

# VILLAGE OF NORTH BALTIMORE

## SAFE ROUTES TO SCHOOL

2026-2031 SCHOOL TRAVEL PLAN

APPROVED: 2/18/2026



## Project Team

### Lead Contact

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205 N. Main Street, North Baltimore, OH, 45872

## Safe Routes to School Team Members:

### School representative(s)

- Ryan Delaney, Superintendent, North Baltimore Local School District

### Local government representative(s)

- Joshua Bender, Village Administrator, Village of North Baltimore
- Mason Davis, Economic Development Specialist, Village of North Baltimore

### Public health representative(s)

- Safa Ibrahim, Coordinator, Wood County Health Department



# 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> 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/>

## 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 2 target schools in the Village of North Baltimore. The following tables and maps provide information on the student demographics and school locations.

Table 1. Target Schools

School District	School Name	School Address	Grades Served
North Baltimore Local Schools	E.A. Powell Elementary	500 N. Main Street, North Baltimore, OH, 45872	PK-6
North Baltimore Local Schools	North Baltimore Middle School / High School	2012 Tiger Drive, North Baltimore, OH, 45872	7-12

Table 2. Student Demographics [Data sourced from 2024-2025 Ohio School Report Card]

School	Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-racial	White, non-Hispanic	Economically Disadvantaged	English Learner	Students with Disabilities	Migrant
E. A. Powell Elementary	370	NC	NC	NC	14.9%	3.1%	80%	57.7%	NC	24.5%	NC
North Baltimore Middle School	104	NC	NC	NC	12.3%	NC	83.9%	54.8%	NC	16.1%	NC
North Baltimore High School	109	NC	NC	NC	NC	NC	90.7%	49.4%	NC	16%	NC

## **Vision, Purpose, and Mission**

### *Vision Statement:*

*“Students in the Village of North Baltimore will have safe, convenient, and accessible routes to school regardless of whether they walk, bike, or drive.”*

### *Mission Statement:*

*“Our mission is to safely deliver children to school while encouraging exercise and a healthier community. We will accomplish this by gathering public input and targeting specific behavior and infrastructure improvements within the Village.*

### *Purpose:*

*“The purpose of this School Travel Plan (STP) is to identify policy, program, and infrastructure recommendations for the Village of North Baltimore and the North Baltimore School District.”*

# Section 2: Existing Conditions For walking and Biking to School

## Current Student Travel

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

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

School	Students within ¼ mile of school	Percent of students within ¼ mile of school	Students within ½ mile of school	Percent of students within ½ mile of school	Students within 1 mile of school	Percent of students within 1 mile of school	Students within 2 miles of school	Percent of students within 2 miles of school
EA Powell Elementary	29	10.1%	67	23.4%	115	40.2%	75	26.2%
North Baltimore Middle School / High School	15	7.4%	33	16.3%	120	59.1%	35	17.2%

This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in **Appendix A**.

**Table 4. Mode of travel to school in the morning**

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
E.A. Powell Elementary	39	8	164	40	0	N/A	N/A
North Baltimore Middle School / High School	34	6	95	31	0	N/A	N/A

**Table 5. Mode of travel from school in the afternoon**

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
E.A. Powell Elementary	39	8	164	40	0	N/A	N/A
North Baltimore Middle School / High School	34	6	95	31	0	N/A	N/A

This information was provided by the school district. Information was collected with the assistance of the Wood County Health Department for use in an upcoming (FY 2026) grant. No major differences between morning and afternoon commuting methods were found.

## Main Routes for Walking and Biking To School

### E.A. Powell Elementary

The primary routes for walking and biking to school are:

- » North Main Street
  - Students travel along the sidewalk on either side of North Main Street, which leads directly to the school.
- » East Maple Street to North Tarr Street
  - Students on Wabash Avenue, Chicago Avenue, Gillette Street, and several side streets utilize the Maple Street sidewalk to reach North Tarr Street. These side streets do not have sidewalks, requiring students to walk in the roadway.
- » North Tarr Street to East Cherry Street
  - North Tarr Street runs parallel to North Main Street and is a common pedestrian route for students on the East side of the Village. North Tarr Street has a complete sidewalk.
- » West Cherry Street between Jewett Avenue and North Main Street
  - West Cherry Street is the primary route for students on the West side of the Village. Students on side streets such as Central Avenue and North Third Street utilize West Cherry Street to reach North Main Street. West Cherry Street has segments of sidewalk, but it is not complete, requiring students to enter the roadway or walk in the grass.

The primary intersections that students walk and bike across to get to school are:

- » North Main Street and East Broadway Street
  - This intersection connects the Village's two busiest streets. A traffic light, a 4-way intersection crosswalk, and pedestrian signals help safeguard student pedestrians and cyclists.
- » West Cherry Street and North Main Street
  - This intersection has a traffic light and a crosswalk sign. Vehicles on West Cherry Street are prohibited from making right-hand turns.
- » West Elm Street to North Main Street
  - Many parents and guardians park at Crates Funeral Home, which is located on Elm Street directly across from the school. They cross from the intersection of West Elm Street and North Main Street, which does not have a crosswalk or traffic light.

### North Baltimore Middle / High School

The primary routes for walking and biking to school are:

- » Rudolph Road from East Broadway Street to Tiger Drive
  - Students travel along the sidewalk on the East Side of Rudolph Road, which leads directly to the school.
- » East Maple Street between North Tarr Street and Rudolph Road
  - Students travel along the sidewalk on the North Side of East Maple Street, which intersects Rudolph Road. Students travel from Wabash Avenue, Chicago Avenue, and Gillette Street to East Maple Street.

The primary intersections that students walk and bike across to get to school are:

» East Maple Street and Rudolph Road

- This intersection is a four-way stop for vehicles and pedestrians. There is a four-way crosswalk.

## Arrival and Dismissal Process

### E.A. Powell Elementary

The Elementary school day starts at 8:00 AM and ends at 2:30 PM.

- School buses and parent vehicles utilize different driveways and parking areas.
  - During arrival, buses drop students off directly in front of the school on North Main Street; at dismissal, students are picked up at the covered bus stop, located on East Cherry Street.
  - Parents can drop off students by using the loop driveway located on East Cherry Street. They can also park on-street on North Main Street, directly in front of the school.
- All students enter and exit the school through the main entrance, which faces North Main Street.
- All students are dismissed at 2:30 PM.
- School staff are present during arrival and dismissal.
  - The school assigns 4 staff members. 2 staff members supervise bus operations, and the others supervise parent vehicle arrivals and dismissals.
- 2 crossing guards are present during arrival and dismissal. They are teachers (separate from the staff mentioned above) who are hired to perform duties as part of the safety patrol. They assist at the East/West Cherry Street and North Main Street intersection.
- A school resource officer (SRO) is present during arrival and dismissal periods. The North Baltimore Police Department does not have an assigned patrol at the school, but occasionally monitors the area to enforce traffic laws.
- Students are not involved in the safety patrol, as it is a teacher responsibility.

