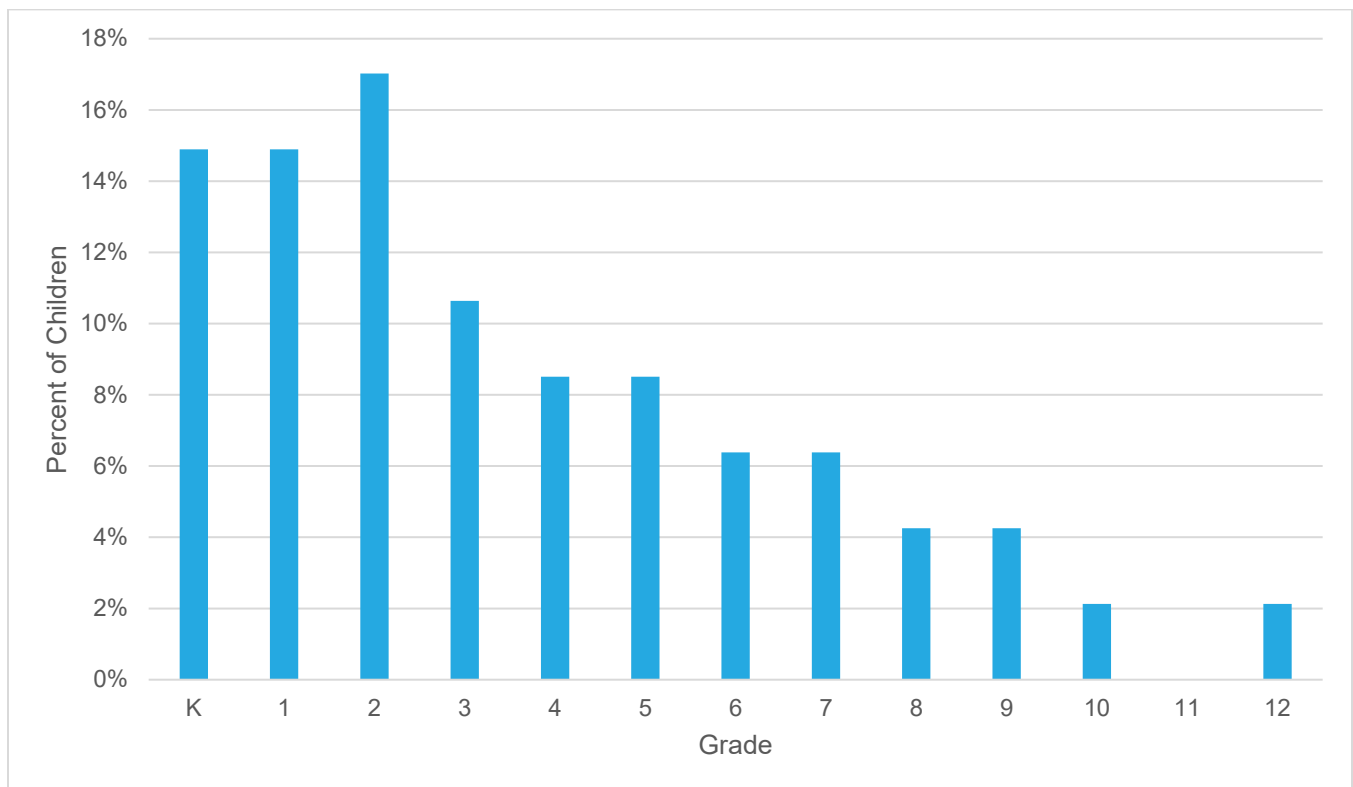


Figure 22: Caregiver Opinions on Health

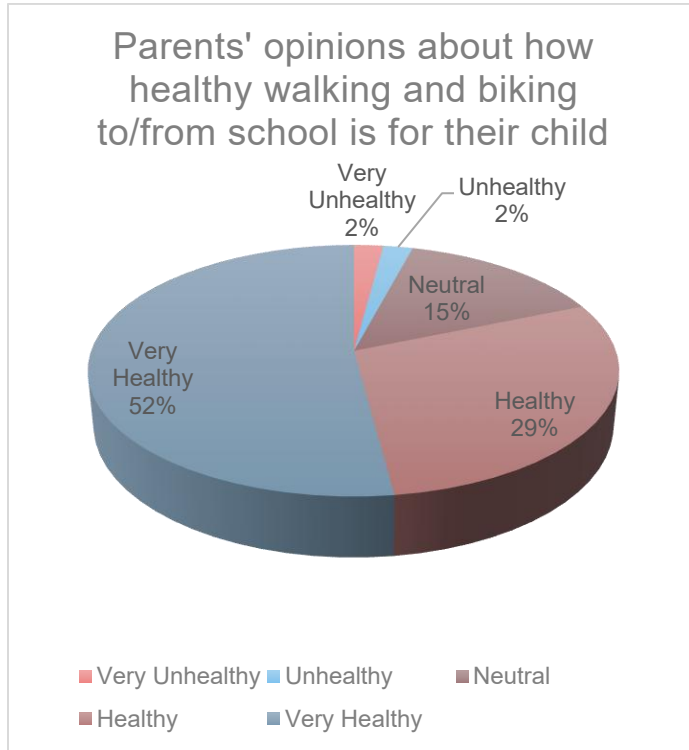


Figure 23: Caregiver Opinions on Entertainment Value

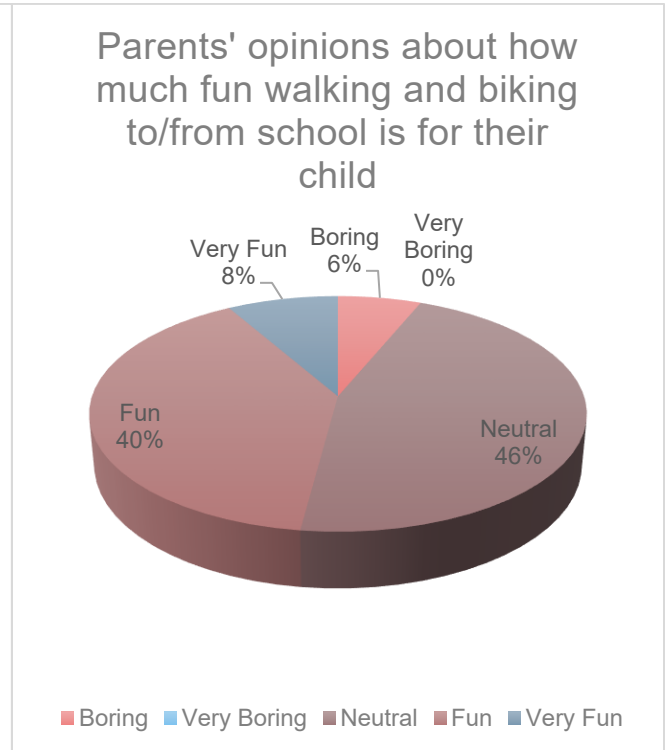


Figure 24: Caregiver Survey Responses on Mode of Transportation for Arrival and Dismissal

