

# ONTARIO LOCAL SCHOOLS SAFE ROUTES TO SCHOOL

## SCHOOL TRAVEL PLAN

January 2026



Department of  
Transportation



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**TOOLE**  
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## Table of Contents

<b>Section 1: Introduction</b>	<b>5</b>
Safe Routes to School	5
Safe Routes to School Benefits	5
The E's	6
Target Schools	7
Purpose and Vision	8
<b>Section 2: Existing Conditions For walking and Biking to School</b>	<b>9</b>
Current Student Travel	9
Main Routes for Walking and Biking to School	10
Arrival and Dismissal Process	12
Safety Data Review	14
Existing Programs and Policies	17
District Bus Policies	17
School Travel Policies	17
Existing Encouragement Programs	17
Planned Infrastructure Projects	18
Need Analysis	20
<b>Section 3: Community Engagement</b>	<b>24</b>
Caregiver Survey	24
Parent Attitudes Towards Walking and Biking	25
Other Public Engagement	26
SRTS Stakeholder Meeting	26
Public Input Pop-Up Event	27
Public Comment Period	27
Public Comment Period Results	28
<b>Section 4: Recommendations</b>	<b>29</b>
Key Barriers	29
Barrier: <i>Lack of infrastructure that encourages active transportation</i>	29
Barrier: <i>Unsafe intersections and crossings</i>	29
Barrier: <i>Student/Family unawareness of walking and biking benefits and capabilities</i>	29
Barrier: <i>Increased motor vehicle traffic during arrival and dismissal</i>	29
Barrier: <i>Lack of activities to encourage students to walk and bike</i>	29
Barrier: <i>Distance</i>	29



Infrastructure Countermeasure Recommendations	30
Top Infrastructure Countermeasures	34
Non-infrastructure Countermeasure Recommendations	35
<b>Implementation</b>	<b>39</b>
<b>Pledge of Support</b>	<b>41</b>
<b>Appendices</b>	<b>50</b>
<b>Appendix A: Safe Routes to School Project Team Contact Information</b>	<b>51</b>
<b>Appendix B: Student Address and Crash Maps</b>	<b>53</b>
<b>Appendix C: Public Engagement Materials</b>	<b>97</b>
<b>Appendix D: Field Observation Photos</b>	<b>137</b>
<b>Appendix E: Priority Project Cut Sheet and Cost Estimate</b>	<b>141</b>



# Section 1: Introduction

## Safe Routes to School

Safe Routes to School (SRTS) is an international movement that uses policies, programs, and infrastructure to encourage youth K-12 to walk and bike to school. SRTS seeks to improve safety conditions near schools and encourage more walking and bicycling when safe to do so. Nationally, walking and biking to school has declined dramatically, from 48 percent in 1969 to just 11 percent in 2017.<sup>1</sup> SRTS programs like the Ohio Department of Transportation (ODOT) SRTS Program seek to reverse this trend through a collaborative approach.

### Safe Routes to School Benefits

**Improve safety for students walking and biking.** In recent years, Ohio has seen an increase in the number of people involved in crashes while walking.<sup>2</sup> Safe Routes to School is focused on improving student safety during their journey to and from school. Through infrastructure improvements, walking and biking to school can become a safer and more appealing choice for children and parents.

**Improve physical and mental health.** A healthy lifestyle is best cultivated in people while they are children. Regular physical activity is an integral component of a healthy lifestyle and also contributes to mental well-being. For children, bicycling and walking to school provides opportunities to include physical activity as a part of daily life. Daily physical activity is known to improve academic performance and social, emotional, mental and physical health.

**Equitable choice for all people.** In 2021, the US Census Bureau reported that 7.5 percent of households in Ohio do not have a vehicle.<sup>3</sup> 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.



# Target Schools

There are three target schools in the Ontario Local School District. The following tables and map provide information on the student demographics and school locations.

Table 1: Target Schools

School District	School Name	School Address	Grades Served
<b>Ontario Local School District</b>	<i>Stingel Elementary School</i>	426 Shelby-Ontario Rd, Ontario, OH 44906	<i>K-5</i>
	<i>Ontario Middle School</i>	447 Shelby-Ontario Rd, Ontario, OH 44906	<i>6-8</i>
	<i>Ontario High School</i>	467 Shelby-Ontario Rd, Ontario, OH 44906	<i>9-12</i>

Table 2: Student Demographics 2023-2024

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	Students with Disabilities	Migrant
<b>Stingel Elementary School</b>	902	20	NC	14	16	71	780	281	127	NC
<b>Ontario Middle School</b>	471	14	NC	13	17	33	392	173	55	NC
<b>Ontario High School</b>	527	28	NC	19	20	29	430	136	38	NC

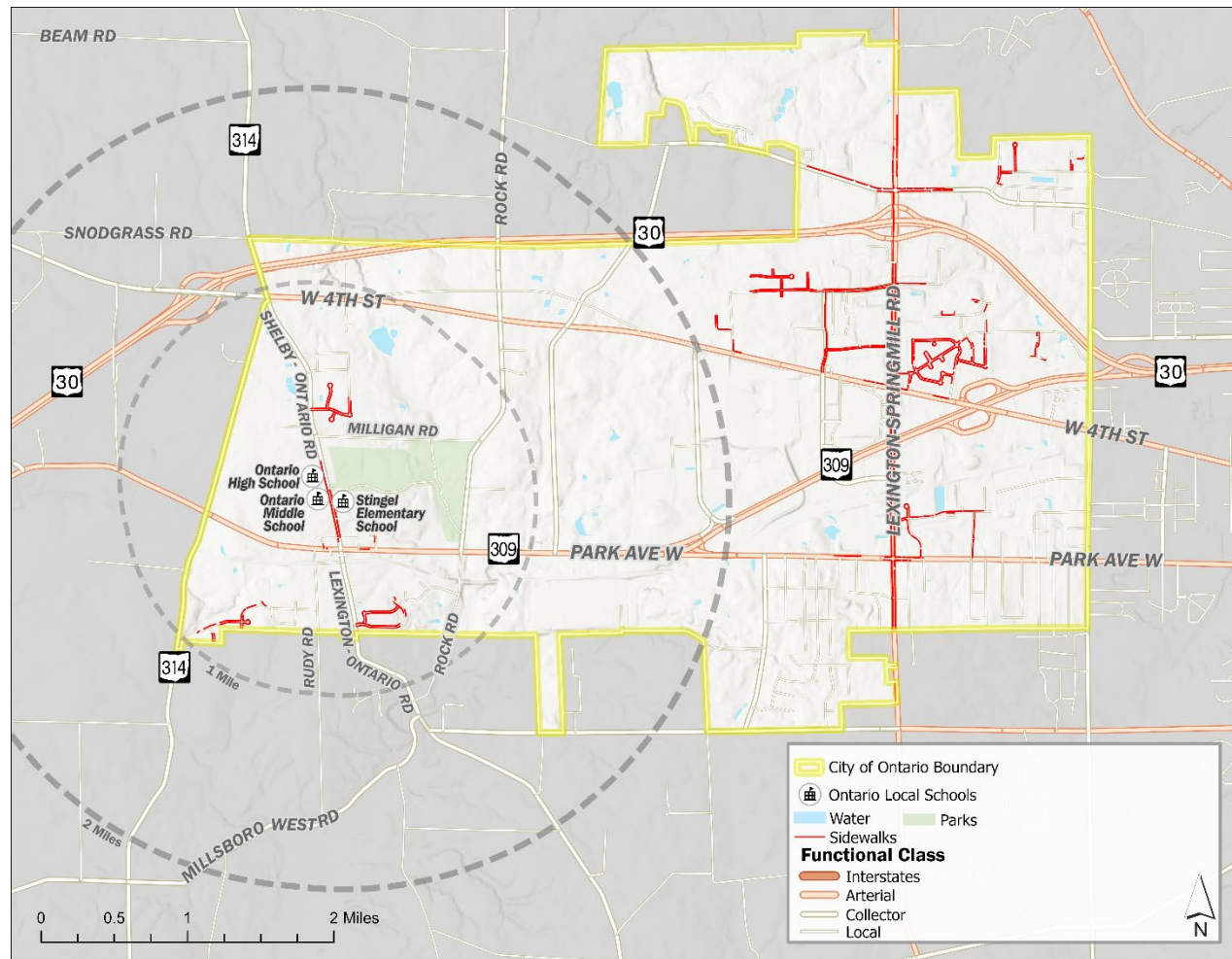
\*NC denotes no count recorded but does not eliminate the possibility of such populations.



## Purpose and Vision

*Vision Statement: Walking and biking will be a safe, connected, and convenient transportation option for the Ontario community.*

The purpose of this School Travel Plan (STP) is to identify policy, program, and infrastructure recommendations for the Ontario Local 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 better understand students’ daily experiences. Information gathered as part of these efforts is included in **Appendix B:**

**Student Address and Crash Maps and Appendix C: Public Engagement Materials** . Data in the tables below provide information about trends in student travel to and from school throughout the 2024-2025 academic year. **Table 3** shows the number of students within walking and biking distance of the target schools. **Table 4** shows the students’ mode of travel to school in the morning and **Table 5** shows the students’ mode of travel from school in the afternoon.

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
Stingel Elementary School	3	0.6%	15	3.2%	107	22.8%	214	45.4%
Ontario Middle School	0	0.0%	14	2.7%	61	11.6%	118	22.4%
Ontario High School	4	0.8%	31	6.6%	89	23.5%	164	54.6%

Table 4: Mode of travel to school in the morning (May 5, 2025 – May 8, 2025)

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Stingel Elementary School	8	0	881	1012	40	0	0
Ontario Middle School	5	11	331	473	9	0	0
Ontario High School	9	0	290	878	106	0	0



Table 5: Mode of travel from school in the afternoon (May 5<sup>th</sup>, 2025 – May 8<sup>th</sup>, 2025)

School	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Stingel Elementary School	6	0	969	891	47	0	0
Ontario Middle School	26	1	429	397	11	0	0
Ontario High School	17	0	232	614	138	0	0

As seen in the tables above, most students who attend Ontario Local Schools rely on a motor vehicle (whether a family car/truck/SUV, carpooling, or a school bus) to get to and from school. Walking and biking are among the least utilized transportation modes, with less than 50 students identifying that they walked home at least once over the three-day study and one student identifying they biked home. It is not uncommon to see an increase in the amount of student pedestrian traffic in the afternoon, as students may have extracurricular activities such as sports and clubs that result in a lack of school-provided transportation home. Similarly, this can also be the result of user preference, with the afternoon being often brighter and warmer than the morning.

Disparities in student travel from morning to afternoon may also be the result of incomplete Teacher Tallies. In this instance, some faculty provided morning data, but did not provide afternoon data. Because of this, the tables serve as snapshots in time of recorded student travel among as many participants as possible, and do not account for all students at Ontario Local Schools. Further, the tables do not aim to establish patterns in student travel throughout the school year. This analysis was solely intended to explore the distribution of transportation mode when students are arriving and leaving school, without additional considerations for outside factors.

## Main Routes for Walking and Biking to School

### Overview

Understanding the primary walking and biking routes to school allows the project team to take these travel patterns into consideration when developing the proposed recommendations in this plan. In the case of the Ontario Schools campus, existing main walking and biking routes were essentially non-existent due to the lack of sidewalk or shared use path infrastructure connecting the schools to any surrounding neighborhoods and the fact that the road on which the schools are located is busy and unsafe to walk on or cross without dedicated infrastructure.

Because existing conditions prevented any main walking and biking routes from forming, this section instead focuses on potential main routes based on the location of residential areas in relation to the school campus.

In some cases, the main routes to each school building may differ. However, the schools that comprise the Ontario City Schools are all adjacent on the same campus. This resulted in overlapping - and identical - primary routes to school.



## Primary Routes for Walking and Biking to School

The primary routes for walking and biking to the Ontario City Schools are:

- » Shelby-Ontario Road
- » Park Avenue West

The primary intersections that students may cross when walking and biking to school are:

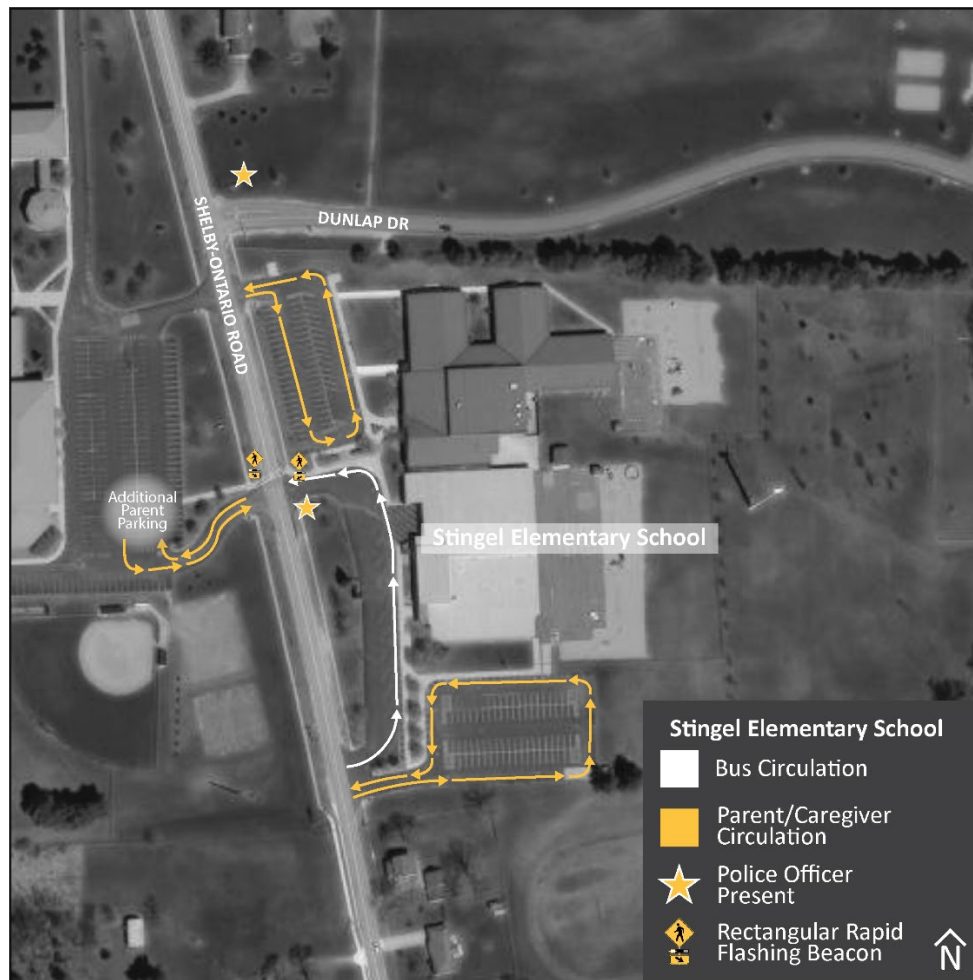
- » Shelby-Ontario Road / Milligan Road
- » Shelby-Ontario Road / High School Access Drive (North Access Drive)
- » Shelby-Ontario Road / High School Access Drive (South Access Drive)
- » Shelby-Ontario Road / Dunlap Drive
- » Shelby-Ontario Road / Board of Education Access Drive
- » Shelby-Ontario Road / Stingel Elementary Access Drive (North Access Drive)
- » Shelby-Ontario Road / Middle School Access Drive
- » Shelby-Ontario Road / Stingel Elementary Access Drive (Mid Access Drive)
- » Shelby-Ontario Road / Stingel Elementary Access Drive (South Access Drive)
- » Shelby-Ontario Road / Pearl Street
- » Shelby-Ontario Road / Park Avenue West

## Arrival and Dismissal Process

### Stingel Elementary School

For both arrival and dismissal, bus traffic is separated from caregiver and parent traffic by utilizing the central driveway loop to the west of **Stingel Elementary School**. Several police cruisers are stationed on and around the school campus for speed enforcement and deterrence of improper pickup/drop off practices, daily. Caregivers are not permitted to use this loop or driveway for pick up or drop off. For both arrival and dismissal, parents and caregivers have three options to drop off and pick up students. Drivers can utilize the south parking lot, circulating counterclockwise to the south side of the building where students are dropped off or picked up. Secondly, Parents and caregivers have the option of picking up or dropping off their students from the north parking lot on the west side of the building. Caregivers also had the option to park in the lot directly across from Stingel at the Middle School, where they could then use a crosswalk with a Rectangular Rapid Flashing Beacon (RRFB). Parents and caregivers are required to walk students to and from the parking lot to their assigned entrances on the northwest and south sides of the building for safety purposes. During arrival and dismissal, vehicle queueing occurred in both lots and spilled onto Shelby-Ontario Road during peak times. **Figure 1** illustrates the described arrival and dismissal circulation for the elementary school.

**Figure 1: Stingel Elementary School Arrival/Dismissal Circulation**



## Ontario Middle School & Ontario High School

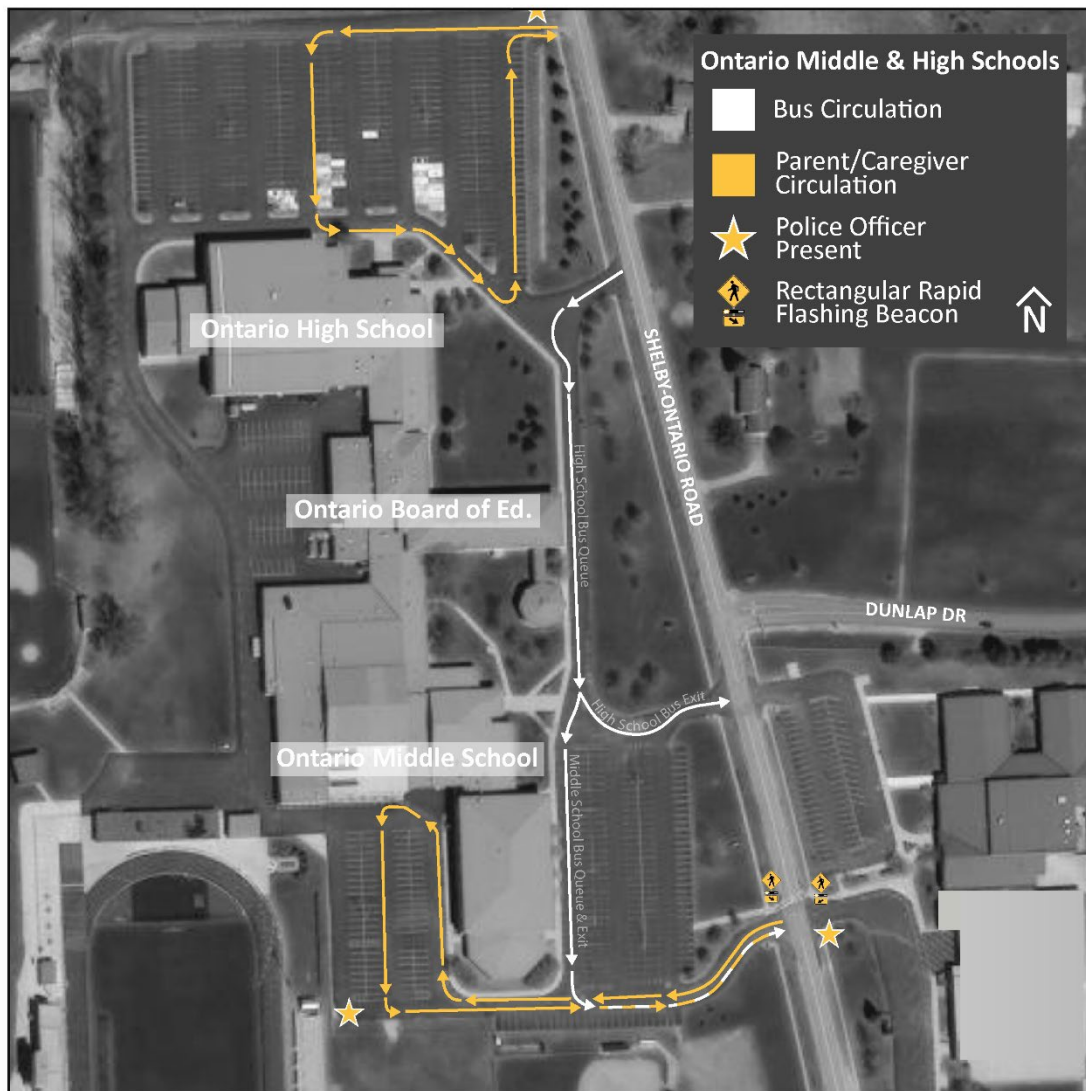
Because Ontario Middle School and Ontario High School are in the same building, they share similar primary routes to school. Both schools welcome and release students at the same time. However, the system has separate circulation patterns for both caregivers and bus traffic to help students get to school or home efficiently. Similarly to Stingel Elementary, several police cruisers are stationed everyday near the schools to ensure safe travel on and around the schools.

Bus traffic for **Ontario Middle School** uses a separate driveway from parents and caregivers for pickup and drop-off. Buses enter the south high school driveway where they then line the curb along Ontario Middle School. The buses then pick up or drop off students near the east side entrance of the building. Once they are done, buses travel south along the building until they make a left at the south middle school driveway before exiting to Shelby-Ontario Road. For both arrival and dismissal, parents and caregivers use the south middle school driveway, where they are funneled into a parking lot on the west side of the building. Caregivers circulate counterclockwise through the lot and join with bus traffic via the same access drive before exiting on Shelby-Ontario Road. Several students were observed utilizing the marked crosswalk on Shelby-Ontario Road to get to the middle and high schools. A handful of students were seen walking to the elementary school during dismissal (presumably to be picked up by a parent or caregiver with another student at the elementary school). After school, students were also seen walking south along Shelby-Ontario Road to The Cove coffee shop and adjacent gas station. School staff shared this is a common occurrence for students who have late practices, after school events, and sometimes for school pick up. The few students observed walking to and from school utilize the same entrances as students being picked up by parents and caregivers.

Bus traffic for **Ontario High School** utilizes a separate driveway from motorists during arrival and dismissal. Buses enter using the south high school driveway before lining the curb near the High School and along the curb of the Board of Education office. They pick up and drop off students at the curb before exiting the campus via the north middle school driveway. For both arrival and dismissal, parents and caregivers enter the campus via the north high school driveway before entering the parking lot north of the building. Caregivers circulate counterclockwise through the lot, dropping off their students at the curb north of Ontario High School before exiting the campus via the north High School access drive. Student drivers park in the parking lot north of the High School. Students walking to and from school used the same entrance as students being dropped off or picked up by parents and caregivers.

**Figure 2** below illustrates the described arrival and dismissal circulation for both Ontario Middle School and Ontario High School.

Figure 2: Ontario Middle & High Schools Arrival/Dismissal Circulation



## Safety Data Review

**Table 6** shows active transportation crash occurrences and their severities within five miles of the Ontario Local Schools, compared to the state average in Ohio. **Table 7** shows the number of pedestrian and bicyclist crashes from 2019 to 2023 within various radii of both school campuses. While this plan only accounts for pedestrian and bicycle crashes dating back to 2019, a serious injury crash involving a student pedestrian occurred in 2018 at the corner of Dunlap Drive and Shelby-Ontario Road.

Figure 3 shows crashes by severity near the target schools. Key takeaways from the combined crash data are listed below. Crash radius maps developed for each school can be found in **Appendix B: Student Address and Crash Maps**.

- There were 15 total crashes over the specified period, 11 pedestrian and 4 bicycle
- There were no fatal crashes, but 2 resulted in serious injuries and 7 resulted in minor injuries
- Six crashes were intersection related, indicating that there may be unsafe crossing conditions at intersections in the study area
- Other contributing factors were relatively varied, indicating that no other factor is a critical safety concern compared to others based on crash data
- Time of day or time of year did not reveal significant correlation to number of crashes

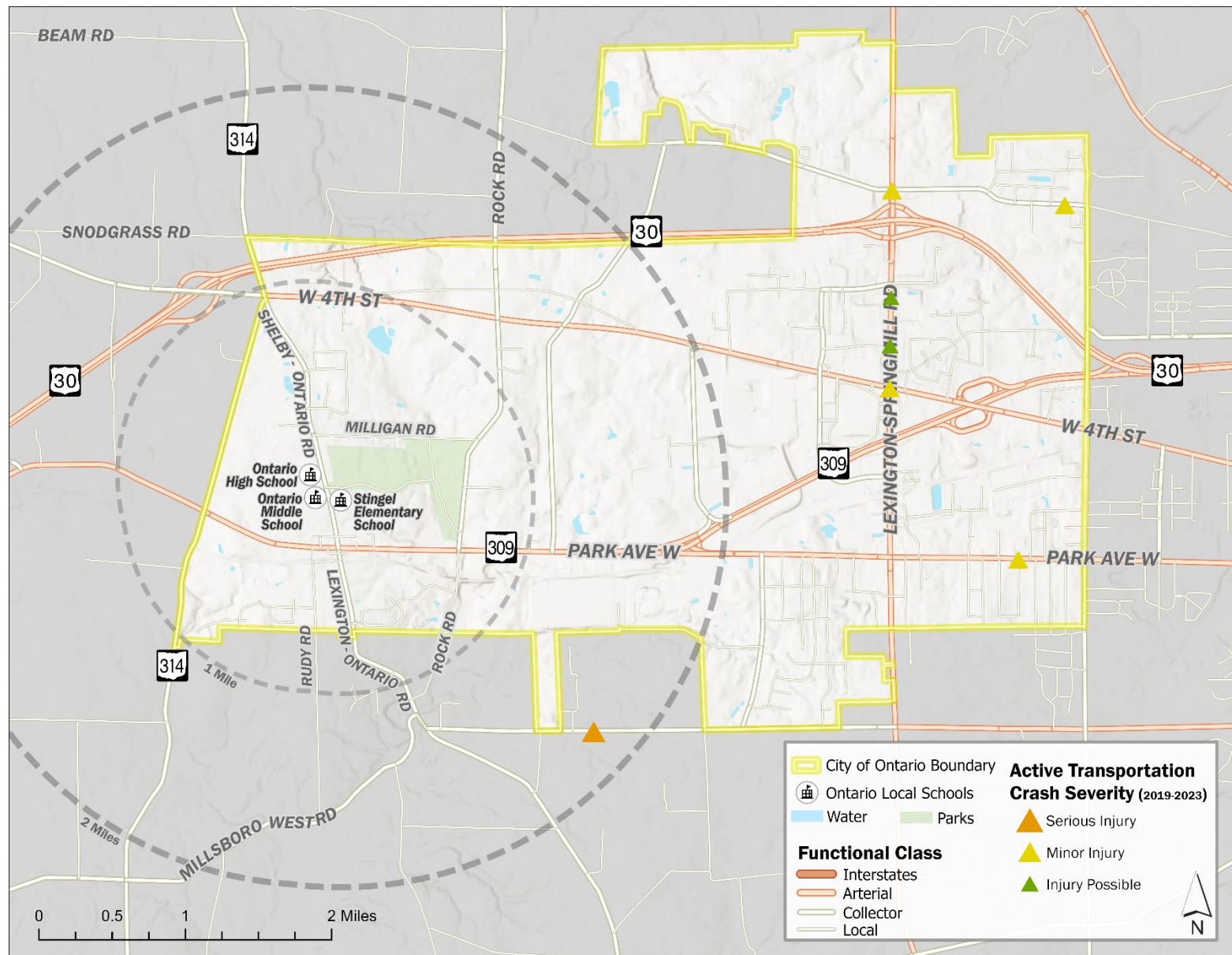
Table 6: Crash Severity Compared to State Average

Crash Severity	Ontario, OH Average		Statewide Average
	Total (2019-2023)	Total (%)	Total (%)
Fatal Crash	0	0%	0.93%
Serious Injury Suspected Crash	1	14.29%	4.50%
Minor Injury Suspected Crash	4	57.14%	14.06%
Injury Possible Crash	2	28.57%	7.65%
Property-Damage-Only	0	0%	72.86%
Total	7		

Table 7: Bicycle and pedestrian crashes near schools (2019- 2023)

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
Stingel Elementary School	0	0	1	1
Ontario Middle School	0	0	1	1
Ontario High School	0	0	1	1

Figure 3: Bicycle and pedestrian crashes near Ontario City Schools (2019-2023)



# Existing Programs and Policies

This section will discuss what impacts there are to the active transportation environment on a district program and policy level.

## District Bus Policies

Ontario Local Schools do not have bussing policies that restrict student ridership. District bus policy is that any student that would like bus transportation may get it, no matter location of residence or other factors. This allows students and caregivers to have more options, but it does not actively encourage walking and biking.

## School Travel Policies

There are no school travel policies that affect walking or biking to school for any of the target schools. Arrival and dismissal policies are covered in a previous section in this report. Complaints about inefficiencies and congestion for arrival and dismissal may cause indirect encouragement to try different travel to school methods such as walking and biking, but this is not intentional or an ideal circumstance.

## Existing Encouragement Programs

There are not currently programs that encourage walking or biking at any of the target schools.

# Planned Infrastructure Projects

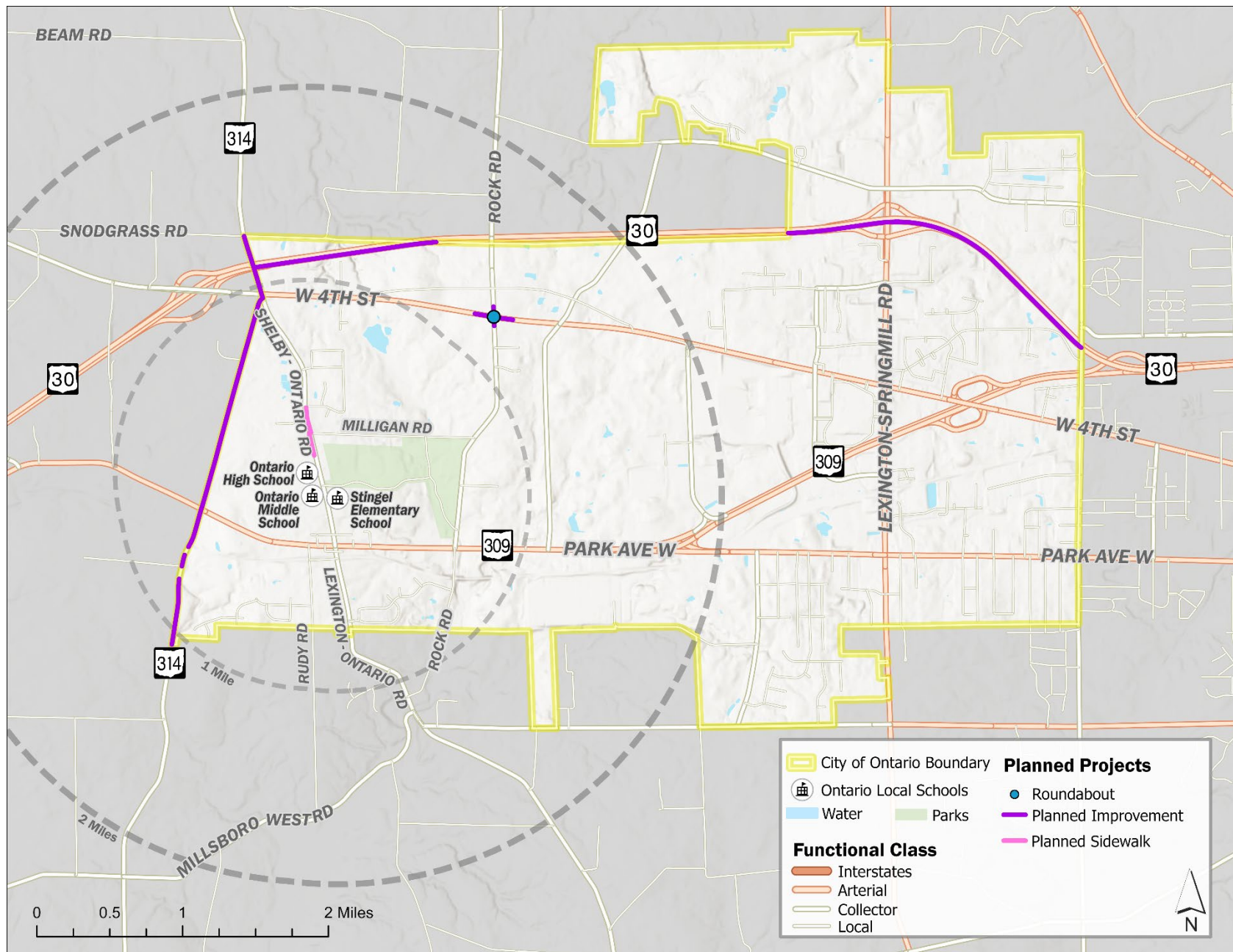
A critical component in the existing conditions analysis is to analyze recently proposed projects made by the local team, the Ohio Department of Transportation, and any regional/metropolitan planning organizations. For the Ontario Local School District, the project team coordinated with these organizations and the Richland County Regional Planning Commission (RCRPC) to further identify planned infrastructural improvements that assist families in safe and active school travel.

