SAFETY COMMITTEE
AGENDA
February 10, 2026 8:30 AM

Darren Moore (Chair), Wendy Greeley, Dan Wimmers

I. Call to Order

II. Citizen Comments

III. Boshart Way No Parking Request – David Feniger

IV. Flock Camera Discussion

V. Ashborne/Osborn/Bexford Traffic Flow

VI. Speed Study Exmoor/Central (Spring Study)

VII. Exmoor Road Painting

VIII. VOH Schools Delay/Closure (Village Impact)

IX. Adjournment

Ashborne Traffic Flow Proposal

- Ashborne has been the source of complaints for many years regarding safety, speed, congestion, and poor driving, especially during school drop off / pick up times and during sporting or other large events.
- The suggestion to make this road one way has often been raised as a possible solution.
- Draft proposal outlines changes necessary to test this possibility, to see if this adjustment can address the issues identified, as well as allowing for a pedestrian path along the elementary school (East) side of the road.
- Financial cost to implement test should be low.
- Input gathered from this test can be incorporated when Ashborne is due for reconstruction, if successful.
- School Administration, residents of Ashborne and Osborn, and members of the school community and Village as a whole will need to be included in the conversation during development of a formal plan.

Problems

There is not enough width for three cars to be on the road at the same time.	During school drop off and pick up times and events, traffic flows in both directions and is jammed by cars parked along the side and there is no room to pull to the side to pass. Parents stop in no parking/stopping areas to drop off/pick up children, including in the cross walks, yellow curb areas, and private resident driveways.
During school/sporting events, parking in the area is a challenge to find.	With parking at a premium, parking occurs in the yellow curb areas by vehicles and school buses. The turn becomes especially dangerous because that is also where the crosswalk is located and visibility is reduced.
The available sidewalks require crossing Ashborne multiple times to utilize.	The sidewalk along Osborn is on the school side of the street but at the football stadium/curve, all pedestrians have to cross the street to the residential side to stay on the sidewalk, then cross back again at the baseball fields or at the corner with Indian. This adds a lot of unnecessary crossing back and forth vs having a sidewalk/path continuously available on the school side all the way down to Indian.

Proposed Solution

Convert Ashborne into a one way road with a parking lane along the East side of the road and a buffered area for walking between the parking spaces and the curb. If successful, when Ashborne is rebuilt, the curb can be extended to the edge of the path and the new sidewalk will be significantly wider without disturbing the existing vegetation (there is space between the shrubs and curb now that has been worn down to a path in some areas).

Ashborne is one of the next slate of roads to update, doing this test ahead of time allows us to determine if we want to rebuild it the same as it currently is or if we want to rebuild for the new configuration.

Image 1: Lanes and dimensions proposed (current road width 25')

11' driving lane, 9' parallel parking lane, 5' protected pedestrian path (standard widths)

Image 2: Curve at Osborn and where markings are needed to (1) stop incoming traffic, (2) indicate no parking/stopping areas. (Potentially angle parking on North and add angled parking on South to provide further visual cues that section is one way)