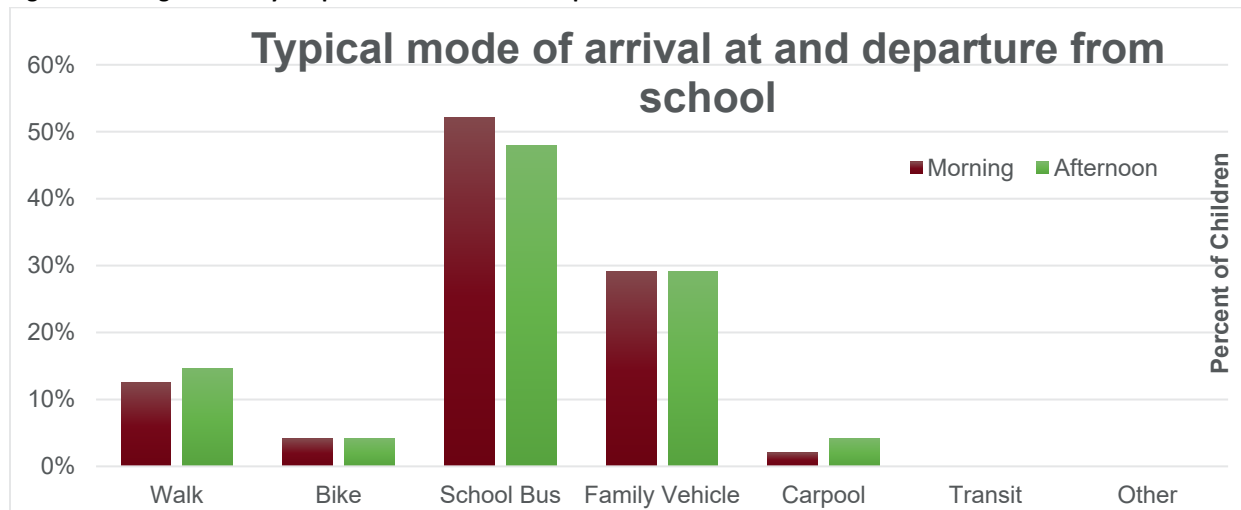


Figure 25: Caregiver Opinion on Level of Encouragement

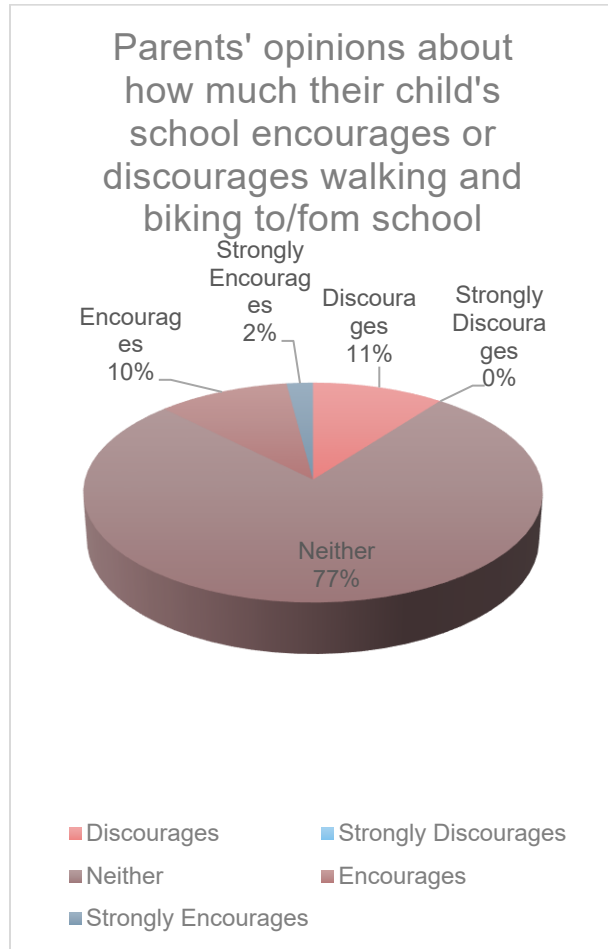


Figure 26: Caregiver Opinion on Safety

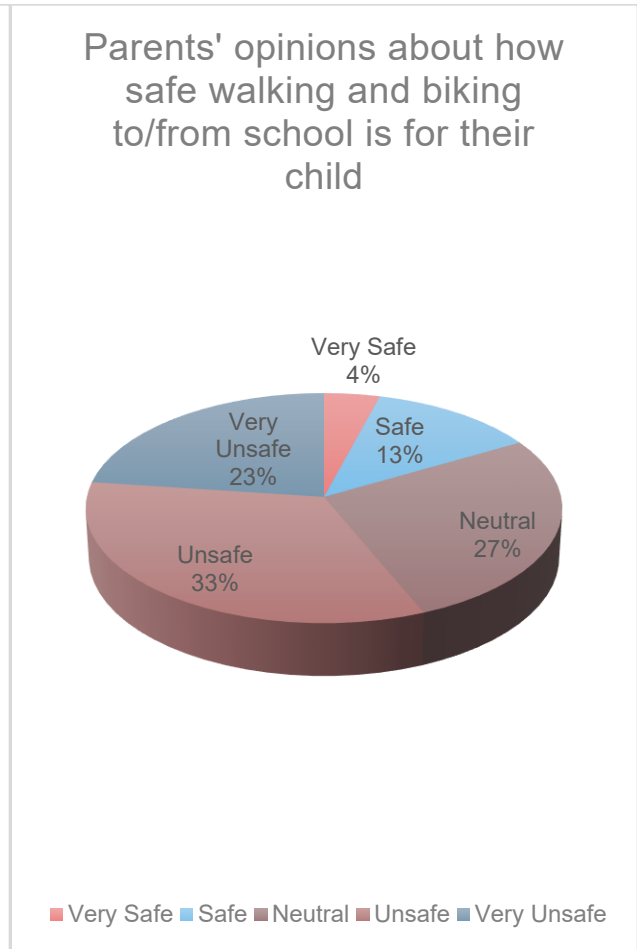
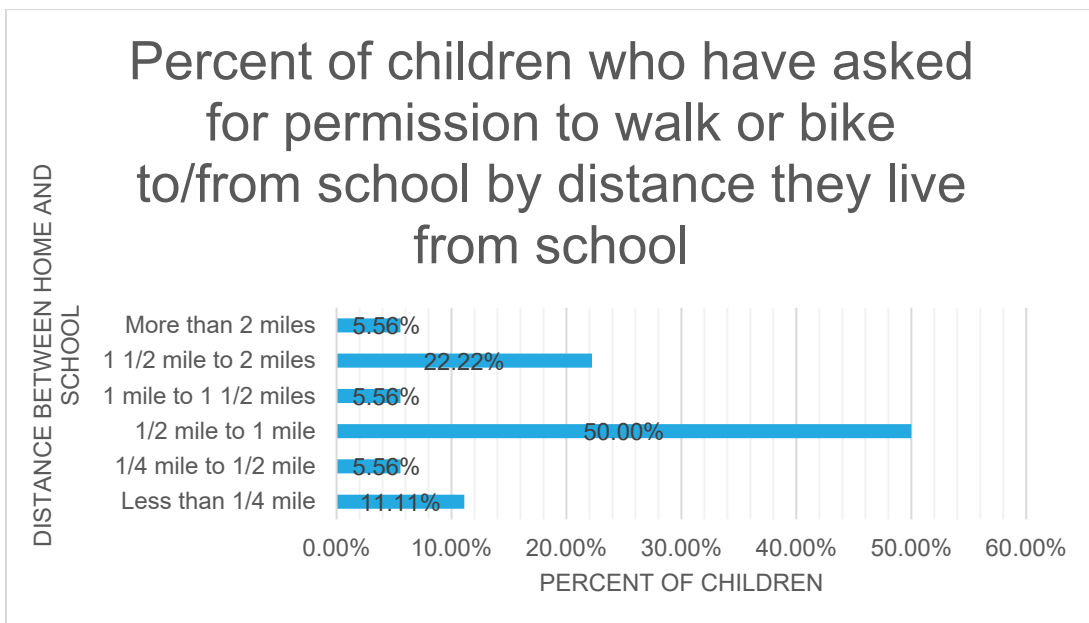


