

OAK HARBOR AREA

SAFE ROUTES TO SCHOOL

SCHOOL TRAVEL PLAN

JANUARY | 2025

Draft



EXECUTIVE SUMMARY

With support from the Ohio Department of Transportation, the Village of Oak Harbor collaborated with Benton-Carroll-Salem Local Schools, Saint Boniface Catholic School, and community stakeholders to develop a School Travel Plan (STP). This plan outlines the Village’s intentions for enabling students to engage in active transportation (i.e., walking, bicycling, or rolling) as they travel to and from school.



Safe Routes to School

Safe Routes to School (SRTS) is a movement which aims to make it safer for students to walk and bike to school and encourage more walking and biking where safety is not a barrier¹. Federal funding for SRTS became available in 2005. Since 2005, more than 14,000 schools in all 50 states have benefited from Safe Routes to School². This School Travel Plan is a part of the Village of Oak Harbor’s efforts to promote Active Transportation and healthy living.

Project Overview

The Village of Oak Harbor approved funding for a Safe Routes to School Plan in April 2024. A Steering Committee was formed with representatives from local schools (public & private), Village departments, and other community stakeholders. Site visits and surveys were conducted in the Autumn of 2024. A series of public meetings were held throughout the Autumn and Winter of 2024-2025. A draft of recommendations was presented to the Oak Harbor Village Council in January 2025. Following Council approval, the STP was completed in **Month** 2025.

Demographics

Based on the 2022 American Community Survey (ACS)³, the Village of Oak Harbor is home to approximately 2,521 residents and 1,258 individual households⁴. 470 or 18.6% of residents were under 18 years old. The population of Oak Harbor is 93.3% White, 0.0% Black, 1.3% Asian, and 1.0% Multiracial or Other. Hispanics or Latinos (of any race) make up 4.2% of the population. The median household income is \$50,362, with 6.8% of the total population living below the poverty level. Among family households with children, 4.3% live below the poverty level. 3.9% of households did not have a motor vehicle available. Demographic data on the student population is presented in Section 2.

¹ From the National Center for Safe Routes to Schools, part of the Highway Safety Research Center, University of North Carolina.

² From the Safe Routes to School Partnership ([What is Safe Routes to School? | Safe Routes Partnership](#)).

³ Census data is derived from the 2022 American Community Survey (ACS) 5-Year Estimates unless otherwise noted.

⁴ A household consists of all the people who occupy a housing unit. A house, an apartment or other group of rooms, or a single room, is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when the occupants do not live with any other persons in the structure and there is direct access from the outside or through a common hall. (From the U.S. Census Bureau).



Acknowledgements



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Table of Contents

| | |
|---|-----------|
| EXECUTIVE SUMMARY | 2 |
| Safe Routes to School | 2 |
| Project Overview | 2 |
| Demographics | 2 |
| Acknowledgements | 3 |
| Project Team | 3 |
| Safe Routes to School Team Members: | 3 |
| SECTION 1: INTRODUCTION | 5 |
| Safe Routes to School | 5 |
| Safe Routes to School Benefits | 5 |
| The E's | 6 |
| Target Schools | 6 |
| Purpose and Vision | 8 |
| SECTION 2: EXISTING CONDITIONS FOR WALKING AND BIKING TO SCHOOL | 9 |
| Current Student Travel | 9 |
| Main Routes for Walking and Biking to School | 11 |
| Arrival and Dismissal Process | 12 |
| Safety Data Review | 15 |
| Existing Programs and Policies | 15 |
| District Bus Policies | 15 |
| School Travel Policies | 15 |
| Existing Encouragement Programs | 16 |
| Equity Analysis | 17 |
| SECTION 3: COMMUNITY ENGAGEMENT | 18 |
| Parent/Caregiver Survey | 18 |
| Parent Attitudes Towards Walking and Biking | 20 |
| Principal Survey | 22 |
| Other Public Input (Meetings, Pop-Ups, etc.) | 22 |
| SECTION 4: RECOMMENDATIONS | 23 |
| Key Barriers | 23 |
| Barrier: <i>Railroad bisecting Village between Toussaint Street and Church Street</i> | 23 |
| Barrier: <i>Unsafe intersections and midblock crossings on Benton Street and SR 163</i> | 24 |
| Barrier: <i>Gaps in the sidewalk network on major roadways</i> | 25 |
| Infrastructure countermeasure recommendations | 26 |
| Non-infrastructure countermeasures recommendations | 30 |
| Pledge of Support | 32 |
| Appendices | 33 |



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 2017.⁵ 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.⁶ 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 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 2023, the US Census Bureau reported that 7.4 percent of households in Ohio do not have a vehicle.⁷ 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 also the 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.

According to the 2023 American Community Survey (5-Year Estimates) 2.4% of households in Oak Harbor did not have access to a vehicle.

⁵ 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.

⁶ Walk. Bike. Ohio Pedestrian Safety Analysis <https://transportation.ohio.gov/static/Programs/WalkBikeOhio/Walk.Bike.Ohio.PedestrianSafetyAnalysis.pdf>

⁷ US Census <https://www.census.gov/acs/www/about/why-we-ask-each-question/vehicles/>



The E's

The ODOT Safe Routes to School Program is built upon “E’s” that provide a comprehensive approach to youth traveling to school. The E’s are:



Engineering:

Bringing engineering experts to assist the community in evaluating streets and identifying improvements for walking and biking to school.



Education:

Improving traffic safety and awareness. Teach students how to navigate busy streets and make the connection between active transportation, traffic safety, health, and the environment.



Encouragement:

Providing incentives and support to help students and families try walking or bicycling instead of driving.



Enforcement:

Influencing student or driver behavior through consequences.



Evaluation:

Helping schools measure walking and bicycling through parent surveys and student hand-raising tallies to indicate how students get to school and what barriers should be addressed.



Equity:

Tailoring the STP development process and implementation to meet the specific cultural, linguistic, and contextual needs of the diverse populations within a community including students with disabilities, students of different races, and students in low-income households.

Target Schools

There are four target schools across three campuses in Oak Harbor. Benton-Carroll-Salem Local Schools operate one high school (Oak Harbor High School), one intermediate school (Oak Harbor Intermediate School), and one elementary school (R.C. Waters Elementary School). Prior to 2023, the district operated the Oak Harbor Middle School located on North Church Street in the village. However, the building was closed and the district



reorganized their schools so that former middle school students (grades 7-8) now attend the high school. An intermediate school for grades 4-6 was constructed just north of the elementary school. The schools are connected and function as one school complex with shared facilities. Additionally, the Diocese of Toledo operates Saint Boniface Catholic School, which serves students from kindergarten through 8th grade. Table 1 provides information on the target schools and Table 2 provides demographic information on the target schools.

Table 1. Target Schools

| School District | School Name | School Address | Grades Served |
|-----------------------------|---------------------------------------|--|---------------|
| <i>Benton-Carroll-Salem</i> | <i>Oak Harbor High School</i> | <i>11661 W State Rt 163, Oak Harbor, OH 43449</i> | <i>7-12</i> |
| <i>Benton-Carroll-Salem</i> | <i>Oak Harbor Intermediate School</i> | <i>250 North Locust Street, Oak Harbor, OH 43449</i> | <i>4-6</i> |
| <i>Benton-Carroll-Salem</i> | <i>R.C. Waters Elementary School</i> | <i>250 North Locust Street, Oak Harbor, OH 43449</i> | <i>K-3</i> |
| <i>Chartered Nonpublic</i> | <i>Saint Boniface Catholic School</i> | <i>215 Oak Street, Oak Harbor, OH 43449</i> | <i>K-8</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 | English Learner | Students with Disabilities | Migrant |
|---------------------------------------|----------------------------------|---------------------|----------------------------------|---------------------------|-------------|---------------|---------------------|----------------------------|-----------------|----------------------------|----------|
| <i>Oak Harbor High School</i> | <i>545</i> | <i><10</i> | <i><10</i> | <i><10</i> | <i>4.8%</i> | <i>2.2%</i> | <i>91.9%</i> | <i>33.0%</i> | <i>-</i> | <i>15.6%</i> | <i>-</i> |
| <i>Oak Harbor Intermediate School</i> | <i>326</i> | <i><10</i> | <i><10</i> | <i><10</i> | <i>4.6%</i> | <i><10</i> | <i>93.1%</i> | <i>40.9%</i> | <i>-</i> | <i>19.4%</i> | <i>-</i> |
| <i>R.C. Waters Elementary School</i> | <i>366</i> | <i><10</i> | <i><10</i> | <i><10</i> | <i>4.2%</i> | <i><10</i> | <i>92.1%</i> | <i>40.6%</i> | <i>-</i> | <i>16.6%</i> | <i>-</i> |
| <i>Saint Boniface Catholic School</i> | <i>61</i> | <i><10</i> | <i><10</i> | <i><10</i> | <i>3.3%</i> | <i>6.6%</i> | <i>88.5%</i> | <i>-</i> | <i>-</i> | <i>-</i> | <i>-</i> |

Note: “-” indicates no data provided.

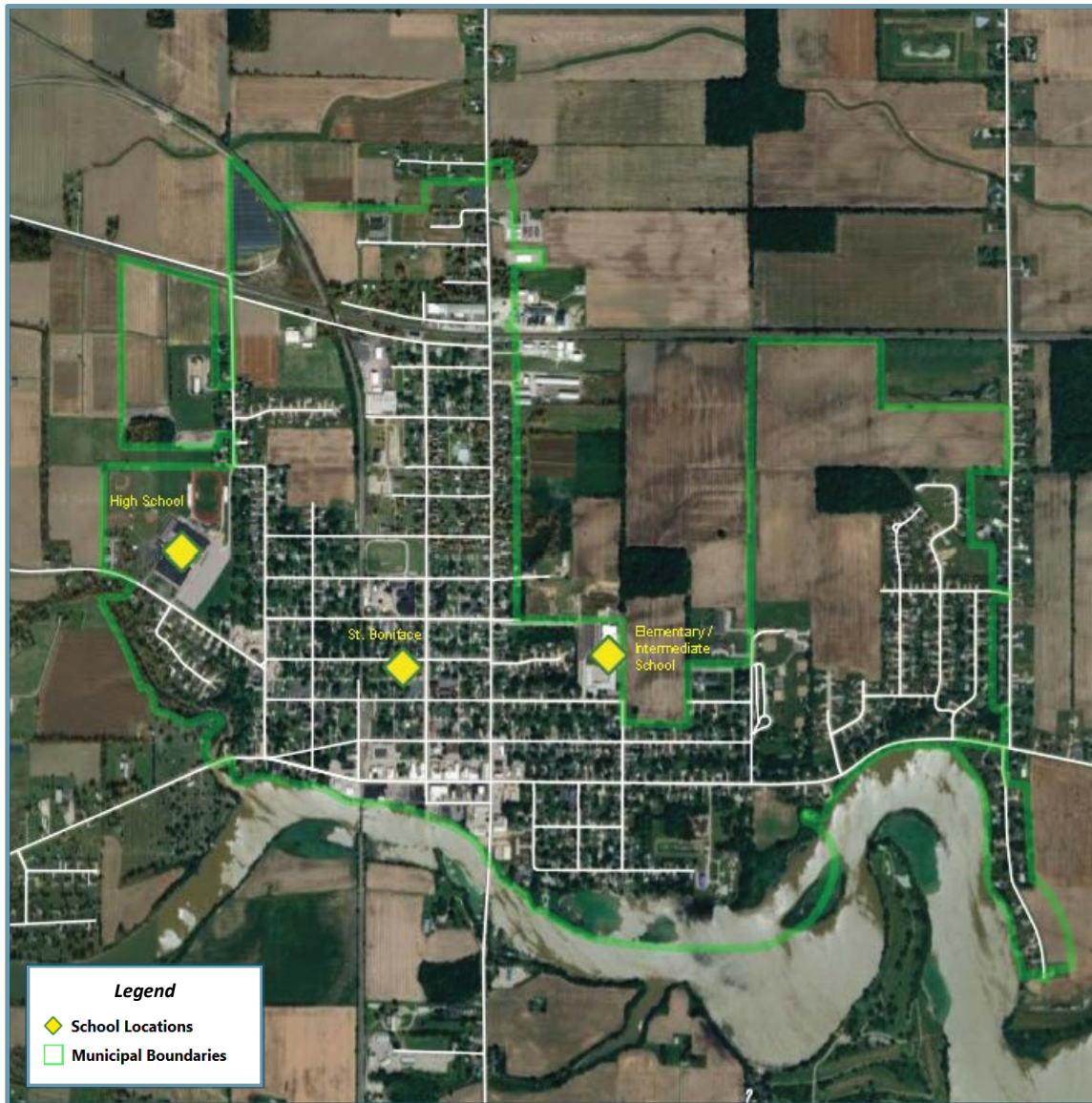


Purpose and Vision

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

The purpose of this School Travel Plan (STP) is to identify policy, program, and infrastructure recommendations for the schools that serve the Oak Harbor community and surrounding areas. The public school district serving the Oak Harbor area is Benton-Carroll-Salem Local School District. Additionally, one chartered non-public school, Saint Boniface Catholic Elementary School serves students from Ottawa and surrounding counties. All are located within the municipal boundaries of Oak Harbor. All public and chartered private schools are target schools in the School Travel Plan.

Oak Harbor Schools



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 community stakeholders understand students' daily experiences. The tables and figures below provide information about trends in student travel to and from school. Figure 1. Presents the results of the travel tallies conducted in schools in May and October of 2024. Table 3. shows the percentage of students who live less than .25 miles, between .25 and .50 miles, between .50 and 1 mile, and between 1 and 2 miles. All target schools provided databases of student addresses that were stripped of all other personally-identifiable information and used solely to measure students' homes distance from their school.

