

NORTH ELEMENTARY & SOUTHEAST INTERMEDIATE SCHOOLS

SAFE ROUTES TO SCHOOL TRAVEL PLAN

April 2013



**OHIO SAFE ROUTES TO SCHOOL
SCHOOL TRAVEL PLAN**



SECTION 1: OUR SCHOOL(S)

School District	School Name	School Address	Grades served
Crestline Exempted Village School District (EVSD)	North Elementary School	401 Heiser Court Crestline, Ohio 44827	PreK-3

Your School's Students 2011-2012

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
222	NA	NA	NA	NA	NA	92.8%	67.9%	NA	21.1%	NA

School District	School Name	School Address	Grades served
Crestline Exempted Village School District (EVSD)	Southeast Intermediate School	300 Arnold Street Crestline, Ohio 44827	4-6

Your School's Students 2011-2012

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
159	NA	NA	NA	NA	NA	90.4%	72.6%	NA	12.9%	NA

NOTE: All students from both North Elementary and Southeast Intermediate Schools will move to a new location beginning in the fall of 2013. The address of the new location is: 435 Oldfield Rd Crestline, Ohio. The high school is also located at this site. Grades 7-8 began attending in January 2013.

Body Mass Index for Ohio's Third Grade Students

A review of the *Report on the Body Mass Index of Ohio's Third Graders*, conducted by the Ohio Department of Health, found that childhood obesity is one of the most important public health issues in Ohio with more than 30 percent of children and adolescents classified as overweight or obese. In a 2009-2010 study, it was reported that 33.6% of third grade students living in Crawford County, where North Elementary and Southeast Intermediate Schools are located, have a prevalence of being overweight or obese. Through physical activity, such as walking or biking to and from school, or educating youth about the importance of an active lifestyle, ODOT's Safe Routes to School Program hopes to foster awareness and prevention to combat this serious public health issue.

1A. Community Stakeholders and the Safe Routes to School Team:

School Representatives:

Name	Email address	5 E Role:
Dan Sipek, Principal (Southeast ES)	sipek.dan@crestline.k12.oh.us	Education, Evaluation
Lindsey Welch, Principal (North ES)	welch.lindsey@crestline.k12.oh.us	Education, Evaluation

Community Representatives:

Name	Email address	5 E Role:
Lori Cochran, PTA President	crestlinepto@yahoo.com	Education, Encouragement

Local Government Representatives:

Name	Email address	5 E Role:
Marc Milliron, Village Administrator	mmilliron@crestlineoh.us	Encouragement, Enforcement, Evaluation
David Sharrock, Village Mayor	dsharrock@crestlineoh.us	Encouragement, Enforcement, Evaluation
Steve Heiby, Street Superintendent	sheiby@crestlineoh.us	Encouragement

Education Representative:

Name	Email address	5 E Role:
David Heflinger, Crestline EVSD Superintendent	heflinger.dave@crestline.k12.oh.us	Encouragement, Education, Evaluation

Health Representatives:

Name	Email address	5 E Role:
Kate Siefert , Crawford County Health Department	Kate.Siefert@odh.ohio.gov	Encouragement, Education, Evaluation

Public Safety Representatives:

Name	Email address	5 E Role:
Joe Butler, Police Chief	jbutler@crestlineoh.us	Encouragement, Enforcement
Mike Weisman, Fire Chief	mweisman@crestlineoh.us	Encouragement, Enforcement

Other:

Name	Email address	5 E Role
Jim Mawhorr, Engineer	jmawhorr@kemccartney.com	Engineering
Jotika Shetty, Planner	jshetty@kemccartney.com	Evaluation

1B. The lead contact for our Plan is:

Name: Marc Milliron

Affiliation: Administrator, Village of Crestline

Phone Number: 419-683-3800

Email address: mmilliron@crestlineoh.com

Mailing address: Village of Crestline, 100 N. Seltzer St., Crestline, OH 44827

SECTION 2: OUR SRTS VISION

The Crestline EVSD Planning Team's goals are to create a safe walking and biking environment for the school community and to:

1. Make the community aware of the various active modes of transportation available to children to travel to school;
2. Educate and encourage students to adapt a healthy lifestyle that includes bicycling and walking at every opportunity and address the perception that these travel options are unsafe;
3. Work diligently to combat childhood obesity by encouraging balanced diet and proper exercise;
4. Improve the connectivity for pedestrians and cyclists between neighborhoods and the school; and
5. Facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of the school.

SECTION 3: CURRENT STUDENT TRAVEL

North Elementary School

3A. How many students live within walking and bicycling distance of school?