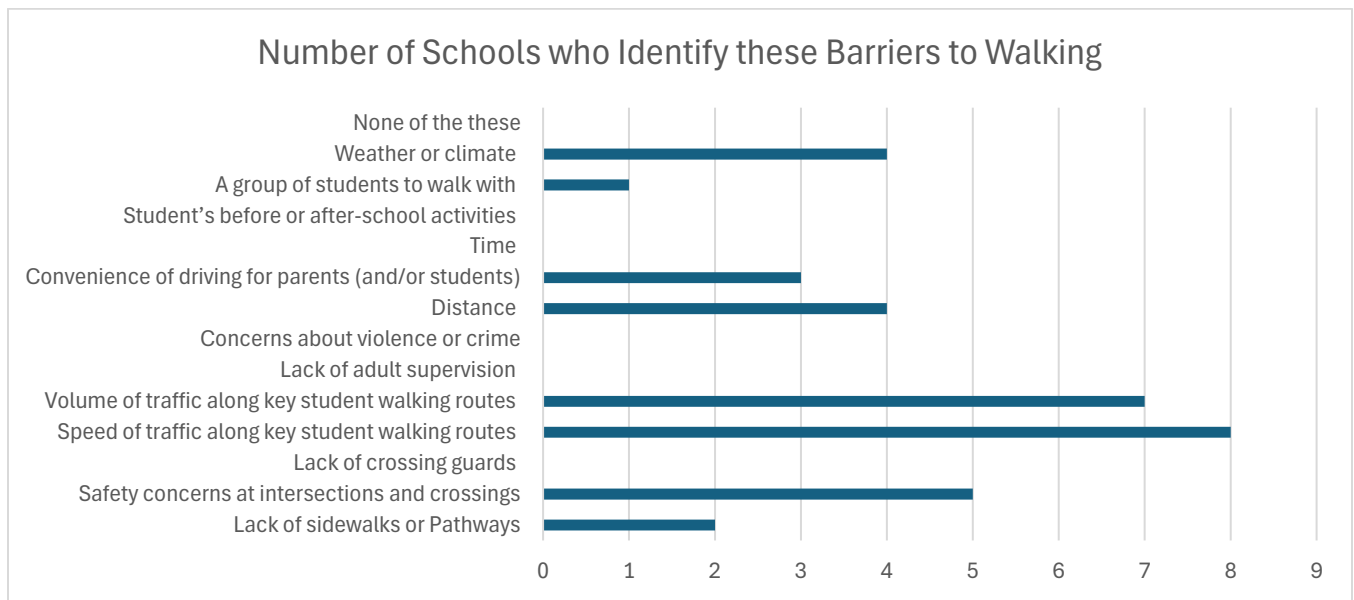
Figure 27: Caregiver's Whose Children Have Requested Permission to Walk or Bike to School



