

# MILFORD EXEMPTED VILLAGE SCHOOL DISTRICT

## SCHOOL TRAVEL PLAN

FEBRUARY | 2026



Department of  
Transportation

# Acknowledgements

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See **Appendix A** for SRTS team member contact information.



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# 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.

**Transportation 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> In Miami Township, the US Census Bureau reported that 2.6 percent of households do not have a vehicle and 22.6 percent have one vehicle available<sup>4</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/>

<sup>4</sup> US Census <https://data.census.gov/table?q=miami+township,+clermont+county,+ohio+vehicles+per+household>



## The Es

The ODOT Safe Routes to School Program is built upon “Es” that provide a comprehensive approach to youth traveling to school. The Es 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 nine target schools in the Milford Exempted Village School District. **Table 1** and **Table 2** provide information on school locations and student demographics, respectively. Note that one campus hosts Milford High School, Milford Middle School, and Milford Academy. A new building was recently constructed for Milford Middle School, which opened in August 2025. This construction also included new access roads, parking lots, and sidewalk. Some improvements had not yet been completed at the time of the site visit.

Note that the elementary schools, now serving grades K-5, previously served grades K-6. Milford Middle School, now serving grades 6-8, was formerly the Milford Junior High School, which served grades 7-8. The most recent available student demographic data is from the 2024-2025 school year, prior to these changes taking place. Therefore, the data provided in

**Table 2** reflects an outdated configuration of Milford Exempted Village Schools. While the distribution of demographics across the schools may be different, the overall demographic profile across the district is approximately the same.

Table 1. Target Schools in Milford School District

School Name	School Address	Grades Served
Milford High School	1 Eagles Watch Wy, Milford, OH 45150	9-12
Milford Academy	5735 Wolfpen-Pleasant Hill Rd, Milford, OH 45150	9-12
Milford Middle School	5735 Wolfpen-Pleasant Hill Rd, Milford, OH 45150	6-8
Boyd E Smith Elementary	1052 Jer Les St, Milford, OH 45150	K-5
Charles L Seipelt Elementary	900 OH-131, Milford, OH 45150	K-5
McCormick Elementary	751 Loveland-Miamiville Rd, Loveland, OH 45140	K-5
Meadowview Elementary	5556 Mt Zion Rd, Milford, OH 45150	K-5
Mulberry Elementary	5950 Buckwheat Rd, Milford, OH 45150	K-5
Pattison Elementary	5330 S Milford Rd, Milford, OH 45150	K-5

Table 2. Student Demographics (2024-2025)<sup>5</sup>

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
Milford High	1,687	2.6%	<10	2.0%	3.8%	3.9%	87.5%	21.0%	<10	8.3%	N/A
Milford Academy	50	<10	N/A	<10	<10	<10	79.7%	58.9%	N/A	<10	N/A
Milford Jr High	941	3.4%	<10	1.6%	4.1%	3.9%	87.0%	28.1%	<10	10.5%	N/A
Boyd E Smith	444	<10	<10	2.6%	4.4%	<10	88.5%	19.3%	<10	12.3%	N/A
Charles L Seipelt	412	<10	N/A	<10	4.0%	4.7%	89.0%	29.6%	<10	12.0%	N/A

<sup>5</sup> <https://reports.education.ohio.gov/report/report-card-data-school-enrollment-by-student-demographic>



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
<b>McCormick</b>	577	3.6%	<10	<10	3.3%	4.8%	87.3%	22.7%	<10	15.0%	N/A
<b>Meadowview</b>	565	<10	N/A	<10	3.9%	4.6%	89.7	27.7%	<10	11.2%	N/A
<b>Mulberry</b>	419	3.2%	<10	<10	4.4%	9.2%	81.1%	38.9%	<10	19.3%	N/A
<b>Pattison</b>	451	<10	N/A	<10	2.7%	3.6%	92.3%	19.1%	<10	13.5%	N/A



# Purpose and Vision

*Vision Statement: Walking and biking in the Milford Exempted Village School District 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 Milford Exempted Village School District, which lies in the City of Milford and Miami Township in Clermont County, Ohio.

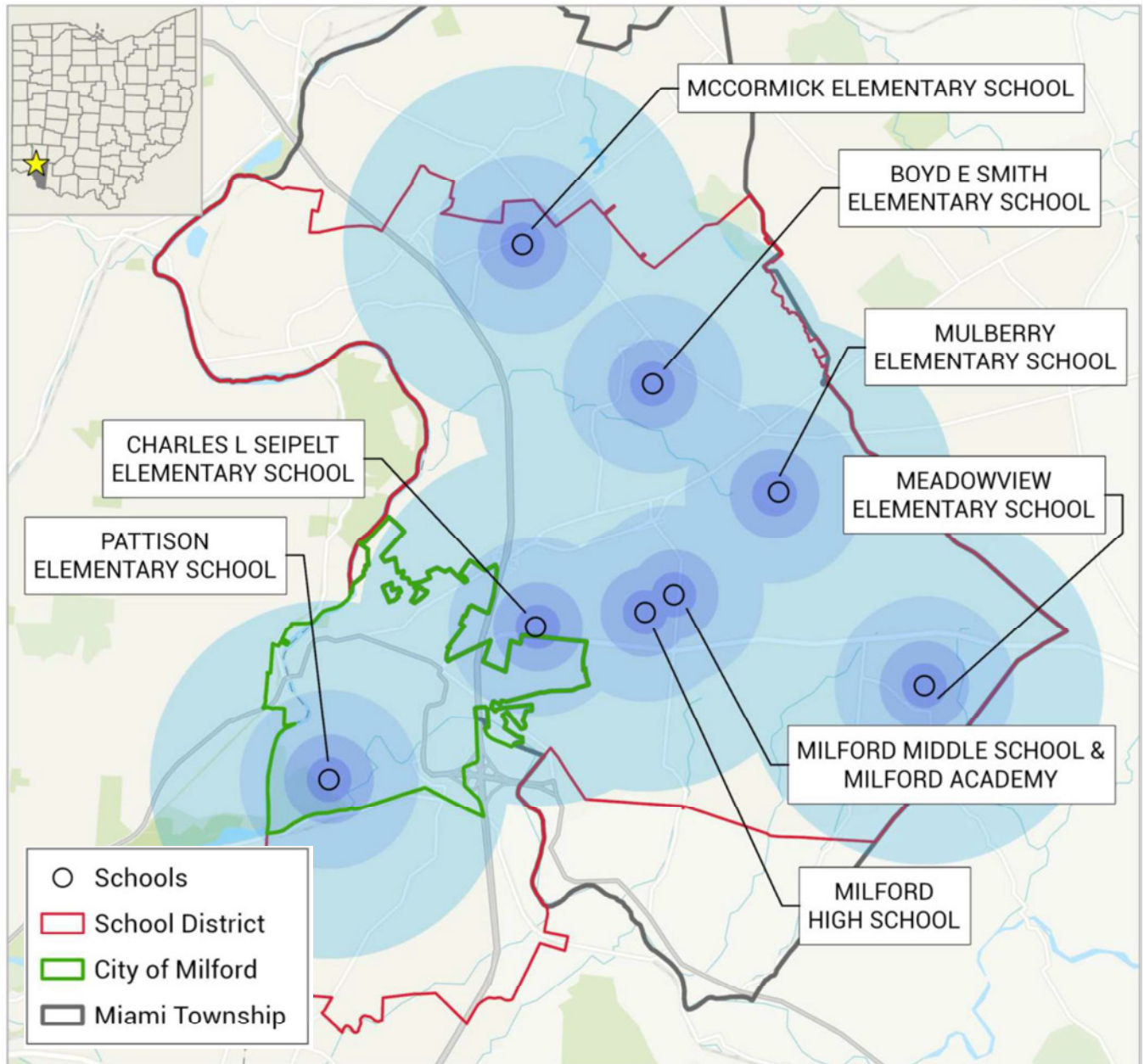


Figure 1. Overview of the Milford Exempted Village School District

# 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 understand students’ daily experiences. The tables and charts below provide information about trends in student travel to and from school.

**Table 3** displays the number and proportion of students living within variable distances from their school. These results were obtained using anonymized student data which included each student’s school, grade, and approximate home address.

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

School	Students within ¼ mile of school (# / %)	Students between ¼ and ½ mile of school (# / %)	Students between ½ and 1 mile of school (# / %)	Students between 1 and 2 miles of school (# / %)	Total students within 2 miles of school (# / %)
Milford High	3 / 0.2%	48 / 2.5%	111 / 5.7%	411 / 21.3%	573 / 29.7%
Milford Academy	0 / 0%	4 / 6.7%	7 / 11.7%	13 / 21.7%	24 / 40%
Milford Middle	1 / 0.1%	40 / 4.1%	53 / 5.5%	273 / 28.2%	367 / 37.9%
Boyd E Smith	9 / 1.8%	47 / 9.6%	119 / 24.3%	263 / 53.7%	438 / 89.4%
Charles L Seipelt	54 / 12%	50 / 11.1%	121 / 26.8%	178 / 39.5%	403 / 89.4%
McCormick	0 / 0%	30 / 4.7%	69 / 10.7%	206 / 32.1%	305 / 47.5%
Meadowview	0 / 0%	23 / 3.7%	105 / 17.1%	285 / 46.4%	413 / 67.3%
Mulberry	0 / 0%	29 / 6.2%	171 / 36.5%	200 / 42.7%	400 / 85.5%
Pattison	0 / 0%	1 / 0.2%	62 / 12.9%	248 / 51.5%	311 / 64.5%

Teacher tally responses can be used to estimate the proportion of students utilizing each mode of transportation when arriving at school in the morning. These findings are displayed in **Table 4** and **Figure 2**. Note that, if students were described as “driving themselves” in the teacher tallies, these counts are accounted for in the “Family Vehicle” category.



Table 4. Proportional mode of travel to school in the morning

School	Walk (%)	Bike (%)	School Bus (%)	Family Vehicle (%)	Carpool (%)	Transit (%)	Other (%)
Milford High	3.6	0.6	0.7	79.3	15.2	0.0	0.6
Milford Academy	4.8	0.0	7.1	71.4	16.7	0.0	0.0
Milford Middle	4.5	0.9	57.7	30.8	5.6	0.0	0.4
Boyd E Smith	2.0	0.4	29.7	56.9	9.6	0.1	1.3
Charles L Seipelt	11.5	3.5	8.0	67.9	7.7	0.2	1.3
McCormick	1.3	0.0	38.0	39.9	15.2	0.2	5.5
Meadowview	2.0	3.2	35.0	50.1	9.2	0.0	0.4
Mulberry	6.1	5.7	14.8	64.6	5.0	0.2	3.7
Pattison	0.0	0.0	58.8	40.9	0.3	0.0	0.0

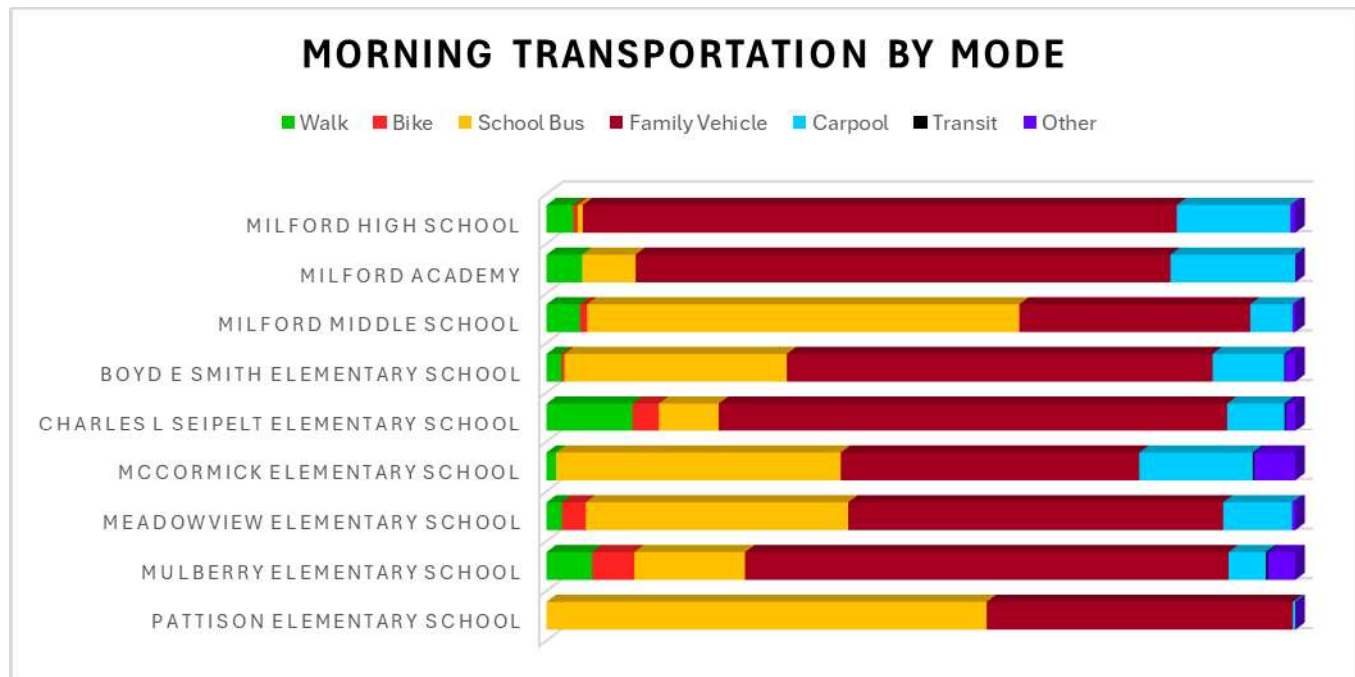


Figure 2. Student transportation by mode at morning arrival

Similarly, teacher tally responses can be used to estimate the proportion of students utilizing each mode of transportation when leaving school in the afternoon. These findings are displayed in Table 5 and Figure 3.



Table 5. Proportional mode of travel to school in the afternoon

School	Walk (%)	Bike (%)	School Bus (%)	Family Vehicle (%)	Carpool (%)	Transit (%)	Other (%)
Milford High	4.4	0.6	0.9	75.5	15.7	0.4	2.5
Milford Academy	14.3	0.0	7.1	57.1	21.4	0.0	0.0
Milford Middle	6.0	1.0	60.7	24.2	6.3	0.0	1.8
Boyd E Smith	1.6	0.0	31.3	53.8	11.7	0.0	1.6
Charles L Seipelt	11.3	3.7	8.0	67.9	7.0	0.2	1.9
McCormick	1.5	0.0	40.1	35.4	11.9	0.0	11.1
Meadowview	4.3	5.2	35.6	42.1	10.2	1.1	1.4
Mulberry	6.6	6.8	15.2	61.5	5.1	0.0	4.8
Pattison	0.0	0.0	63.3	34.3	0.2	0.0	2.3

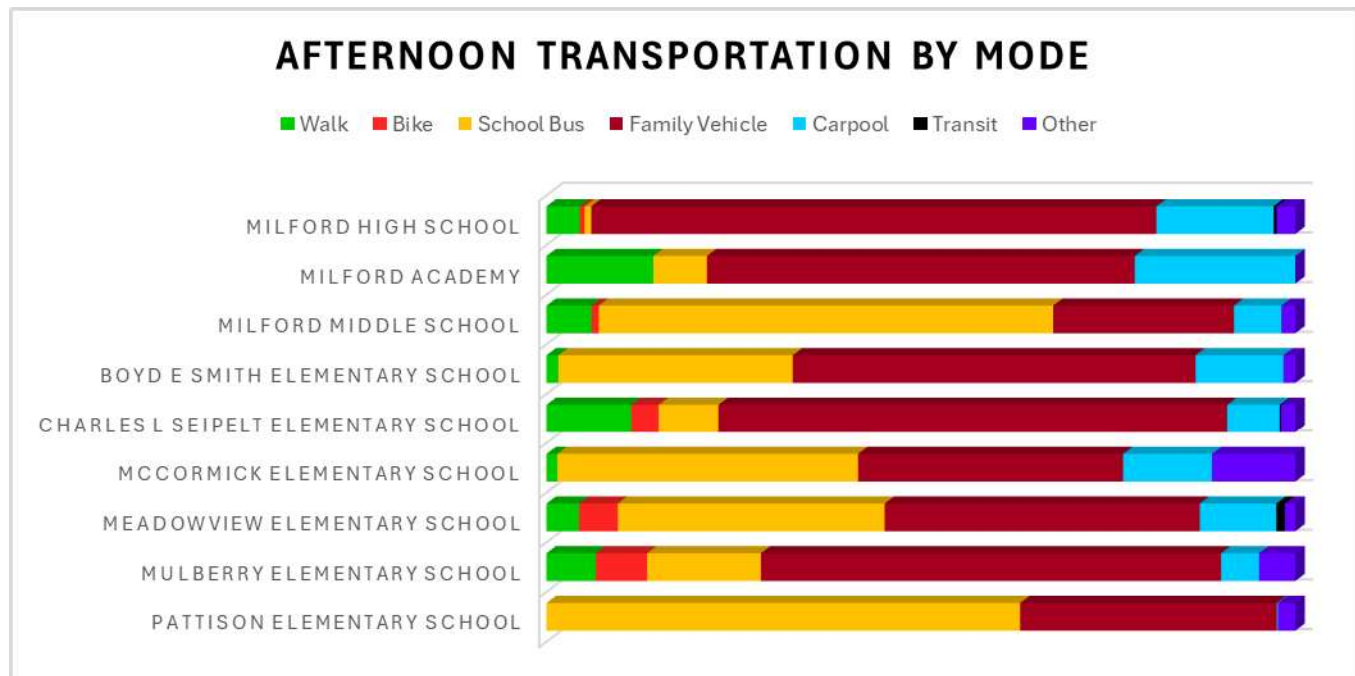


Figure 3. Student transportation by mode at afternoon dismissal

Figure 4 emphasizes the disproportionate relationship between the proportion of students walking and biking to each school and the proportion of students living within a 1- and 2-mile radius of each school. Note that the walking and biking proportions provided in this figure represent the combined average proportions of walkers and bikers at morning arrival and afternoon dismissal. The largest disproportion can be found at Boyd E Smith Elementary School where 89.4% of students live within 2 miles yet a combined 2.0% of students walk or bike, creating a difference of 87.4%. Similarly, Charles L Seipelt Elementary School has a difference of 74.4% and Mulberry Elementary School has a difference of 72.9%.



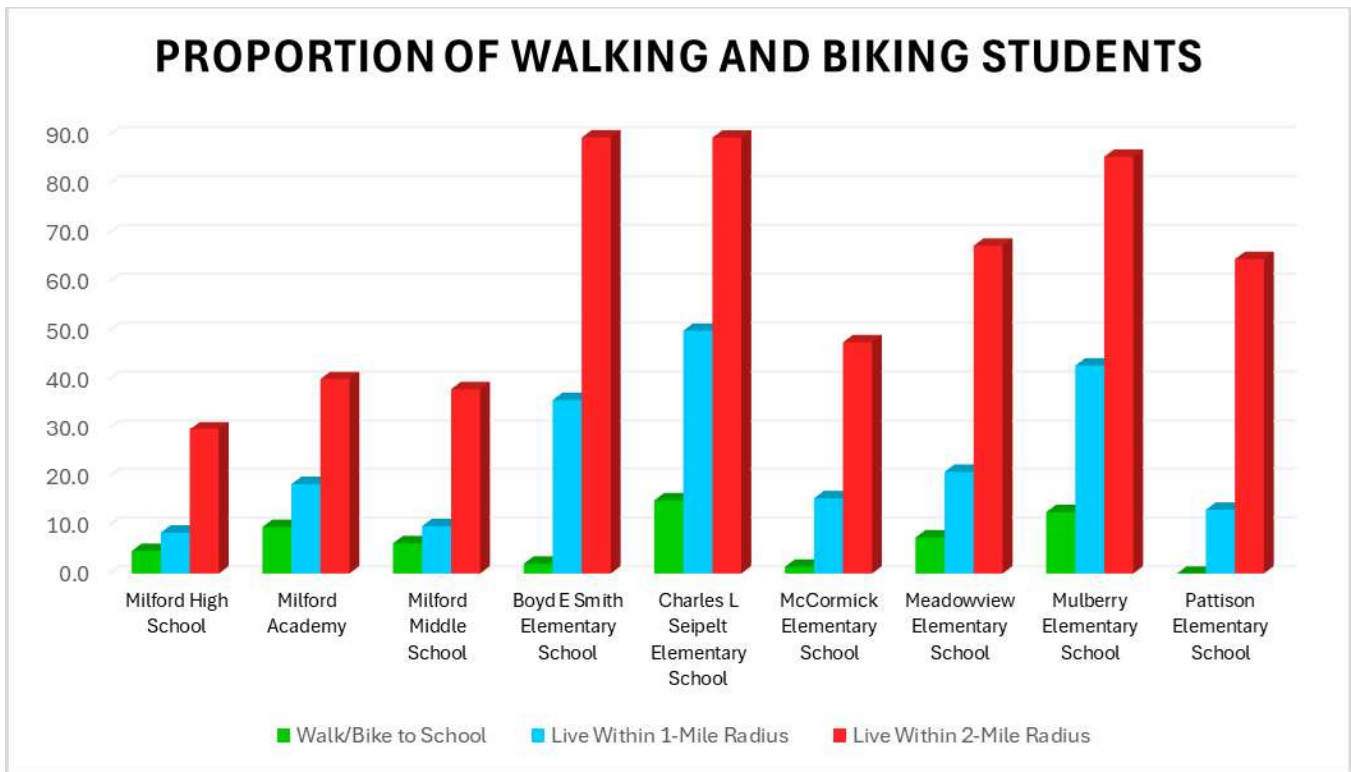


Figure 4. Proportion of walking and biking students at each school compared to the proportion of students living within a 1- and 2-mile radius

### Main Routes for Walking and Biking to School

Note that Milford Academy, which serves grades 9-12, is in the same building as Milford Middle School, which serves grades 6-8. The shared building for these two schools will be referred to as “Milford Middle School” herein.

#### Milford High School and Milford Middle School

Key routes for walking and biking to school are:

- SR 131
- Wolfpen-Pleasant Hill Road
- Deblin Drive
- Willnean Drive
- Michelle Trail
- Marcie Lane
- Sherwood Drive

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

- SR 131 and Wolfpen-Pleasant Hill Road
- SR 131 and Eagles Watch Way (school entrance)
- Wolfpen-Pleasant Hill Road and Eagles Watch Way (school entrance)



- Wolfpen-Pleasant Hill Road and Deblin Drive

### **Boyd E Smith Elementary School**

Key routes for walking and biking to school are:

- Jer Les Street
- Branch Hill-Guinea Pike
- Cook Road
- Cottontail Drive
- Glen Echo Drive
- Deerhaven Court
- Weber Road
- Diekmeyer Lane
- Century Farm Drive

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

- Jer Les Street and Branch Hill-Guinea Pike
- Branch Hill-Guinea Pike, Cook Road, and Weber Road
- Branch Hill-Guinea Pike and Glen Echo Drive
- Branch Hill-Guinea Pike and Deerhaven Court

### **Charles L Seipelt Elementary School**

Key routes for walking and biking to school are:

- SR 131
- Lila Avenue
- Willnean Drive
- Michelle Trail
- Marcie Lane
- Sherwood Drive

A key intersection that students walking and biking cross to get to school are:

- SR 131 and the Charles L Seipelt Elementary School entrance

### **McCormick Elementary School**

Key routes for walking and biking to school are:

- Loveland-Miamiville Road
- Branch Hill-Guinea Pike
- Price Road
- Bramblewood Drive
- Shadowhill Way
- Wards Corner Road



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

- Loveland-Miamiville Road and Branch Hill-Guinea Pike
- Loveland-Miamiville Road and Price Road
- Branch Hill-Guinea Pike and Waverly Hill Lane

### **Meadowview Elementary School**

Key routes for walking and biking to school are:

- Mt Zion Road
- Dry Run Road
- SR 131

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

- Mt Zion Road and the Meadowview Elementary School entrance
- Mt Zion Road and Dry Run Road
- SR 131 and Dry Run Road

### **Mulberry Elementary School**

Key routes for walking and biking to school are:

- Buckwheat Road
- Hunt Club Drive
- Monassas Run Road
- Blue Ridge Way
- Milburne Drive
- Deblin Drive
- Linden Creek Drive
- Emerson Lane

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

- Buckwheat Road and the Mulberry Elementary School entrance
- Buckwheat Road and Hunt Club Drive

### **Pattison Elementary School**

Key routes for walking and biking to school are:

- S Milford Road / Cleveland Avenue
- Round Bottom Road
- Beechwood Road
- Garfield Avenue

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

- S Milford Road and the Pattison Elementary School entrance
- S Milford Road and Round Bottom Road



Figure 5 below depicts a district-wide overview of the primary routes and intersections listed above. These routes have been combined to form the Walking and Biking Priority Network. Appendix B contains the full version of this map, as well as individual maps for each target school.

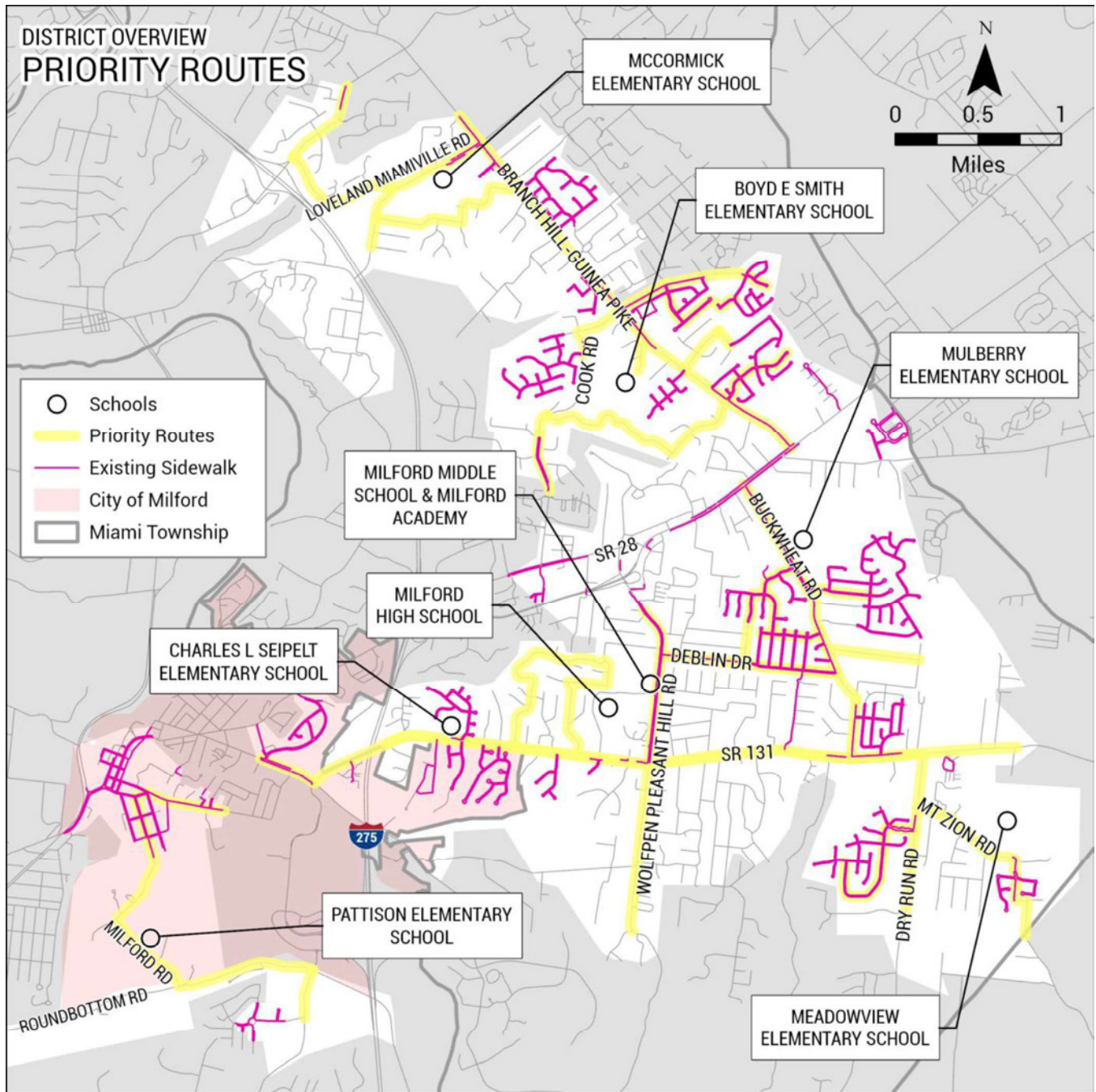


Figure 5. Walking & Biking Priority Network

## Arrival and Dismissal Process

During the site visits, team members learned that the district’s bus services had recently undergone major changes, directly affecting the arrival and dismissal processes at each school. Due to insufficient funding for the previous bus service configuration, the district has adopted a 2-mile minimum for K-8 students to be bussed to school. Further, bus services are no longer provided to high school students. This change went into effect for the 2025-26 school year, prompting most schools to create new vehicle routes within their campuses to combat the influx in parent vehicle traffic. These arrival and dismissal processes are described herein.