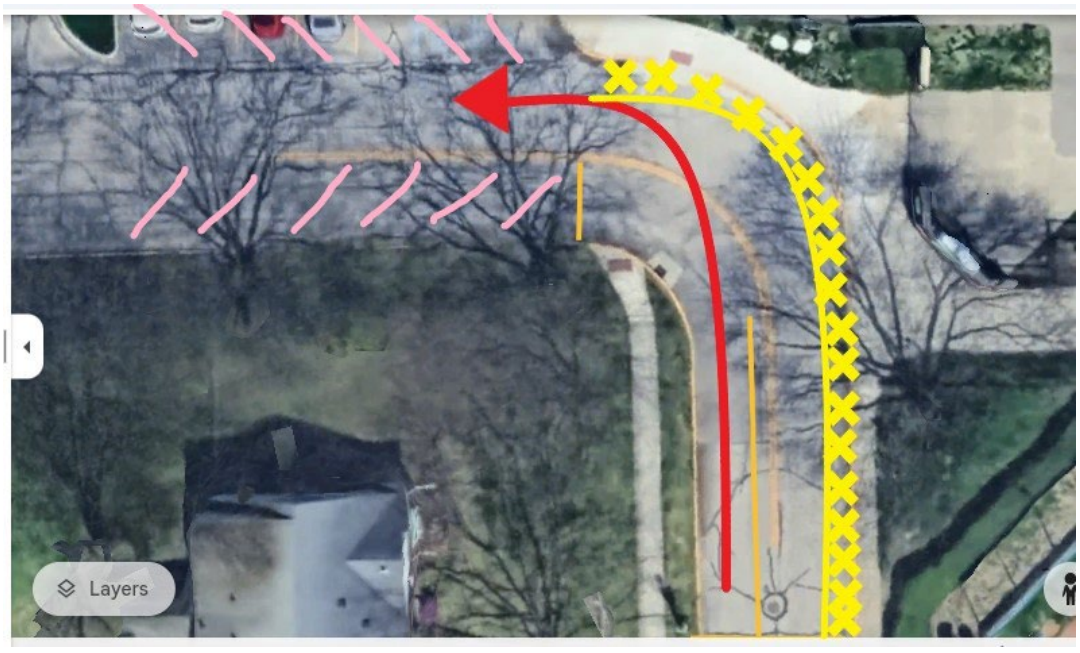

Image 3: Impact to Osborn and OHHS Parking Lot plus proposed solution

- Directs traffic away from stadium after events
- Removes awkward jog of traffic entering lot from Bexford

Image 2: ADA Spaces marked

Image 3: Paint no parking areas near crosswalks and curb

Considerations

1. Cars and buses coming out of the high school parking lot will not be able to turn left and exit by way of Ashborne. All traffic will need to exit to the right and continue to Bexford or Evergreen. (Image 3)

2. Traffic heading east on Osborn between Bexford and Ashborne needs a way to exit (Images 2 & 3)
    a. Request High School change their parking lot entrance and exit to work with new traffic flow, otherwise cars would be unable to turn around if no street parking is available.
    b. Possible safety improvement to change flow of traffic to move away from stadium after events, instead of towards departing crowd.
    c. How will this affect busses entering and exiting?

3. Does shifting parked traffic over 5 feet affect ability for residents to get in and out of their driveways along Ashborne? Will parking lane need to be marked across from driveways to ensure sufficient space to back out? (Image 1)

How to test success

1. Gather input of community (residents, parents, school administration, safety patrol, and OHPD) prior to implementation and at points during the test
2. Determine how many calls made to OHPD prior to implementation and after
3. Collect baseline observation data and at points prior to implementation and during to compare traffic flow and compliance
4. Calculate increased traffic on Bexford as a result.

Cost of test

1. Restripe road - lanes, handicapped parking, and no parking striped areas (yellow curb zones)
2. Signage - One Way and No Exit
3. Physical barrier to stop parking cars from extending into walking space
    a. Rubber parking bumpers as border of path- 50 @ $27 each (no hardware) = $1,347.50 (leave staggered gaps between for accessibility)
4. Collection of baseline and ongoing data
5. Engage community regarding proposed change in traffic flow
6. Engage Ashborne residents regarding proposed change in traffic flow
7. Engage School Administration regarding proposed change in traffic flow
8. Any engineering costs to ensure test criteria are safe and appropriate

