

Before Lakewood moves 816 children

the City and School District should know how those children will get to school safely.

The School District has not evaluated the significant impacts to city-wide transportation, safety, economic and environmental goals.

Ask the Lakewood Board of Education to table this vote until essential planning is conducted.

816

children changing
school buildings

0

planning for
city-wide impacts

Lakewood walks to school. Almost nowhere else in America does.

Zero school buses is not a gap — it is a choice the city built, paid for, and hard-coded into its infrastructure planning.

60%

of Lakewood parents report their child walks to school at least sometimes

11%

the national trend — the comparison the City's own Safety Action Plan draws

Seven neighborhood elementary schools on a dense, walkable grid do the work a bus fleet would otherwise do — saving the district about \$2 million a year. The 50-Year Plan rebuilt all seven (2003–2017, ≈\$232M) to keep it that way, and the City wrote the same choice into its Active Transportation, Safety Action, Climate Action and Vision Zero plans.

This plan would unwind decades of city work, citizen votes and \$232M of investment — with enrollment stabilized and a levy just passed with 66% of the vote. All for a savings the district itself calls preliminary: about \$600,000 a year, 0.7% of the school budget, with none of the city-wide costs, risks or quality-of-life impacts studied.

This is a district-wide change, not a Lincoln issue.

816 children change buildings once the closure, the redrawn boundaries and the program moves are counted together.

816

children changing
school buildings

41%

of every PK–5 child
in the district

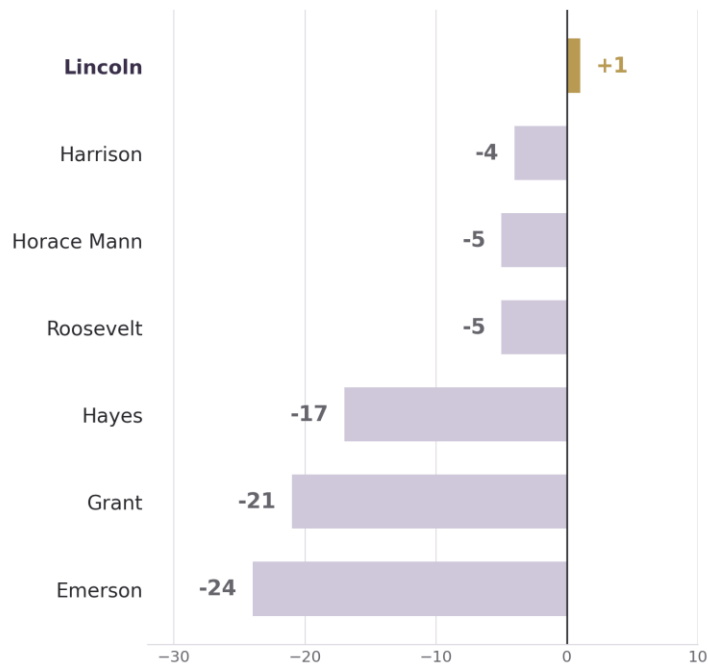
WHERE THE 816 COMES FROM

261	Lincoln K–5 students	school closes
232	students at schools that stay open	moved to another open school
69	Gifted cohort	Grant → Hayes
35	CHAMPS	Horace Mann → Hayes
30	RISE	Emerson → Horace Mann
189	preschoolers	six sites → the Lincoln ELC

The district is closing the only school it projects will grow.

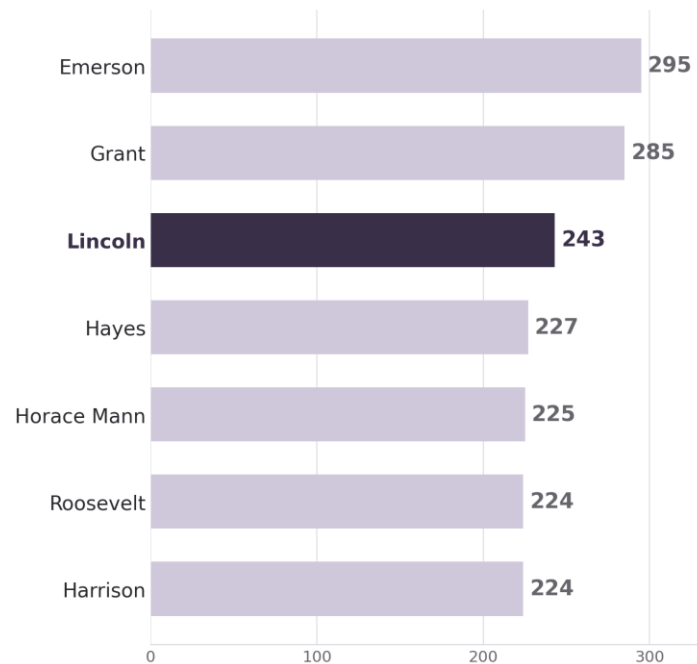
FutureThink, the Board's consultant, projects Lincoln as the only elementary that holds its enrollment through 2034–35.