Figure 1. Travel Mode by Time of Day (Teacher Tallies conducted May and October 2024)

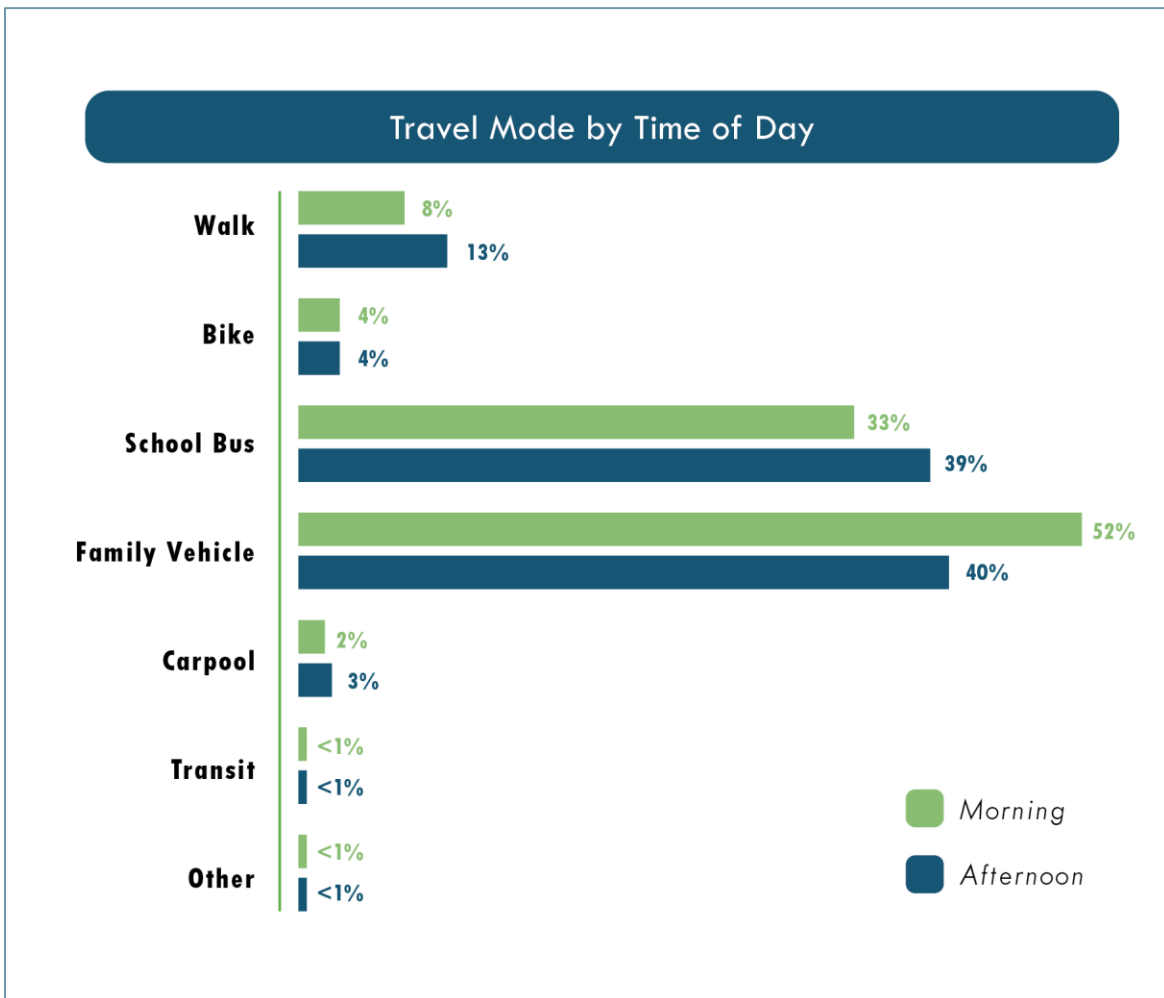


Table 3. Number of students within walking and biking distance of target schools

| School | Students within .25 miles of school | Percent of students within .25 miles of school | Students between .25-.50 miles of school | Percent of students between .25-.50 miles of school | Students between .50 and 1 mile of school | Percent of students between .50 and 1 mile of school | Students between 1 and 2 miles of school | Percent of students between 1 and 2 miles of school |
|-------------------|-------------------------------------|--|--|---|---|--|--|---|
| Oak Harbor HS | 14 | 1.90% | 72 | 9.77% | 128 | 17.37% | 114 | 15.47% |
| Oak Harbor IS | 1 | 1.59% | 0 | 0.00% | 2 | 3.18% | 11 | 17.46% |
| R.C. Waters Elem. | 23 | 3.02% | 41 | 2.29% | 60 | 19.30% | 43 | 44.39% |
| St. Boniface | 1 | 1.64% | 3 | 4.92% | 9 | 14.75% | 7 | 11.48% |

Table 4. shows a summary of students’ modes of travel to school based on a three-day travel tally conducted by Oak Harbor school teachers from all target schools in May and September 2024. For both mornings and afternoons, travel by family vehicle was the most common mode of travel, followed by school bus. Students were more likely to use the school bus for traveling home in the afternoons.

Table 4. Mode of travel to school in the morning

| School | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-----------------|------|------|------------|----------------|---------|---------|-------|
| Oak Harbor HS | 8.1% | 2.5% | 26.6% | 54.3% | 7.3% | 1.2% | 0.0% |
| Oak Harbor IS | 9.9% | 5.6% | 34.9% | 47.5% | 1.2% | 0.0% | 0.9% |
| RC Waters Elem. | 7.6% | 4.3% | 38.2% | 49.4% | 0.3% | 0.1% | 0.3% |
| St. Boniface | 0.0% | 9.0% | 18.0% | 73.1% | 0.0% | 0.0% | 0.0% |

Note: Some figures may add up to more than 100 percent due to rounding.

Table 5. Mode of travel from school in the afternoon

| School | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-----------------|-------|------|------------|----------------|---------|---------|-------|
| Oak Harbor HS | 11.1% | 2.1% | 27.7% | 46.0% | 11.4% | 1.8% | 0.0% |
| Oak Harbor IS | 14.9% | 5.9% | 42.0% | 34.8% | 1.6% | 0.0% | 0.8% |
| RC Waters Elem. | 13.9% | 3.3% | 45.0% | 36.8% | 0.6% | 0.1% | 0.3% |
| St. Boniface | 1.3% | 9.0% | 12.8% | 76.9% | 0.0% | 0.0% | 0.0% |

Note: Some figures may add up to more than 100 percent due to rounding.



- » West Park Street

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

- » North Locust Street and Ottawa Street (crossing guard location)
- » Maple Street and East Main Street (crossing guard location)
- » Maple Street and East Water Street (SR 163) (crossing guard location)
- » North Locust Street and East Park Street/Rocket Road

Saint Boniface Catholic School

The primary routes for walking and biking to school are:

- » North Church Street
- » West Oak Street
- » West Ottawa Street

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

- » Oak Street and North Church Street
- » Ottawa Street and North Church Street

Arrival and Dismissal Process

Each school utilizes a ride app to aid in the arrival/dismissal process for parents/caregivers and uses school staff to facilitate arrival and dismissal. The Oak Harbor Police Department has two dedicated school resource officers, one at Oak Harbor High School and the other at the R.C. Waters Elementary School/Oak Harbor Intermediate School complex.

Oak Harbor High School

The following section describes the arrival and dismissal process at Oak Harbor High School. Family vehicles and buses enter the complex from the southern entrance to the school complex on SR 163. “No Entry” and directional signage guides family vehicles through the main student and visitor parking lot, where students and/or parents park and let their kids out, or they continue and loop around the parking to pull into the main drop-off location along the east side of the building, exiting back on to SR 163. A smaller portion of family vehicle traffic arrives from the north along a school-owned drive to



Arrival at Oak Harbor High School. October 2024.

the east of the football field. These vehicles either enter the parking lot or are directed to the one-way drop-off lane adjacent to the building. Students arriving by family vehicle or driving themselves all enter through the main school entrance on the east side of the building monitored by school staff.

Buses turn into a dedicated lane and do not share drop off and pick up lanes with parent/caregiver vehicles. A school resource officer is present, with a police vehicle parked at the entrance to the dedicated bus lane to prevent family vehicles from entering. Students arriving by bus enter through south doors monitored by school staff. For dismissal, buses use the dedicated lane as well as the faculty/staff parking lot on the west side of the school complex.



Several buses use the faculty/staff parking lot at Oak Harbor High School for dismissal. October 2024.

For dismissal, students are released at the same time and do not play a role in facilitating arrival and dismissal. School staff are present on the campus grounds to facilitate arrival and dismissal, and a school resource officer is present.

Oak Harbor Intermediate School/R.C. Waters Elementary School



Arrival at Oak Harbor Intermediate School/R.C. Waters Elementary School. October 2024.

The following section describes the arrival and dismissal process at Oak Harbor Intermediate School/R.C. Waters Elementary School. Buses arrive from the southeast corner of the complex at Ottawa Street and Maple Street. Buses have a dedicated lane and do not share drop-off and pick up lanes with parent/caregiver vehicles. Family vehicles are directed onto the school complex via Rocket Road, which connects the school to Locust Street (SR 19) to the west of the school grounds. Vehicles dropping off/picking up students at the elementary school are circulated through the western part of the parking lot, whereas vehicles dropping off/picking up students at the intermediate school are circulated through the

northern part of the parking lot. Both schools start at the same time but are dismissed 10 minutes apart to ease vehicular traffic.

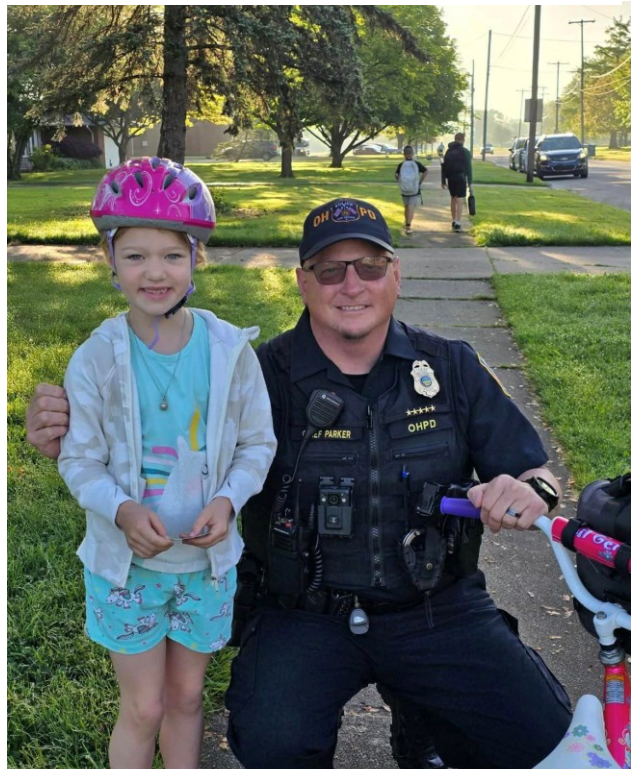
Students who walk or bike are directed to enter and leave the southern entrance of the school complex. School staff are present on the campus grounds to facilitate arrival and dismissal. A school resource officer is present during arrival and dismissal times.

Saint Boniface Catholic Elementary School

The following section describes the arrival and dismissal process at Saint Boniface Catholic Elementary School. The school partners with Benton-Carroll-Salem Local Schools to provide busing to students. Students who arrive by bus are dropped off in front of the church/school facility on Church Street. Students who are dropped off or arrive by personal vehicle enter the campus through the main entrance on the south side of the building. Students who walk or bike enter through the main entrance, or an entrance connected to a pathway on the south side of the building. No adult crossing guards are present, however school staff are present



School bus arriving for dismissal at St. Boniface Catholic Elementary School. October 2024.



Village and School Officials participated in the National “Bike and Roll” and “Walk and Roll” to School Days in May and October 2024.

along Church Street to facilitate arrival and dismissal. Students are released at the same time and do not play a role in facilitating arrival and dismissal. No police officers or school resource officers are present for arrival/dismissal.

Safety Data Review

ODOT analyzed the location of motor vehicle crashes involving pedestrians and bicycles for the three-year period from 2020 to 2023 and generated data and maps showing the number of crashes within a .50, 1, and 2-mile radius of the school location. Within the timeframe, there was one motor vehicle crash involving a pedestrian. The accident was located near the intersection of Water Street and Locust Street.

Table 6. Bicycle and pedestrian crashes near schools [YEARS 2020 - 2023]

| School | Number of bicycle and pedestrian crashes within .5 miles | Number of bicycle and pedestrian crashes between .5 and 1 mile | Number of bicycle and pedestrian crashes between 1 and 2 miles | Total number of serious or fatal injury bicycle and pedestrian crashes within 2 miles |
|------------------|--|--|--|---|
| High School | 0 | 1 | 0 | 1 |
| Elem/Int. School | 1 | 0 | 0 | 1 |
| Saint. Boniface | 1 | 0 | 0 | 1 |

Note: ODOT Crash Maps are available in Appendix B.

Existing Programs and Policies

District Bus Policies

Benton-Carroll-Salem Local Schools provides busing for students from kindergarten to 8th grade who live more than 2 miles from their school and also provides busing for all students in 6th to 12th grade who live more than 2 miles from their school. In total, the district runs 13 bus routes, with pick up locations in the village and outlying areas being group stops and individual stops for students in rural areas. Additionally, BCS provides busing for Saint Boniface Catholic School.

School Travel Policies

Benton-Carroll-Salem Local School District

School travel policies are covered by Board of Education Policy EEA, EEA-R, and EEAA. Students are permitted to walk or bike to all BCS schools. Each school campus features bicycle racks on site.