Submitted by Council Member Heather Phillips

	A	B	C	D	E	F
1	**EVERGREEN - INDIAN TO OSBOURNE**					
2	Start Date: 9/19/2025			Average daily traffic = 1,576		
3	Start Time: 11:00:00 AM					
4	Site Code: Evergreen					
5	Limits: Indian to Osbourne					
6	Lane A - Northbound					
7	Lane B - Southbound					
8						
9	Date	Time	Lane A	Lane B	TOTAL	
10	9/19/2025	11:00 AM	57	69	126	
11	9/19/2025	12:00 PM	92	49	141	
12	9/19/2025	1:00 PM	49	53	102	
13	9/19/2025	2:00 PM	65	56	121	
14	9/19/2025	3:00 PM	134	143	277	
15	9/19/2025	4:00 PM	52	78	130	
16	9/19/2025	5:00 PM	103	91	194	
17	9/19/2025	6:00 PM	146	68	214	
18	9/19/2025	7:00 PM	137	40	177	
19	9/19/2025	8:00 PM	38	49	87	
20	9/19/2025	9:00 PM	30	104	134	
21	9/19/2025	10:00 PM	22	77	99	
22	9/19/2025	11:00 PM	11	16	27	1829
23	9/20/2025	12:00 AM	2	5	7	
24	9/20/2025	1:00 AM	1	1	2	
25	9/20/2025	2:00 AM	1	2	3	
26	9/20/2025	3:00 AM	1	0	1	
27	9/20/2025	4:00 AM	3	0	3	
28	9/20/2025	5:00 AM	3	1	4	
29	9/20/2025	6:00 AM	2	2	4	
30	9/20/2025	7:00 AM	14	8	22	
31	9/20/2025	8:00 AM	14	20	34	
32	9/20/2025	9:00 AM	26	3	29	
33	9/20/2025	10:00 AM	49	10	59	
34	9/20/2025	11:00 AM	9	9	18	
35	9/20/2025	12:00 PM	7	8	15	
36	9/20/2025	1:00 PM	14	10	24	
37	9/20/2025	2:00 PM	4	10	14	

	A	B	C	D	E	F
38	9/20/2025	3:00 PM	20	27	47	
39	9/20/2025	4:00 PM	31	42	73	
40	9/20/2025	5:00 PM	36	23	59	
41	9/20/2025	6:00 PM	29	38	67	
42	9/20/2025	7:00 PM	42	21	63	
43	9/20/2025	8:00 PM	20	20	40	
44	9/20/2025	9:00 PM	14	17	31	
45	9/20/2025	10:00 PM	9	12	21	
46	9/20/2025	11:00 PM	5	3	8	648
47	9/21/2025	12:00 AM	1	5	6	
48	9/21/2025	1:00 AM	0	2	2	
49	9/21/2025	2:00 AM	0	0	0	
50	9/21/2025	3:00 AM	3	4	7	
51	9/21/2025	4:00 AM	2	0	2	
52	9/21/2025	5:00 AM	3	0	3	
53	9/21/2025	6:00 AM	1	3	4	
54	9/21/2025	7:00 AM	7	2	9	
55	9/21/2025	8:00 AM	16	8	24	
56	9/21/2025	9:00 AM	37	29	66	
57	9/21/2025	10:00 AM	36	33	69	
58	9/21/2025	11:00 AM	45	42	87	
59	9/21/2025	12:00 PM	43	36	79	
60	9/21/2025	1:00 PM	57	50	107	
61	9/21/2025	2:00 PM	69	26	95	
62	9/21/2025	3:00 PM	47	62	109	
63	9/21/2025	4:00 PM	41	40	81	
64	9/21/2025	5:00 PM	63	46	109	
65	9/21/2025	6:00 PM	67	57	124	
66	9/21/2025	7:00 PM	58	41	99	
67	9/21/2025	8:00 PM	35	49	84	
68	9/21/2025	9:00 PM	10	5	15	
69	9/21/2025	10:00 PM	5	6	11	
70	9/21/2025	11:00 PM	1	2	3	1195
71	9/22/2025	12:00 AM	2	0	2	
72	9/22/2025	1:00 AM	0	3	3	
73	9/22/2025	2:00 AM	0	0	0	
74	9/22/2025	3:00 AM	0	0	0	