Projected change in students, 2024–25 → 2034–35



Source: FutureThink, Enrollment Projection Update, Jan. 27, 2025, pp. 29–32 ("By School Projections"); identical tables in the Nov. 20, 2024 report.

Projected K–5 enrollment, 2034–35



PROJECTED VS. ACTUAL, 2025–26

3,942

the 2022 study's projection for this past year

4,117

the updated study's projection (Jan. 2025)

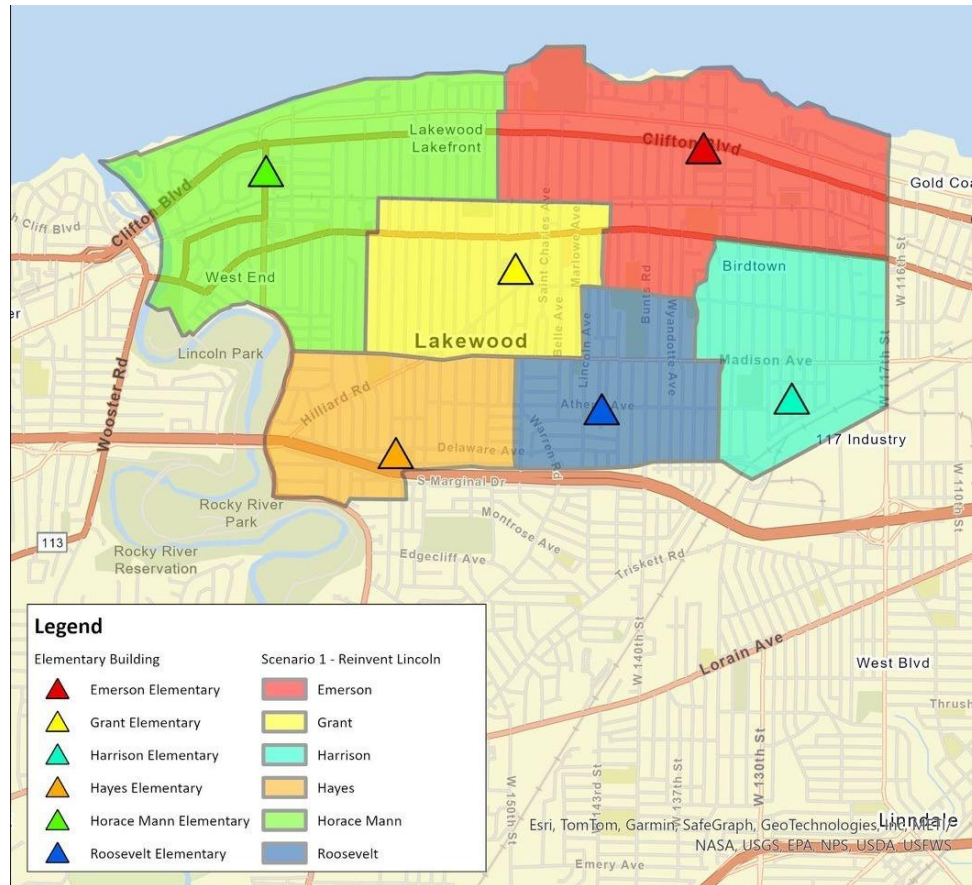
4,178

children actually enrolled — a miss the district's own August slide concedes

Both studies ran low. And the next official count — Ohio's Report Card, with final 2025–26 enrollment — comes out September 15: one week AFTER the September 8 vote.

The new lines follow the City's most dangerous roads. Children still cross them.