### North Baltimore Middle / High School

The Middle School and High School days start at 8:00 AM and end at 2:40 PM.

- School buses and student/parent vehicles utilize different driveways and parking areas.
- All students enter and exit the school through the main entrance, which faces Tiger Drive.
- All students are dismissed at 2:40 PM.
- School staff are present during arrival and dismissal.
  - The school assigns 4 staff members. 2 staff members supervise bus operations, and the others supervise parent vehicle arrivals and dismissals.
- The school does not utilize adult crossing guards.
- A school resource officer (SRO) is present during arrival and dismissal periods. The North Baltimore Police Department does not have an assigned patrol at the school but occasionally monitors the area to enforce traffic laws.
- Students do not serve in any formal safety patrol roles.

# Safety Data Review

Table 6. Bicycle and pedestrian crashes near schools [2026]

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
E.A Powell Elementary	0	0	1	0
North Baltimore Middle School / High School	0	0	1	0

This information is approximated from the Safe Routes to School Radius Map, provided by the Ohio Department of Transportation. A copy of the map is provided in **Appendix A**.

Within the STP study area, there were a total of 90 crashes (2023-2026)

- The crashes resulted in 12 injuries (both suspected and possible) and 0 fatalities.
- The number of crashes that involved property damage only was 78.
- The number of crashes that involved bicycles was 0.
- The number of crashes that involved pedestrians was 1.

This information is approximated from ODPS Electronic Crash System data, generated by the Ohio State Highway Patrol (OSHP) Statistical Analysis Unit. A copy of the data table is provided in **Appendix B**.

# Existing Programs and Policies

## District Bus Policies

All K-12 students attending North Baltimore Local School District are eligible to utilize school bus services. School buses pick students up at designated bus stops throughout the Village.

## School Travel Policies

### **E.A. Powell Elementary**

There are no formal policies that directly/indirectly encourage or discourage students from walking or bicycling to school. All students are released at dismissal, and there are no age restrictions.

### **North Baltimore Middle School / High School**

There are no formal policies that directly/indirectly encourage or discourage students from walking or bicycling to school. All students are released at dismissal, and there are no age restrictions.

## Existing Encouragement Programs

### **E.A. Powell Elementary**

The Elementary offers physical education classes, which provides activities that encourage active movement and walking.

There are no formal walking or cycling encouragement programs in place currently.

### **North Baltimore Middle School / High School**

In addition to physical education classes, middle and high school students are encouraged to participate in a variety of sports and leisure activities that encourage walking and running.

There are no formal walking or cycling encouragement programs in place currently.

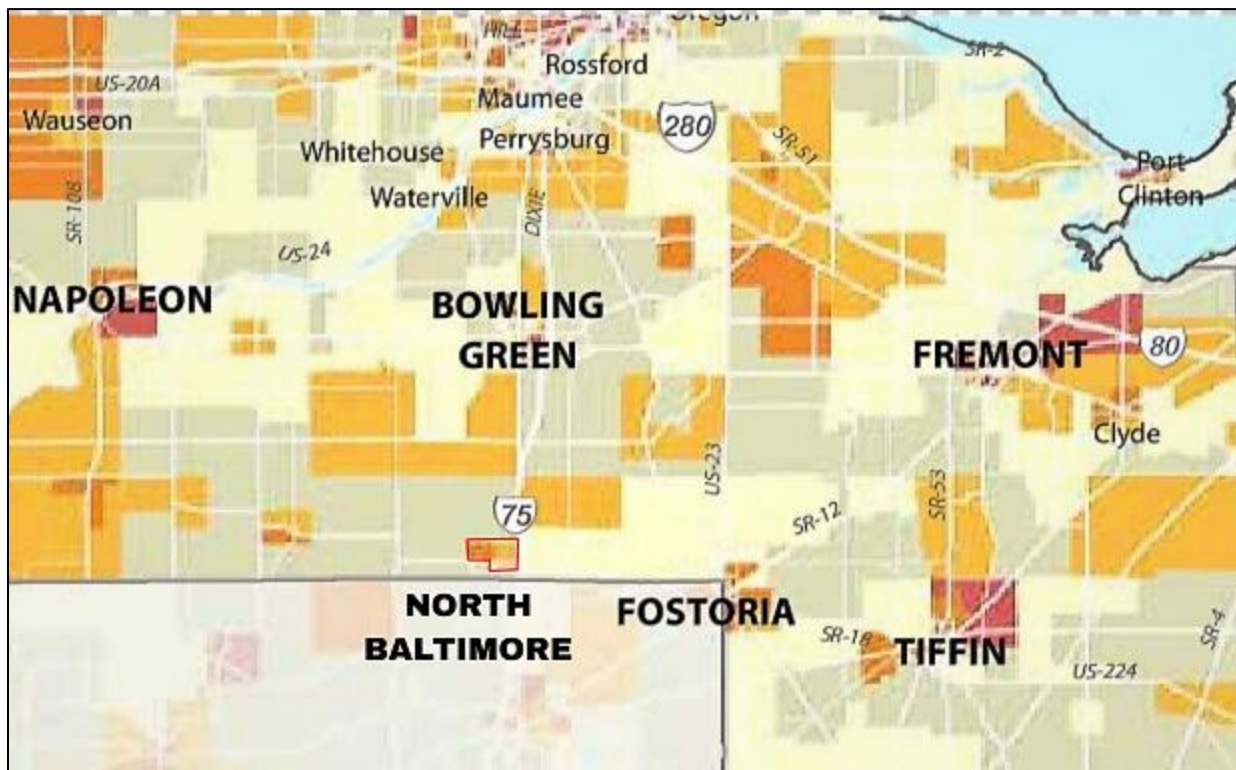
## Equity Analysis

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

The equity factors in ODOT's statewide AT Need analysis are weighted equally, and include:

- Minority groups
- Youth and older adults
- Poverty
- Educational attainment
- Limited English proficiency
- No access to a motor vehicle

The map below highlights levels of need across the school district. In the example map below, most of the community falls between medium and high need. The surrounding area ranges from low to moderate need.



# 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. A walk and bike audit was conducted with various community stakeholders as part of the development of the Village’s Active Transportation Plan (ATP).