	A	B	C	D	E	F
75	9/22/2025	4:00 AM	2	2	4	
76	9/22/2025	5:00 AM	4	5	9	
77	9/22/2025	6:00 AM	10	4	14	
78	9/22/2025	7:00 AM	72	33	105	
79	9/22/2025	8:00 AM	147	67	214	
80	9/22/2025	9:00 AM	54	39	93	
81	9/22/2025	10:00 AM	54	33	87	
82	9/22/2025	11:00 AM	69	67	136	
83	9/22/2025	12:00 PM	88	39	127	
84	9/22/2025	1:00 PM	47	41	88	
85	9/22/2025	2:00 PM	54	54	108	
86	9/22/2025	3:00 PM	108	137	245	
87	9/22/2025	4:00 PM	71	59	130	
88	9/22/2025	5:00 PM	81	54	135	
89	9/22/2025	6:00 PM	68	73	141	
90	9/22/2025	7:00 PM	63	62	125	
91	9/22/2025	8:00 PM	17	24	41	
92	9/22/2025	9:00 PM	24	63	87	
93	9/22/2025	10:00 PM	4	13	17	
94	9/22/2025	11:00 PM	0	3	3	1914
95	9/23/2025	12:00 AM	1	2	3	
96	9/23/2025	1:00 AM	2	1	3	
97	9/23/2025	2:00 AM	1	1	2	
98	9/23/2025	3:00 AM	2	0	2	
99	9/23/2025	4:00 AM	3	0	3	
100	9/23/2025	5:00 AM	5	7	12	
101	9/23/2025	6:00 AM	12	5	17	
102	9/23/2025	7:00 AM	67	33	100	
103	9/23/2025	8:00 AM	159	58	217	
104	9/23/2025	9:00 AM	49	31	80	
105	9/23/2025	10:00 AM	48	30	78	
106	9/23/2025	11:00 AM	62	81	143	
107	9/23/2025	12:00 PM	86	44	130	
108	9/23/2025	1:00 PM	35	44	79	
109	9/23/2025	2:00 PM	64	52	116	
110	9/23/2025	3:00 PM	134	136	270	
111	9/23/2025	4:00 PM	84	78	162	

	A	B	C	D	E	F
112	9/23/2025	5:00 PM	78	112	190	
113	9/23/2025	6:00 PM	70	70	140	
114	9/23/2025	7:00 PM	45	78	123	
115	9/23/2025	8:00 PM	20	36	56	
116	9/23/2025	9:00 PM	10	8	18	
117	9/23/2025	10:00 PM	3	6	9	
118	9/23/2025	11:00 PM	4	4	8	1961
119	9/24/2025	12:00 AM	2	0	2	
120	9/24/2025	1:00 AM	0	2	2	
121	9/24/2025	2:00 AM	0	2	2	
122	9/24/2025	3:00 AM	1	2	3	
123	9/24/2025	4:00 AM	2	0	2	
124	9/24/2025	5:00 AM	5	2	7	
125	9/24/2025	6:00 AM	14	9	23	
126	9/24/2025	7:00 AM	72	19	91	
127	9/24/2025	8:00 AM	111	63	174	
128	9/24/2025	9:00 AM	45	26	71	
129	9/24/2025	10:00 AM	33	24	57	
130	9/24/2025	11:00 AM	54	54	108	
131	9/24/2025	12:00 PM	51	13	64	
132	9/24/2025	1:00 PM	32	26	58	
133	9/24/2025	2:00 PM	58	32	90	
134	9/24/2025	3:00 PM	107	57	164	
135	9/24/2025	4:00 PM	52	57	109	
136	9/24/2025	5:00 PM	67	75	142	
137	9/24/2025	6:00 PM	46	25	71	
138	9/24/2025	7:00 PM	57	54	111	
139	9/24/2025	8:00 PM	28	31	59	
140	9/24/2025	9:00 PM	15	13	28	
141	9/24/2025	10:00 PM	7	5	12	
142	9/24/2025	11:00 PM	4	2	6	1456
143	9/25/2025	12:00 AM	1	5	6	
144	9/25/2025	1:00 AM	2	2	4	
145	9/25/2025	2:00 AM	1	3	4	
146	9/25/2025	3:00 AM	3	0	3	
147	9/25/2025	4:00 AM	4	1	5	
148	9/25/2025	5:00 AM	7	2	9	