Boundaries drawn along Detroit, Madison and Franklin only help if no one has to cross. With bigger zones and program moves, more children do.



THREE BARRIERS, THREE NEW BOUNDARIES

DETROIT AVE

Emerson north / Harrison south

MADISON AVE

Grant + Horace Mann north / Hayes + Roosevelt south

FRANKLIN BLVD

Emerson + Grant north / Roosevelt south

All three are on the City's High-Risk Network — and crossings of the Network still rise (next pages).

67% of fatal and serious-injury pedestrian crashes in Lakewood (2017–2021) occurred within ¼ mile of a school — the City's own finding.

Every changed school trip in the city, drawn on its sidewalks.

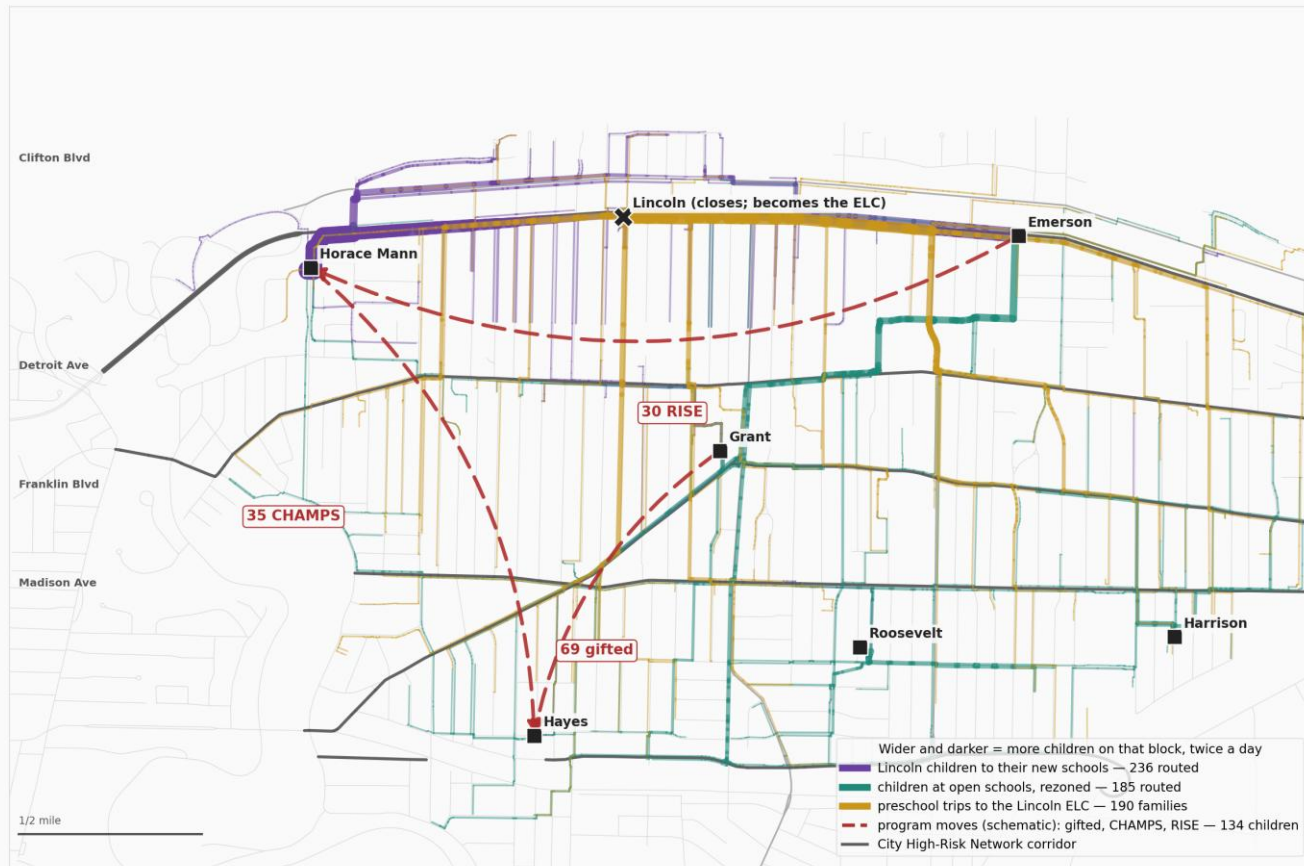
The routes the new map produces: every rezoned K–5 child, every preschool family, every program move — not a Lincoln story.