Figure 6. Milford Exempted Village School District bus waits for students at McCormick Elementary

## Milford High School

Milford High School (9-12) is located on a shared campus with Milford Middle School (6-8). School hours are 8:00 a.m. to 2:45 p.m. At the time of the site visit, the construction of the new middle school building had recently been completed, with some aspects of the project (sidewalk, new athletic fields, etc.) remaining to be constructed. This campus is situated northwest of the intersection of State Route 131 (SR 131) and Wolfpen-Pleasant Hill Road. According to the ODOT Safety Map Viewer, SR 131 is a minor arterial road and Wolfpen-Pleasant Hill Road is a major collector road. The campus can be accessed from either road. **Figure 7** provides the general layout and routing observed during the site visit. The full-size version of this map is also available in **Appendix C**.

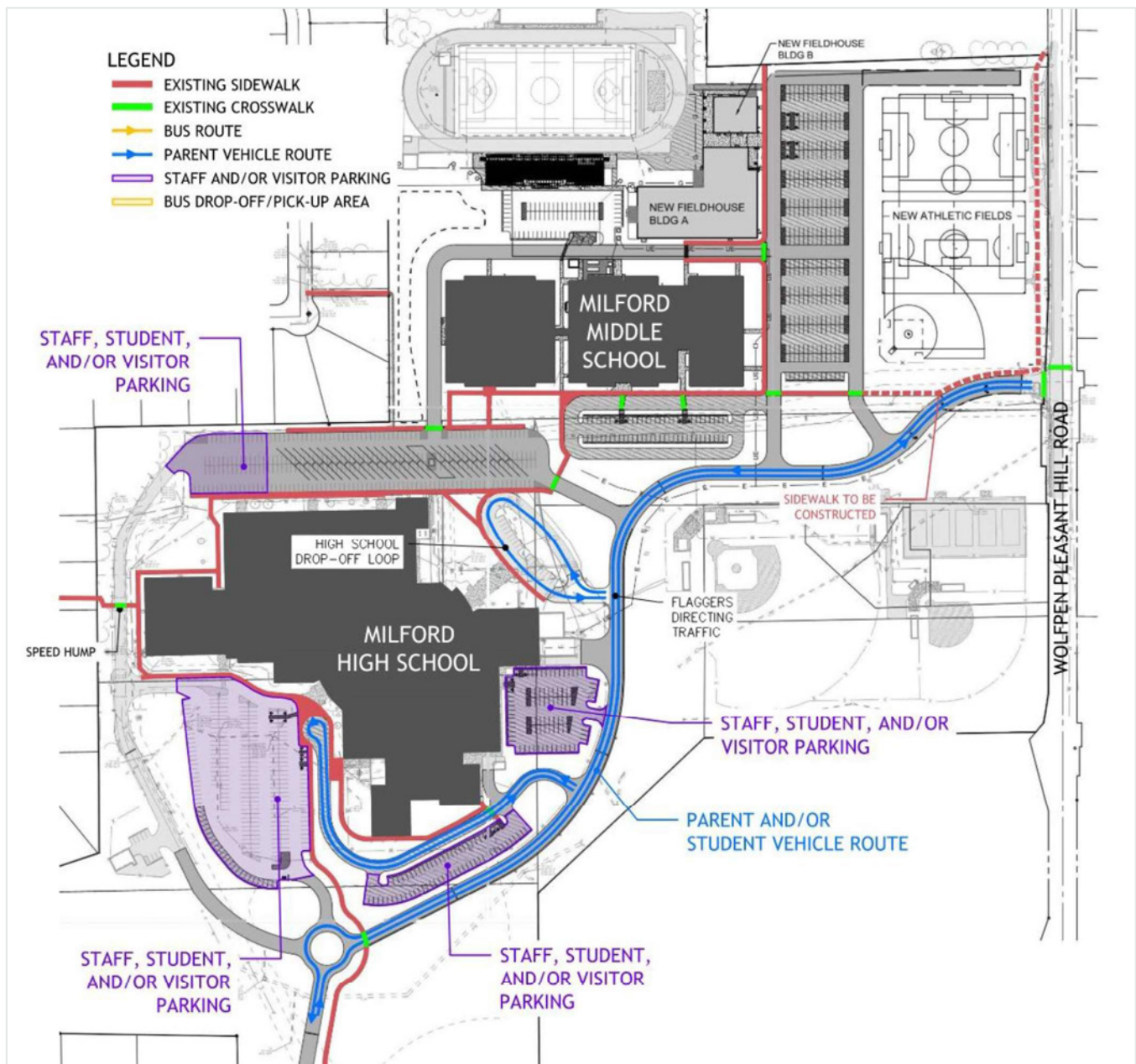


Figure 7. Site Visit Notes at Milford High School



Parent vehicles did not follow one consistent drop-off or pick-up route. Vehicles were observed entering and exiting all three campus access points: the northern (unsignalized) entrance on Wolfpen-Pleasant Hill Road, the southern (signalized) entrance on Wolfpen-Pleasant Hill Road, and the (unsignalized) entrance on SR 131. Upon entering these access points, parent vehicles were observed to form three primary queues:

### 1. Southeast High School Lot

Many parent vehicles entering the campus from the SR 131 access point turned right at the roundabout to head towards the newly constructed southeast high school lot, which hosts a defined drop-off/pick-up area. Once these vehicles reach the front of the line, they can drop-off their student and turn around to exit the lot. **Figure 10** displays a parent vehicle queue at this location. **Figure 11** also displays this drop-off and pick-up area.



Figure 10. Parent vehicles queue from the southeast high school lot at morning drop-off (facing north)



Figure 11. Drop-off and pick-up area, accessible from the southeast high school lot (facing south)

## 2. Central Drop-Off Loop: Wolfpen-Pleasant Hill Road

Vehicles entering from either Wolfpen-Pleasant Hill Road access point formed a queue of drivers attempting to turn right into the central drop-off loop. Upon reaching this drop-off loop, a flagger directed incoming and outgoing vehicles. After dropping off or picking up their student(s), vehicles could exit the loop in either direction. **Figure 12** and **Figure 13** depict the drop-off loop and a flagger, respectively.



Figure 12. High school students arrive at the drop-off loop



Figure 13. A flagger directs traffic and assists a crossing student at the drop-off loop entrance

## 3. Central Drop-Off Loop: SR 131

Some vehicles entering from the SR 131 access point formed a queue of drivers attempting to turn left into the central drop-off loop. Upon reaching the entrance of the loop, a flagger directed incoming and outgoing vehicles, as shown previously in **Figure 13**. These cars also exited the campus in either direction. The SR 131 queue is highlighted in **Figure 14**.



Figure 14. Parent vehicles arrive from SR 131 and form a queue at the drop-off loop entrance

#### Additional Drop-Off and Pick-Up Locations

Some vehicles entering from SR 131 continued straight at the roundabout to head towards the southwest high school lot. Fewer parent drivers utilized this lot, and team members did not observe a defined drop-off or pick-up queue here.

Some vehicles entering from Wolfpen-Pleasant Hill Drive formed a queue around the parking lot adjacent to the main entrance of the middle school. These vehicles were observed waiting for their students at afternoon pick-up. This parking lot is shown in **Figure 15** below.



Figure 15. Middle school main entrance parking lot, where some high school parent vehicles formed a queue at afternoon pick-up

### *Pedestrians and Cyclists*

Team members observed numerous students walking and biking during drop-off and pick-up, though it was unclear which students were walking to/from home, and which students were walking to/from a parent or personal vehicle. **Figure 16** depicts a group of students walking along the campus sidewalk towards the high school, though these walkers likely drove themselves and parked in the Charity J Lucas Soccer Stadium lot.



**Figure 16.** Students walk towards the high school, likely from the Charity J Lucas Soccer Stadium lot

Some students were observed emerging from a wooded trail, as shown in **Figure 17**. This unpaved trail connects the school property to the Timber Creek Apartments. It is unclear whether these students walked from their homes or if a parent dropped them off here to avoid the long vehicle queues.



**Figure 17.** Students (left) exit from a small opening of a wooded trail (right)

Few high school students were observed riding bicycles or scooters to school. The high school provides two bike racks: one at its southern entrance (at the southwest lot) and one at its northern entrance (at the drop-off loop). Both racks were observed to contain a few bikes and scooters, as shown in **Figure 18** below.



**Figure 18.** Bicycles and scooters are stored in the southern (left) and northern (right) bike racks

A student arriving to school on a scooter was captured in **Figure 19**.



**Figure 19.** One high school student arrives on a scooter

*“Our kids want the option to walk to/from school but we just cannot let them because of the lack of sidewalks.” – Milford High School parent*

## Milford Middle School

Milford Middle School (6-8) is located on the shared campus with Milford High School (9-12), as described in the previous section. School hours are 7:15 a.m. to 2:00 p.m. Recall that the construction of the new middle school building had recently been completed prior to the start of the 2025-26 school year, with some aspects of the project (sidewalk, new athletic fields, etc.) remaining to be constructed. **Figure 20** provides the general layout and routing observed during the site visit. The full-size version of this map is also available in **Appendix C**.

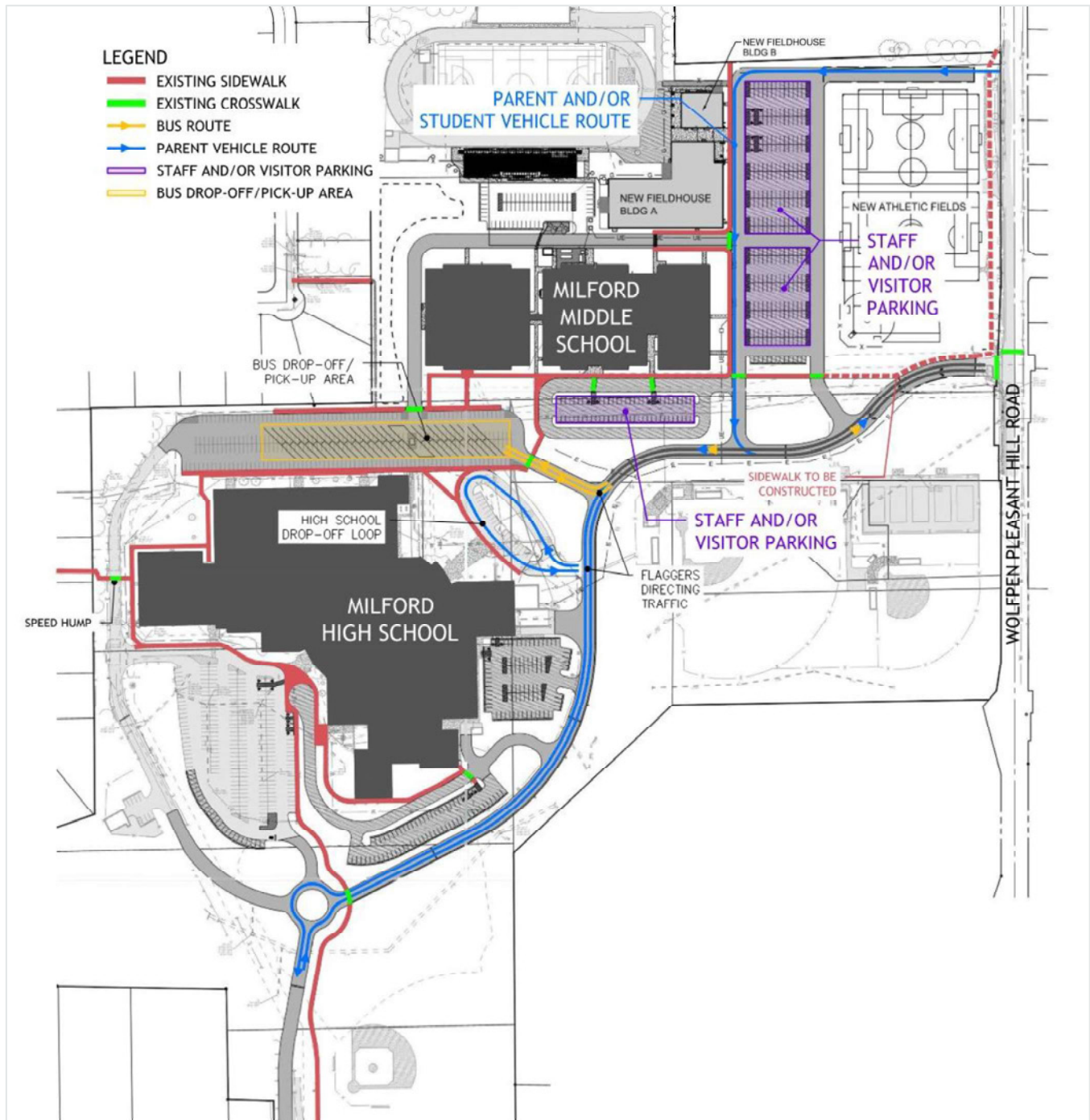


Figure 20. Site Visit Notes at Milford Middle School

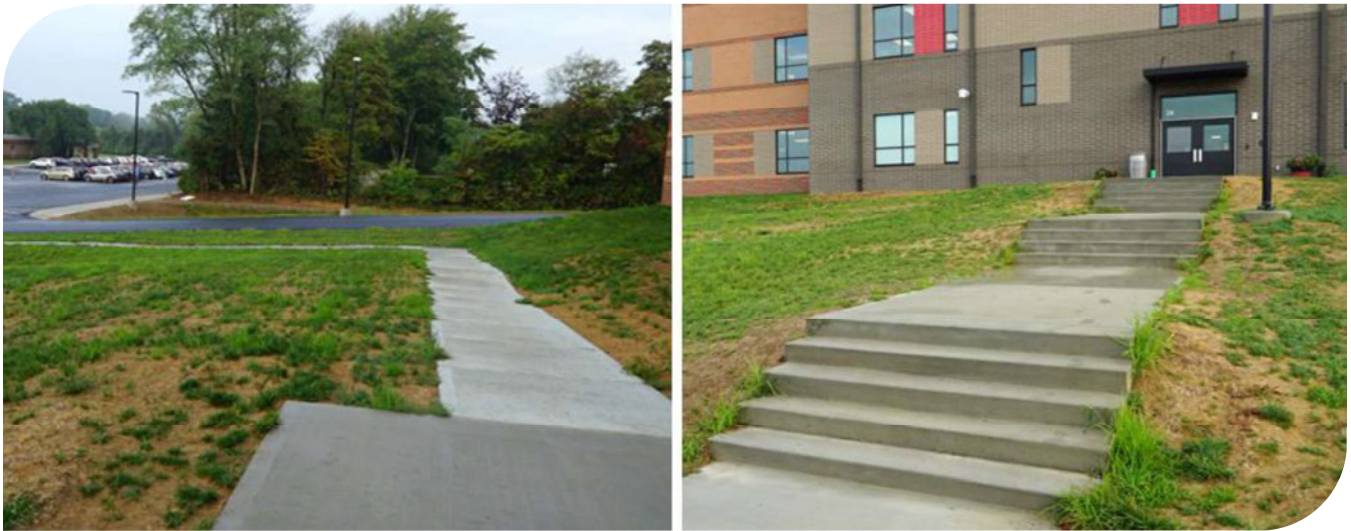
### Bus Routing

Most, if not all, buses were observed to arrive at the school from the signalized entrance on Wolfpen-Pleasant Hill Road. The buses then parked in the lot situated directly between the middle and high school for drop-off and pick-up. One bus was observed to arrive late and parked in front of the crosswalk highlighted in **Figure 21**.



**Figure 21.** Middle school students exit their buses at drop-off and utilize the crosswalk, highlighted in red

Middle school students access this lot by traveling along a ramp or one of the two sets of stairs. See **Figure 22**.



**Figure 22.** Ramp (left) and stairs (right) that lead to the middle school

Flaggers are stationed at the intersection leading to this parking lot to assist the buses in navigating through the parent vehicle traffic. One flagger expressed interest in determining a different route for the buses, such as using the access roads that travel behind the schools, rather than the main campus routes shared by parent vehicles. This would likely reduce vehicle-bus conflict points and may result in reduced delays for all drivers.

**Figure 23** depicts a flagger stopping parent vehicle traffic to allow the buses to exit.



**Figure 23. A staff member directs bus and parent vehicle traffic (facing east)**

### *Parent Vehicles*

Parent vehicles did not follow one consistent drop-off or pick-up route. Vehicles were observed entering and exiting all three campus access points: the northern (unsignalized) entrance on Wolfpen-Pleasant Hill Road, the southern (signalized) entrance on Wolfpen-Pleasant Hill Road, and the (unsignalized) entrance on SR 131. Upon entering these access points, parent vehicles were observed to form three primary queues:

#### **1. East Middle School Lot**

Vehicles entering from the northern Wolfpen-Pleasant Hill Road access point queued along the eastern side of the new middle school and sports complex, where the students would then enter or exit their vehicle. This queue is highlighted in **Figure 24** below. The sidewalk at which the students would enter or exit is shown in **Figure 25**. These vehicles would then exit using the southern Wolfpen-Pleasant Hill Road entrance. This queue backed up onto southbound Wolfpen-Pleasant Hill Road.



**Figure 24. Parent vehicle queue on the east side of the middle school (facing north)**



Figure 25. Sidewalk along the east side of the middle school (facing south) where drop-off and pick-up occurs

## 2. Central Drop-Off Loop: Wolfpen-Pleasant Hill Road

Similar to high school drop-off and pick-up, vehicles entering from the signalized southern Wolfpen-Pleasant Hill Road access point formed a queue of drivers attempting to turn right into the central drop-off loop. Upon reaching the loop entrance, a flagger directed incoming and outgoing vehicles. After dropping off or picking up their student, vehicles could exit the loop in either direction. The central drop-off loop is shown in **Figure 26** below. This queue gets especially backed up when the buses need to enter or exit their drop-off/pick-up lot, which is facilitated by a flagger, as shown previously in **Figure 23**.



Figure 26. The drop-off loop in front of the high school at afternoon pick-up

Middle school students access the drop-off loop from the ramp or stairs as shown previously in **Figure 21**.

### 3. Central Drop-Off Loop: SR 131

Similar to high school drop-off and pick-up, vehicles entering from SR 131 formed a queue of drivers attempting to turn left into the central drop-off loop. Upon reaching the loop, a flagger directed incoming and outgoing vehicles, like that shown previously in **Figure 13**. These cars also exited the campus in either direction. The opposing queues from Wolfpen-Pleasant Hill Road and SR 131 were captured during the afternoon pick-up and are provided in **Figure 27** below.



**Figure 27. SR 131 queue (red) and Wolfpen-Pleasant Hill Road queue (blue) attempt to enter the drop-off loop**

#### *Pedestrians and Cyclists*

Numerous students walked and biked during drop-off and pick-up, though it was unclear which students were walking home, and which were walking to a parent vehicle. Vehicle-pedestrian conflict points exist throughout the campus due to a lack of sidewalk along campus roads. As a result, students travel in the grass or on the road. Due to the muddy conditions during the site visit, many students chose to walk in the road (see **Figure 28**). In efforts to reduce vehicle-pedestrian conflicts, staff members and flaggers told students to wait for their vehicle to find them at the central drop-off loop. Flaggers expressed wishes for more sidewalk along common pedestrian routes within the school campus, as well as marked crosswalks where they regularly direct traffic.



**Figure 28. Middle school students walk in the grass and on the road alongside parent vehicle traffic**

The bike racks in front of the middle school stored bicycles and scooters during the school day, as shown in **Figure 29** below.



**Figure 29. Bicycles and scooters in the middle school bike rack**

Staff members directing traffic also assisted students in crossing parent vehicle traffic, as depicted in **Figure 30**.



**Figure 30. Two staff members assist pedestrians and a cyclist in navigating parent vehicle traffic**

Outside of the campus, sidewalk is available along Wolfpen-Pleasant Hill Road, but not along SR 131. During the observed drop-off, this sidewalk was noted as having insufficient lighting during the dark conditions. Team members noted that many students walked to the United Dairy Farmers convenience store located at the intersection of Wolfpen-Pleasant Hill Road and SR 131, either to shop or to be picked up by a parent. Team members visited the site on an additional day and captured the image shown in **Figure 31**.



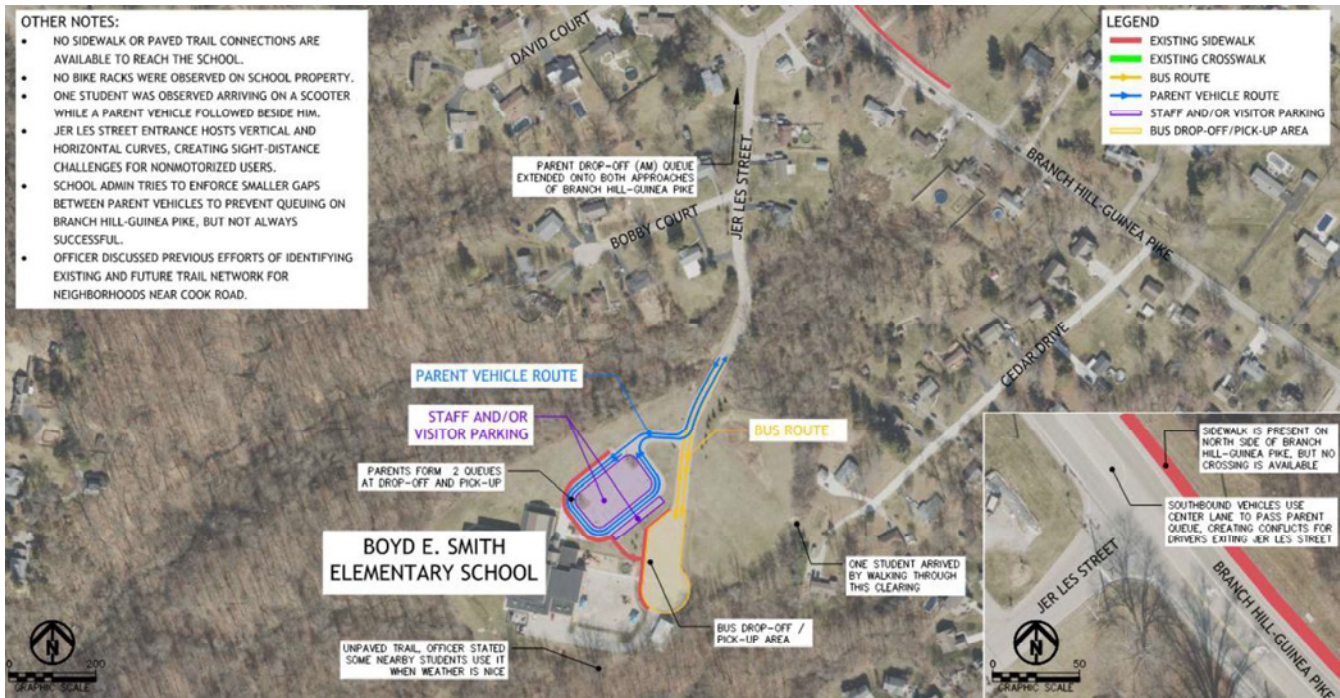
Figure 31. Middle school students walk along Wolfpen-Pleasant Hill Road following afternoon release

*“Even though we are close, the nearby intersection is DANGEROUS! The school zone lights are not on at that time of morning, there is a [lot] of traffic at Wolfpen and 131, no sidewalk to even GET TO the intersection from our neighborhood, no street lights along Wolfpen and it's pitch black ... Not everyone has a walkable/bikeable option just because they are close. I drive my kids everyday...” – Milford Middle School parent*

## Boyd E Smith Elementary School

Boyd E Smith Elementary School (K-5) is located at the southern end of Jer Les Street: a 0.19-mile local road that terminates at Branch Hill-Guinea Pike. Branch Hill-Guinea Pike is a minor arterial road that hosts approximately 11,000 vehicles per day, according to the ODOT Safety Map Viewer. School hours are 9:00 a.m. to 3:45 p.m.

**Figure 32** provides the general layout and routing observed during the site visit. The full-size version of this map is also available in **Appendix C**.



**Figure 32. Site Visit Notes at Boyd E Smith Elementary School**

### Bus Routing

Buses arrive at the school by entering Jer Les Street from Branch Hill-Guinea Pike. Buses enter the southeastern parking lot for drop-off and pick-up, before turning around to exit the property. Sidewalk and an ADA-compliant curb ramp provide accessible travel between the bus area and the school building (see **Figure 33**).



**Figure 33. A student uses an available curb ramp to reach their bus.**

### Parent Vehicles

Like buses, parent vehicles arrive at the school by entering Jer Les Street from Branch Hill-Guinea Pike. Upon reaching the school's parking lot, vehicles form two queues around the lot (see **Figure 34**). Staff members assist students entering and exiting these vehicles, as shown in **Figure 35**. At the site visit, parents and staff members were observed working together to prevent pedestrian-vehicle conflicts. An officer was also present, assisting in directing vehicle and bus traffic.



Figure 34. Signage for parent vehicles



Figure 35. Students walk to their vehicle at pick-up

In the morning, the parent vehicle queue extended onto both Branch Hill-Guinea Pike approaches. This queue resulted in impatient southbound drivers using the center turn lane to maneuver around the stopped traffic. This increases the likelihood of crashes at this location, as drivers' sight distance is obstructed and the vehicles exiting Jer Les Street are less likely to anticipate southbound vehicles proceeding through the intersection in the center turn lane. The southbound queue is captured in **Figure 36** below.



**Figure 36. Southbound vehicles queue on Branch Hill-Guinea Pike at drop-off**

Note that the southbound queue only contained a few turning vehicles. The officer at the school stated that parents are told to leave smaller gaps between vehicles to make room for these last few cars, though this has not been successful. A similar queue was observed on the northbound approach, though these cars were stored in the left turn lane and did not obstruct through traffic (see **Figure 37**).



**Figure 37. Northbound vehicles queue on Branch Hill-Guinea Pike at drop-off**

### *Pedestrians and Cyclists*

During the site visit, there was one pedestrian observed walking to school from Cedar Drive through a clearing in a neighbor's tree line. One student was observed arriving to school on a scooter, while a parent vehicle followed closely behind, likely to ensure their safety (see **Figure 38**). There were no bike racks observed at the site visit.