Saint Boniface Catholic School

While the majority of students arrive by family vehicle, Saint Boniface does not prohibit students from walking or biking. Students walking to and from school must obey all traffic rules. Parents will be notified if their child loiters before or after school.



Existing Encouragement Programs

Benton-Carroll-Salem Local School District

The district promotes the Bike and Roll to School Day, and the Walk and Roll to School Day each year in May and October. For the 2023-2024 school year, May 8th was the dedicated Bike and Roll to School Day. For the 2024-2025 school year, October 7th was the designated Walk and Roll to School Day. The program serves to promote healthy lifestyles and safe travel to and from schools across the country. In 2024, the village partnered with local law enforcement, Benton-Carroll-Salem Local Schools, and Saint Boniface to promote the spring and fall events. Currently the district does not have an active Safety Town program or other programs that encourage active transportation for students.



Walk and Roll to School Day at Oak Harbor High School and Oak Harbor Intermediate School / R.C. Waters Elementary School. October 2024.

St. Boniface Catholic School

Along with Benton-Carroll-Salem Local Schools, Saint Boniface also participates in the Walk and Roll to School Day each year in May and October. As one of the few parochial schools in the area, many students travel from nearby communities and counties. Currently, the district does not have an active Safety Town program or other programs that encourage active transportation for students.



Bike and Roll to School Day at R.C. Waters Elementary School. May 2024.

"I would feel more comfortable allowing my 8 year old bike to school if there were more crossing guards or people watching out for him along that path."

"Intersection of park and locust is insanely busy before and after school...cars not paying attention to walkers/bikers...needs to be a light or crossing guard."

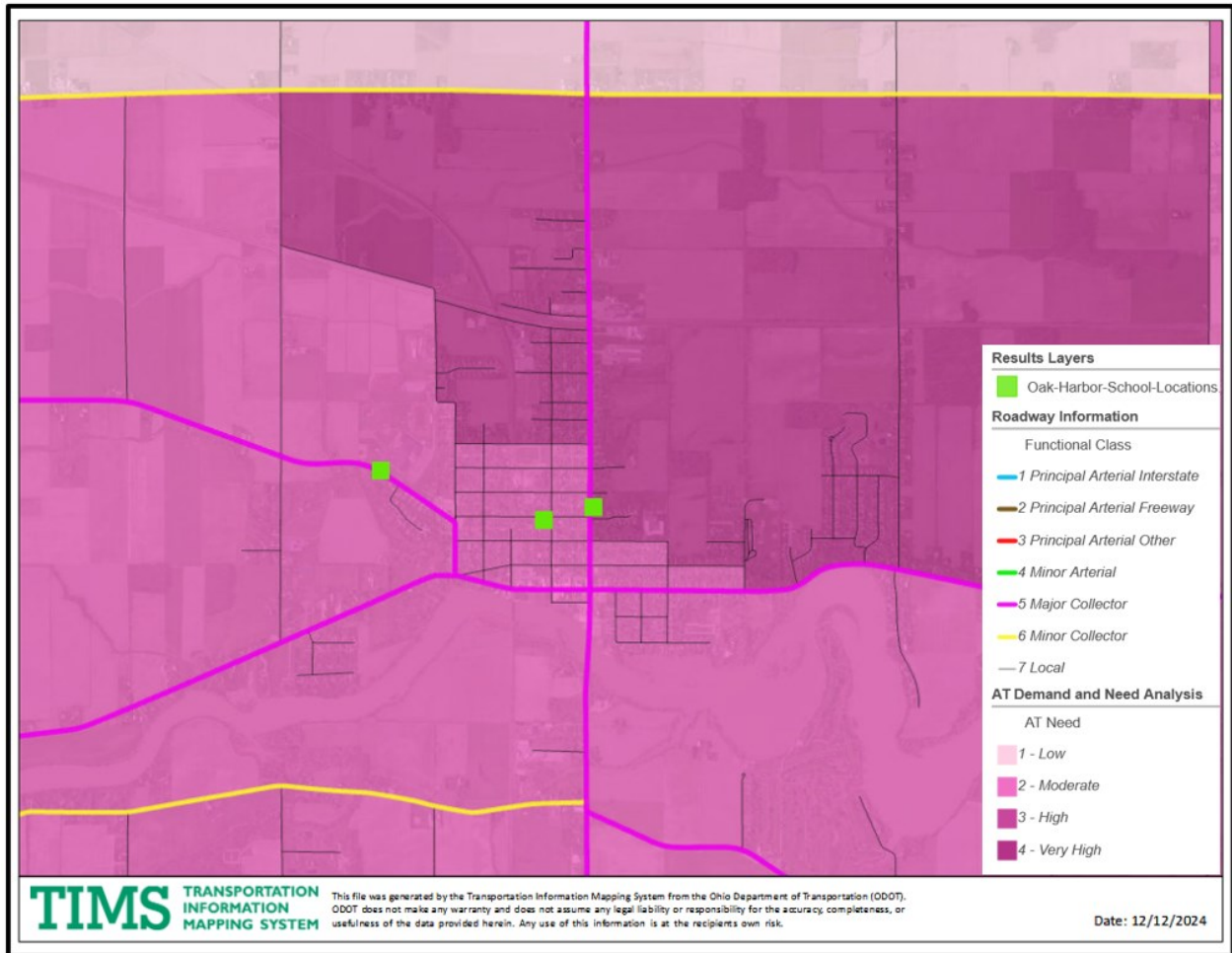
Equity Analysis

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

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

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

The map below highlights levels of need across the Oak Harbor area. In the example map below, much of Oak Harbor’s immediate area has a moderate and high level of active transportation need, particularly in the western and northern parts of the community. Village wide, the 2023 American Community Survey (ACS) estimates that 2.4% of households do not have access to a motor vehicle.



SECTION 3: COMMUNITY ENGAGEMENT

Community engagement is an essential tool in the school travel plan 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: deploying a parent/caregiver survey at district and private schools and community engagement through engagement with local press, a public meeting, and a period of public comment. A public meeting was held on January 29, 2025 where the community was presented with the draft school travel plan that covered the school site visits, student tallies, parent/caregiver survey results, and the identified infrastructure and non-infrastructure countermeasures.

Parent/Caregiver Survey

The following section summarizes the results of the parent/caregiver survey administered by ODOT. In total, there were 186 respondents with children enrolled in one or more schools covered by the school travel plan.

Distance: 59.0% of parents/caregivers surveyed estimated that their children lived more than 2 miles from their school, 6% estimated the distance was 1.5 to 2 miles, 3% estimated the distance was 1 to 1.5 miles, 14% estimated the distance was 0.5-1 mile, 9% estimated the distance was between 0.25 and 0.5 miles, and 10% estimated the distance was 0.25 miles or less.

Grade: Students of the parents/caregivers surveyed ranged in from Kindergarten to 12th grade with the median grade of students being 3rd grade.

Mode of Travel: Parent/caregivers were surveyed regarding the typical mode of arrival and departure their child takes to and from school. The most common mode of travel in the morning reported was by family vehicle (50.0%), followed by school bus (36.0%), biking (5.9%), walking (4.8%), carpooling (1.6%), and transit (0.5%).

Figure 2. Distance from Home

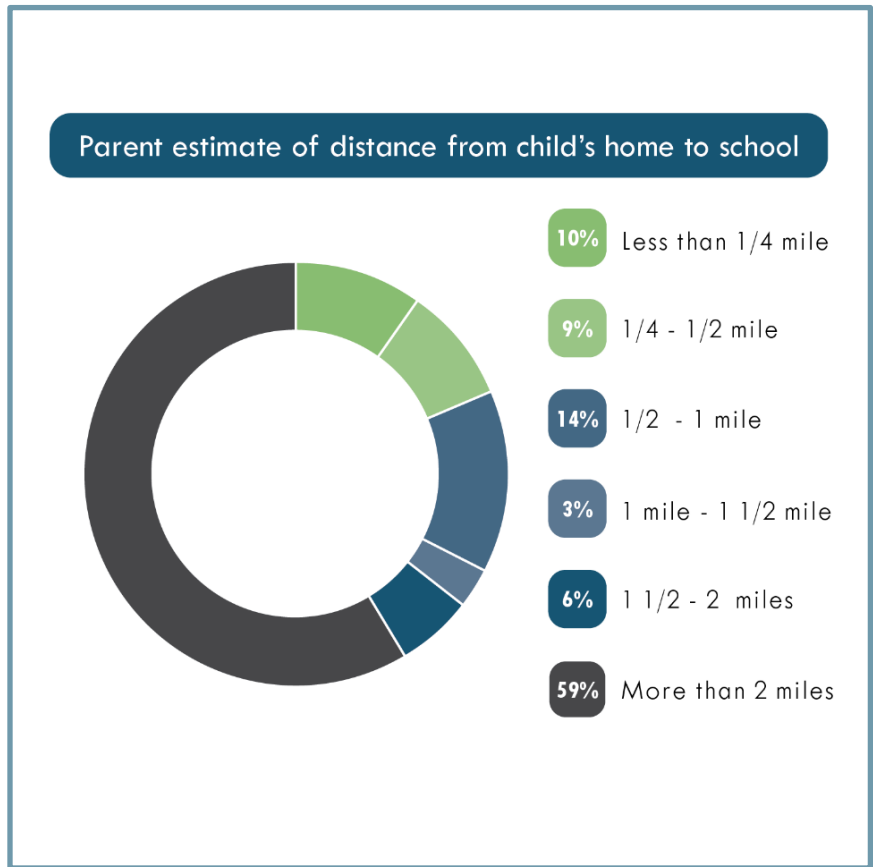
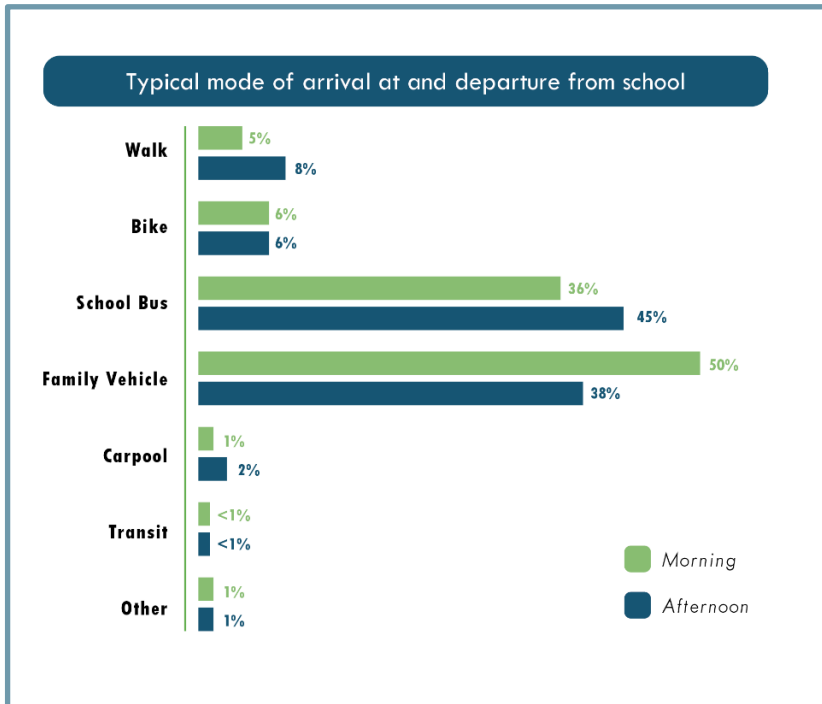


Figure 3. Mode of Arrival/Departure



In afternoons, the most common mode of travel reported by parents/caregivers was by school bus (44.6%), followed by family vehicle (38.2%), walking (7.5%), biking (5.9%), carpooling (2.2%), and transit (0.5%).

Mode of Travel by Distance:

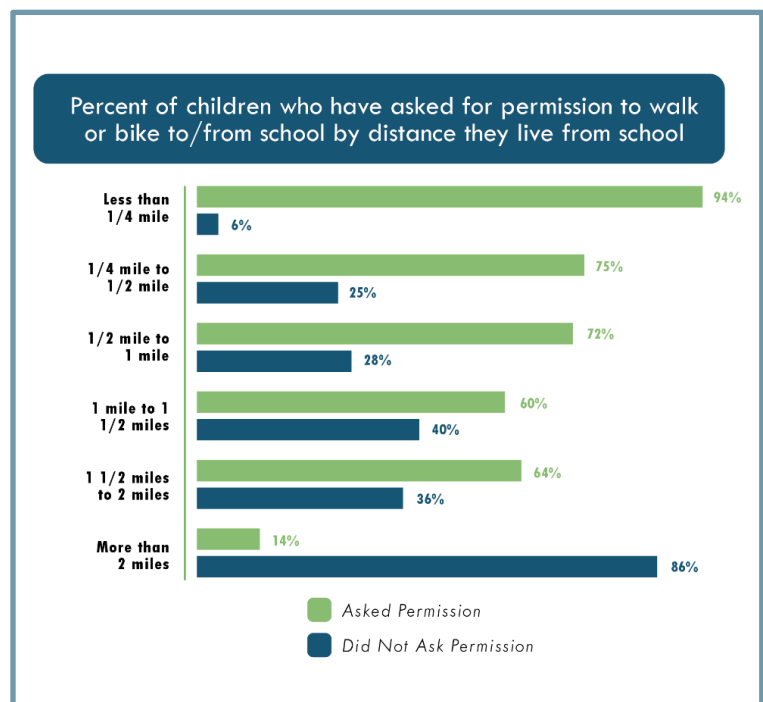
Analysis of travel mode by distance revealed common transportation patterns for primarily small-town and rural districts. Generally, more parents/caregivers report that their child primarily walks or bikes to school the closer the family household is to the school. Among parents/caregivers who live within 0.25 miles of school, 44.4% reported that their child typically walks or bikes to school in the morning, and 61.1% reported that their child

typically walks or bikes home in the afternoon. Among parents/caregivers who live between a 0.25 and 0.5 miles from school, 31.3% report that their child typically walks or bikes to school in the morning, and 50% report that their child typically walks or bikes home in the afternoon. As expected, parents/caregivers who live further away from school report less walking and biking. Still, family vehicles and school buses are common modes of transportation even among students who live relatively close to schools. Reasons for these patterns are explained more fully in the section “Issues Affecting Decision” below.