816

children's school trips change at once

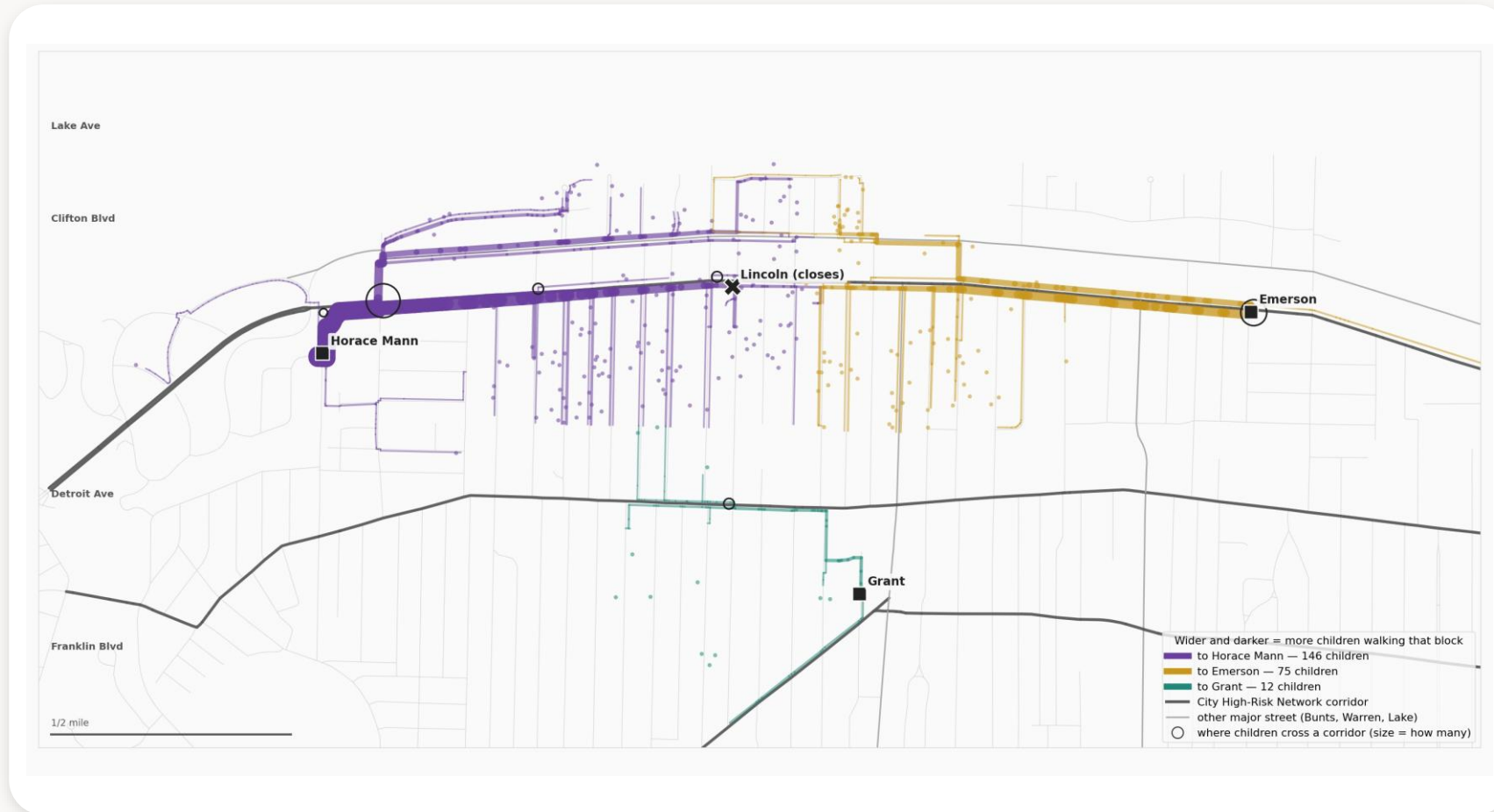
Three places absorb nearly all of it: Horace Mann and Emerson in the north, Hayes in the south — and one block of Clifton, where every preschool trip in the city now ends.