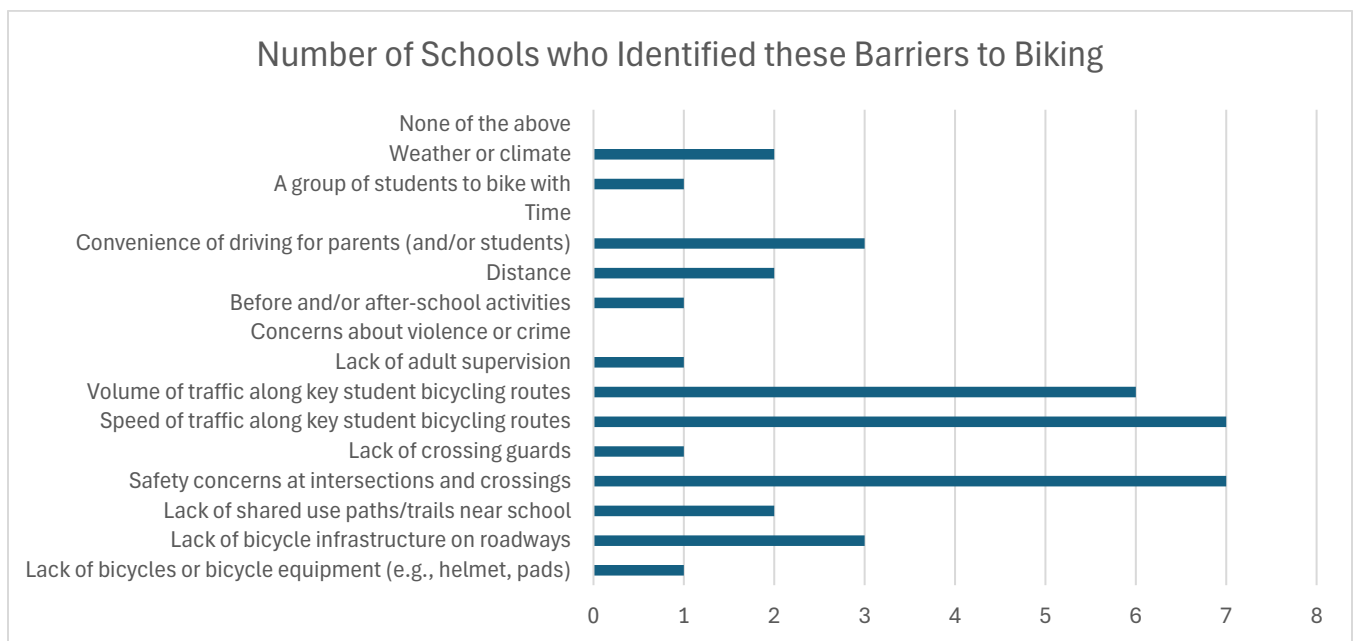
# Principal Survey

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**

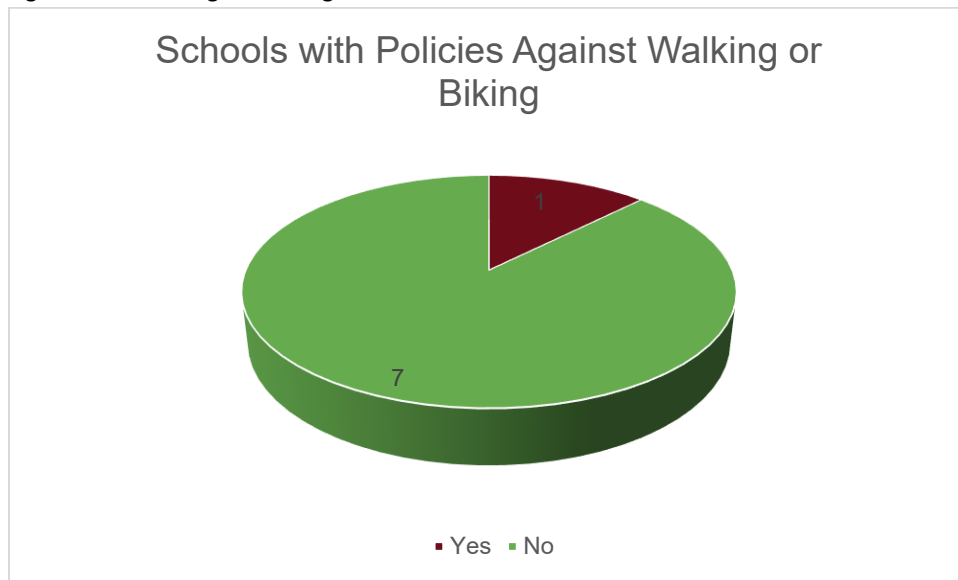


As Figure 28 above shows, the most identified barriers to walking were the speed of traffic along key student walking routes and the volume of traffic along key student walking routes. As Figure 29 shows, the most

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.

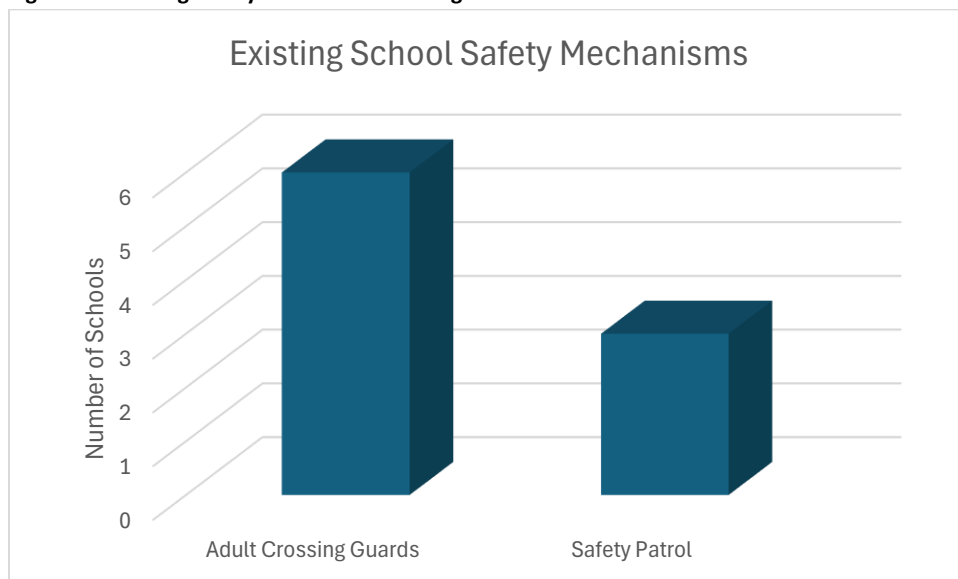
Figure 30 below shows that only one school has a policy prohibiting biking to school. Highland ES currently prohibits biking due to safety concerns on the part of the principal. No target schools have policies prohibiting walking to school.

**Figure 30: Policies Against Biking to School**



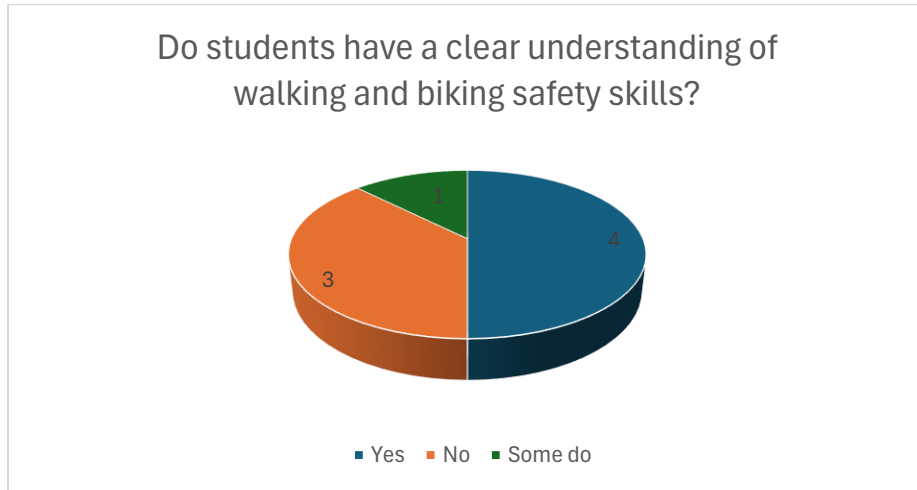
As Figure 31 below shows, six schools have adult crossing guards for at least one street crossing and three schools have student safety patrols on school grounds. Two of those schools have both.