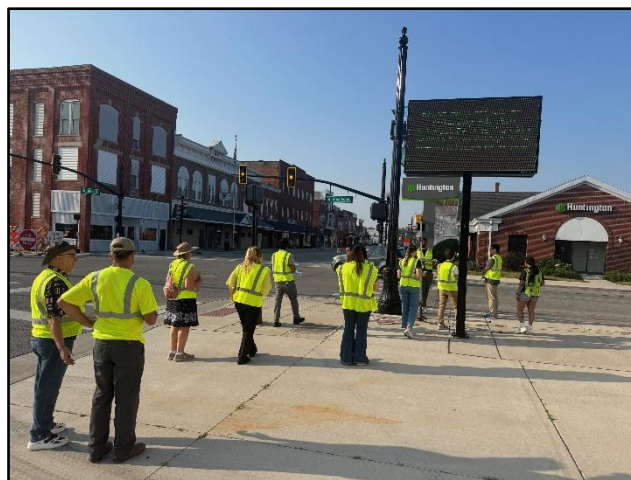
Findings included the following:

**Table 7. Walk Audit Public Feedback [2025]**

Comment	Category
“Conduct an inventory of streetlights”	Roadway Infrastructure
“Limited or no sidewalk on Chicago Ave, Gillette St, W. Cherry Street, N. Beecher Street, and N. Second St.”	Sidewalks
“Remove brick pavers/sidewalk segments.”	Sidewalks; accessibility
“Construct speed bumps on E. Broadway St. near Eagle Landing Homes.”	Roadway Infrastructure
“Designate a truck route to keep semi-trucks off side streets.”	Traffic Control
“Add a pedestrian crossing near the Whistle Stop Pub on N. Main Street”	Pedestrian Infrastructure

**Table 8. Bike Audit Public Feedback [2025]**

Comment	Category
“Addition of bike lanes in high traffic areas.”	Pedestrian Infrastructure
“Bicycle safety education for children.”	Education



*IMAGE: a team from the 2025 North Baltimore Walk Audit reviews North Main Street*

# Section 4: Recommendations

## Key Barriers

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

### **Barrier: *Gaps in the sidewalk network***

Many streets in the Village do not have sidewalks on either side of the road. This often forces pedestrians to walk in the roadway. Some key streets that lack sidewalks include Gillette Street, Chicago Avenue, Wabash Avenue, South Poe Road, and East Broadway Street.

### **Barrier: *Non-ADA compliant / inaccessible sidewalks***

Existing sidewalks in the Village lack uniformity and have failing conditions. Through feedback solicited during the walk audit, it was discovered that many sidewalks fall below the recommended width of 5 feet wide (many are 4 feet). Additional issues affecting sidewalks include uprooted segments due to tree overgrowth, large cracks and chipping, and the presence of brick sidewalks.

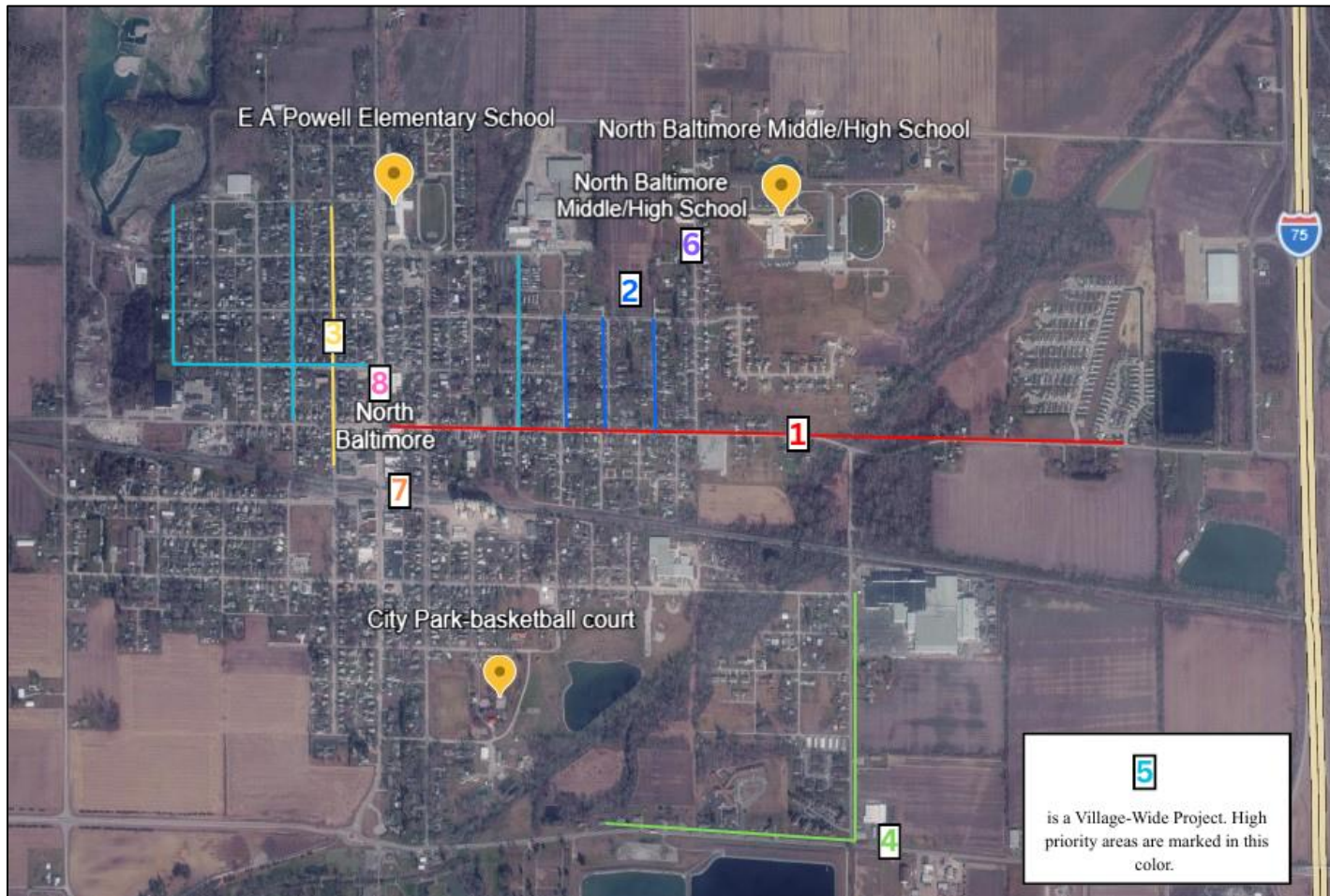
# Infrastructure countermeasure Recommendations

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 9. Infrastructure Recommendations**