The next five slides take these one at a time.



Where Lincoln's children live, and where the plan sends them.

Every Lincoln home's sidewalk route to its new school, stacked block by block. Wider color bands mean more children, twice a day.



CHILDREN CROSSING

today → under the plan

Clifton	81 → 81
Lake	58 → 60
Bunts	1 → 48
Warren	35 → 20
Detroit	11 → 4

Under the plan 47 children cross Clifton at Horace Mann's block and 27 at Emerson's — 172 of the 236 walk along Clifton, a half-mile on average, to crossings the City rates highest-stress. Bunts Road: 1 child to 48.

236 geocoded Lincoln K–5 homes (2023–24 address file), routed on the OpenStreetMap sidewalk network to the school the district's Scenario 1 boundary map assigns (146 Horace Mann, 75 Emerson, 12 Grant, 3 other). Circles mark where routes cross a City High-Risk corridor. "Along Clifton" = route within 60 ft. The ATP's own project list proposes safety upgrades at these school-access crossings: Clifton & Summit (Lincoln), Clifton & Nicholson (Emerson), Detroit & W. Clifton (Horace Mann) — proposed, not yet built.

On real streets, major-road crossings go up under the plan, not down.

The district counted crossings with straight lines on a map. We reran it for every K–5 child on actual sidewalks: today vs. the plan.

WHAT OUR ROUTING FINDS, DISTRICT-WIDE

1,366 → 1,476

crossings of the district's own six roads —
up 8%

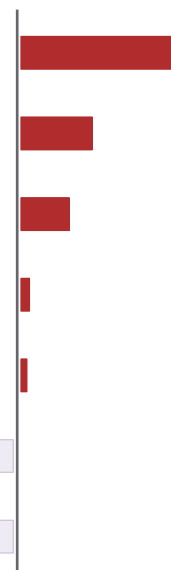
995 → 1,018

children crossing the City's High-Risk
Network — no improvement

**No safety gain to show for moving 816
children.**

WHERE THE CROSSINGS MOVE — CHILDREN PER DAY, TODAY → PLAN

Bunts Rd	217 → 295	+78
Franklin Blvd	161 → 195	+34
Madison Ave	307 → 330	+23
Clifton Blvd	205 → 209	+4
Hilliard Rd	180 → 181	+1
Detroit Ave	280 → 272	–8
Warren Rd	196 → 175	–21



Lincoln's children take the sharpest change — crossings up from 187 to 218, Bunts Road from 1 child to 48 — while also walking twice as far. The “Scenario 1” boundaries, redrawn to balance enrollment, add the rest.

The district counted six roads. The City's High-Risk Network has ten.

Every road in the district's count is on the Network — so are four roads it never counted.

THE DISTRICT COUNTED

**Bunts · Clifton · Detroit
Franklin · Madison · Warren**

All six are on the City's High-Risk Network for Walking and Biking.

THE CITY'S HIGH-RISK NETWORK

All six of the district's roads, plus:

**+ Hilliard Road
+ Lakewood Heights Boulevard
+ West 117th Street + Berea Road**

None of the four appears in the district's table. Hilliard Road alone carries 180 children's crossings a day in our routing.

Across the district, twice as many children walk more than a mile.

And the average is only the beginning of the story. The biggest impact is to the six-year-olds.

DISTRICT-WIDE, ALL K-5 CHILDREN

122 → 252

children walking more than a mile, today → under the plan

average K-5 walk up 18%

0.49 → 0.93 mi

Lincoln children's average walk — 12 → 22 minutes at a child's pace — and 8 → 92 of them over a mile