Permission: 39% of parents/caregivers surveyed reported that their child had asked for permission to walk or bike to/from their school. A substantial majority of parents who live less than 2 miles from school reported that their child has asked permission to walk or bike (between 94% and 60% depending on distance), demonstrating that there is a clear desire among youths to use these modes of active transportation.

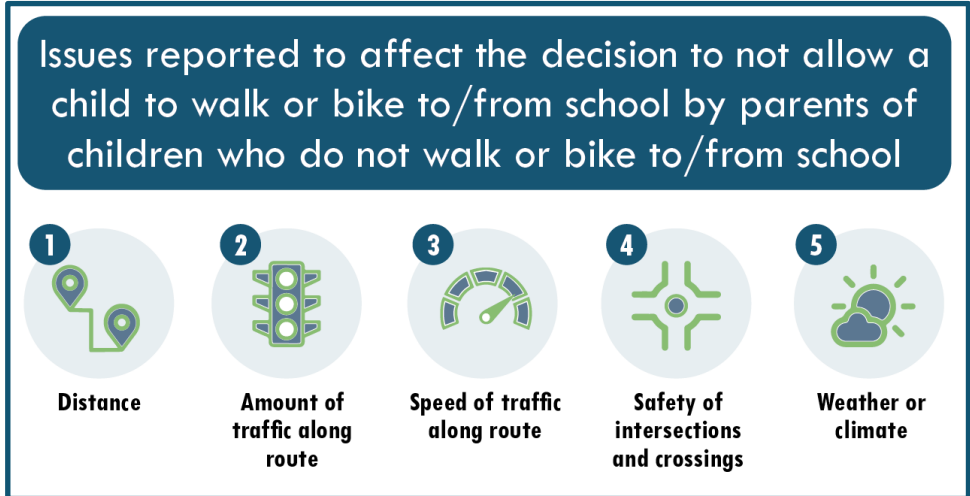
Issues Affecting Decision: Parent/caregivers were surveyed on what issues affect their

Figure 4. Permission Asked to Walk/Bike



decision whether to allow their children to walk or bike. Among those that do not currently allow their children to walk or bike, the top five issues given were: distance (77.2%), amount of traffic along the route (49.0%), speed of traffic along the route (44.4%), safety of intersections and crossings (36.6%), and climate or weather conditions (29.7%).

Additional Feedback: Parents and caregivers gave valuable insight into the factors that shape how their children travel to and from school. Distance, time constraints, weather, connectivity gaps, and the safety of sidewalks and intersections were among the main factors discussed in open-ended comments. The full list of parent/caregiver survey comments are in Appendix C.



"The distance and the route to take for safety is the main reason we don't bike or walk to school."

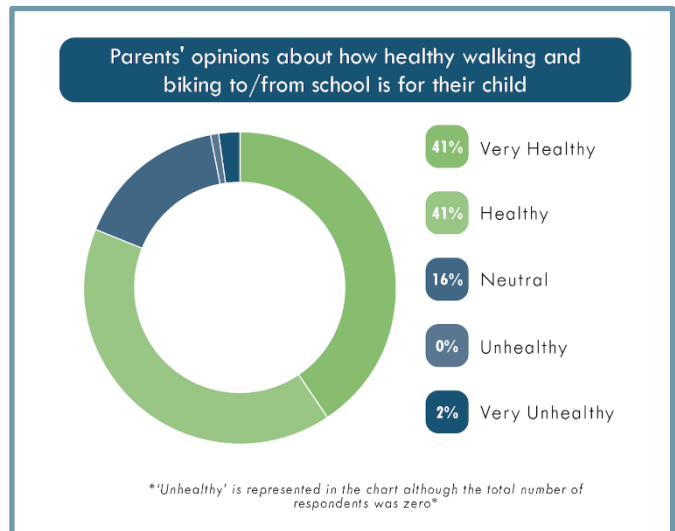
"Biggest reason my child does not regularly bike to school is the need for transportation to other buildings within the school district for after school activities (swimming)."

Parent Attitudes Towards Walking and Biking

Health: Parents/caregivers were asked how healthy they thought it was for their child to walk or bike to/from school. 82% reported that they felt it was "Very Healthy" or "Healthy", 16% reported they were "Neutral", and 2% reported that they felt it was "Unhealthy" or "Very Unhealthy"

Safety: Parents/caregivers were also asked how safe they thought it was for their child to walk or bike to/from school. 7% reported that they felt it was "Very Safe", 31% reported that they felt it was "Safe", 26% reported they were "Neutral", 11% reported that they felt it was "Unsafe", and 25% reported that they felt it was "Very Unsafe"

Figure 5. Health of Walking/Biking



Encouragement: Parents/caregivers were also asked if they felt that their child’s school encourages walking and biking to school. 26% reported that they felt that their child’s school either “Strongly Encourages” or “Encourages” walking and biking, 73% reported “Neutral”, and 1% reported that they felt their child’s school either “Discourages” or “Strongly Discourages” walking and biking.

Figure 6. Safety of Walking/Biking

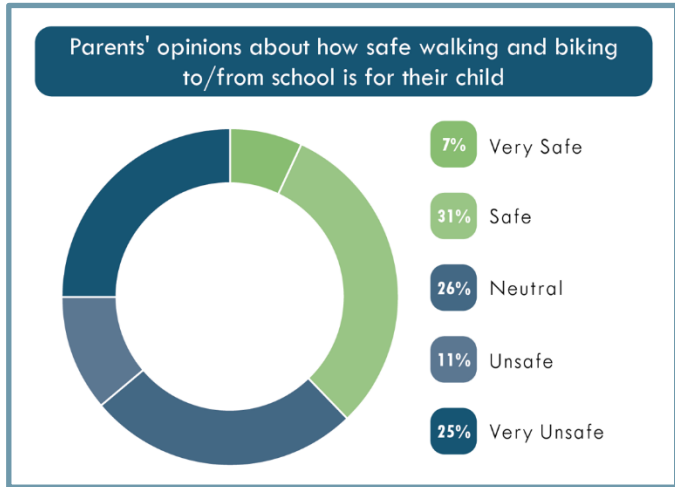
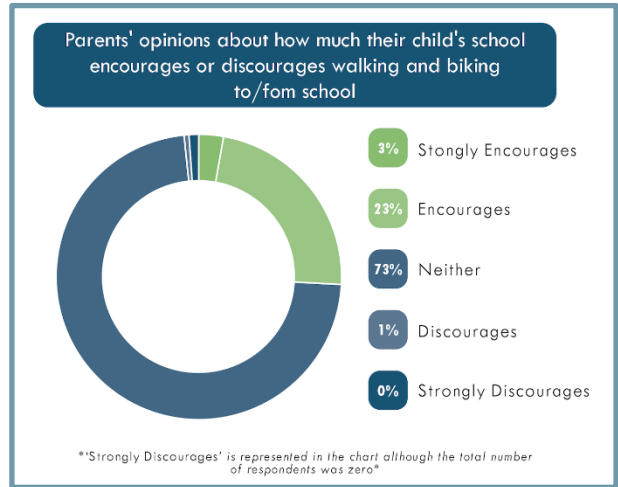


Figure 7. Encouragement of Walking/Biking



Sidewalks

Parents/caregivers identified several areas where the lack of sidewalks influenced their decision to not allow their children not to walk or bike to school. Many identified the county and township roads that they live on outside of the village limits as not conducive to walking/biking due to their rural nature. Within or near the village limits, the main locations identified were:

- North side of SR 163 (west of intersection with Benton Street / Oak Street)

Safety of Intersections and Crosswalks

Parents/caregivers identified several areas where the safety their decision to not allow their children not to walk or bike to school. Many identified the county and township roads that they live on outside of the village limits as not conducive to walking/biking due to their rural nature, high speed of vehicular traffic, and the lack of pedestrian infrastructure (sidewalks or paths). Within or near the village limits, the main locations identified were

- SR 163 / Benton Street / Oak Street
- Park Street / Locust Street / Rocket Road

Principal Survey

A survey of three school principals (Oak Harbor High School, Saint Boniface, and the combined R.C. Waters Elementary and Oak Harbor Intermediate School) were conducted during the walk audit process and in follow-up interviews. Two-thirds (2 out of 3) estimated that 11-20% of their student body regularly walked or biked to school and one-third (1 out of 3) estimated that 0-10% of students regularly walked or biked to school. The top three barriers to students choosing to walk to school identified were: convenience of driving for parents (and/or students that drive) (100%), lack of sidewalks or pathways (87.5%), and distance (50%). The top three barriers to students choosing to bike to school identified were: convenience of driving for parents (and/or students that drive) (100%), lack of sidewalks or pathways (100%), and the lack of bicycle infrastructure on roadways (100%). No schools had policies that limit or prohibit students from walking or biking. Of the three school sites, R.C. Waters Elementary School / Oak Harbor Intermediate School have adult crossing guards. These crossing guard locations predate the completion of the Intermediate School and are located to the west and south of the school at the Ottawa Street and Locust Street intersection, the East Main Street and Maple Street intersection, and the East Water Street and Maple Street intersection.

Other Public Input (Meetings, Pop-Ups, etc.)

A public meeting was held on January 29, 2025 to present findings of the draft plan. The meeting was well attended by members of the steering committee, school representatives, and interested citizens. Additional suggestions were made for countermeasures including LED light bands for students who are walking in the morning to increase their visibility to drivers, especially at times of the year when early morning light is minimal. Two additional partners were identified from the Village: Oak Harbor Village Council, and the Village's sidewalk commission. Additional comments note the need for the trimming of vegetation that is crowding out sidewalks in some areas as well as the need to widen and replace some sidewalks. Photos and meeting notes are listed in Appendix C.



Steering Committee Meeting at Oak Harbor Village Hall, October 2024.

SECTION 4: RECOMMENDATIONS

Key Barriers

The project team identified key issues and barriers to walking and biking for students through community engagement, the deployment of parent/caregiver surveys, analyses of existing conditions, field observations, and stakeholder guidance. The following section includes the main barriers to walking and biking to school.

Barrier: *Railroad bisecting Village between Toussaint Street and Church Street*

Norfolk-Southern operates a railroad that runs north-south through the village’s oldest street grid. Over the years, some east-west streets in the village have been closed off at the railroad, including: Walnut Street and Oak Street. These closed-off streets make it so that some students must walk around to neighboring streets that do cross the railroad, increasing the time and distance required to travel to the high school and the pedestrian path at Benton Street and Walnut Street. Conversations with school officials and parents have revealed that students will be seen hopping over or going around the fencing and crossing the railroad at these closed off intersections rather than traveling around to neighboring streets that do have a dedicated crossing, which presents potential safety issues.



Walnut Street cut-off at the Norfolk-Southern railroad.

“District opened a new building for intermediate students at the beginning of this year behind the elementary building. Intermediate students have to go out of their way to the elementary building to get to intermediate building because there are no crossing guards at the new entrance for the intermediate school. Hopefully the state can look at this and help.”

“I would feel more comfortable allowing my 8 year old bike to school if there were more crossing guards or people watching out for him along that path.”

Barrier: *Unsafe intersections and midblock crossings on Benton Street and SR 163*

Several intersections were identified during the study and discovery process as barriers to students' ability and parent/caregivers' comfortability with their children walking or biking to school. Some intersections identified are applicable to multiple schools and/or the entire community whereas others are specific to individual schools. Additionally, these intersections are detailed in the infrastructure countermeasure recommendations table.

The intersection of SR 163, Benton Street, and Oak Street is located approximately 0.2 miles to the southeast from the Oak Harbor High School property line. The intersection has been identified in the village's comprehensive plan as a safety concern due to the speed and volume of traffic, especially during peak commuter times that correspond with students' arrival and dismissal, as well as the limited existing sidewalk network. Traveling southeast, SR 163 merges with the local north-south road of Benton Street and traffic does not stop. Currently, there is a crosswalk across SR 163, and sidewalks on the south side of SR 163 opposite the school property. There is not a crosswalk at the intersection of Benton Street and Oak Street. During site visits, students were observed crossing SR 163 and walking along the side of the road before walking on the grass on the school grounds. This is an obvious safety issue, particularly at times of the year when arrival times are dark with limited visibility.



A student crossing SR 163 close to Oak Harbor High School, October 2024.



SR 163 / Benton Street Intersection. Oak Street is to the immediate left of the image. Eastbound traffic along SR 163 does not stop

The intersection of North Church Street and Park Street is located approximately 0.25 miles from both the High School and R.C. Waters Elementary School/Oak Harbor Intermediate School. The intersection was recently converted into a four-way stop. Village officials have identified the intersection as an intersection that could warrant further evaluation and potential pedestrian crosswalk enhancements (raised crosswalks, flashing beacons, etc.)

The intersection of North Locust Street, Park Street, and Rocket Road is located at the western edge of the R.C. Waters Elementary School and the Oak Harbor Intermediate School sites. Rocket Road was completed to facilitate travel for the newly-constructed intermediate school. While sidewalks are present, elementary and intermediate school students who are walking or biking are directed south to enter the site at Ottawa Street to minimize interaction with vehicular traffic. A 2024 traffic study conducted by OHM in 2024 analyzed the existing traffic flow and provided several countermeasures which have been incorporated into this school travel plan. Several of the proposed designs are presented in Appendix E.