	A	B	C	D	E	F
149	9/25/2025	6:00 AM	11	4	15	
150	9/25/2025	7:00 AM	58	30	88	
151	9/25/2025	8:00 AM	164	59	223	
152	9/25/2025	9:00 AM	50	30	80	
153	9/25/2025	10:00 AM	34	20	54	
154	9/25/2025	11:00 AM	70	23	93	
155	9/25/2025	12:00 PM	69	17	86	
156	9/25/2025	1:00 PM	69	16	85	
157	9/25/2025	2:00 PM	63	13	76	
158	9/25/2025	3:00 PM	121	33	154	
159	9/25/2025	4:00 PM	78	21	99	
160	9/25/2025	5:00 PM	67	34	101	
161	9/25/2025	6:00 PM	78	34	112	
162	9/25/2025	7:00 PM	58	39	97	
163	9/25/2025	8:00 PM	36	23	59	
164	9/25/2025	9:00 PM	34	22	56	
165	9/25/2025	10:00 PM	13	3	16	
166	9/25/2025	11:00 PM	8	3	11	1536
167	9/26/2025	12:00 AM	0	2	2	
168	9/26/2025	1:00 AM	1	2	3	
169	9/26/2025	2:00 AM	0	0	0	
170	9/26/2025	3:00 AM	4	0	4	
171	9/26/2025	4:00 AM	2	0	2	
172	9/26/2025	5:00 AM	5	3	8	
173	9/26/2025	6:00 AM	19	2	21	
174	9/26/2025	7:00 AM	65	30	95	
175	9/26/2025	8:00 AM	137	64	201	
176	9/26/2025	9:00 AM	36	23	59	
177	9/26/2025	10:00 AM	50	45	95	
178	9/26/2025	11:00 AM	1	0	1	491
179			6304	4726	11030	
180			NB	SB	Sum	

Exmoor Drive Speed Study

Introduction

This report documents the speed study analysis on Exmoor Drive. The purpose of this study is to collect and analyze the traffic volumes and speed limits on this residential street in Ottawa Hills, Ohio. A request was made to the Toledo Metropolitan Area Council of Governments (TMACOG) to determine what speeds are being recorded so the Village can determine an appropriate speed limit on this road.

Existing Conditions

Exmoor Drive is a local roadway with an existing speed limit of 25 miles per hour (mph). Traffic count data (volume and speed) was collected for 48-hours on Monday, July 28, 2025, through Wednesday, July 30, 2025.

Traffic counting equipment (i.e. tube counters) was set in front of the address 34 Exmoor Drive for the duration of the study period. One observation of this location is there is a sharp curve in the road just north of where the tubes were placed, so that could impact some of the travel speeds in this area. Additionally, there is a small parking area nearby that may have slower traffic as cars are pulling into or out of those parking spaces.

Summary of Results

Based on the collected count data, there were a total of 413 vehicles on Exmoor during the study period. The greatest amount of traffic was detected during the afternoon of July 28 between 2 p.m. and 6 p.m., with 82 vehicles (or nearly 20% of the total) during that time. The full table with the traffic count results can be at the end of this report.

The traffic count results in a table that breaks down the recorded speeds in increments of three. Following is the total amount and percentage of cars recorded for each speed range:

- 1-3 mph = 51 vehicles (12.35%)
- 4-6 mph = 12 vehicles (2.91%)
- 7-9 mph = 21 vehicles (5.08%)
- 10-12 mph = 39 vehicles (9.44%)
- 13-15 mph = 74 vehicles (17.92%)
- 16-18 mph = 87 vehicles (21.07%)
- 19-21 mph = 74 vehicles (17.92%)
- 22-24 mph = 46 vehicles (11.14%)
- 25-27 mph = 8 vehicles (1.94%)
- 28-30 mph = 1 vehicle (0.24%)

There were no vehicles recorded going over 30 miles per hour during this time period.