These planned infrastructural improvements include near and long-term investments, at varying stages of implementation. In some instances, funding has not been identified or allocated for these improvements. For the purposes of this plan, the project team identified these improvements to further encourage the implementation of them through this plan, and to ensure that no duplicate recommendations are made.

Planned improvements include road widening, shared use pathway installation, intersection improvements, and roadway rehabilitation projects, among others. Many of the identified projects come directly from ODOT’s short-term project list, and recommendations made by the RCRPC in the 2025-2050 Long Range Transportation Plan published in July 2025.

**Figure 4** below showcases the identified planned projects near the Ontario Local School District.

Figure 4: Planned Infrastructure Projects Near the Ontario Local School District



## Need Analysis

To further understand the state of walking and biking to school in the City of Ontario, 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 included in the analysis include:

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

Based on the demographic data obtained and shown in **Table 2**, approximately 31% of students in the school district are considered economically disadvantaged. These students may come from families that do not have the means to provide transportation to and from school with personal vehicles. Additionally, approximately 12% of students in the district have a disability, further demonstrating the need for safe active transportation infrastructure to travel to and from school.

Using the equity factors listed above, active transportation demand and need can be visualized in mapping software, as shown in the accompanying maps on the following pages.

**Figure 5** highlights levels of active transportation need across the school district. It is important to note that while this plan is focused on the Ontario City School District, the City of Ontario and other surrounding areas have been studied to consider broader connections. As seen in the figure, about half of the community falls between medium and high need. The remaining area (primarily west of Lexington Springmill Road and south of US-30) ranges from low to moderate need.

**Figure 6** demonstrates the demand across the Ontario City School District. Most of the community falls within medium to low demand for active transportation infrastructure. Areas of increased active transportation demand are located primarily north of US-30, and are concentrated on the east side of Ontario, stretching into the neighboring City of Mansfield.

**Figure 7** shows the combined need and demand for active transportation infrastructure in Ontario. Areas directly east of Home Road as well as areas north of US-30 exemplify increased demand and need. The remaining areas exemplify relatively low active transportation need and demand for active transportation infrastructure. When examining the demand and need for active transportation in the community, generally both increased in score the closer they got to the City of Mansfield. This reinforces the need for community-wide connectivity and provides an opportunity for cross-jurisdictional active transportation systems.



Figure 5: Active Transportation Need

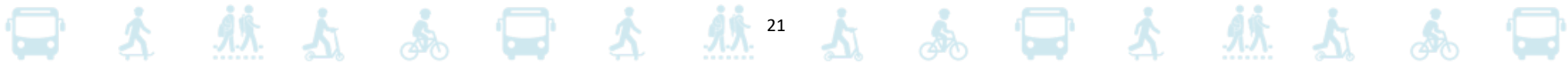
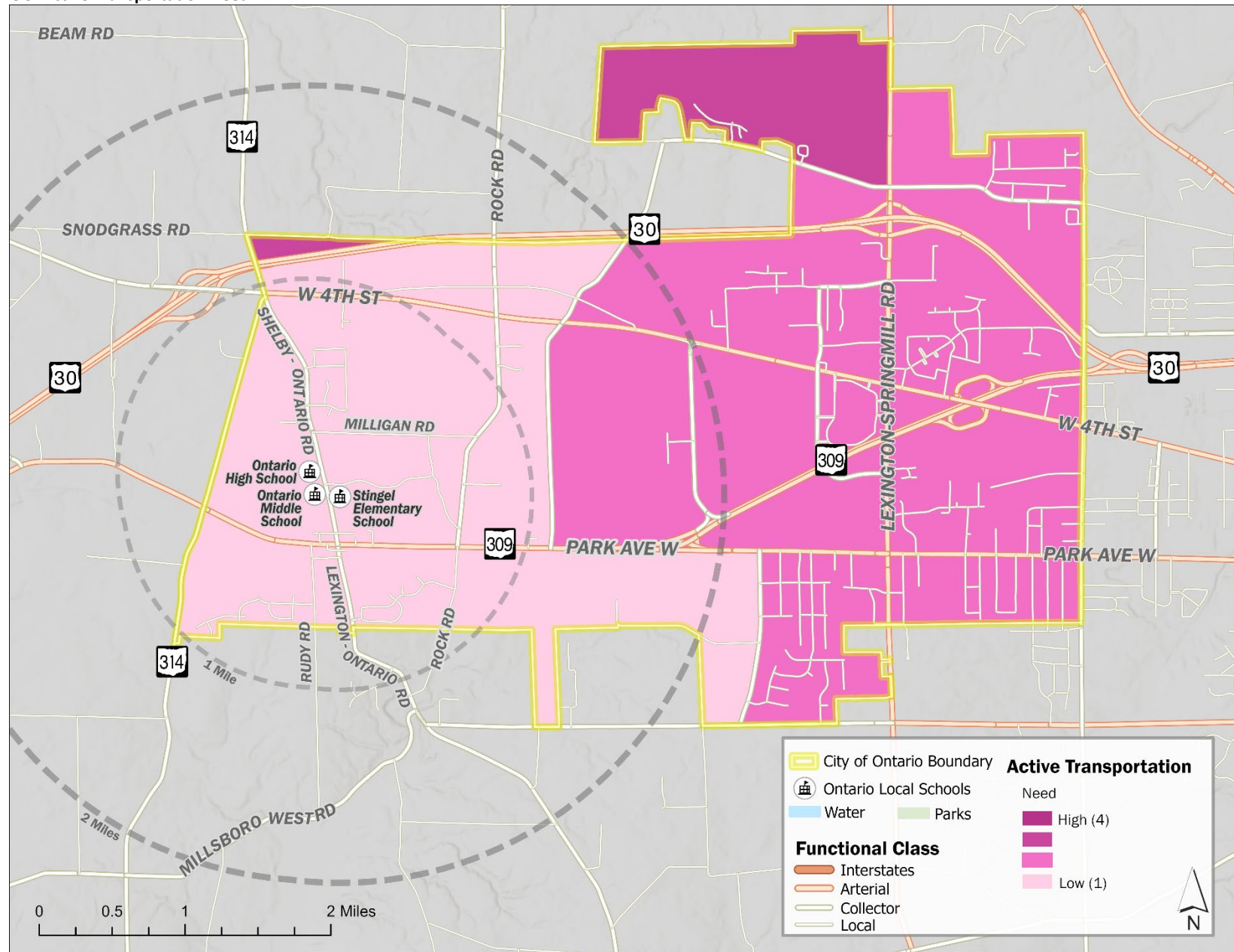
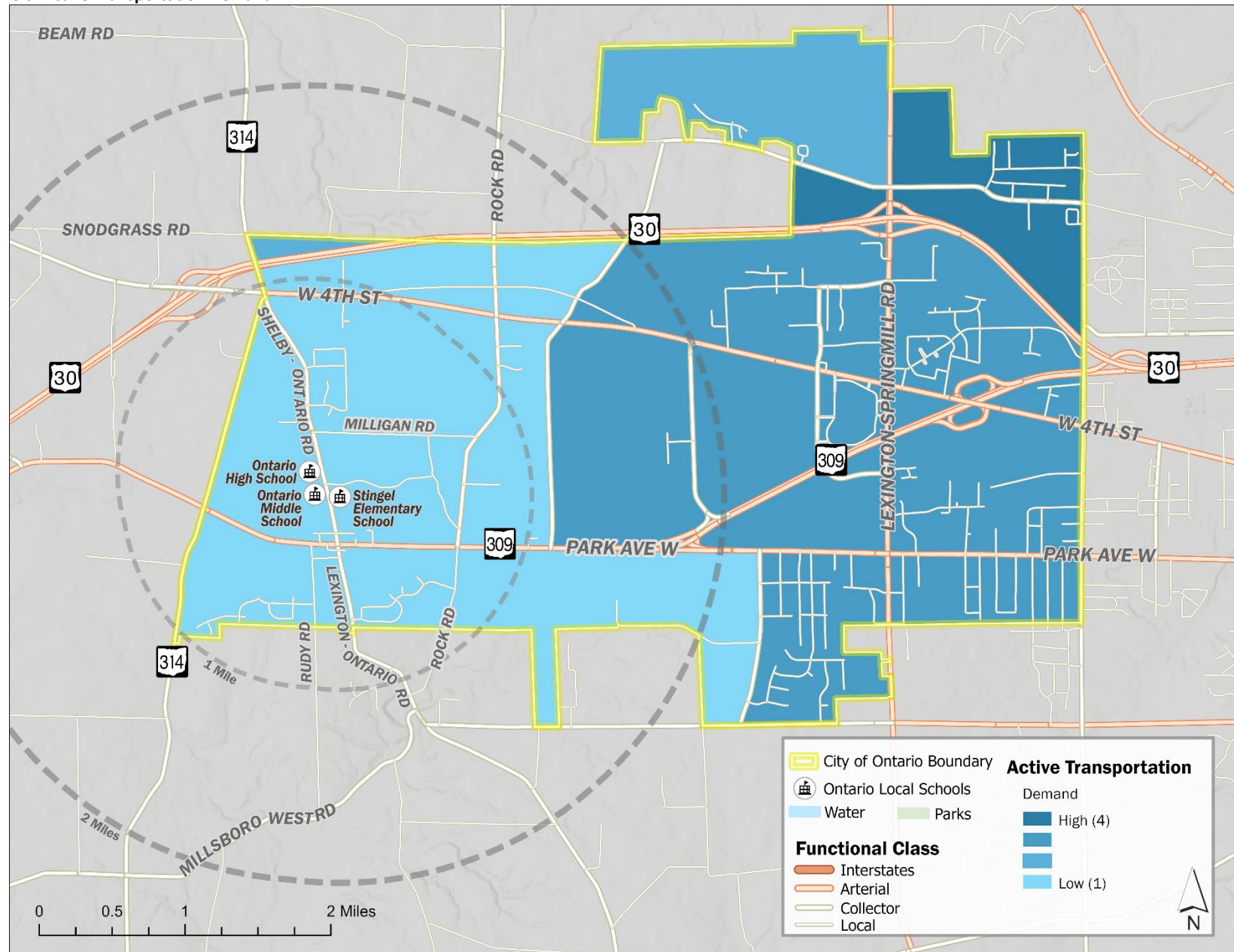


Figure 6: Active Transportation Demand



**Map of the City of Ontario, North Carolina, showing Active Transportation Demand.**

**Legend:**

- City of Ontario Boundary:** Yellow outline
- Ontario Local Schools:** Blue outline
- Water:** Light blue
- Parks:** Green
- Functional Class:**
  - Interstates: Thick orange line
  - Arterial: Orange line
  - Collector: Yellow line
  - Local: Thin grey line
- Active Transportation Demand:** Color scale from Low (light blue) to High (dark purple).

**Map Labels:** BEAM RD, SNODGRASS RD, ROCK RD, W 4TH ST, MILLIGAN RD, PARK AVE W, LEXINGTON-SPRINGMILL RD, RUDY RD, LEXINGTON-ONTARIO RD, MILLSBORO WEST RD.

**Scale:** 0 to 2 Miles.

**North Arrow:** N

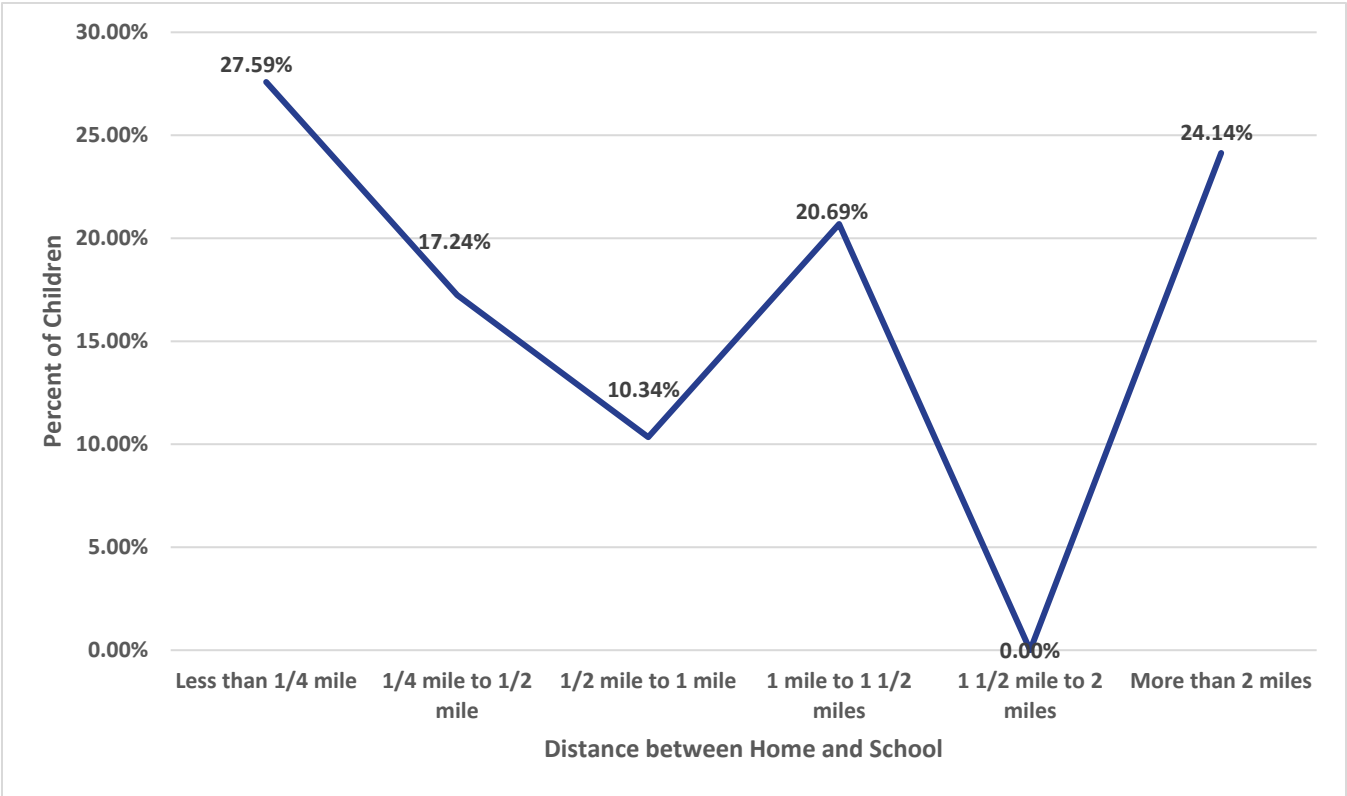
# Section 3: Community Engagement

Community engagement is an essential tool in the STP development process. Involving the public builds trust in the Plan and improves the overall quality of the findings. The project team used several strategies to collect public input including: a caregiver survey, stakeholder meeting, and a public engagement event and associated web-based survey.

## Caregiver Survey

The caregiver surveys were issued to the parents and caregivers of all three target schools. Of the 239 responses received, only roughly 40 percent of caregivers estimate their home is within two miles of their child’s school. Of those responses, roughly 75 percent reported that their child asked permission to walk or bike to school within the last year. The graph below shows the distribution of children who have asked to walk or bike based on distance between their residence and school. As seen inError! Reference source not found.8, there is a higher interest in walking and biking to and from school for those who live within a mile and a half of their school.

Figure 8: Percent of Children Who Have Asked Permission to Walk or Bike to School



Less than one percent of caregivers indicated that their student walks to school in the morning and roughly 1.2 percent reported their student walks home from school in the Ontario Local School District. Contrary to the completed Teacher Tallies, the Caregiver surveys asked guardians to identify their usual means of transportation to school throughout the school year. Illustrated in **Table 8** and **Table 9** is the summarization of student travel trends based on distance from their school for both arrival and dismissal.

Table 8: School Arrival Trip Type by Distance from School

Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than ¼ mile	16.7%	0.0%	41.7%	41.7%	0.0%	0.0%	0.0%
¼ mile to ½ mile	0.0%	0.0%	22.2%	77.8%	0.0%	0.0%	0.0%
½ mile to 1 mile	0.0%	9.1%	45.5%	45.5%	0.0%	0.0%	0.0%
1 mile to 1 ½ miles	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	0.0%
1 ½ miles to 2 miles	0.0%	0.0%	3.7%	6.1%	0.6%	0.0%	0.0%
More than 2 miles	0.0%	0.0%	37.8%	57.9%	3.7%	0.6%	0.0%

Table 9: School Departure Trip Type by Distance from School

Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than ¼ mile	25.0%	0.0%	25.0%	50.0%	0.0%	0.0%	0.0%
¼ mile to ½ mile	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%
½ mile to 1 mile	0.0%	9.1%	63.6%	27.3%	0.0%	0.0%	0.0%
1 mile to 1 ½ miles	0.0%	0.0%	75.0%	25.0%	0.0%	0.0%	0.0%
1 ½ miles to 2 miles	0.0%	0.0%	3.7%	6.1%	0.6%	0.0%	0.0%
More than 2 miles	0.0%	0.0%	36.0%	61.0%	2.4%	0.6%	0.0%

The tables show that walking is a more popular option for students departing school and living less than a quarter mile from their school. Motorized modes of transit have become the most common mode for students of all distances, indicating distance and network gaps as barriers to active transportation.

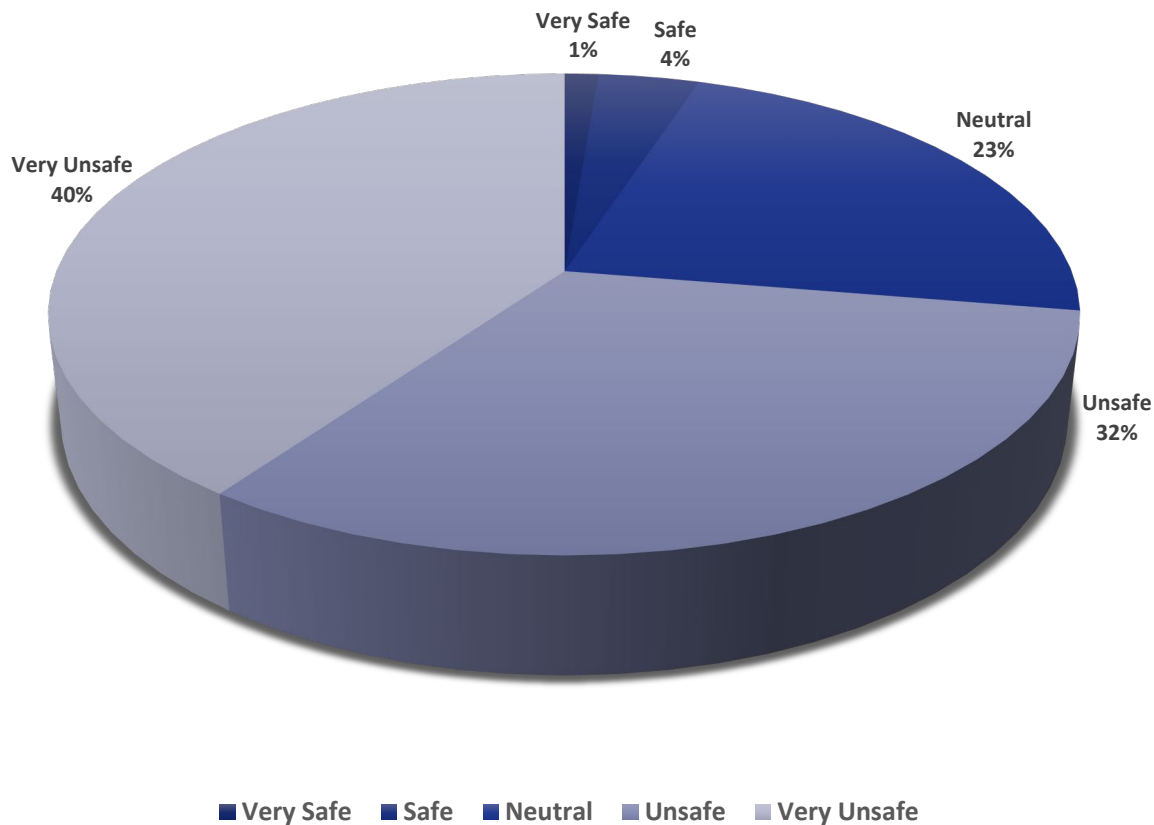
## Parent Attitudes Towards Walking and Biking

Roughly 72 percent of parents and caregivers who responded to the survey indicated that they feel it is unsafe or very unsafe for their children to walk or bike to/from school. In the caregiver survey responses, the following factors were identified as the top five issues that parents and caregivers considered when not allowing their students to walk or bike to school:

- Amount of traffic along the route
- Speed of traffic along the route
- Distance
- Lack of Sidewalks or Pathways
- Safety of Intersections/Crossings

It should be noted that parents and caregivers that do allow their children to walk or bike to/from school shared the same concerns. For those parents and caregivers, the safety of intersections and crossings was the top concern. Caregivers' feelings about the safety of walking and biking to/from school for their child are illustrated in **Figure 9**.

Figure 9: Parents Opinions on the Safety of Walking and Biking to School



Caregivers had the opportunity at the end of the survey to provide open-ended feedback about their family’s current student travel, including highlights and concerns. Many participants who elected to provide feedback shared that their family lives too far away from the schools to feasibly walk or bike there. Some comments highlighted the unsafe feeling on Shelby-Ontario Road between West 4<sup>th</sup> Street and Milligan Road, further highlighting the need for more sidewalks and off-roadway bicycle and pedestrian facilities. Other safety concerns were raised for the specific intersections of Shelby-Ontario Road/Park Avenue West, and Rudy Road/Park Avenue West, identifying the intersections as barriers to walking and biking. Similarly, the traffic speed and volume on State Route 314 were highlighted as barriers for residents who live on and near the street. However, most comments expressed excitement for potential pedestrian facilities (such as sidewalks and shared use paths) near the schools and Marshall Park.

## Other Public Engagement

### SRTS Stakeholder Meeting

The Safe Routes to School (SRTS) stakeholder meeting held on September 11, 2025, aimed to engage key stakeholders – the SRTS Team – representing the schools, community members, and local government. The stakeholders confirmed their commitment to safe routes to school and discussed various challenges and needs for improving pedestrian and bicycle safety around the target schools in the area. Specific concerns were raised

about the lack of pedestrian infrastructure in Ontario, missed opportunities for education, and traffic congestion during arrival and dismissal. After the meeting, the project team and school staff performed a walk audit of Stingel Elementary, Ontario Middle School, Ontario High School, and surrounding areas such as Marshall Park. The stakeholder group was invited to attend the walk audit.

Meeting materials and additional information can be found in **Appendix C: Public Engagement Materials**

## Public Input Pop-Up Event

The Public Input Pop-up event held on October 16, 2025, was designed to gather community input on the draft infrastructure countermeasures and the proposed programs and policies recommended through the Ontario School Travel Plan. Representatives from Burton Planning Services staffed a booth at Stingel Elementary's Halloween Trunk-or-Treat event, where attendees had the opportunity to participate in an activity focused on prioritizing projects. The activity asked participants to drop a piece of candy corn in a jar representing a specific infrastructure project and place a sticker dot next to their favorite programs/policies on exhibit boards.

The Trunk-or-Treat event was set up at Stingel Elementary School, by the school administration as a school-community recreation activity after school hours. Members of the community, including individuals and businesses, could sign up to pass out candy to the kids in attendance. Families all lined up and went from vendor to vendor trick-or-treating.

Over 1,000 individuals were present at the event, with the vast majority of interactions happening with staff at the booth. Staff passed out candy and provided attendees with a pamphlet outlining the proposed countermeasures which included a link to an online prioritization survey. The three highest priority infrastructure projects were as follows:

- Project N Shared-Use Path on Lexington-Ontario Road from Muirfield Drive to Park Avenue West
- Project P Shared-Use Path on SR 314 from SR 309 to Shelby-Ontario Road
- Project G Change Signal Timing at the Park Avenue West intersection

Project staff were able to verbally engage with many event attendees as they passed by the booth, gathering useful information and perspective through conversation. Activity participation was more limited due to both space and time constraints as the event was crowded, and many groups had children who were moving quickly past the booth as they were handed candy. Despite these obstacles, the project team were able to have conversations about the community's needs, raise awareness about the plan and encourage support for walking and biking improvements in Ontario.

## Public Comment Period

The public comment period ran from October 16, 2025, through October 31, 2025. Through an online survey, community members were asked to provide feedback on the same information presented at the October 16 pop-up event. A total of 6 people participated in the online survey, in which they were questioned on their level of support for the proposed infrastructure and non-infrastructure projects.

# Public Comment Period Results

The survey collected positive responses from participants who shared their support for many of the infrastructure countermeasures. Some respondents shared that although many of the walking and bicycling programs are great for encouragement, the city currently does not have a complete enough active transportation network to safely conduct encouragement activities (such as remote drop-off and walking school buses/bike trains). Regardless, survey participants expressed their support for the efforts to increase walking and biking access in the community through the proposed infrastructure countermeasures.

67 percent of respondents indicated they fully support the proposed programs and policies, with roughly 33 percent of respondents indicating they support the programs and policies with modifications. No survey participants indicated they do not support the programs and policies. School-produced walking and biking maps were the most supported program or policy, with the establishment of an SRTS safety committee and traffic data utilization ranking second and third, respectively.

When asked about their support for infrastructure improvements surrounding Ontario Local Schools, 67 percent of responses indicated they support the projects with 33 percent indicating they support the projects with modifications. None of the survey participants indicated they do not support the infrastructure projects. The five highest priority infrastructure countermeasure recommendations identified by respondents include:

- 1. Project A: Pedestrian signal installation, paint crosswalk (Shelby-Ontario Rd./Park Ave. W Intersection)
- 2. Project G: Adjust motor vehicle signal timing at the Park Avenue West/Shelby-Ontario Road intersection
- 3. Project F: Rectangular Rapid Flashing Beacon Installation at Dunlap Drive/Shelby-Ontario Road
- 4. Project H: Shared Use Path along Dunlap Drive
- 5. Project D: Pedestrian Signal Install and Painted Crosswalk at Rock Road/Park Avenue West

Further survey response data is available in **Appendix C:**

## Public Engagement Materials



# Section 4: Recommendations

## Key Barriers

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

### **Barrier: *Lack of infrastructure that encourages active transportation***

*Currently, sidewalks are the only form of walking or biking infrastructure in place throughout the community and are limited to the school campus and some immediately surrounding areas. With improvements to community walking and biking connectivity, caregivers may be more likely to allow their students to walk or bike to school.*

### **Barrier: *Unsafe intersections and crossings***

*There are limited safe and comfortable crossings (both intersection and mid-block) within two miles of the schools. This lack of safety is a concern for both students themselves and caregivers that may prevent them from allowing students to walk or bike to school. With safer crossings and active transportation safety-focused intersection improvements, students may feel more empowered to walk or bike to school.*

### **Barrier: *Student/Family unawareness of walking and biking benefits and capabilities***

*Currently, there is a desire to walk and bike in and around the school campus. If the health and increased mobility benefits of walking and biking are emphasized, students may be more interested in utilizing active transportation when getting to and from school.*

### **Barrier: *Increased motor vehicle traffic during arrival and dismissal***

*During arrival and dismissal, significant vehicle queueing was observed, backing up onto Shelby-Ontario Road and Park Avenue West. The volume of vehicle traffic can make walking or biking feel uncomfortable and unsafe, which can limit options that people will consider for travel to school. Based on observations, peak volumes seen during arrival and dismissal drastically differ from off-peak hours. While this may be the height of vehicle travel, it is also the peak time students walk or bike around campus.*

### **Barrier: *Lack of activities to encourage students to walk and bike***

*There are currently no school sanctioned activities to promote students walking and biking to school. Encouragement activities, such as walk/bike to school days, walking school buses, and other reward-based activities, are excellent ways to raise awareness and encourage active transportation throughout the year.*

### **Barrier: *Distance***

*Many students live over two miles from the schools, increasing the challenge of walking and biking to school. By creating a more connected active transportation network with an emphasis on biking to give realistic options for traveling longer distances, or developing programs that split transportation modes, students may be more interested in active transportation alternatives.*

# Infrastructure Countermeasure Recommendations

This plan makes recommendations that promote and support Safe Routes to School through a combination of infrastructure and non-infrastructure projects. Infrastructure project recommendations refer to physical, built projects that change how roadways are configured to provide safe options for walking and biking. Utilizing the information received to compile **Figure 4**, the project team was able to recommend and encourage projects that align with existing community interests. These projects are organized in **Table 10** by **project ID**, which is also depicted on the associated map **Figure 10: Proposed Infrastructure Countermeasures**, and by **project type**. One location may have more than one recommended project. The **project location** column details the geographic parameters of the project. The **countermeasure description** field documents the identified problem to be addressed at that location, and the potential solution.