School	Project Type	Location	Description	Cost	Priority Level	Potential Funding Source	Timeframe
Powell Elementary and North Baltimore Middle / High School	Sidewalk	East Broadway Street / Eagleville Road	Expansion of existing sidewalk	\$1.9 M.	HIGH	ODOT HSIP	2030
Powell Elementary and North Baltimore Middle / High School	Sidewalk	Chicago Avenue, Wabash Avenue, and Gillette Street	Construction of new sidewalk (one side)	\$352,000	MEDIUM	ODOT SRTS	2029-2030
Powell Elementary	Sidewalk	North Second Street	Construct sidewalks at missing segments	TBD	MEDIUM	ODOT SRTS	2030-2031
Powell Elementary and North Baltimore Middle / High School	Sidewalk / Bike Lane	State Route 18 / South Poe Road	Construct a multi-use path (MUP) and bike lanes	\$987,000	HIGH	TMACOG CRP Program	2029
Powell Elementary and North Baltimore Middle / High School	Sidewalk	Village-wide <i>* Potential Locations include North Beecher Street, Jewett Avenue, West Cherry Street and North Third Street</i>	Repair sidewalk tripping hazards, level sidewalks, and replace brick segments	\$60,000 <i>*Annual allocation to use for repairs</i>	MEDIUM	North Baltimore Sidewalk Tax Assessment	2027-2028
North Baltimore High School / Middle School	Traffic Calming	Rudolph Road / Tiger Drive School Zone	Install flashing traffic beacons in school zone	\$10,000	MEDIUM	Wood County	2026-2027

						Health Department	
Powell Elementary	Pedestrian Infrastructure	North-South Main Street	Construct a pedestrian bridge above railroad tracks	TBD	LOW	STBG Funding	TBD
Powell Elementary	Pedestrian Infrastructure	North Main Street	Upgrade pedestrian crossing to include RRFB	\$10,000	MEDIUM	ODOT HSIP	2027



**MAP LEGEND**

- (1) E. Broadway/Eagleville Road Sidewalk Construction
- (2) Chicago, Wabash Gillette Sidewalk Construction
- (3) N. Second Street Sidewalk Construction
- (4) SR-18 MUP & S. Poe Bike Lanes
- (5) Village-wide sidewalk rehabilitation
- (6) High School / Middle School Flashing Traffic Beacons
- (7) Main Street Railroad Pedestrian Bridge
- (8) N. Main Street pedestrian crossing RRFB upgrade

## 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 10. Program and policy recommendations**

School	Project Type	“E’s”	Description	Leaders	Timeframe
Powell Elementary	Policy	Enforcement	Patrol school zone during arrival/dismissal to ensure traffic law compliance	NBPD	Immediate
Powell Elementary and North Baltimore High School / Middle School	Study	Engineering, Evaluation, Equity	Complete Active Transportation Plan (ATP)	Wood County Health Department	2026
Powell Elementary	Program	Education	Conduct traffic safety and awareness activities for students	North Baltimore Local Schools	2026-2031

# Implementation

Collaboration is the first step towards successful implementation of the North Baltimore 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 11. Implementation recommendations**

Agency	Role/responsibility	Timeline for implementation
Village of North Baltimore	Apply for funding for infrastructure projects; coordinate with engineer and construction firms to complete infrastructure projects	2026-2031
North Baltimore Local Schools	Conduct traffic safety and awareness activities for students	2026-2031
Wood County Health Department	Complete Active Transportation Plan (ATP); Provide recommendations for “education” and “encouragement” programs for school	2026-2027
Lake Erie West Regional Council	Provide general resources for funding and evaluation to Village of North Baltimore	N/A

# Pledge of Support

The Village of North Baltimore and the North Baltimore School District are joining together to improve safety and encourage more students to walk and bicycle to school. The vision for Safe Routes to School in our community is:

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

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

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Printed Name: \_\_\_\_\_

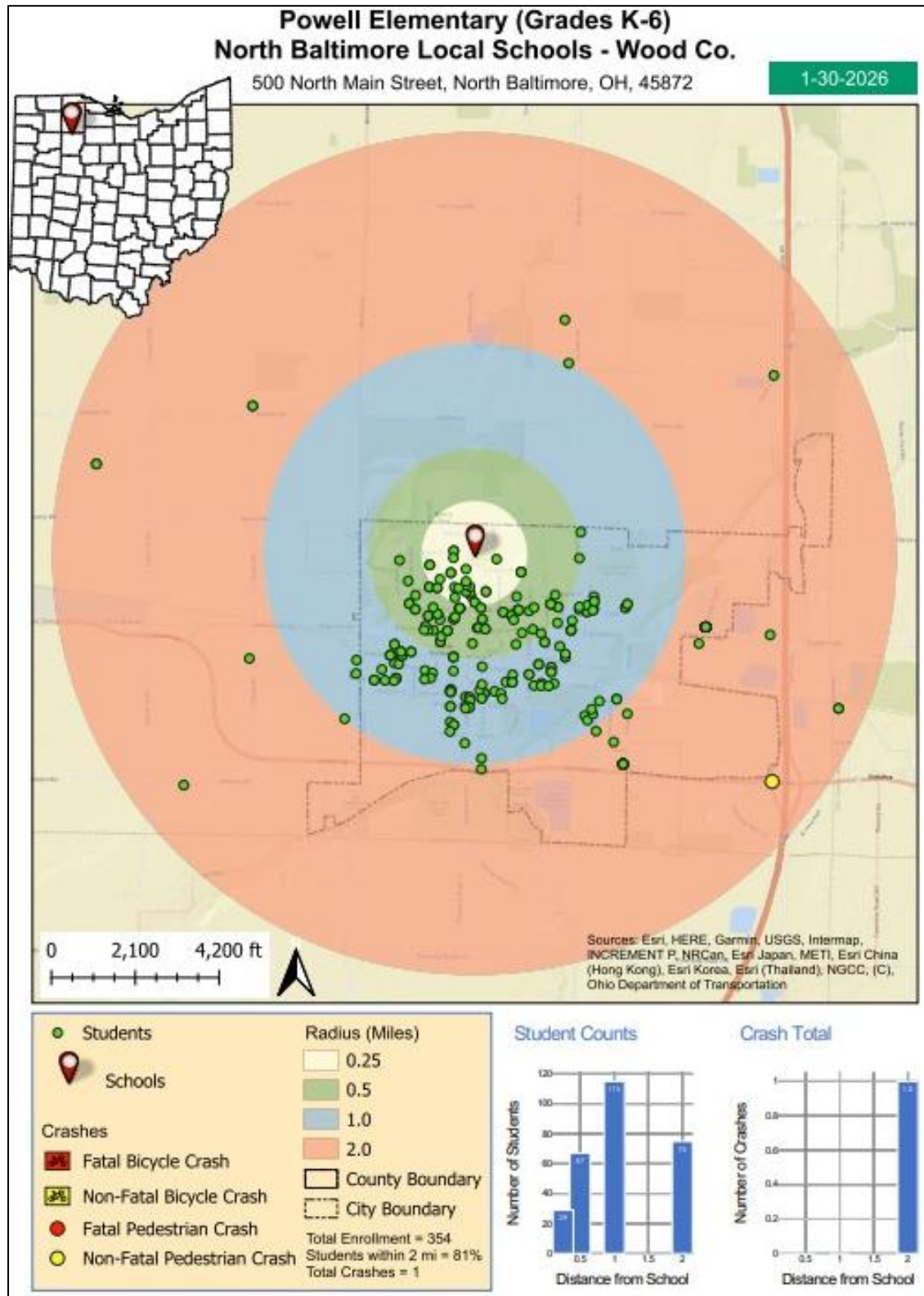
**North Baltimore Local School District Superintendent**