The 85th percentile speed represents the speed at which 85% of motorists drive under ideal conditions. This metric is commonly used by the Ohio Department of Transportation and other municipalities to determine what speed at least 85% of drivers consider to be safe and reasonable. The 85th percentile speed collected on Exmoor Drive during the study period resulted in 20 mph. In other words, 85% of the observed drivers were driving at or below 20 mph during the study period. Some other states and municipalities also refer to the 50th percentile speed to determine speeds. In this case, the 50th percentile speed on Exmoor Drive is determined to be 15 mph.

Date	Time	1-3 (mph)	4-6 (mph)	7-9 (mph)	10-12 (mph)	13-15 (mph)	16-18 (mph)	19-21 (mph)	22-24 (mph)	25-27 (mph)	28-30 (mph)	31-33 (mph)	34-36 (mph)	37-39 (mph)	40+ (mph)	Total
7/28/2025	12:00 PM	2	0	0	0	0	0	1	1	0	0	0	0	0	0	4
7/28/2025	1:00 PM	0	0	0	1	3	4	0	1	0	0	0	0	0	0	9
7/28/2025	2:00 PM	1	1	0	0	7	4	2	2	1	0	0	0	0	0	18
7/28/2025	3:00 PM	7	1	0	1	3	2	7	2	1	0	0	0	0	0	24
7/28/2025	4:00 PM	6	1	0	2	4	1	3	3	1	0	0	0	0	0	21
7/28/2025	5:00 PM	2	0	1	2	0	3	8	3	0	0	0	0	0	0	19
7/28/2025	6:00 PM	1	1	1	0	0	0	2	1	0	0	0	0	0	0	6
7/28/2025	7:00 PM	1	0	0	2	1	3	2	3	1	0	0	0	0	0	13
7/28/2025	8:00 PM	2	0	2	2	1	0	1	0	0	0	0	0	0	0	8
7/28/2025	9:00 PM	1	0	0	3	1	3	4	1	0	0	0	0	0	0	13
7/28/2025	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/28/2025	11:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7/29/2025	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/29/2025	1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7/29/2025	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/29/2025	3:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7/29/2025	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/29/2025	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/29/2025	6:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
7/29/2025	7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
7/29/2025	8:00 AM	4	0	1	3	3	1	3	1	0	0	0	0	0	0	16
7/29/2025	9:00 AM	2	0	0	1	5	3	0	2	0	0	0	0	0	0	13
7/29/2025	10:00 AM	1	0	1	1	2	2	1	1	0	0	0	0	0	0	9
7/29/2025	11:00 AM	1	2	0	2	3	3	1	1	0	0	0	0	0	0	13
7/29/2025	12:00 PM	0	2	2	0	1	5	1	3	0	0	0	0	0	0	14
7/29/2025	1:00 PM	4	1	2	0	2	5	1	3	0	0	0	0	0	0	18
7/29/2025	2:00 PM	1	1	1	1	2	5	4	3	1	0	0	0	0	0	19
7/29/2025	3:00 PM	0	0	0	0	3	5	1	0	0	0	0	0	0	0	9
7/29/2025	4:00 PM	1	0	0	0	4	2	3	0	0	0	0	0	0	0	10
7/29/2025	5:00 PM	0	0	0	3	5	4	6	0	1	0	0	0	0	0	19
7/29/2025	6:00 PM	1	0	1	2	2	1	1	0	0	0	0	0	0	0	8
7/29/2025	7:00 PM	2	0	0	1	3	6	4	4	0	0	0	0	0	0	20
7/29/2025	8:00 PM	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
7/29/2025	9:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
7/29/2025	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/29/2025	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/30/2025	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/30/2025	1:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7/30/2025	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/30/2025	3:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
7/30/2025	4:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
7/30/2025	5:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7/30/2025	6:00 AM	2	0	0	0	2	1	0	0	0	0	0	0	0	0	5
7/30/2025	7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
7/30/2025	8:00 AM	0	0	4	2	1	7	6	1	0	0	0	0	0	0	21
7/30/2025	9:00 AM	1	0	0	2	2	5	2	1	0	0	0	0	0	0	13
7/30/2025	10:00 AM	0	0	0	2	1	1	2	3	0	0	0	0	0	0	9
7/30/2025	11:00 AM	1	2	3	1	4	3	2	0	1	1	0	0	0	0	18
7/30/2025	12:00 PM	1	0	0	3	2	3	0	2	0	0	0	0	0	0	11
7/30/2025	1:00 PM	5	0	0	2	1	1	0	1	0	0	0	0	0	0	10
	Total	**51**	**12**	**21**	**39**	**74**	**87**	**74**	**46**	**8**	**1**	**0**	**0**	**0**	**0**	**413**
	Percentages	**12.35%**	**2.91%**	**5.08%**	**9.44%**	**17.92%**	**21.07%**	**17.92%**	**11.14%**	**1.94%**	**0.24%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**100.00%**