The projects recommended in **Table 10** were prioritized to produce the three most important countermeasure recommendations, as directed by the Ontario Local Schools and agreed upon by the project team. These projects have been identified in the **Top Infrastructure Countermeasures** section of this report. The recommended infrastructure countermeasure projects were prioritized based on a combination of criteria:

- Equity factors
- History of infrastructure investment / time since last investment in the general project location
- Public input
- Anticipated student walking & biking behaviors
- Number of students in proximity to the proposed project

A **time frame** is indicated for each project:

- Short-term = 0 - 1 year
- Medium-term = 1 year - 3 years
- Long-term = 3 years or more

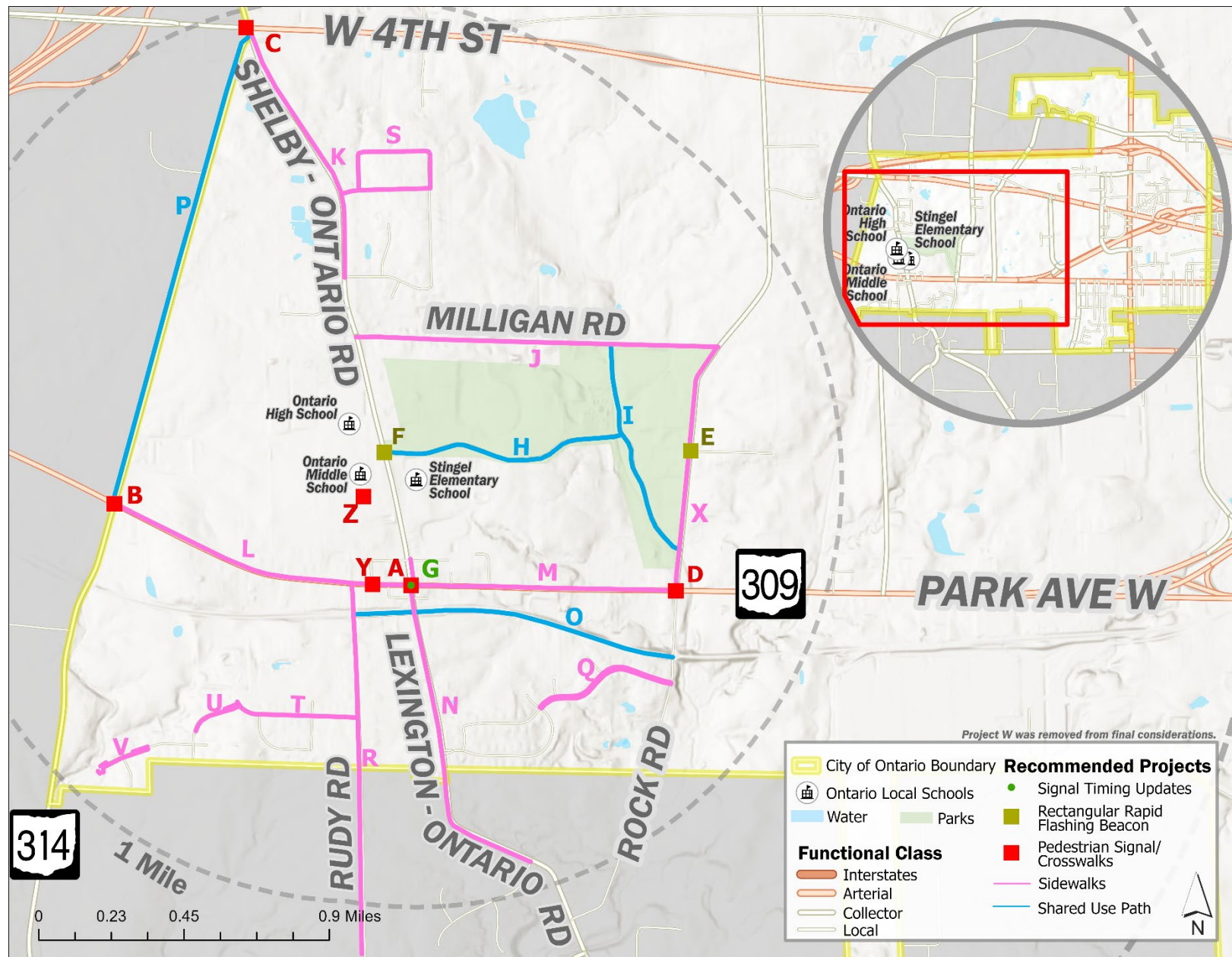
An **estimated cost** is also indicated for each project:

- Low cost (\$) = Up to \$100,000
- Medium cost (\$\$) = between \$100,000 and \$500,000
- High cost (\$\$\$) = Above \$500,000

Refer to the **Implementation** section for more information on project funding sources.



Figure 10: Proposed Infrastructure Countermeasures



**Table 10: Infrastructure Recommendations**

ID	Project Type	Location	Description	Cost	Timeframe
<b>A</b>	Pedestrian Signal / Crosswalk / Sidewalk	Park Avenue West/Shelby-Ontario Road	Install pedestrian signals at the south and east legs of the intersection, paint crosswalk. Install sidewalk on the east side of Shelby-Ontario Road from crosswalk to the crosswalk at North Pearl Street. <i>*Dwelling impact: 3620 Park Avenue West</i>	High	Medium Term
<b>B</b>	Pedestrian Signal / Crosswalk	SR 309/SR 314	Install pedestrian signals at every leg of the intersection, paint crosswalk.	Low	Long Term
<b>C</b>	Pedestrian Signal / Crosswalk	W 4 <sup>th</sup> Street/Shelby-Ontario Road/SR 314	Install pedestrian signals at every leg of the intersection, paint crosswalk.	Low	Medium Term
<b>D</b>	Pedestrian Signal / Crosswalk	Rock Road/Park Avenue West	Install pedestrian signals at every leg of the intersection, paint crosswalk.	Low	Medium Term
<b>E</b>	RRFB / Enhanced Crossing	Beverly Lane / Rock Road	Install a pair of Rectangular Rapid Flashing Beacons (RRFBs) at the intersection, paint crosswalk.	Low	Short Term
<b>F</b>	RRFB / Enhanced Crossing	Dunlap Drive/Shelby-Ontario Road	Install a pair of Rectangular Rapid Flashing Beacons (RRFBs) at the intersection, paint crosswalk.	Low	Short Term
<b>G</b>	Change Intersection Timing	Park Avenue West / Shelby-Ontario Road	Change intersection timing at the Park Avenue West/Shelby-Ontario Road intersection during peak travel times.	Low	Short Term
<b>H</b>	Shared Use Path	Dunlap Drive (from Shelby-Ontario Road to Cal Miller Lane)	Install a SUP on the south side of Dunlap Drive in Marshall Park, connect to sidewalk on Shelby-Ontario Road.	Medium	Short Term
<b>I</b>	Shared Use Path	Cal Miller Lane (from Rock Road to Milligan Road)	Install a SUP on the west side of Cal Miller Lane.	Medium	Medium Term
<b>J</b>	Sidewalk	Milligan Road (from Shelby-Ontario Road to Rock Road)	Install a Sidewalk on the south side of Milligan Road.	Medium	Long Term
<b>K</b>	Sidewalk	Shelby-Ontario Road (from Zimmerman Lane to W 4 <sup>th</sup> Street)	Install a Sidewalk on the east side of Shelby-Ontario Road.	Medium	Medium Term



<b>L</b>	Sidewalk	Park Avenue West (from SR 314 to Shelby-Ontario Road)	Install a sidewalk on the north side of Park Avenue West.	Medium	Long Term
<b>M</b>	Sidewalk	Park Avenue West (from Shelby-Ontario Road to Rock Road)	Install a sidewalk on the north side of Park Avenue West.	Medium	Long Term
<b>N</b>	Sidewalk	Lexington-Ontario Road (from Muirfield Drive to Park Avenue West)	Install a Sidewalk on the west side of Lexington-Ontario Road.	Medium	Medium Term
<b>O</b>	Shared Use Path	Abandoned Railroad (from Rudy Road to South Rock Road)	Convert abandoned rail bed into a SUP.	Medium	Long Term
<b>P</b>	Shared Use Path	SR 314 (SR 309 to W 4 <sup>th</sup> Street)	Install a SUP on the west side of S.R. 314.	Medium	Long Term
<b>Q</b>	Sidewalk	Oakstone Drive (from Ridgestone Drive to Rock Road)	Install sidewalks on both sides of Oakstone Drive.	Medium	Long Term
<b>R</b>	Sidewalk	Rudy Road (from 425 Rudy Road to Park Avenue West)	Install a sidewalk on the west side of Rudy Road.	Medium	Long Term
<b>S</b>	Sidewalk	West Derby Lane/Mary Lou Lane North/East Derby Lane/Mary Lou Lane South	Install sidewalk. (One side)	Medium	Long Term
<b>T</b>	Sidewalk	Shangri-La Avenue (from Rudy Road to road terminus)	Install sidewalk. (One side)	Medium	Long Term
<b>U</b>	Sidewalk	Tranquil Way (from Shangri-La Avenue to road terminus)	Fill in sidewalk gaps.	Medium	Long Term
<b>V</b>	Sidewalk	Horizon Drive (from road terminus to road terminus)	Fill in sidewalk gaps.	Medium	Long Term
<b>X</b>	Sidewalk	Rock Road (from Park Avenue West to Milligan Road)	Install a Sidewalk on the west side of Rock Road.	Medium	Medium Term
<b>Y</b>	Pedestrian Signal/Crosswalks	West 4 <sup>th</sup> Street/West Pearl Street	Install pedestrian signals at every leg of the intersection, paint crosswalk.	Low	Medium Term
<b>Z</b>	Crosswalk	Ontario Middle School Parking Lot	Paint crosswalk in Ontario Middle School Parking Lot from the South end of the school to the ball fields.	Low	Short Term

*\*Project W was removed from final considerations.*



## Top Infrastructure Countermeasures

The infrastructure countermeasures were prioritized based on targeted conversations with the project team about community needs, projects that would bring the greatest impact and connect the most students, safety concerns, and feasibility. The team also considered traditional criteria used for the infrastructure rankings, such as utilizing ODOT's "E's" as outlined in this plan, conversations with the public, and stakeholders.

### Priority Infrastructure Projects

The following projects were rated by the project team as the top priority projects.

**1. Project H: Construct a Shared-Use Path (SUP) on Dunlap Drive from Shelby-Ontario Road to Cal Miller Lane.**

**Rationale:** This is a commonly used route for students and caregivers during school arrival and dismissal. Currently, there is no sidewalk connection from Marshall Park to the schools, or Shelby-Ontario Road, leaving pedestrians vulnerable to roadway traffic. Installing a sidewalk would provide a protective barrier, improving safety by separating pedestrians from moving vehicles. Additionally, Marshall Park serves as an emergency evacuation location for Stingel Elementary School, but no infrastructure is currently installed.

**2. Project K: Install a Sidewalk on Shelby-Ontario Road from Zimmerman Lane to West 4<sup>th</sup> Street.**

**Rationale:** In FY 2026, a sidewalk will be installed on Shelby-Ontario Road from Ontario High School to Zimmerman Lane. Project K would serve as an extension of this project, connecting to the larger active transportation system being developed in Ontario. This project would provide residents who live north of Zimmerman Lane with a protected barrier that separates pedestrians from motor vehicle traffic, while also providing an AT route from West 4<sup>th</sup> Street to the schools in the event of future investment.

**3. Project J: Install a sidewalk on Milligan Road from Shelby-Ontario Road to Rock Road.**

**Rationale:** Installing a sidewalk on Milligan Road would provide residents on Rock Road and Milligan with an off-road, or separated, pedestrian facility. Due to its proximity to the schools and Marshall Park, Milligan provides some of the greatest opportunities for connections to and extensions of the current AT network.

**4. Project G: Adjust the signal timing sequence at the intersection of Park Avenue West and Shelby-Ontario Road during school arrival and dismissal.**

**Rationale:** The intersection of Shelby-Ontario Road and Park Avenue West came up as a heightened safety concern in both the community feedback, and during discussions with the schools and City. By adjusting the signal timing at the intersection during peak travel times, congestion at the intersection and resultant roadways may diminish, resulting in a more comfortable active transportation experience.

**5. Project I: Construct a Shared Use Path (SUP) on Cal Miller Lane from Rock Road to Milligan Road.**

**Rationale:** Project I would serve as an extension of Project H by providing a Shared Use Path along Cal Miller Drive in Marshall Park. The facility would help serve and promote active transportation practices through the park to the Ontario Local Schools. Ideally, the pathway would connect to several school and community utilized facilities (such as playgrounds, tennis courts, basketball courts, etc.) in the eastern half of the park, opposite the schools.

*\*Priority infrastructure project details are available in **Table 10** and **Figure 10**.*



## Non-infrastructure Countermeasure Recommendations

Non-infrastructure recommendations refer to programs and policies that aim to change the culture around walking and biking to school and help improve safety and use through encouragement, education, engagement, enforcement, equity, and evaluation.

The non-infrastructure projects are organized in **Table 11**. All but one countermeasure applies to all schools, and they are not tied to a specific geographic point or location. All proposed non-infrastructure countermeasures were tied to barrier three: lack of activities to encourage students to walk and bike to school.

The **program or policy** and **countermeasure description** fields document the identified problem to be addressed for that school, and the potential solution. The **E's supported** column ties each recommendation to one or more of the 6 E's of Safe Routes to School.

An expected estimation to complete a program or policy is defined in the **time frame** column by the following criteria:

- Short-term = 0 to 1 year
- Medium-term = 1 year to 3 years
- Long-term = 3 years or more

Included in the **time frame** column, is the frequency at which the programs and policies should be completed:

- Repeat Annually = Complete the project annually, moving forward.
- Complete = Complete the program or policy with no planned immediate next steps.

An **estimated cost** is also indicated for each project:

- Low Cost (\$) = less than \$25,000
- Medium Cost (\$\$) = between \$25,000 and \$50,000
- High Cost (\$\$\$) = more than \$50,000

A **priority level** for each program and policy is assigned to each project based on the following:

- Low – Not urgent
- Mid – Somewhat urgent
- High – Urgent

Refer to the **Implementation** section for information on potential **funding source** information on the specific sources.

**Additional resources** related to non-infrastructure countermeasures can be found in **Table 11**.

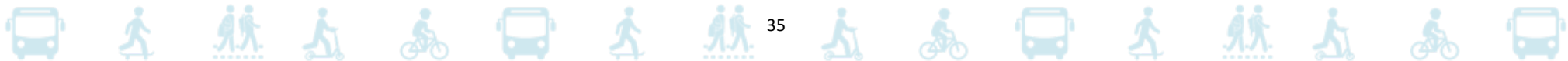


Table 11: Program and Policy Recommendations

Project Type	Priority Level	"E's"	Project Name	Description	Cost	Timeframe
Program	High	Education	Statewide SRTS educational materials	Utilize ODOT educational safety materials for students, caregivers, and teachers. The following materials are available through the Ohio Department of Transportation: <ul style="list-style-type: none"> <li>• "Every Move You Make" <ul style="list-style-type: none"> <li>○ SRTS lesson plans to teach students the many aspects of pedestrian and bicycle safety.</li> </ul> </li> </ul>	\$	Short term, Annual
Program	High	Education	School-produced walking and biking maps	Work with the Ontario Local School District to create maps that provide suggested best walking and biking routes to educate caregivers and students. The maps should be updated as supporting infrastructure is constructed.	\$	Short term, Complete
Program	High	Education	Distribute ODOT Groundwork E-Newsletter	Encourage city staff, school administration, and caregivers to sign up for ODOT's e-newsletter designed to educate readers about active transportation and road safety (such as a school newsletter).	\$	Short term, Annual
Program	Low	Education	Safety signage/ yard signs	Utilize ODOT's "Your Move" campaign toolkit to encourage safe driving practices for pedestrian and cyclist safety. It includes different advertising techniques such as yard signage, print, and digital materials. The school district or city could choose to hand out yard signs to be placed in caregiver or community member lawns around the schools.	\$	Medium term, Annual
Program	Mid	Education	School-hosted seminar on walking and biking	Host a discussion at the beginning of the school year that outlines safe walking and bicycling practices, as well as the benefit of walking and bicycling to educate the student body and their caregivers.	\$	Short term, Annual



Project Type	Priority Level	"E's"	Project Name	Description	Cost	Timeframe
Program	Low	Encouragement	Walking school buses and bike trains	Caregivers walk or bike with groups of children to school which may include stopping along designated parts of a route to pick up students. The school or PTO could help organize these groups.	\$\$	Long term, Annual
Program	Mid	Encouragement	Safety Outreach	Create/modify safety programming to appeal to all age groups. Such strategies include promotional walking and bicycling materials, lessons with a Police Officer on the rules of the road, and materials created by the local Health Department that highlights the benefits of walking and bicycling.	\$	Short term, Annual
Program	High	Encouragement	School Travel Safety Committee	Develop a committee to oversee the progress of SRTS and meet regularly to discuss SRTS initiatives.	\$	Short term, Complete
Program	Low	Encouragement	Walk and Bike to School Day	An event that brings the community together to walk or bike to school, while encouraging active transportation methods.	\$	Short term, Annual
Program	Low	Encouragement	Remote drop-off	Establish alternate drop off/pickup locations for caregivers to drop their students off so they can encourage students to still walk to school while also helping to lessen traffic congestion around school property.	\$	Long term, Annual
Policy	Mid	Encouragement	Safety Pledge	Draft a safety pledge to be signed by student drivers who wish to park on campus, student pedestrians, and student cyclists which encourages safe roadway practices on/near the schools. Include language for enforcement policies regarding violations.	\$	Short term, Annual
Program	Low	Encouragement	Partner with local businesses for afterschool walking/bicycling activities	Establish partnerships with community businesses (preferably near the OLSD) that foster interest in walking and biking to school. Examples could include a discount for walking/riding to school, or giveaways.	\$\$	Medium term, Annual



Project Type	Priority Level	"E's"	Project Name	Description	Cost	Timeframe
<b>Policy</b>	High	Evaluation	Traffic interactions, speed, crime, and crash data	Use data collection by local government to compare the differences of before and after the implementation of walking and biking initiatives and/or infrastructure improvements.	\$	Short term, Annual
<b>Policy</b>	High	Evaluation	Conduct Teacher Tallies – Annually	Conduct teacher tallies annually to monitor student walking and biking trends.	\$	Short term, Annual
<b>Policy</b>	High	Evaluation	Conduct regular audits of walking/biking infrastructure around schools, arrivals, and dismissals	Conduct regular walk audits to assess the current state of infrastructure on school property, and around it. Additionally, observe school arrival and dismissal practices to ensure cooperation with school/city policies.	\$	Short term, Annual
<b>Policy</b>	High	Enforcement	Patrol and enforce roadway laws and regulations surrounding the campus.	Continue to partner with the Ontario Police Department to patrol and monitor vehicle traffic on school campus, and off campus on roads such as Shelby-Ontario Road, Dunlap Drive, Milligan Road, or West 4th Street.	\$\$\$	Short term, Annual



# Implementation

Collaboration is the first step towards successful implementation of the Ontario School Travel Plan. Stakeholders involved in the planning process will be collectively involved in the development, design, funding, maintenance, monitoring, and/or evaluation of the SRTS recommendations. See the table below for a list of implementation responsibilities.

**Table 12: Infrastructure Countermeasure Implementation Responsibilities and Timelines**

Agency	Role/responsibility	Timeline for implementation
<b>City of Ontario Police Department</b>	Continue to ensure safe pedestrian and bicycle travel surrounding the Ontario Local Schools.	Ongoing
<b>Ontario Local Schools</b>	Continue to monitor caregiver opinions on walking/biking to school, as well as student travel trends via ODOT Caregiver Surveys and Teacher Tallies.	Annually
<b>Ontario Local Schools</b>	Continue to maintain existing pedestrian and bicycle infrastructure on school property.	1-5 Years
<b>Ontario Local Schools</b>	Apply for funding for the Highest Priority Recommended Projects on school property through the Ohio Department of Transportation's Safe Routes to School program.	1-2 Years
<b>City of Ontario and the Ontario Local Schools</b>	Explore opportunities to share the cost of infrastructure improvements and/or construction mobilization costs with Ontario Local Schools for infrastructure improvements most proximate to the school campus.	Annually
<b>City of Ontario and the Ontario Local Schools</b>	Reconvene the SRTS Team to review the school travel plan to document progress toward implementing recommended countermeasures and identify next steps.	Twice a Year
<b>The City of Ontario</b>	Apply for funding for the highest priority recommended projects near target schools through the Ohio Department of Transportation's Safe Routes to School program.	1-2 Years
<b>The City of Ontario</b>	Utilize the US Department of Transportation's DOT Discretionary Grants Dashboard to monitor new grant opportunities as they come online to fund remaining infrastructure improvements.	Ongoing

Table 13: Additional Implementation Resources

Program or Policy	Resource
ODOT SRTS Teacher Tally / Caregiver Survey	<a href="https://www.transportation.ohio.gov/programs/safe-routes-srts/develop-school-travelplan/03-safe-routes-to-school-surveys">https://www.transportation.ohio.gov/programs/safe-routes-srts/develop-school-travelplan/03-safe-routes-to-school-surveys</a>
ODOOT Safe Routes to School Funding	<a href="https://www.transportation.ohio.gov/programs/safe-routes-srts/safe-routes-to-school-srts">https://www.transportation.ohio.gov/programs/safe-routes-srts/safe-routes-to-school-srts</a>
US DOT Discretionary Grants Dashboard	<a href="https://www.transportation.gov/grants/dashboard">https://www.transportation.gov/grants/dashboard</a>





## Pledge of Support

The City of Ontario and the Ontario Local 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 will be a safe, connected, and convenient transportation option for the Ontario community.*

The undersigned are fully supportive of the Safe Routes to School Travel Plan and program for the Ontario Local Schools and pledge to support their efforts and provide resources as appropriate.

Signature: Keith Strickler Date: 12/23/25

Printed Name: Keith Strickler

Title: Superintendent, Ontario Local Schools





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Signature:  Date: 12/23/25

Printed Name: Mike Ream

Title: Assistant Superintendent, Ontario Local Schools





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Signature: Heidi A Zimmerman Date: 12/23/25

Printed Name: Heidi Zimmerman

Title: Vice President, Ontario School Board





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Signature:  Date: 12/23/25

Printed Name: Brett Baxter

Title: Board Member, Ontario Local Schools





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Signature: Josh W Bradley Date: 12/23/2025

Printed Name: Josh Bradley

Title: Mayor, City of Ontario, OH (Term Commencing 1/2026)





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Signature:  Date: 12/23/2025

Printed Name: Kris Knapp

Title: Mayor, City of Ontario, OH (Term Ending 1/2026)





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Signature: Adam Gongwer Date: 12-29-25

Printed Name: Adam Gongwer

Title: Service Safety Director, City of Ontario, OH





## Pledge of Support

The City of Ontario and the Ontario Local 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 will be a safe, connected, and convenient transportation option for the Ontario community.*

The undersigned are fully supportive of the Safe Routes to School Travel Plan and program for the Ontario Local Schools and pledge to support their efforts and provide resources as appropriate.

Signature:  Date: 12/23/2025

Printed Name: Logan Hull

Title: Auditor, City of Ontario, OH





# AREA AGENCY ON AGING

## Ohio District 5 | Serving North Central Ohio

Hawkins Corner, 2131 Park Avenue West, Suite 100, Ontario, OH 44906 | (419) 524-4144 | (800) 860-5799 | Fax (419) 522-9482 | [www.aaa5ohio.org](http://www.aaa5ohio.org)

December 26, 2025

Mr. Keith Strickler  
457 Shelby Ontario Road  
Ontario, OH 44906

Dear Mr. Strickler,

On behalf of the Ohio District 5 Area Agency on Aging, Inc., which administers the Richland County Mobility Management Program, I am pleased to express our support for the City of Ontario and the Ontario Local School District's Safe Routes to School Travel Plan and program.

We support their shared vision that walking and biking will be a safe, connected, and convenient transportation option for the Ontario community. While this initiative focuses on improving safety and encouraging students to walk and bicycle to school, its benefits extend to older adults, individuals with disabilities, and families throughout the community. Enhanced pedestrian and bicycle infrastructure will also improve access to school-related events and after-school activities, particularly benefiting older adults who are grandparents of students—including those raising grandchildren—as well as individuals with disabilities.

As an Area Agency on Aging, our mission is to promote independence, dignity, and access to essential resources for older adults and caregivers. The Safe Routes to School initiative aligns with this mission by supporting a safer, more inclusive transportation network with positive impacts across all ages and generations.

We fully support the City of Ontario and the Ontario Local School District's planning efforts and their commitment to secure funding to advance this important project.

Sincerely,

Trae Turner  
Chief of Planning & Development

*Serving Ashland, Crawford, Huron, Knox, Marion, Morrow, Richland, Seneca and Wyandot Counties*

Funded in part by a Title III Grant under the Older Americans Act administered through the Ohio Department of Aging



# Appendices

- **Appendix A:**  
*Safe Routes to School Project Team Contact Information*
- **Appendix B:**  
*Student Address and Crash Maps*
- **Appendix C:**  
*Public Engagement Materials*
- **Appendix D:**  
*Field Observation Photos*
- **Appendix E:**  
*Priority Project Cut Sheet and Cost Estimate*



## Appendix A:

### Safe Routes to School Project Team Contact Information



Name	Organization	Title	Email	Phone
<b>Caitlin Harley</b>	ODOT	Statewide SRTS & Active Transportation Director	caitlin.harley@dot.ohio.gov	614.466.3049
<b>Jeremy Adato</b>	ODOT	District 3 SRTS Coordinator	jeremy.adato@dot.ohio.gov	419.207.7186
<b>Keith Strickler</b>	Ontario Local Schools	Superintendent, Ontario Local Schools	strickler.keith@olsohio.org	419.747.4311
<b>Mike Ream</b>	Ontario Local Schools	Assistant Superintendent, Ontario Local Schools	ream.mike@olsohio.org	419.529.4955 x52508
<b>Chris Smith</b>	Ontario Local Schools	Principal, Ontario High School	smith.chris@olsohio.org	419.529.3969
<b>Chris Miller</b>	Ontario Local Schools	Principal, Ontario Middle School	miller.chris@olsohio.org	419.529.5507
<b>Kimberly Johnson</b>	Ontario Local Schools	Principal, Stingel Elementary School	johnson.kimberly@olsohio.org	419.529.4955
<b>Mayor Josh Bradley</b>	City of Ontario	Mayor, City of Ontario	jbradley@ontarioohio.org	419.529.3818
<b>Adam Gongwer</b>	City of Ontario	Service-Safety Director, City of Ontario	agongwer@ontarioohio.org	419.529.2495
<b>Kris Knapp</b>	City of Ontario	Former Mayor, City of Ontario	kknapp@ontarioohio.org	419.529.6333
<b>Randy Hutchinson</b>	City of Ontario / Area Agency on Aging	Former Mayor, City of Ontario; Mobility Manager	rhutchinson@aaa5ohio.org	419.522.5612 x1032
<b>Brett Baxter</b>	Ontario Board of Education	Board Member	baxter.brett@olsohio.org	419.529.5598
<b>Heidi Zimmerman</b>	Ontario Board of Education	Board Member	zimmerman.heidi@olsohio.org	419.512.7570



## Appendix B:

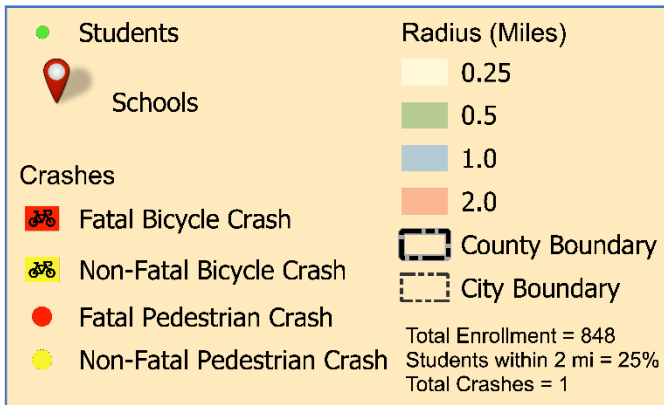
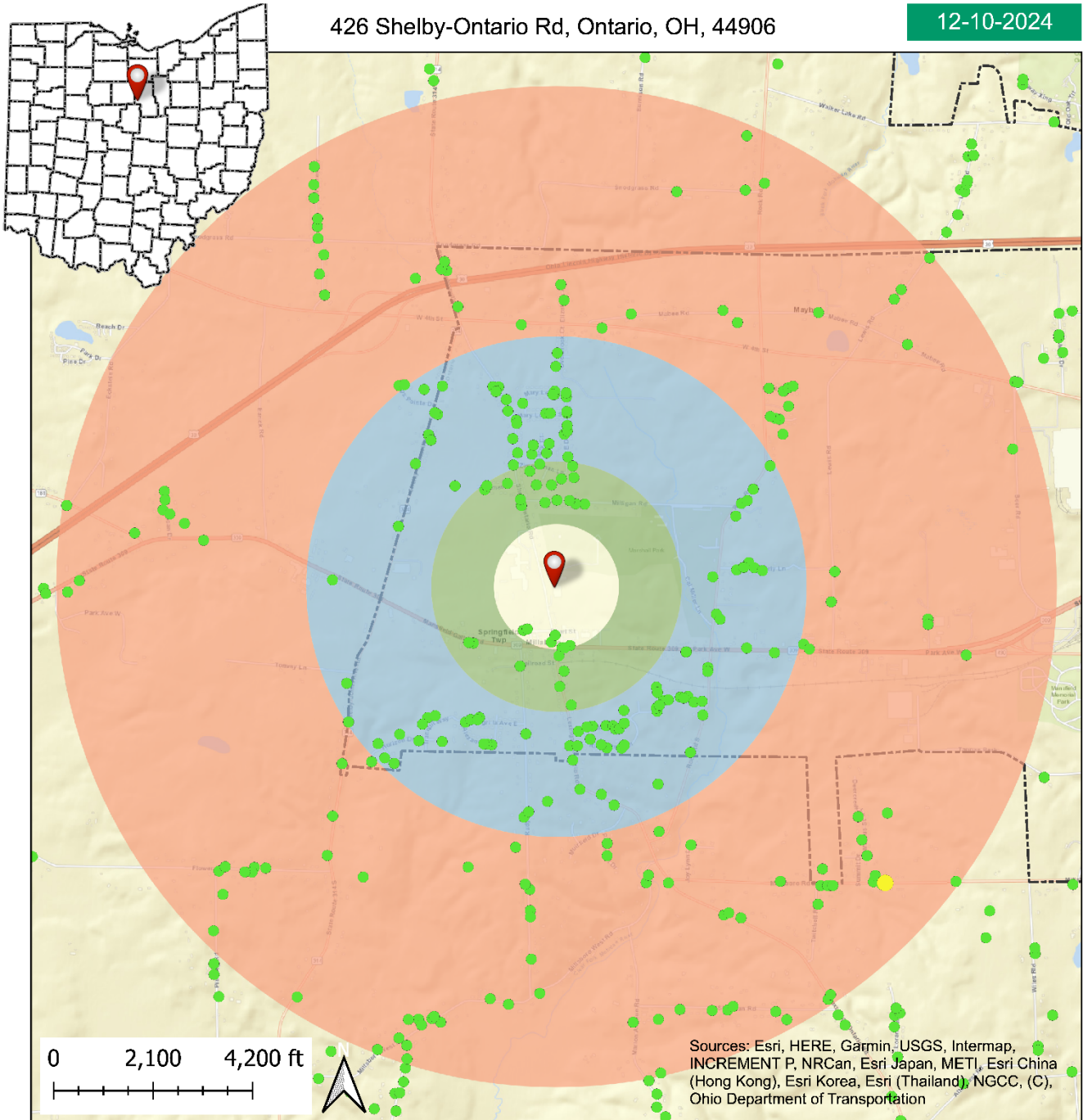
### Student Address and Crash Maps



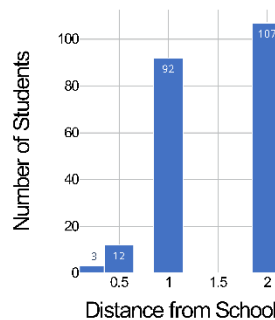
# Stingel Elementary (Grades K-5) Ontario Local Schools - Richland Co.