Barrier: Gaps in the sidewalk network on major roadways

Several areas of pedestrian connectivity gaps were identified during the study and discovery process. Gaps in sidewalk coverage emerged as a common concern among parents and caregivers as well as other stakeholders in the discovery process.

North Benton Street / Townline Street

In the discovery process, it was indicated by school and village officials that some students coming from northern areas of the village walk down a school-owned road adjacent to the high school football field. This 0.1 stretch of roadway currently lacks sidewalks and students who do walk to school from this area have to share the road with incoming family/student vehicle traffic.

Washington Street from North Benton Street to Mid-County EMS / Former Middle School

Sidewalks are not present on either side of Washington Street from the intersection with Benton Street in the west across the railroad tracks to Mid-County EMS north of the former middle school grounds. Students walking east to the Elementary/Intermediate School complex or west to the high school must either share the road with vehicular traffic or travel south to Park Street, which can increase travel times.



Gap in sidewalk connectivity on Townline and North Benton St. near Oak Harbor High School. October 2024.

Veteran's Park Pathway from Finke Road to Red Hawk Run

For families in neighborhoods to the east of Veterans' Memorial Park, the recently constructed pathway has proved useful for connecting their neighborhoods to the elementary and intermediate school, as well as the rest of the community more broadly. However, the lack of lighting in low-light morning hours, as well as perceptions of safety, have been seen as a barrier to more utilization of this path.

Infrastructure countermeasure recommendations

This plan makes recommendations that will promote and support Safe Routes to School through a combination of infrastructure projects and non-infrastructure countermeasures. Infrastructure recommendations refer to physical, built projects that change how roadways are configured to provide space for students walking and biking. The following pages include a table and map of infrastructure recommendations identified during the discovery process. Note: “Short” term countermeasures indicate projects to be completed within one year, “Medium” term projects are to be completed within 3 years, and “Long” term projects are to be completed within 5 years. Estimated Cost categories are “Low” (less than \$50k), “Medium” (\$50k to \$250k), and “High” (greater than \$250k). Countermeasures with a * in Map ID number indicate projects that are tentatively identified as the most desired to pursue funding.

Table 1. Infrastructure Countermeasures and Implementation

| Map ID | Location | Issue | Countermeasure | Timeframe | Priority | Jurisdiction Responsible | Estimated Cost | Possible Funding Source | Aligns w/ Comp Plan | Benefits More Than One School |
|--------|--|---|--|----------------------|----------|---|----------------|-------------------------|---------------------|-------------------------------|
| 1 | OH High School | Internal Site Flow and Connectivity | Evaluation, Internal Site Circulation | Short Term | High | BCS | Low | BCS | No | No |
| 2 | OH High School | Lack of Safe Pedestrian Connectivity Continuity | Evaluation, Internal Site Circulation | Short Term | High | BCS | Low | BCS | No | No |
| 3 | OH High School (Parking lot road to Benton St Intersection) | Perceived Unsafe Pedestrian Pathway | Separated Shared Use Path | Short Term | Medium | BCS | Medium | BCS | No | No |
| 4* | SR 163 (North Side from School Entrance to Benton St) | Improved Pedestrian Connectivity | Sidewalk or Shared Use Path (SUP) | Short Term | High | Village, Salem Township (unannexed parcels) | Low | Village, ODOT | No | No |
| 5* | Benton St at Pathway | Perceived unsafe pedestrian & bike crossing | Enhanced Crosswalk or PHB, Speed Meter/School Zone | Short Term | High | Village | Low to Medium | Village, ODOT | No | No |
| 6 | SR 163 at Brookside Dr / School Entrance | Perceived unsafe crossing condition | Evaluation, Pedestrian Hybrid Beacon (PHB) | Short Term | High | Village, BCS | Medium | Village, ODOT | No | No |
| 7 | SR 163 / Benton St Intersection | Perceived unsafe pedestrian & bike crossing | Intersection Enhancements for Ped. & Bike crossing (see OHM study) | Short Term | High | Village | Medium to High | Village, ODOT | Yes (CC-2) | No |
| 8 | Pedestrian Corridor Improvements along SR 163 and Benton St from Water St to Walnut St | Lack of safe pedestrian connectivity continuity | Improved Sidewalks or Shared Use Path (SUP) | Short to Medium Term | Medium | Village | Medium | Village, ODOT | Yes (CC-10) | Entire Community |



Table 1. Infrastructure Countermeasures and Implementation (continued)

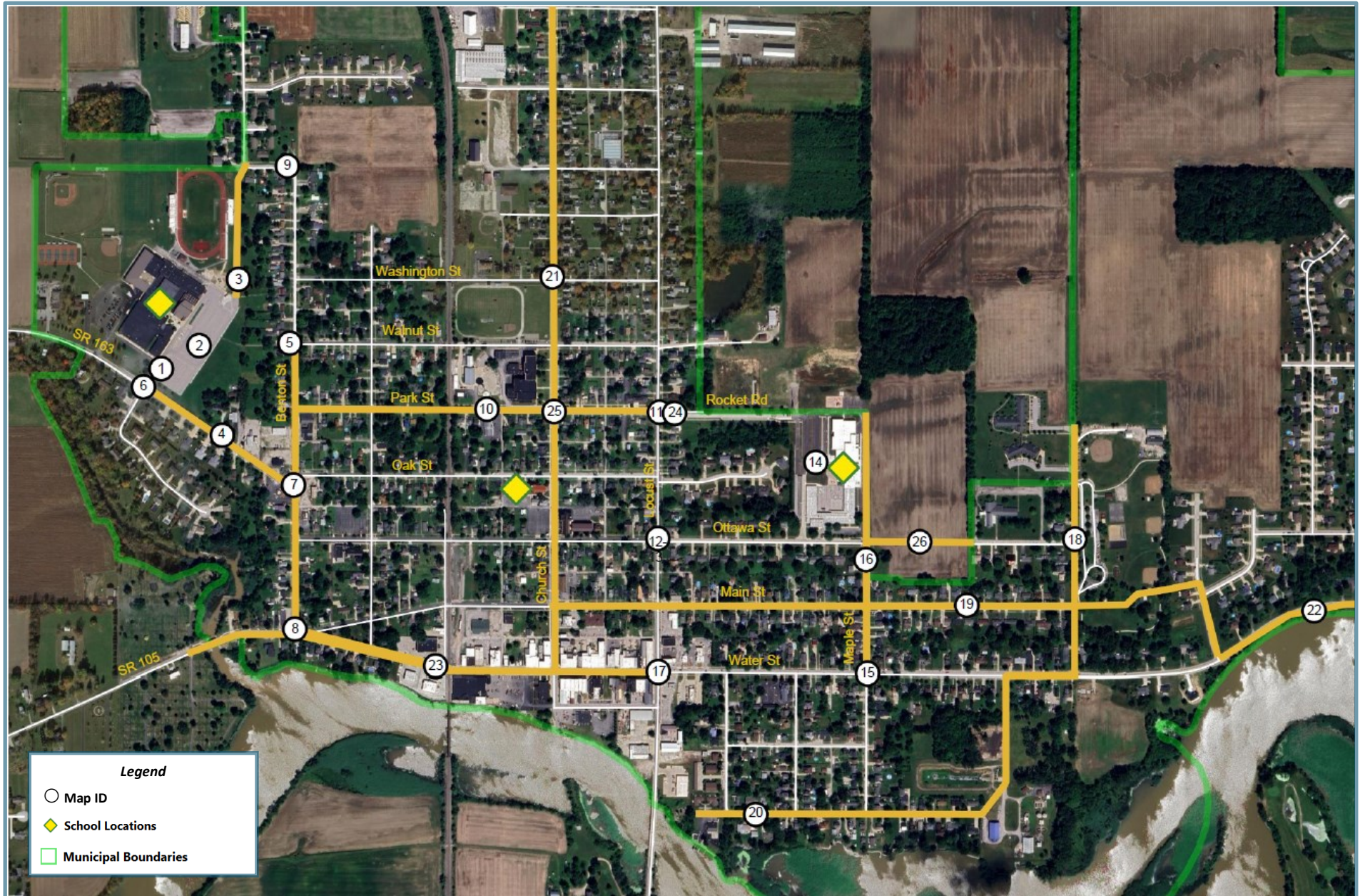
| Map ID | Location | Issue | Countermeasure | Timeframe | Priority | Jurisdiction Responsible | Estimated Cost | Possible Funding Source | Aligns w/ Comp Plan | Benefits More Than One School |
|--------|---|--|---|----------------------|---------------|--------------------------|----------------|-------------------------|---------------------|-------------------------------|
| 9 | Sidewalk gaps on Townline Road, Benton Street | Lack of Sidewalks Pedestrian Connectivity Gaps | Sidewalks | Short Term | High | Village | Low | Village | Yes (CC-9) | No |
| 10* | Pedestrian Corridor Improvements along Park St from Benton St to North Property Limits of Elem/Int School | Improved pedestrian connectivity | Shared Use Path (SUP) | Medium Term | High | Village | Medium | Village, ODOT | Yes (CC-9) | Yes |
| 11* | N. Locust / Park / Rocket Road | Geometric & pedestrian crossing enhancements | Internal site flow infrastructure improvements (OHM study) | Short to Medium Term | High | Village, BCS | Medium to High | Village, ODOT | Yes (CC-9) | Yes |
| 12* | N. Locust / Ottawa | Improved Pedestrian Connectivity | Enhanced Crosswalks, Pedestrian Hybrid Beacon (PHB) (per OHM study) | Short Term | Medium | Village | Low | Village, ODOT | No | No |
| 13 | N. Locust / Ottawa | Traffic flow | Evaluation, Stop Light Removal (OHM study) | Medium to Long Term | Low | Village | Low | Village, ODOT | No | No |
| 14 | RC Waters / Intermediate School | Internal site flow and connectivity | Internal Site Traffic Flow Evaluation (OHM study) | Short Term | High | BCS | Low | BCS | No | No |
| 15 | Water St (SR 163) and Maple St | Perceived unsafe crossing condition | Evaluation, Pedestrian Hybrid Beacon (PHB) | Medium Term | Medium | Village, BCS | Low | Village, BCS, ODOT | No | No |
| 16 | Pedestrian Corridor Improvements along Maple St from Main St to North Property Limits of Elem/Int School | Improved Pedestrian Connectivity | Shared Use Path (SUP) | Medium Term | Low to Medium | Village | Medium | Village, ODOT | Yes (CC-8) | No |
| 17 | Intersection of SR 19 (Locust St) & SR 163 (Water St) | Geometric & pedestrian enhancement (per Arcadis study) | School Zone Signage, Crosswalks | Medium to Long Term | Medium | Village | Medium to High | Village, ODOT | Yes (CC-1) | Entire Community |
| 18 | Ped. Corridor Improvements along Finke Rd from Water St to Covenant Harbor | Improved Pedestrian Connectivity | Sidewalks or Shared Use Path (SUP) | Long Term | Low | Village | Medium | Village | Yes (CC-5) | Entire Community |



Table 1. Infrastructure Countermeasures and Implementation (continued)

| Map ID | Location | Issue | Countermeasure | Timeframe | Priority | Jurisdiction Responsible | Estimated Cost | Possible Funding Source | Aligns w/ Comp Plan | Benefits More Than One School |
|--------|---|---|--|-------------------|----------------|--------------------------|----------------|-------------------------|---------------------|-------------------------------|
| 19 | Ped. Corridor Improvements along Main St from Church St to Veterans Park to Red Hawk Run to Water St. | Improved Pedestrian Connectivity | Shared Use Path (SUP) | Long Term | Medium | Village | High | Village, ODOT | Yes (CC-6) | Entire Community |
| 20 | Ped. Corridor Improvements from SR 19 (Locust St) to Portage St to Finke Rd | Improved Pedestrian Connectivity | Shared Use Path (SUP) | Long Term | Medium | Village | Med to High | Village | Yes (CC-4) | Entire Community |
| 21 | Ped. Corridor Improvements along Church St from Water St to RR St | Improved Pedestrian Connectivity | Shared Use Path (SUP) (utilizing existing roadway) | Long Term | High | Village | Medium | Village, ODOT | Yes (CC-11) | Entire Community |
| 22 | Ped. Corridor Improvements along Water St (SR 163) from Red Hawk Run to Ottawa Co. Fairgrounds | Improved Pedestrian Connectivity | Shared Use Path (SUP) | Long Term | Medium | Village | High | Village, County | Yes (CC-7) | Entire Community |
| 23 | Ped. Corridor Improvements along SR 105 from Union Cemetery to SR 19 including Flat Iron Park, Friendship Park, and Riverfront Access | Improved Pedestrian Connectivity | Shared Use Path (SUP) | Long Term | Medium to High | Village | High | Village | Yes (CC-3) | Entire Community |
| 24 | Rocket Road & N. Locust St. (Elem/Intermediate School) | Traffic flow issues | Rocket Road Widening (per OHM study) | Short to Med Term | High | BCS | Medium | BCS | No | No |
| 25* | Church / Park Street Intersection | Perceived unsafe crossing | Evaluation, Enhanced Crosswalk or Pedestrian Hybrid Beacon (PHB) | Short Term | High | Village | Low to Medium | Village, ODOT | No | Entire Community |
| 26 | Ottawa St Connector between Elem/Int School and Oak Harbor Methodist Church | Lack of Vehicular and Pedestrian Connectivity | Connecting Street Segment with Sidewalks | Medium Term | Medium | Village, Township | High | Village, ODOT | Yes | Entire Community |

Oak Harbor Infrastructure Countermeasures Map



Non-infrastructure countermeasures recommendations

This plan makes recommendations that will promote and support safe routes to school through a combination of infrastructure projects and non-infrastructure countermeasures. Program and policy recommendations aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase use through the 5 “E’s” (encouragement, education, engagement, enforcement, and evaluation. These policy and program recommendations apply to all three schools in Oak Harbor unless otherwise noted.