Percentiles	5th = 1 MPH.	10th = 2 MPH.	15th = 5 MPH.	20th = 8 MPH.
	25th = 10 MPH.	30th = 12 MPH.	35th = 12 MPH.	40th = 13 MPH.
	45th = 14 MPH.	50th = 15 MPH.	55th = 16 MPH.	60th = 16 MPH.
	65th = 17 MPH.	70th = 18 MPH.	75th = 19 MPH.	80th = 19 MPH.
	85th = 20 MPH.	90th = 21 MPH.	95th = 23 MPH.	

2710 Hayes Avenue
Fremont, OH 43420
Phone: (419) 332-7009
Fax: (419) 332-2165
GriffinPavementStriping.com

GRIFFIN
PAVEMENT STRIPING
Fremont Office

Estimating:
Bill Sheets
(419) 332-7009
bsheets@griffinps.com

8 October 2025

RE: Slow, Bike, People- Ottawa Hills
Est No: 504225

P R O P O S A L

Ref	Item	Description	Qty	Unit		Unit Price		Item Total
	642	Slow, Bike, People	4	EA	@	$550.00	/	$2,200.00
		Mobilization	1	EA	@	$750.00	/	$750.00
								$2,950.00

Conditions

Includes One Mobilization, Each Additional $750.00
Price includes all labor, material and equipment to layout and paint quoted items.
Contractor is responsible to clean pavement before striping, if necessary.
Price DOES NOT include any removal or temporary striping.
Price DOES NOT include removal of curing compound.
Griffin Will Not Separate this quote.
Price does not include bond, if required $15.00/thousand.
Price is good for 30 days.

Respectfully
Griffin Pavement Striping

William Sheets
Estimator

Dear Ottawa Hills Families,

With more extreme cold weather on the way, I want to clarify a few factors that influence delay and closing decisions for our district.

How I make these decisions
I evaluate expected conditions at the start of the school day and consider the following factors:

- Road conditions throughout the village
- Temperatures or wind chills of -15 to -20 degrees or below
- Our operations team's ability to clear school sidewalks
- Our operations team's ability to ensure safe, warm and functioning buildings

I understand that school delays and cancellations create challenges for families. Please know that these decisions are never made lightly, and student and staff safety must be the top priority.

Currently, we plan to have school start on time Friday, Jan. 23.
The temperature is predicted to continue to drop throughout the day tomorrow. If needed, Elementary Principal Mrs. Gaiffe will send elementary families an alternative dismissal plan to minimize outdoor exposure.

Weather text alerts
If you are not receiving weather-related text alerts from the district, please text YES to 67578. This will ensure you receive our SchoolMessenger text notifications.

Stay safe and warm,

Dr. Adam Fineske
Superintendent