426 Shelby-Ontario Rd, Ontario, OH, 44906

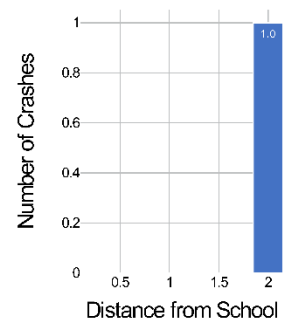
12-10-2024



Student Counts



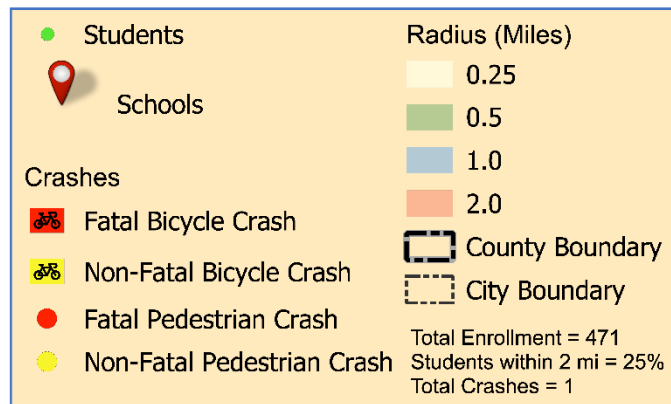
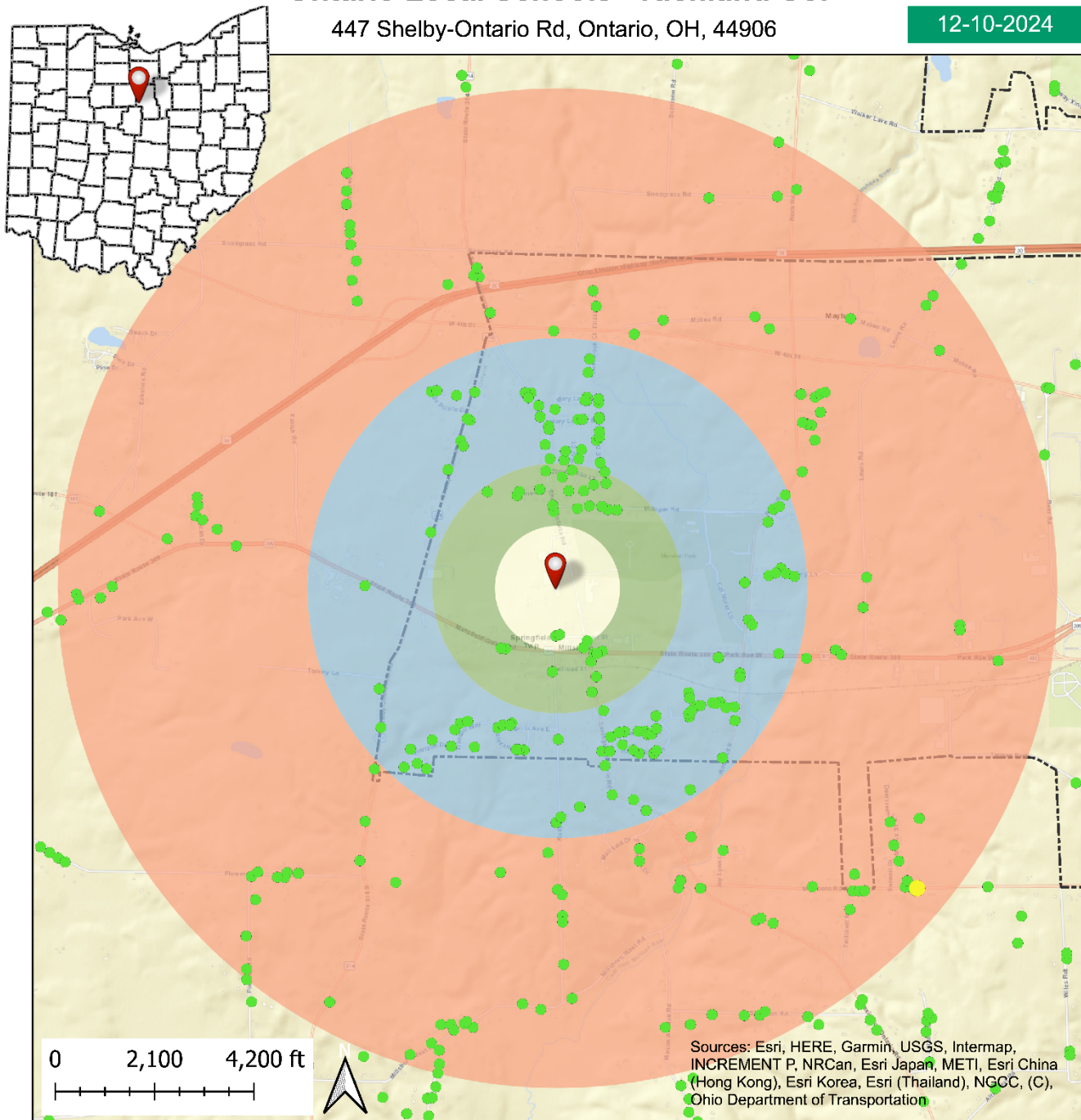
Crash Total



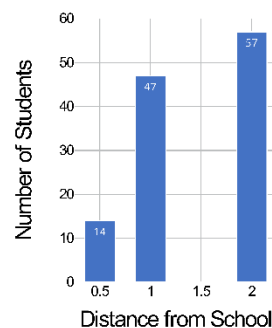
# Ontario Middle School (Grades 6-8) Ontario Local Schools - Richland Co.

447 Shelby-Ontario Rd, Ontario, OH, 44906

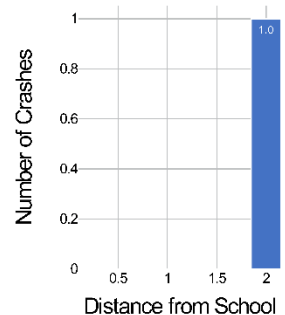
12-10-2024



Student Counts



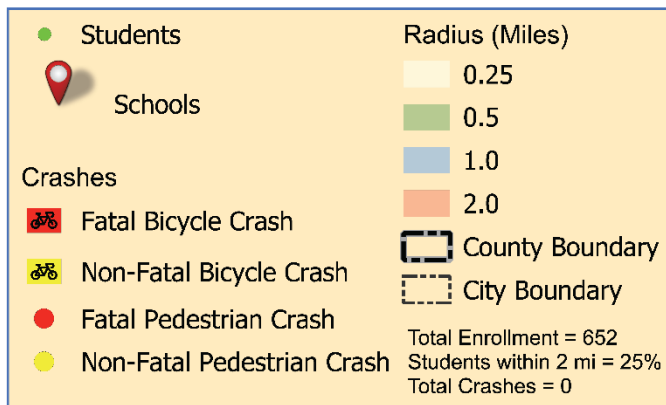
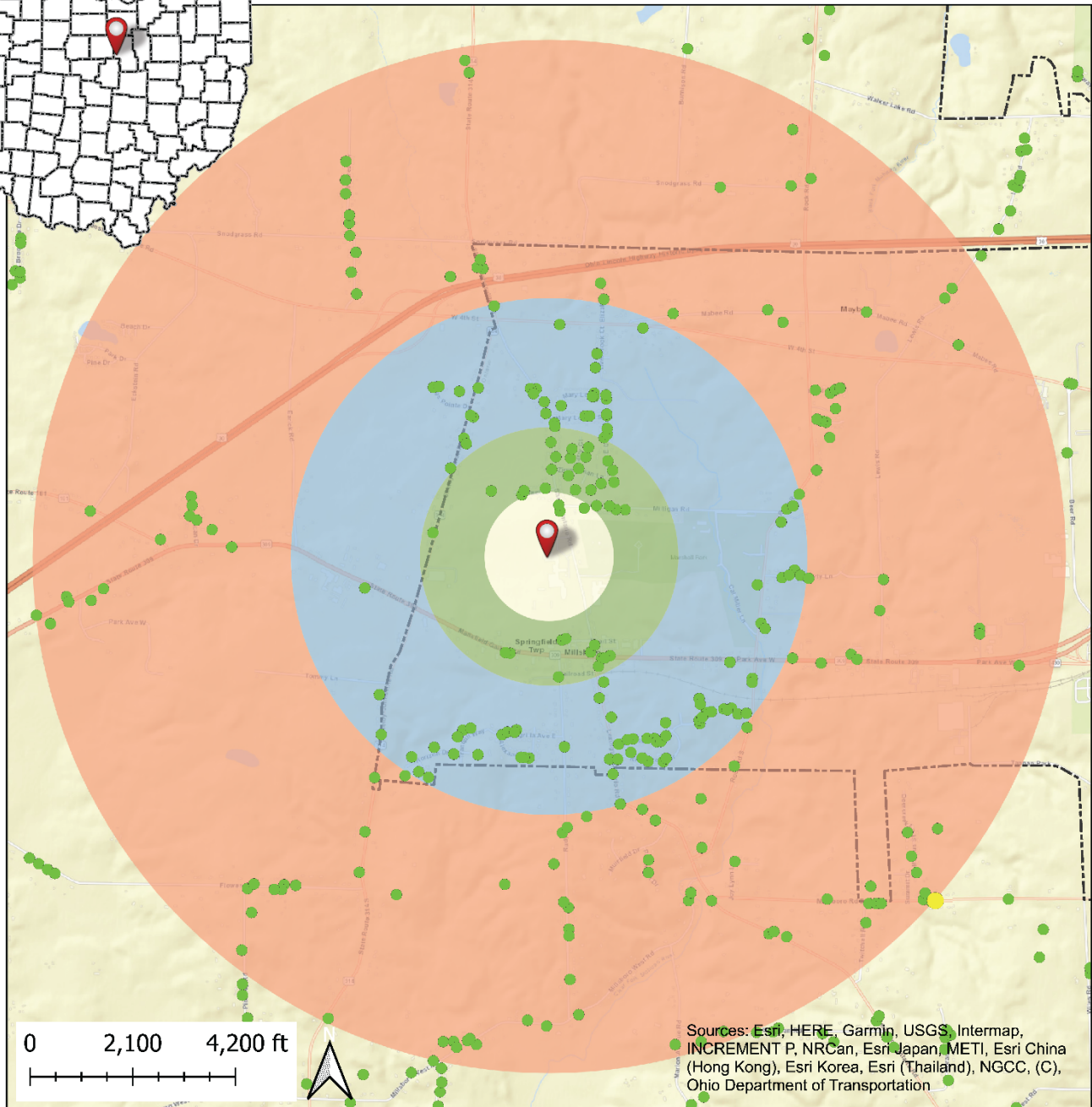
Crash Total



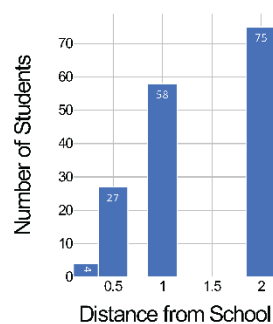
# Ontario High School (Grades 9-12) Ontario Local Schools - Richland Co.

467 Shelby-Ontario Rd, Ontario, OH, 44906

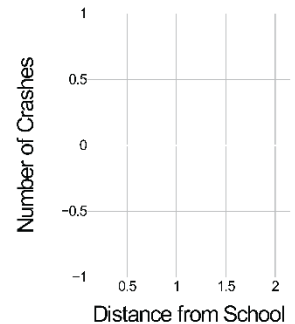
12-10-2024



Student Counts



Crash Total



## Teacher Tallies: May 6, 2025 – May 8, 2025

### Teacher Instructions:



#### CITY OF ONTARIO LOCAL SCHOOL TRAVEL PLAN ODOT VAR-STATEWIDE BIKEWAY/PEDESTRIAN PLANNING

##### ODOT Safe Route To Schools Teacher Tallies

The Ontario Local Schools, in partnership with local organizations, and the Ohio Department of Transportation (ODOT), is working to develop a School Travel Plan for the City of Ontario. As a part of this process, we are collecting data on student travel to understand school transportation trends.

Data is collected by teachers using an online form that should take just a few minutes each day. Instructions for this process are below and available in the online form for reference.

**Data should be collected Tuesday, May 6<sup>th</sup>, through Thursday, May 8<sup>th</sup>, 2025.**

If you have any questions that cannot be answered by school staff, please contact Dan Schmuhl at [DSchmuhl@burtonplanning.com](mailto:DSchmuhl@burtonplanning.com). Teacher support for this data collection is essential, so thank you in advance for your assistance!

##### Instructions:

- ❖ Link: [https://odot.formstack.com/forms/srts\\_travel\\_tally](https://odot.formstack.com/forms/srts_travel_tally)
- ❖ **Collection Dates:** 5/6/2025 (Tues.), 5/7/2025 (Wed.), 5/8/2025 (Thurs.)
- ❖ Please conduct these counts on two of the following three days – **Tuesday, Wednesday, or Thursday.** (All three days preferred)
  - ❖ Please do not conduct these counts on Mondays or Fridays.
  - ❖ Please conduct these counts regardless of weather conditions (i.e. rainy or snowy days).
  - ❖ Please keep note of all counts and conditions to be submitted on Thursday afternoon at one time. (Some ideas to keep track of responses include on a sheet of paper, or on a whiteboard/chalkboard.)

##### Daily Instructions:

1. Note the **weather conditions and number of students in each class** the morning and afternoon of the count. Weather options are:
  - a. Sunny
  - b. Rainy
  - c. Overcast
  - d. Snow
2. Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each student may only answer once.
  - a. Walk
  - b. Bike
  - c. School Bus
  - d. Family Vehicle
  - e. Carpool
  - f. Transit
  - g. Other
3. Ask your students as a group the question “**How did you arrive at school today?**”





## CITY OF ONTARIO LOCAL SCHOOL TRAVEL PLAN ODOT VAR-STATEWIDE BIKEWAY/PEDESTRIAN PLANNING

4. Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one tally or number in each category.**
5. Follow the same procedure for the question “**How do you plan to leave for home after school?**”
6. Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one tally or number in each category.**
7. You can conduct the counts once per day, but during the count please ask students both the school arrival and departure questions.

### How to Submit Count Data (5/8/2025):

1. On Thursday (5/8/2025) after the last count, open the form by navigating to the website via the link above.
2. Fill in the **weather conditions** and **number of students in each class** the mornings and afternoons of the count.
3. Mark the **count of each student's mode of transportation to and from the school each day.**



## Stingel Elementary Travel Data:

Monday's Date:	Number of Students Enrolled in Class:	Weather	Student Tally	Tuesday AM			
				Walk	Bike	School Bus	Family Vehicle
5-May-25		21 Rainy	20			11	9
6-May-25		27 Rainy	26	0	0	14	12
5-May-25		23 Rainy	23	0	0	9	14
5-May-25		21 Rainy	18	0	0	9	9
8-May-25		24 Rainy	23	0	0	8	14
8-May-25		27					
5-May-25		23 Rainy	22			12	10
5-May-25		25 Rainy	25	0	0	15	15
8-May-25		23 Rainy		0	0	9	13
8-May-25		21 Rainy	21	0	0	6	15
8-May-25		23 Rainy	23			9	14
8-May-25		23 Rainy	23	0	0	15	6
8-May-25		24 Overcast	22	1		5	16
5-May-25		22 Rainy	21	0	0	11	10
8-May-25		22 Rainy	22	0	0	13	9
8-May-25		23 Overcast	23	0	0	15	8
8-May-25		23 Rainy	23	0	0	6	17
5-May-25		23 Rainy	22	0	0	13	9
5-May-25		22 Rainy	22	0	0	8	14
5-May-25		22 Overcast	22			12	9
5-May-25		27					
8-May-25		23 Rainy	23	0	0	11	9
12-May-25		25 Overcast	25	0	0	11	14
5-May-25		24 Rainy	22	0	0	10	12
5-May-25		22 Overcast	21			6	14
5-May-25		25 Overcast	24	0	0	9	11
5-May-25		21 Overcast	21	0	0	8	13
5-May-25		25 Rainy	25			10	15
5-May-25		23 Rainy	23	0	0	14	9
9-May-25		22 Sunny	22	0	0	11	11
5-May-25		23 Overcast	23	1	0	10	12



## Stingel Elementary Travel Data (contd.):

Tuesday PM												
Carpool	Transit	Other	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	Weather
			Rainy	20				15	5			Rainy
		0	Overcast	26	0	0		14	12	0	0	Overcast
0	0	0	Sunny	23	0	0		11	12	0	0	0 Sunny
0	0	0	Rainy	18	0	0		14	4	0	0	0 Overcast
1	0	0	Overcast	23	0	0		9	14	1	0	0 Overcast
			Rainy	22				13	9			Overcast
0	0	0	Rainy	25	0	0		10	15	0	0	0 Overcast
1	0		Rainy					12	11			Overcast
0	0	0	Rainy	21	0	0		6	15	0	0	0 Overcast
			Overcast	23				10	13			Sunny
2			Rainy	23				15	5	3		Rainy
			Rainy	22	1			8	12	1		Overcast
0	0		Rainy	21	0	0		10	11	0	0	Overcast
0	0		Rainy	22	0	0		13	9	0	0	Rainy
0	0	0	Rainy	23	0	0		10	12	1	0	0 Overcast
0	0	0	Rainy	23	0	0		10	13	0	0	0 Sunny
0	0	0	Overcast	22	0	0		15	7	0	0	0 Overcast
0	0	0	Rainy	22	0	0		10	12	0	0	0 Sunny
1			Rainy	22				15	6	1		Overcast
			Rainy	23	0	0		10	10	3		Sunny
0	0	0	Rainy	25	0	0		8	17			Overcast
0	0	0	Rainy	22	0	0		11	11	0	0	0 Rainy
1				21				8	13			Overcast
4			Overcast	24	0	0		10	10	4		Overcast
0	0		Overcast	21	0	0		11	9	1	0	Overcast
			Rainy	25				9	16			Overcast
0	0	0	Rainy	23	0	0		16	7	0	0	0 Overcast
0	0	0	Sunny	21	0	0		10	11	0	0	0 Sunny
0	0	0	Overcast	23	1	0		16	6	0	0	0 Overcast



# Stingel Elementary Travel Data (contd.):

Wednesday AM													
Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	Weather	Student Tally	Walk	Bike	School Bus	
20				12	8			Rainy	20				14
25	0	0		14	11	0	0	0					
23	0	0		9	14	0	0	0 Sunny	23	0	0		12
19	0	0		9	10	0	0	0 Sunny	18	0	0		13
24	0	0		9	14	1	0	0 Overcast	24	0	0		9
									2				
23				14	9			Sunny	23				15
25	0	0		14	11	0	0	0 Sunny	25	0	0		11
				8	14			Overcast					10
21	0	0		5	16	0	0	Overcast	21	0	0		6
22				7	12	1		Sunny	22				9
23	0			15	6	2		Overcast	23				15
22	1			7	14			Sunny	22	1			8
21	0	0		9	12	0	0	Sunny	21	0	0		11
22	0	0		13	9	0	0	Sunny	22	0	0		13
21	0	0		13	8	0	0	0 Sunny	21	0	0		9
23	0	0		14	9	0	0	0 Sunny	22	0	0		14
23	0	0		11	12	0	0	0 Overcast	23	0	0		16
19	0	0		8	11	0	0	0 Sunny	18	0	0		10
21				11	8	2		Sunny	21				15
21	0	0		9	10	2		Sunny	22				11
25	0	0		12	13	0	0	0 Overcast	25	0	0		10
24	0	0		10	14	0	0	0 Rainy	24	0	0		13
21				3	17	1			21				8
25	0	0		10	11	4		Sunny	25	0	0		10
19	0	0		4	14	1	0	Rainy	19	0	0		14
25				12	13			Sunny	25				9
23	0	0		14	9	0	0	0 Rainy	23	0	0		14
20	0	0		9	11	0	0	0 Sunny	22	0	0		11
21	1	0		9	11	0	0	0 Sunny	21	1	0		14

## Stingel Elementary Travel Data (contd.):

Wednesday PM						Thursday AM					
Family Vehicle	Carpool	Transit	Other	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
6				Sunny	20				14	6	
11	0	0	0	Overcast	22	1	0	5	16	0	0
5	0	0	0	Overcast	20	0	0	8	12	0	0
14	1	0	0	Sunny	24	0	0	9	14	1	0
					27	0	0	14	13	0	0
8				Overcast	22			14	8		
14	0	0	0	Overcast	25	0	0	12	13	0	0
12				Overcast		1		9	11		
15	0	0	0	Overcast	21	0	0	7	14	0	0
12	1			Overcast	23			9	14		
5	3			Overcast	23			15	6	2	
12	1			Overcast	23	1		7	15		
10	0	0		Overcast	22	0	0	7	14	0	0
9	0	0		Sunny	22	0	0	13	9	0	0
12	0	0	0	Sunny	22	0	0	14	8	0	0
8	0	0	0	Overcast	23	0	0	10	13	0	0
7	0	0	0	Overcast	22	0	0	13	9	0	0
8	0	0	0	Overcast	21	0	0	8	13	0	0
4	2			Overcast	21			10	9	2	
10	2			Sunny	23	0	0	7	8	3	
15	0	0	0	Sunny	24	0	0	8	16	0	0
11	0	0	0	Overcast	23	0	0	10	13	0	0
13				Overcast	20			6	14		
9	6			Overcast	24	0	0	10	10	4	0
4	1	0		Overcast	21	0	0	6	14	1	0
16				Overcast	24			9	15		
9	0	0	0	Overcast	23	0	0	13	10	0	0
11	0	0	0	Overcast	19	0	0	10	9	0	0
7	0	0	0	Sunny	23	1	0	10	12	0	0



## Stingel Elementary Travel Data (contd.):

Thursday PM									
Other	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	Sunny	20			12		8		
0	Overcast	22		0	11	11	0	0	0
0	Sunny	20	0	0	13	7	0	0	0
0	Sunny	24	0	0	9	14	1	0	0
	Overcast	22			14	8			
0	Sunny	25	0	0	10	15	0	0	0
					8	14			
	Overcast	21	0	0	6	15	0	0	
		23			10	13			
	Overcast	23	0	0	15	5	3		
	Overcast	23	1		7	14			
	Sunny	22	0	0	11	11		0	
	Overcast	22	0	0	13	9	0	0	
0	Sunny	22	0	0	9	13	0	0	0
0	Overcast	21	0	0	9	12	0	0	0
0	Overcast	22	0	0	16	6	0	0	0
0	Overcast	21	0	0	11	10	0	0	0
	Overcast	21			15	4	2		
		26	0	0	13	13	0	0	
	Sunny	22	0	0	6	8	3		
0	Sunny	24	0	0	6	18	0	0	0
0	Overcast	23	0	0	12	11	0	0	0
	Overcast	20			8	12			
0	Overcast	25	0	0	11	10	4	0	0
	Overcast	21	0	0	13	7	1	0	
	Overcast	24			10	13	1		
0	Overcast	23	0	0	14	9	0	0	0
0	Overcast	19	0	0	8	11	0	0	0
0	Sunny	23	1	0	16	6	0	0	0



## Stingel Elementary Travel Data (contd.):

Please list disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally

None at this time

Two students absent on Wednesday.



## Stingel Elementary Travel Data (contd.):

Morning and Afternoon Travel Mode Comparison by Day								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	658	2	0	300	343	13	0	0
Tuesday PM	653	2	0	329	307	15	0	0
Wednesday AM	641	2	0	294	331	14	0	0
Wednesday PM	620	2	0	324	277	17	0	0
Thursday AM	642	4	0	287	338	13	0	0
Thursday PM	640	2	0	316	307	15	0	0

Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1941	8	0	881	1012	40	0	0
Afternoon	1913	6	0	969	891	47	0	0

Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1941	0.41%	0.00%	45.39%	52.14%	2.06%	0.00%	0.00%
Afternoon	1913	0.31%	0.00%	50.65%	46.58%	2.46%	0.00%	0.00%

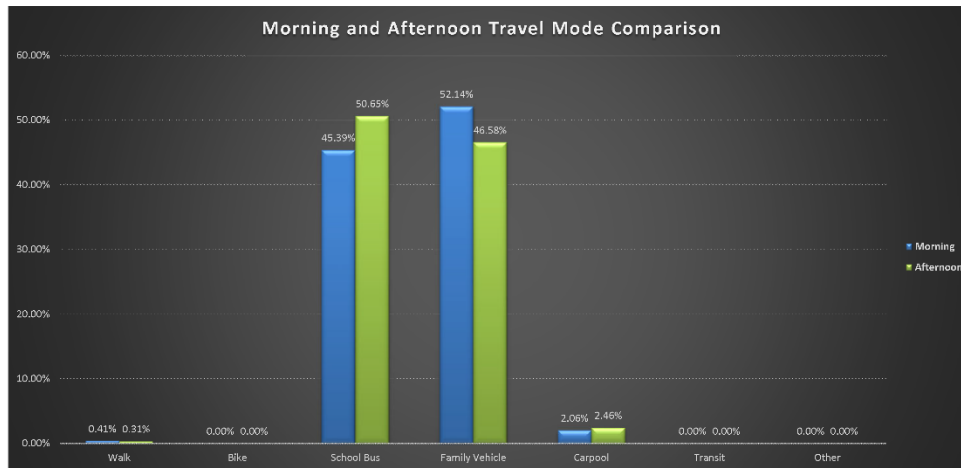


## Stingel Elementary Travel Data (contd.):

### Student Travel Tally Report: One School in One Data Collection Period

School Name:	Stingel	Set ID:	
School Group:	Ontario Local Schools	Month and Year Collected:	#REF!
School Enrollment:		Date Report Generated:	12/17/2025
% Range of Students Involved in SRTS:		Tags:	
Number of Classrooms Included in Report:	28		

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

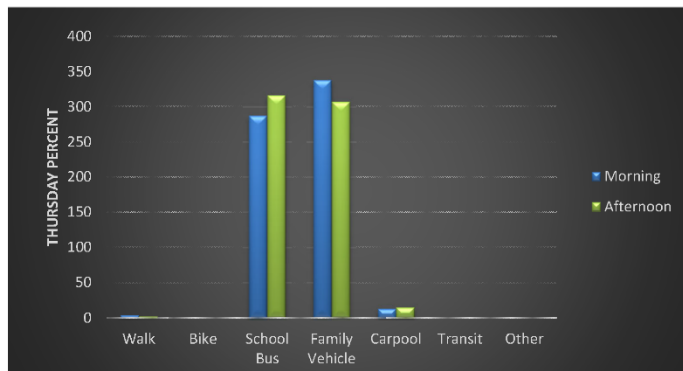
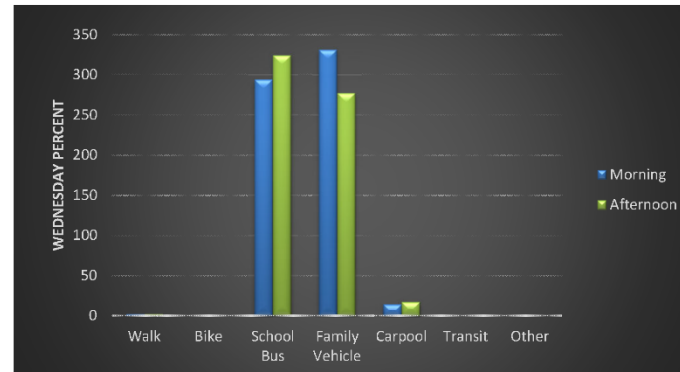
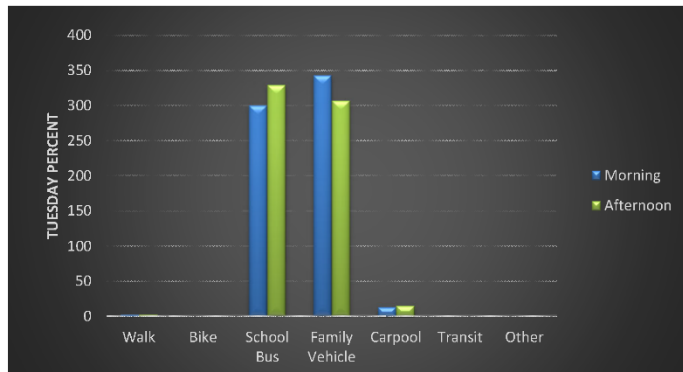


Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	1941	0.41%	0.00%	45.39%	52.14%	2.06%	0.00%	0.00%
<b>Afternoon</b>	1913	0.31%	0.00%	50.65%	46.58%	2.46%	0.00%	0.00%



## Stingel Elementary Travel Data (contd.):

### Morning and Afternoon Travel Mode by Day



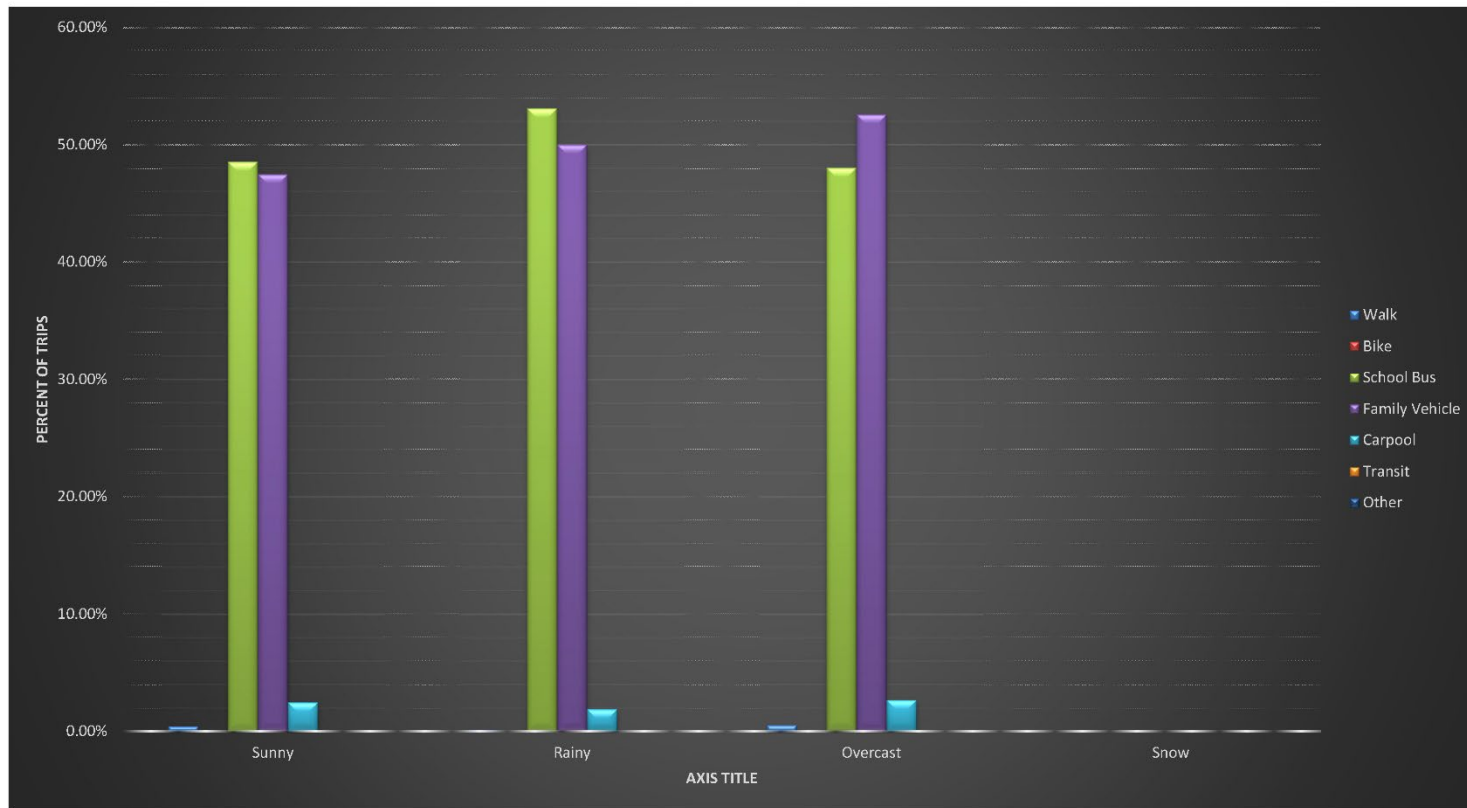
## Stingel Elementary Travel Data (contd.):

Morning and Afternoon Travel Mode Comparison by Day								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	658	2	0	300	343	13	0	0
Tuesday PM	653	2	0	329	307	15	0	0
Wednesday AM	641	2	0	294	331	14	0	0
Wednesday PM	620	2	0	324	277	17	0	0
Thursday AM	642	4	0	287	338	13	0	0
Thursday PM	640	2	0	316	307	15	0	0



## Stingel Elementary Travel Data (contd.):

### Travel Mode by Weather Conditions



# Stingel Elementary Travel Data (contd.):

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	927	0.43%	0.00%	48.54%	47.46%	2.48%	0.00%	0.00%
Rainy	1004	0.10%	0.00%	53.09%	50.00%	1.89%	0.00%	0.00%
Overcast	1678	0.54%	0.00%	48.03%	52.56%	2.68%	0.00%	0.00%
Snow	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!