**Village of North Baltimore Administrator**

# Appendices

- A. *Student address and crash maps*
- B. *ODPS Electronic Crash System Data*
- C. *Public engagement materials*
- D. *Field observation photos*
- E. *Sidewalk Trip Hazard Map*
- F. *Pledge of Support – North Baltimore Village Administrator and North Baltimore Local School Superintendent*
- G. *Letter of Support – Toledo Metropolitan Area Council of Governments (Lake Erie West Regional Council)*

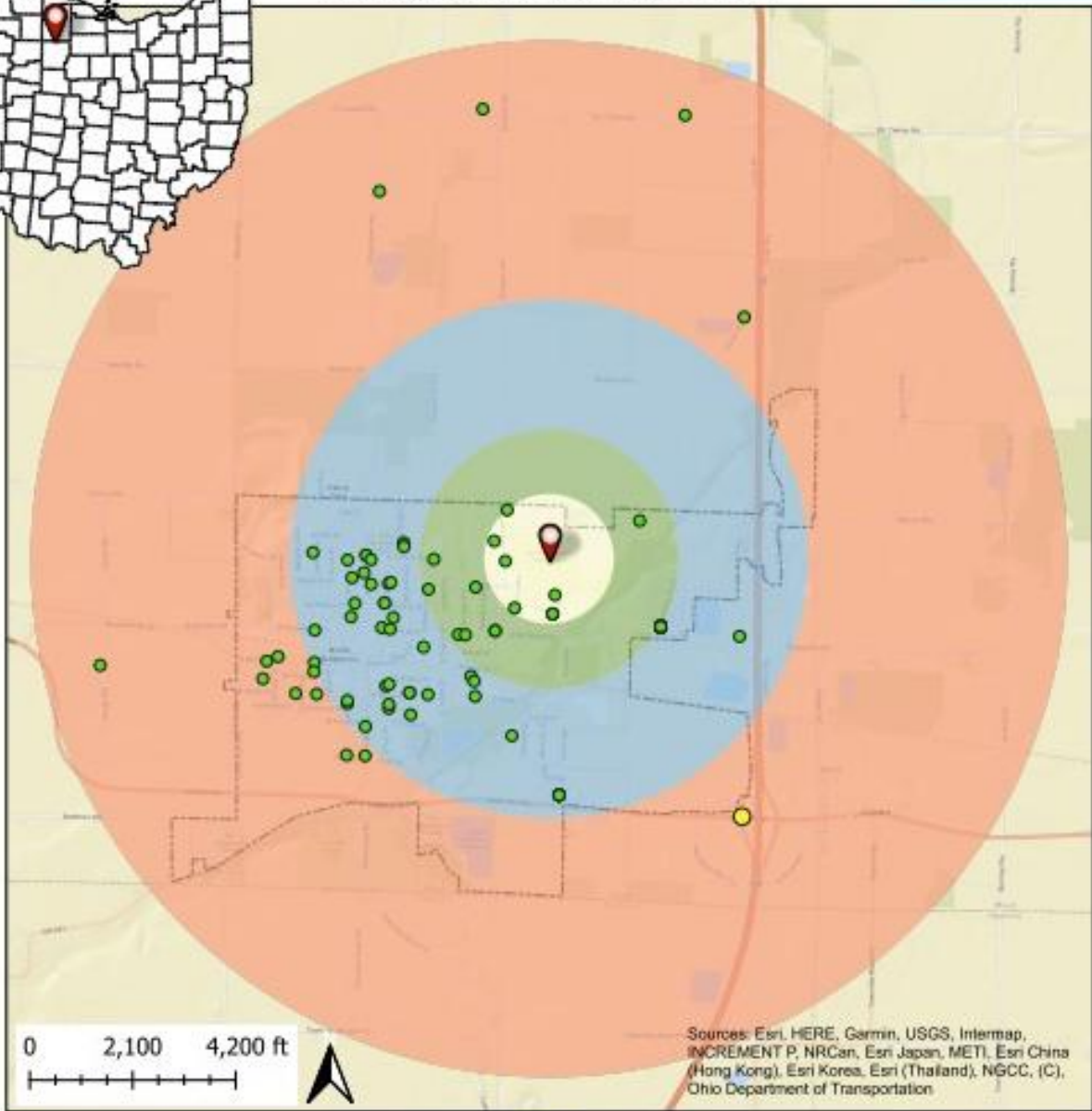
# Appendix A: Student Address and Crash Maps



# NB Middle School (Grades 7-8) North Baltimore Local Schools - Wood Co.

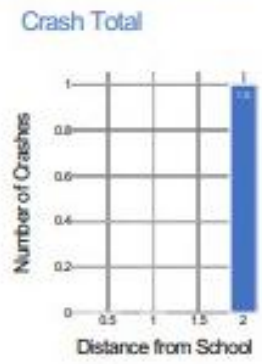
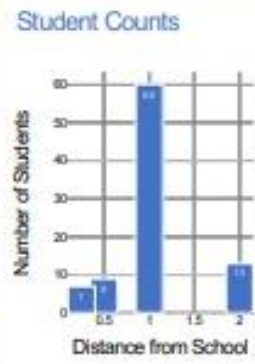
2012 Tiger Dr, North Baltimore, OH, 45872