THE YOUNGEST WALKERS

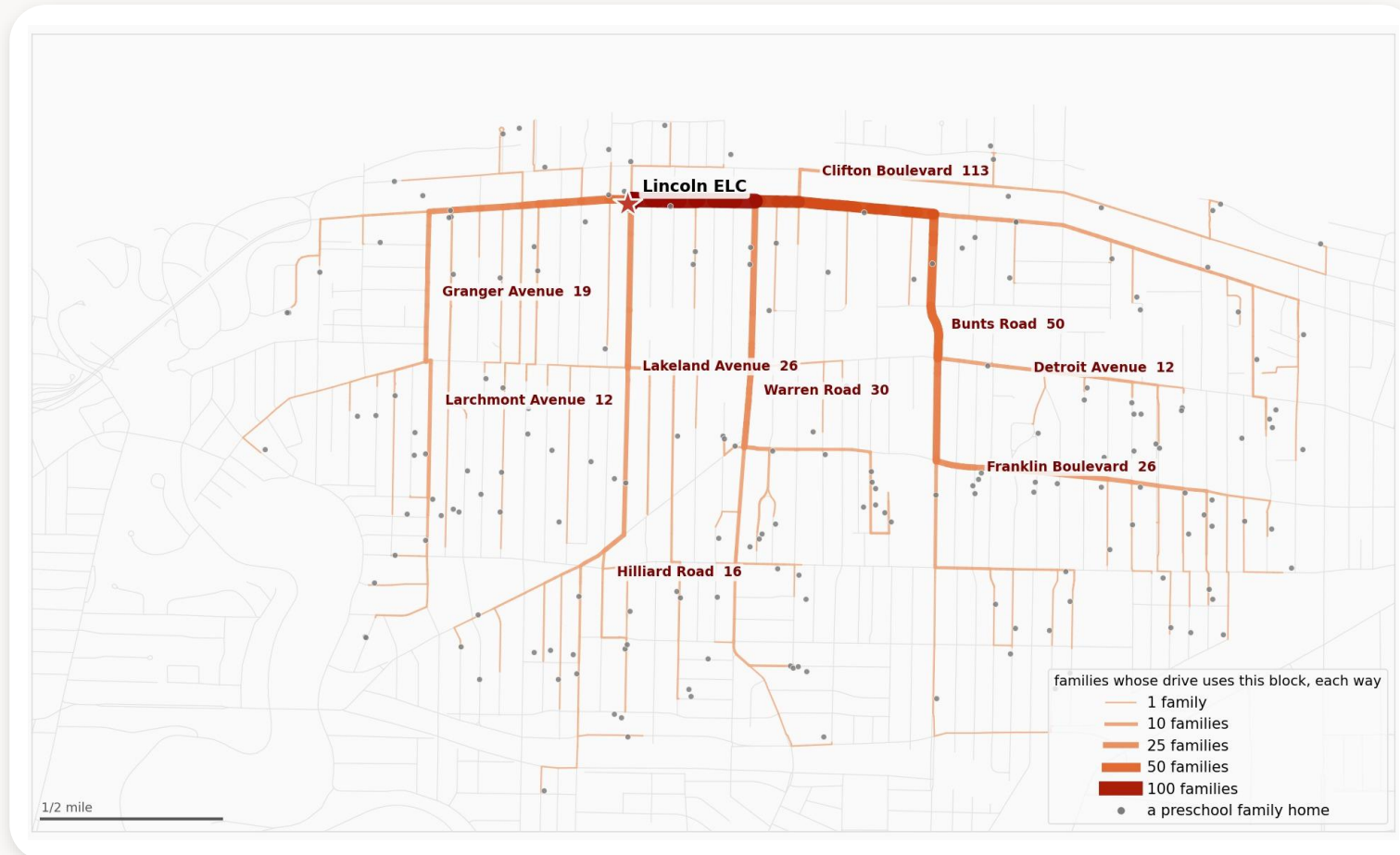
52

of 130 kindergarten-2nd graders
at Lincoln would walk more than a mile

A kindergartner's mile: about 25 minutes, each way, twice a day.

Closing all neighborhood preschools funnels these families from all parts of the city onto one block of Clifton.

198 three- and four-year-olds, now at seven sites, would all attend one Lincoln Early Learning Center (ELC).