## Ontario Middle School Travel Data:

Time	School Name:	School District	Teacher's First Name:	Teacher's Last Name:	Grade:
5/6/2025 14:51	Ontario MS	Ontario Local Schools	Ted	Mutti	8
5/7/2025 14:28	Ontario MS	Ontario Local Schools	Karen	Kaufman	6
5/7/2025 14:52	Ontario MS	Ontario Local Schools	Ted	Mutti	8
5/8/2025 8:00	Ontario MS	Ontario Local Schools	Annalee	Stover	8
5/8/2025 8:04	Ontario MS	Ontario Local Schools	Annalee	Stover	8
5/8/2025 14:16	Ontario MS	Ontario Local Schools	Lana	Garberich	8
5/8/2025 14:24	Ontario MS	Ontario Local Schools	Jennifer	Shaver	6
5/8/2025 14:25	Ontario MS	Ontario Local Schools	Melinda	Saltzgeber	6
5/8/2025 14:25	Ontario MS	Ontario Local Schools	Danielle	Basham	7
5/8/2025 14:25	Ontario MS	Ontario Local Schools	Kellie	Ritchey	7
5/8/2025 14:29	Ontario MS	Ontario Local Schools	Melinda	Saltzgeber	6
5/8/2025 14:30	Ontario MS	Ontario Local Schools	Zack	Canfield	6
5/8/2025 14:31	Ontario MS	Ontario Local Schools	Maureen	Johnson	7
5/8/2025 14:54	Ontario MS	Ontario Local Schools	Carrie / Kim	Murray / Sorensen	6
5/8/2025 17:08	Ontario MS	Ontario Local Schools	Janey	Ridenour	6
5/9/2025 8:00	Ontario MS	Ontario Local Schools	Charlie	Ridenour	8
5/9/2025 8:08	Ontario MS	Ontario Local Schools	Aubrey	Cardwell	8
5/9/2025 8:46	Ontario MS	Ontario Local Schools	Renee	Davis	8
5/9/2025 10:01	Ontario MS	Ontario Local Schools	Michelle	Laymon	7
5/9/2025 11:03	Ontario MS	Ontario Local Schools	wendy	wilging	8



## Ontario Middle School Travel Data (contd.):

Monday's Date:	Number of Students Enrolled in Class:	Weather	Student Tally	Tuesday AM			
				Walk	Bike	School Bus	Family Vehicle
5-May-25	25						
5-May-25	24						
5-May-25	25						
5-May-25	24		21		0		
5-May-25	24 Rainy		21	1	0	6	14
5-May-25	25 Rainy		23	0	0	10	13
5-May-25	23 Rainy		22	0	0	8	14
6-May-25	19		18		0		
5-May-25	Overcast		20	0	11	0	9
8-May-25	25 Overcast		23	0	0	14	8
6-May-25	19 Rainy		18	0	0	7	10
8-May-25	25 Rainy		16			7	9
5-May-25	Rainy		20	0	0	10	9
5-May-25	Rainy		24			10	14
5-May-25	161						
5-May-25	25 Sunny					15	10
9-May-25	23 Rainy		23	0	0	6	17
5-May-25	27 Rainy		23	1	0	4	18
9-May-25	13						
5-May-25	25 Rainy		24	0	0	6	18



## Ontario Middle School Travel Data (contd.):

Tuesday PM													
Carpool	Transit	Other	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	Weather	
			Rainy		24	1	0	13	10	0	0	0	
0	0	0										Sunny	
0	0		Rainy		14	0	0	5	9	0	0	0	Overcast
0	0	0	Rainy		23	0	0	17	5	1	0	0	Rainy
0	0		Rainy		23	0	0	14	7	1	0		Sunny
1	0	0	Rainy		24	1	0	10	12	1	0	0	Rainy
1	0	0	Rainy		12	0	0	9	3	0	0	0	Overcast
			Rainy		25	1		12	12				Overcast
1			Rainy		22		0	10	12	0			Overcast
			Rainy		26			12	14				Overcast
			Rainy		20	4	0	13	2	1			
			Sunny		25	2		12	11				Sunny
0	0	0	Rainy		22	0	0	11	10	0	0	0	Overcast
0	0	0	Rainy		21	0	0	9	12	0	0	0	Overcast
					13			6	7				
0			Rainy		17	1	0	6	10	0			Overcast



## Ontario Middle School Travel Data (contd.):

Wednesday AM													
Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	Weather	Student Tally	Walk	Bike	School Bus	
								Overcast		18	0	0	9
								Sunny		19	0	0	8
21	0	0	7		14	0	0	0					
25	0	0	13		10	1	0	0 Overcast					
21	0	0	10		11	0	0	0 Rainy		18	0	0	8
20	0	0	12		8	0	0	Sunny		21	0	1	11
22	0	0	14		6	2	0	0 Rainy		24	1	0	9
18	0	0	10		8	0	0	0 Overcast		12	0	0	9
18			8		10			Overcast		21	1		10
19			9		9	1		Sunny		21			10
24			10		14			Overcast		26			11
								Sunny		20	4	0	13
25			15		10			Sunny		25	2		12
24	0	0	7		17	0	0	0 Overcast		22	0	0	10
24	2	0	3		19	0	0	0 Overcast		15	0	0	11
													8
23	0	0	4		19	0		Overcast		19	1	0	4



## Ontario Middle School Travel Data (contd.):

Wednesday PM						Thursday AM					
Family Vehicle	Carpool	Transit	Other	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
6	2										
11											
				Sunny	22	0	0	6	16	0	0
				Overcast	23	0	0	11	12	0	0
9	1	0	0	Sunny	22	0	0	8	14	0	0
9	0	0		Overcast	20	0	0	11	9	0	0
13	1	0	0		20	0	0	11	8	1	0
3	0	0	0								
10				Sunny	18			9	9		
11				Overcast	20			9	10	1	
15				Sunny	24			10	14		
2	1										
11				Sunny	25			15	10		
11	0	0	0	Overcast	23	0	0	8	15	0	0
4	0	0	0	Overcast	24	1	0	4	19	0	0
5											
14	0			Sunny	23	0	0	4	19	0	



## Ontario Middle School Travel Data (contd.):

Thursday PM									
Other	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
0									
0	Sunny	10	0	0	2	8	0	0	0
0	Sunny	16	0	0	10	5	1	0	0
	Sunny	22	0	0	13	9	0	0	
0	Sunny	21	0	0	10	11	0	0	0
	Sunny	12	0	0	9	3	0	0	0
	Overcast	21			9	12			
	Sunny	19			11	8			
	Sunny	26			11	15			
	Overcast	20	4	0	13	2	1		
	Sunny	25	2		12	11			
0	Overcast	21	0	0	9	12	0	0	0
0	Overcast	18	0	0	6	12	0	0	0
					8	5			
	Sunny	19	1	0	4	14	0		



## Ontario Middle School Travel Data (contd.):

Please list disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally

A few students absent.

The differences in the student tally numbers in the pm count are due to meetings that were happening during this time period that students were called out of class to a

Some classes have absent kids and my 1st and 8th period is not the same number of kids

Tally totals in the PM are dependent on students who may have sport practices or meets which may determine if students are riding a bus or going by family vehicle

none



## Ontario Middle School Travel Data (contd.):

Morning and Afternoon Travel Mode Comparison by Day								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	282	2	11	103	163	3	0	0
Tuesday PM	309	10	0	159	136	4	0	0
Wednesday AM	283	2	0	122	155	4	0	0
Wednesday PM	292	9	1	143	134	5	0	0
Thursday AM	264	1	0	106	155	2	0	0
Thursday PM	263	7	0	127	127	2	0	0

Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	829	5	11	331	473	9	0	0
Afternoon	864	26	1	429	397	11	0	0

Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	829	0.60%	1.33%	39.93%	57.06%	1.09%	0.00%	0.00%
Afternoon	864	3.01%	0.12%	49.65%	45.95%	1.27%	0.00%	0.00%

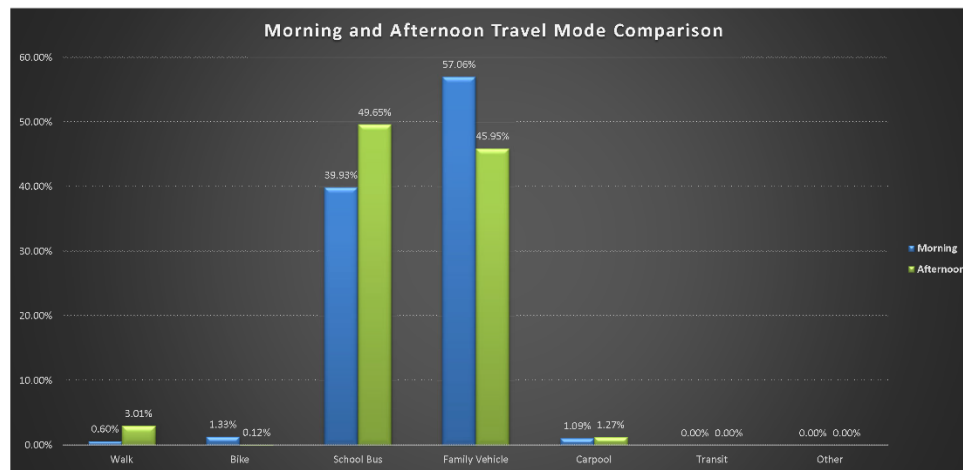


## Ontario Middle School Travel Data (contd.):

### Student Travel Tally Report: One School in One Data Collection Period

School Name:	Ontario MS	Set ID:	
School Group:	Ontario Local Schools	Month and Year Collected:	#REF!
School Enrollment:		Date Report Generated:	12/17/2025
% Range of Students Involved in SRTS:		Tags:	
Number of Classrooms Included in Report:	14		

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

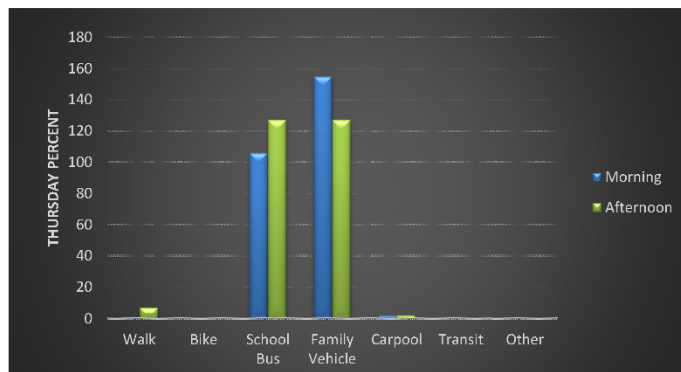
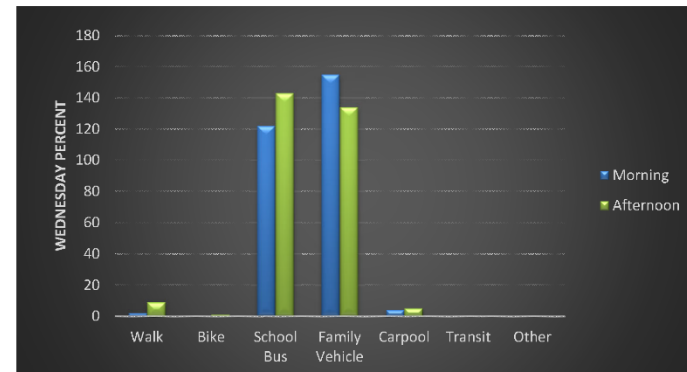
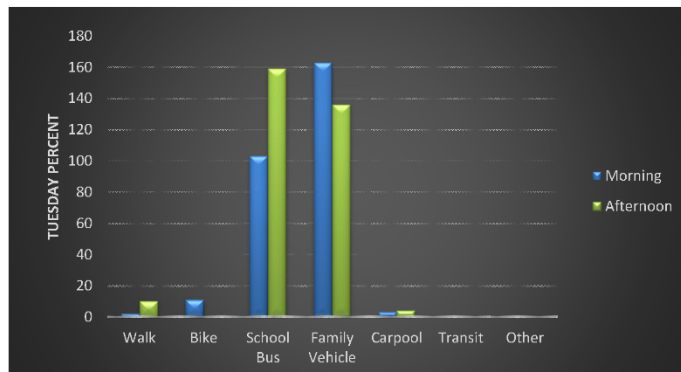


Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	829	0.60%	1.33%	39.93%	57.06%	1.09%	0.00%	0.00%
Afternoon	864	3.01%	0.12%	49.65%	45.95%	1.27%	0.00%	0.00%



## Ontario Middle School Travel Data (contd.):

### Morning and Afternoon Travel Mode by Day

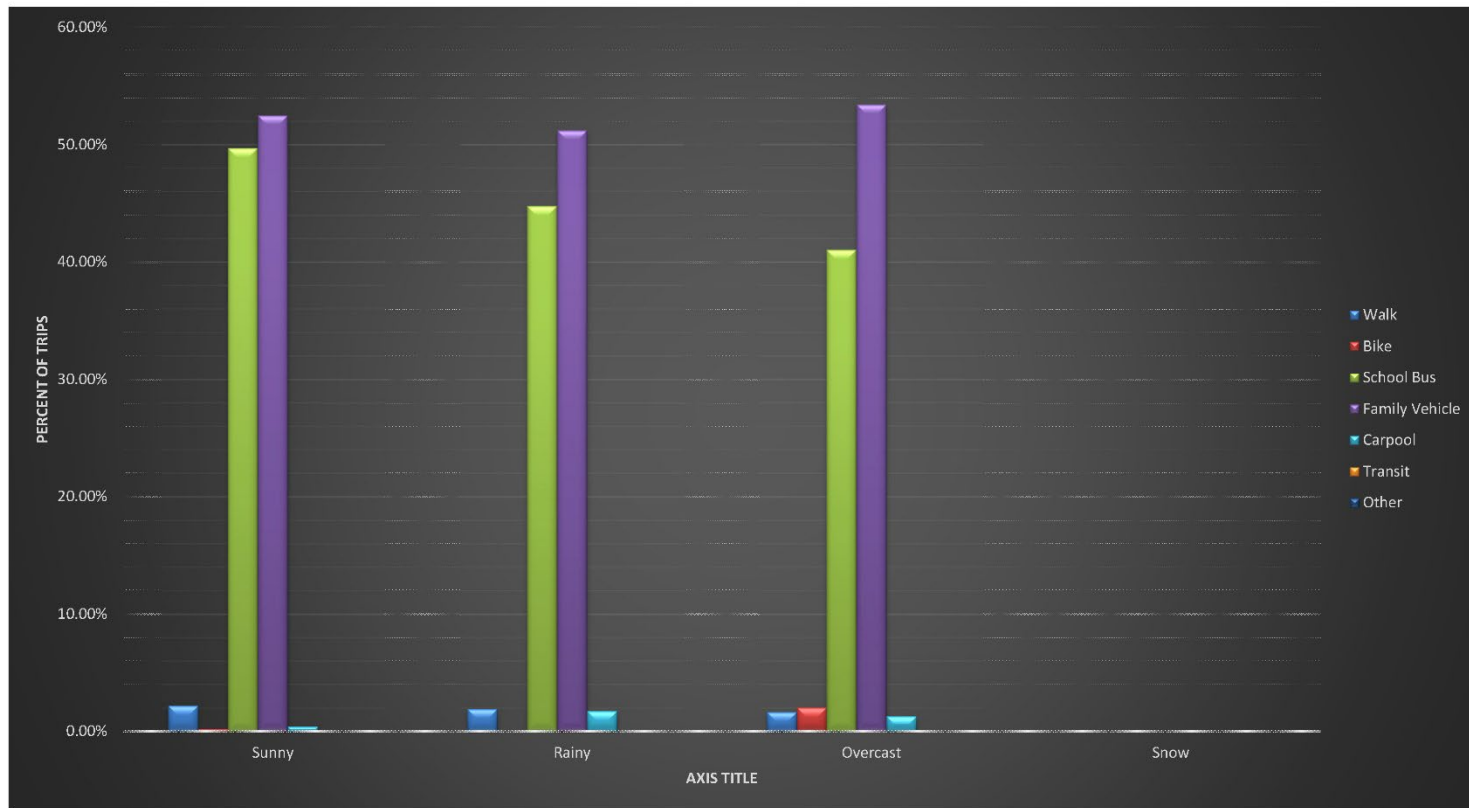


## Ontario Middle School Travel Data (contd.):

Morning and Afternoon Travel Mode Comparison by Day								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	282	2	11	103	163	3	0	0
Tuesday PM	309	10	0	159	136	4	0	0
Wednesday AM	283	2	0	122	155	4	0	0
Wednesday PM	292	9	1	143	134	5	0	0
Thursday AM	264	1	0	106	155	2	0	0
Thursday PM	263	7	0	127	127	2	0	0

## Ontario Middle School Travel Data (contd.):

### Travel Mode by Weather Conditions



## Ontario Middle School Travel Data (contd.):

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	501	2.20%	0.20%	49.70%	52.50%	0.40%	0.00%	0.00%
Rainy	572	1.92%	0.00%	44.76%	51.22%	1.75%	0.00%	0.00%
Overcast	541	1.66%	2.03%	41.04%	53.42%	1.29%	0.00%	0.00%
Snow	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!



## Ontario High School Travel Data:

Time	School Name:	School District	Teacher's First Name:	Teacher's Last Name:	Grade:
5/6/2025 7:54	Ontario HS	Ontario Local Schools	Roger	Nikiforow	9
5/7/2025 9:03	Ontario HS	Ontario Local Schools	Melissa	Fittante	12
5/8/2025 8:25	Ontario HS	Ontario Local Schools	Tiffany	Toombs	11
5/8/2025 9:03	Ontario HS	Ontario Local Schools	Paige	VanCura	9
5/8/2025 9:05	Ontario HS	Ontario Local Schools	Amy	Kroll	10
5/8/2025 9:07	Ontario HS	Ontario Local Schools	Aaron	Eckert	11
5/8/2025 10:04	Ontario HS	Ontario Local Schools	Scott	Kreger	10
5/8/2025 10:16	Ontario HS	Ontario Local Schools	Sarah	Krichbaum	10
5/8/2025 11:12	Ontario HS	Ontario Local Schools	heath	sager	10
5/8/2025 14:27	Ontario HS	Ontario Local Schools	Megan	Whisler	
5/8/2025 14:36	Ontario HS	Ontario Local Schools	Julie	Buker	11
5/8/2025 14:46	Ontario HS	Ontario Local Schools	Eric	Wellman	9
5/8/2025 14:48	Ontario HS	Ontario Local Schools	Vincent	Sansalone	9
5/8/2025 14:55	Ontario HS	Ontario Local Schools	Nathaniel	Henderson	10
5/8/2025 15:02	Ontario HS	Ontario Local Schools	Tonya	Welch	10
5/8/2025 15:11	Ontario HS	Ontario Local Schools	Marie	McGinty	9
5/8/2025 15:15	Ontario HS	Ontario Local Schools	Joice	Riedel	10
5/8/2025 15:23	Ontario HS	Ontario Local Schools	Jim	Buker	9
5/8/2025 16:24	Ontario HS	Ontario Local Schools	Allison	Haver	10
5/8/2025 20:23	Ontario HS	Ontario Local Schools	Melanie	Ferguson	9
5/8/2025 22:00	Ontario HS	Ontario Local Schools	Tim	Henige	10
5/9/2025 7:42	Ontario HS	Ontario Local Schools	Jamee	Burke	11
5/9/2025 7:57	Ontario HS	Ontario Local Schools	Jaclyn	Schaub	9
5/9/2025 8:31	Ontario HS	Ontario Local Schools	Jeremy	Barrett	9
5/9/2025 11:27	Ontario HS	Ontario Local Schools	Roger	Nikiforow	9
5/9/2025 11:40	Ontario HS	Ontario Local Schools	Cary	Carcione	9
5/9/2025 14:59	Ontario HS	Ontario Local Schools	Adam	Kime	11
5/10/2025 8:06	Ontario HS	Ontario Local Schools	Tyler	Coley	11



## Ontario High School Travel Data (contd.):

Monday's Date:	Number of Students Enrolled in Class:	Weather	Student Tally	Tuesday AM				
				Walk	Bike	School Bus	Family Vehicle	
6-May-25	18	Rainy	18	0	0		6	11
6-May-25	28	Rainy	25					18
5-May-25	17	Rainy	17	0	0		1	13
5-May-25	22	Rainy	21	0	0		5	15
8-May-25	5	Rainy	5				1	4
5-May-25	8	Rainy	7					7
8-May-25	27	Rainy	22	0	0		3	16
5-May-25	13	Rainy	8	0	0		7	0
5-May-25	13	Rainy	13				2	11
5-May-25	44	Rainy	20	0	0		8	8
8-May-25	30	Overcast	13				1	12
5-May-25	4		0					
6-May-25	21	Rainy	20	0	0		5	15
5-May-25	18	Rainy	0	0	0		0	0
8-May-25	19	Overcast	16	0	0		4	11
6-May-25	38	Overcast	36	0	0		5	25
5-May-25	40	Overcast	22	0	0		9	12
8-May-25	40	Overcast	22	1			8	11
5-May-25	20	Rainy	18	0	0		4	8
5-May-25	27	Overcast	22	0	0		7	14
5-May-25	26	Overcast	23				3	16
8-May-25	22	Rainy	17	0	0		1	15
5-May-25	25	Rainy	17	0	0		6	10
5-May-25	25	Rainy	10				1	9
5-May-25	18	Rainy	18	0	0		10	8
5-May-25	22	Rainy	20	0	0		4	16
5-May-25	13	Rainy						13
5-May-25	26	Rainy	25	0	0		2	18



85



## Ontario High School Travel Data (contd.):

Tuesday PM													
Carpool	Transit	Other	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	Weather	
1	0	0											
7													
1	0	2		13	0	0	2		11	0	0	0 Rainy	
1	0	0										Overcast	
				0								Overcast	
			Rainy	0								Overcast	
3	0	0	Rainy	15	0	0	1		10	4	0	0 Overcast	
0	0	1	Rainy	6	0	0	3		0	0	0	3 Overcast	
4	0	0	Rainy	17	0	0	0		12	5	0	0 Rainy	
			Rainy	17			2		7	8		Overcast	
				3			1		2				
0	0	0										Overcast	
0	0	0	Rainy	18	1	0	3		12	2		Overcast	
1	0		Overcast	18	0	0	4		12	2	0		
3			Overcast	29	0	0	4		20	3		Sunny	
1	0	0	Overcast	14	0	0	1		7	6	0	0 Overcast	
2			Rainy				1		14	1			
6			Rainy	21	0	0	10		5	6		Rainy	
1	0	0	Overcast	22	0	0	7		14	1	0	0 Sunny	
4			Overcast	24			6		6	12		Sunny	
1	0	0	Rainy	19	1	0	5		11	2	0	0 Sunny	
1	0	0	Rainy	17	0	0	6		11	0	0	0 Rainy	
			Rainy	25	2		9		13	1		Rainy	
0	0	0	Rainy	18	0	0	12		6	0	0	0 Overcast	
0	0		Rainy	24	1	0	0		6	1	0	0 Rainy	
			Rainy						13			Sunny	
5	0	0	Rainy	23	0	0	0		21	2	0	0 Sunny	



## Ontario High School Travel Data (contd.):

Wednesday AM													
Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	Weather	Student Tally	Walk	Bike	School Bus	
26					19	7							
17	0	0	1		13	1	0	2		13	0	0	2
20	0	0	6		18	1	0	0					
4					4					0			
7	1				6			Overcast		0			
26	0	0	4		19	3	0	0 Sunny		13	0	0	0
8	0	0	6		1	0	0	1 Sunny		6	0	0	3
13			3		10								
20	0	0	7		12	1	0	0 Rainy		19	0	0	6
13			1		12			Sunny		17			2
0										3			2
19	1	0	4		14	0	0	0					
0	0	0	0		0	0	0	0 Sunny		18	1	0	3
12	0	0	3		8	0	0			18	0	0	4
36	0	0	2		26	4				26	2	0	2
23	0	0	12		10	1	0	0 Sunny		14	0	0	1
23	1		8		12	2		Sunny		16			1
18			4		8	6		Rainy		21			10
21	0	0	9		12	0	0	0 Sunny		21	1	0	6
21			3		17	1		Sunny		21			7
16	0	0	1		14	1	0	0 Sunny		19	1	0	7
19	0	0	9		9	1	0	0 Rainy		15	0	0	4
10			2		8			Overcast		19	1		10
17	1	0	10		6	0	0	0 Overcast		18	0	0	7
21	0	0	3		17	1	0	Overcast		22	0	0	11
					13			Sunny					
26	0	0	2		14	6	0	0 Sunny		21	0	0	0



## Ontario High School Travel Data (contd.):

Wednesday PM						Thursday AM						
Family Vehicle	Carpool	Transit	Other	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	
11	0	0	0	Overcast	17	0	0	1	13	1	0	
				Overcast	19	0	0	6	13	0	0	
				Overcast	4			1	3			
				Overcast	5	2			3			
11	2	0	0	Overcast	26	0	0	4	19	3	0	
0	0	0	3	Sunny	8	0	0	7	0	0	0	
					12			3	9			
11	2	0	0	Overcast	22	0	0	8	13	1	0	
7	8			Overcast	13			1	12			
1					0							
				Sunny	21	1	0	5	15	0	0	
12	2	0	0	Overcast	0	0	0	0	0	0	0	
12	2	0			17	0	0	4	12	1	0	
17	5			Overcast	34	0	0	3	26	5		
8	5	0	0	Overcast	21	0	0	9	11	1	0	
14	1			Overcast	24	1		8	12	3		
5	6			Sunny	18			4	8	6		
12	2	0	0									
13	1			Overcast	21			3	16	2		
10	1	0	0	Overcast	13	0	0	1	11	1	0	
11	0	0	0	Rainy	13	0	0	6	6	1	0	
6	2			Sunny	7			1	6			
10	0	0	0	Sunny	15	0	0	4	11	0	0	
10	1	0	0	Overcast	20	0	0	6	14	0	0	
13				Overcast					13			
18	3	0	0	Overcast	19	0	0	2	14	3	0	



## Ontario High School Travel Data (contd.):

Thursday PM									
Other	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
2									
0									
		0							
0	Overcast	14	0	0	1		11	2	0
1	Sunny	6	0	0	3		0	0	3
0	Overcast	19	0	0	7		8	4	0
	Overcast	17			2		7	8	
		4			3		1		
0									
0	Sunny	18	1	0	3		12	2	0
		18	0	0	4		12	2	0
	Overcast	26	3	0	3		18	2	
0	Overcast	15	0	0	1		9	5	0
	Overcast	16			1		14	1	
	Sunny	21			10		5	6	
	Overcast	17			4		11	3	
0	Overcast	15	1	0	2		10	2	0
0	Rainy	15	0	0	4		10	1	0
	Sunny	15	1		7		7		
0	Sunny	13	0	0	6		7	0	0
0	Overcast	20	0	0	6		14	0	0
	Overcast						13		
0	Overcast	21	0	0	0		20	1	0



## Ontario High School Travel Data (contd.):

Please list disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

This data will not be accurate because the form does not take into account middle and high school classes, which are mixed grades. Nor does it consider that these teachers

had 3 students in my 8th period that had sport practices after school so I marked them under "other."

I/A

Morning class consists of 13 students grades 10-12. Afternoon class consists of 17 students grades 10 & 11.

Jone

Morning class 24 students consists of grades 9 and 10. Afternoon class 16 students consists of grades 10 and 11.

feel like this form was written for elementary. I have different groups of kids for AM v PM so this doesn't make sense.

This survey is not set up for high school teachers - we do not have the same number of kids in the morning and the afternoon and many of our classes have multiple grade

My first period has 19 students, while my 8th period has 22 students. Thursday morning, several students were not in class to complete the survey due to a Field Trip.

teach HS in the morning and MS in the evening.