**Figure 31: Existing Safety Mechanisms at Target Schools**



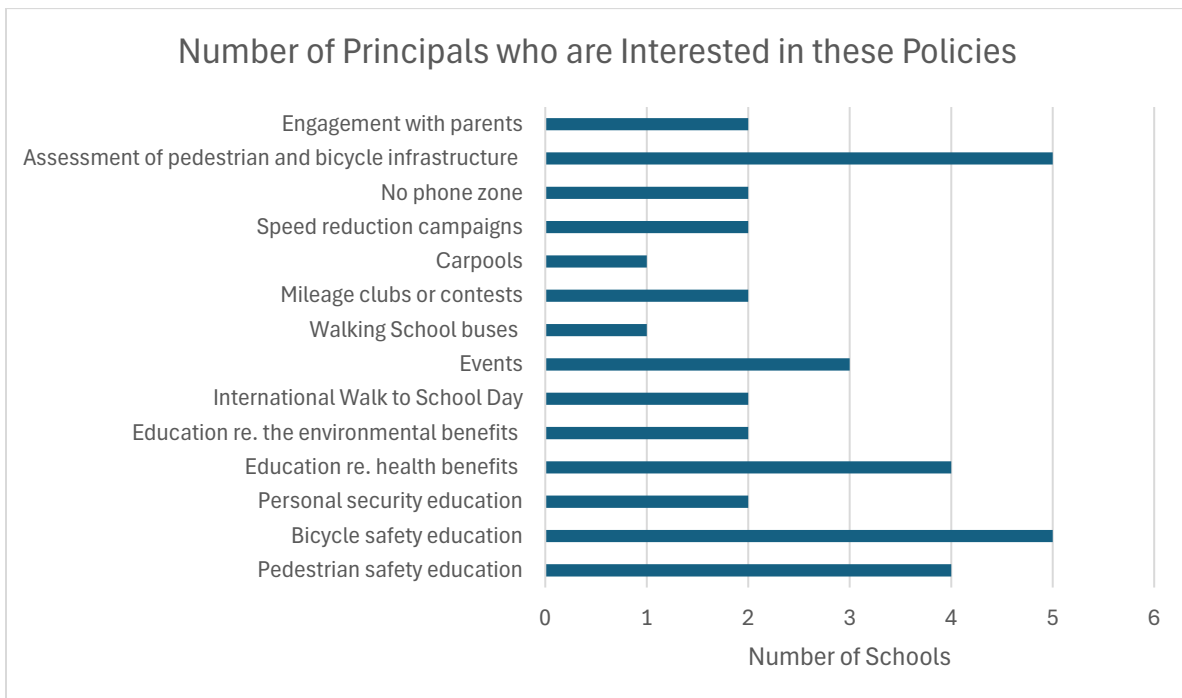
As Figure 32 below shows, four principals think their students have a good understanding of walking and biking safety, three think their students do not have a good understanding of walking and biking safety, and one elementary principal thinks the older students do while the younger students do not.

**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



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



<b>Lakeview IS &amp; Highland ES</b>	Sidewalk	Baumberger Rd.	Construct sidewalks along this higher traffic neighborhood connecting street	High	Low	ODOT SRTS AMATS TASA	Medium term
<b>Lakeview IS &amp; Highland ES</b>	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
<b>Woodland ES</b>	Crossing	Graham Rd	Repair & maintain crossing	Medium	Low	ODOT SRTS	Long term
<b>Woodland ES</b>	Sidewalks	Graham Rd	Widen sidewalk, separate from street with curb	High	Low	ODOT SRTS AMATS TASA	Long term
<b>Woodland ES</b>	Sidewalks	Graham Rd	Fill in gaps in sidewalks	High	High	ODOT SRTS AMATS TASA	Short term
<b>Stow-Munroe Falls HS</b>	Crossing	Graham Rd Entrance and Exit to Parking Lot	Add pedestrian signage & crosswalk markings	Low	Medium	ODOT SRTS	Medium term
<b>Stow-Munroe Falls HS</b>	Sidewalks	Graham Rd & Newcomer Rd	Fill in sidewalk gaps	High	Low	ODOT SRTS AMATS TASA	Short term
<b>Holy Family</b>	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

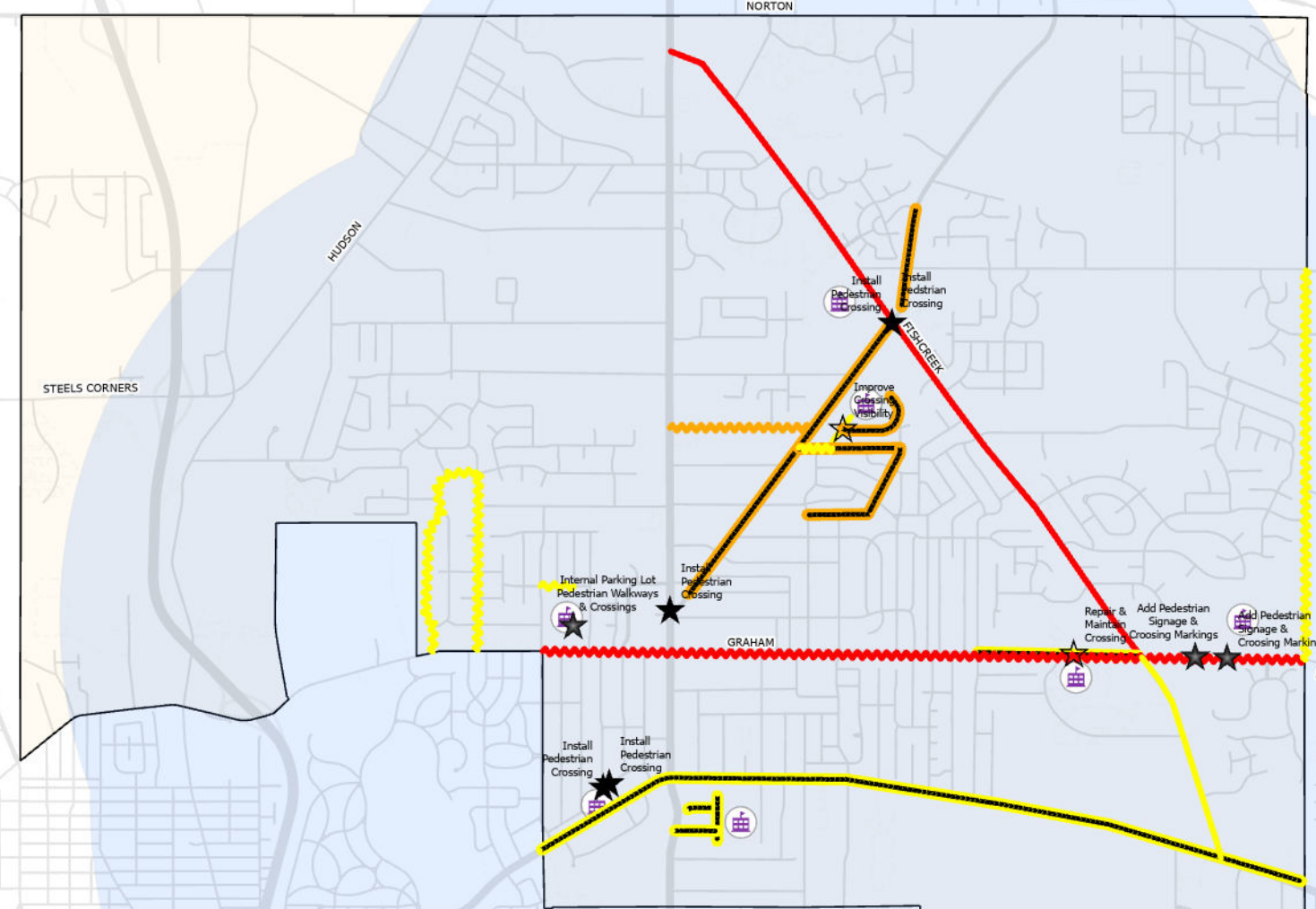


<b>Holy Family</b>	Crossing pavement markings, lights & signage	Wetmore St. Crossing	Increase visibility of crossing through additional signage, flashing lights	High	High	ODOT SRTS Safety Funding	Short term
<b>Stow-Munroe Falls School District</b>	Study	All Schools	Traffic Study to determine solutions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