FAMILIES PER DAY, BUSIEST BLOCK

Clifton Blvd	113
Bunts Rd	50
Warren Rd	30
Franklin Blvd	26
Lakeland Ave	26

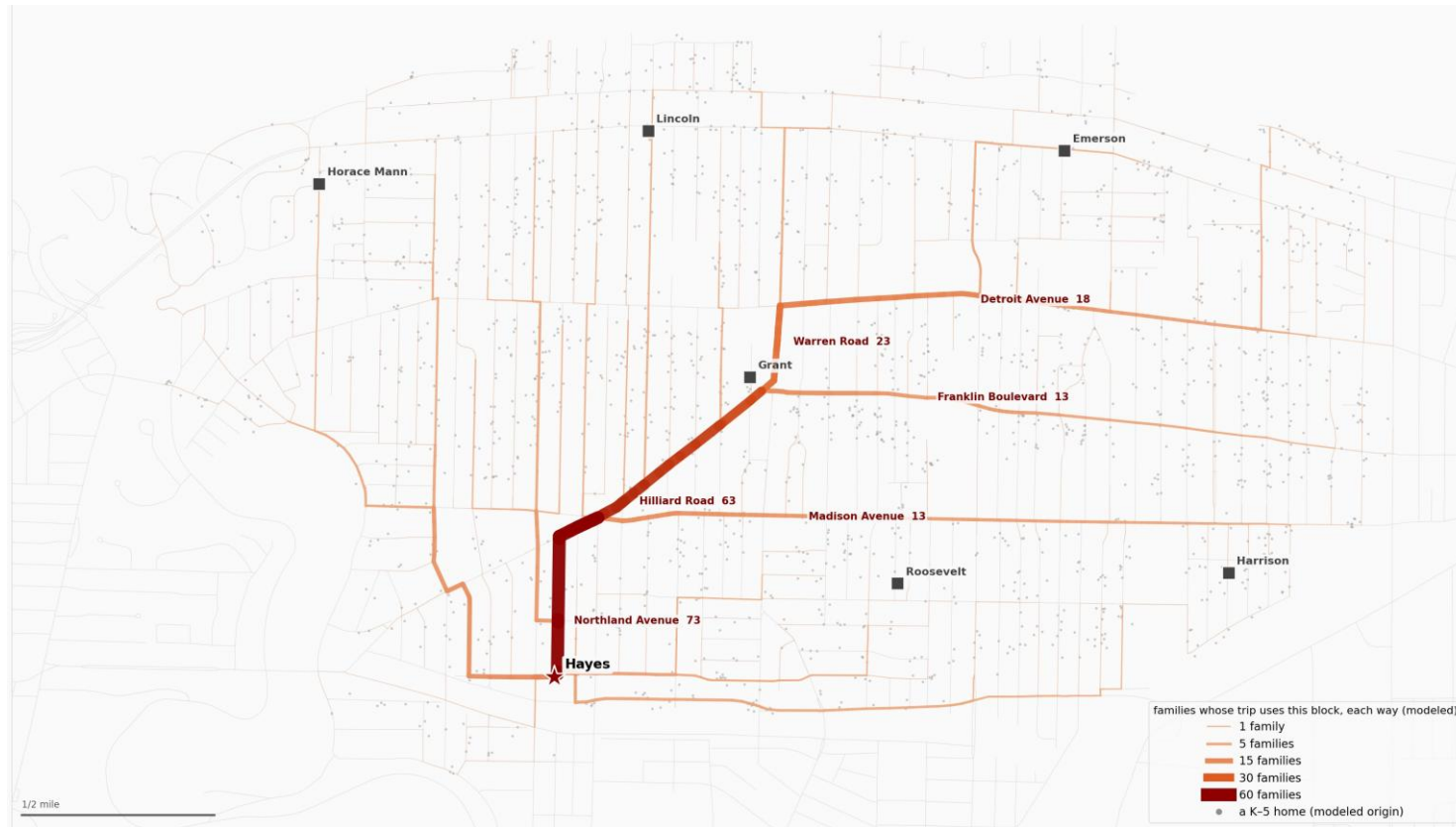
47 → 92

preschool families more than 1.5 miles from their site once all neighborhood preschools close

Traffic and congestion at Lakeland / Summit / Clifton will be significant at drop-off and pickup — a parent's drive, twice a day.

Hayes takes the other half of the plan's traffic: 104 children from across the city, funneling in along Northland and Hilliard.

The gifted program (69) and CHAMPS (35) move into Hayes, which also gives up eight classrooms and its neighborhood preschool.



69 + 35

gifted children (from Grant) and CHAMPS children (from Horace Mann) arriving at Hayes

1.13 → 1.58 mi

average trip to the gifted program, Grant → Hayes; homes over two miles away go from 3% to 27% of the city

73 & 63

families a day on the busiest blocks of Northland Avenue and Hilliard Road (modeled)

Hayes families also lose their neighborhood preschool: 42 preschoolers face a ≈35-minute walk to the ELC — or a drive added to the Clifton / Lakeland / Summit funnel.