**Figure 38. A student rides a scooter to school while being accompanied by a parent vehicle**

No students were observed walking along Jer Les Street. There is no sidewalk available on this street, nor is there a marked crossing at the Branch Hill-Guinea Pike intersection. Obstacles such as fences (see **Figure 39**), landscaping and vegetation, and steep cross slopes make walking along Jer Les Street difficult, especially when vehicles are moving in both directions of the narrow street. Horizontal and vertical curves along the street obstruct sight distance, further increasing difficulty for pedestrians to travel safely along this street.



**Figure 39. Point of view of a pedestrian walking south on Jer Les Street towards the school**

Though there are no paved walkways to reach the school, there is an unpaved trail south of the school called the Science & Nature Trail. This trailhead is shown in **Figure 40** below. The officer at the school mentioned that there have been efforts to identify existing and future trail networks to connect additional neighborhoods to the school, especially those that branch from Cook Road. Cook Road, located about a quarter-mile west of the school, is separated from the school by dense vegetation.



Figure 40. Science & Nature Trail entrance near Boyd E Smith Elementary.

*“Our son would ride his bike to school most [almost] everyday, but there is no infrastructure to facilitate this. There's no safe, dedicated crosswalk across Branch Hill Guinea to Jer-Les, and there's no sidewalk along Jer-Les leading to the school gates, and there's no sidewalk leading through or around the gates and the parking lot to the school building itself. I imagine there would also need to be bike rack or scooter parking in place should the sidewalk infrastructure come to fruition.” – Boyd E Smith Elementary parent*

## Charles L Seipelt Elementary School

Charles L Seipelt Elementary School (K-5) is located on SR 131. This minor arterial road hosts approximately 12,900 vehicles per day, according to ODOT's Safety Map Viewer. School hours are 9:00 a.m. to 3:45 p.m. **Figure 41** provides the general layout and routing observed during the site visit. The full-size version of this map is also available in **Appendix C**.

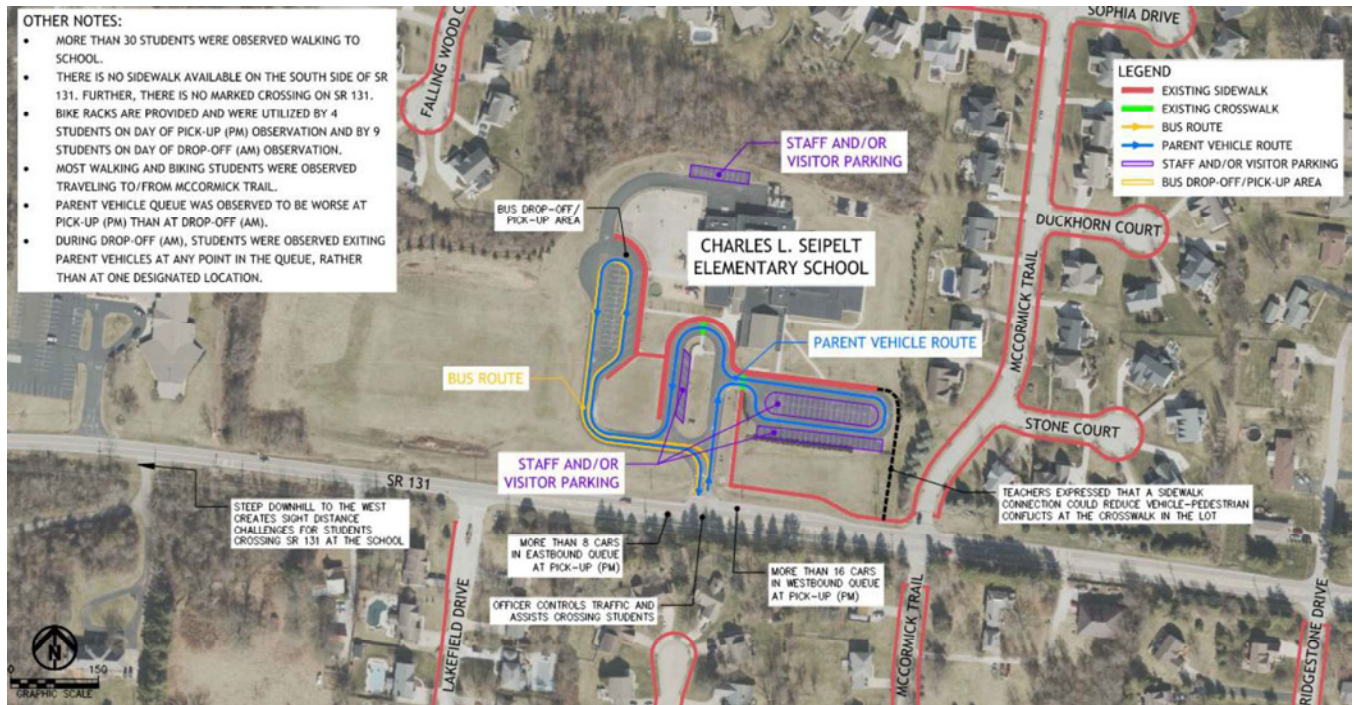


Figure 41. Site Visit Notes at Charles L Seipelt Elementary School

### Bus Routing

Buses arrive at the school and turn left to enter the western parking lot for drop-off and pick-up. Sidewalk and an ADA-compliant curb ramp provide accessible travel between the bus area and the school building (see **Figure 42**). Unlike at other schools in the district, buses and parent vehicles share a drop-off/pick-up area.



Figure 42. School buses arrive for pick-up

### *Parent Vehicles*

Parent vehicles arrive at the school and turn right to follow an intricate queuing formation (see **Figure 43**). This queue wraps around the eastern lot, goes past the school's main entrance, and wraps around the western lot where the buses also drop off and pick up students. Note that the queue extended onto both approaches of SR 131, though many of these vehicles were stored in the left- and right-turn lanes. An officer assists in directing traffic at the intersection. Unlike other elementary schools, Charles L Seipelt appeared to allow students to exit and enter parent vehicles at any spot along the school's sidewalk, rather than at one designated location.



**Figure 43.** Parents form their queue upon entering school property

### *Pedestrians and Cyclists*

There were more than 30 students observed walking to school during the site visit. Similarly, there were 9 bicycles observed in the bike rack during the drop-off observation. See **Figure 44** below.



**Figure 44.** Bicycles in the bike racks following morning drop-off at Charles L Seipelt Elementary School

Most students who walked or biked were observed to travel along SR 131 to/from McCormick Trail (see **Figure 45**). However, these students must travel through the busy parking lot to reach the sidewalk. Teachers noted that a sidewalk connection east of the parking lot could reduce these vehicle-pedestrian conflict points.



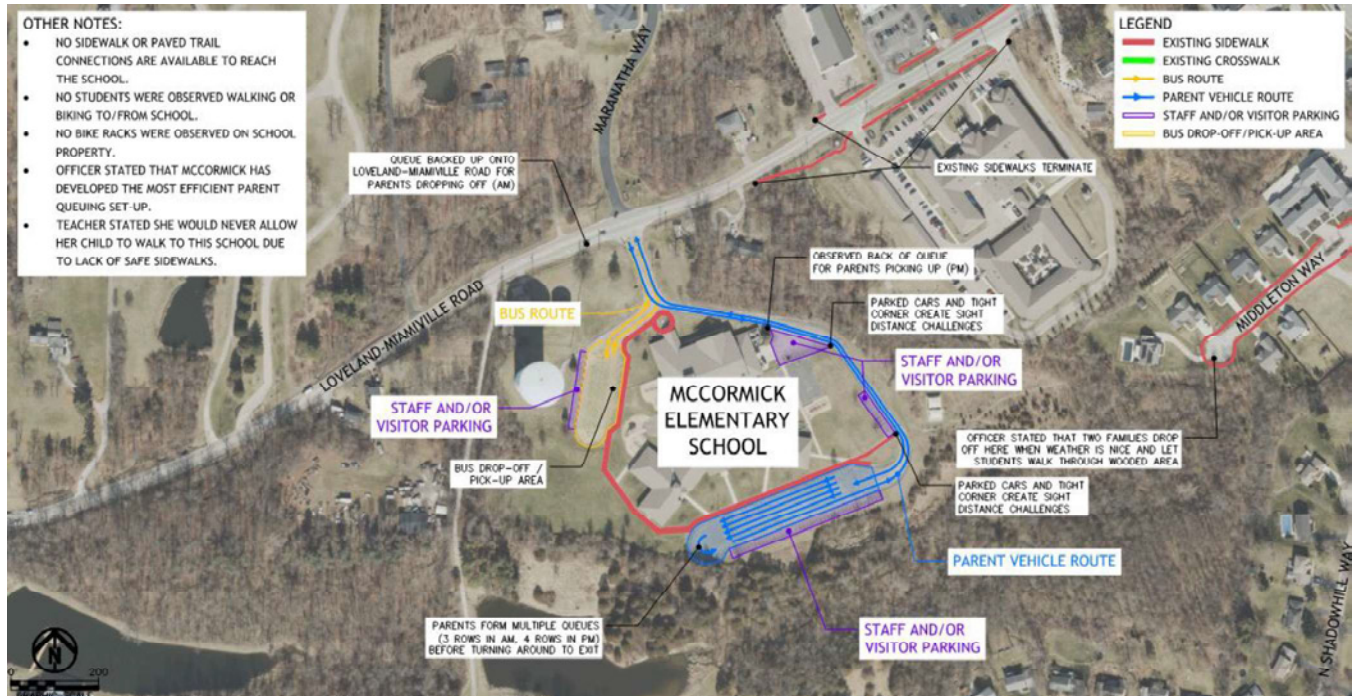
**Figure 45. Pedestrians (left) and cyclists (right) travel along the sidewalk on the north side of SR 131**

Note that there is no sidewalk on SR 131 west of the school, no sidewalk on the south side of SR 131, and no marked crossing at the intersection of SR 131 and the school entrance. The officer at this intersection also assisted students who need to cross SR 131.

*“If we could get sidewalks put in it would make a world of a difference for our family.” – Charles L Seipelt Elementary parent*

## McCormick Elementary School

McCormick Elementary School (K-5) is located on Loveland-Miamiville Road. This principal arterial road hosts approximately 9,700 vehicles per day, according to the ODOT Safety Map Viewer. School hours are 8:15 a.m. to 3:00 p.m. **Figure 46** provides the general layout and routing observed during the site visit. The full-size version of this map is also available in **Appendix C**.



**Figure 46. Site Visit Notes at McCormick Elementary School**

### *Bus Routing*

Buses enter the school property from Loveland-Miamiville Road and turn right to park in the western parking lot for drop-off and pick-up. A staff member directs bus and parent vehicle traffic at the main entrance. Sidewalk and a curb ramp provide accessible travel between buses and the school building (see **Figure 33**).



**Figure 47. Buses arrive in the western lot for morning drop-off at McCormick Elementary School**

### Parent Vehicles

Parent vehicles arrive at the school and turn left to reach the southern parking lot for drop-off and pick-up. Upon entering the lot, these vehicles were observed to form three rows at drop-off and four rows at pick-up. Staff members then assisted students in exiting or entering their respective vehicles, one row at a time. Once each individual row was complete, the parents were dismissed and the process repeated for the next row. Staff members expressed that the new 2-mile minimum greatly increased vehicle traffic at this school. Though relatively new at the time of the site visit, this procedure appeared to run very smoothly with cooperation from parents, students, and staff alike, avoiding vehicle-pedestrian conflicts.



Figure 48. Students enter vehicles in "Row 2" at afternoon pick-up at McCormick Elementary School

The three- and four-row configurations offer an increased storage capacity for vehicles. Though a few vehicles were observed queueing onto eastbound Loveland-Miamiville Road at drop-off, these cars were stored in the right-turn lane. No cars were observed queueing onto Loveland-Miamiville Road at pick-up, when four rows are used.

An officer was present at the school and stated that she frequently runs radar on Loveland-Miamiville Road during drop-off and pick-up to enforce slower speeds near the school. She stated that McCormick Elementary School exhibited the most efficient parent vehicle queuing procedure.



Figure 49. Cones direct parent vehicles to form four rows for afternoon pick-up at McCormick Elementary School

### *Pedestrians and Cyclists*

There were no pedestrians, cyclists, or bike racks observed at McCormick Elementary School. There are no sidewalks or crosswalks west of the school. There is sidewalk east of the school on both sides of Loveland-Miamiville Road, though both terminate prior to reaching the school property. These sidewalks are captured in **Figure 50**.



**Figure 50. Sidewalk on Loveland-Miamiville Road terminates prior to reaching McCormick Elementary School**

One staff member stated that she would never allow her child to walk to school here due to the lack of sidewalk. The officer stated that two families drop their children off at the end of Middleton Way and allow them to walk through a wooded area to reach the school. The distance of this walk is approximately 700 feet.

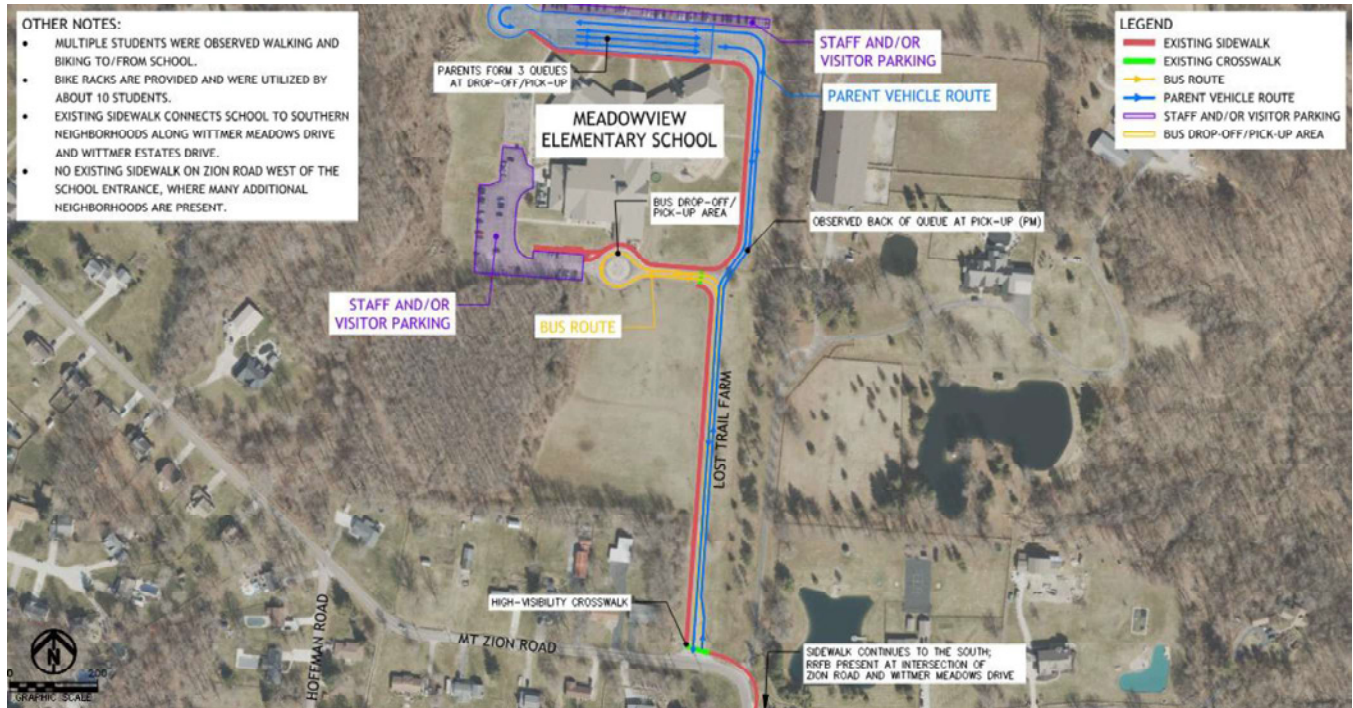
Team members noted sight distance limitations when walking along the eastern side of the campus due to parked vehicles and the curves in the access road. These sight obstructions may increase the likelihood of vehicle-pedestrian conflicts for staff members or students walking along this access road.



**Figure 51. Sidewalk terminates near the eastern parking area while parent traffic turns this corner in both directions**

## Meadowview Elementary School

Meadowview Elementary School (K-5) is located on Mt Zion Road: a local road that runs from Stonelick Williams Corner Road to Dry Run Road with residential neighborhoods branching off it. School hours are 8:15 a.m. to 3:00 p.m. **Figure 52** provides the general layout and routing observed during the site visit. The full-size version of this map is also available in **Appendix C**.



**Figure 52. Site Visit Notes at Meadowview Elementary School**

### Bus Routing

Buses enter the school from Mt Zion Road and turn left to queue in front of the school for drop-off and pick-up, utilizing the roundabout at the main entrance (see **Figure 53**). Sidewalk and an ADA-compliant curb ramp provide accessible travel between buses and the school building.



**Figure 53. Buses queue for afternoon pick-up at the roundabout at Meadowview Elementary School**

### *Parent Vehicles*

Parent vehicles arrive at the school and proceed to the northern parking lot for drop-off and pick-up. Upon entering the lot, these vehicles were observed to form three rows. Staff members then assisted students in exiting or entering their respective vehicles, one row at a time. Once each individual row was complete, the parents were dismissed and the process repeated for the next row. Like at McCormick Elementary, this procedure appeared to run very smoothly with cooperation from parents, students, and staff alike, preventing any vehicle-pedestrian conflicts.



**Figure 54. Parent vehicles form three rows at afternoon pick-up at Meadowview Elementary School**

The back of the parent vehicle queue was observed near the access road leading to the roundabout, therefore not impacting Mt Zion Road. This queue is shown in **Figure 55** below.



**Figure 55. Observed back of queue at afternoon pick-up at Meadowview Elementary**

### *Pedestrians and Cyclists*

Team members observed multiple students walking and biking to/from Meadowview Elementary School. Sidewalk exists along the school's nearly 800-foot long entrance, providing connection from the building to Mt Zion Road. Two high-visibility crosswalks were present along the school's driveway: one near the roundabout (see **Figure 56**) and one at Mt Zion Road.



**Figure 56. A staff member directs traffic while cyclists cross the school driveway near the roundabout**

Upon reaching Mt Zion Road from the school, students can utilize the quarter-mile stretch of sidewalk that continues south. This sidewalk connects to the sidewalk networks on Wittmer Meadows Drive to the west and Wittmer Estates Drive to the east. A rectangular rapid flashing beacon (RRFB) is installed at the intersection of these two streets and Mt Zion Road, further enhancing safety for non-motorized users.



**Figure 57. An RRFB is present at the intersection of Mt Zion Road, Wittmer Meadows Drive, and Wittmer Estates Drive**

However, there are no pedestrian or cyclist facilities present along Mt Zion Road west of the school entrance. There are multiple neighborhoods west of the school entrance, such as those branching from Hoffman Road, Hickory Thicket Drive, Orchard Valley Drive, and Dry Run Road.



Figure 58. Bicycles and scooters are stored in the bike racks at Meadowview Elementary School

*“I would feel comfortable letting my kids walk if sidewalks were available. Skinny country roads with cars going upwards of 45mph, blind spots and drivers more worried about cell phones than kids keeps my kids from being allowed to bike or walk even though we are very close to the school.” – Meadowview Elementary parent*

## Mulberry Elementary School

Mulberry Elementary School (K-5) is located on Buckwheat Road. This principal arterial road hosts approximately 13,100 vehicles per day, according to the ODOT Safety Map Viewer. School hours are 9:00 a.m. to 3:45 p.m.

**Figure 59** provides the general layout and routing observed during the site visit. The full-size version of this map is also available in **Appendix C**.



**Figure 59.** Site Visit Notes at Mulberry Elementary School

### Bus Routing

Buses use the northern school entrance and form a queue using the roundabout at the main entrance. This routing is repeated for both drop-off and pick-up. Sidewalk and an ADA-compliant curb ramp provide accessible travel between buses and the school building. These buses are shown in **Figure 60** below.



**Figure 60.** Buses arrive for afternoon pick-up at Mulberry Elementary School

### Parent Vehicles

Parent vehicles use the southern school entrance and proceed to the parking lot behind the school. Upon entering the lot, these vehicles were observed to form three rows. Staff members then assisted students in exiting or entering their respective vehicles, one row at a time. Once each individual row was complete, the parents were dismissed and the process repeated for the next row. This configuration is depicted in **Figure 61**.



**Figure 61.** Parent vehicles form three rows during drop-off at Mulberry Elementary School

However, not all parent vehicles followed this procedure. The Miami Township Branch of the Clermont County Public Library is next door, and the two buildings share the school's southern entrance. Some parents park in the library parking lot and allow their students to walk over to the school. This increases pedestrian exposure to parent vehicle traffic, creating vehicle-pedestrian conflict points that are not presented in the school's preferred queueing process. **Figure 62** shows a staff member assisting these students in crossing parent vehicle traffic.



**Figure 62.** A staff member assists students crossing parent vehicle traffic from the library parking lot to Mulberry Elementary School

### *Pedestrians and Cyclists*

Team members observed numerous students walking and biking to/from Mulberry Elementary School. Sidewalk is present on Buckwheat Road along both approaches to the school. Sidewalk is also available at the entrances to nearby residential neighborhoods such as Hunt Club Drive (400 feet southeast of the school entrance) and Linden Creed Drive (1,300 feet southeast of the school entrance). Additionally, two RRFBs are present on Buckwheat Road: one at the school's southern entrance (see **Figure 63**) and one at Hunt Club Drive. Following the influx of pedestrians and cyclists due to the reduction in bus service, a volunteer crosswalk team formed to assist students crossing at the southern entrance. This group of volunteers are oftentimes joined by the school resource officer and have been supplied with safety gear by the PTO.



**Figure 63. RRFB and high-visibility cross on Buckwheat Road at the school's south entrance**

Note that the Miami Township Community Park is across the street from the school. Many of the walking and biking students were observed traveling to the park. This may be due to parents parking in this lot for drop-off and pick-up. A sidewalk connects this park to Hunt Club Drive, which may also be attracting students to the park.

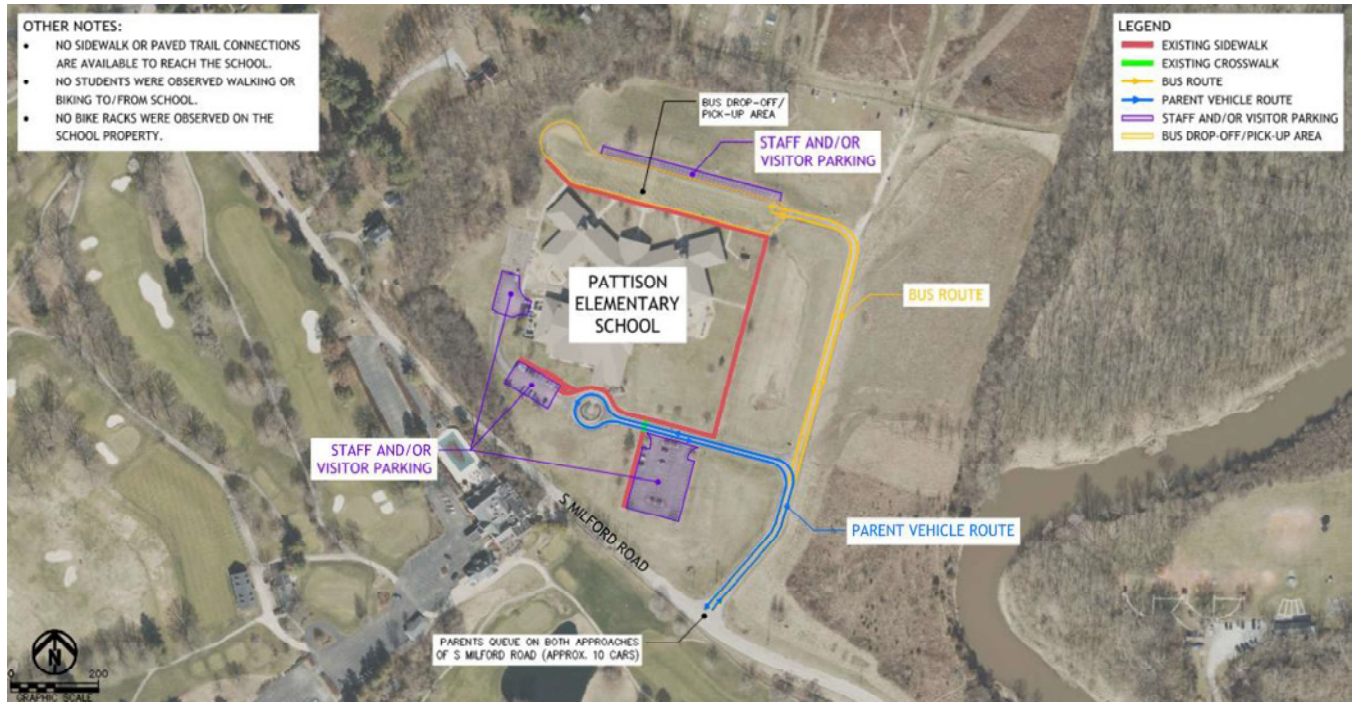


**Figure 64. Students cross Buckwheat Drive using an RRFB at the school's southern entrance**

*“I ride half way with her, then a parent rides with a larger group of kids from there to school.” – Mulberry Elementary parent*

## Pattison Elementary School

Pattison Elementary School (K-5) is in the City of Milford on S Milford Road: a local road that begins at Round Bottom Road before eventually turning into Cleveland Avenue. School hours are 8:15 a.m. to 3:00 p.m. **Figure 65** provides the general layout and routing observed during the site visit. The full-size version of this map is also available in **Appendix C**.



**Figure 65. Site Visit Notes at Pattison Elementary School**

### *Bus Routing*

Buses enter from S Milford Road and head to the north parking lot for drop-off and pick-up (see **Figure 53**). Sidewalk and an ADA-compliant curb ramp provide accessible travel between buses and the school building.



**Figure 66. Buses arrive for afternoon pick-up at Pattison Elementary School**

### Parent Vehicles

Parent vehicles enter from S Milford Road and turn left to queue in front of the school for drop-off and pick-up, utilizing the roundabout at the main entrance (see **Figure 67**).



**Figure 67.** Parent vehicles queue in front of Pattison Elementary School using the roundabout

This queue extended onto both approaches of S Milford Road, impacting through traffic as no turn lanes are present. At morning drop-off, about 10 cars were observed to be waiting on S Milford Road. This queue is captured in **Figure 68**.



**Figure 68.** Parent vehicle queue extends onto S Milford Road at morning drop-off at Pattison Elementary School

### *Pedestrians and Cyclists*

There were no pedestrians, cyclists, or bike racks observed at Pattison Elementary School. There are no sidewalks or crosswalks present along either approach of S Milford Road, as shown in **Figure 69**.



**Figure 69.** East (left) and west (right) approaches of S Milford Road

*“Love the idea of being able to walk or bike to Pattison, but [Beechwood Road] and [Round Bottom Road] make that impossible.” – Pattison Elementary parent*

## Safety Data Review

During the five-year period of 2020-2024, there were twelve pedestrian crashes and eight cyclist crashes recorded within a 2-mile radius of the target schools. Six of these crashes resulted in serious injury or fatality. Two of these crashes involved school-age adolescents. Notably, one crash involved a 13-year old female pedestrian at the intersection of Wolfpen-Pleasant Hill Road and Emily Drive, which is directly adjacent to the shared middle/high school campus. The analyzed crashes are summarized in **Table 6** and shown in **Figure 70**. Note that this crash map is also available in **Appendix D**.