Figure 35: Infrastructure Recommendations Map, Page 49



# Infrastructure Recommendations Map



## Legend

- ▬▬▬ New Sidewalk or Gap Filling High
- ▬▬▬ New Sidewalk or Gap Filling Medium
- ▬▬▬ New Sidewalk or Gap Filling Low
- ▬▬▬ Repair & Maintain Existing Sidewalk Medium
- ▬▬▬ Repair & Maintain Existing Sidewalk Low
- ▬▬▬ Crossing & Signage High
- ▬▬▬ Crossing & Signage Low

## Pedestrian Crossing & Signage Location Priority Levels:

- ★ High
- ★ Medium
- ☆ Low

-  Schools
-  2 Mile Target School Buffer



FRONT CUYAHOGA FALLS MAIN HOME BRITAIN NORTHWEST HOWE

# 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



<b>All Schools</b>	Pedestrian Safety	Enforcement	Increase crossing guard coverage and increase substitute crossing guard availability	City and/or Schools	Long term
<b>All Schools</b>	Bike Safety	Education	Partner SMFSD and Holy Family to deliver consistent safety education programs (pedestrian safety, bike safety, bus safety, etc.)	Schools	Short Term
<b>All Schools</b>	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

1  
2  
3 RESOLUTION NO. 2025-199  
4  
5

REQUESTED BY PLANNING DEPT  
APPROVED BY COW  
INTRODUCED BY FELDMAN

6 A RESOLUTION IN SUPPORT OF THE CITY OF STOW 2025 SCHOOL  
7 TRAVEL PLAN, AND DECLARING AN EMERGENCY  
8

9 WHEREAS, Safe Routes to School (STRS) is an international movement that uses policies,  
10 programs, and infrastructure to encourage youth K-12 to walk and bike to school, a trend which  
11 has been greatly reduced; and  
12

13 WHEREAS, SRTS programs like the Ohio Department of Transportation (ODOT) SRTS  
14 Program seek to reverse this trend through a collaborative approach; and  
15

16 WHEREAS, the purpose of this School Travel Plan (STP) is to identify policy, program, and  
17 infrastructure recommendations for schools located within the City of Stow, including Stow-  
18 Munroe Falls Public Schools and Holy Family School; and  
19

20 WHEREAS, the City of Stow (“City”) last updated its School Travel Plan in 2010; and  
21

22 WHEREAS, the completion of a School Travel Plan allows the City to apply for additional  
23 grant funding for infrastructure programs; and  
24

25 WHEREAS, the City began this process in January of 2025, in partnership with  
26 representatives from the schools and community stakeholders, with the goal of evaluating current  
27 conditions, educating the community, creating a new School Travel Plan to improve safety for  
28 students, and identifying areas for improvement.  
29

30 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF STOW,  
31 COUNTY OF SUMMIT AND STATE OF OHIO, THAT:  
32

33 SECTION 1. City Council finds the 2025 School Travel Plan is necessary to promote the  
34 health, safety, and general welfare of the public.  
35

36 SECTION 2. City Council accepted the 2025 School Travel Plan as set forth in the draft,  
37 included as Exhibit A.  
38

39 SECTION 3. This Resolution was adopted pursuant to Section 4.11 Charter and is hereby  
40 declared to be an emergency measure necessary for the immediate preservation of the public  
41 health and safety for the reason that School Travel Plan will allow the City to apply for  
42 additional funding, and pursuant to Section 4.13, Charter, shall take effect upon its adoption by  
43 Council and approval by the Mayor, otherwise at the earliest period allowed by law.  
44  
45  
46

City of Stow, Ohio  
Resolution No. 2025-199  
Page 2

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ADOPTED BY COUNCIL 10-9-2025

ATTEST *Sonya Mottram*  
Sonya Mottram  
CLERK OF COUNCIL

*Cyle Feldman*  
Cyle Feldman  
PRESIDENT OF COUNCIL

FILED WITH MAYOR 10-9-2025

APPROVED *John Pribonic*  
John Pribonic  
MAYOR

FILED WITH CLERK 10-13-2025

APPROVED AS TO FORM

EFFECTIVE DATE 10-9-2025

*Drew C. Reilly*  
Drew C. Reilly  
LAW DIRECTOR

I, Sonya Mottram, Clerk of Council, do hereby certify that copies of the foregoing were posted in accordance with Section 4.12 of the Charter and 125.01 C.O.S.

*Sonya Mottram*

# 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	<a href="mailto:smcguinness@stow.oh.us">smcguinness@stow.oh.us</a>
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](mailto: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](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](mailto: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](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**



1. What percentage of students at your school regularly travel to/from school by walking or bicycling?  
(Please select a range)

- 0-10%
- 11-20%
- 21-30%
- 31-40%
- 41-50%
- 51-60%
- 61+%

2. What streets or intersections currently serve as key routes for students walking or bicycling to/from your school?

3. In your opinion, what are the key barriers to students choosing to walk to/from your school? Please choose all that apply.

- Lack of sidewalks or pathways
- Safety concerns at intersections and crossings
- Lack of crossing guards
- Speed of traffic along key student walking routes
- Volume of traffic along key student walking routes
- Lack of adult supervision
- Concerns about violence or crime
- Distance
- Convenience of driving for parents (and/or students that drive themselves)
- Time
- Student's before or after-school activities
- A group of students to walk with
- Weather or climate
- None of the above

4. In your opinion, what are the key barriers to students choosing to bike to/from your school? Please choose all that apply.

- Lack of bicycles or bicycle equipment (e.g., helmet, pads)
- Lack of bicycle infrastructure on roadways



- 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?



## Additional Comments

If you have other comments about pedestrian or bicycle safety near your school, please let us know here.