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	42	6%
Within 1/2 mile of school	237	35%
Within 1 mile of school	465	68%
Within 2 miles of school	620	91%

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.

3B. How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips) - 491	2%	3%	54%	41%	0.4%	NA	NA
Number of students (afternoon trips) - 489	3%	3%	64%	29%	NA	NA	NA
Primary walking/bicycling routes	- North Henry and North Wiley to the school. - North Tillman to the alley to the school.						

The full student travel tally aggregate is located in Appendix B.

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

Excerpted Transportation Policy, Section EEAA

“Walkers and Riders” – The Board provides transportation for resident elementary students in grades kindergarten through 8, who live more than two miles from school, and for all students with physical or mental disabilities which make walking impossible or unsafe. The transportation of high school students is optional. ... The Board may create exceptions to the established areas when:

1. “in the judgment of the Board walking conditions to the student’s school are extremely hazardous ...”

How it affects student travel modes:

The district currently buses all students, within and beyond the two-mile distance noted in the policy. Therefore, not many students walk or bicycle to school.

School Travel Policies

The school follows the district’s transportation policy (see Appendix C).

3D. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input checked="" type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input type="checkbox"/> No, students can use different entrances.</p>
<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p><i>If no, in two sentences or less, describe how dismissal is staggered at your school:</i> Students picked up in cars, walkers and bicyclists are dismissed first. Then students who ride the bus.</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p><i>If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:</i> School staff members monitor arrival and dismissal to ensure students enter and exit the campus safely.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input checked="" type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p> <p><i>If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:</i> Although police officers do not direct traffic, they are present to enforce speeding in school zones.</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p>

3E. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Speed of Traffic Along Route
Safety of Intersections and Crossings
Amount of Traffic Along Route
Distance
Sidewalks or Pathways

The full results of the Parent Survey are located in Appendix D.

3F. Safety Issues and Concerns.

Parents' concerns are distance from the school, their children are too young and general safety concerns as well as citing concerns about sexual predators. One parent suggested adding crossing guards.

Relevant traffic crashes.

Traffic crash totals listed below were obtained from ODOT and are for both North Elementary and Southeast Intermediate Schools.

There were 3 total crashes within the STP study area.
 The crashes resulted in 2 injuries and 0 fatalities.
 The number of crashes that involved bicycles was 2.
 The number of crashes that involved pedestrians was 1.

3G. Walking and bicycling encouragement activities at the school.

There are not currently any walking and bicycling encouragement activities at the current site due to the lack of infrastructure and associated safety concerns.

Southeast Intermediate School**3H. How many students live within walking and bicycling distance of school?**

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	33	5%
Within 1/2 mile of school	134	20%
Within 1 mile of school	488	71%
Within 2 miles of school	624	91%

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.

3I. How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Number of students (morning trips) - 81	4%	1%	60%	34%	1%	NA	NA
Number of students (afternoon trips) - 81	5%	1%	76%	17%	0.5%	NA	NA
Primary walking/bicycling routes	- Exit to Arnold Street, and disperse to neighborhood streets to the east and west.						

The full student travel tally aggregate is located in Appendix B.

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

Please see response to 3C above. The school follows the district’s transportation policy (see Appendix C).

3K. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input checked="" type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input type="checkbox"/> No, students can use different entrances.</p>
<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p><i>If no, in two sentences or less, describe how dismissal is staggered at your school:</i> Students dismiss in three waves, bus riders first, then student picked up in cars and walkers and bicyclists last.</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p><i>If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:</i> The principal monitors arrival and dismissal to ensure students enter and exit the campus safely.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input checked="" type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p>

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

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

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

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

Although police officers do not direct traffic, they are present to enforce speeding in school zones.

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

Yes, we have a student safety patrol.

No, we do not have a student safety patrol.

3L. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Distance
Amount of Traffic Along Route
Speed of Traffic Along Route
Safety of Intersections and Crossings
Weather or climate

The full results of the survey are located in Appendix D.

3M. Safety Issues and Concerns.

-Parents’ primary concern is children’s safety.
 -Team members’ primary concern is lack of sidewalks on Arnold.

Relevant traffic crashes.

Traffic crash totals listed below were obtained from ODOT and are for both North Elementary and Southeast Intermediate Schools.

There were 3 total crashes within the STP study area.
 The crashes resulted in 2 injuries and 0 fatalities.
 The number of crashes that involved bicycles was 2.
 The number of crashes that involved pedestrians was 1.

3N. Walking and bicycling encouragement activities at the school.

There are not currently any walking and bicycling encouragement activities at the current site due to the lack of infrastructure and associated safety concerns.