Table 6. Bicycle and pedestrian crashes near schools [2020-2024]

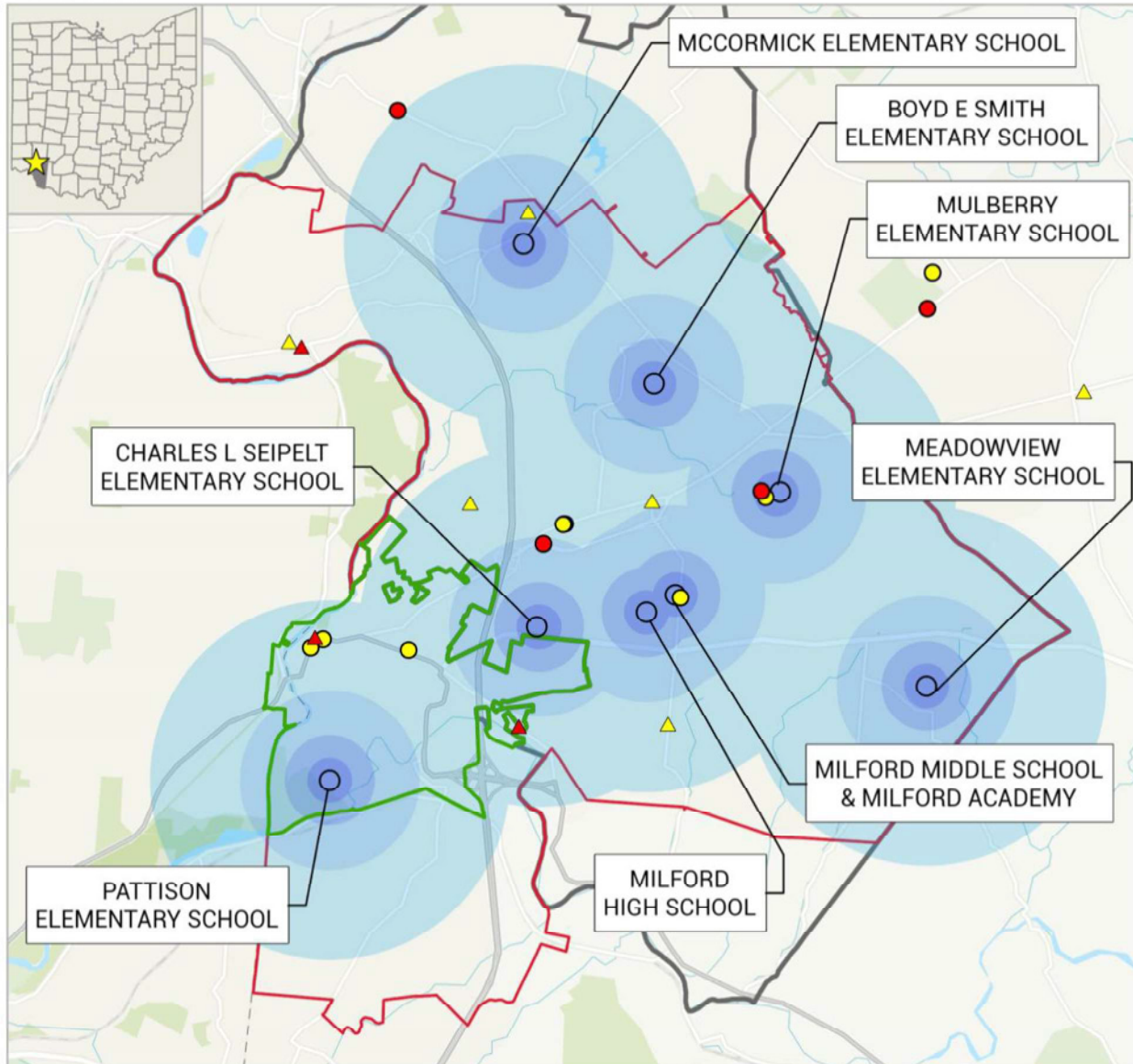
School	Number of bicycle and pedestrian crashes within ¼ mile	Number of bicycle and pedestrian crashes between ¼ and ½ mile	Number of bicycle and pedestrian crashes between ½ and 1 mile	Number of bicycle and pedestrian crashes between 1 and 2 miles	Total number of bicycle and pedestrian crashes within 2 miles
Milford High	0	1	0	9	10
Milford Middle	1	0	0	8	9
Boyd E Smith	0	0	0	6	6
Charles L Seipelt	0	0	1	9	10
McCormick	0	1	0	0	1
Meadowview	0	0	0	0	0
Mulberry	2	0	0	2	4
Pattison	0	0	0	5	5

Another student-involved crash occurred outside of the study period, during the current 2025-26 school year. This crash involved an 8-year-old student who was riding his bike to school. The crash occurred at the intersection of Buckwheat Road and Hunt Club Drive (one block southeast of Mulberry Elementary School) at a high-visibility crosswalk where an RRFB is present.





# MILFORD EXEMPTED VILLAGE SCHOOLS SCHOOL TRAVEL PLAN CRASHES



<b>PedestrianCrashes</b>	<b>Radii (miles)</b>
● Non-FSI Crash	2.0
● FSI* Crash	1.0
<b>BicycleCrashes</b>	0.5
▲ Non-FSI Crashes	0.25
▲ FSI* Crashes	School District
*FSI: Fatal or serious injury crashes	City of Milford
	Miami Township

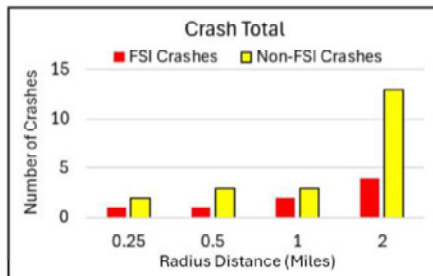


Figure 70. Bicycle and pedestrian crashes within 2 miles of each target school (2020-2024)



# Existing Programs and Policies

## District Bus Policies

Due to the failure of the Earned Income Tax (EIT) levy, Milford Exempted Village School District (MEVSD) has reduced all student transportation services, aligning with Ohio's state minimum transportation requirements. This change went into effect for the 2025-26 school year, when this school travel plan was in development. As mentioned previously, this change greatly affected every target school, prompting the need for new traffic routing procedures at drop-off and pick-up.

According to the MEVSD website, the following changes were made:

- No transportation will be provided for high school students (grades 9-12).
- Transportation will only be available for students residing outside a 2-mile driving distance of their assigned school building.

To determine if a student is eligible for transportation services, the district has provided Bus Eligibility Address Lists, available on their website. The following notes are also provided on the MEVSD website:

- Addresses are based on driving distance calculations, not walking distance.
- The eligibility lists are final and were determined based on state transportation guidelines.
- Eligibility data comes directly from a busing vendor, Petermann Bus, using their advanced routing software to ensure accuracy and compliance with state requirements.
- Students currently receiving special transportation services through an Individualized Education Program (IEP) will continue to have access to those services in the upcoming school year.
- Transportation for afterschool activities such as band competitions are paid for by various boosters and fundraising events.

The district-wide changes also included an update to its Sitter Stop transportation policy, as follows:

- Sitter stop requests will only be considered if both the student's home and the sitter's location remain eligible for transportation under the state's minimum distance guidelines (2 miles or more from school), and the request does not require the district to create an additional bus route.



## School Travel Policies

### Milford High School and Milford Academy

The Milford High School and Milford Academy Student Handbooks did not contain transportation policies relevant to this School Travel Plan.

### Milford Middle School

Relevant transportation policies outlined in the Milford Middle School Student Handbook are as follows:

#### *WALKERS*

Students living within the vicinity of our campus are permitted to walk to and from their homes.

Students who are doing so are to identify themselves on the first days of school to those staff members who are supervising the dismissal process.

Students who are walking home are to leave school property immediately. Students crossing Wolfpen-Pleasant Hill Road need to use the crosswalks at Eagles Way. Unless students are involved in an after school activity they should not be in the building after 2:05 PM. Loitering at the high school or in other areas of the campus is forbidden.

#### *MOTOR VEHICLES*

Students who are being taken home in automobiles by parents are to do so at the rear, the front of the building, or the tennis court parking lot. Students need to use crosswalks at all times. No parking is allowed on Eagles Way. No student is permitted to ride in private automobiles except those driven or approved by their parents or guardians.

### Elementary School Student Handbook

The Elementary School Student Handbook did not contain transportation policies relevant to this School Travel Plan.



## Need Analysis

To understand the state of walking and biking to school in the Milford Exempted Village School District, it is critical to identify areas where individuals are more likely to walk and bike due to economic necessity. The Active Transportation (AT) 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 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 four ranges of AT Need have been categorized as (1) Minimal, (2) Low, (3) Moderate, and (4) High. None of the target schools are located in an area of high AT need. The levels of AT need at each target schools are as follows:

- Milford High School: **LOW**
- Milford Middle School/Milford Academy: **LOW**
- Boyd E Smith: **MODERATE**
- Charles L Seipelt: **MODERATE**
- McCormick: **LOW**
- Meadowview: **MODERATE**
- Mulberry: **MINIMAL**
- Pattison: **MINIMAL**

Note that these ratings are simply based on the census tract that the school falls within and does not consider surrounding tracts or the level of need where students live. **Figure 71** displays the Active Transportation Need throughout the school district, which contains both Miami Township and the City of Milford. This map is also available in **Appendix E**.

This need analysis will be reviewed with particular attention to potential infrastructure improvements that could be incorporated into the recommendations provided at the end of this report.



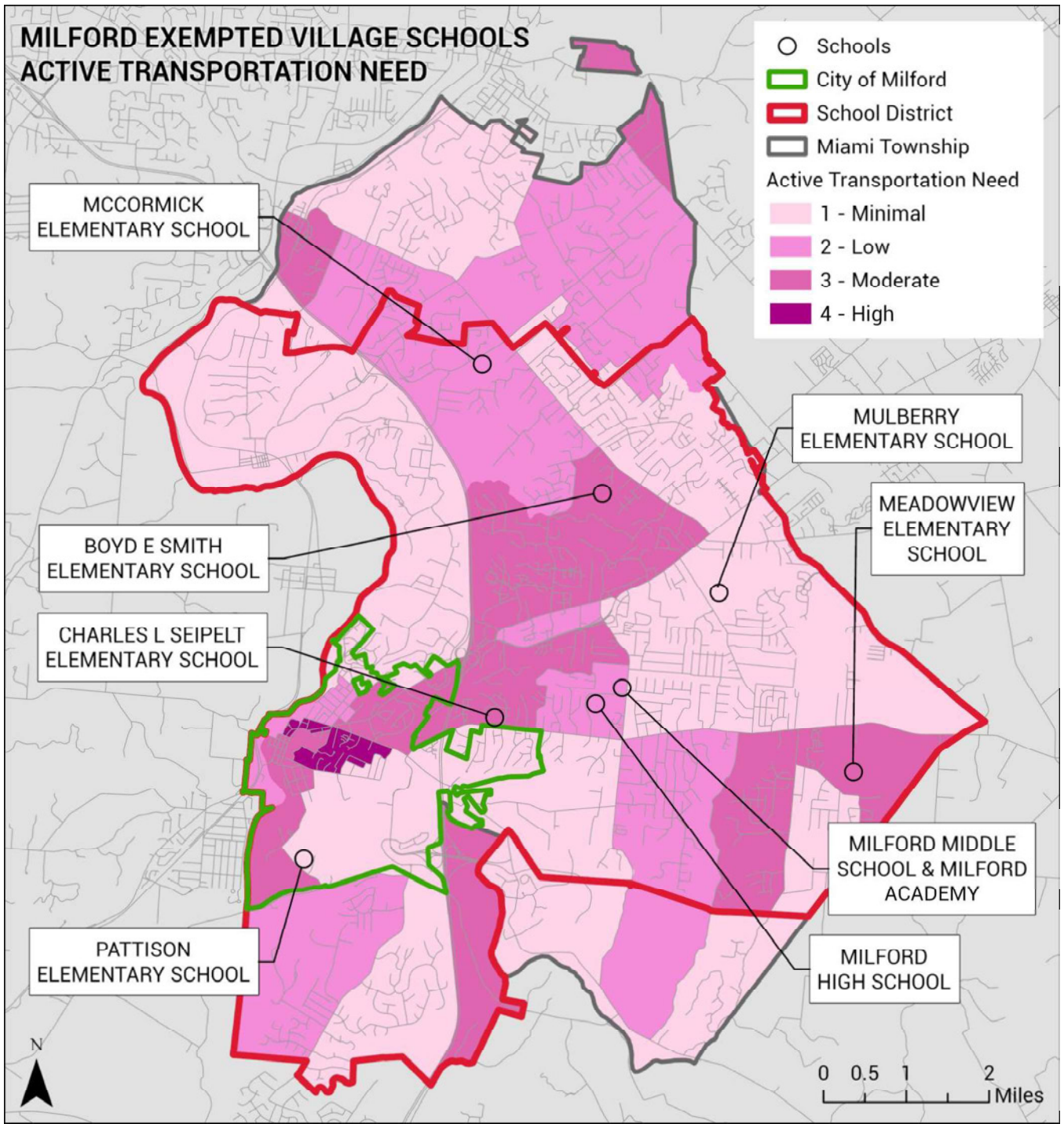


Figure 71. Active Transportation Need in Miami Township, the City of Milford, and the Miami Exempted Village School District



## Section 3: Community Engagement

*“A culture of safely riding bikes/walking would make a huge positive impact on the community - less traffic, easier travel to things, more independence and confidence building, opportunities for more social time for neighborhood kids.”*

*– Charles L Seipelt Elementary parent*

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 a Caregiver Survey to gather input from parents and caregivers of students at each target school. Note that, when survey results are separated by school, responses for students attending Milford Academy and Milford Middle School were combined due to their shared location.

### Caregiver Survey

The Caregiver Survey was distributed to each of the nine target schools, collecting more than 900 responses. Results from the survey are described herein. The complete list of survey questions can be found in **Appendix F**.

#### **At what grade would you allow your child to walk or bike to/from school?**

The survey revealed that almost half (46.1%) of all participants would not feel comfortable allowing their student to walk or bike to/from school without an adult *at any age*. However, when excluding the 347 participants who live more than 2 miles from their respective school, only 34.6% of the 566 remaining participants expressed the same sentiment.

Of the 370 caregivers who would allow their child to walk or bike at a certain age *and* live less than 2 miles away, the most common response (12.9%) was 6<sup>th</sup> grade. Upon analyzing these results cumulatively, the majority of respondents (65.9%) would allow their students to walk by the time they begin attending Milford Middle School. These cumulative results, excluding the “I would not feel comfortable at any grade” response, are depicted in **Figure 72**.



### AT WHAT GRADE WOULD YOU ALLOW YOUR CHILD TO WALK OR BIKE TO/FROM SCHOOL WITHOUT AN ADULT? (<2 MILES)

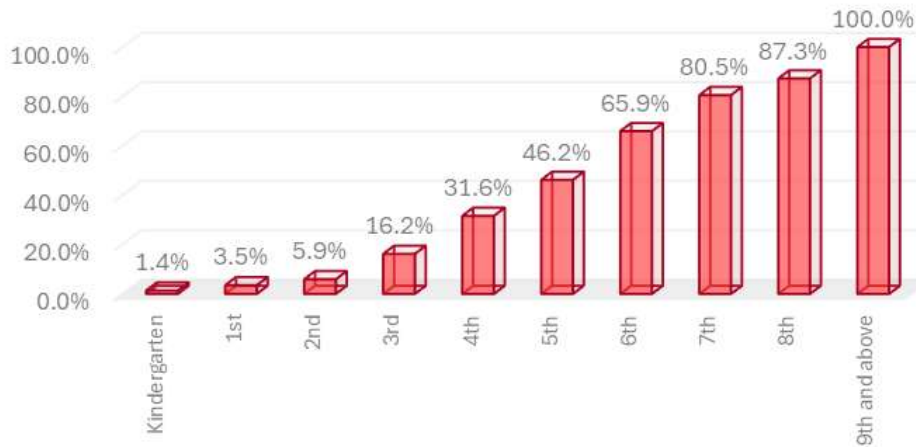


Figure 72. Responses to "At what grade would you allow your child to walk or bike to/from school?" for caregivers who would allow their child to walk or bike at a certain age *and* live less than 2 miles away

### Has your child asked you for permission to walk or bike to/from school in the last year?

More than half of participants living less than 1.5 miles from school expressed that their child has asked to walk or bike in the last year. For participants living 1.5 to 2 miles from school, this proportion was 38%. Notably, **81%** of participants living less than 0.25 miles from school have been asked permission to walk or bike. See Figure 73.

### HAS YOUR CHILD ASKED YOU FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL IN THE LAST YEAR?

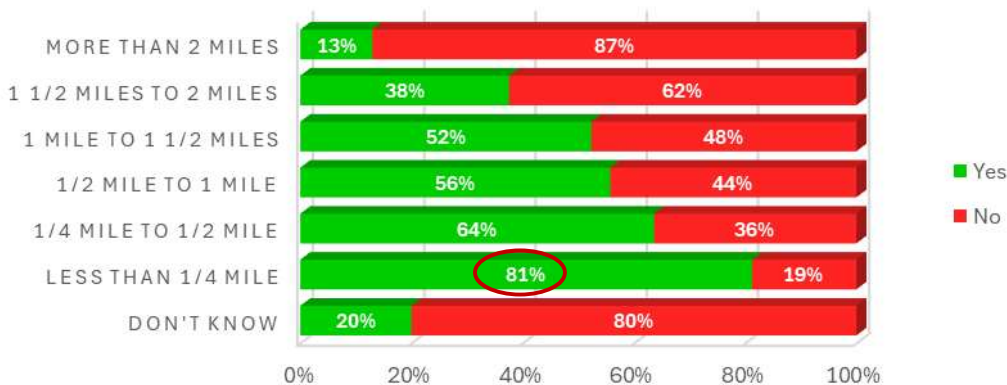
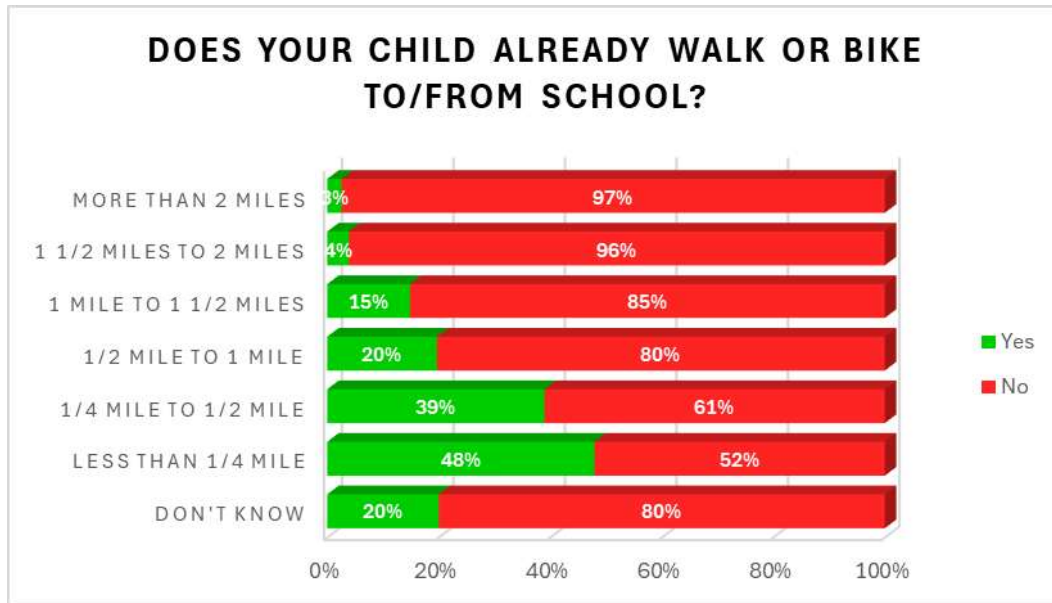


Figure 73. Responses to "Has your child asked you for permission to walk or bike to/from school in the last year?" by distance

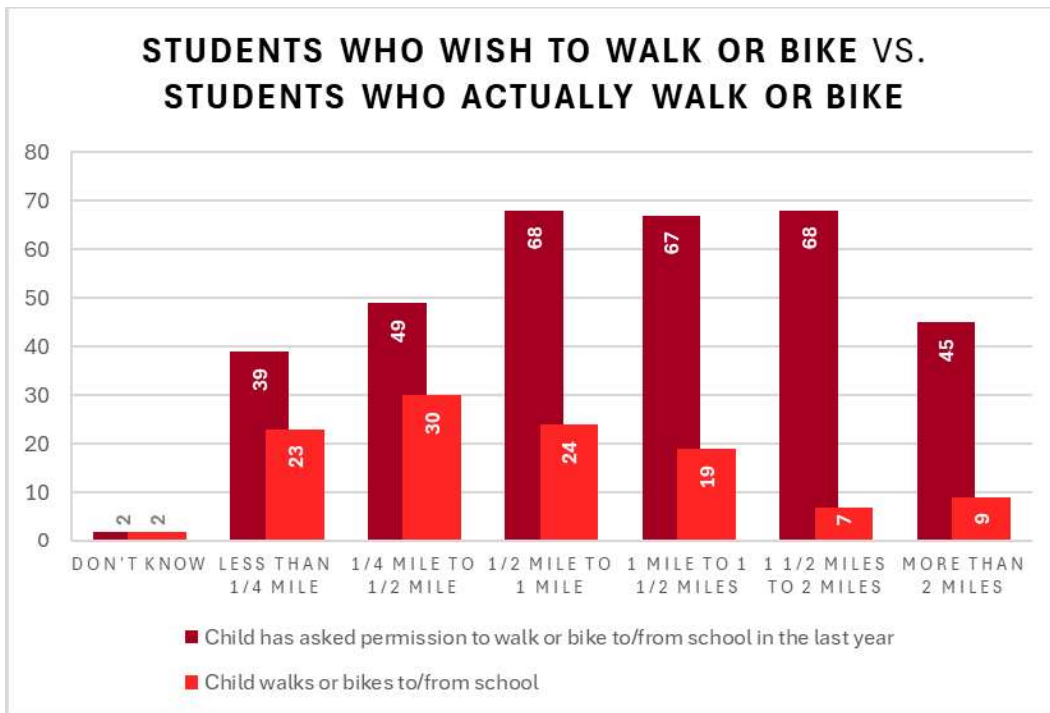
### Does your child already walk or bike to/from school?

Less than half of participants in any distance bracket responded that their child walks or bikes to/from school. Only 48% of respondents living less than 0.25 miles from their school stated that their child walks or bikes; a stark contrast from the 81% of participants who were asked permission. See **Figure 74**.



**Figure 74.** Responses to “Does your child already walk or bike to/from school?” by distance

As identified above, there is a notable difference in the number of students who have shown an interest in walking or biking and the number of students who actually walk or bike. The difference in the proportion of positive respondents is greatest in the 1.5 to 2 mile distance bracket, where 68 caregivers (38%) expressed that their student asked permission to walk or bike, yet only 7 caregivers (4%) expressed that their student walks or bikes already. See **Figure 75**.



**Figure 75.** The number of students who wish to walk or bike to/from school vs. the number of students who actually do

**Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?**

Upon expressing whether they do or don't allow their child to walk to school, respondents were asked to select the issue(s) that affected their decision. The available issues were listed, as follows:

- Distance
- Convenience of driving
- Time
- Child's before or after-school activities
- Speed of traffic along route
- Amount of traffic along route
- Adults to walk or bike with
- A group of students to walk or bike with
- Sidewalks or pathways
- Safety of intersections and crossings
- Crossing guards
- Violence or crime
- Weather or climate
- None of the above

**Figure 76** summarizes these responses, according to school.

# WHICH OF THE FOLLOWING ISSUES AFFECTED YOUR DECISION TO ALLOW, OR NOT ALLOW, YOUR CHILD TO WALK OR BIKE TO/FROM SCHOOL?

- Distance
- Convenience of driving
- Time
- Child's before or after-school activities
- Speed of traffic along route
- Amount of traffic along route
- Adults to walk or bike with
- A group of students to walk or bike with
- Sidewalks or pathways
- Safety of intersections and crossings
- Crossing guards
- Violence or crime
- Weather or climate
- None of the above

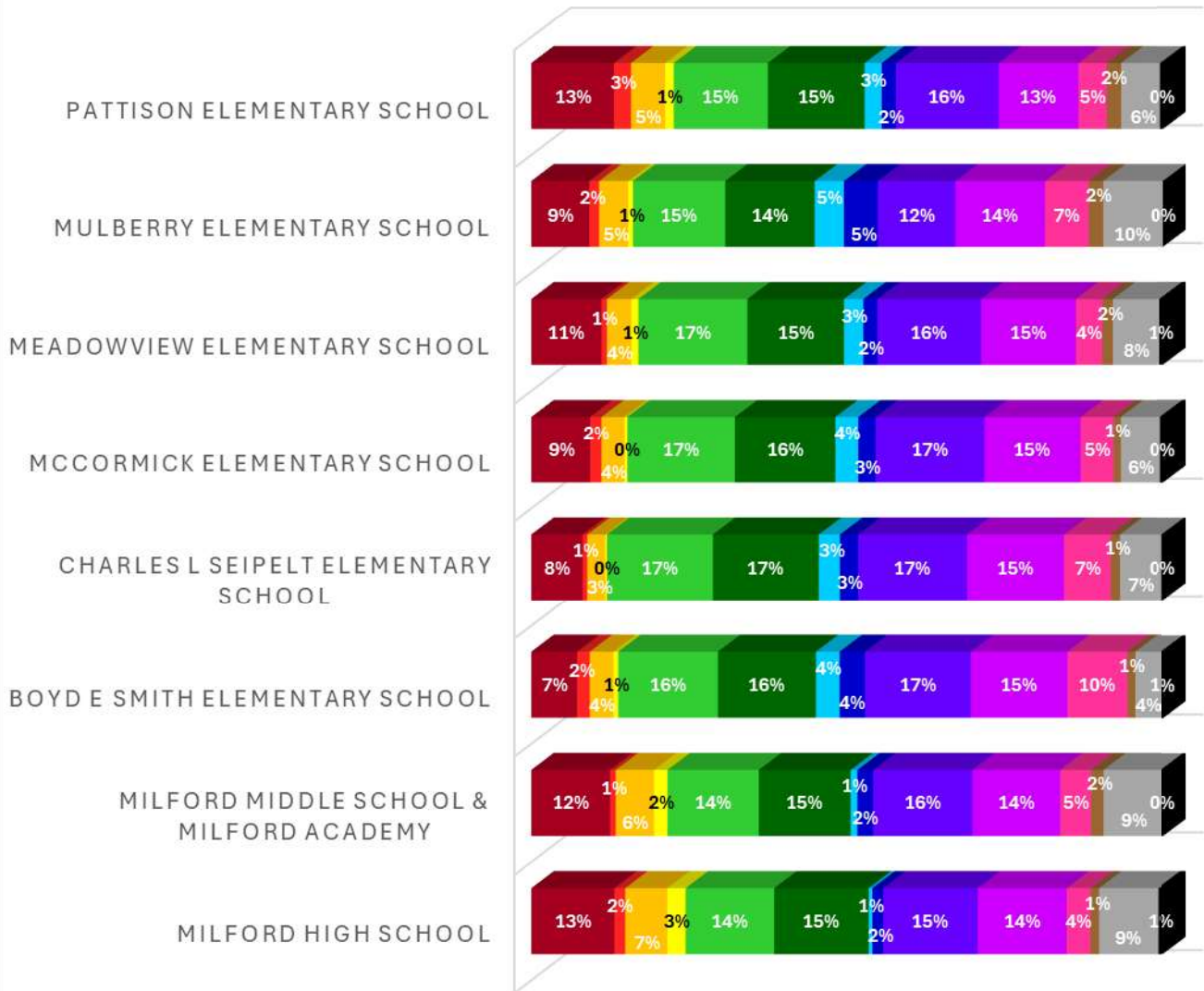


Figure 76. Responses to “Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?”