Thank you for your time. Answers will be used to develop the School Travel Plan for Stow-Munroe Falls School District. For further information or to share more details please contact:

Sarah McGuinness, MS, CFM  
Deputy Director of Planning & Development  
City of Stow  
330-689-2811  
smcguinness@stow.oh.us

## Public Comments Received by email (3):

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### Transportation plan

---

**From** Adrienne Yoder <adrienne.yoder704@gmail.com>  
**Date** Wed 5/28/2025 10:38 PM  
**To** All Planning Department <PlanningDepartment@stow.oh.us>

It would be great if local students could take a bus my son was denied bussing to Indian trail, they said he lives too close but it's an 11 minute walk. This is my feedback regarding bussing.

Adrienne Yoder -

Realtor.



---

## 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)*

City of Stow

Equity Analysis by Census Tract

School Travel Plan Update 2025

\*Only part of Census Tract 5306.03 is within the City of Stow

## Equity Measure Evaluated:

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 listed equity measures were selected from the suggested equity measures provided in ODOT's School Travel Plans Guidelines. The data source is the American Community Survey 5-year Estimates (2019-2023). The equity values for each census tract are compiled to produce a Total Equity Score which shows areas which may have greater need for walking and biking infrastructure and non-infrastructure investments based upon these equity measures.

## Race/Ethnicity

Table A (below) shows the percent of the population which is a minority race. This table compiles data from the ACS 2019-2023 for individuals who are not Hispanic or Latino and are: Black or African American Alone, American Indian and Alaska Native Alone, Asian Alone, Native Hawaiian and other Pacific Islander Alone, and Some Other Race. The City of Stow has a much smaller percentage of the population than Summit County, Ohio, or the United States. Each census tract was therefore compared to the City in order to determine the equity value associated with this measure. Percentages less than the City's are given a value of 0 and percentages over the City's are given a value of 1.

Table A: Population Minority Race		Percentage of Population	Relative to City	Equity Value
Census Tracts	5304.01	5.4	Under City	0
	5304.02	14.5	Over City	1
	5305.01	10.6	Over City	1
	5305.02	3	Under City	0
	5306.03*	15.5	Over City	1
	5306.04	5.3	Under City	0
	5306.05	5.5	Under City	0
	5306.06	3	Under City	0
City of Stow		8.1	N/A	N/A
Summit County		19	Over City	N/A
Ohio		16.4	Over City	N/A
US		26.7	Over City	N/A

Table B: Population Two or More Races		Percentage of Population	Relative to City	Equity Value
Census Tracts	5304.01	1	Under City	0
	5304.02	5.3	Over City	1
	5305.01	4.7	Under City	0
	5305.02	2.4	Under City	0
	5306.03*	8.8	Over City	1
	5306.04	1.8	Under City	0
	5306.05	5.1	Over City	1
	5306.06	3.5	Under City	0
City of Stow		4.9	N/A	N/A
Summit County		6	Over City	N/A
Ohio		5.7	Over City	N/A
US		12.8	Over City	N/A

\*Only part of Census Tract 5306.03 is within the City of Stow

Table B (above) shows the percentage of the population that are two or more races and not Hispanic or Latino according to the ACS 2019-2023. Again, the City of Stow has a lower percentage than the county, state, or nation. Census tracts with percentages lower than the City’s are given an equity score of 0 and those with percentages over the City’s are given an equity value of 1.

Table C (below) shows the percentage of the population that are Hispanic or Latino in each census tract compared to that of Stow, Summit County, Ohio, and the US. Tracts with percentages lower than the City are given an equity value of 0, while those with higher percentages are given an equity value of 1.

Table C: Population Hispanic or Latino		Percentage of Population	Relative to City	Equity Value
Census Tracts	5304.01	0.2	Under City	0
	5304.02	1.1	Over City	1
	5305.01	1.4	Over City	1
	5305.02	1.5	Over City	1
	5306.03*	0.2	Under City	0
	5306.04	0.5	Under City	0
	5306.05	0.3	Under City	0
	5306.06	1.6	Over City	1
City of Stow		0.9	N/A	N/A
Summit County		2.6	Over City	N/A
Ohio		4.6	Over City	N/A
US		19.4	Over City	N/A

Income and Housing

According to the ACS 5-yr estimate (2019-2023), a lower percentage of the population of Summit County has an income less than \$75,000 than that of Ohio or the United States as a whole. The City of Stow has a lower percentage than Summit County as a whole, so the mean of the value for each census tract has been calculated in Table D (below). Percentages lower than this mean are given an equity value of 0 and percentages higher than the mean are given an equity value of 1.

Table E (below) shows that all census tracts in the City of Stow have a higher average monthly cost of living than Summit County and the State of Ohio, though most have lower average monthly cost of living than the national average.

\*Only part of Census Tract 5306.03 is within the City of Stow

Table F (below) shows the rate of homeownership in each census tract. Those with high rates compared to the mean are given an equity value of 0 and those with low homeownership rates compared to the mean are given an equity value of 1.

Table D: Income Less than \$75,000		Percentage of Population	Relative to Mean	Equity Value
Census Tracts	5304.01	38.7	Under Mean	0
	5304.02	52.6	Over Mean	1
	5305.01	34	Under Mean	0
	5305.02	43.1	Over Mean	1
	5306.03*	51.5	Over Mean	1
	5306.04	37.8	Under Mean	0
	5306.05	37.5	Under Mean	0
	5306.06	31.6	Under Mean	0
City of Stow Census Tract Mean		40.85	N/A	N/A
Summit County		53.8	Over Mean	N/A
Ohio		54.5	Over Mean	N/A
US		63.5	Over Mean	N/A

Table E: Average Monthly Housing Cost		Average Monthly Cost of Living (USD)	Relative to State	Equity Value
Census Tracts	5304.01	1144.6	Over State	1
	5304.02	1156.58	Over State	1
	5305.01	1170.78	Over State	1
	5305.02	1251.66	Over State	1
	5306.03*	1139.18	Over State	1
	5306.04	1353.19	Over State	1
	5306.05	1409.12	Over State	1
	5306.06	1479.12	Over State	1
City of Stow		1248	Over State	N/A
Summit County		1053	Over State	N/A
Ohio		1042	N/A	N/A
US		1338	Over State	N/A

Table F: Homeownership Rate		Percentage of Population	Relative to Mean	Equity Value
Census Tracts	5304.01	76.8	Over Mean	0
	5304.02	65.9	Under Mean	1
	5305.01	74.8	Over Mean	0
	5305.02	80.9	Over Mean	0
	5306.03*	39.7	Under Mean	1
	5306.04	86.9	Over Mean	0
	5306.05	73.3	Over Mean	0

\*Only part of Census Tract 5306.03 is within the City of Stow

	5306.06	84.1	Over Mean	0
Census Tract Mean		72.8	N/A	N/A

Disability Status

Table G (below) shows the percentage of the population that has at least one disability. Populations with higher percentages of disabled individuals might require additional resources and planning when considering walking and biking routes.