## Ontario High School Travel Data (contd.):

Morning and Afternoon Travel Mode Comparison by Day								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	465	1	0	103	316	42	0	3
Tuesday PM	354	5	0	77	213	56	0	3
Wednesday AM	445	4	0	100	302	36	0	3
Wednesday PM	352	6	0	88	212	43	0	3
Thursday AM	382	4	0	87	260	28	0	3
Thursday PM	304	6	0	67	189	39	0	3

Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1292	9	0	290	878	106	0	9
Afternoon	1010	17	0	232	614	138	0	9

Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1292	0.70%	0.00%	22.45%	67.96%	8.20%	0.00%	0.70%
Afternoon	1010	1.68%	0.00%	22.97%	60.79%	13.66%	0.00%	0.89%

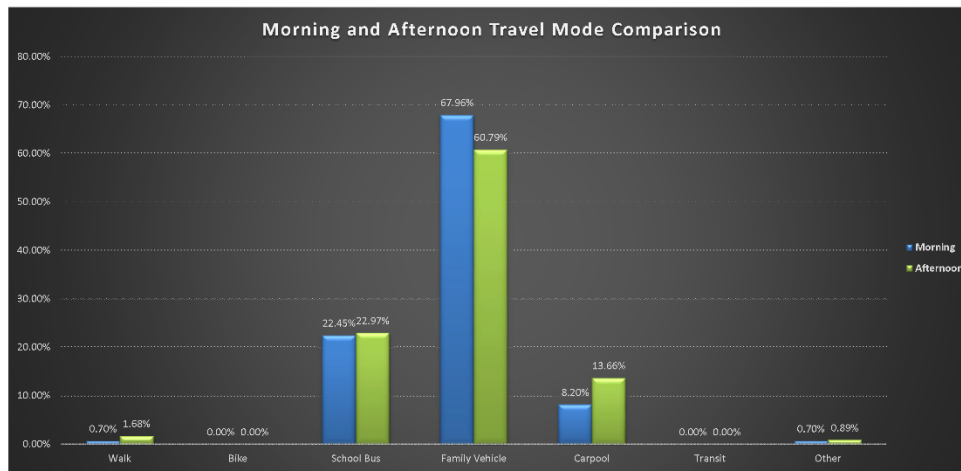


## Ontario High School Travel Data (contd.):

### Student Travel Tally Report: One School in One Data Collection Period

School Name:	Ontario HS	Set ID:	
School Group:	Ontario Local Schools	Month and Year Collected:	May-25
School Enrollment:		Date Report Generated:	12/17/2025
% Range of Students Involved in SRTS:		Tags:	
Number of Classrooms Included in Report:	27		

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

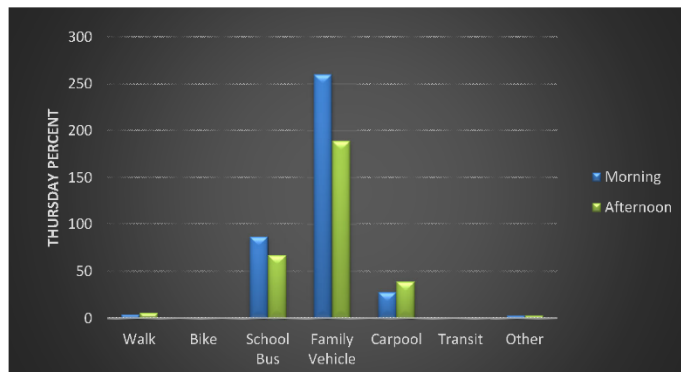
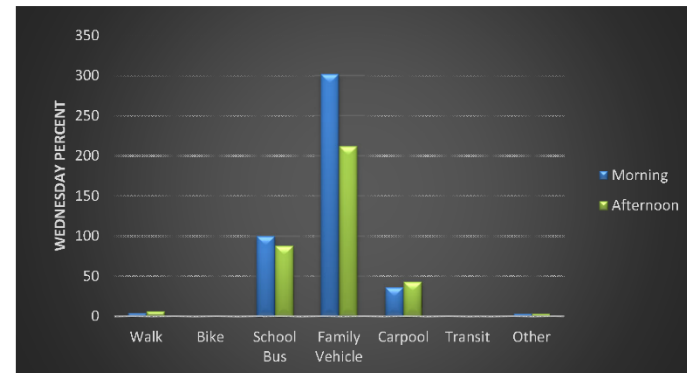
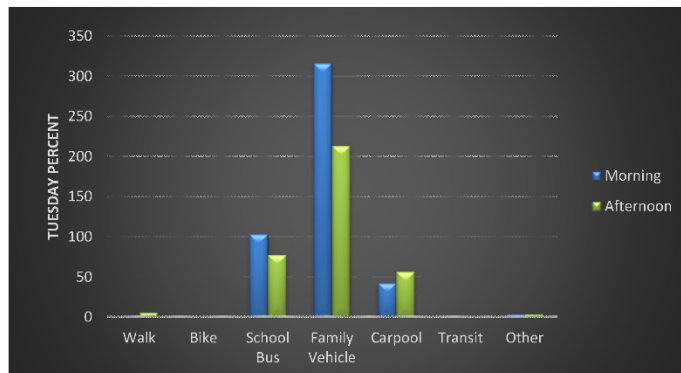


Morning and Afternoon Travel Mode Comparison								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1292	0.70%	0.00%	22.45%	67.96%	8.20%	0.00%	0.70%
Afternoon	1010	1.68%	0.00%	22.97%	60.79%	13.66%	0.00%	0.89%



## Ontario High School Travel Data (contd.):

### Morning and Afternoon Travel Mode by Day



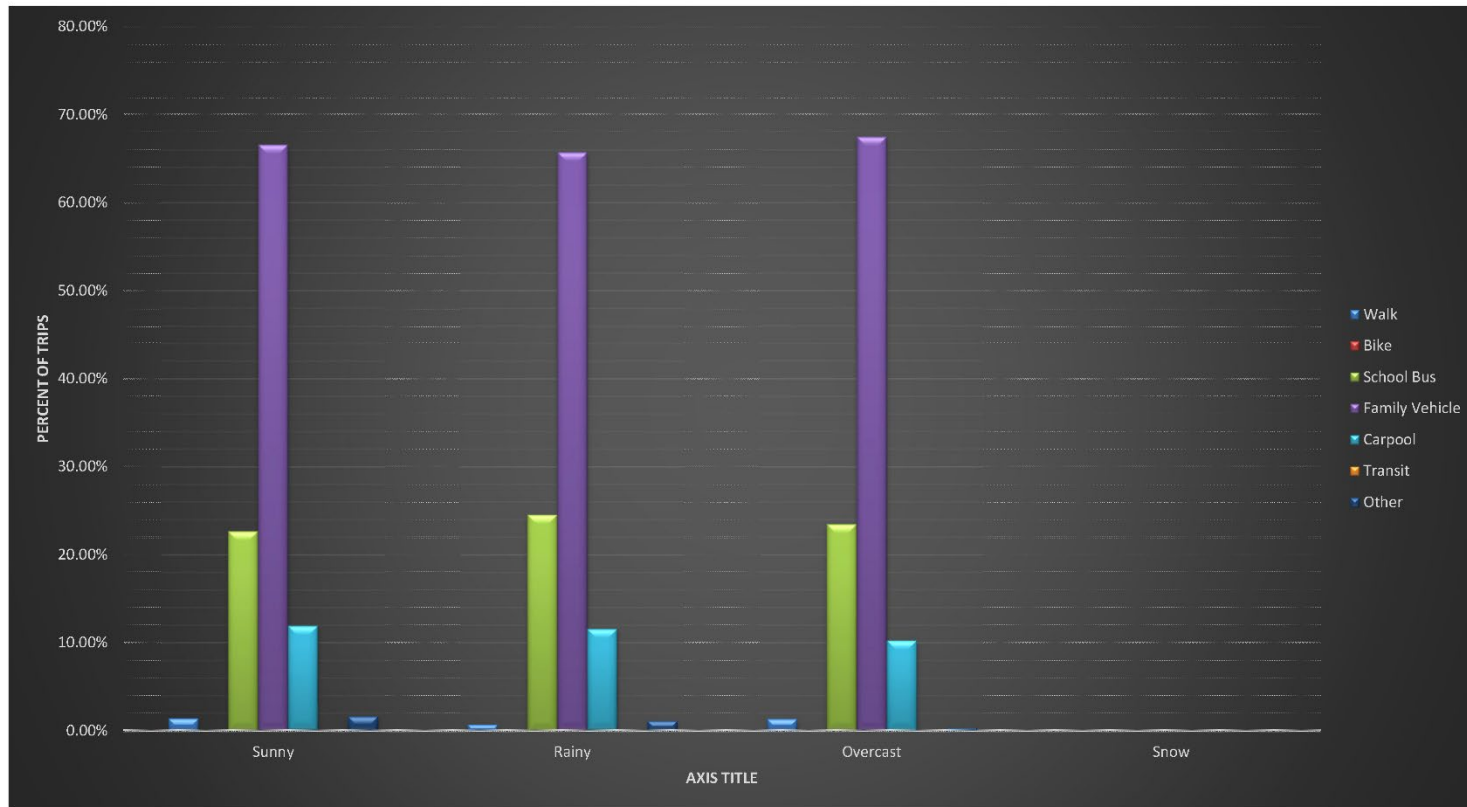
Ontario High School Travel Data (contd.):

Morning and Afternoon Travel Mode Comparison by Day								
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	465	1	0	103	316	42	0	3
Tuesday PM	354	5	0	77	213	56	0	3
Wednesday AM	445	4	0	100	302	36	0	3
Wednesday PM	352	6	0	88	212	43	0	3
Thursday AM	382	4	0	87	260	28	0	3
Thursday PM	304	6	0	67	189	39	0	3



## Ontario High School Travel Data (contd.):

### Travel Mode by Weather Conditions



## Ontario High School Travel Data (contd.):

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	428	1.40%	0.00%	22.66%	66.59%	11.92%	0.00%	1.64%
Rainy	709	0.71%	0.00%	24.54%	65.73%	11.57%	0.00%	1.13%
Overcast	895	1.34%	0.00%	23.46%	67.49%	10.28%	0.00%	0.34%
Snow	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!



## Appendix C:

Public Engagement Materials  
(Surveys, Meeting Notes, etc.)



## Caregiver Surveys: April/May 2025

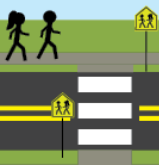
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### Advertisements:

# How Does Your Family Get To School?

**Survey Link:**  
[odot.formstack.com/forms/srts\\_caregiver\\_survey](https://odot.formstack.com/forms/srts_caregiver_survey)







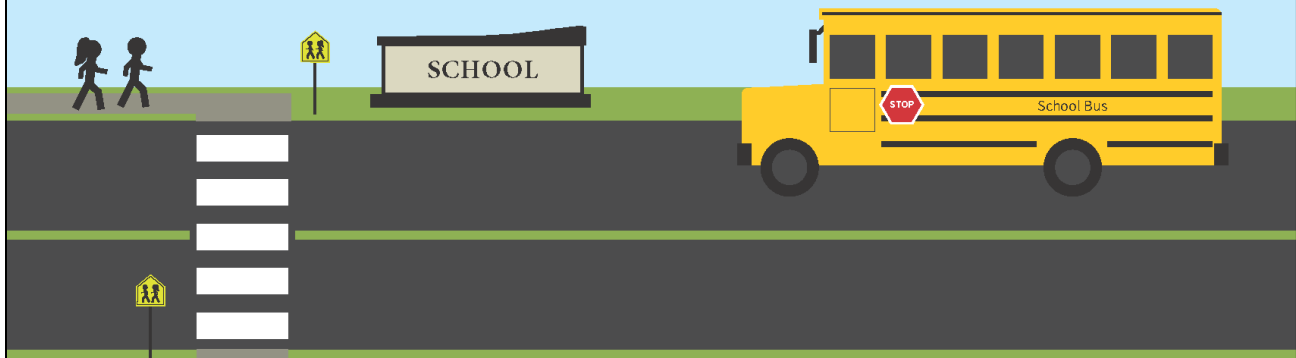
Department of Transportation



# How Does Your Family Get To School?



Department of  
Transportation



## Attention Ontario Local Schools Parents and Caregivers!

Ontario Local Schools wants to learn your thoughts about children walking and biking to school. The survey will take about 5 - 10 minutes to complete.

We ask that each family complete only one survey per school your children attend. If more than one child attends the same school, please fill out the survey for the child with the next birthday from today's date. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

Share Your Input On Or Before:

**05/09/2025**

Survey Link:

[odot.formstack.com/forms/  
srts\\_caregiver\\_survey](https://odot.formstack.com/forms/srts_caregiver_survey)



Caregiver Survey Data:

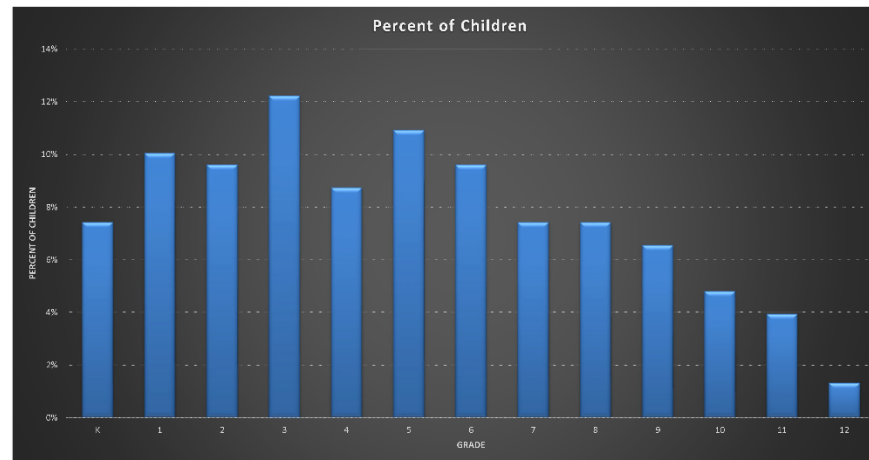
Parent Survey Report: One School in One Data Collection Period

School Name:	All	Set ID:	
School Group:	Ontario Local Schools	Month and Year Collected:	Apr-25
School Enrollment:		Date Report Generated:	12/17/2025
% Range of Students Involved in SRTS:		Tags:	
Number of Questionnaires Distributed:		Number of Questionnaires Analyzed for Report:	239

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.



## Caregiver Survey Data (contd.):

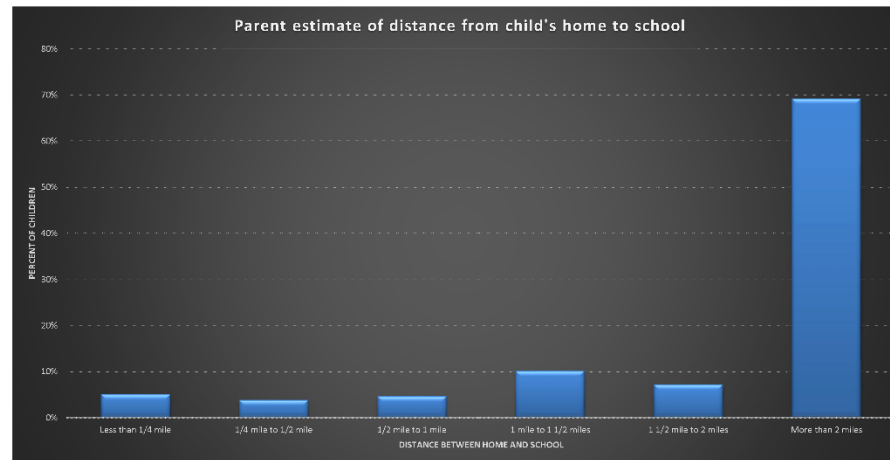


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
K	17	7.42%
1	23	10.04%
2	22	9.61%
3	28	12.23%
4	20	8.73%
5	25	10.92%
6	22	9.61%
7	17	7.42%
8	17	7.42%
9	15	6.55%
10	11	4.80%
11	9	3.93%
12	3	1.31%



## Caregiver Survey Data (contd.):

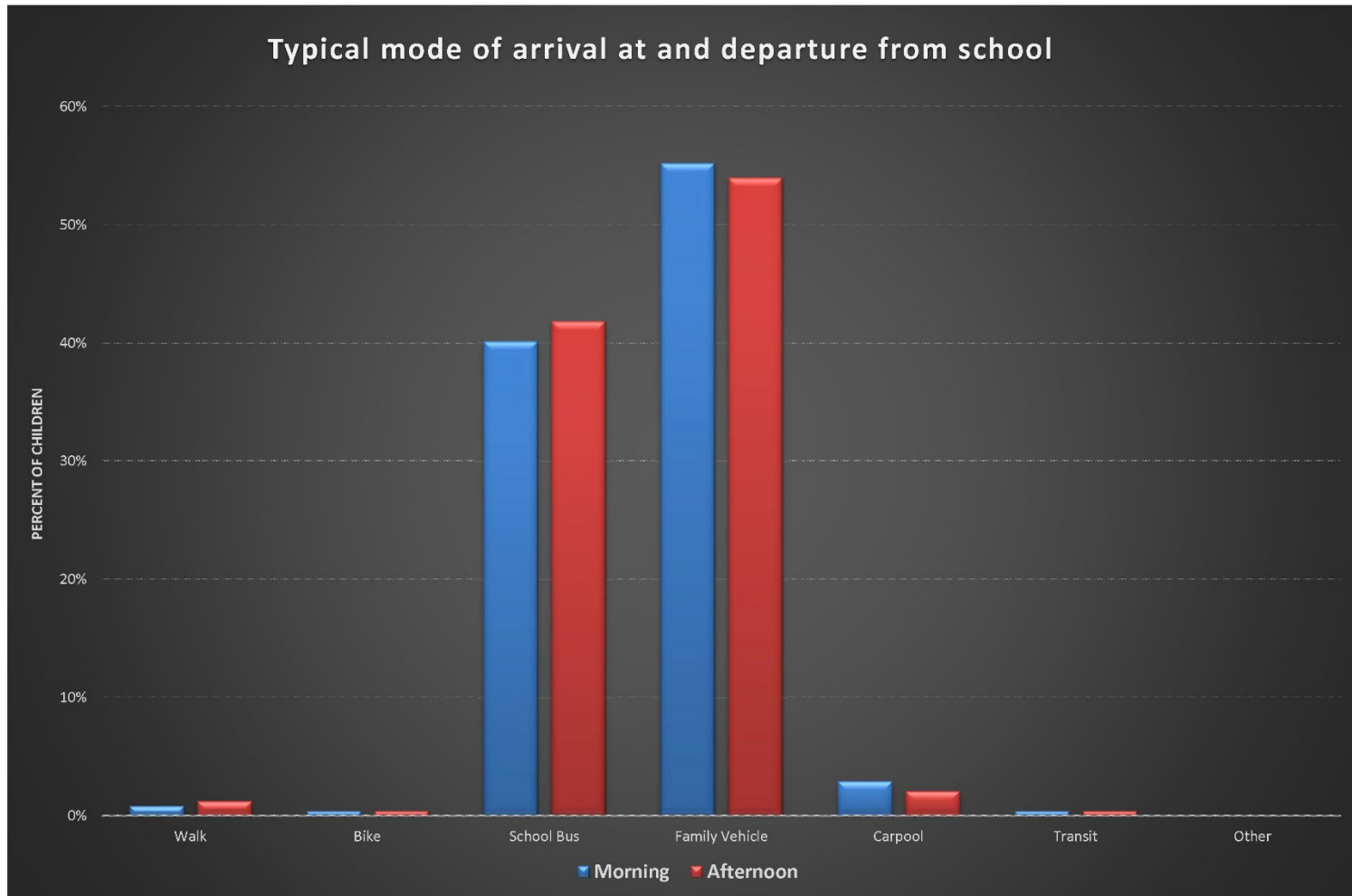


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	12	5.06%
1/4 mile to 1/2 mile	9	3.80%
1/2 mile to 1 mile	11	4.64%
1 mile to 1 1/2 miles	24	10.13%
1 1/2 mile to 2 miles	17	7.17%
More than 2 miles	164	69.20%



## Caregiver Survey Data (contd.):



103



Caregiver Survey Data (contd.):

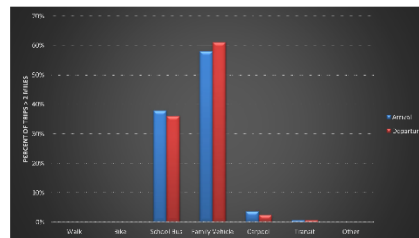
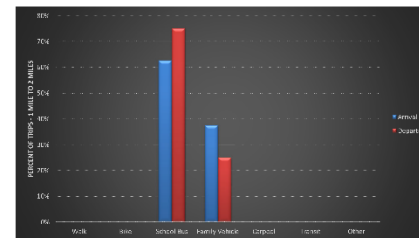
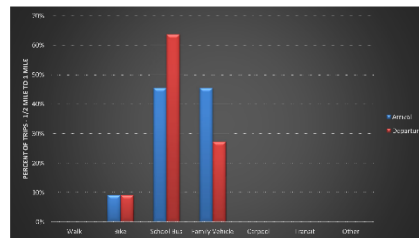
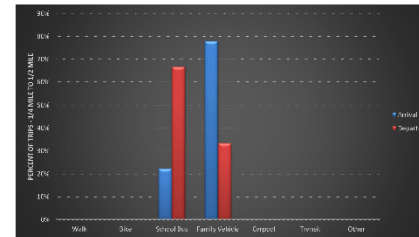
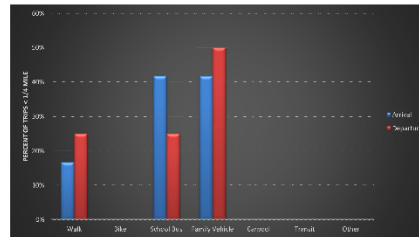
Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	239	0.84%	0.42%	40.17%	55.23%	2.93%	0.42%	0.00%
Afternoon	239	1.26%	0.42%	41.84%	53.97%	2.09%	0.42%	0.00%



## Caregiver Survey Data (contd.):

Typical mode of school arrival and departure by distance child lives from school



## Caregiver Survey Data (contd.):

### Typical mode of school arrival and departure by distance child lives from school

#### School Arrival

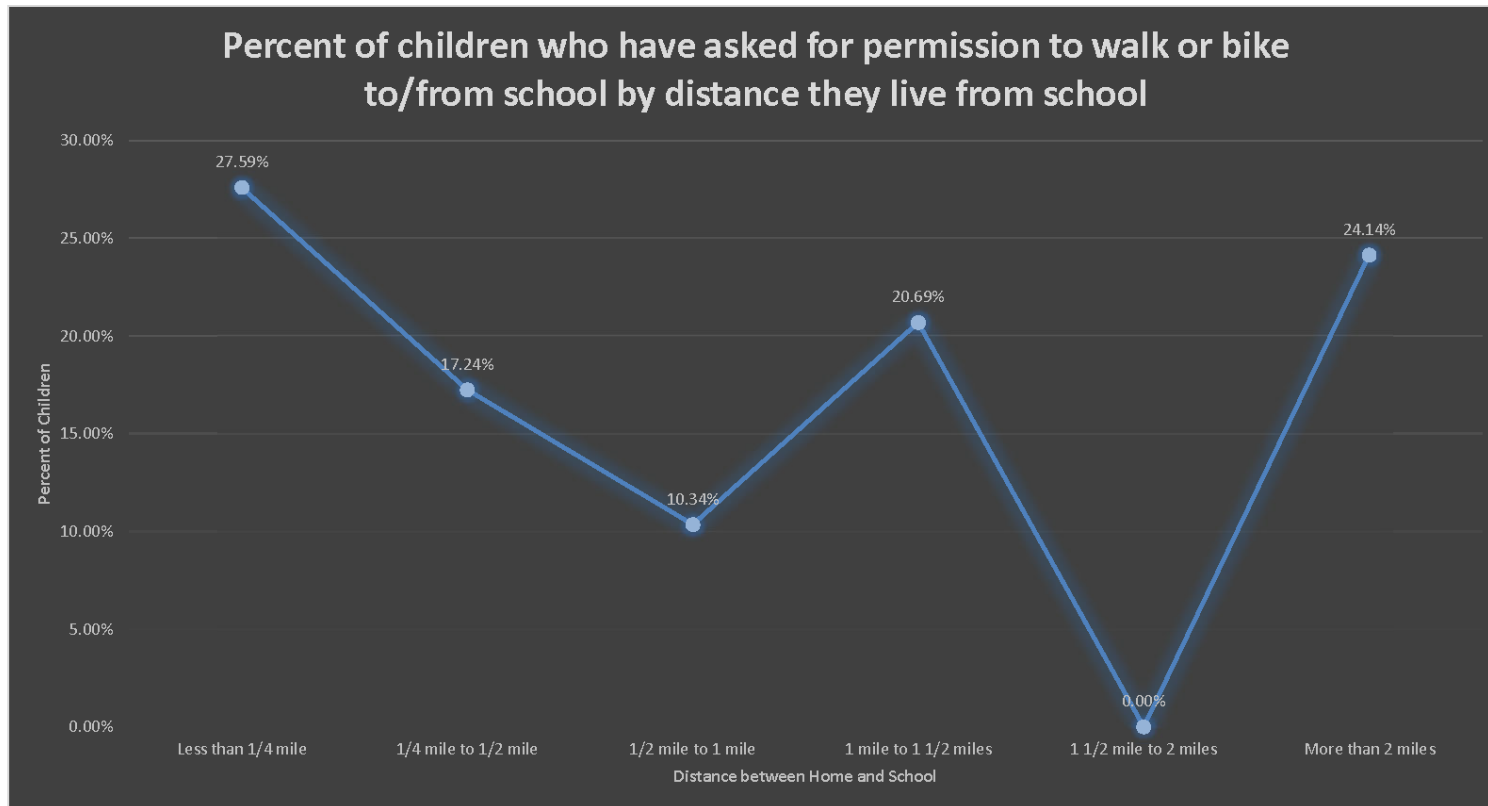
Distance	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	16.67%	0.00%	41.67%	41.67%	0.00%	0.00%	0.00%
1/4 mile to 1/2 mile	9	0.00%	0.00%	22.22%	77.78%	0.00%	0.00%	0.00%
1/2 mile to 1 mile	11	0.00%	9.09%	45.45%	45.45%	0.00%	0.00%	0.00%
1 mile to 1 1/2 miles	24	0.00%	0.00%	62.50%	37.50%	0.00%	0.00%	0.00%
1 1/2 mile to 2 miles	164	0.00%	0.00%	3.66%	6.10%	0.61%	0.00%	0.00%
More than 2 miles	164	0.00%	0.00%	37.80%	57.93%	3.66%	0.61%	0.00%

#### School Departure

Distance	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	25.0%	0.0%	25.0%	50.0%	0.0%	0.0%	0.0%
1/4 mile to 1/2 mile	9	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%
1/2 mile to 1 mile	11	0.0%	9.1%	63.6%	27.3%	0.0%	0.0%	0.0%
1 mile to 1 1/2 miles	24	0.0%	0.0%	75.0%	25.0%	0.0%	0.0%	0.0%
1 1/2 mile to 2 miles	164	0.0%	0.0%	3.7%	6.1%	0.6%	0.0%	0.0%
More than 2 miles	164	0.0%	0.0%	36.0%	61.0%	2.4%	0.6%	0.0%



## Caregiver Survey Data (contd.):



107



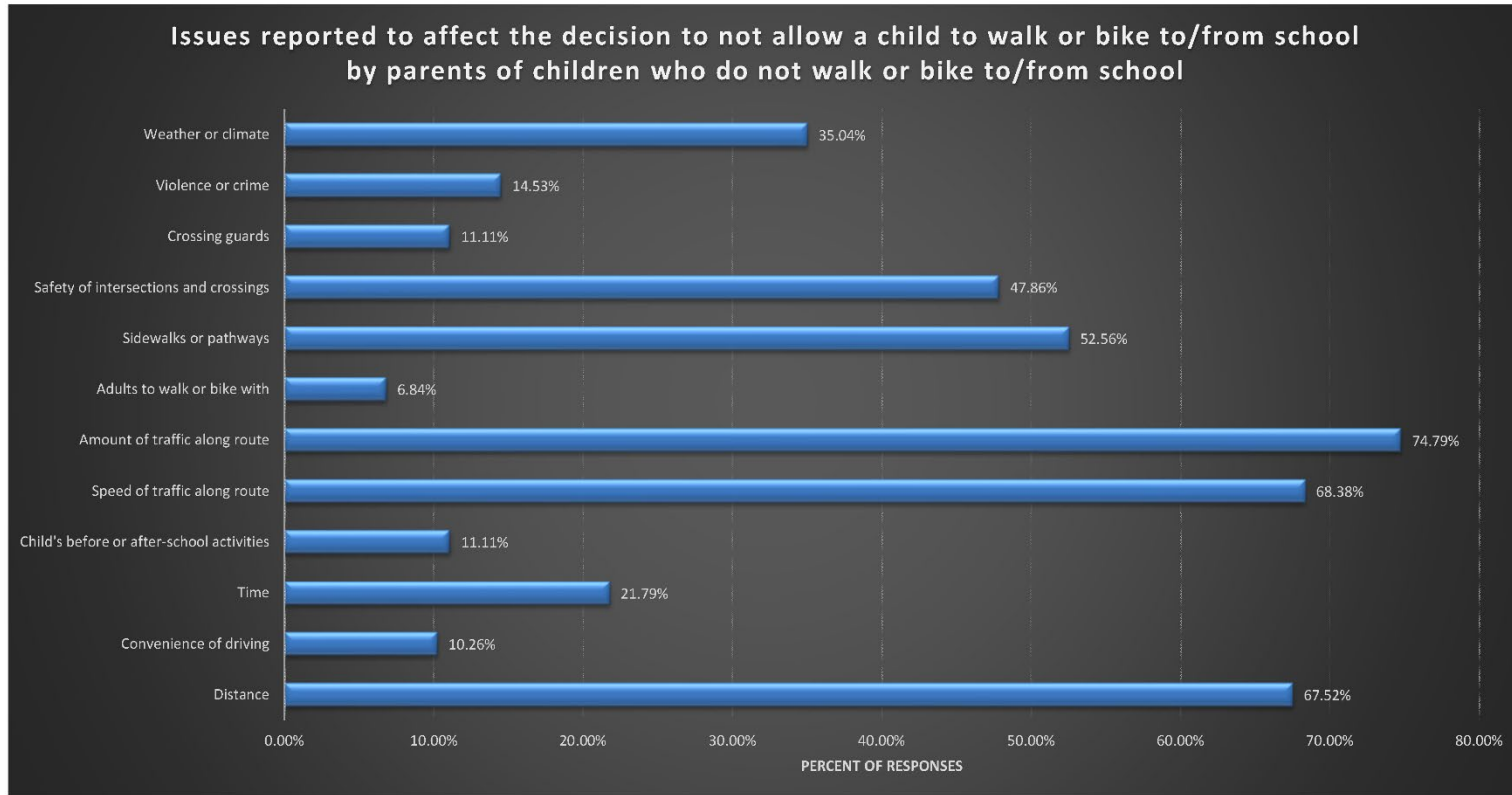
### Caregiver Survey Data (contd.):

Percent of children who have asked for permission to walk or bike to/from school by distance the live from school

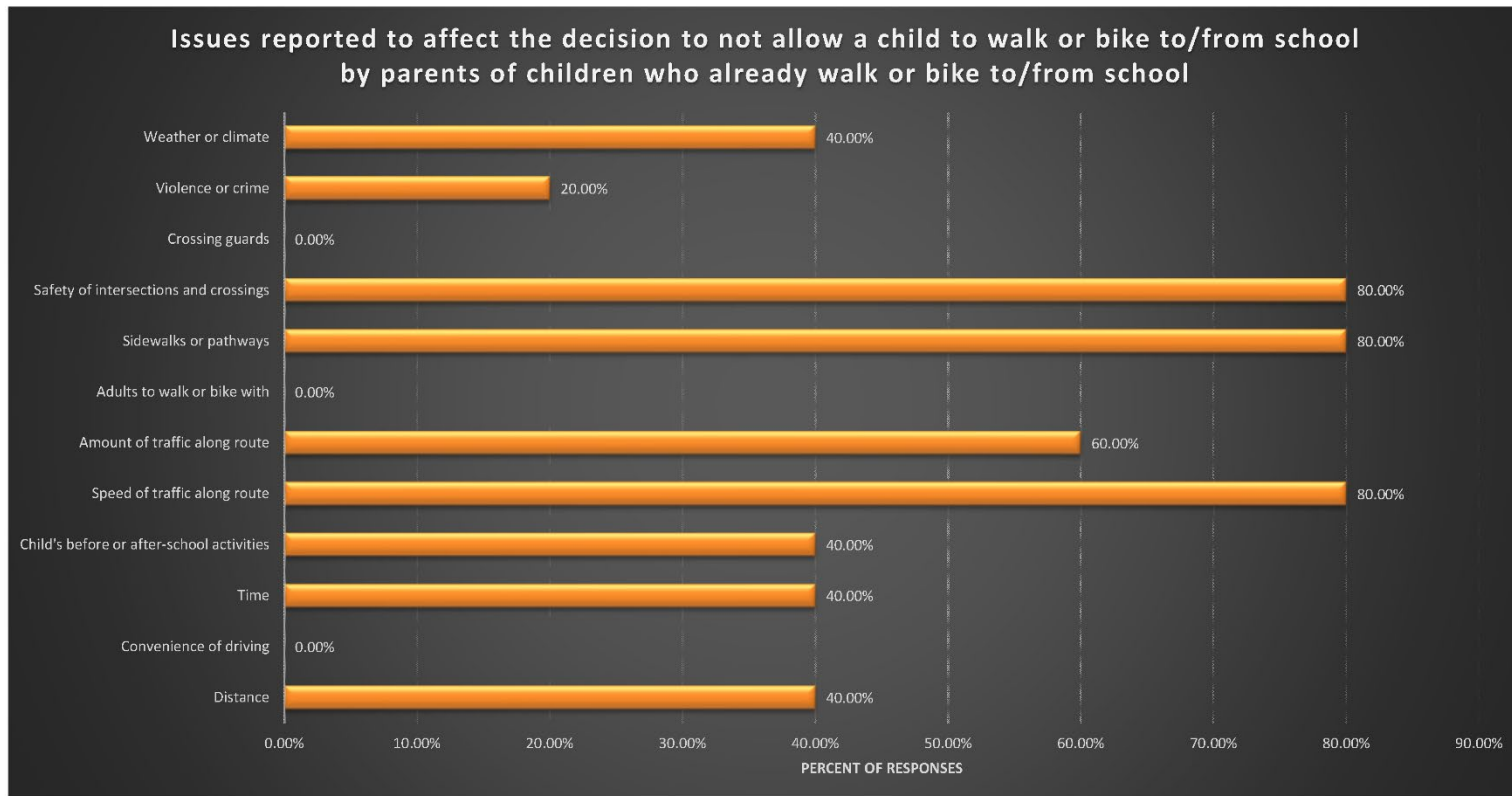
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 mile to 2 miles
Yes	29	27.59%	17.24%	10.34%	20.69%	0.00%
No	210	1.90%	1.90%	3.81%	8.57%	8.10%