### How much does your child's school encourage or discourage walking and biking to/from school?

Most respondents expressed that their child's schools neither encouraged nor discouraged walking and biking. Caregivers representing Mulberry and Charles L Seipelt Elementaries expressed the highest proportion of positive responses ("Strongly Encourages" and "Encourages") with 27% and 23%, respectively. Conversely, caregivers representing Pattison and Boyd E Smith expressed the highest proportion of negative responses ("Discourages" and "Strongly Discourages") with 33% and 40%, respectively. See **Figure 77**.

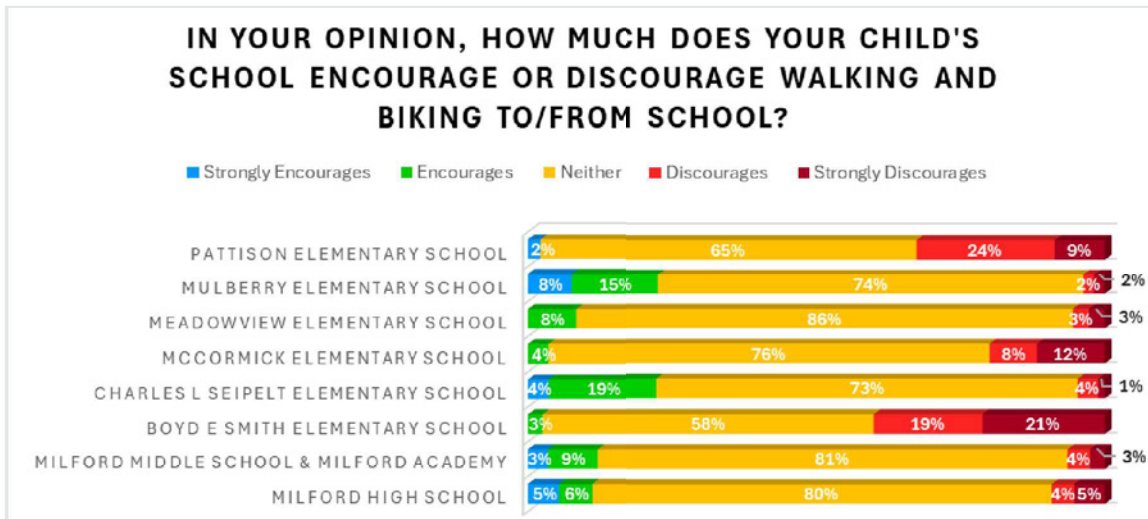


Figure 77. Responses to "In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?"

### How safe is walking and biking to/from school for your child?

Most respondents expressed that it is "Unsafe" or "Very Unsafe" for their child to walk or bike to/from school. Caregivers representing Pattison Elementary expressed the highest proportion of these negative responses with 96%. Conversely, caregivers representing Mulberry Elementary expressed the highest proportion of positive responses ("Very Safe" and "Safe") with 15%. These responses are summarized in **Figure 78**.

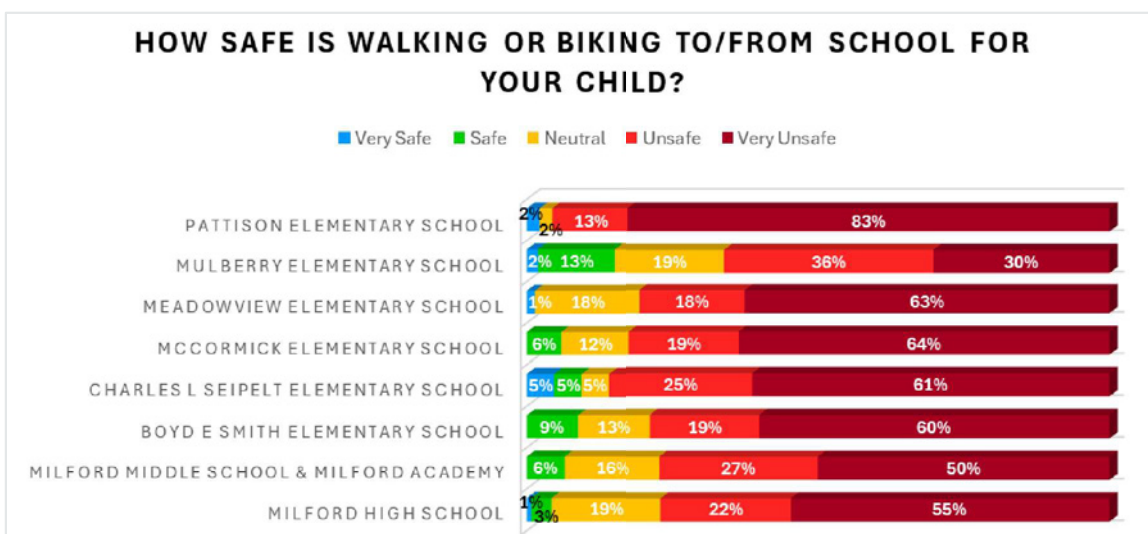


Figure 78. Responses to "How safe is walking or biking to/from school for your child?"



### How much fun is walking or biking to/from school for your child?

The majority of respondents (60%) expressed that walking or biking is neither fun nor boring for their child. Positive sentiments (“Fun” and “Very Fun”) received 30% of caregiver responses, while negative sentiments (“Boring” and “Very Boring”) received the remaining 12% of responses. See **Figure 79**.

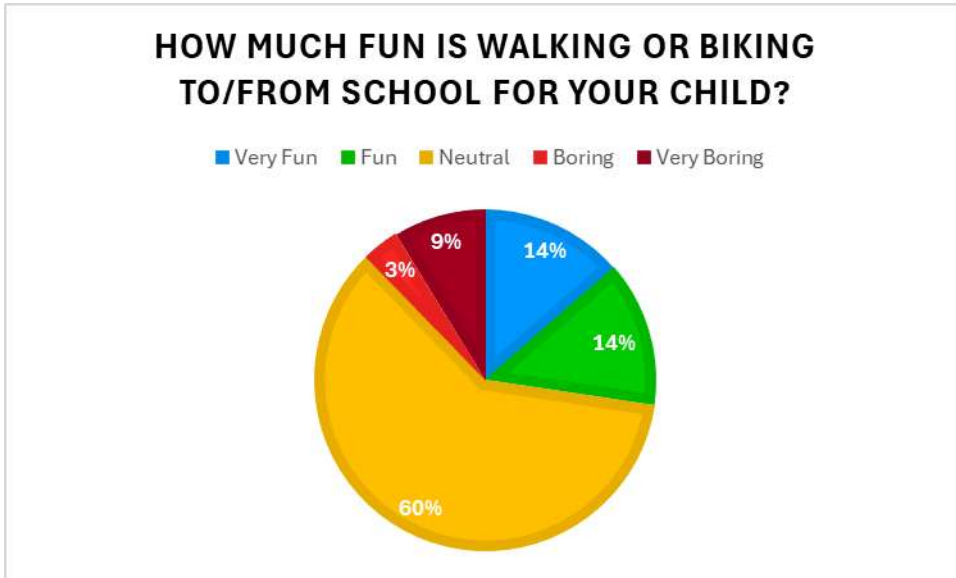


Figure 79. Responses to "How much fun is walking or biking to/from school for your child?"

### How healthy is walking or biking to/from school for your child?

The majority of respondents expressed that walking or biking is “Healthy” (30%) or “Very Healthy” (36%) for their child. Only 6% of respondents expressed that walking or biking is “Unhealthy” or “Very Unhealthy.” See **Figure 80**.

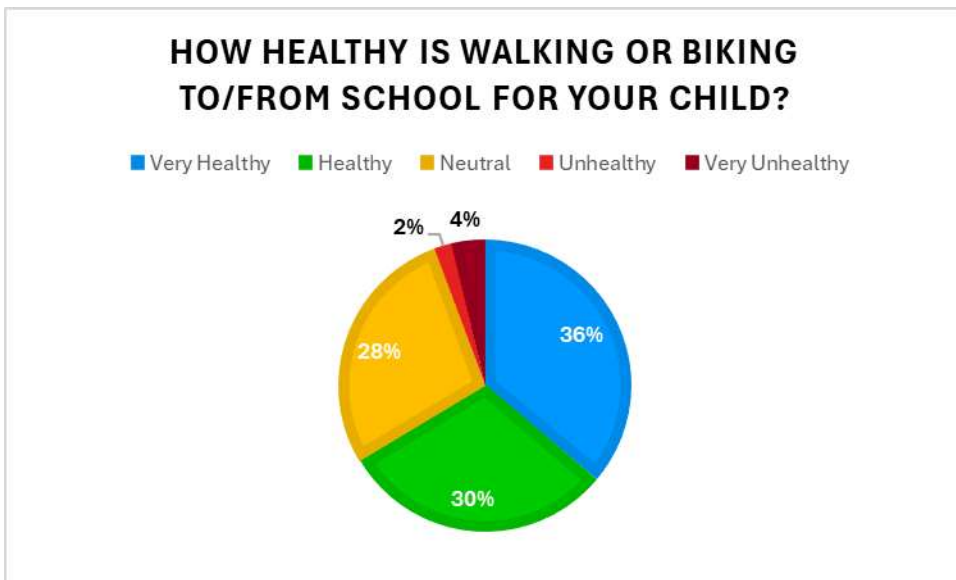


Figure 80. Responses to "How healthy is walking or biking to/from school for your child?"



## Parent Attitudes Towards Walking and Biking

Recall from **Figure 76** that the top five issues affecting respondents' decisions to allow/not allow their child to walk or bike to/from school were:

1. Sidewalks or Pathways
2. Speed of traffic along route
3. Amount of traffic along route
4. Safety of intersection and crossings
5. Distance

The Caregiver Survey also provided respondents with an opportunity to leave additional comments regarding walking and biking to/from school. The five issues listed above were frequently discussed in the extended responses.

### Lack of Sidewalks and Pathways

Parents expressed a great need for additional sidewalks. The term "sidewalk" appeared in 333 of the 578 extended responses (57.6%).

*"I wish my neighborhood, and Miami [Township] in general, had sidewalks connecting the neighborhoods and the neighborhoods to the community. It helps promote a healthier lifestyle, a sense of community and connection and makes Miami [Township] more accessible for all. It also helps with mental health by giving kids, and adults, the ability to safely get to their friends without having to rely on transportation from an adult... I think more sidewalks, pathways, etc. will always be welcomed and a win in any community." - Boyd E Smith Elementary parent*

*"Building sidewalks to schools in a community such as Milford, which is not a planned community but instead a product of urban sprawl, is critical to safety." - Milford High School parent*

*"There are no sidewalks or bike paths leading to McCormick. I WISH we could walk or bike to school but it's just not a reasonable option without safe sidewalks." - McCormick Elementary parent*

*"Currently there is no way for even an adult to walk or bike from the Polo Fields neighborhood to Pattison. Beechwood [Road] and Round Bottom [Road] are extremely unsafe because of the traffic and lack of sidewalks. A bike path would be a great asset for kids and the entire community." - Pattison Elementary parent*

*"My children love to bike and walk to their elementary... My 5th grader has already asked if he can ride his bike to the middle school next year... I told him I would if there were sidewalks on [SR] 131 to the middle school. Kids love to ride their bikes, and it helps create independence and responsibility. They just need a safe way to do it, but currently there are [no] sidewalks to bike or walk down [SR] 131 to the middle and [high school]. I am hoping this changes." - Charles L Seipelt Elementary parent*



## **Traffic Volume and Speed on Main Walking and Biking Routes**

Many parents expressed concerns about the vehicular traffic along main walking and biking routes.

*"[SR] 131 traffic is too fast and cars are driving on grass right next to the sidewalk." - Charles L Seipelt Elementary parent*

*"More kids [at Boyd E Smith Elementary] may be able to walk or bike but with the speed [on Branch Hill-Guinea Pike] and lack of sidewalks/crossing guard there's no way." - Boyd E Smith Elementary parent*

*"My kids bike to school with me once every couple weeks... The sidewalk is right next to Buckwheat [Road] and people go so much faster than the speed limit that it makes me nervous when we bike to school. They will never be allowed to do that without an adult." - Mulberry Elementary parent*

*"We do not have sidewalks on the path to school and traffic is heavy on the roadways. Cars often also drive too fast and don't pay attention." - McCormick Elementary parent*

## **Lack of Crosswalks and Crossing Guards**

Another top concern for parents is the need for safe crossings, especially on busy roads such as SR 131, Branch Hill-Guinea Pike, Wolfpen-Pleasant Hill Road, and Buckwheat Road. The terms "crosswalk" and "crossing" appeared in 115 of the 578 extended responses (19.9%).

*"The crosswalk needs repainting... Cars coming out of the driveway tend to be traveling faster than they should and roll into the crosswalk. My son almost got hit once... What about adding one of those blinking crosswalk signs?... I think some small changes would make it 10x safer." - Meadowview Elementary parent*

*"We were told not to walk or bike our child to school because the school does not have a crosswalk and refuses to provide a crossing guard." - Boyd E Smith Elementary parent*

*"Another reason I completed your survey is to ask... to repaint the crosswalks at ALL points on the way to and near all the Milford schools... For example, the crosswalk lines are most faded and completely gone at the light on Wolfpen-Pleasant where the Junior High was located. In many cases, the word "School" painted on the roads are faded or partially covered up by road repairs. Lastly, demand they use reflective paint so car lights will see the reflection on the dark mornings." - Milford High School parent*

*"Our neighborhood... is directly across the street from the school, but due to no crosswalks and traffic we cannot cross. Past years we'd stand at this intersection with the school in full view, waiting on a bus ride. Appropriate crossing signals and crosswalk would be amazingly useful." - Charles L Seipelt Elementary parent*



## Distance

Distance was a recurring concern for parents, especially for those with middle and high school students when students are no longer attending a school near their neighborhood.

*“We do not live within walking/biking distance but I think for those that do additional sidewalks would be safe and effective.” - Milford High School parent*

*“Unrealistic given how far we are from the middle school. No sidewalks to even consider the possibility.” - Milford Middle School parent*

*“Given that my children are in elementary school and we live multiple miles from school, this survey clearly doesn't apply to my situation.” - McCormick Elementary parent*

*“Far too many students in this district do not live close enough to walk or bike to school.” - Milford High School parent*

## Other Public Input

### Draft Plan Feedback Survey

A draft version of this School Travel Plan was distributed to the seven Parent Teacher Organizations (PTOs) within the district to gather preliminary feedback on the SRTS team's findings, identified barriers, and proposed recommendations. In addition to the draft report and survey, members of the PTOs were also provided with the infographic shown in **Figure 81**. The six-question survey gathered 59 responses, which will be discussed herein.





**Safe Routes to School (SRTS)** is an international movement to encourage youth K-12 to walk and bike to school **when safe to do so.**  
 A **School Travel Plan** is a strategic plan that identifies barriers to active transportation and outlines solutions.



**CURRENTLY** of students in Milford Township live within walking or biking distance yet only

**37%**

4% of students WALK to school.

1% of students BIKE to school.

**KEY BARRIERS**

- Lack of sidewalks and pathways along main travel routes
- High traffic volumes and vehicle speeds on main travel routes
- Unsafe intersections and crossings on main travel routes
- Discomfort surrounding solo travel for young students

**SOLUTIONS**



**Construct sidewalks and multi-use paths to form safe routes to school.**



**Form Bike Buses and Walking School Buses.**



**Install protected pedestrian crossings.**



**Install buffers and other traffic calming elements.**

**MILFORD EXEMPTED VILLAGE SCHOOL DISTRICT**  
 SCHOOL TRAVEL PLAN  
 JANUARY | 2026

Check out the draft **Student Travel Plan** and give your input!  
<https://forms.gle/J46CTmw564baPwky8>

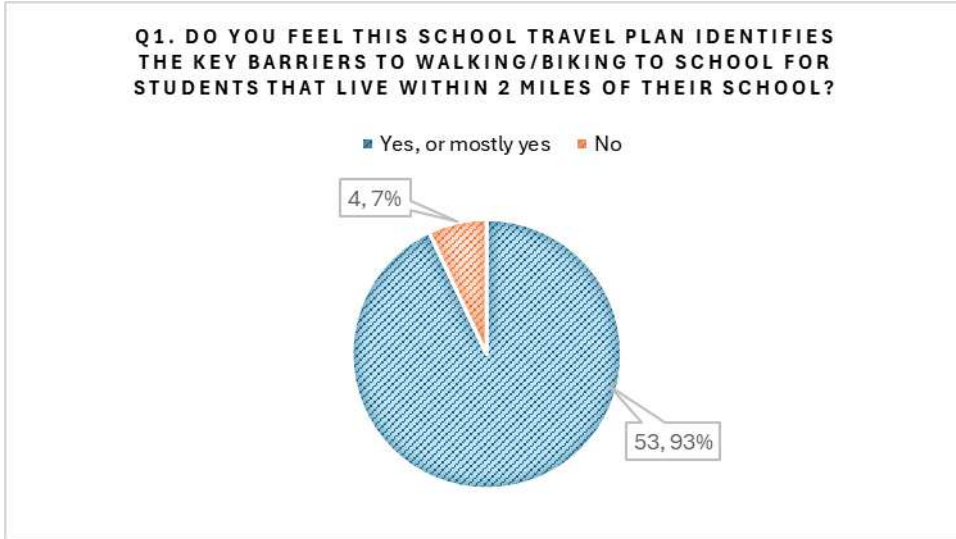


Figure 81. Miami Township School Travel Plan Infographic



**Question 1. Do you feel this School Travel Plan identifies the key barriers to walking/biking to school for students that live within 2 miles of their school? (Y/N)**

The majority of participants provided positive feedback regarding the progress of the plan, responding “Yes, or mostly yes” to Question 1 (93%). These results are portrayed in **Figure 82** below.



**Figure 82. Responses to Question 1 of the Draft Report Feedback Survey**

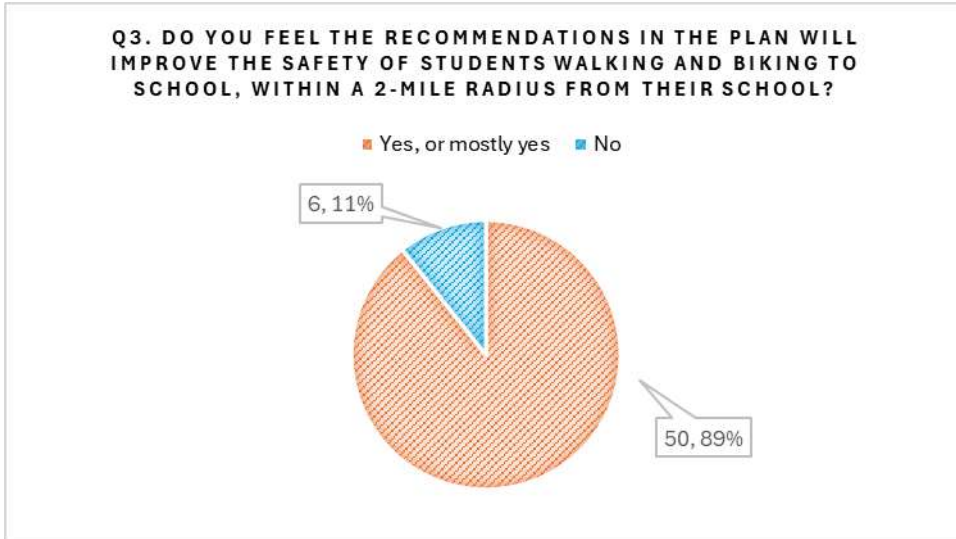
**Question 2. Are there other barriers that should be investigated? If yes, please describe them below. Be as specific as possible, especially when referring to particular locations.**

Many participants provided feedback in Question 2 regardless of how they responded to Question 1. When prompted to describe key barriers in Question 2, respondents provided a variety of concerns. Some of these concerns echoed the findings of the draft report, while others identified new barriers. These key barriers included, but were not limited to:

- Lack of available sidewalks and pathways
- High traffic speeds on key routes, with specific concerns noted for Branch Hill-Guinea Pike
- High traffic volumes on key routes, with specific concerns noted for Loveland-Miamiville Road
- Distance and time required for their students to walk or bike to school
- Inadequate lighting on key routes, with specific concerns noted for SR 131, Buckwheat Road, and within the Milford High/Middle School campus
- Lack of education for drivers, particularly for young drivers at the Milford High/Middle School campus
- Insufficient police officer and crossing guard presence at major intersections and crossing locations
- Availability of bicycles for families who may not be able to afford them

**Question 3. Do you feel the recommendations in the plan will improve the safety of students walking and biking to school, within a 2-mile radius from their school? (Y/N)**

The majority of participants provided positive feedback regarding the recommendations of the plan, responding “Yes, or mostly yes” to Question 3 (89%). These results are portrayed in **Figure 83** below.



**Figure 83. Responses to Question 3 of the Draft Report Feedback Survey**

**Question 4. Would you like to see additional recommendations to improve the safety of students walking and biking to school, within a 2-mile radius from their school? If yes, please describe below. Be as specific as possible, especially when referring to particular locations.**

Like the responses to Question 2, survey participants provided a variety of recommendations in Question 4 regardless of their response to Question 3. Many of these responses echoed the recommendations of the draft report, though others offered additional ideas. These recommendations included, but were not limited to:

- Constructing new sidewalk and pathways along key routes throughout the district, with specific concerns noted for SR 131
- Incorporating sidewalk buffers and traffic calming elements along high speed routes
- Clearing existing walking trails from McCormick Elementary to Bramblewood Drive and Middleton Way
- Constructing separated walking/biking facilities along Eagles Watch Way within the Milford High/Middle School campus to connect students to both SR 131 and Wolfpen-Pleasant Hill Road
- Providing a crosswalk at the intersection of Branch Hill-Guinea Pike at Jer Les Street with appropriate signage and traffic control
- Providing crosswalks across SR 131 at various locations with appropriate signage and traffic control
- Providing bike racks at every school
- Increasing crossing guard presence at major intersections and crossing locations
- Installing and enforcing school speed zone signage throughout the district, with specific concerns noted for Branch Hill-Guinea Pike near Jes Les Street and SR 131

- Extending the turn lanes into Charles L Seipelt (westbound) and Mulberry Elementary (northbound)
- Installing lighting for pedestrians, with specific concerns noted for Buckwheat Road
- Installing a traffic signal at the intersection of Wolfpen-Pleasant Hill Road and Deblin Drive

**Question 5. Are there recommendations that you would like to be involved in accomplishing in the next 5 years?**

While some respondents stated that they would be interested in being involved in any of the recommended projects, other respondents identified specific projects listed within the School Travel Plan’s recommendations, including:

- Constructing sidewalk from Middleton Way to McCormick Elementary School
- Sidewalks along SR 131 and within the Milford High/Middle School campus
- Bike and Walking Buses

**Question 6. Do you have any additional feedback about the School Travel Plan?**

Many survey participants expressed gratitude and discussed their personal connections to some of the recommended projects. Some respondents were disgruntled at the recent bus policy change and expressed wishes for the previous bus policy to be reinstated.

**Revisions to the Draft Plan**

Upon reviewing the extended responses in **Question 2**, the SRTS team noted redundancies between many of the responses and the previously identified barriers and recommendations within the draft report. However, the following responses influenced the creation of additional infrastructure and non-infrastructure recommendations identified in **Section 4: Recommendations**:

- Inadequate lighting on key routes, with specific concerns noted for SR 131, Buckwheat Road, and within the Milford High/Middle School campus
- Lack of education for drivers, particularly for young drivers at the Milford High/Middle School campus
- Insufficient police officer and crossing guard presence at major intersections and crossing locations
- Availability of bicycles for families who may not be able to afford them

Similarly, many of the extended responses in **Question 4** exhibited redundancies to recommendations of the draft report. The following responses further contributed to revisions of the infrastructure and non-infrastructure recommendations of this plan.

- Constructing separated walking/biking facilities along Eagles Watch Way within the Milford High/Middle School campus to connect students to both SR 131 and Wolfpen-Pleasant Hill Road
- Providing bike racks at every school
- Increasing crossing guard presence at major intersections and crossing locations
- Installing lighting for pedestrians, with specific concerns noted for Buckwheat Road



# Section 4: Recommendations

## Key Barriers

The project team identified four district-wide key issues and barriers to walking and biking for students through community engagement, existing conditions analyses, field observations, and stakeholder guidance.

### **Barrier 1: *Lack of sidewalks and pathways along main travel routes***

In the Caregiver Survey, respondents were asked to select reasons that affected their decision to allow/not allow their student to walk or bike to school. The most common selection district-wide was “sidewalks or pathways” with 693 responses. This sentiment was also present throughout the respondents’ open ended question for additional comments. Many of these responses have been quoted in this report.

During the site visits, team members noted concern over a lack of sidewalks and pathways on the roads which the target schools are located on or near. This includes the following roads:

- SR 131 (Charles L Seipelt, Milford High/Academy/Middle)
- Jer Les Street (Boyd E Smith)
- Branch Hill-Guinea (Boyd E Smith)
- Loveland-Miamiville Road (McCormick)
- Mt Zion Road (Meadowview)
- Milford Road (Pattison)

To best understand the existing sidewalk network, and resulting sidewalk need, within the study area, the two-mile bus service limits were analyzed for each campus. Recall that the district-wide bus service requirements recently changed due to insufficient funding, resulting in a two-mile minimum for K-8 students to qualify for bus service, while 9-12 students no longer have bus service. Therefore, it is pertinent that students within the two-mile zones have a sufficient sidewalk and pathway network for daily travel. Recall the Walking and Biking Priority Network that were identified earlier and displayed in **Figure 5**.

To overcome this key barrier, various sidewalk and pathway recommendations have been considered and prioritized for implementation. These recommended projects will be identified in the following section.



## **Barrier 2: High traffic volumes and vehicle speeds on main travel routes**

Respondents of the Caregiver Survey also expressed great concern over the lack of safe crossings for students. This sentiment was especially expressed for routes with high traffic volumes and speeds.

**TRAFFIC VOLUME.** As identified during the discussion of arrival and dismissal procedures, many target schools are located on, or near, a minor arterial road or a major collector road. These types of roads carry higher volumes of traffic than local roads, making safe crossings more difficult for students.

Minor arterial roads include:

- SR 131 (Charles L Seipelt, Milford High/Academy/Middle)
- Branch Hill-Guinea Pike (Boyd E Smith, McCormick)

Major collector roads include:

- Buckwheat Road (Mulberry)
- Wolfpen-Pleasant Hill Road (Milford High/Academy/Middle)
- Loveland-Miamiville Road (McCormick)
- Round Bottom Road (Pattison)

**TRAFFIC SPEED.** Arterial and collector roads often exhibit higher posted speeds to efficiently move their respective amounts of traffic. Some of the nearby local roads also exhibit similar posted speeds. Despite school zone signage, many survey respondents expressed that traffic does not obey the lowered speeds, increasing the risk of a high-severity collision between a vehicle and a student who is walking or biking to/from school.