New Combined School Location – 435 Oldfield Road

Students in grades 7-8 began attending the new school location in January 2013, while students in grades K-6 will attend the new location in fall of 2013. All grades K-12 will be housed at the new combined school location in the 2013-2014 school year.

30. Are there any school or district policies that impact students walking or bicycling to school?

Please see response to 3C above. The school follows the district's transportation policy (see Appendix C).

3P. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p><i>If no, in three sentences or less, describe how students enter the building:</i></p> <p>There are multiple entrances to the school available to students.</p>
<p>Are all students released at the same time during dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all students are released at the same time.</p> <p><input type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p><i>If no, in two sentences or less, describe how dismissal is staggered at your school:</i></p> <p>However it will change in the fall to staggered by grade.</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p><i>If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal:</i></p> <p>School staff monitor arrival and dismissal to ensure students enter and exit the campus safely.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input checked="" type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p> <p><i>If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:</i></p> <p>Although police officers do not direct traffic, they are present to enforce speeding in school zones.</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p>

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

Issue/Description
<p>Distance – The School District covers a very rural area, many of the houses are multiple miles away from the school campus. These rural areas lack much of the infrastructure that accommodates walking and biking.</p>
<p>Amount of Traffic Along Route – Arnold is a narrow street, which discourages parents from allowing students to walk and bicycle to school on it. Main Street (Old 30) is also a busy road which discourages parents from allowing students to walk and bicycle to school on it.</p>
<p>Speed of Traffic Along Route – Arnold is a busy street which discourages parents from allowing students and walk and bicycle to school on it. Main Street (Old 30) is also a busy road which discourages parents allowing students to walk and bicycle to school on it.</p>
<p>Safety of Intersections and Crossings – There is a lack of crosswalks and pedestrian signals on Main Street at intersections along student travel routes.</p>
<p>Sidewalks or Pathways – The lack of infrastructure discourages parents from letting their children walk and bicycle to school.</p>

SECTION 5: RECOMMENDED SRTS COUNTERMEASURES

5A. Non-infrastructure Countermeasure Recommendations

EDUCATION COUNTERMEASURES: A description of the education strategies to be implemented within the next 12 months.

EDUCATION	
Issue	Countermeasure
Students do not know how to safely walk and bicycle to school.	Reinstate Safety Town for incoming kindergarteners.
Students do not know how to safely walk and bicycle to school.	Start a Bike Rodeo program for 3-4 graders.
Parents concern over student safety.	Train parents and educators about starting a Walking School Bus program through ODOT.
Parents and students do not know benefits of walking/ bicycling to school.	Incorporate safety into curriculum to educate students on the academic and health benefits of physical activity; and develop a bicycle education program in health and PE curriculum.
Students do not know how to safely walk and bicycle to school.	Promote ODOT's Every Move You Make, Make It Safe Campaign.

Medium and Long Term Strategies (past 12 months):

1. Continue to educate students on the academic and health benefits of physical activity.
2. Annually promote ODOT's, "Every Move You Make, Make It Safe" campaign.

ENCOURAGEMENT COUNTERMEASURES: A description of the encouragement strategies to be implemented within the next 12 months.

ENCOURAGEMENT	
Issue	Countermeasure
Parents concern over student safety.	Start a Walking School Bus program, perhaps combined with a remote drop off program from what will be the "old" North school site in fall 2013.
Parents and students do not know benefits of walking/bicycling to school.	Participate in International Walk to School Day.
Parents and students do not know benefits of walking/bicycling to school.	Participate in International Bike to School Day.

Medium and Long Term Strategies (past 12 months):

1. Establish Walking School Bus at the beginning of every school year.
2. Annually participate in Walk to School Day.
3. Annually participate in Bike to School Day.

4. Develop mileage clubs for competition between classes or grade levels based on distances.

ENFORCEMENT COUNTERMEASURES: A description of the enforcement strategies to be implemented within the next 12 months.

ENFORCEMENT	
Issue	Countermeasure
Speeding.	Enforce School Zone speed limits.
Driver Behavior.	Create student safety patrol through the AAA Crossing Guard Program.
Speeding.	Double Fines for Speeding in School Zones at new school location.

Medium and Long Term Strategies (past 12 months):

1. Look into the development of a volunteer Adult Crossing Guard program to help address crossing needs around new combined school campus.
2. Continue to enforce double fines for speeding in school zones.
3. Continue increased patrol activities during arrival and dismissal.

EVALUATION COUNTERMEASURES: A description of the evaluation strategies to be implemented within the next 12 months.

EVALUATION	
Issue	Countermeasure
Sustainability of the Student Travel Plan.	Conduct Parent Surveys.
Sustainability of the Student Travel Plan.	Conduct Student Tallies.
Sustainability of the Student Travel Plan.	Evaluate and Update the Plan.