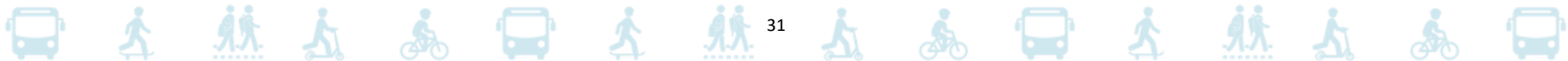
Table 2. Program and policy recommendations and Implementation

| “E’s” | Project Type | Issue | Description | Leaders | Timeframe |
|---------------------------|--------------|-----------------------------------|---|--|-------------|
| Education | Policy | Distance Perception | Target households within 2 miles of any school and inform them of the new programs and infrastructure that will provide safe walking to school. Consistent participation in the National Walk and Roll to School Days will help to reduce distance perception | Village, Future Bicycle Commission | Medium Term |
| Education | Policy | Healthy Lifestyles | Work with the Village Parks, Park District of Ottawa County, and Ottawa County Health Dept. to promote the benefits of healthy choices like SNAP ED, and SHAPE (Kids Heart Challenge), etc. | School Administrators and County Depts. | Short Term |
| Education | Policy | Pedestrian & Bicycle Safety | Community-wide Bicycle “Slow Rolls” between April and October | Village, Potential Bicycle Commission | Medium Term |
| Education | Policy | Pedestrian & Bicycle Safety | Show ODOT’s “Every Move You Make, Keep It Safe Video” | School Administrators | Short Term |
| Education | Policy | Pedestrian & Bicycle Safety | Incorporate SRTS Curriculum with health and fitness into PE and health class curricula | School Administrators | Short Term |
| Education | Policy | Pedestrian & Bicycle Safety | Pace Car Program on Key Corridors during Arrival/Dismissal | Oak Harbor Police | Short Term |
| Education / Encouragement | Program | Pedestrian & Bicycle Safety | Annual “Bicycle Safety Day” at Hopfinger-Zimmerman Park | County Depts. (Sheriff, Parks, Health), Friends of Ottawa County Parks | Ongoing |
| Encouragement | Program | Bicycle & Walking Encouragement | “Walking School Bus” – Neighborhood Parent/Caregiver-supervised group walk | Neighborhood Parents/Caregivers | Short Term |
| Encouragement | Program | Bicycle and Walking Encouragement | “Put a Lid on It” Bicycle Helmet Program from the Ohio Chapter of the American Academy of Pediatrics. Partners with Municipalities, County Agencies, and non-profits to donate bike helmets to youths. This is a resource component to Ottawa County’s Bicycle Safety Day | Park District of Ottawa County | Ongoing |
| Encouragement | Program | Bicycle and Walking Encouragement | Boys Scouts Bike Program with Chief of Police | Oak Harbor Police, Boy Scouts | Ongoing |
| Encouragement | Program | Bicycle and Walking Encouragement | Annual "Bike & Roll" to School Day (May) & "Walk and Roll " to School Day (October) | Village, School Administrators | Ongoing |



Table 2. Program and policy recommendations and Implementation (continued)

| "E's" | Project Type | Issue | Description | Leaders | Timeframe |
|---------------|--------------|---|---|---------------------------------------|-------------|
| Encouragement | Program | Bicycle and Walking Encouragement | Create and Deploy Safety Patrols | School Administrators | Short Term |
| Encouragement | Program | Healthy Lifestyles | Ottawa County Health Department's Creating Healthy Communities (CHC) Coalition | Ottawa County Health Department | Ongoing |
| Encouragement | Program | Addressing Safety Perceptions Issues and Promoting Safety | "Park and Walk" / Remote Drop-off | School Administrators, Transportation | Short Term |
| Encouragement | Program | Bicycle and Walking Encouragement | Develop a Frequent Bicycle/Walker Rewards Program and /or a "mileage" club to encourage competition. | Potential Bicycle Commission | Medium Term |
| Encouragement | Program | Addressing Safety Perceptions Issues and Promoting Safety | Provide students with Radio Frequency Identification (RFID) tags so parents know their children have arrived at school. These can also be used for other activities like mileage clubs. | School Administrators | Long Term |
| Enforcement | Policy | Creating a safe environment for students to bike and walk to school | Place speed trailers in school zones | Oak Harbor Police | Short Term |
| Enforcement | Policy | Creating a safe environment for students to bike and walk to school | Deploy additional crossing guards at key locations as needed | School Administrators | Short Term |
| Enforcement | Program | Creating a safe environment for students to bike and walk to school | Target enforcement-speeding in school zones. Deploy a "Pace Car" program along key corridors to help maintain safe speed limits during school travel time periods | Oak Harbor Police | Medium Term |
| Enforcement | Policy | Creating a safe environment for students to bike and walk to school | Increase pedestrian yield and school zone signage | Village | Long Term |
| Evaluation | Policy | School Travel Plan Sustainability and Effectiveness | Utilize parent and student surveys to track the effectiveness of mobility and infrastructure programs | School Administrators | Ongoing |
| Evaluation | Policy | School Travel Plan Sustainability and Effectiveness | Conduct walking audits to ensure safety | School Administrators | Ongoing |
| Evaluation | Policy | School Travel Plan Sustainability and Effectiveness | Take walking counts during the spring and fall of each year | School Administrators | Long Term |
| Evaluation | Program | School Travel Plan Sustainability and Effectiveness | Conduct annual SRTS Team meeting to address current issues and trends | Village | Ongoing |
| Enforcement | Policy | Creating a safe environment for students to bike and walk to school | Utilize Safety Patrols and Pace Car | BG School Administrators, BG Police | Medium Term |



Pledge of Support

The Village of Oak Harbor, Benton-Carroll-Salem Local Schools, and Saint Boniface Catholic School are joining together to improve safety and encourage more students to walk and bicycle to school. The vision for Safe Routes to School in our community is:

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

The undersigned are fully supportive of [Community and/or District] Safe Routes to School Travel Plan and program, and pledge to support their efforts and provide resources as appropriate.

Signature:

Printed Name:

[School] Principal

Signature:

Printed Name:

[Village/Village] Mayor

Signature:

Printed Name:

[School District] Superintendent

Signature:

Printed Name:

[Village/Village] Council Member

Signature:

Printed Name:

[Village/County] Engineer

Signature:

Printed Name:

[School] PTA Representative

IN PROGRESS



Appendices

- A. *Safe Routes to School Project Team contact information*
- B. *Student address and crash maps*
- C. *Public engagement materials (surveys, meeting notes, pop-up materials, etc.)*
- D. *Field observation photos*
- E. *Traffic study materials*

APPENDIX A: Safe Routes to School Project Team Contact Information

Lead Contact

Quinton Babcock

Mayor

Village of Oak Harbor, Ohio

146 North Church Street, Oak Harbor, OH 43449

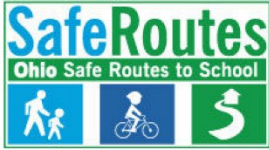
(419) 898-5561

quintonb@oakharbor.oh.us



APPENDIX B: STUDENT ADDRESS AND CRASH MAPS



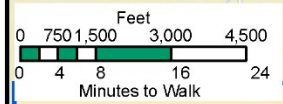
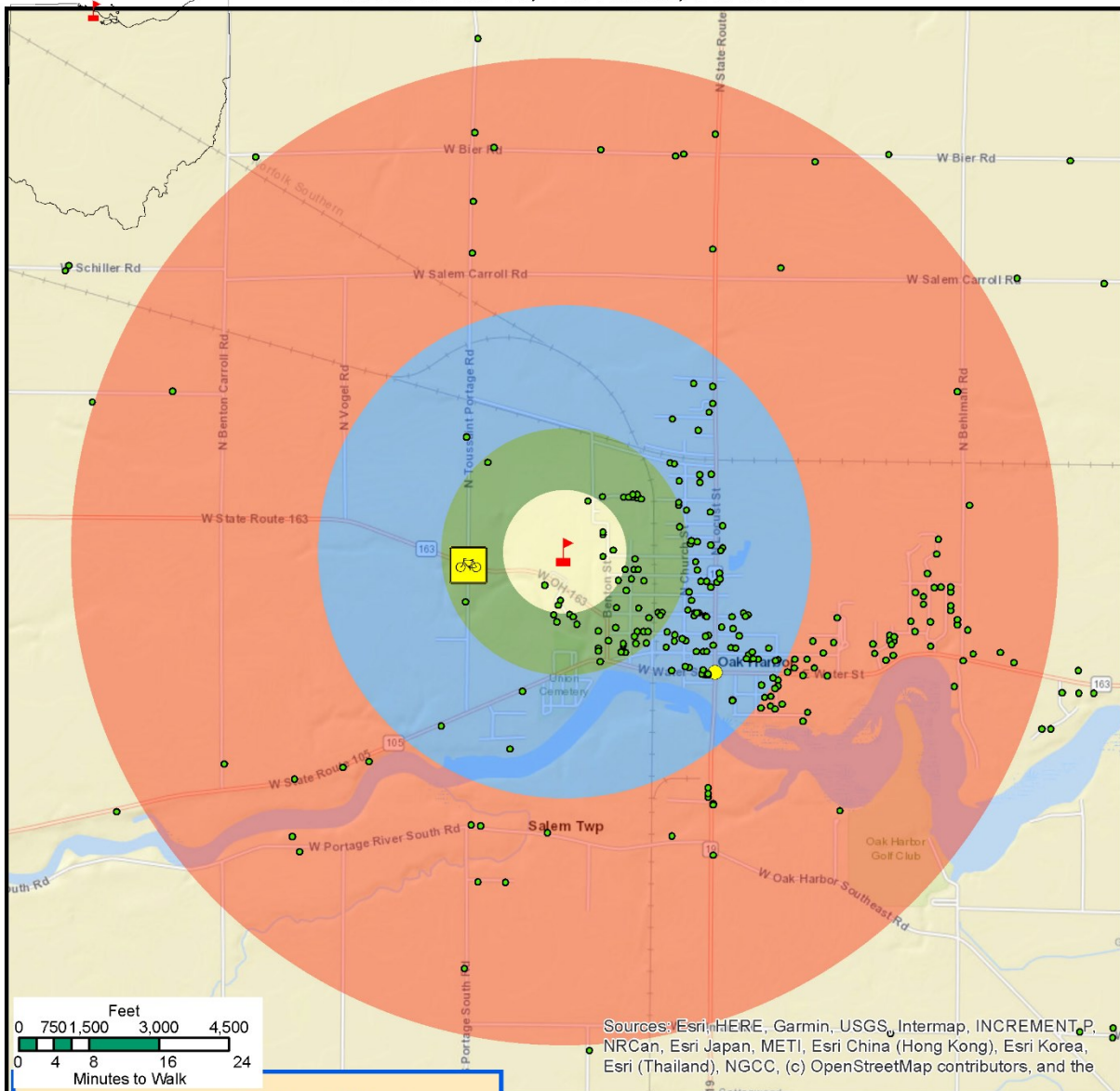


Oak Harbor High School - - Ottawa Co



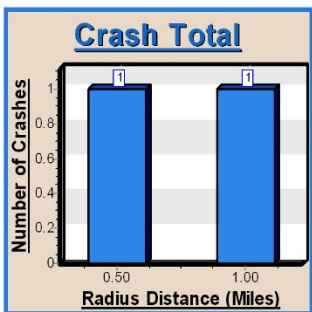
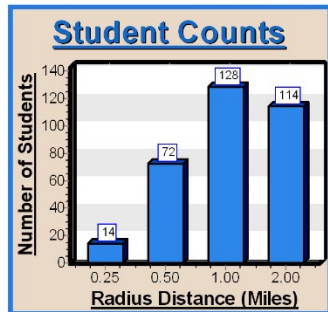
12/6/2023

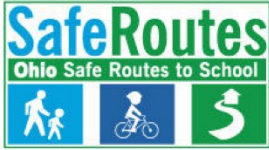
11661 W SR 163, Oak Harbor, OH 43449



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the

| | |
|---|-----------------------|
| • Students | Radius (Miles) |
| 🚩 School | 0.25 |
| Pedestrian Crashes | 0.5 |
| ● Non-Fatal Crash | 1.0 |
| ● Fatal Crash | 2.0 |
| Bicycle Crashes | County Boundary |
| 🚲 Non-Fatal Crash | City Boundary |
| 🚲 Fatal Crash | |
| Total Enrollment = 737 Total Crashes = 2 | |