1-30-2026



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

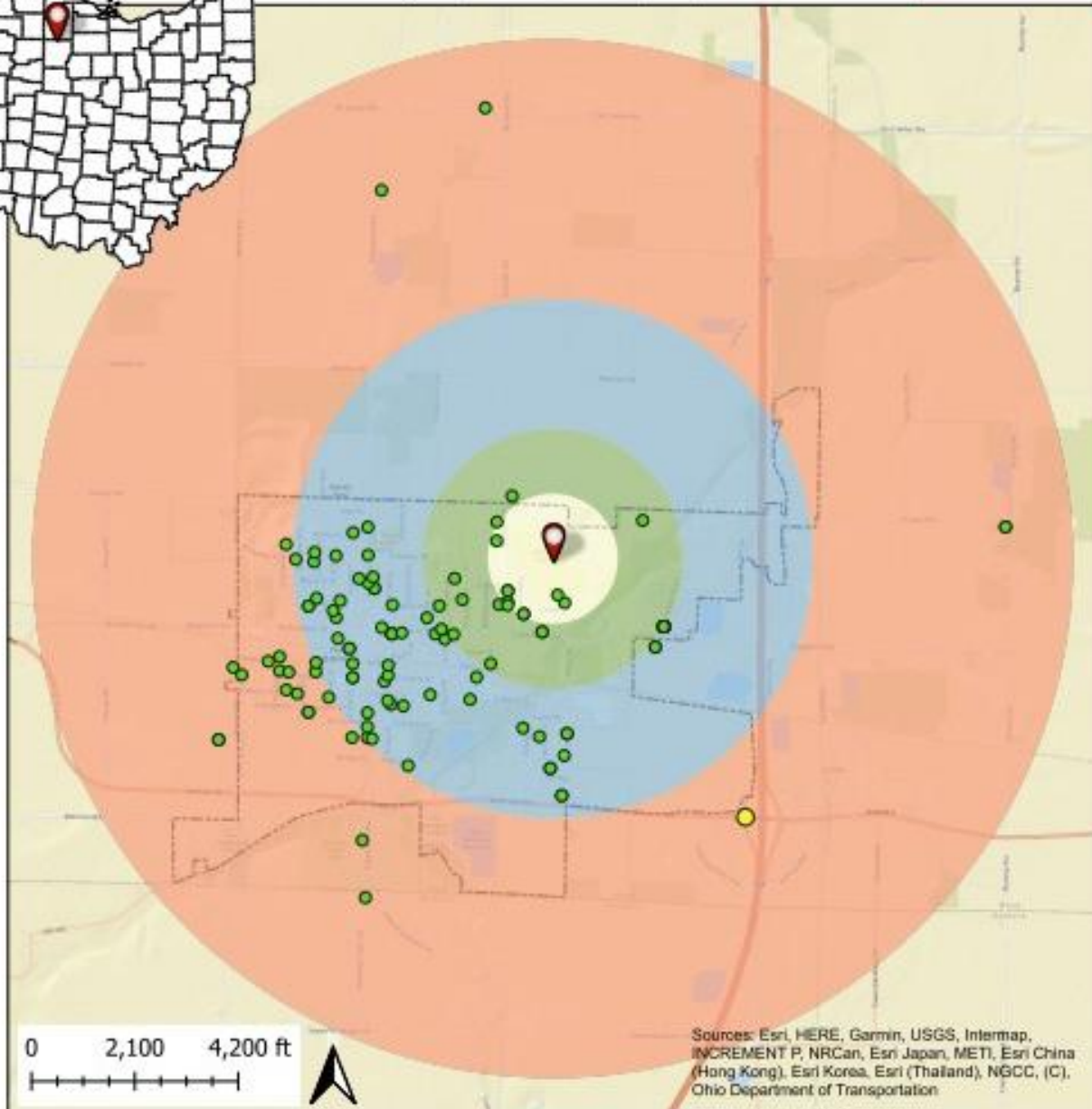
● Students	Radius (Miles)
📍 Schools	0.25
	0.5
	1.0
	2.0
Crashes	County Boundary
🚲 Fatal Bicycle Crash	City Boundary
🚲 Non-Fatal Bicycle Crash	
🚶 Fatal Pedestrian Crash	
🚶 Non-Fatal Pedestrian Crash	
	Total Enrollment = 101
	Students within 2 mi = 88%
	Total Crashes = 1



# NB High School (Grades 9-12) North Baltimore Local Schools - Wood Co.

2012 Tiger Dr, North Baltimore, OH, 45872

1-30-2026



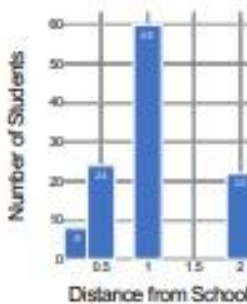
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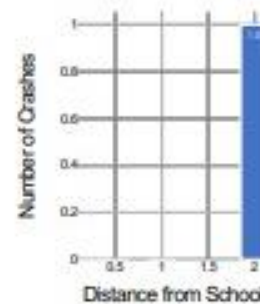
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

● Students	Radius (Miles)
📍 Schools	◻ 0.25
	◻ 0.5
	◻ 1.0
	◻ 2.0
Crashes	▭ County Boundary
🚲 Fatal Bicycle Crash	▭ City Boundary
🚲 Non-Fatal Bicycle Crash	
🚶 Fatal Pedestrian Crash	Total Enrollment = 136
🚶 Non-Fatal Pedestrian Crash	Students within 2 mi = 84%
	Total Crashes = 1

Student Counts



Crash Total




# Appendix B: ODPS Electronic Crash System Data


## 56154 North Baltimore Crash Statistics

Crashes by Severity and Year				
<input checked="" type="radio"/> Full Year <input type="radio"/> Year-to-Date <= <input type="text" value="02/17"/>	Year			
	2023	2024	2025	2026
<b>Serious Injury Suspected</b>	1	0	1	0
<b>Minor Injury Suspected</b>	2	1	2	0
<b>Injury Possible</b>	0	2	3	0
<b>Property Damage Only</b>	6	37	30	6
<b>Grand Total</b>	<b>9</b>	<b>40</b>	<b>36</b>	<b>6</b>
<b>Fatalities</b>	0	0	0	0
<b>Unbelted Fatalities</b>	0	0	0	0
<b>Serious Injuries</b>	2	0	1	0
<b>Unbelted Serious Injuries</b>	2	0	0	0

Crashes by Variable	
Alcohol-Related	5
Commercial At-Fault	10
Commercial-Related	11
Distracted-Related	6
Juvenile-Related	6
Mature-Related	35
OVI-Related	5
Speed-Related	5
Unbelted-Related	26
Youth-Related	21



STATE  
HIGHWAY  
PATROL  
OHIO



Ohio  
Ohio Traffic  
Safety Office

Data Source: ODPS Electronic Crash System  
 Design and Layout: OSHP Statistical Analysis Unit  
 Ohio State Highway Patrol  
 Data Updated: Tuesday, February 17, 2026

Additional crash statistics can be found on OSTATS:  
<https://statepatrol.ohio.gov/ostats.aspx>