“Fewest students changing buildings” is only true if a school must close.

The Superintendent’s lead reason for Lincoln, tested against the district’s own files.

THE STATED RATIONALE — OCT. 6, 2025

**“Prioritizing students safety and well being district wide:
... shortest travel distances ... minimizing the need to
cross major roads ... fewest number of students changing
buildings.”**

— “Why Repurpose Lincoln,” recommendation presented by
Superintendent Niedzwiecki, Board Update, Oct. 6, 2025

**This deck tests all three legs on the district’s own data: walks
got longer (p. 10), crossings went up (p. 8) — and the moves
were never the fewest.**

816

children moved by the plan — closure,
redrawn boundaries, program moves,
preschool

197

moved by the district’s own redistrict-only
model — nothing else moves

- “Fewest” compared Lincoln only against the other five closure options.
- Its 380-child count omits the program moves and preschool announced with it.
- Even like-for-like, closure moves 380 to redistricting’s 197 — and the consultant scored redistricting’s average walk shorter (9.7 vs. 11.0 min).

The projected savings: an oral “just over \$600,000” — 0.7% of the budget.

At the district's own \$83,000 rate that implies about seven positions. No breakdown has ever been released.

PUBLISHED AND PRESENTED ESTIMATES



Ten months after the plan was introduced, the only figure offered is an oral “preliminary estimate” — and even if it holds, it is less than seven-tenths of one percent of the \$90.2M general fund.

No staffing plan supports it: the August materials show five fewer classrooms (89 → 84) and nothing more. No written basis, no conversion or transition cost — and no analysis of costs beyond the school budget, or of what the alternatives would cost or save, for the schools or the city.

WHAT IS NOT IN THAT FIGURE

- Lincoln conversion / repurposing
- Transportation for 816 children
- Crossing guards and signals
- Traffic calming and congestion
- City costs, City plans, home values
- 41 rooms already in other use

FY26 general fund: \$90.2M

The City has extensive plans built on the neighborhood school system.

The district has not checked its plan against any of them — or the \$232 million invested since 2003 — as 816 children move.

CLIMATE ACTION PLAN

May 2023

Net-zero citywide emissions by 2050. Walking and biking mode-shift is a stated pillar; this plan adds driving.

ACTIVE TRANSPORTATION PLAN

Apr. 15, 2024

The district is a listed co-author. The plan names Lincoln's area high-demand and proposes crossing upgrades at Clifton & Summit for access to Lincoln.

SAFETY ACTION PLAN / SAFE ROUTES

Apr. 15, 2024

67% of fatal and serious-injury pedestrian crashes (2017–2021) occurred within ¼ mile of a school — Safety Action Plan, p. 35.

VISION ZERO

Res. 9063-19, 2019

The City's commitment to eliminate traffic deaths — on the same streets the new boundaries follow.

If walking falls, driving rises.

A conservative routing model puts the added driving at roughly 116 one-way miles every school day.

+76

K–5 miles / day

+40

preschool miles / day

≈42,000

miles / year

≈17

metric tons CO₂ / year

HOW THE ESTIMATE WORKS

- Two one-way trips per school day, ≈180 school days
- Real street-network routing, today's site vs. the plan
- Does not model carpooling, trip-chaining or congestion

The Climate Action Plan counts on more walking, not less. This plan has never been checked against it — the estimate is labeled an estimate because no one has done the study.

Table the plan until the full impact is known.

Ask the Board of Education not to implement any closure or reconfiguration until four analyses give it full visibility of what the decision does.

1

TRANSPORTATION

The actual routes 816 children will take — on real sidewalks, not straight lines.

2

SAFETY

Crossings, guards and signals measured against the City's Safety Action Plan and Vision Zero.

3

ENVIRONMENTAL

Added driving and emissions measured against the Climate Action Plan.

4

ECONOMIC

Citywide — City costs, home values and the \$232M already invested — not just the school budget.

SPEAK ON SEPTEMBER 8. EMAIL THE BOARD. Tell Council the City's plans are on the line too.

You are not being asked to decide whether a school closes. You are asking the people who decide to look before they leap.