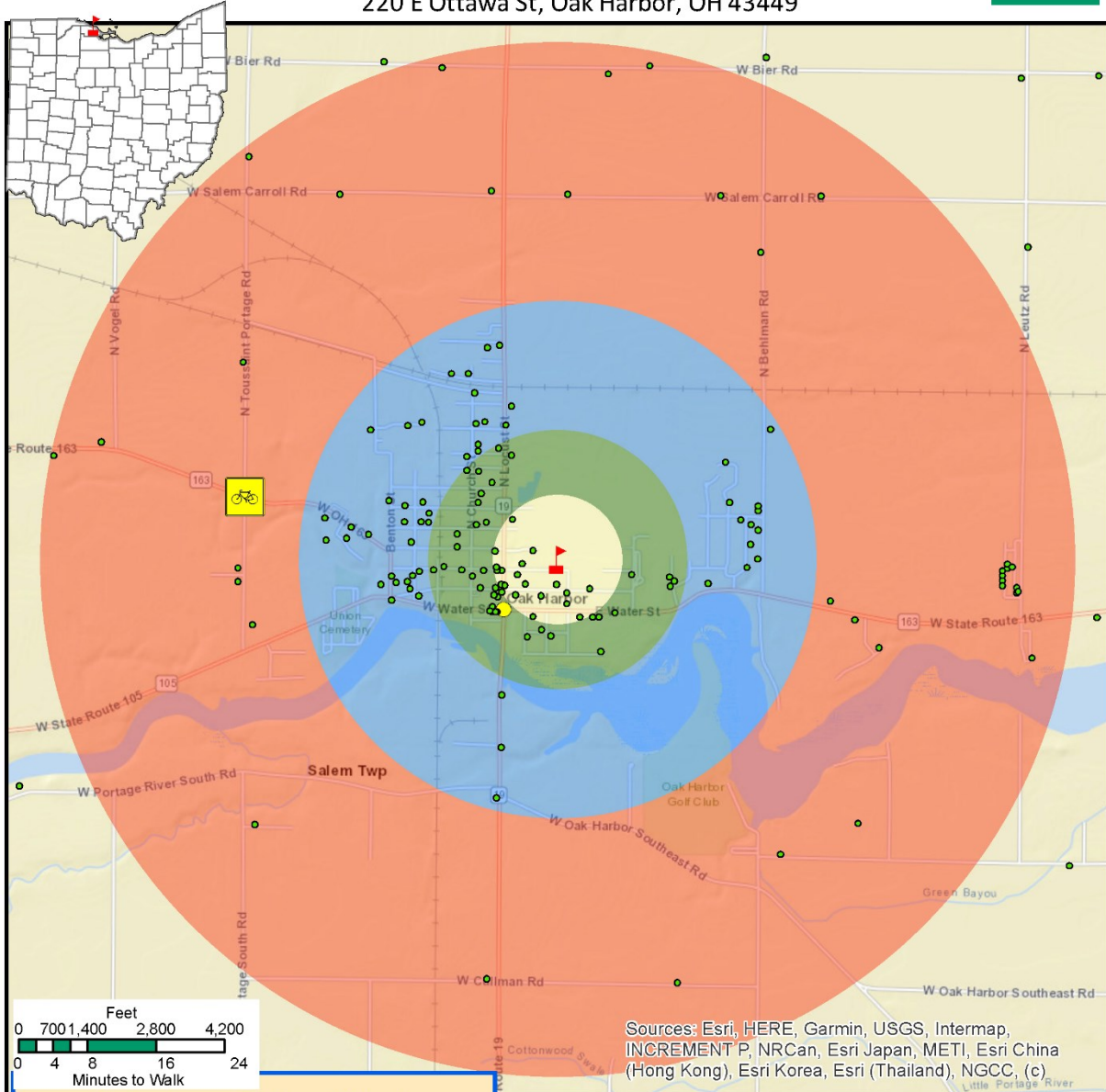




R C Waters Elementary School - - Ottawa Co

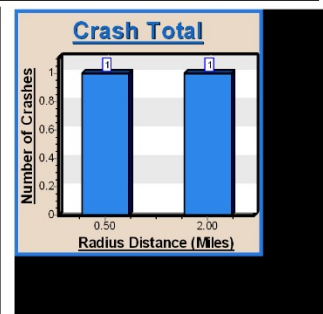
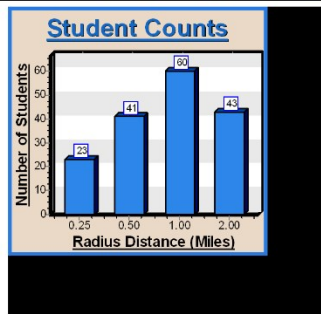
12/6/2023

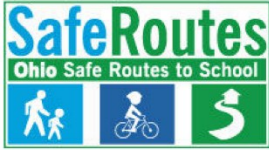
220 E Ottawa St, Oak Harbor, OH 43449



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c)

| | |
|---|-----------------------|
| • Students | Radius (Miles) |
| 🚩 School | 0.25 |
| Pedestrian Crashes | 0.5 |
| ● Non-Fatal Crash | 1.0 |
| ● Fatal Crash | 2.0 |
| Bicycle Crashes | County Boundary |
| 🚲 Non-Fatal Crash | City Boundary |
| 🚲 Fatal Crash | |
| Total Enrollment = 418 Total Crashes = 2 | |



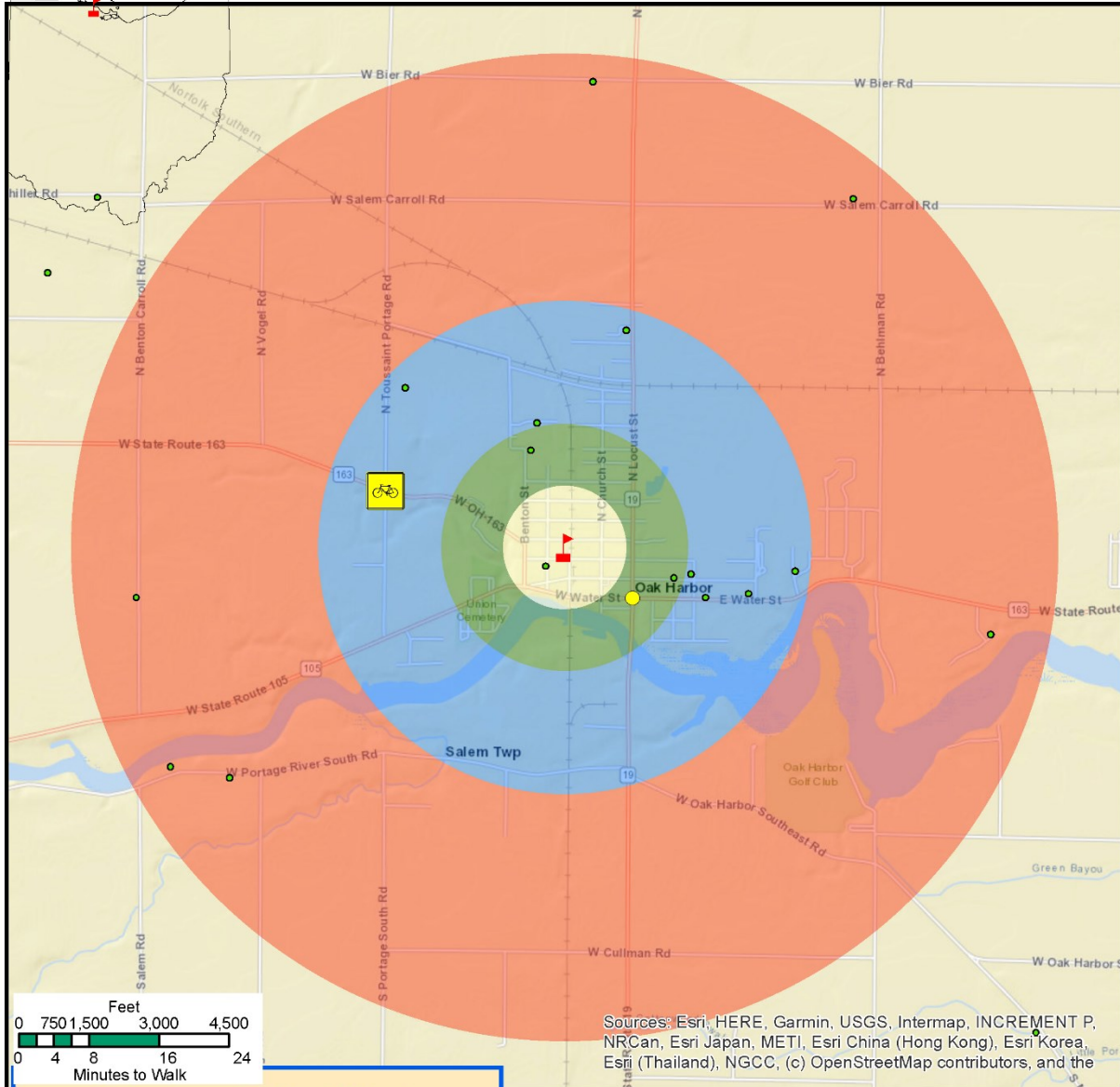


St. Boniface Catholic School - - Ottawa Co

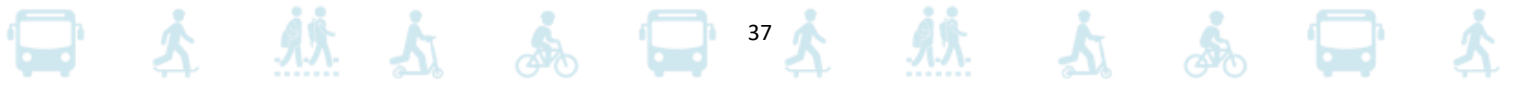
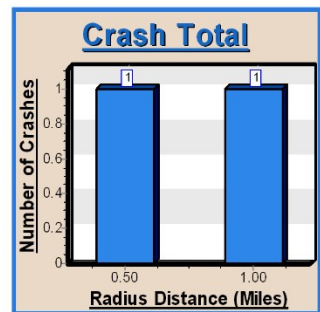
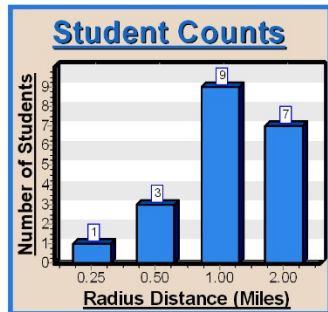


12/6/2023

215 N Church St, Oak Harbor, OH 43449



| | |
|--|-----------------------|
| • Students | Radius (Miles) |
| 🚩 School | 0.25 |
| Pedestrian Crashes | 0.5 |
| ● Non-Fatal Crash | 1.0 |
| ● Fatal Crash | 2.0 |
| Bicycle Crashes | County Boundary |
| 🚲 Non-Fatal Crash | City Boundary |
| 🚲 Fatal Crash | |
| Total Enrollment = 61 Total Crashes = 2 | |



APPENDIX C: PUBLIC ENGAGEMENT MATERIALS (SURVEYS, MEETING NOTES, POP-UP MATERIALS, ETC.)



| Comment |
|---|
| We live 10 miles away. My child cannot bike to school |
| I think we should put more crossing guards around to facilitate walking and biking for more children especially in spring and fall. |
| I would allow my child to bike or walk to school in a group when they are older |
| We live more than 5 miles from school and both roads she would need to travel beside are a busy county road and a state road. |
| Not very applicable for my child, she is in a wheelchair |
| We live out of district. Walking and/or biking is impossible. |
| In this day and age I don't feel like it's safe for kids of any age or even in small groups to bile or walk to or from school for fear they will be abducted on their route. Some say well give the kid a phone with a tracking app but I personally don't think Elementary school kids have any business having a smart phone either. But maybe I'm just old fashion in my thinking. |
| We live out of district. Walking and/or biking is impossible. |
| N/a |
| None |
| As parents, we are the ones that don't get home in time for our kids to walk home. In addition, we have 2 younger children who definitely can't walk home. It mostly isn't the walking, it's that he would get home and be alone. |
| If other students were around to walk together or I knew someone could assist I would let her walk. |
| N/A |
| Child participates in open enrollment, lives outside of district |
| My child has only walked from home from school with a friend. I wasn't sure how to answer some of these questions as we live way out in the country so walking/biking isn't an option for her. If we lived in town I would definitely allow her to walk/bike. |
| Walking or riding bikes to and from school is not an option for our children as we live on a state route where the traffic goes extremely fast and doesn't always pay attention. The children would have to walk on the road as there's no sidewalks going into town. |
| I chose to drive my child due to distance issues but also my own fears and control issue. |
| I work for the school, so she just comes with me in the morning. Which is why we are waiting until she is a little older and more responsible to get herself up and ready brfore she can ride her bike to school. |
| I chose to drive my child due to distance issues but also my own fears and control issue. |
| we live on much too busy of a route for my child to walk or ride his bike! |
| N/a |
| None |
| District opened a new building for intermediate students at the beginning of this year behind the elementary building. Intermediate students have to go out of their way to the elementary building to get to intermediate building because there are no crossing guards at the new entrance for the intermediate school. Hopefully the state can look at this and help |
| N/a |

| |
|---|
| District opened a new building for intermediate students at the beginning of this year behind the elementary building. Intermediate students have to go out of their way to the elementary building to get to intermediate building because there are no crossing guards at the new entrance for the intermediate school. Hopefully the state can look at this and help |
| My daughter rides the bus from rainbow acres 90% of the time |
| We live too far on rural roads for my children (Grades 2 and 4, at RC Waters and Oak Harbor Intermediate School respectively) to walk or bike to school. The speed of traffic, lack of side walks, and distance are all prohibiting factors. |
| We live 3+ miles away from school on a busy road so while I acknowledge and appreciate the importance of walking and biking to school, this just isn't feasible for our family due to our location |
| None |
| We live to far away for them to walk or bike. |
| I would like my child to take the bus but we live about .5 miles out of the ""range"". Even though we live much closer to Oak Harbor schools than Woodmore. |
| With the way the world is currently, it is hard to trust strangers. There is not as many parents home to help watch out for other children while walking home from school. It is safer to have children be picked up from school or ride the bus. |
| The distance in a rural district makes it impractical |
| Na |
| There's never going to be a time my son is closer to his Elementary School. He will always be driven to school until he gets old enough to drive himself. I don't believe children should ride a bus with high school young adults. They are in completely different mindsets and 1 person to watch 40 kids is not enough on a bus. |
| My son is in a wheelchair. |
| My son used to ride the shuttle from the middle school to RC Waters and then walk home in 3rd grade because that was ""the cool thing"" |
| Too fast/busy of roads and intersections with no sidewalks. |
| I've never allowed my child to walk or bike to school. We live too far away and she is too easily distracted to make that trip. |
| We live too far to walk or bike |
| I would feel more comfortable allowing my 8 year old bike to school if there were more crossing guards or people watching out for him along that path |
| Being one mile from school, it is kind of far to have a smaller child walk to and from school. If they could offer bussing because of the distance that would be wonderful especially in incimate weather. My child has to bus after school to a family members house which is very inconvenient due to no more after care programs |
| None |
| I don't think very many of the choices are relevant to if we would allow our children walk/bike to school. In my opinion I'm this world we live in it's the adults around us we cannot trust to let our children walk a distance without a parent and then that doesn't insure protection. Bus and parent transportation is in my opinion the safest route |
| We live out of town. Biking and walking is not an option. |