35 mph Posted Speed:

- Mt Zion Road (Meadowview)

40 mph:

- SR 131 (Charles L Seipelt, Milford High/Academy/Middle)
- Branch Hill-Guinea Pike (Boyd E Smith, McCormick)
- Buckwheat Road (Mulberry)
- Wolfpen-Pleasant Hill Road (Milford High/Academy/Middle)

45 mph:

- Loveland-Miamiville Road (McCormick)
- Round Bottom Road (Pattison)



### **Barrier 3: *Unsafe intersections and crossings on main travel routes***

Another top concern identified in the Caregiver Survey is the safety of crossings and intersections. As discussed above, many of the main travel routes surrounding each target school do not provide sufficient sidewalk or pathway networks. This exacerbates the difficulty of safely crossing these roads, especially for young students who are less visible to drivers and have less experience navigating vehicular traffic without adult supervision.

This barrier was also noted by team members during the site visits. Team members noted concern over the safety of crossing students at the following locations:

- Branch Hill-Guinea Pike at Jer Les Street (Boyd E Smith)
- SR 131 at the Charles L Seipelt entrance
- Loveland-Miamiville Road at the McCormick entrance
- Loveland-Miamiville Road at Branch-Hill Guinea Pike (McCormick)
- Mt Zion Road at the Meadowview entrance
- Buckwheat Road at the Mulberry entrance
- Buckwheat Road at Hunt Club Drive (Mulberry)
- SR 131 at Eagles Watch Way (Milford High/Academy/Middle)
- SR 131 at Wolfpen-Pleasant Hill Road (Milford High/Academy/Middle)
- Wolfpen-Pleasant Hill Road at Eagles Watch Way (Milford High/Academy/Middle)

These intersections also appear on the Walking and Biking Priority Network displayed in **Figure 5**.

It is pertinent that crossing enhancement recommendations are appropriate for the context of the crossing. Crossing enhancements to consider include high visibility crosswalk markings, raised crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs or HAWKs), and pedestrian signal infrastructure, among other countermeasures. One way to determine the most appropriate enhancement is to consult Table 4-6 of the ODOT Multimodal Design Guide. This table considers roadway speed, volume, and configuration to recommend a variety of suitable countermeasures. This table was utilized during the development of the recommended projects identified in the following section.



## Barrier 4: *Discomfort surrounding solo travel for young students*

“Adults to walk or bike with,” “A group of students to walk or bike with,” and “Violence or crime” were three of the lowest ranked issues affecting parents’ decision to allow or not allow their students to walk or bike. Despite this, there were numerous written responses that cited concerns regarding safety of students on their way to/from school, particularly in regard to child predators. Some of these responses are quoted below.

“Between the risk of getting kidnapped, dangerous traffic patterns, and lack of sidewalks, I feel it is unsafe for children to walk to school and even to the bus stops unaccompanied. Predators pay attention to patterns and it wouldn’t take long for a creep to notice a small 5th grader walking alone and overpower him.” – Meadowview Elementary parent

“There's too many opportunities for traffic accidents or predators to track their schedule when unattended.” – Meadowview Elementary parent

“I think having a bunch of kids walking and biking - many alone - is unsafe because of predators. The world is just not very safe anymore and I’m concerned especially about a predator finding out that we lost bussing and there are so many little walking targets.” – Mulberry Elementary parent

“There are bad people out there and I don't want my children to be stalked and kidnapped or hurt walking to school let alone getting hit by a car.” – McCormick Elementary parent

“I do not feel like it is safe having a bunch of kids walking alone home crossing different, large, intersections, etc. I do not trust that someone could not pick up my kid, take him, or accidentally hit him with their vehicle... there are solutions like having adults in different areas to assist kids walking more sidewalks.” – Milford Middle School parent

It is unclear whether these responses are supported by crime statistics or if they have been presented by overcautious parents who perceive the danger of walking and biking to be greater than it is. Regardless, this School Travel Plan suggests that all parents and students follow best practices for safe travel. This includes properly educating students on how to safely walk or bike along their daily travel route. Additionally, promoting group travel activities, such as Walking Bus or Bike Bus programs, can contribute to a supportive community of active transportation users while providing additional safety measures for young students. These recommendations, and others, will be presented in the non-infrastructure countermeasure recommendations section.



## Infrastructure Countermeasure Recommendations

This plan recommends a combination of infrastructure projects and non-infrastructure projects that will promote and support walking and biking to school. Infrastructure recommendations refer to physical, built projects that change how roadways are configured to provide space for students walking and biking.

The infrastructure projects recommended below have been categorized by Priority Level, on a scale 1-4. Priority Level was determined through the thorough review of caregiver concerns, estimated quantity of affected students, proximity to school, and team members' preliminary understanding of constructability and project feasibility.

Further, projects were also prioritized according to school. This was achieved through the analysis of the proportion of students living within a 1-mile radius compared to the proportion of students currently walking or biking to school. The proportion of students living within a 1-mile radius was determined using anonymous student address data, and the proportion of walking and biking students was derived from the teacher tally survey results. Recall **Figure 4**, which displays the results of this analysis. Schools that exhibit a greater difference in these proportions received higher rankings, as these schools exemplify a higher potential for increased walking and biking as a result of the implementation of the prioritized projects. The ranking results of this analysis are as follows:

- |  |  |
|--|--|
| 1. Charles L Seipelt Elementary School | 5. Meadowview Elementary School                              |
| 2. Boyd E Smith Elementary School      | 6. Pattison Elementary School                                |
| 3. Mulberry Elementary School          | 7. Milford High School/Milford Middle School/Milford Academy |
| 4. McCormick Elementary School         |  |

The infrastructure countermeasure recommendations of this school travel plan are provided in **Table 7** through **Table 10**. These recommendations are displayed in **Figure 84** through **Figure 87**, and are also provided in **Appendix G**.

Note that the recommendation lists below include both sidewalk and shared use paths. Shared use paths are the preferred facility due to their extended width and ability to accommodate both pedestrians and cyclists. However, it is understood that these paths require additional space, increasing the likelihood of costly grading and potential right-of-way acquisition, and greater construction costs. In some locations, it may be necessary to first conduct a feasibility study to determine an appropriate alignment and to better understand required costs. In high priority locations where shared use paths are recommended, it may be in the Township's best interest to first construct lower-cost sidewalk to provide facilities for students walking to school as the first phase, while concurrently acquiring any needed right-of-way and funding needed to construct the full path. Upon acquiring sufficient funding, these sidewalks can later be widened or upgraded to shared use paths as a second phase, to also accommodate students biking to school.

Due to the locations of certain schools outside the township, some of the recommendations identified below may not be within the limits of Miami Township right-of-way or maintenance agreements. These recommendations fall within, or contain portions that fall within, the limits of the City of Milford (denoted by an asterisk, \*) and/or Union Township (denoted by two asterisks, \*\*).



Table 7. Infrastructure Recommendations: 1<sup>st</sup> Priority

No.	School	Project Type	Location	Description	1-Mi Rank	Cost	Potential Funding Source	Timeframe
N/A	All Schools	Crosswalk Enhancement	ALL Marked and Unmarked Crosswalks on the Walking & Biking Priority Network	Install high-visibility crosswalks at each stop-controlled intersection approach.	N/A	\$\$	SRTS	1 year
N/A	All Schools	School Zone Signs and Markings	ALL School Zones in the MEVSD	Reapply School Zone markings and erect / re-erect School Zone signage where appropriate. Perform regular maintenance on School Zone signage that contains flashing lights.	N/A	\$\$	SRTS	1 year
N/A	All Schools	Intersection Upgrades	ALL Signalized Intersections on the Walking & Biking Priority Network	Install signal backplates, pedestrian push buttons, pedestrian countdown signals, ADA-compliant curb ramps, and high-visibility crosswalks at each signalized intersection approach.	N/A	\$\$\$	SRTS	3 years
1	Charles L Seipelt Elementary	Sidewalk	CLS Campus	Construct sidewalk east of the CLS parking lot to reduce vehicle-pedestrian conflicts within the parking lot.	1	\$	Capital Funds	1 year
2	Charles L Seipelt Elementary	Roadway Improvements	SR 131	Lengthen the westbound right turn lane on SR 131 at the CLS entrance, adjusting the adjacent sidewalk alignment as needed.	1	\$\$	SRTS	2 years
3*	Charles L Seipelt Elementary	Protected Crossing	SR 131	Install a PHB on SR 131 near the CLS entrance.	1	\$\$	SRTS	2 years
4*	Charles L Seipelt & MHS & MMS	Sidewalk	SR 131	Construct sidewalk along the south side of SR 131 from Lakefield Drive to Stoneridge Drive.	1	\$\$	SRTS	3 years
5	Boyd E Smith Elementary	Protected Crossing	Branch Hill-Guinea Pike	Install a PHB on Branch Hill-Guinea Pike near Jer Les Street.	2	\$\$	SRTS	2 years
6	Boyd E Smith Elementary	Sidewalk	Jer Les Street	Construct sidewalk along the east side Jer Les Street from the school property to Branch Hill-Guinea Pike.	2	\$\$	SRTS	2 years
7	Boyd E Smith Elementary	Sidewalk	Branch Hill-Guinea Pike	Construct sidewalk along the north side of Branch Hill-Guinea Pike from Jer Les Street to Belle Meadows Drive.	2	\$\$\$	SRTS	3 years





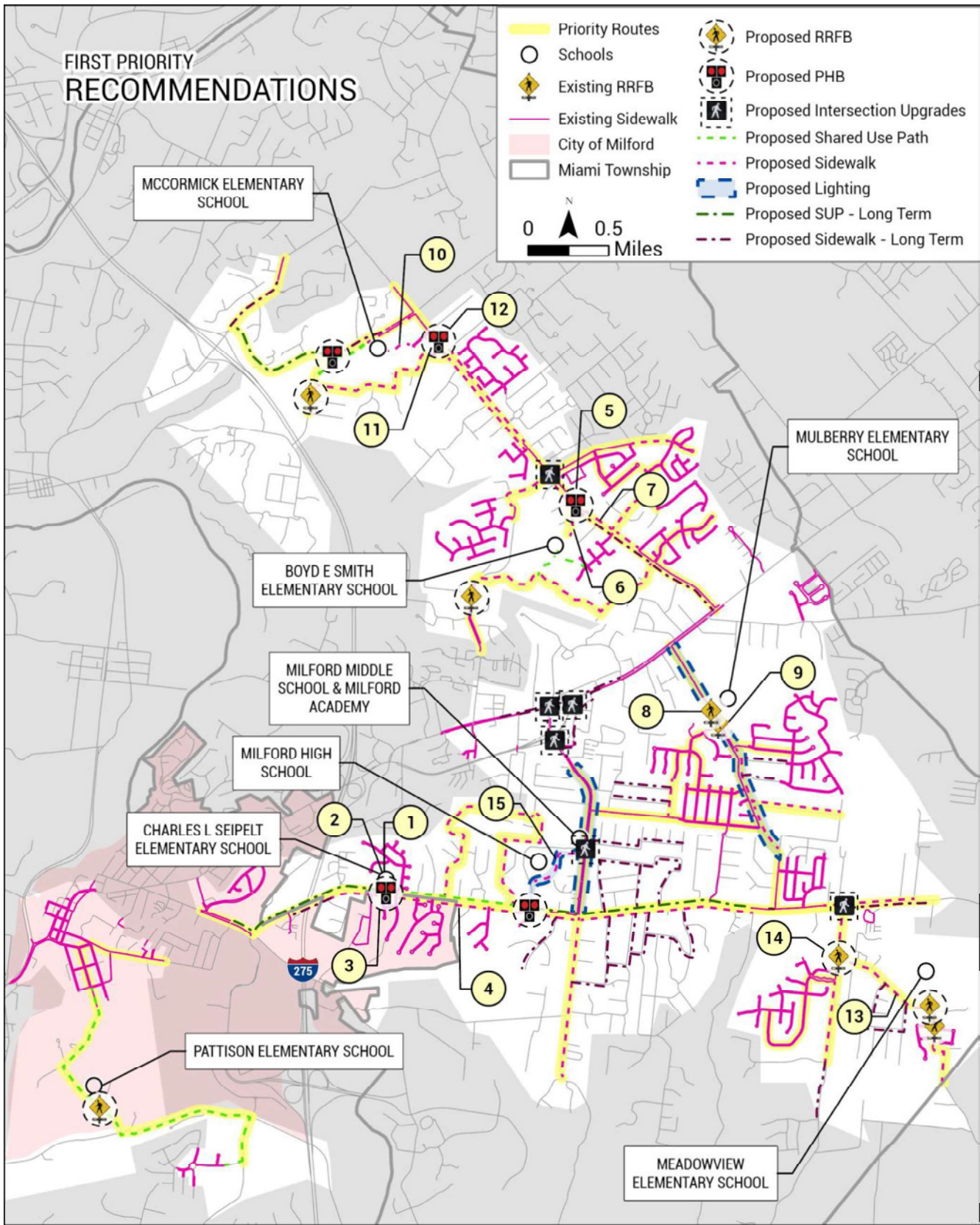


Figure 84. Infrastructure Recommendations: 1<sup>st</sup> Priority



No.	School	Project Type	Location	Description	1-Mi Rank	Cost	Potential Funding Source	Timeframe
24	McCormick Elementary	Sidewalk	Bramblewood Drive, Shadowhill Way	Construct sidewalk along Bramblewood Drive and Shadowhill Way from Price Road to Branch Hill-Guinea Pike.	4	\$\$	SRTS	3 years
25	McCormick Elementary	Sidewalk	Branch Hill-Guinea Pike	Extend the proposed sidewalk along both sides of Branch Hill-Guinea Pike south to Bridlepath Lane.	4	\$\$\$	SRTS	5 years
26	Meadowview Elementary	Sidewalk	SR 131	Construct sidewalk along the north side of SR 131 to connect the existing walk near Trenton Court to the signalized intersection at Dry Run Road. Perform intersection upgrades (see <i>All Schools: Intersection Upgrades</i> ) at the intersection of SR 131 and Dry Run Road.	5	\$\$	SRTS	3 years
27*	Pattison Elementary	Shared Use Path	Milford Road	Construct a SUP along Milford Road from the school entrance to Hickory Street. Conduct a feasibility study prior to implementation. Further, consider collaborating with Valley View Nature Preserve to construct an alternative path alignment through their property.	6	\$\$\$	SRTS	3 years
28	MHS & MMS	Lighting Improvements	MHS/MMS Campus	Install lighting for pedestrians and cyclists within the MHS/MMS campus, primarily along Eagles Watch Way from SR 131 to Wolfpen-Pleasant Hill Road.	7	\$\$	Capital Funds	2 years
29	MHS & MMS	Lighting Improvements	Wolfpen-Pleasant Hill Road	Install lighting along Wolfpen-Pleasant Hill Road from SR 131 to Heatherstone Way.	7	\$\$	SRTS	3 years
30	MHS & MMS	Protected Crossing	SR 131	Install a PHB on SR 131 near Eagles Watch Way.	7	\$\$	SRTS	3 years



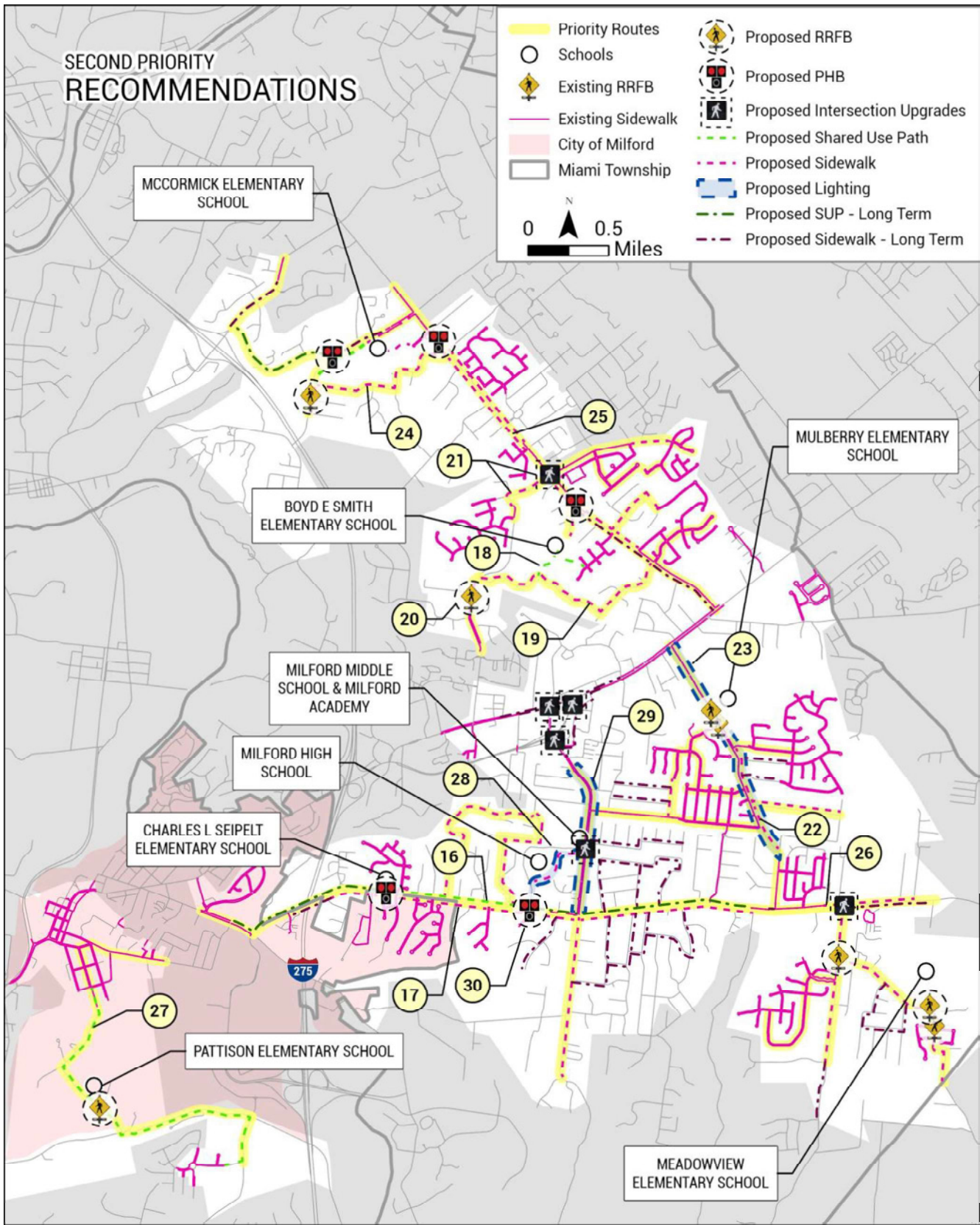


Figure 85. Infrastructure Recommendations: 2<sup>nd</sup> Priority

Table 9. Infrastructure Recommendations: 3<sup>rd</sup> Priority

No.	School	Project Type	Location	Description	1-Mi Rank	Cost	Potential Funding Source	Timeframe
31*	Charles L Seipelt & MHS & MMS	Sidewalk	SR 131	Construct sidewalk along the south side of SR 131 from Highland Terrace Drive to Lakefield Drive.	1	\$\$	SRTS	5 years
32	Charles L Seipelt & MHS & MMS	Sidewalk	Various Residential Streets	Construct sidewalk along Willnean Drive, Michelle Trail, Marcie Lane, and Sherwood to create a continuous loop that begins and ends at SR 131.	1	\$\$\$	SRTS	5 years
33	Boyd E Smith Elementary	Shared Use Path	BES Campus	Construct a SUP connecting the school property to the Chadwich Farm neighborhood, following the alignment of pre-existing unpaved trails. Conduct a feasibility study prior to implementation.	2	\$\$	Capital Funds	4 years
34	Boyd E Smith Elementary	Sidewalk	Weber Road	Construct sidewalk on the south side of Weber Road, connecting the existing sidewalk near Mitchell Farm Drive to the existing sidewalk near Weber Oaks Drive.	2	\$\$	SRTS	5 years
35	Boyd E Smith Elementary	Sidewalk	Deerhaven Court	Construct sidewalk along Deerhaven Court from Branch Hill-Guinea Pike to Deerhaven Lane.	2	\$\$	SRTS	5 years
36	Mulberry & MHS & MMS	Traffic Calming	Deblin Drive	Construct speed bump(s) on Deblin Drive. Consider placing speed bump(s) at common pedestrian crossing locations to construct raised crosswalks.	3	\$	SRTS	2 years
37	Mulberry & MHS & MMS	Sidewalk	Milburne Drive	Construct sidewalk along the west side of Milburne Drive from Deblin Drive to the existing sidewalk north of Ronlee Drive.	3	\$\$	SRTS	3 years
38	Mulberry Elementary	Sidewalk	Emerson Lane	Construct sidewalk along the north side of Emerson Lane.	3	\$\$	SRTS	4 years
39	McCormick Elementary	Sidewalk	Loveland-Miamiville Road	Fill sidewalk gaps on the south side of Loveland-Miamiville Road between the school entrance and Branch Hill-Guinea Pike.	4	\$\$	SRTS	4 years



No.	School	Project Type	Location	Description	1-Mi Rank	Cost	Potential Funding Source	Timeframe
40	McCormick Elementary	Sidewalk	Loveland-Miamiville Road, Price Road	Construct a SUP along Loveland-Miamiville Road and Price Road from the school entrance to Oskamp Drive. Install an RRFB on Price Road at the Paxton Ramsey Park entrance. Conduct a feasibility study prior to implementation.	4	\$\$\$	SRTS	5 years
41	Meadowview Elementary	Sidewalk	Mt Zion Road	Construct sidewalk along the west side of Mt Zion to connect the existing sidewalk near Wittmer Meadows Drive to the school entrance.	5	\$\$	SRTS	4 years
42	Meadowview Elementary	Sidewalk	Mt Zion Road	Construct sidewalk along the west side of Mt Zion from the existing sidewalk near Lost Trail Farm south towards the Miami Township border.	5	\$\$	SRTS	4 years
43	Meadowview Elementary	Sidewalk	SR 131	Construct sidewalk along the north side of SR 131 from Dry Run Road to Hilltop Way.	5	\$\$\$	SRTS	5 years
44	Meadowview Elementary	Sidewalk	Dry Run Road	Construct sidewalk along the west side of Dry Run Road from White Farm Boulevard to Greystone Lane.	5	\$\$\$	SRTS	5 years
45**	Pattison Elementary	Shared Use Path	Milford Road, Round Bottom Road, Beechwood Road	Construct a SUP along Milford Road, Round Bottom Road, and Beechwood Road to connect the Terrace Ridge neighborhood to the school. Install an RRFB on Milford Road at the school entrance. Conduct a feasibility study prior to implementation.	6	\$\$\$	SRTS	5 years
46	MHS & MMS	Sidewalk	Wolfpen-Pleasant Hill Road	Construct sidewalk along Wolfpen-Pleasant Hill Road from SR 131 to Kimberly Drive.	7	\$\$\$	SRTS	4 years
47	MHS & MMS	Sidewalk	SR 131	Construct sidewalk along the south side of SR 131 from Wolfpen-Pleasant Hill Road to Sugar Camp Road.	7	\$\$\$	SRTS	5 years



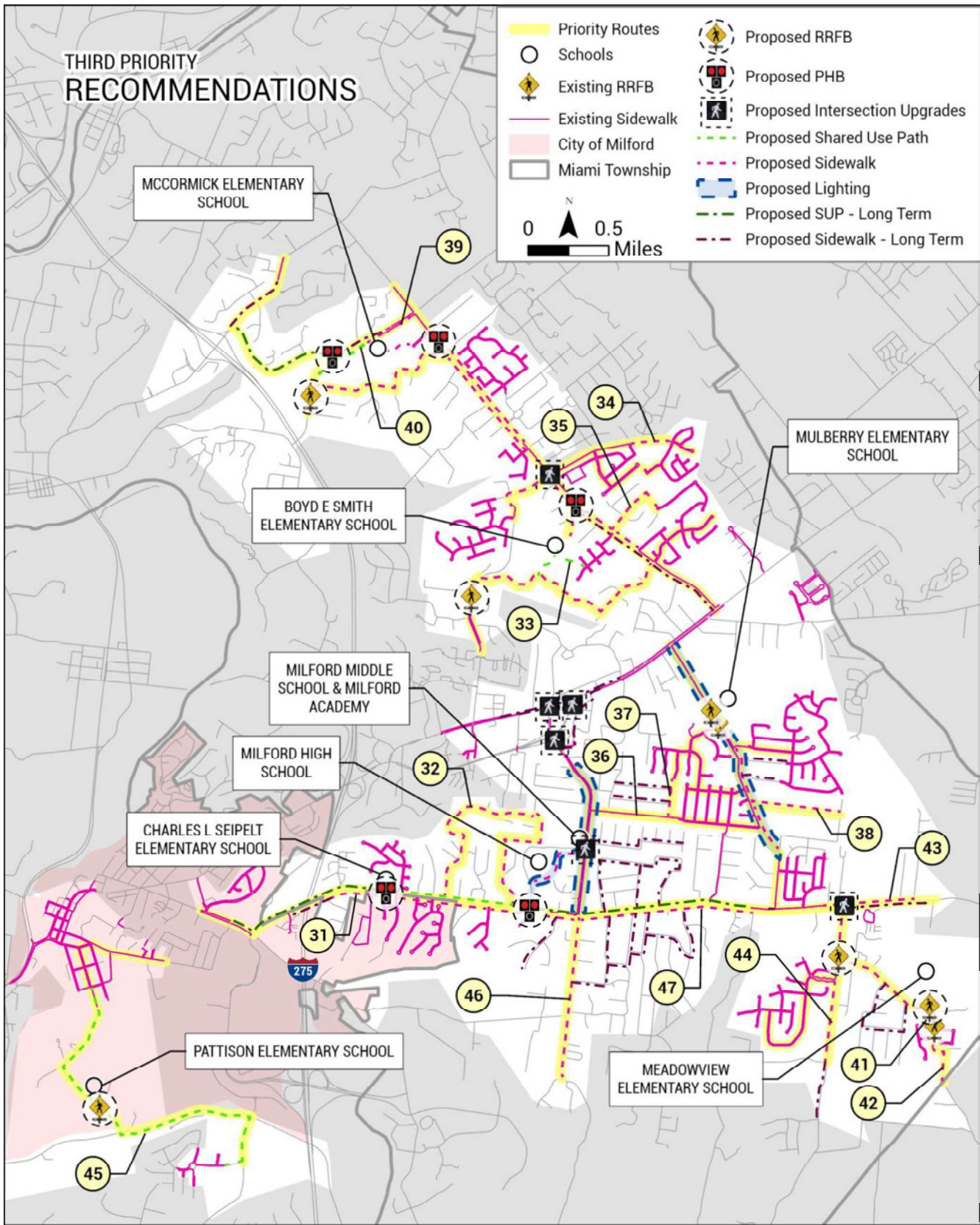


Figure 86. Infrastructure Recommendations: 3<sup>rd</sup> Priority

Table 10. Infrastructure Recommendations: 4<sup>th</sup> Priority

No.	School	Project Type	Location	Description	1-Mi Rank	Cost	Potential Funding Source	Timeframe
48	Charles L Seipelt & MHS & MMS	Sidewalk	Autumn Wynd Lane	Construct sidewalk along Autumn Wynd Lane.	1	\$\$	SRTS	5+ years
49	Charles L Seipelt & MHS & MMS	Shared Use Path	SR 131	Construct a SUP along the north side of SR 131 from Eagles Watch Way to Buckwheat Road. Conduct a feasibility study prior to implementation.	1	\$\$\$	SRTS	5+ years
50	Charles L Seipelt & MHS & MMS	Sidewalk	Various Residential Streets	Construct sidewalk along Mellie Lane and Day Circle.	1	\$\$	SRTS	5+ years
51*	Charles L Seipelt Elementary	Sidewalk	SR 131	Construct sidewalk along the south side of SR 131 from Doublegate Drive to Highland Terrace Drive.	1	\$\$\$	SRTS	5+ years
52*	Charles L Seipelt & MHS & MMS	Shared Use Path	SR 131, US 50	Construct a SUP along the north side of SR 131 to connect the existing sidewalk on US 50 near Cemetery Road to the proposed SUP at the CLS entrance. Conduct a feasibility study prior to implementation.	1	\$\$\$	SRTS	5+ years
53	Boyd E Smith Elementary	Sidewalk	Branch Hill-Guinea Pike	Construct sidewalk along the south side of Branch Hill-Guinea Pike from Jer Les Street to SR 28.	2	\$\$\$	SRTS	5+ years
54	Mulberry & MHS & MMS	Sidewalk	Various Residential Streets	Construct sidewalk on the following residential streets: Lela Lane, Finch Lan, Ronlee Drive, Teakwood Drive.	3	\$\$\$	SRTS	5+ years
55	McCormick Elementary	Sidewalk	Loveland-Miamiville Road	Construct sidewalk along the north side of Loveland-Miamiville Road east of Price Road to meet the existing walk.	4	\$\$	SRTS	5+ years
56	McCormick Elementary	Shared Use Path	Loveland-Miamiville Road	Construct a SUP along the north side of Loveland-Miamiville Road from Wards Corner Road to Price Road. Install a PHB on Loveland-Miamiville Road near Price Road to connect the proposed pathways. Conduct a feasibility study prior to implementation.	4	\$\$\$	SRTS	5+ years