The City of Stow has a lower percentage of the population with disabilities than Summit County, Ohio, and the US. Census tracts with a lower percentage are given an equity value of 0 while tracts with a higher percentage are given an equity value of 1.

Table G: Percent of Population with a disability		Percentage of Population	Relative to City	Equity Value
	5304.01	15.9	Over City	1
	5304.02	11.2	Over City	1
	5305.01	11.4	Over City	1
Census Tracts	5305.02	13.9	Over City	1
	5306.03*	9	Under City	0
	5306.04	9.1	Under City	0
	5306.05	8.3	Under City	0
	5306.06	11.1	Equal to City	1
City of Stow		11.1	N/A	N/A
Summit County		13.6	Over City	N/A
Ohio		14.2	Over City	N/A
US		13	Over City	N/A

### Transportation

The City of Stow has a lower percentage of zero and single car households than Summit County, Ohio, and the United States. Households with fewer vehicles available may have a higher need for safe walking and biking routes.

For both equity measures, census tracts with a percentage over that of the City have been given an equity value of 1 and census tracts with a lower percentage than the City have been given an equity value of 0 in Tables H and I (below).

\*Only part of Census Tract 5306.03 is within the City of Stow

Table H: 0 Vehicle Household		Percentage of Population	Relative to City	Equity Value
Census Tracts	5304.01	7.16	Over City	1
	5304.02	0.00	Under City	0
	5305.01	2.92	Under City	0
	5305.02	7.94	Over City	1
	5306.03*	5.51	Over City	1
	5306.04	2.52	Under City	0
	5306.05	0.82	Under City	0
	5306.06	5.28	Over City	1
City of Stow		4.06	N/A	N/A
Summit County		7.43	Over City	N/A
Ohio		7.45	Over City	N/A
US		8.32	Over City	N/A

Table I: 1 Vehicle Household		Percentage of Population	Relative to City	Equity Value
Census Tracts	5304.01	17.21	Under City	0
	5304.02	41.55	Over City	1
	5305.01	22.79	Under City	0
	5305.02	49.70	Over City	1
	5306.03*	29.43	Under City	0
	5306.04	29.69	Under City	0
	5306.05	25.99	Under City	0
	5306.06	29.07	Under City	0
City of Stow		31.78	N/A	N/A
Summit County		36.19	Over City	N/A
Ohio		33.67	Over City	N/A
US		32.86	Over City	N/A

Language

According to the ACS 5-yr estimate (2019-2023), Ohio has a significantly smaller percentage of the population with limited English ability (2.8%) than the United States as a whole (8.4%). Summit County, with 2.9%, is just over Ohio’s percentage. Table J shows the equity analysis value assigned to each census tract based on the comparison to Ohio’s average percent of the population with limited English ability. Percentages lower than Ohio are given a value of 0, and percentages equal to or greater than Ohio are given a value of 1.

\*Only part of Census Tract 5306.03 is within the City of Stow

Table J: Limited English Population		% of Population	Relative to State	Equity Value
Census Tracts	5304.01	2.1	Under Ohio	0
	5304.02	2.9	Over Ohio	1
	5305.01	3.9	Over Ohio	1
	5305.02	1.3	Under Ohio	0
	5306.03*	4.2	Over Ohio	1
	5306.04	2.8	Equal to Ohio	1
	5306.05	0	Under Ohio	0
	5306.06	0	Under Ohio	0
Summit County		2.9	Over Ohio	N/A
Ohio		2.8	N/A	N/A
US		8.4	Over Ohio	N/A

According to the ACS 5-yr estimate (2019-2023), a lower percentage of Summit County’s population (3.9%) is bilingual compared to the rest of Ohio (5%). Table K shows the percentage of the population of each census tract who are bilingual compared to that of Summit County, and the assigned equity value based on that comparison. Percentages over Summit County are given a value of 0 and percentages less than Summit County are given a value of 1.

Table K: Bilingual Population		% of Population	Relative to County	Equity Value
Census Tracts	5304.01	3.1	Under Summit	1
	5304.02	4.4	Over Summit	0
	5305.01	5.8	Over Summit	0
	5305.02	4.1	Over Summit	0
	5306.03*	3.8	Under Summit	1
	5306.04	4.1	Over Summit	0
	5306.05	4.2	Over Summit	0
	5306.06	1.9	Under Summit	1
Summit County		3.9	N/A	N/A
Ohio		5	Over Summit	N/A

Age

Census tracts with a higher percentage of the population at school age may be more likely to have walkers and bikers in need of safe transportation routes. Table L shows that census tracts with lower percentages of the population less than 18 years old (compared to the City) are given an equity value of 0 and those with higher percentages are given an equity value of 1.

\*Only part of Census Tract 5306.03 is within the City of Stow

Table L: Population less than 18yrs		Percentage of Population	Relative to City	Equity Value
Census Tracts	5304.01	17.1	Under City	0
	5304.02	23.4	Over City	1
	5305.01	23.4	Over City	1
	5305.02	17.4	Under City	0
	5306.03*	21.8	Over City	1
	5306.04	19.7	Under City	0
	5306.05	22.5	Over City	1
	5306.06	25.7	Over City	1
City of Stow		21.7	N/A	N/A
Summit County		20.8	Under City	N/A
Ohio		22.2	Over City	N/A
US		22.2	Over City	N/A

Total Equity Score

Table M: Total Equity Score

Equity Measure	5304.01	5304.02	5305.01	5305.02	5306.03*	5306.04	5306.05	5306.06
1a	0	1	1	0	1	0	0	0
1b	0	1	0	0	1	0	1	0
1c	0	1	1	1	0	0	0	1
2a	0	1	0	1	1	0	0	0
2b	1	1	1	1	1	1	1	1
2c	0	1	0	0	1	0	0	0
3a	1	1	1	1	0	0	0	1
4a	1	0	0	1	1	0	0	1
4b	0	1	0	1	0	0	0	0
5a	0	1	1	0	1	1	0	0
5b	1	0	0	0	1	0	0	1
6a	0	1	1	0	1	0	1	1
Total Equity Score	4	10	6	6	9	2	3	6

The Total Equity Scores shown in Table M (above) were used to create Map A, which depicts census tract priority levels for the City of Stow 2025 School Travel Plan Update.

\*Only part of Census Tract 5306.03 is within the City of Stow







Indian Trail ES





Highland ES and Lakeview IS



Woodland ES



Stow-Munroe Falls HS





Holy Family



*Appendix E: Feedback from October Public Comment Period and Final Open House*









**City OF Stow**  
Tradition Centered. Future Focused.

Lynnwood  
Lorewood

### Comment Card

On Lynnwood the school crossing  
people drive by fast to drop off  
kids at Echo Hills.

Pam Sams