## Appendix C. Public Engagement Materials

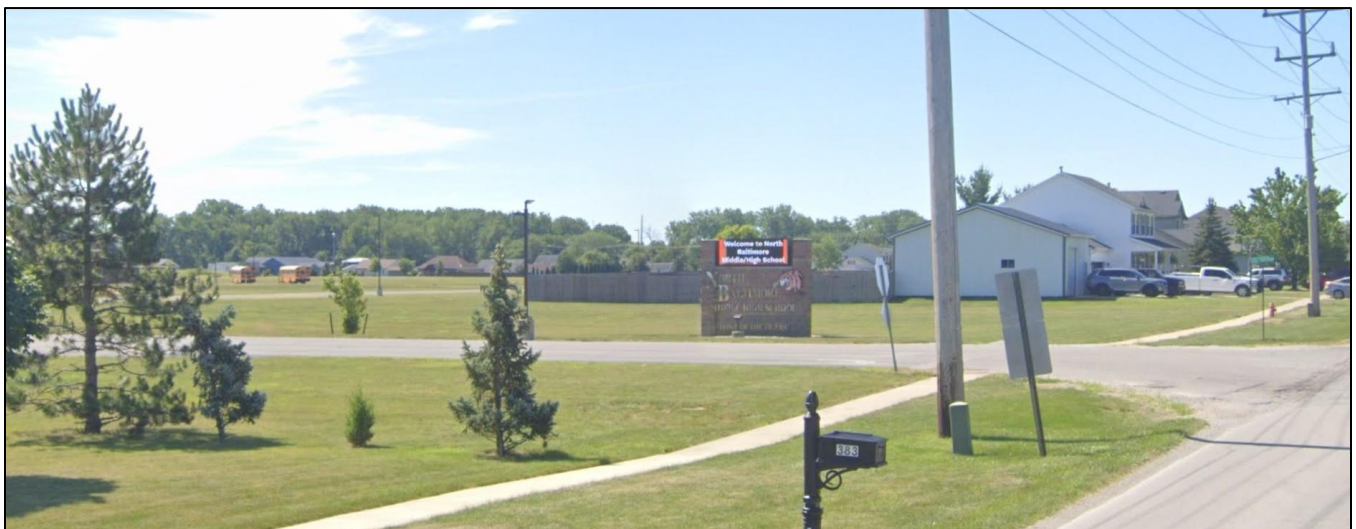
North Baltimore Walk Audit Public Feedback	
Comment	Category
“Conduct an inventory of streetlights”	Roadway
“Limited or no sidewalk on Chicago Ave, Gillette St, W. Cherry Street, N. Beecher Street, and N. Second St.”	Sidewalks
“Remove brick pavers/sidewalk segments.”	Sidewalks
“Construct speed bumps on E. Broadway St. near Eagle Landing Homes.”	Roadway
“Designate a truck route to keep semi-trucks off side streets.”	Traffic
“Add a pedestrian crossing near the Whistle Stop Pub on N. Main Street”	Pedestrian

North Baltimore Bike Audit Public Feedback	
Comment	Category
"Addition of bike lanes in high traffic areas."	Pedestrian/Cyclist Infrastructure
"Bicycle safety education for children."	Education

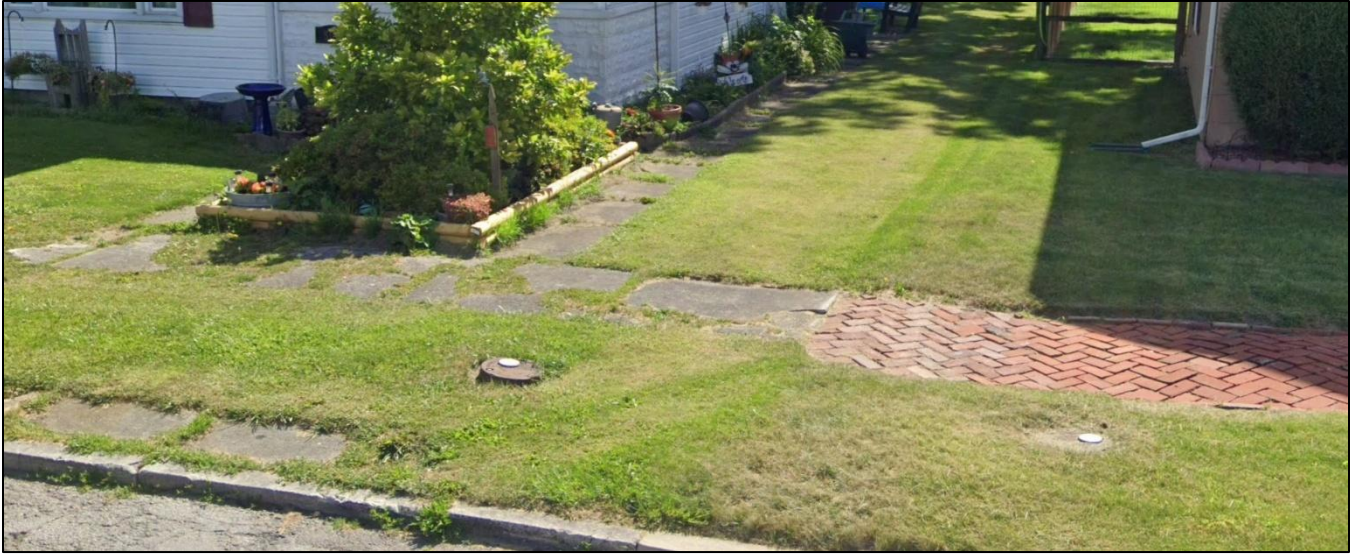
## Appendix D. Field Observation Photos



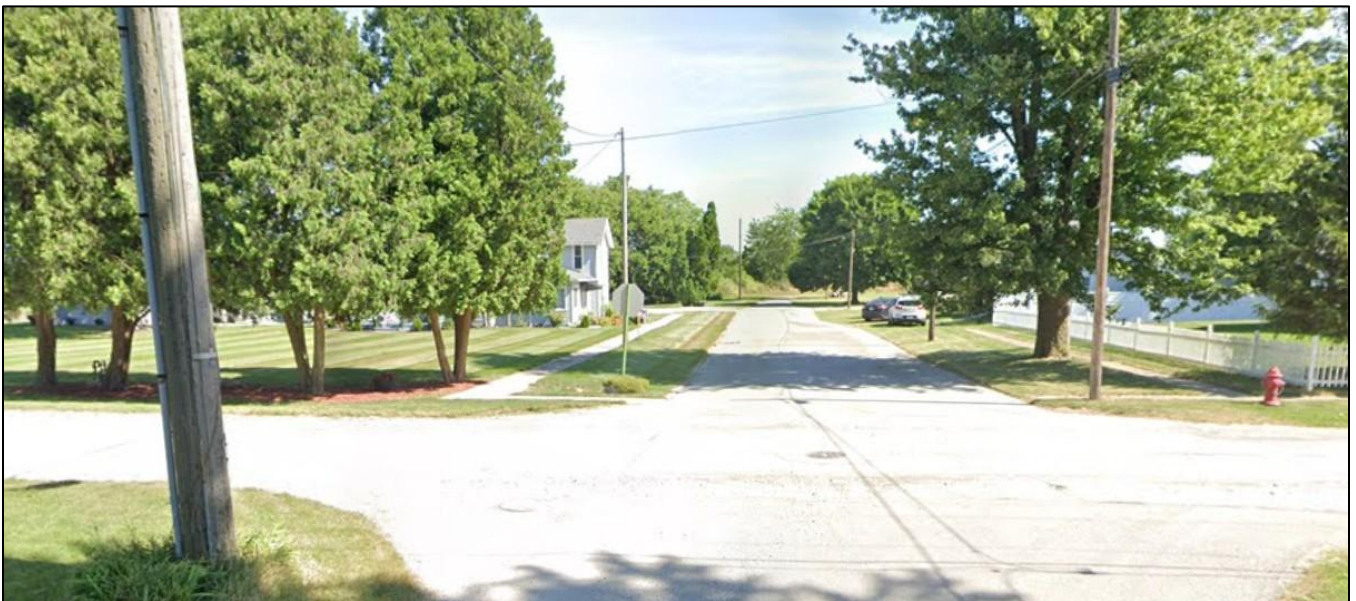
*IMAGE: The four-way intersection of North Main Street, West Cherry Street, and East Cherry Street, outside of Powell Elementary School.*