No.	School	Project Type	Location	Description	1-Mi Rank	Cost	Potential Funding Source	Timeframe
57	McCormick Elementary	Sidewalk	Wards Corner Road	Construct sidewalk along the north side of Wards Corner Road from Loveland-Miamiville Road to the existing walk near Willows Bend Drive.	4	\$\$	SRTS	5+ years
58	Meadowview Elementary	Sidewalk	Dry Run Road	Construct sidewalk along the west side of Dry Run Road from Greystone Lane to Pine Bluffs Way.	5	\$\$	SRTS	5+ years
59	Meadowview Elementary	Sidewalk	Various Residential Streets	Construct sidewalk along Hickory Thicket Drive, Beech Grove Drive, Wild Cherry Drive, and Hoffman Drive to create a continuous loop that begins and ends at Mt Zion Road.	5	\$\$\$	SRTS	5+ years
60	Meadowview Elementary	Sidewalk	SR 131	Construct sidewalk along the south side of SR 131 from Dry Run Road to Greimann Lane.	5	\$\$\$	SRTS	5+ years
61	MHS & MMS	Sidewalk	Emily Drive, Oakwood Drive	Construct sidewalk along Emily Drive and Oakwood Drive.	7	\$\$	SRTS	5+ years
62	MHS & MMS	Sidewalk	Various Residential Streets	Construct sidewalk along Day Drive, Naomi Drive, Bety Lane, Pleasant View Drive, Valley Forge Drive, Eagle Ridge Drive, Eric, and Kent Drive.	7	\$\$\$	SRTS	5+ years
63	MHS & MMS	Sidewalk	Various Commercial Roads	Construct sidewalk along Wolfpen-Pleasant Hill Road, Business 28, SR 28 and Allen Drive to connect anticipated housing developments to Milford High and Middle Schools.	7	\$\$\$	SRTS	5+ years
64	MHS & MMS	Intersection Upgrades	Various Signalized Intersections	Install signal backplates, pedestrian push buttons, pedestrian countdown signals, ADA-compliant curb ramps, and high-visibility crosswalks at the following three intersections: Wolfpen-Pleasant Hill Road and SR 28 ramps, Wolfpen-Pleasant Hill Road and Business 28, and Business 28 and SR 28.	7	\$\$\$	SRTS	3 years



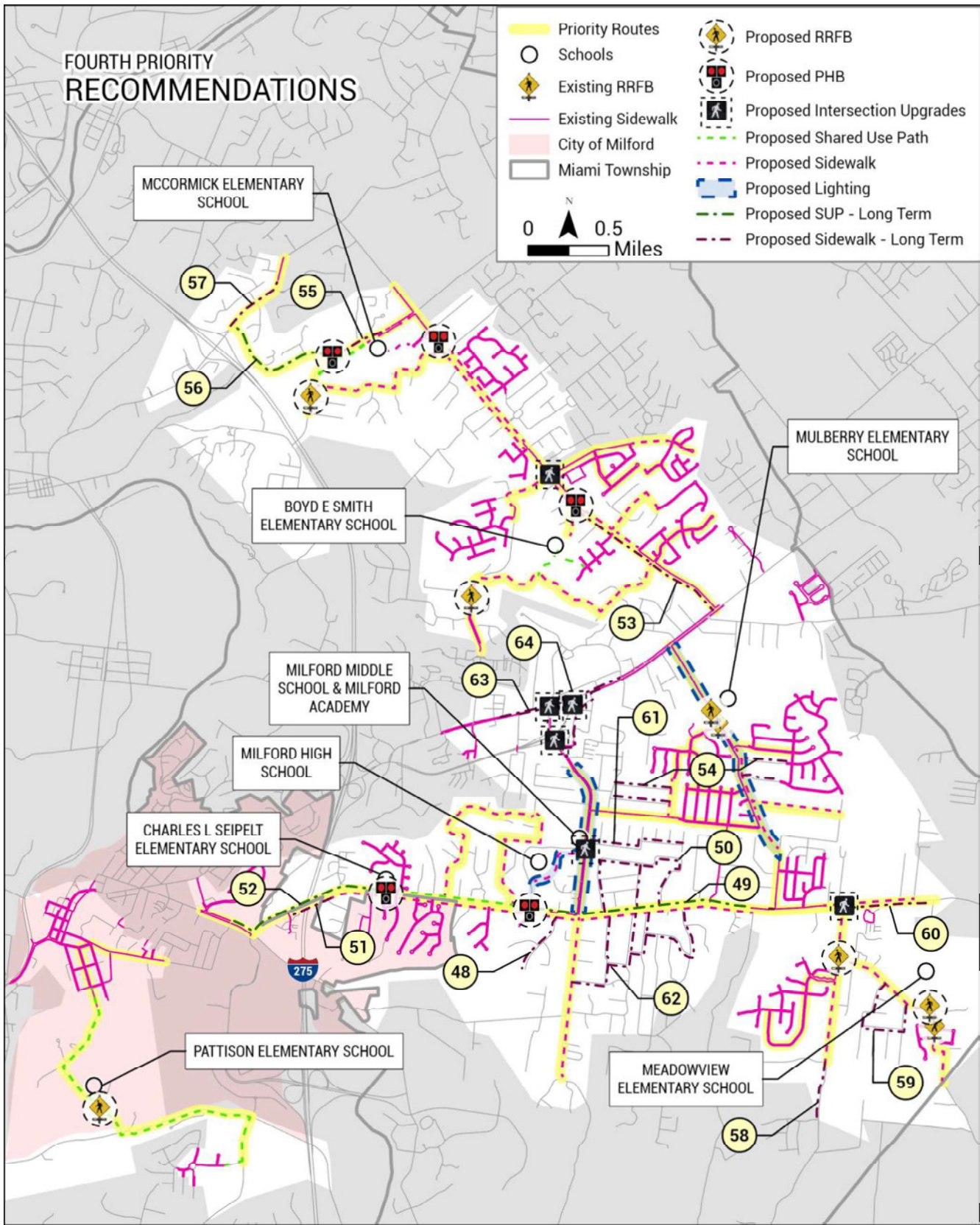


Figure 87. Infrastructure Recommendations: 4<sup>th</sup> Priority

## Non-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. Program and policy recommendations aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase use through encouragement, education, engagement, enforcement, and evaluation.

Table 11. Program and policy recommendations

School	Project Type	“Es”	Description	Leaders	Timeframe
All target schools	Program	Engineering, Evaluation	Continue to engage the SRTS Team to oversee the progress of the SRTS initiatives, including regular discussion of school-related crashes, infrastructure needs, plan implementation, and planning and programming initiatives.	SRTS Team	Ongoing
All target schools	Policy	Evaluation	Establish policy to include construction of sidewalk when performing resurfacing or other roadway work on the roadways on the Walking & Biking Priority Routes	Miami Township	Spring 2026
All target schools	Policy	Enforcement	Increase police enforcement of vehicle speeds in school zones during drop-off and pick-up.	Miami Township	Spring 2026
All target schools	Policy	Encouragement, Evaluation	Evaluate and update existing policies to encourage walking and biking to school.	MEVSD	Summer 2026
All target schools	Program	Encouragement, Engagement	Establish recurring “Walk and Bike to School Day” events.	MEVSD	Summer 2026
All target schools	Policy	Encouragement	Require that all schools in the district provide bicycle racks for students.	MEVSD	Fall 2026
All elementary schools	Program	Encouragement, Engagement	Engage students and caregivers in Bike Bus / Walking Bus programs to reduce solo travel for young students.	MEVSD, PTO/A Groups	Fall 2026
All target schools	Program	Enforcement, Engagement	Establish a district-wide crossing guard program to increase presence at main crossing locations. Consider engaging parents and other community members who are interesting in volunteering.	MEVSD, PTO/A Groups	Fall 2026



School	Project Type	"Es"	Description	Leaders	Timeframe
All target schools	Program	Education, Engagement	Establish an ongoing educational program for students on safe walking and biking practices with an emphasis on navigating crossings and intersections.	MEVSD	Spring 2027
Milford High School	Program	Education	Establish an ongoing educational program regarding safe driving practices in multimodal environments.	MEVSD	Spring 2027
All target schools	Program	Encouragement, Engagement	Create a bike-share program where families can donate new, used, or outgrown bicycles for students in need.	MEVSD, PTO/A Groups	Spring 2027



# Implementation

Collaboration is the first step towards successful implementation of the *Milford Exempted Village School District 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.

Agency	Role/responsibility	Timeline for implementation
<b>SRTS Team</b>	Establish an annual meeting schedule with goals, timeline, and proposed agendas.	<1 year
<b>Miami Township</b>	Implement non-infrastructure recommendation that includes policy change regarding sidewalk construction in future roadway construction and rehabilitation projects.	<1 year
<b>Miami Township</b>	Install school zone signage where needed and maintain existing signage. Increase enforcement of vehicles speeds within school zones.	<1 year
<b>MEVSD</b>	Implement non-infrastructure recommendations that engage and encourage students of all ages to walk and bike to school.	<1 year
<b>MEVSD</b>	Implement non-infrastructure recommendations that establish educational programs within the target schools to improve students’ understanding of safe walking, biking, and driving practices.	1 year
<b>Miami Township</b>	Apply for SRTS funding for low/medium (\$/\$\$) cost infrastructure projects on the 1st Priority List.	1 year
<b>Miami Township</b>	Apply for SRTS funding for medium/high (\$\$/\$\$\$) cost infrastructure projects on the 1st Priority List.	2 years
<b>SRTS Team</b>	Measure the success of implemented projects by monitoring student travel following project completions. Adjust goals and implementation plan accordingly.	3 years
<b>Miami Township</b>	Apply for SRTS funding for low/medium (\$/\$\$) cost infrastructure projects on the 2nd Priority List.	3 years
<b>Miami Township</b>	Apply for SRTS funding for medium/high (\$\$/\$\$\$) cost infrastructure projects on the 2nd Priority List.	4 years
<b>SRTS Team</b>	Measure the success of implemented projects by monitoring student travel following project completions. Adjust goals and implementation plan accordingly.	5 years
<b>Miami Township</b>	Apply for SRTS funding for low/medium (\$/\$\$) cost infrastructure projects on the 3rd Priority List.	5 years
<b>Miami Township</b>	Apply for SRTS funding for medium/high (\$\$/\$\$\$) cost infrastructure projects on the 3rd Priority List.	6 years



Agency	Role/responsibility	Timeline for implementation
<b>SRTS Team</b>	Measure the success of implemented projects by monitoring student travel following project completions. Adjust goals and implementation plan accordingly.	7 years
<b>Miami Township</b>	Apply for SRTS funding for low/medium (\$/\$\$) cost infrastructure projects on the 4th Priority List.	7 years
<b>Miami Township</b>	Apply for SRTS funding for medium/high (\$\$/\$\$\$\$) cost infrastructure projects on the 4th Priority List.	8 years




# Pledge of Support


Miami Township, Clermont County, and the Milford Exempted Village 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:

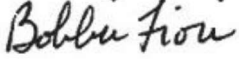
*Walking and biking in the Milford Exempted Village School District will be a safe, convenient, and accessible transportation option for everyone.*


The undersigned are fully supportive of the *Milford Exempted Village School District Safe Routes to School Travel Plan* and program, and pledge to support their efforts and provide resources as appropriate.

Signature:   
Printed Name: Steve Kelly  
Miami Township Administrator

Signature:   
Printed Name: Robert Hirsch  
Miami Township Police Chief

Signature:   
Printed Name: Jeremy Evans  
Clermont County Engineer

Signature:   
Printed Name: Bobbie Fiori  
MEVSD Superintendent

Signature:   
Printed Name: Jeff Johnson  
MEVSD Director of Business and Operations

Signature:   
Printed Name: Renee Whittenberger  
Associate Director, Transportation  
Environmental Design Group



# Appendices

- A. *Safe Routes to School Project Team Contact Information*
- B. *Walking and Biking Priority Network*
- C. *Site Visit Notes*
- D. *Student Address and Crash Maps*
- E. *Active Transportation Need Analysis*
- F. *Caregiver Survey Prompts*
- G. *Infrastructure Recommendations*



# Appendix A

## Safe Routes to School Project Team Contact Information

Team Member	Contact	Email
Miami Township	Steve Kelly	steve.kelly@miamitwpoh.gov
Miami Township	Brian Elliff	brian.elliff@miamitwpoh.gov
Miami Township	Jennifer Ekey	jennifer.ekey@miamitwpoh.gov
Miami Township	Chris Burdsall	chris.burdsall@miamitwpoh.gov
Miami Township	Robert Hirsch	Robert.Hirsch@MiamiTwpoh.gov
Clermont County	Jeremy Evans	jpevans@clermontcountyohio.gov
MEVSD	John Spieser	spieser_j@milfordschools.org
MEVSD	Jeff Johnson	johnson_jeff@milfordschools.org
ODOT District 8	Tom Mazza	thomas.mazza@dot.ohio.gov
School Travel Plan Author	Reneé Whittenberger, P.E., RSP <sub>21</sub>	rwhittenberger@envdesigngroup.com

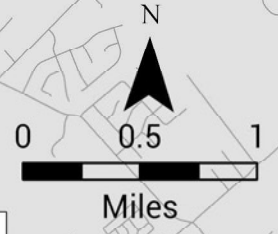


# Appendix B

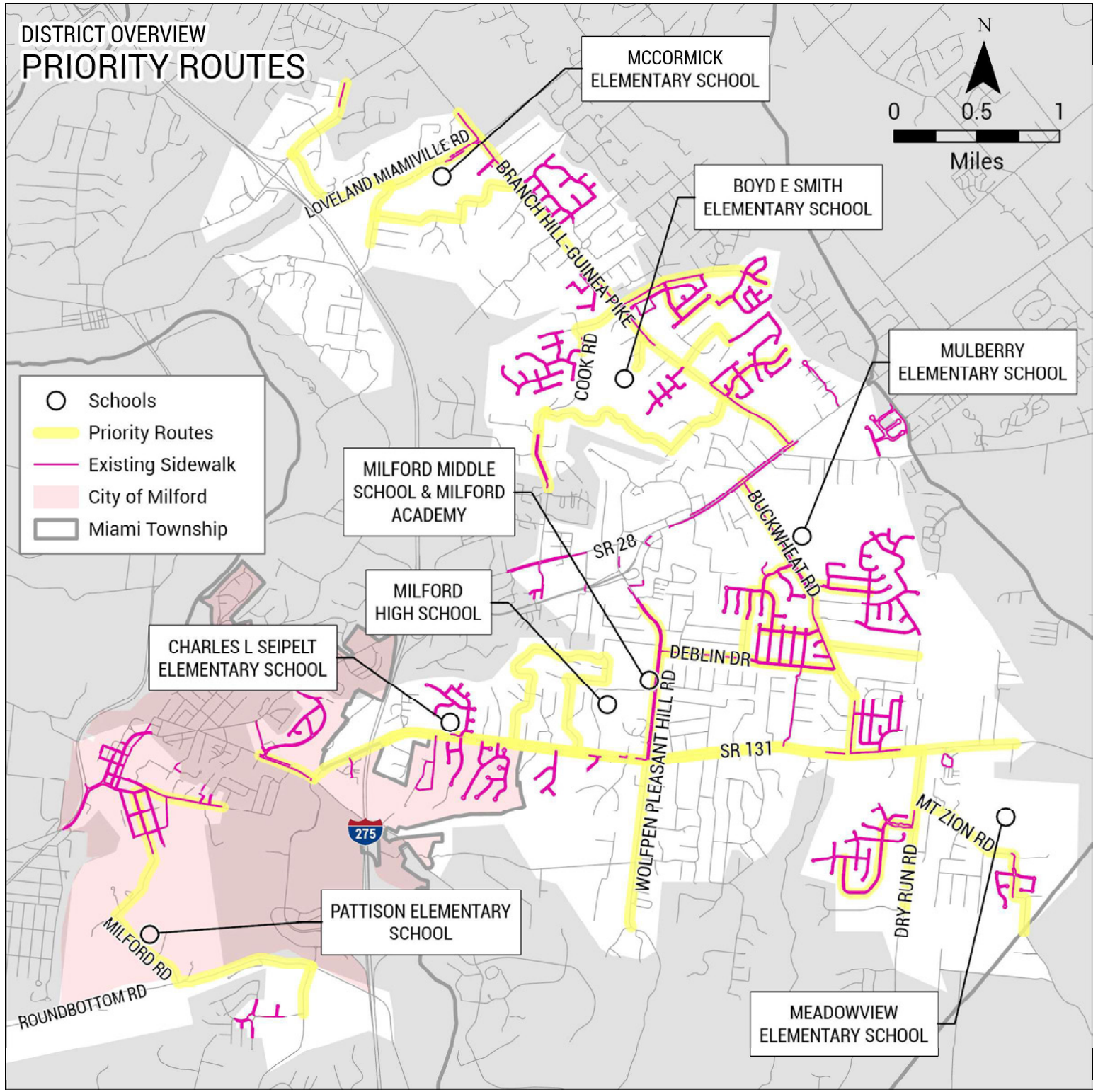
## Walking and Biking Priority Network



# DISTRICT OVERVIEW PRIORITY ROUTES



- Schools
- Priority Routes
- Existing Sidewalk
- City of Milford
- Miami Township



# MILFORD HIGH SCHOOL, MILFORD ACADEMY, AND MILFORD MIDDLE SCHOOL PRIORITY WALKING AND BIKING ROUTES

- Students
- ▤ Schools
- ▬ Priority Routes
- ▬ Existing Sidewalk
- ▭ City of Milford
- ▭ Miami Township

MILFORD MIDDLE SCHOOL & MILFORD ACADEMY

MULBERRY ELEMENTARY SCHOOL

CHARLES L SEIPELT ELEMENTARY SCHOOL

MILFORD HIGH SCHOOL

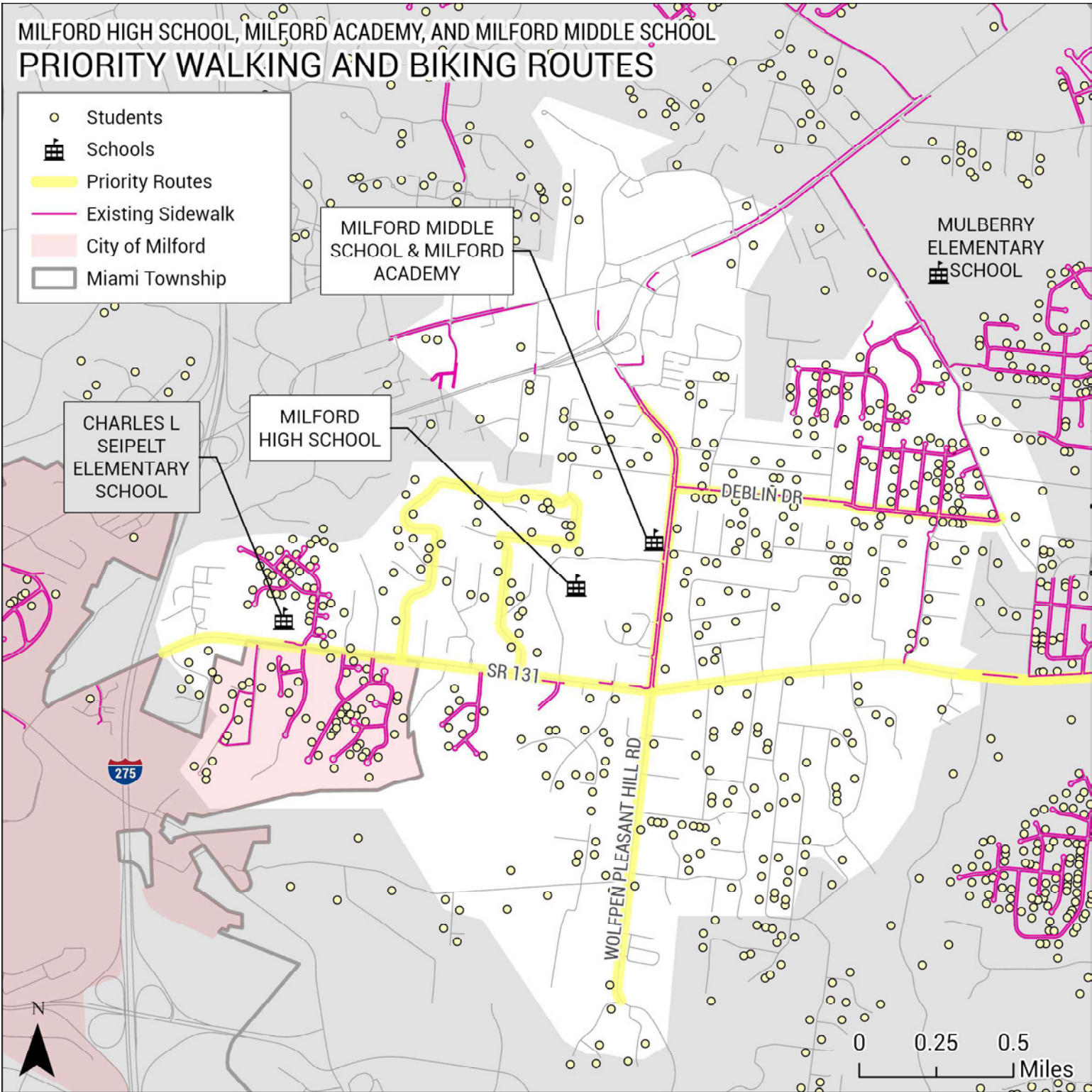
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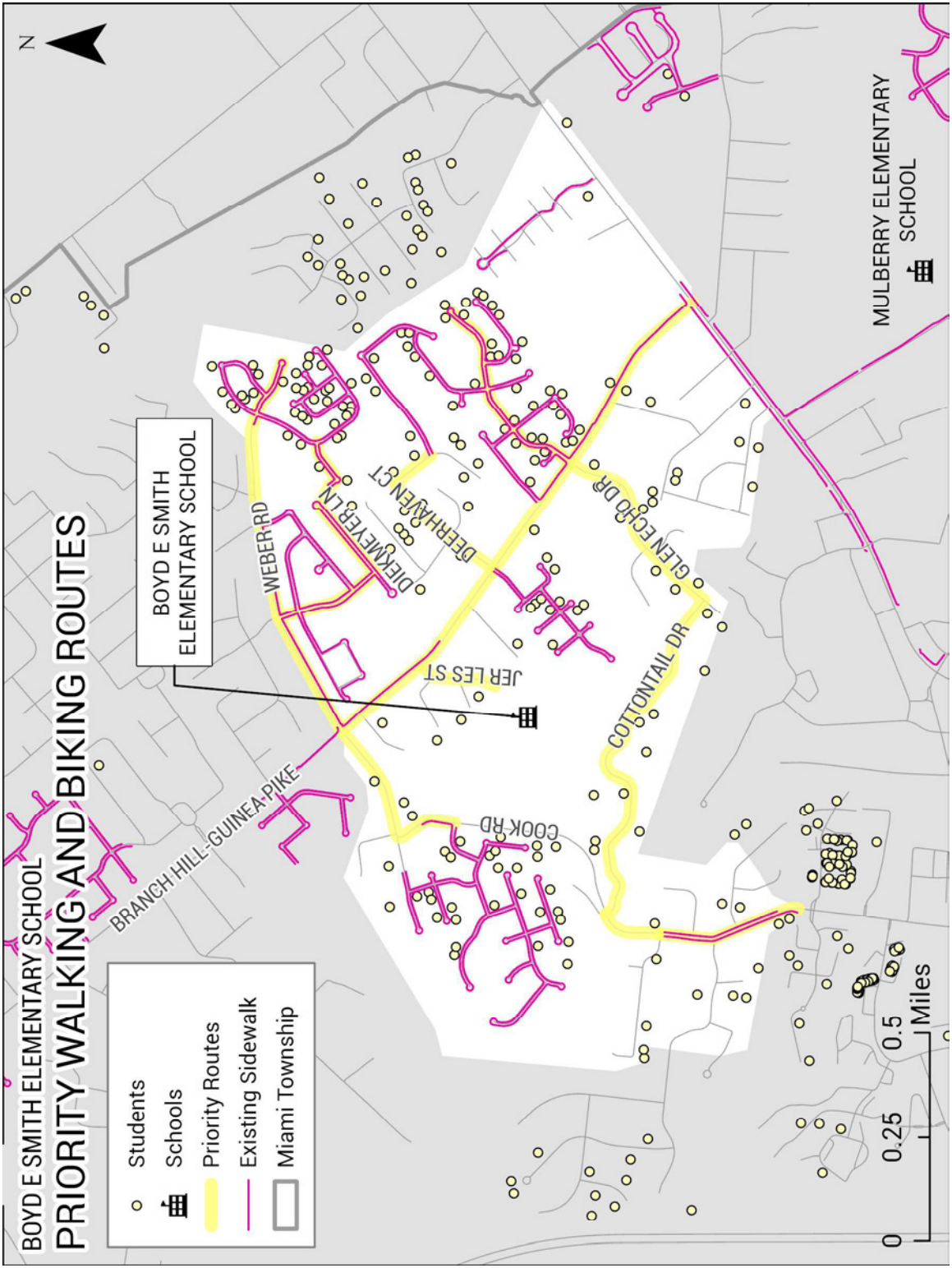
SR 131