## Caregiver Survey Data (contd.):



## Caregiver Survey Data (contd.):



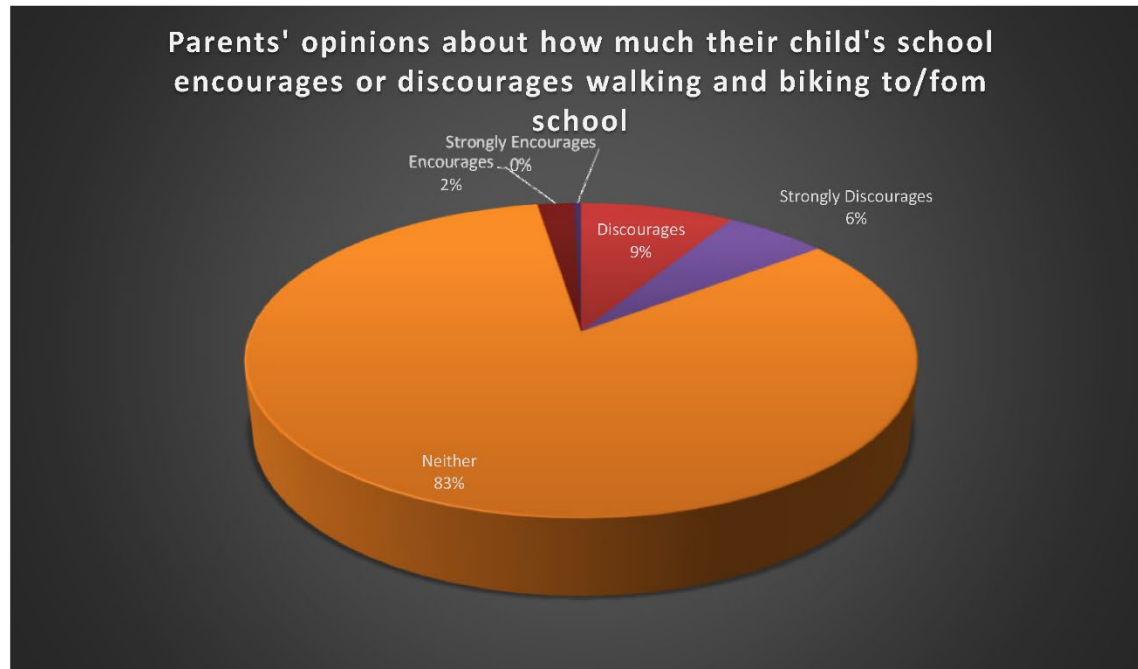
## Caregiver Survey Data (contd.):

Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children

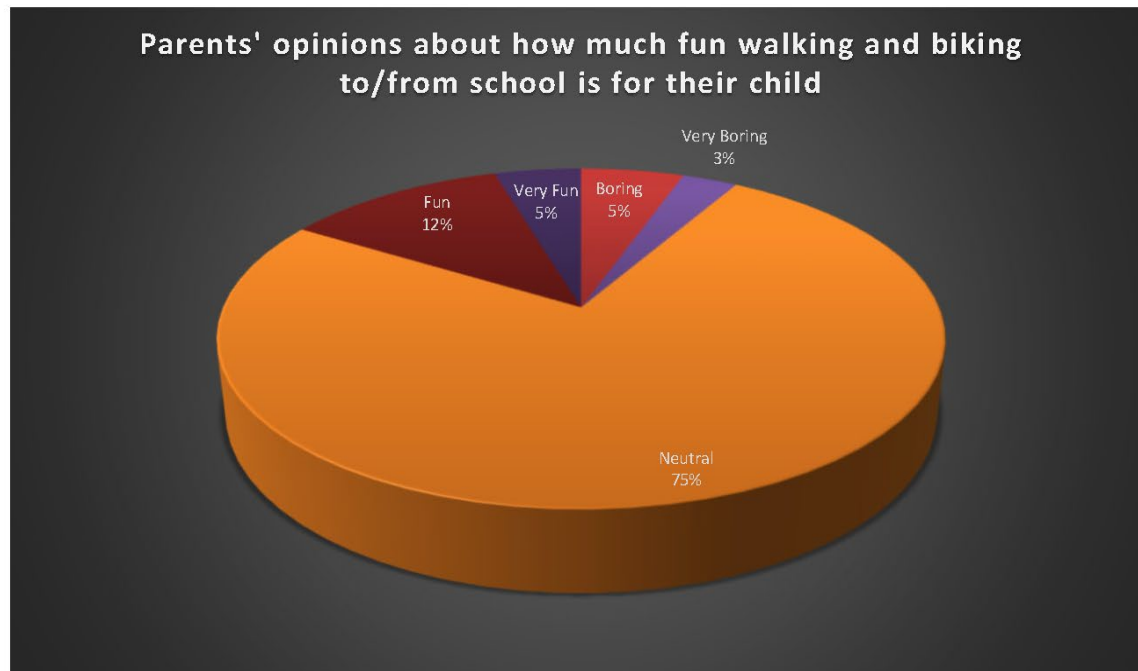
Issue	Child Does not Walk/Bike to School		Child Walks/Bikes to School	
Distance	158	67.52%	2	40.00%
Convenience of driving	24	10.26%	0	0.00%
Time	51	21.79%	2	40.00%
Child's before or after-school activities	26	11.11%	2	40.00%
Speed of traffic along route	160	68.38%	4	80.00%
Amount of traffic along route	175	74.79%	3	60.00%
Adults to walk or bike with	16	6.84%	0	0.00%
Sidewalks or pathways	123	52.56%	4	80.00%
Safety of intersections and crossings	112	47.86%	4	80.00%
Crossing guards	26	11.11%	0	0.00%
Violence or crime	34	14.53%	1	20.00%
Weather or climate	82	35.04%	2	40.00%
<b>Number of Respondants</b>	234	100.00%	5	100.00%



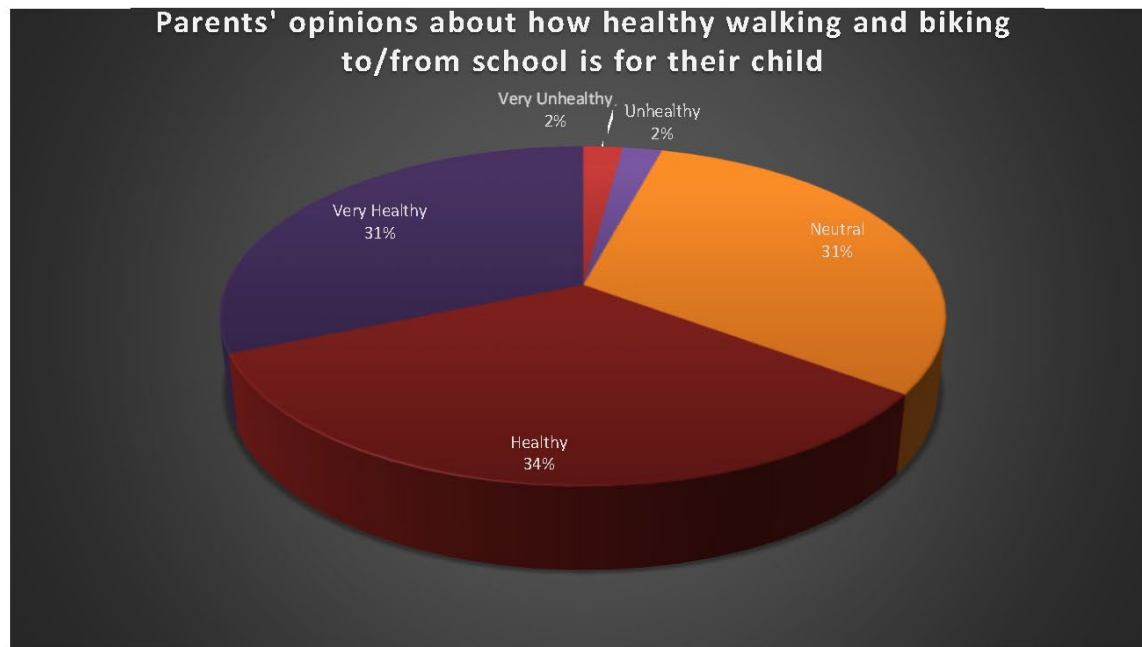
Caregiver Survey Data (contd.):



## Caregiver Survey Data (contd.):



## Caregiver Survey Data (contd.):



## Caregiver Survey Data (contd.):

### Comments Section

Survey ID	Comment
1338822506	
1338822833	
1338822899	We live too far away for her to walk
1338822990	
1338823009	
1338823955	We need sidewalks around the park which would help the kids surrounding be able to walk those sidewalks and make it to school safely.
1338824523	There are no sidewalks between our home and the school. The speed limit is 35 and cars often go 5-10 mph faster making it unsafe for kids to walk, bike or cross the street.
1338824681	I live in Crestline and open enrollment.
1338824932	I think this survey is not for every family. If you live 7-10 mins away biking and walking is not an option. [The school or city could not change the distance we live from the school]
1338824959	
1338825016	
1338825997	
1338829800	
1338836154	
1338837062	I don't care how old he is, if he is still in school I will not allow him to walk down st rt 314 or cross W4th st. Also Shelby Ontario between 4th and Milligan is a nightmare. I've seen the track and cross country both almost get hit. The city needs more sidewalks. Ridiculous.
1338837099	I work at the school and am our family bus driver a "v",
1338837169	
1338838528	
1338838681	
1338839028	
1338839032	
1338839159	
1338839221	
1338839304	
1338839337	
1338839387	I think traffic rules needs to be informed at stingel. Too many people turn left at the right turn only exits. I've almost been hit too many times to count and even flipped off by someone cutting in front of me to turn left.
1338839435	I believe right now with the lack of sidewalks it's unsafe for my children to bike to and from school or walk. If there were sidewalks all the way up Shelby-Ontario that would be beneficial. The road is curvy and the traffic seems fast. The track team runs up and down the road and it makes me nervous with the lack of side walks.
1338839486	Starting next year in 6th grade we are discussing allowing him to walk to and from school because it is so close. It's hard as a parent because I don't trust people.
1338839640	
1338840046	
1338840141	
1338840483	We live too far and the roads to school don't even have shoulders to ride or bike. The roads also has many hills that make it difficult for traffic to see people on the road.
1338840610	Sidewalks would be a fantastic addition to our community. It would allow for healthy options to access bother the schools and parks.
1338840755	Live on a busy road and too far for him to walk or bike.
1338840771	The light at the intersection is horrible and needs worked the police that sit at the school need to enforce the left turn only signs it would greatly speed up the pick up drop off process.
1338841228	There's no sidewalks on Shelby Ontario rd and there's no crosswalk going across Milligan so it is currently not safe enough for my child to walk from our neighborhood to the school with the amount of traffic that goes down Shelby Ontario rd
1338841405	
1338841597	We live in a rural environment with several busy roads leading to the school, walking or biking would be unsafe and unrealistic at any age due to distance and safety.
1338841712	The route from our house involves lots of curves and hills...even though it is only about 2 miles away, I feel like it would take a long time and would be unsafe due to visibility.
1338842295	
1338842357	I love the idea of biking or walking to school and I wish more people were able to do it, but we have a pretty rural community and most neighborhoods are beyond walking distance to the schools.
1338843005	



## Caregiver Survey Data (contd.):

1338843878	I worry about my son riding to school in any vehicle due to state route 314 and Millsboro west road crossing so I definitely would not allow my child to walk to school even if we lived close enough due to this dangerous crossing. [There is low visibility, especially when the trees are in bloom and often times road signs are put up creating even lower visibility and crossing traffic on 314 does not stop. [Flashing stop signs are needed at this intersection for Millsboro with signs that say crossing 314 traffic does not stop. There have been 50 many accidents here (and deaths) that I warn people about it when they are traveling to our home. Please do something to make this crossing safer.
1338844001	
1338845010	The road is very busy and there's a fast speed limit
1338845598	
1338845728	
1338846798	
1338847348	
1338848119	
1338849090	
1338849444	
1338849810	My children ride their bikes through Marshall Park to get to school. It is fairly safe. I sometimes worry about cars driving too fast through the park and about my children crossing Shelby Ontario Rd. Police presence around the school definitely encourages drivers to follow the law in the school zone. I would love to see patrol vehicles in the park to make sure drivers are following the law there as well, and it would make me less worried that my children might be approached by a stranger or fall off their bikes and need assistance. When thinking about days my children have after school activities, having officers in the area about 1-1.5 hours after school would be nice too.
1338852082	
1338853804	
1338854364	
1338854598	This is a school with a large rural population, we are located 4 miles from the school, with many highways and large intersections. Biking to school would not be reasonably possible for any age child. Nothing the school could do to change this, and we are very satisfied with the bussing situation.
1338854874	Would be safer to walk to school with sidewalks
1338854971	My children are to young. We live to far.
1338856999	My child will not be walking or biking to school at any age
1338857335	
1338860476	
1338860895	
1338865117	My children would love to walk to and from school more often but the lack of sidewalk makes it unsafe. If there was sidewalk further down Shelby Ontario road in both directions from the school and down Milligan, several students would be able to safely walk or bike!
1338874227	
1338874341	
1338876941	
1338880196	Shelby Ontario does not have adequate sidewalks and crossing spots. I do not feel comfortable .
1338882694	
1338888772	
1338889574	This isn't relevant to us as we live in the country over 5 miles from the school
1338892917	
1338893502	
1338894598	
1338898555	
1338899567	
1338904838	
1338905706	To far from school! Children closer to the school could walk only if they get sidewalks crosswalks and safety procedures in place to help them! Lack of side walks would make walking to school for children even close very unsafe!
1338906129	If we lived closer to the school, and if there were sidewalks the entire way, I would love for my kids to walk or bike to school.
1338909277	
1338909897	
1338913404	Lack of side walks, Heavy traffic and Dark and weather in the winter mornings makes me hesitant to allow my child to walk/bike to school.
1338936186	
1338936551	
1338936652	
1338937127	
1338938344	We absolutely need sidewalks around all of Marshall park, Rock Rd, Milligan, Park Ave West to and from the Warrior as well. A lot of kids walk to the Warrior but that road is unsafe to walk on without sidewalks.
1338939835	my boys take the bus
1338940089	The road we live off is not suitable for walking or riding bikes.
1338940762	My child lives too far for me to feel comfortable letting him walk/bike to school.
1338942996	



## Caregiver Survey Data (contd.):

1338955172	
1338955023	Very hard to answer questions when I live too far away to even consider. Should have other options like not applicable
1338983703	I wish they would change elementary parents from having to park and walk up and wait for the child.. would be easier to have children picked up via walky talky.. and have child sent to pickup vehicle.
1338995546	
1339019941	
1339022236	Open enrolled
1339046266	I would never feel comfortable with my child walking or bike riding to school. High school students and parents FLY down the road and through the park. Doesn't matter about sidewalks for them, people do not pay attention.
1339052175	
1339054595	None
1339056273	
1339056742	The parking lot is a huge hazard and a disaster. Kids are flying through there in their cars with no respect for anyone. Kids walk and do not pay attention to cars. Very dangerous situation.
1339057387	Sidewalks are definitely necessary for any child to walk or bike to school from our neighborhood
1339057974	My child lives in a different town and is enrolled through open enrollment. We live 8 miles away on a state route. It would take 40 minutes to bike and over two hours to walk to school.
1339058378	We don't live right next to the school. Only if we were in walking distance would I consider it and I would not allow my kids to walk alone unless they were near 18 with a cellphone (16 and up). I don't think kids under the age of 12 should be allowed to walk to school by themselves. Beyond that, everyone has their preference, but I cringe everytime I see a 5 or 6 year old walking alone along a busy street. It wasn't that crazy when we were kids but now it is. And like I said, its too far. Currently we live 3.8 miles away from the school and maps say that would take an hour and a half to travel that distance by foot. That is not healthy unless you and your children are regular hikers or gym goers, and its certainly not safe with all the busy roads in between. In fact, the school is damn near surrounded by busy streets, so only if you lived on the same street as the school would you be able to do this, but not safely because there is not enough sidewalks. The city should provide sidewalks everywhere, and not leave that to the owner of each property along the way.
1339060501	Where we live from the school I will or would never allow them to walk or bike.
1339060917	
1339061151	
1339061992	
1339065817	We live on the other side of town. And easiest way would be back roads.
1339067411	
1339068452	It's too far for my child. I would never let them bike or walk to school.
1339070023	
1339075346	
1339075723	
1339076772	
1339077472	There are not sidewalks or curbs from the neighborhoods in Ontario that are close enough to walk. Many neighborhoods would need to cross St. Rt. 309 at Lexington-Ontario Road. There is heavy traffic, no sidewalks at the intersection, no cross walk light, no intersection lighting and no turn lanes at the intersection. Only two lane traffic. With this situation, it creates a bottle-neck for regular traffic along with the addition of parent taking and picking up their kids. [Also, once you cross ST. RT. 309 the road becomes Shelby Ontario Road, which is two lane traffic. Even though middle and high school start an hour earlier than the elementary (which is across the street), traffic is a nightmare by the schools at drop-off and pick-up. There needs to be turn lanes made for easy travel. Sometimes the line of traffic backs up to the ST. RT. 309 intersection coming from the south. ] We have a great school system, but the traffic around the school is a hazard, and could be improved for students, teachers and parents.
1339079599	We live on a very busy, hilly road. We are too far from the school. It is not possible to walk or bike.
1339079928	Safe no crime but not safe because no sidewalks/crosswalks
1339082443	
1339084748	
1339085643	Our school district purposely has no students who walk to school, even in neighborhoods that are walkable. The traffic at our school is crazy and people often speed. The parking lots cannot handle the amount of traffic and because our school is open enrollment a decent percentage of students have to be driven to school due to lack of bussing. People are also intolerant of runners or cyclists on the road, there would need to be major community education.
1339088509	
1339089597	My children are too young we live too far there is too much traffic and no sidewalks. It would not be safe for my children to walk or bike really at any age.
1339089665	
1339093285	She cannot walk because we are down 314 and then right before the railroad tracks. Traffic is too heavy and fast. I believe there is no way around that though, unfortunately.
1339093628	The part of Ontario that we live in it is just not a good idea for any age kid to walk or ride a bike to school.
1339094797	
1339095576	
1339096454	



## Caregiver Survey Data (contd.):

1339097697	
1339099761	
1339107092	I feel like we should be addressing the elementary and intermediate pick up as it is chaos, and the parents shouldn't have to walk and stand in the weather.
1339109357	
1339113277	
1339177024	
1339182971	We live far enough away that it may not be feasible in the morning for my children to walk to school. After school would be an option if they wanted to and there were sidewalks along the route. Currently, there are no sidewalks and Rock Road is not safe to walk on due to amount of traffic and the speed people drive.
1339187110	
1339188528	Growing up On Mary Lou there is no excuse for not having sidewalks all the way to my house. It has been a really long time and the city hasn't done anything about safe sidewalks even though there is government funding for safe ways to travel through the state. It is what it is and I don't think the people in charge care enough to actually fix it.
1339193204	
1339229546	For us it's a matter of traffic and safety. It would be on a busy road with no sidewalks or pathways. That and possibly having one or two others to go with. Other issues are not much of a concern.
1339247545	The route to school is along a state rural highway - 55 mph and its over 5 miles away. There will never be a good or safe opportunity to walk/bike to school. Because our family is "" open enrolled"" business is not provided therefore, we must provide the transportation.
1339249833	We live on country roads with no sidewalks and too far for my children to ride bikes or walk to school.
1339288577	
1339335408	
1339419678	
1339445168	
1339461683	We live too far to have my child walk/bike to/from school. Too many main roads and too far especially this age. Nothing would help change that, we're too far.
1339555690	The only comment I want to add is the crosswalks that are by the school that cross between the middle school and elementary school. I have found that sometimes cars don't seem to understand that they have to stop for pedestrians (the sign even says it in the middle of the road). There are a few times that if we as pedestrians hadn't stopped, we would have been hit by cars. I don't know if it's ego of the drivers, or just flat out idiots behind the wheel. Naturally, you want to wait to see if a car is going to stop or not, but I feel its a matter of time before someone gets injured there due to the aggressive drivers. I believe a police car should be sitting there daily to enforce the law, and make an example out of people who don't understand they need to STOP for pedestrians. I just want to be sure no one gets struck by an idiot driver which there are plenty of. It only takes one bad incident to cause a massive problem. This is not an isolated one time incident too, it seems to happen almost every other day.
1339566798	
1339574409	
1339584695	Unsafe due to roads/no sidewalks on route
1339591523	
1339593381	
1339597834	
1339787488	I would never allow my child to walk, bike, skateboard or cartwheel to school. Child abductions and trafficking amongst children, especially women, are at an all time high. Regardless of the amount of safety precautions put into place, I trust absolutely no one other than myself or direct family to transport my child to and from school. The lack of transparency I receive from the school over minor instances is a prime example of why I have a lack of trust in the public school system- especially those who hold an appointed position of power.
1339804279	
1339841177	I would love for my kids to walk or ride bikes to school at an appropriate age; however the intersections at PAW, Rudy Rd, Shelby Ontario Rd and Lex Ontario Rd are not safe at that time due to their designs and amount of traffic for kids to cross the road carefully.
1339857129	
1339966614	
1340064792	Very unsafe due to amount of traffic/distance and age of children.
1340526057	
1340696885	We walk every day unless it's raining/storming or a blizzard. It is very difficult to cross at the crosswalk by the Cove coffeeshop. No one stops even if they see you standing there. And even if we do go to cross we worry of parents/guardians texting on their phones. We see that multiple times to and from the school. We are thankful for the new sidewalk, it is another option for getting to the other crosswalk if we can't get across by the cove.
1340783094	
1340933512	
1340981915	I would not consider our location to be within a walkable distance from the school. It's about 3 miles one direction and kids would have to walk along Park Avenue West under the railroad tracks (or over the railroads tracks and through the cemetery.)
1341258822	
1341259048	
1341259053	We live to far and on hilly, well-traveled roads for my children to walk or ride a bike to school.
1341259104	We live too far for her to walk



## Caregiver Survey Data (contd.):

1341259122	We have no sidewalks in Ontario to allow our children to do this even when they move close to the school
1341259318	
1341260607	Additional sidewalks are needed! The road only has a partial sidewalk, which makes it's unsafe to have kids walking along the road.
1341260685	
1341261180	
1341261824	The school and park would benefit from sidewalks down Shelby-Ontario, Milligan, and rock road. Children that would like to walk cannot because the side walk ends and it's not safe. Kids for track and cross country also use these routes.
1341261928	
1341262287	
1341262454	
1341262459	
1341262793	
1341263697	Without a dedicated bike path, I think our distance of 3.2 miles from the school would make it too arduous/challenging/unsafe. There is a major roadway that I would not feel comfortable sending my child on while riding a bike.
1341269851	
1341271320	
1341279460	Walkable communities are the ultimate goal but this school district covers a town with busy intersections and most of the housing within this school district is not close enough for walking or biking to school to be an realistic option.
1341280425	
1341280618	
1341323389	
1341346454	Roads from home to school do not have sidewalks and have a very small edge of pavement. Walking safely to/from school is not an option for anyone, even with crossing guards and adult escorts, students would still have to walk in the road.
1341346569	We live in the country and riding a bike/walking is not feasible at all. Plus our school doesn't allow anyone to ride a bike/ walk even if they live a couple of houses down from the school.
1341353051	
1341355547	
1341356329	There is no safe way to get to school due to lack of sidewalks/bike lane or any space. There is a small hill right before the stop light at Lex Ontario and 309 that people fly over top. It is blind over the hill so any kid could get hit as there is no where to go that isn't on the road
1341358073	
1341361874	We live too far out of town on a main road that cars travel too fast. Sidewalks wouldn't be possible.
1341364433	
1341367080	
1341369856	
1341371172	Would love for my kid to be able to walk/bike, but would have to deal with a st rte for a big part of it
1341374999	
1341377920	
1341378632	
1341381428	
1341382994	Because of the hilly terrain and the speed limits on country roads, it is unsafe for children, of any age, to walk home from school in my area. Also, time of day plays a factor because it's much too dark in the morning to walk to school much of the year.
1341384460	
1341387269	
1341387271	I feel like the area surrounding the school could be used to safely walk and or bike to school. Unfortunately if there's not a police presence that can be seen monitoring the school roads most parents do not follow the 20 mph marked speed limit. So I don't believe biking or walking is encouraged although I have seen a few parents who choose to walk their kids to and from school.
1341388490	The majority of the walk to and from our house is extremely dangerous for walking home. Crossing Park Avenue is treacherous in itself where my child would cross but Rudy Rd. is narrow, hilly, lacking shoulders, and full of steep ditches. Millsboro is curvy with traffic often flying by at 60 mph. I would be terrified for my child to walk home so please don't encourage this unless a child lives close by!
1341394797	
1341396513	At this time I would feel very uncomfortable allowing my children to walk or bike to school. I do not feel we live in a safe world and would only be increasing the risk that something bad would happen to my children.
1341398579	Sidewalks would make it safer for us.
1341406121	There are no sidewalks currently in the perimeter of our outer lying subdivisions. If we were able to have sidewalks or bike paths, it would completely connect neighborhoods and the school in a safe manner.
1341408359	No sidewalks [Too many lanes] [Speed limit] [Distracted drivers] [These are my main concerns]
1341414528	
1341462785	We are to far away from the school to walk or bike. If we were closer it would make sense.
1341484564	
1341633127	
1341655422	



[illegible]

## Stakeholder Workshop: September 11, 2025

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### Agenda:



#### ONTARIO SCHOOL TRAVEL PLAN

##### Stakeholder Workshop #1

September 11, 2025, 10:00 AM – 12:00 PM  
OMS Media Center, Ontario Middle School  
447 Shelby-Ontario Rd, Ontario, Ohio 44906

### Agenda

- |   |                     |
|---|---------------------|
| 1. Presentation   | 10:00 AM – 11:00 AM |
| <ul style="list-style-type: none"><li>○ Welcome and Introductions</li><li>○ What is a School Travel Plan</li><li>○ The “E’s” of Safe Routes to School</li><li>○ Existing Conditions Review</li><li>○ Active Transportation Barriers Discussion</li><li>○ Next steps</li></ul> |                     |
| 2. Walk audit   | 11:00 AM – 12:00 PM |
| 3. Meeting Adjourned  | 12:00 PM            |



## Presentation:



### Welcome and Introductions

- Ontario City Schools
  - Keith Strickler, Superintendent
  - Mike Ream, Assistant Superintendent
- Burton Planning Services
  - Dan Schmuhl, Project Manager
  - Jared Godwin, Assistant Project Manager
- Stakeholders
  - Name and organization
  - What makes you excited about the School Travel Plan?

### What is a School Travel Plan?

- A School Travel Plan (STP) is a written document that outlines a community's intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school.
- An STP is created through a **team-based approach**
  - Involves key community stakeholders and members of the public
  - Identifies barriers to active transportation
  - Uses infrastructure and non-infrastructure approaches to address barriers

### Why SRTS Matters

- In 1969 roughly half of all children walked or biked to school. Today, only about 15 percent walk or bike.
- Studies have shown that increased physical activity for children:
  - Increases concentration
  - Improves mood and ability to be alert
  - Improves memory and learning
  - Enhances creativity

### Target Schools



### The “Es” of Safe Routes to School



## What are the E's

The Es

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation
- Equity

## What are the E's?

### Engineering

Evaluation of streets and identifying improvements for walking and biking to school

## What are the E's?

### Education

Improving traffic safety and awareness around active transportation, traffic safety, health, and the environment

## What are the E's?

### Encouragement

Incentivizing and supporting students and families to walk or bike

## What are the E's?

### Enforcement

Initiatives such as crossing guard programs or yielding education programs

## What are the E's?

### Evaluation

Measure walking and bicycling through parent surveys and student hand-raising tallies



## What are the E's?

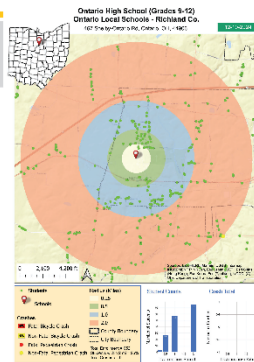
### Equity

Developing and implementing the STP through an equity lens

## Existing Conditions

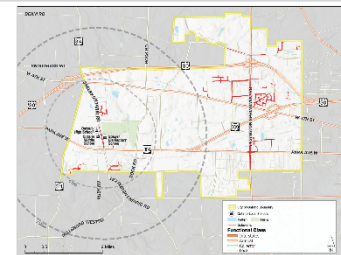
### Student Demographic Information

- Where students live in relationship to the schools.
- Race/ethnicity information.



### Existing Bicycle and Pedestrian Infrastructure

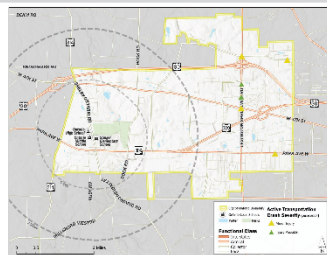
- Mapped existing sidewalks and shared use paths within 2 miles of target schools.
- Identified and mapped primary routes to each target school.



### Existing Conditions - Safety

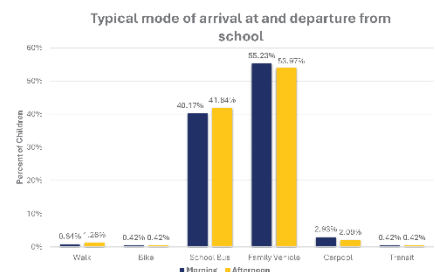
- Crashes by Severity (2019-2023)
  - 0 fatal
  - 2 serious injury
  - 7 minor injury
  - 5 possible injury
  - 1 property damage only

**Total: 15 crashes**

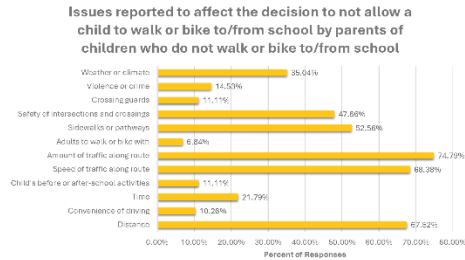


### Existing Conditions – Caregiver Survey

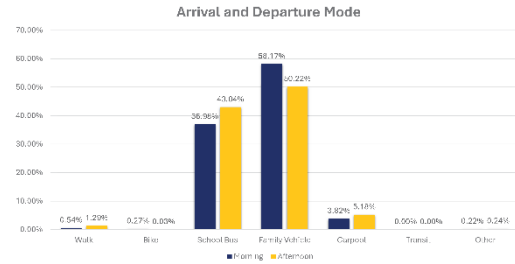
- 239 surveys submitted
- Data Breakdown:
  - Distance from school
  - Mode of transportation
  - Caregiver issues/opinions



## Existing Conditions – Caregiver Survey



## Existing Conditions – Teacher Tally



## Stakeholder Team Discussion

- Any comments or thoughts on the analyses/data we just reviewed?
- Are there any **plans, programs** or **policies** in the region that we should know about that are related to Safe Routes to School?