| |
|---|
| There should be bus service to Graytown from RC Waters Elementary School. ODOT should install and maintain sidewalks in the townships. SR 590 needs an overpass installed over the railroad tracks between W. Toussaint N. and SR 163. ODOT should also considering installing a multi use path for the children on the western side of Ottawa County. |
| People speed, run stop signs they don't even stop for the flashing lights of the buses |
| None to report |
| The bus ride is so long for the kids and the bus is so full. |
| We live too far to walk or bike |
| We live in the country so we don't feel comfortable letting her ride a bike. |
| None |
| Biggest reason my child does not regularly bike to school is the need for transportation to other buildings within the school district for after school activities(swimming). |
| If we did live in town I would not feel comfortable letting my child walk or ride his bike to school. There is too much that could happen in todays society |
| N/A |
| Not at the moment |
| None currently |
| Go Rockets |
| N/A |
| Na |
| N/ |
| We are just outside city limits so walking to school isn't an option due to lack of sidewalks and dangerous intersections. |
| N/A |
| My child is to young to walk or ride a bike to school alone |
| We live to far away to walk. |
| We aren't going to move just so they can ride or walk to school |
| We live to far away. |
| We just live to far and there is no safe way for my children to walk to school. If we lived in town, I'd be willing to consider, but they'd have to walk along a state route with 55 mph traffic. It's not realistic. I'd love if I didn't need to drive my children to school, but A 6:30 am bus pick up time is not in their best interest either. Also, it's pretty dark most of the school year at the time they would need to leave to bike that distance. |
| There is no way that my daughter can walk 3 hours to school, and 3 hours home. |
| We live too far out for our son to walk to/from school. |
| Country living is so different from city living. Biking is not a safe or smart option when living in a rural are like ours. |
| We live nearly 10 miles from school, too rural and long to bike/walk. |
| None |
| We are a rural school district without many bike paths, crossing guards, etc. The distance isn't as much of a problem as the location and the lack of a safe way to get to school. |
| My kids are in 2nd and 4th grade and ride to school in a bike group with other students on our street. |

| |
|---|
| My daughter is still very immature and has trouble focusing. She gets sidetracked often and we also live out of town and I feel like it would take her too long to get to school. I also watch the News and have very little trust even though I do believe Oak Harbor to be very safe. |
| Would love to let my child bike to school but we live on 105 |
| My child is not ready to walk or bike. It's very convenient that the daycare they attend busses too and from everyday. |
| Intersection of park and locust is insanely busy before and after school...cars not paying attention to walkers/bikers..needs to be a light or crossing guard |
| We are not moving closer to the school for them to walk or bike. |
| My only concern is a custody issue, but his walk is very short, and the community is very watchful of the children. |
| We open enroll from lindsey and drive to and from. There are days I'll park a few blocks away and my child will walk to the car. |
| I'm a teacher at our school, so they just ride with me most days. When the weather is nice and we don't have anything right after school they will rode their bikes. This allows them to leave right after school, especially if I have a meeting and they don't want to wait for me on a night with nothing. |
| Children in the school are bullies and like to cause issues after school walking from home. Also church street in oak harbor needs a crossing guard by St John's church. Would be way safer. Police need to step up watching these small kids walk home to prevent and fighting or speeding. |
| Being 1 mile away from school it's a lot for kids to walk home. I wish they offered bussing or a halfway drop off point |
| I think the school could help with some changes to traffic patterns and congestion with encouraging more walkers or bikers. |
| The school needs to encourage more to walk and ride bikes. |
| good |
| We are an open enrollment family and do not live in oak harbor for our children to walk to school. We live in Elmore. |
| None |
| There are no sidewalks on West Washington Street and the railroad tracks are uphill and dangerous. |
| N/a |
| N/A |
| Another major factor in our decision about walking independently was our child's level of responsibility and our trust in him to come straight home/follow the expected route, etc. We did not feel that he was ready to do that successfully until 5th grade. |
| N/A |
| My child rides the bus and I'm sure this is all for getting rid of bus routes! |
| Na |
| A lot of these questions do not apply for my child who is in a wheelchair. |
| We live 17 minutes from school so ots way to far to walk or ride a bike |
| nA |
| I work at the school, so my daughter just comes in with me. If I wasn't an employee, we would definitely ride or walk to school. |
| None |

| |
|--|
| My child is a senior this year and is the only ""child"" in the home that is attending school. Also, he lives approximately 3 miles into the country off of a major highway. Making it very unsafe even if the road conditions were perfect, to bike alone to school. When we lived in town, he did bike to school nearly every day the weather permitted. |
| We love walking our child to school! So fun for him to say hi to the crossing guards who know him from school |
| None |
| None |
| NA |
| I'd just rather drive them their sister goes to preschool so it's more convenient to drop them off and pick up so I can get other places on time! |
| We live to far. Some questions were not applicable for me. |
| I've contacted ODOT previously, and the solution was some signage that no one pays attention to. It's a disaster, and only a matter of time before there is an accident or pedestrian hit. The problem has increased exponentially since grades were added to the high school. I understand that it does not matter what I say here from previous discussion. |
| There is too much traffic on the streets going to and from school on Park. My child would have to cross two intersections to get to school. In addition to this the traffic going into the drop off line in the mornings is awful. The traffic pattern needs to be investigated because the exit on to Locust street is dangerous. Not enough drivers pay attention when stopped or adhere to the no right turn before 8 am. This is a problem. I've often had to stop very quickly because someone has turned in front of me going right. I do not feel safe driving thru that intersection let alone having my child walk or ride his bike there. |
| The problem my child faces is the traffic along state route 163 and the lack of safe areas to walk. The higher speeds of the road, the farmers refusing to maintain the area alongside the road. No sidewalks, no walking paths. The cars to NOT move over at all.. My kids have lost their bus transportation for half a school year in 2019. It made life tough on us to get them to and from school.. I will NOT allow my daughters to walk to school until they are at the high school building and even then I am not sure.. that street is not safe. |
| My child is open enrolled from another district to the district where I work so these questions are redundant for us. You should add choices for students that riding or walking is not an option. |
| We live in Port Clinton School District and open enroll our child to BCS Schools |
| We as a family ride bikes and walk at parks and paths. Cycling or walking to school is impractical due to safety on a state route. |
| We live in Port Clinton School District and open enroll our child to BCS Schools |
| Her dad lives on a busy road in the country with no sidewalks and huge ditches and I live in Elmore . Too far and unsafe |
| We live out of the district and open enroll, so walking/biking isn't an option for us. If we lived close to the school, we would be walking/biking. |
| We live 5 miles outside of town, in the country, so I would not have my child walk or roll to school. |
| Not applicable |
| Na |
| We live 2 miles from the school in the country, it's not really safe to ride a bike to school from that distance and with the busy traffic on a state route. |

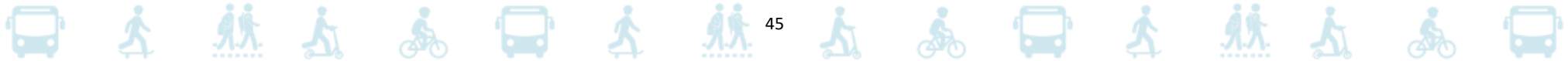
We are open enrolled. I drive our kids everyday and pick them up due to no busses coming into our district

None

N/a



APPENDIX D: FIELD OBSERVATION PHOTOS



Oak Harbor High School – Arrival and Dismissal Areas



Oak Harbor High School Sidewalk Path from Benton Street



Entrance to Sidewalk from Benton Street



School Road North of Main Commuter Parking Lot



Bike Racks at Main Entrance



R.C. Waters Elementary School / Oak Harbor Intermediate School – Arrival and Dismissal Area



Saint Boniface Catholic School – Arrival and Dismissal Area



APPENDIX E: TRAFFIC STUDY MATERIALS





Figure 7: Proposed Crosswalk at Rocket Road

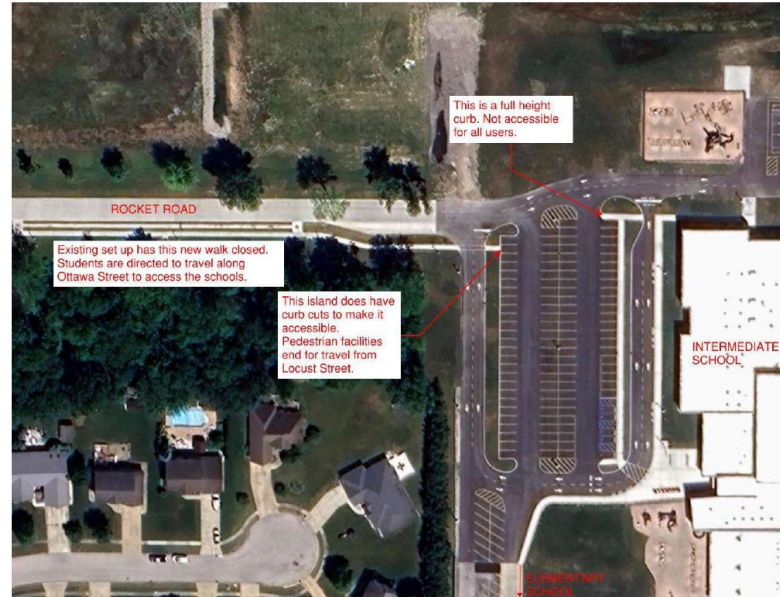


Figure 8: Existing Pedestrian Access

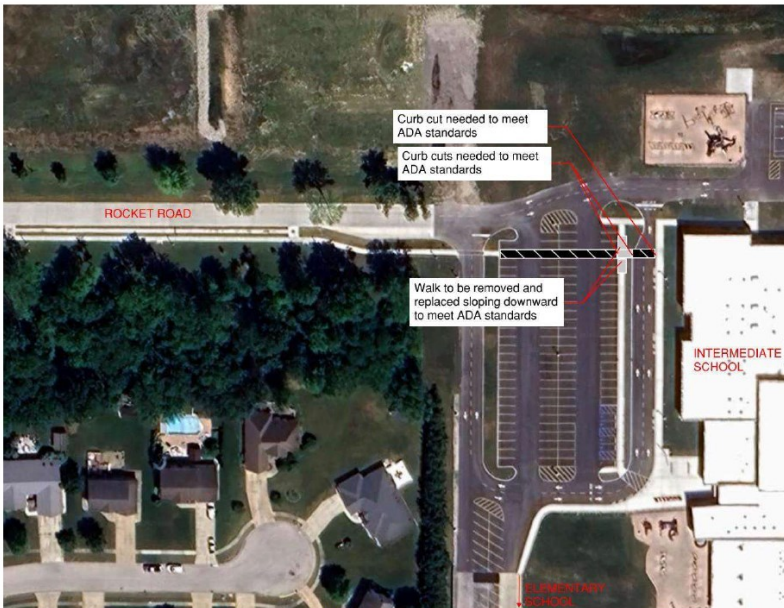


Figure 10: Pedestrian Improvement Option 1

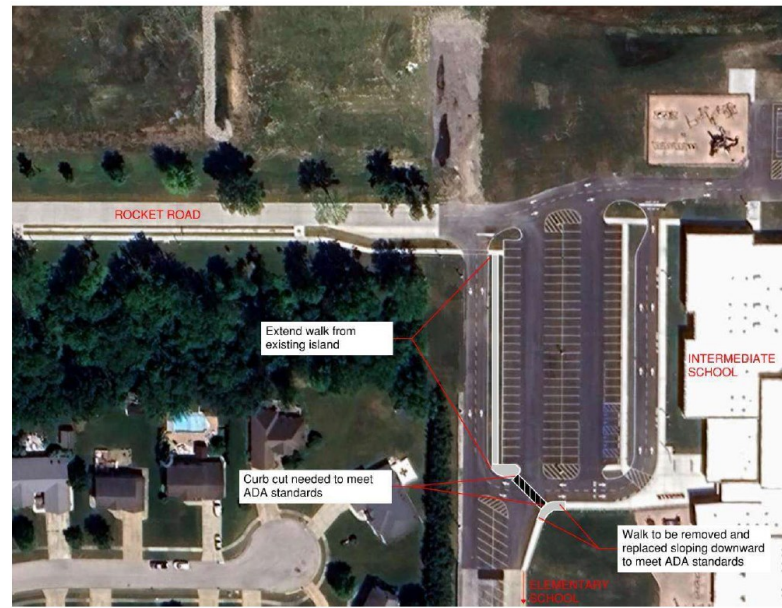
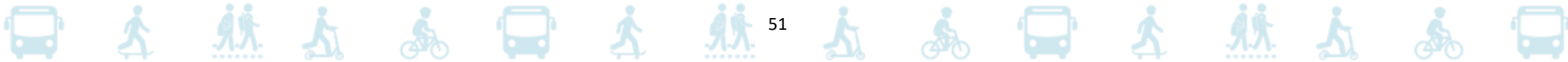


Figure 11: Pedestrian Improvement Option 2



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