Medium and Long Term Strategies (past 12 months):

1. Conduct Parent Surveys, Annually.
2. Conduct Student Tallies, Annually.
3. Evaluate and Update the Plan as Needed.

5B. Your 12-Month SRTS Non-Infrastructure Activity Calendar.

Non-Infrastructure Countermeasure		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Create Bike Rodeo	PLAN												
Lead: Principal, Superintendent, PTO	IMPLEMENT												
Create Walking School Bus program, training	PLAN												
Lead: Principal, Superintendent	IMPLEMENT												
Reinstate Safety Town	PLAN												
Lead: Village Administrator, Village Police Department	IMPLEMENT												
Curriculum to educate on benefits of walking and bicycling to school	PLAN												
Lead: Principals, Superintendent	IMPLEMENT												
Promote ODOT's "Every Move" campaign	PLAN												
Lead: Principals, Superintendents	IMPLEMENT												
Participate in International Walk to School Day	PLAN												
Lead: Principals, Superintendent, PTO	IMPLEMENT												
Participate in International Bike to School Day	PLAN												
Lead: Principals, Superintendent, PTO	IMPLEMENT												
Enforce school zone speed limits	PLAN												
Lead: Village Administrator, Village Police Department	IMPLEMENT												
Double fines for speeding in school zones	PLAN												
Lead: Village Administrator, Village Police Department	IMPLEMENT												
Create student safety patrol – student crossing guard program	PLAN												
Lead: Principals, Superintendent, AAA	IMPLEMENT												
Conduct student travel tallies and parent surveys	PLAN												
Lead: Principals, Superintendent	IMPLEMENT												

5C. Infrastructure Countermeasure Recommendations.

See Appendix E for aerial mapping of the Infrastructure Countermeasure Recommendations.

Map ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction Responsible	Estimated Cost	Possible Funding Source(s)	Status
A	N. Henry St. from Heiser Ct. to Oldfield Rd.	There are no sidewalks along either side of Henry St. north of Heiser Ct.	Build a 5-ft sidewalk along the west side of Henry St. from Heiser Ct. to Oldfield Rd and along the south side of Oldfield Rd from Henry St to the new school driveway. ADA ramps. Approximately 3,600-ft.	Short Term	High	Village of Crestline	\$275,300	Village of Crestline CIP ODOT SRTS	Selected as top priority by Crestline SRTS Team.
B	Oldfield Rd at new school location	There is no crosswalk at this location.	Build a signed and marked crosswalk in front of the new school. Possible HAWK signal.	Short Term	High	Village of Crestline	\$18,200 \$114,900	Village of Crestline CIP ODOT SRTS	
C	Intersection of North Thoman St and West Main St.	There are no marked crosswalks or pedestrian signals at this signalized intersection.	Rebuild the signal to include pedestrian signals/pushbuttons and marked and signed crosswalks on all approaches. ADA ramps.	Medium Term	Medium	Village of Crestline	\$238,300	Village of Crestline CIP ODOT SRTS	
D	Intersection of West Main St and North Henry St	There are no marked crosswalks or signs at this intersection.	Install crosswalk pavement markings and signing package at this intersection. ADA ramps.	Medium Term	Medium	Village of Crestline	\$27,800	Village of Crestline CIP ODOT SRTS	

SECTION 6: PUBLIC INPUT

Public Input Process: Public Meeting
Date: March 5, 2013
Target Audience: School community, residents, elected and appointed officials and task force members.
Key Input Received: To be added following the Public Meeting. See Appendix F for public input materials.

SECTION 7: FINAL PLAN – PLEDGE OF SUPPORT

Parents and staff at Southeast Intermediate School, North Elementary School and the Village of Crestline are joining together to improve safety and encourage more students to walk and bicycle to school. By implementing our Safe Routes to School Travel Plan, our vision is:

To create a safe walking and biking environment for the school community and to:

1. Make the community aware of the various active modes of transportation available to children to travel to school;
2. Educate and encourage students to adapt a healthy lifestyle that includes bicycling and walking at every opportunity and address the perception that these travel options are unsafe;
3. Work diligently to combat childhood obesity by encouraging balanced diet and proper exercise;
4. Improve the connectivity for pedestrians and cyclists between neighborhoods and the school; and
5. Facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of the school.

The undersigned are fully supportive of North Elementary and Southeast Intermediate School's Safe Routes to School Travel Plan and program, and pledge to support their efforts and provide resources as appropriate.

Signature:
David Heflinger Superintendent, Crestline EVSD
Signature:
Marc Milliron Administrator, Village of Crestline