## Barriers

## Barriers Introduction + Activity

- Barriers to walking and biking can take many forms, such as:
  - Unsafe or lack of crossings,
  - Gaps in the network,
  - Traffic speed,
  - Traffic volume,
  - Weather or terrain,
  - Distance,
  - And more.
- In groups, identify the top barriers to walking and biking in Ontario.**
  - We have 24" x 36" maps at your tables. Feel free to mark them up to showcase where physical barriers may exist.
  - Write down any barriers discussed, in order of importance, and be prepared to share out!

## Next Steps



## Develop the Vision

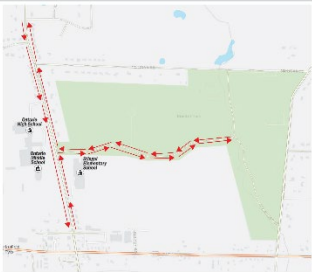
**ODOT SRTS Vision: “Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone”**

## Next Steps

- Develop **draft** countermeasure recommendations
- Public input meeting – October 2025
  - *Date, time, and location TBD, but we will share with this group once set.*



## Walk Audit



## Walk Audits

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**THANK YOU!**

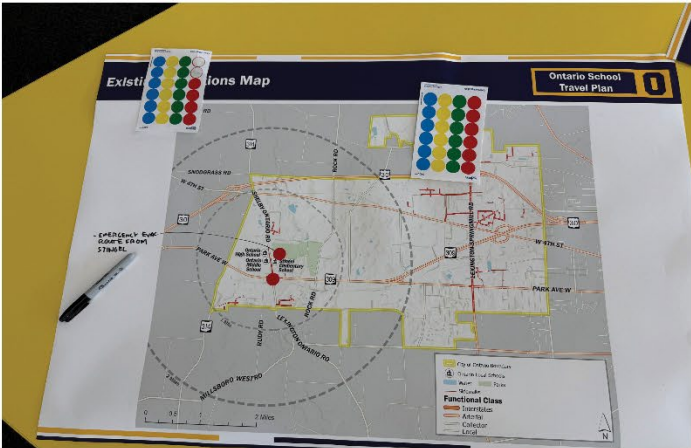
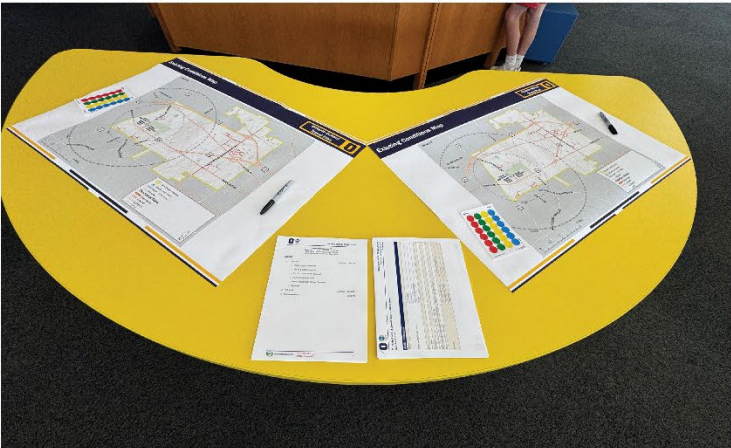
**Contact Information:**  
**Dan Schmuhl**  
 dschmuhl@burtonplanning.com

**Jared Godwin**  
jgodwin@burtonplanning.com

## Ontario School Travel Plan

September 11, 2025





## Summary:



### ONTARIO SCHOOL TRAVEL PLAN

#### Stakeholder Workshop Summary

September 11, 2025, 10:00 AM – 12:00 PM  
OMS Media Center, Ontario Middle School  
447 Shelby-Ontario Rd, Ontario, Ohio 44906

#### Introduction

The Stakeholder Workshop meeting began with introductions from the consultant team and stakeholder team members with the following members being present:

- Keith Strickler – Ontario Schools Superintendent
- Mayor Kris Knapp – City of Ontario
- Jody Orewiler – City of Ontario
- Heidi Zimmerman – Ontario School Board
- Brett Baxter – Ontario School Board
- Mike Ream – Ontario Schools
- Officer Scott Dawson – Ontario Schools / Ontario Police Department
- Pat Duffner – Ontario Schools
- Chris Smith – Ontario Schools
- Kimberly Johnson – Ontario Schools
- Randy Harvey – Ontario Schools
- Chris Miller – Ontario Schools
- Dan Schmuhl - Burton Planning Services
- Jared Godwin - Burton Planning Services

#### Consultant Presentation

Following introductions, Jared Godwin (BPS) from the consultant team presented findings from the draft Ontario School Travel Plan, including any existing conditions findings. Mr. Godwin began by explaining what a School Travel Plan is, emphasizing its importance and identifying the three schools included in the plan. After this, Mr. Godwin walked the committee through the E's of Safe Routes to School: Engineering, Education, Encouragement, Enforcement, Evaluation, and Equity.

Next, Mr. Godwin presented the findings from the existing conditions analysis, which included student demographic and proximity information, existing bicycle and pedestrian infrastructure, primary routes to the school campus, crash statistics, and feedback from the Caregiver Survey and Teacher Tallies. Mr. Godwin then shared the Ohio Safe Routes to School vision statement, asking if the team had any suggestions for improvement when developing a vision statement for the Ontario STP. The stakeholders agreed that the ODOT vision suited their community with slight modifications. Several members of the committee advised the inclusion of the words “community” and “connectivity.”

Mr. Godwin then explained what barriers to active transportation are, with examples of barriers identified in previous school travel plans. This then led into a discussion of barriers, utilizing maps of the study area, markers, and sticker dots. The committee marked locations on a map that often serve as barriers when walking and biking. While most barriers identified were related to missing infrastructure, these conversations led to other barriers identified, such as distance and traffic volume.

Following the activity, Mr. Godwin concluded the presentation by outlining the next steps in the planning process, including the coordination of the public input event. He then shared with the committee that the project team would host a walk audit immediately following the meeting and invited those in attendance to join. During the walk audit, the group explored the school campus and surrounding areas.





## ONTARIO SCHOOL TRAVEL PLAN

### Stakeholder Feedback






Several stakeholders provided feedback and asked questions throughout the meeting. Their comments and feedback are summarized below:

- **Lack of Pedestrian & Bicyclist Infrastructure:** Community members expressed a desire for better connectivity surrounding the Ontario Local Schools, primarily for infrastructure such as sidewalks and multi-use paths.
  - Areas for potential connections (as shared by the committee):
    - Shelby-Ontario Road, north of Zimmerman Lane, to 896 Shelby-Ontario Road
    - Shelby-Ontario Road, south of The Cove coffee shop to Railroad Street
    - Park Avenue West and Shelby-Ontario Road intersection
    - Dunlap Drive / Cal Miller Lane – Marshall Park
    - Milligan Avenue to Marshall Park
    - N Rock Road (North of Marshall Park, if Marshall Park is fitted with sidewalks)
- **Concerns of Overall Benefit:** Some members in attendance worried about using the word “everyone” or “all residents” as a vast majority of the school’s students live outside the plan’s two-mile buffer zone. The project team reassured these community members that while improvements may not physically be in their neighborhoods, improvements around the schools can benefit all those who interact with them. Further, the project team reminded the stakeholders that programs and policies are also recommended as a part of the plan and could have community-wide impacts.
- **Missed Opportunity for Education:** Several members of the committee shared that they witness caregiver motorists being mindful of each other when traveling around the schools. However, congestion makes traveling during peak hours difficult. The committee believes this could be aided if the benefits of walking and bicycling were taught as an alternative, potentially leading to an increase in student pedestrians and cyclists.
- **Traffic Congestion during Arrival and Dismissal:** Members of the committee shared that during arrivals and dismissals, traffic is backed up onto Shelby-Ontario Road and further backed up onto Park Avenue West. The project team shared that while the plan is focused on active transportation, traffic improvements can be recommended if it serves as a barrier.








## Public Input Pop-Up Event: October 16, 2025

### Program/Policy Board #1:

Program/Policy Activity		Ontario School Travel Plan	
<b>Non-Infrastructure Countermeasure Recommendations</b> Place up to three sticker dots next to your preferred programs/policies.			
<b>Explaining the E's</b> The ODOT Safe Routes to School program is structured around five categories aimed at providing guidance on safe travel to school. These categories ("E's") can also be used as a metric to ensure recommendations are aligned with Walk.Bike. Ohio's larger goals for active transportation in the state. The E's are: <div>  <b>Education</b>  <b>Encouragement</b>  <b>Enforcement</b>  <b>Equity</b>  <b>Evaluation</b> </div>			
E's	Project Type	Description	Sticker Dots
Education	Statewide SRTS educational materials	Utilize ODOT educational safety materials for students, caregivers, and teachers. The following materials are available through the Ohio Department of Transportation: "Every Move You Make" • SRTS lesson plans to teach students the many aspects of pedestrian and bicycle safety.	
Education	School-produced walking and biking maps	Work with the Ontario Local School District to create maps that provide suggested best walking and biking routes to educate caregivers and students. The maps should be updated as supporting infrastructure is constructed.	
Education	Distribute ODOT Groundwork E-newsletter	Encourage city staff, school administration, and caregivers to sign up for ODOT's e-newsletter designed to educate readers about active transportation and road safety.	
Education	Safety signage / yard signs	Utilize ODOT's "Your Move" campaign toolkit to encourage safe driving practices for pedestrian and cyclist safety. It includes different advertising techniques such as yard signage, print, and digital materials. The school district or city could choose to hand out yard signs to be placed in caregiver or community member lawns around the schools.	
Education	School-hosted seminar on walking and biking	Host a discussion at the beginning of the school year that outlines safe walking and bicycling practices, as well as the benefit of walking and bicycling to educate the student body and their caregivers.	
Encouragement	Safety outreach	Create/modify safety programming to appeal to all age groups. Such strategies include promotional walking and bicycling materials, lessons with a Police Officer on the rules of the road, and materials created by the local Health Department that highlights the benefits of walking and bicycling.	
Encouragement	Walking school buses and bike trains	Caregivers walk or bike with groups of children to school which may include stopping along designated parts of a route to pick up students. The school or PTO could help organize these groups.	

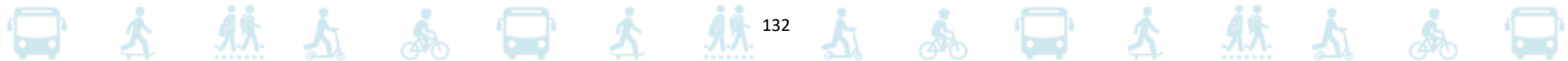
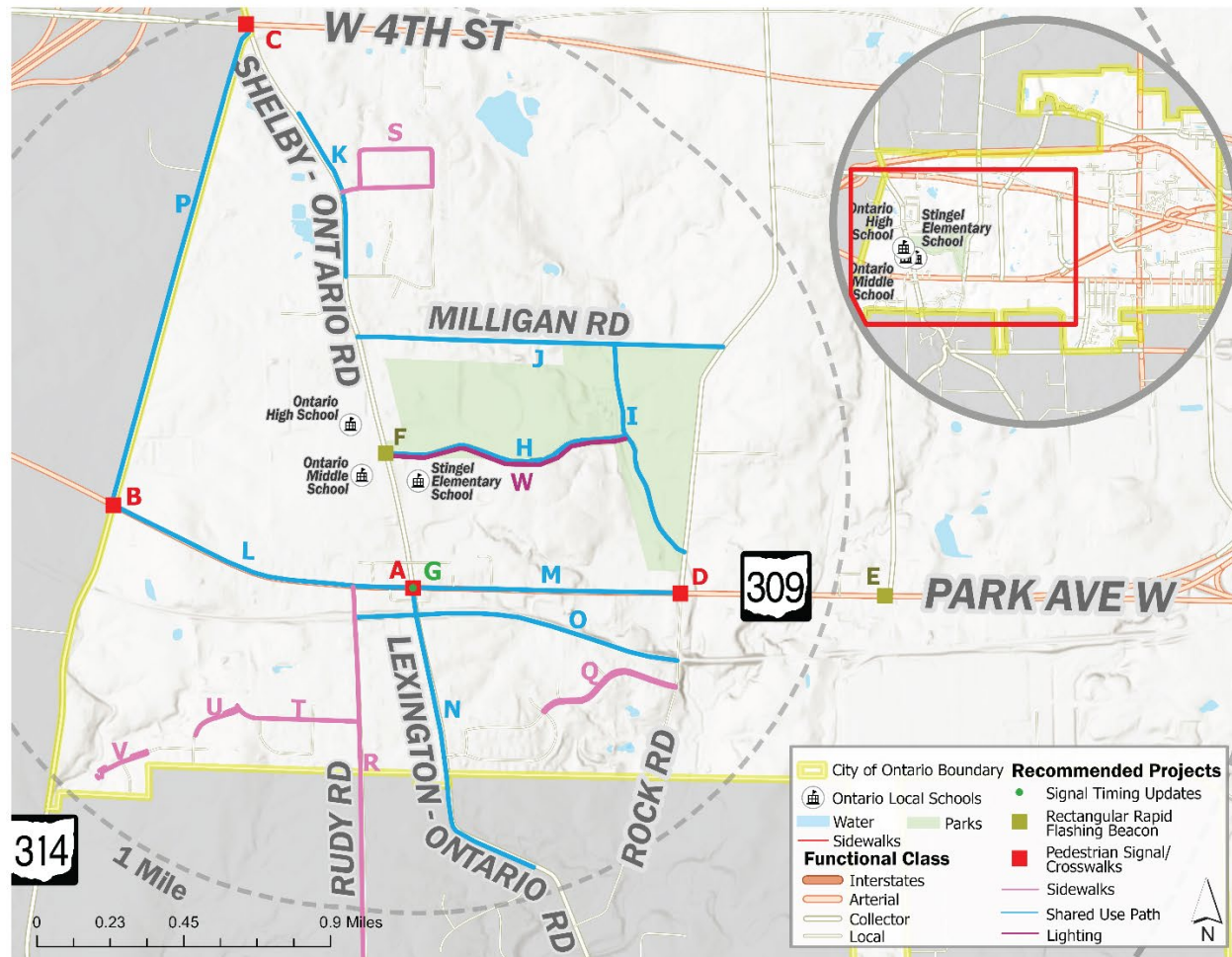
## Program/Policy Board #2:

Program/Policy Activity			Ontario School Travel Plan
<h3>Non-Infrastructure Countermeasure Recommendations</h3> <p>Place up to three sticker dots next to your preferred programs/policies.</p>			
<h4>Explaining the E's</h4> <p>The ODOT Safe Routes to School program is structured around five categories aimed at providing guidance on safe travel to school. These categories ("E's") can also be used as a metric to ensure recommendations are aligned with Walk.Bike. Ohio's larger goals for active transportation in the state. The E's are:</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div> <b>Education</b></div> <div> <b>Encouragement</b></div> <div> <b>Enforcement</b></div> <div> <b>Equity</b></div> <div> <b>Evaluation</b></div> </div>			
E's	Project Type	Description	Sticker Dots
Encouragement	School Travel Safety Committee	Develop a committee to oversee the progress of SRTS, including applying for funding, adherence to the STP, and monitoring recommendation implementation. The group should also meet regularly to discuss SRTS initiatives.	
Encouragement	Walk and Bike to School Day	A national event that brings the community together to walk or bike to school, while encouraging active transportation methods.	
Encouragement	Remote drop-off	Encourage alternate drop off/pickup locations for caregivers to drop their students off so they can walk to school and help lessen traffic congestion around school property.	
Encouragement	Partner with local businesses for afterschool walking/biking activities	Establish partnerships with community businesses (preferably near the OLSD) that foster interest in walking and biking to school. Examples could include a discount for walking/riding to school, or giveaways.	
Equity	Equipment giveaways	Provide safety equipment like helmets, locks, lights, or other elements to students who may be in need.	
Evaluation	Traffic interactions, speed, crime, and crash data	Use data collection by local government to compare the differences before and after the implementation of walking and biking initiatives and/or infrastructure improvements.	
Evaluation	Conduct Teacher Tallies - Annually	Conduct teacher tallies annually to monitor student walking and biking trends.	
Evaluation	Conduct regular audits of walking/biking infrastructure around schools, arrivals, and dismissals	Conduct regular walk audits to assess the current state of infrastructure on school property, and around it. Additionally, observe school arrival and dismissal practices to ensure cooperation with school/city policies.	

## Recommended Projects Board:

### Draft Recommendations Map

Ontario School  
Travel Plan



## Pamphlet:

### What is a School Travel Plan?

Ontario School Travel Plan

O

### Ontario School Travel Plan

**Overview**

A School Travel Plan (STP) is a written document that outlines a community's intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school. A comprehensive STP is created through a team-based approach that involves key community stakeholders and members of the public in both identifying barriers to active transportation and using infrastructure and non-infrastructure approaches to address them.

**What is Active Transportation?**

Active transportation is human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, using strollers, wheelchairs/mobility devices, skateboarding and rollerblading are engaged in active transportation.



**Make Your Voice Heard!**

Share your thoughts on the draft recommendations for the Ontario School Travel Plan by **October 31, 2025!**



[www.surveymonkey.com/r/OntarioSTP](http://www.surveymonkey.com/r/OntarioSTP)







Ontario  
OHIO



BPS



Burton Planning Services

### Draft Countermeasure Recommendations

Ontario School Travel Plan

O

**Programs & Policies**

**Education:** Statewide SRTS educational materials

**Education:** School-produced Walking and Biking Maps

**Education:** Distribute ODOT Groundwork e-Newsletter

**Education:** Safety Signage/Yard Signs

**Education:** School-hosted seminar on walking and biking

**Encouragement:** Walking school buses and bike trains

**Encouragement:** Safety Outreach

**Encouragement:** School Travel Safety Committee

**Encouragement:** Walk & Bike to School Day

**Encouragement:** Remote drop-off

**Encouragement:** Safety Pledge

**Encouragement:** Local Business Partnerships for Walking/biking activities

**Equity:** Equipment Giveaway

**Evaluation:** Traffic interactions, speed, crime, and crash data

**Evaluation:** Conduct Teacher Tallies Annually

**Evaluation:** Conduct regular audits of walking and biking during arrivals and dismissals

**Infrastructure**

**A. Pedestrian Signal/Crosswalks** - Park Ave. W/Shelby-Ontario Rd.

**B. Pedestrian Signal/Crosswalks** - SR 309/SR 314

**C. Pedestrian Signal/Crosswalks** - W 4th St/Shelby-Ontario Rd./SR 314

**D. Pedestrian Signal/Crosswalks** - Rock Rd./Park Ave. W

**E. RRFB/Enhanced Crosswalks** - Rudy Rd./Park Ave. W

**F. RRFB/Enhanced Crosswalks** - Dunlap Dr./Shelby-Ontario Rd.

**G. Change Signal Timing** - Park Ave. W/Shelby-Ontario Rd.

**H. Shared Use Path** - Dunlap Dr (Shelby-Ontario Rd. to Cal Miller Ln.)

**I. Shared Use Path** - Cal Miller Lane (Rock Rd. to Milligan Rd.)

**J. Shared Use Path** - Milligan Rd (Shelby-Ontario Rd. to Rock Rd.)

**K. Shared Use Path** - Shelby-Ontario Rd. (Zimmerman Ln. to 896 Shelby-Ontario Rd.)

**L. Shared Use Path** - Park Ave W (W) (SR 314 to Shelby-Ontario Rd.)

**M. Shared Use Path** - Park Ave W (E) (Shelby-Ontario Rd. Rock Rd.)

**N. Shared Use Path** - Lexington-Ontario Rd. (Muirfield Dr. to Park Ave. W)

**O. Shared Use Path** - Abandoned Railroad (Rudy Rd. to Rock Rd.)

**P. Shared Use Path** - SR 314 (SR 309 to Shelby-Ontario Rd.)

**Q. Sidewalk** - Oakstone Dr. (Ridgestone Dr. to Rock Rd.)

**R. Sidewalk** - Rudy Rd. (425 Rudy Rd. to Park Ave. W)

**S. Sidewalk** - W/E Derby Ln, Mary Lou Ln. (N/S)

**T. Sidewalk** - Shangri-La Ave. (Rudy Rd. to Road Terminus)

**U. Sidewalk** - Tranquil Way (Shangri-La Ave. to Road Terminus)

**V. Sidewalk** - Horizon Dr. (Road Terminus to Road Terminus)

**W. Install Lighting** - Dunlap Dr. (Shelby-Ontario Rd. to Cal Miller Ln.)



## Public Pop-Up Event: October 16, 2025

### Ontario School Travel Plan

Photos Courtesy of Burton Planning Services

**Location: Ontario, OH**

(Stingel Elementary School, 2025 Halloween Trunk-or-Treat Event)



## Summary:



### CITY OF ONTARIO LOCAL SCHOOL TRAVEL PLAN ODOT VAR-STATEWIDE BIKEWAY/PEDESTRIAN PLANNING

#### Community Input Pop-Up Event Summary

October 16, 2025, 5:30 PM – 6:30 PM  
Stingel Elementary School  
426 Shelby-Ontario Rd, Ontario, OH 44906

#### Introduction

The community input meeting occurred at the Halloween Trunk-or-Treat event hosted by Stingel Elementary School on Thursday October 16, 2025, from 5:30pm to 6:30pm. Dan Schmuhl and Jared Godwin (Burton Planning Services) were present to staff a booth at the event. Approximately 1,000 members of the community were in attendance. During this time, Mr. Godwin and Mr. Schmuhl distributed candy, talked about the proposed draft recommendations, and promoted the community survey which asked community members to prioritize both infrastructure and non-infrastructure countermeasures.

#### Consultant Presentation

The team was present with candy to pass out, exhibits with proposed countermeasures mapped and described, and an infrastructure countermeasure prioritization activity. The activity was comprised of 24 mason jars (one for each countermeasure), and a large bag of candy corn. Participants were asked to drop a piece of candy corn into the jar representing the project they would most like to see implemented to improve safe walking and biking routes to the schools. The results of this activity can be found in **Table 1** below.

Additionally, the team was available to spread awareness of the Ontario School Travel Plan, raise support for the plan, and reconnect with community members who have been following the plan's progression.

#### Community Feedback

Several community members provided feedback and asked questions throughout the event. Their comments and feedback are summarized below:

- Many community members expressed frustration with the congestion related to the signal timing at the Shelby-Ontario Road and Park Avenue West intersection.
- Some members of the public expressed that while walking and biking encouragement activities are needed, there needs to be infrastructure that can support these activities first.

While great feedback was received, activity participation was minimal in comparison to how many members of the public there were. Many families who stopped at the booth did not have ample time to review and make decisions on the countermeasures and resultantly did not participate. In addition, many kids did not participate in the activity. However, some of the ones who did placed candy corn pieces in random jars. Despite these considerations, the project team was able to have conversations about the community's needs, as well as raise awareness of the plan and determine support for walking and biking improvements in Ontario.

The feedback received both through the activity and through conversations seemed positive. Many in the community are excited about walking and biking infrastructure and are ready to get active near the Ontario Local Schools and Marshall Park. Not many of the proposed infrastructure countermeasures were met with disapproval. Based on the feedback received, the team anticipates further positive reception moving forward.





## CITY OF ONTARIO LOCAL SCHOOL TRAVEL PLAN ODOT VAR-STATEWIDE BIKEWAY/PEDESTRIAN PLANNING

Table 1: Infrastructure Projects Activity Responses

Project ID	Project Type	Candy Corn
N	<b>Shared-Use Path:</b> Lexington-Ontario Road (Muirfield Drive to Park Avenue W)	15
P	<b>Shared-Use Path:</b> SR 314 (SR 309 to Shelby-Ontario Road)	11
G	<b>Change Signal Timing:</b> Park Avenue W / Shelby-Ontario Road	8
S	<b>Sidewalk:</b> W/E Derby Lane, Mary Lou Lane (N/S)	8
W	<b>Install Lighting:</b> Dunlap Drive	7
R	<b>Sidewalk:</b> Rudy Road (425 Rudy Road to Park Avenue W)	7
J	<b>Shared-Use Path:</b> Milligan Road (Shelby-Ontario Road to Rock Road)	6
Q	<b>Sidewalk:</b> Oakstone Drive (Ridgestone Drive to Rock Road)	5
O	<b>Shared-Use Path:</b> Abandoned Railroad (Rudy Road to Rock Road)	4
V	<b>Sidewalk:</b> Horizon Drive (Road Terminus to Road Terminus)	4
F	<b>RRFB/Enhanced Crosswalks:</b> Dunlap Drive/Shelby-Ontario Road	3
D	<b>Pedestrian Signal/Crosswalks:</b> Rock Road/Park Avenue W	2
K	<b>Shared-Use Path:</b> Shelby-Ontario Road (Zimmerman Lane to 896 Shelby-Ontario Road)	2
U	<b>Sidewalk:</b> Tranquil Way (Shangri-La Avenue to Road Terminus)	2
M	<b>Shared-Use Path:</b> Park Avenue W (E) (Shelby-Ontario Road Rock Road)	1
T	<b>Sidewalk:</b> Shangri-La Avenue (Rudy Road to Road Terminus)	1
A	<b>Pedestrian Signal/Crosswalks:</b> Park Avenue W/Shelby-Ontario Road	-
B	<b>Pedestrian Signal/Crosswalks:</b> SR 309/SR 314	-
C	<b>Pedestrian Signal/Crosswalks:</b> W 4th Street/Shelby-Ontario Road/SR 314	-
E	<b>Pedestrian Signal/Crosswalks:</b> Rudy Road/Park Avenue W	-
H	<b>Shared-Use Path:</b> Dunlap Drive (Shelby-Ontario Road to Cal Miller Lane)	-
I	<b>Shared-Use Path:</b> Cal Miller Lane (Rock Road to Milligan Road)	-
L	<b>Shared-Use Path:</b> Park Avenue W (W) (SR 314 to Shelby-Ontario Road)	-



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2



## Appendix D:

### Field Observation Photos



# School Arrival Observations: September 11, 2025

## Ontario School Travel Plan

Photos Courtesy of Burton Planning Services

**Location: Ontario, OH**

(Stingel Elementary School, Ontario Middle School, & Ontario High School)



# School Dismissal Observations: September 11, 2025

## Ontario School Travel Plan

Photos Courtesy of Burton Planning Services

**Location: Ontario, OH**

(Stingel Elementary School, Ontario Middle School, & Ontario High School)



*Photos Courtesy of Burton Planning Services*

(Marshall Park, Stingel Elementary School, Ontario Middle School, & Ontario High School)



## Appendix E:

### Priority Project Cut Sheet and Cost Estimate



## PROJECT OVERVIEW

Typical SUP:

- 10' wide
- 2' graded buffer on each side
- 2 courses of asphalt (3" total) and 6" aggregate base.

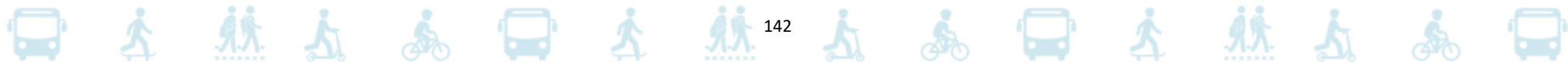


## Project H: Dunlap Drive Shared Use Path (SUP)

### Legend

- Curb Ramps
- Shared Use Path (SUP)
- Crosswalks
- Wayfinding Signage
- Schools

Sheet 1/3







Dunlap Drive/Shelby-Ontario Road Intersection - Segment A



## Project H: Dunlap Drive Shared Use Path (SUP)

### Legend

-  Curb Ramps
-  Shared Use Path (SUP)
-  Crosswalks
-  Wayfinding Signage
-  Schools

### Notes:

A: Tie into existing sidewalk along Shelby-Ontario Road.

B: Tie into existing sidewalk on school grounds.

C: Extend crosswalk across parking lot.

Parking Lot I - Segment B



Parking Lot II - Segment C



Dunlap Drive/Cal Miller Lane Intersection - Segment D



Project H: Dunlap Drive Shared Use Path (SUP)

- Legend
- Curb Ramps
  - Shared Use Path (SUP)
  - Crosswalks
  - Wayfinding Signage
  - Schools

Marshall Park Courts - Segment E



- Notes:
- D: Install curb ramp and crosswalk.

**The City of Ontario School Travel Plan**  
 Project H: Dunlap Drive Shared Use Path  
 Preliminary Construction Cost Estimate

Base Construction Costs					
Item	Description	Quantity	Unit Cost	Unit	Total Cost
201	Cleaning and Grubbing	1	\$ 5,000.00	LUMP	\$ 5,000.00
SPECIAL	Earthwork	1	\$ 10,000.00	LUMP	\$ 10,000.00
441	Asphalt Shared Use Path	3,164	\$ 55.00	SY	\$ 174,020.00
608	Curb Ramp	225	\$ 30.00	SF	\$ 6,750.00
608	4" Concrete Walk	100	\$ 10.00	SF	\$ 1,000.00
630	Wayfinding Sign & Post	2	\$ 500.00	LUMP	\$ 1,000.00
630	Pedestrian Crossing Sign & Post	3	\$ 500.00	LUMP	\$ 1,500.00
642	High-Visibility Crosswalk Lines	220	\$ 13.90	FT	\$ 3,058.00
644	Removal of Existing Pavement Marking	250	\$ 3.25	FT	\$ 812.50
659	Seeding and Mulching	1	\$ 5,000.00	LUMP	\$ 5,000.00
832	Erosion Control	1	\$ 15,000.00	LUMP	\$ 15,000.00
Construction Incidental Costs					
Item	Description	Quantity	Unit Cost	Unit	Total Cost
614	Maintenance of Traffic	1	\$ 2,500.00	LUMP	\$ 2,500.00
623	Construction Layout and Staking	1	\$ 3,000.00	LUMP	\$ 3,000.00
624	Mobilization	1	\$ 13,300.00	LUMP	\$ 13,300.00
Construction Contingency Costs					
Item	Description	Quantity	Unit Cost	Unit	Total Cost
SPECIAL	Contingency (30%)	1	\$ 72,582.15	LUMP	\$ 72,582.15
<b>Construction Subtotal</b>					<b>\$ 314,522.65</b>
Engineering Design (25%)					\$ 78,630.66
Miscellaneous Environmental/Geotech Fieldwork, Permitting, Easements, etc. (10%)					\$ 31,452.27
Construction Engineering and Inspection (15%)					\$ 47,178.40
<b>Project Subtotal (Today's Dollars)</b>					<b>\$ 471,783.98</b>
Inflation (11.7%)					\$ 55,198.73
<b>Project Total (2028 Begin Construction)</b>					<b>\$ 526,982.70</b>

**Notes:**

- Assume 2028 construction year for inflation purposes.
- Assumes existing pavement marking removal rather than overlay or repaving.
- Preliminary estimate only, not to be considered as final construction cost.