*IMAGE: The sidewalk outside of Tiger Drive, which encapsulates North Baltimore Middle and High School.*



*IMAGE: A sidewalk on North Third Street. The street has a sidewalk with partially complete segments, narrow width, and brick pavers.*



*IMAGE: Sidewalk near the intersection of Jewett Street and W. Cherry Street. The sidewalk network is incomplete and terminates at this particular intersection.*

# Appendix E. Sidewalk Trip Hazard Map

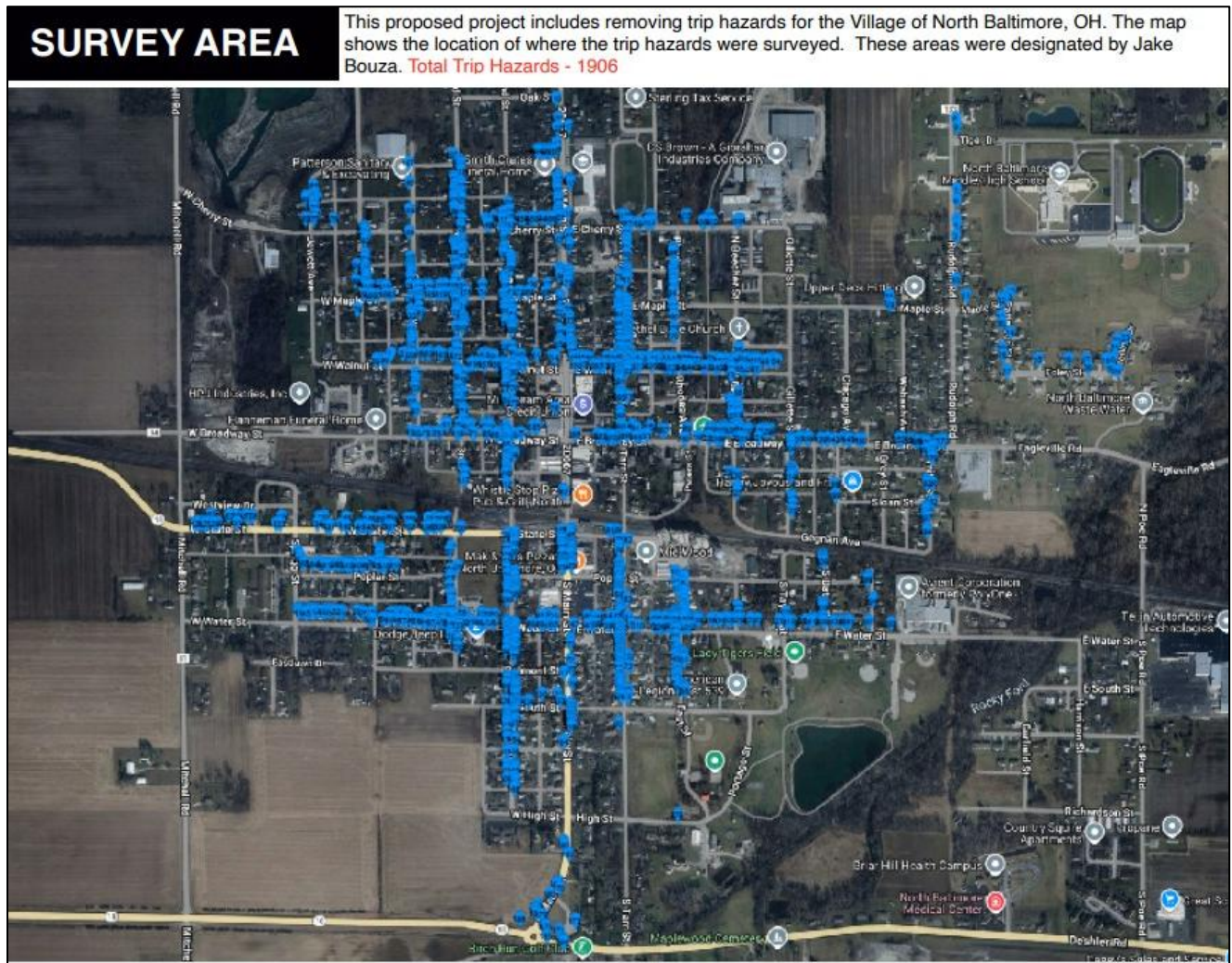


IMAGE: Trip Hazard Map completed by Precision Concrete Cutting Inc. Ohio

# Appendix F. Pledge of Support

## Pledge of Support

The Village of North Baltimore and the North Baltimore School District are joining together to improve safety and encourage more students to walk and bicycle to school. The vision for Safe Routes to School in our community is:


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

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

Signature: 

Printed Name: Ryan Delaney

North Baltimore Local School District Superintendent

Signature: 

Printed Name: Joshua Bender

Village of North Baltimore Administrator

# Appendix G. Letter of Support



Toledo Metropolitan Area Council of Governments  
300 Dr. Martin Luther King Jr. Drive, Suite 300, Toledo, OH 43604

P.O. Box 9508 Toledo, OH 43697-9508  
Phone 419.241.9155 | [www.tmacog.org](http://www.tmacog.org)

February 24, 2026

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

To Whom It May Concern,

Lake Erie West Regional Council, formerly Toledo Metropolitan Area Council of Governments (TMACOG), endorses the Village of North Baltimore's updated School Travel Plan (STP). Lake Erie West is the metropolitan planning organization for northwestern Ohio and southeastern Michigan. Our transportation planning region includes Lucas and Wood counties in Ohio and the southern three townships of Monroe County, Michigan. Together, our members work on transportation issues that affect quality of life for everyone in our region. The STP complies with guidelines to support the development and implementation of STP from the Lake Erie West Regional Council's Moving Forward 2055: Regional Long Range Transportation Plan.

The Village of North Baltimore has prepared an updated copy of the North Baltimore STP. This document is intended to guide the development of essential countermeasures for the well-being of K-12 students who commute to school. The current iteration of the STP will be in effect from 2026 to 2031.

Proposed countermeasures include the development of new sidewalks, rehabilitation of existing sidewalk segments, and pedestrian infrastructure improvements such as crosswalks and traffic beacons. The plan will improve the quality of life for residents and students in the Village and Lake Erie West, supports the updated plan and encourages efforts to implement it.

Sincerely,

Sandy Spang  
Executive Director

SS:ja