WOLFFEN PLEASANT HILL RD



0 0.25 0.5 Miles





BOYD E SMITH ELEMENTARY SCHOOL  
**PRIORITY WALKING AND BIKING ROUTES**

- Students
- ▣ Schools
- Priority Routes
- Existing Sidewalk
- ▭ Miami Township

BOYD E SMITH  
 ELEMENTARY SCHOOL

MULBERRY ELEMENTARY  
 SCHOOL

0 0.25 0.5 Miles



WEBER RD  
 DEMEYER LN  
 DERHAM CT  
 JERLES ST  
 COTTONTAIL DR  
 COOK RD  
 BRANCH HILL-GUINEA PIKE

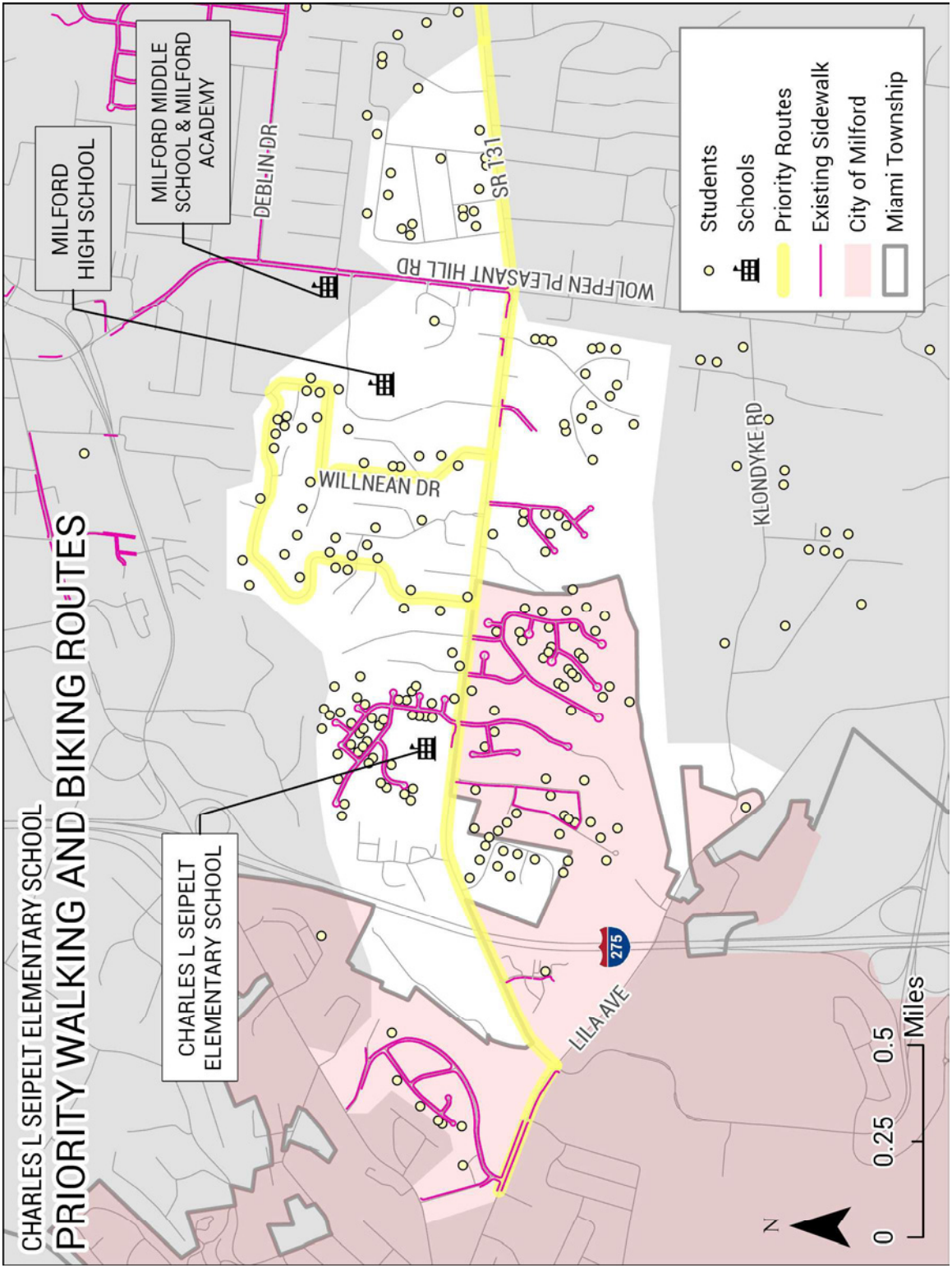
CHARLES L SEIPELT ELEMENTARY SCHOOL

# PRIORITY WALKING AND BIKING ROUTES

CHARLES L SEIPELT  
ELEMENTARY SCHOOL

MILFORD  
HIGH SCHOOL

MILFORD MIDDLE  
SCHOOL & MILFORD  
ACADEMY

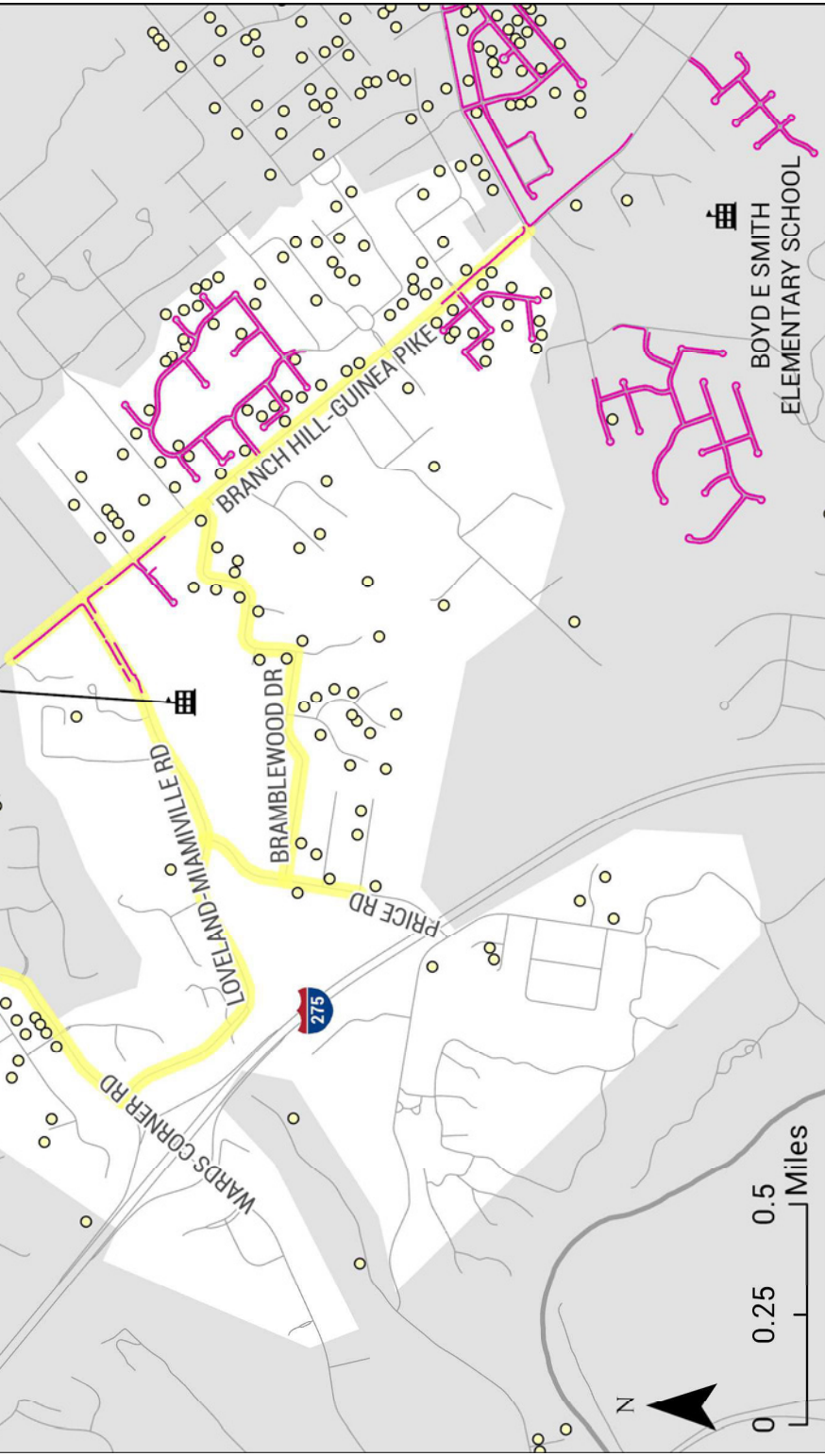


MCCORMICK ELEMENTARY SCHOOL

# PRIORITY WALKING AND BIKING ROUTES

MCCORMICK  
ELEMENTARY SCHOOL

- Students
- ▤ Schools
- Priority Routes
- Existing Sidewalk
- Miami Township



0 0.25 0.5 Miles



BOYD E SMITH  
ELEMENTARY SCHOOL

BRANCH HILL-GUINEA PIKE

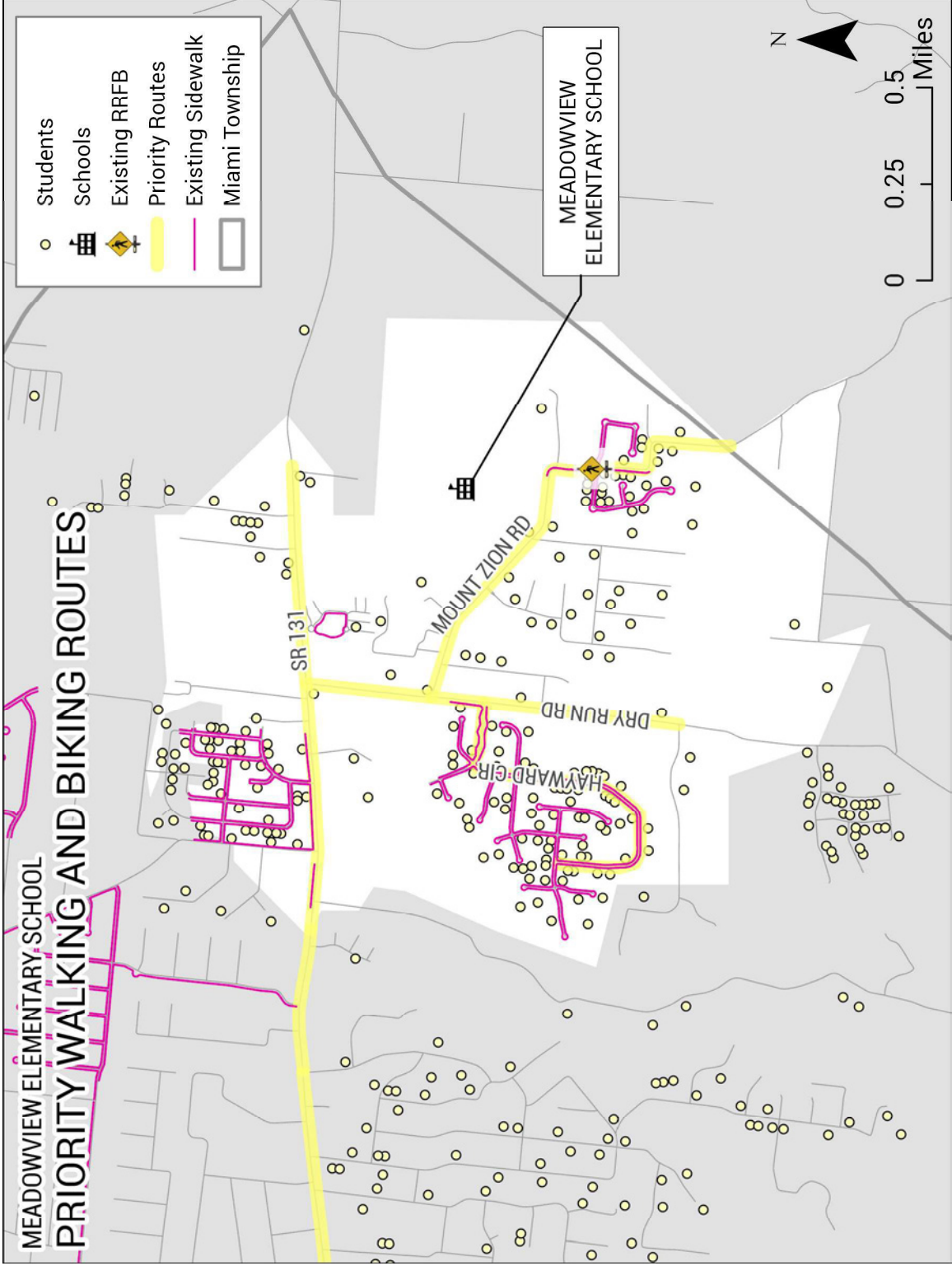
BRAMBLEWOOD DR

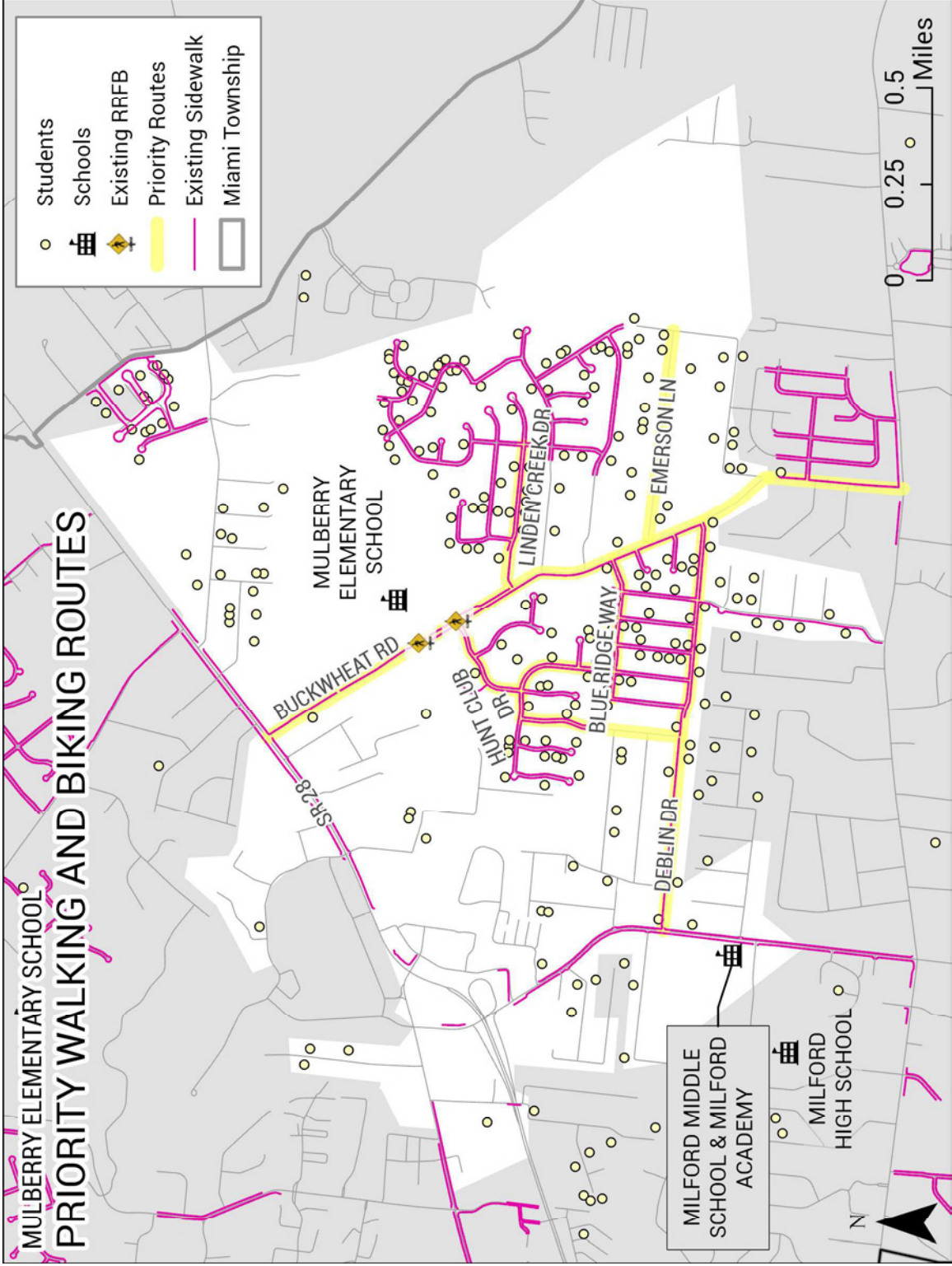
LOVELAND-MIAMILLE RD

WARDS CORNER RD

PRICE RD

275

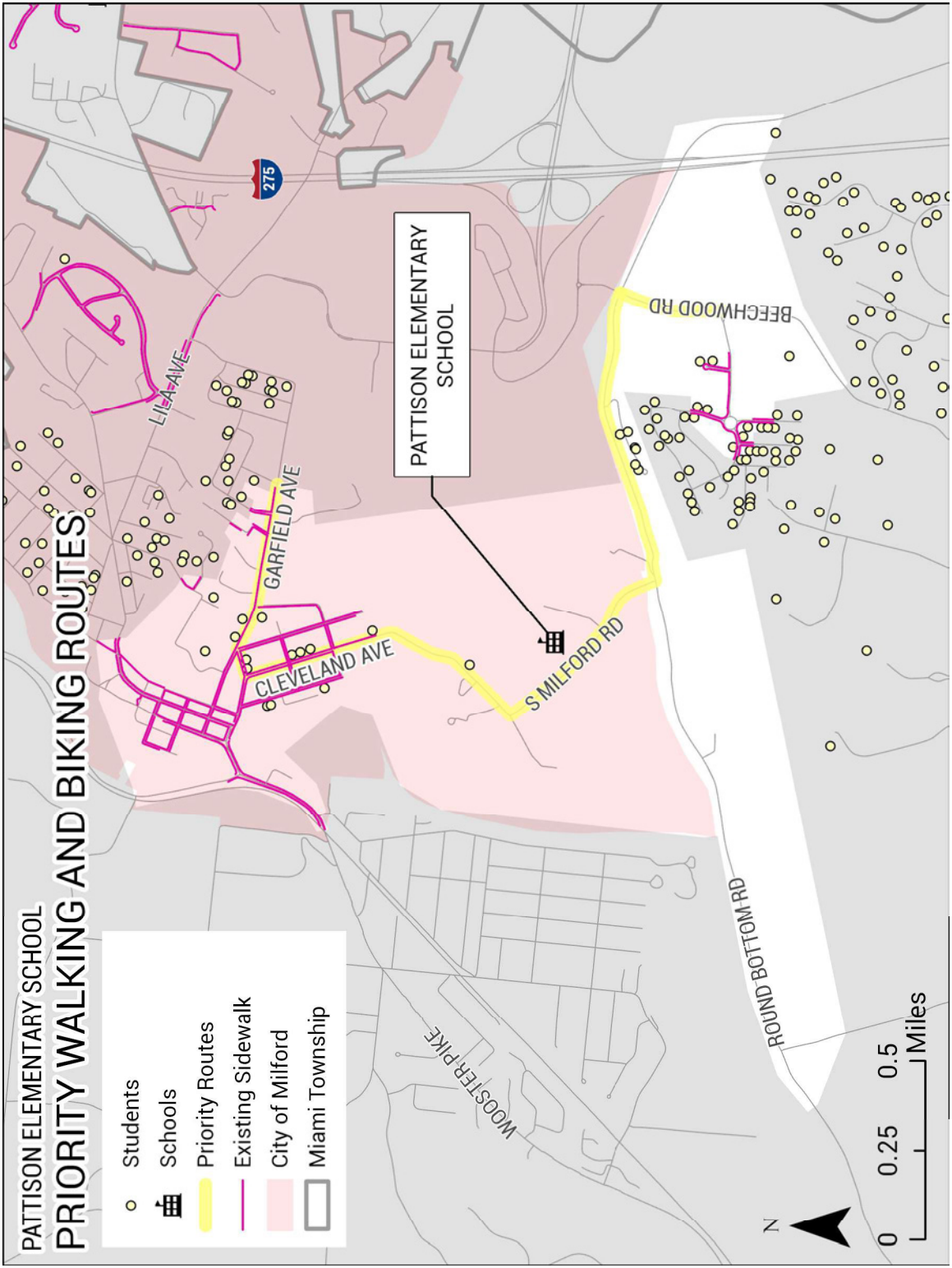




PATTISON ELEMENTARY SCHOOL

PRIORITY WALKING AND BIKING ROUTES

- Students
- ▣ Schools
- Priority Routes
- Existing Sidewalk
- ▣ City of Milford
- ▣ Miami Township



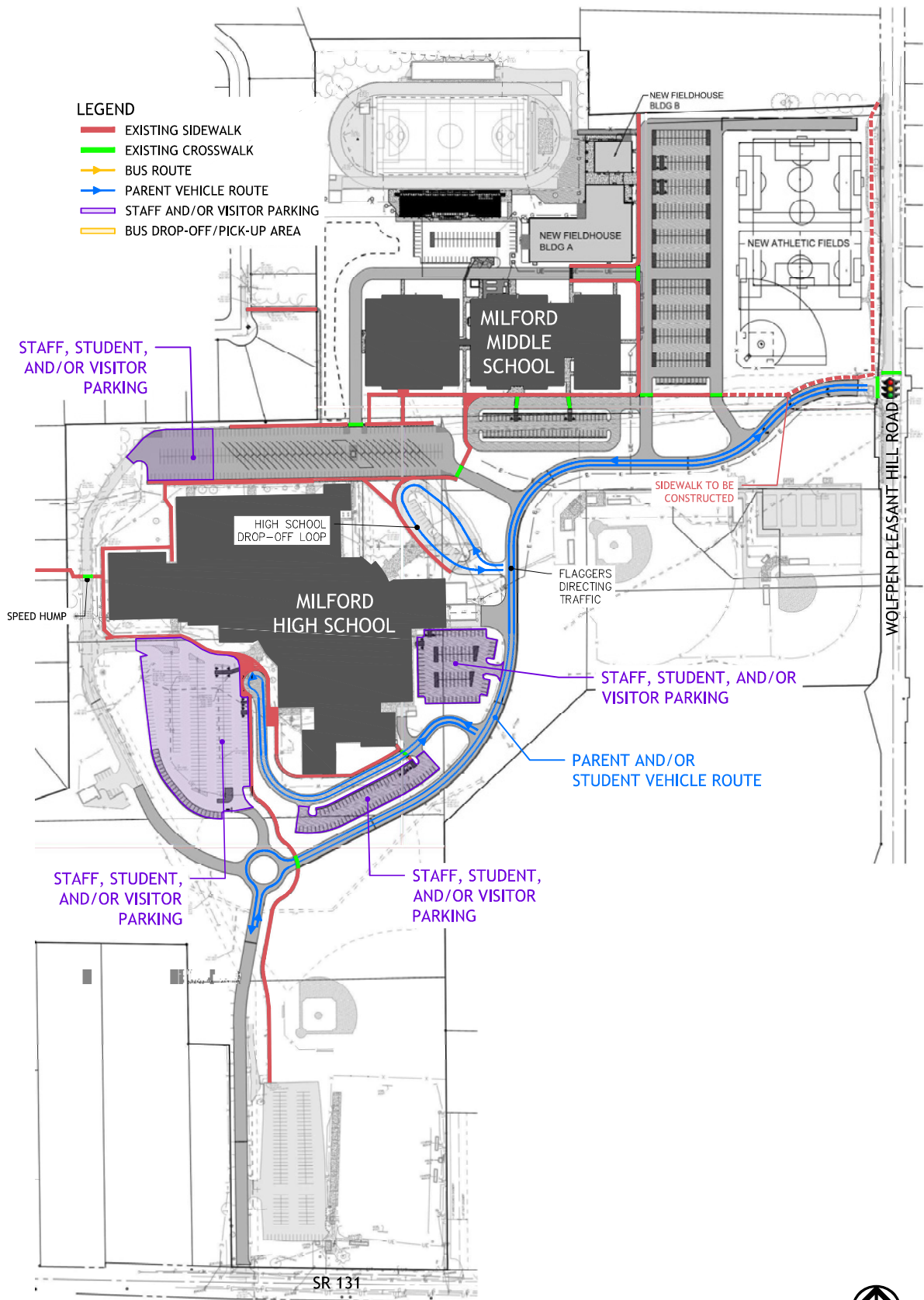
# Appendix C

## Site Visit Notes



**LEGEND**

- EXISTING SIDEWALK
- EXISTING CROSSWALK
- BUS ROUTE
- PARENT VEHICLE ROUTE
- STAFF AND/OR VISITOR PARKING
- BUS DROP-OFF/PICK-UP AREA

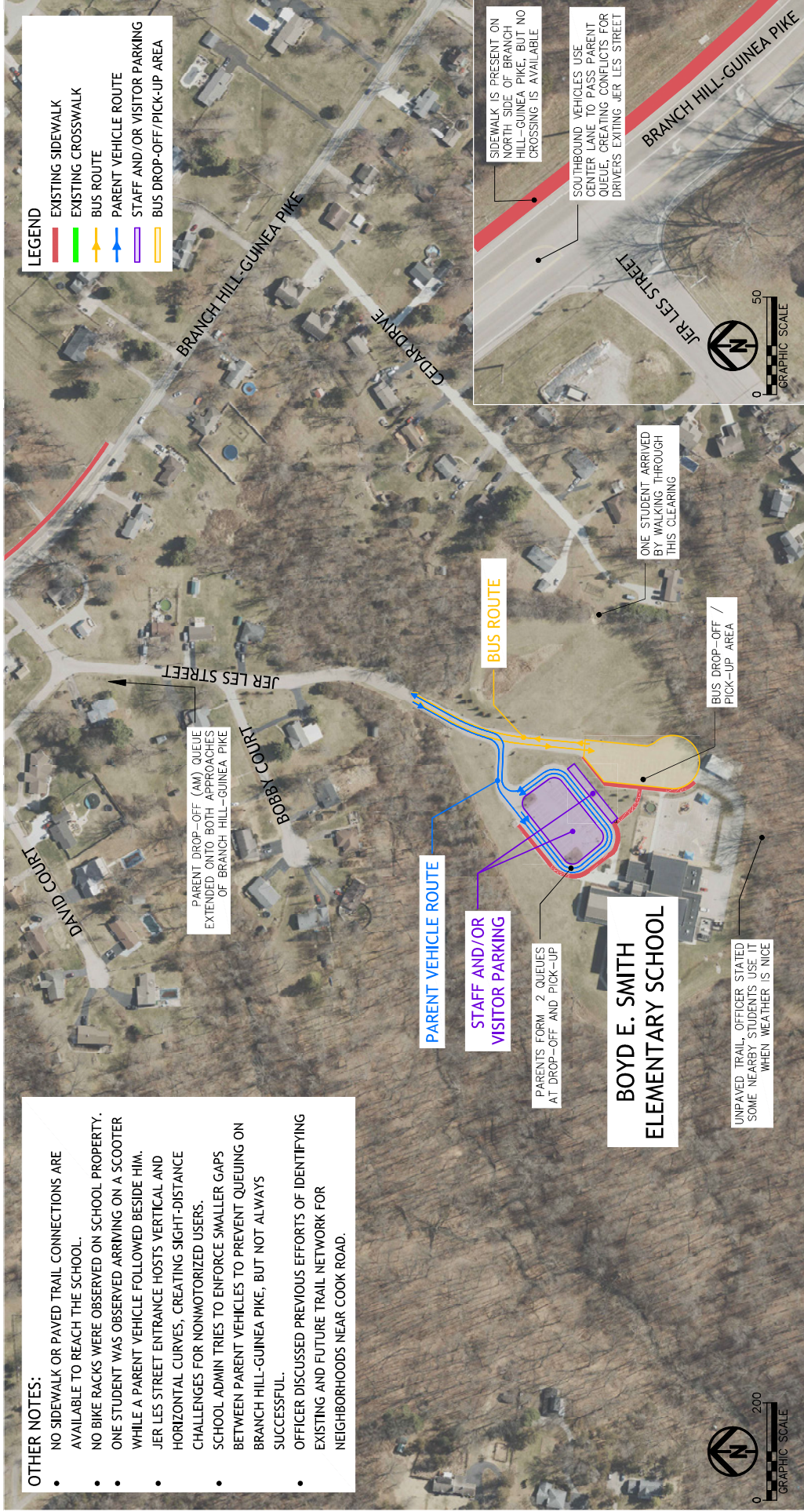


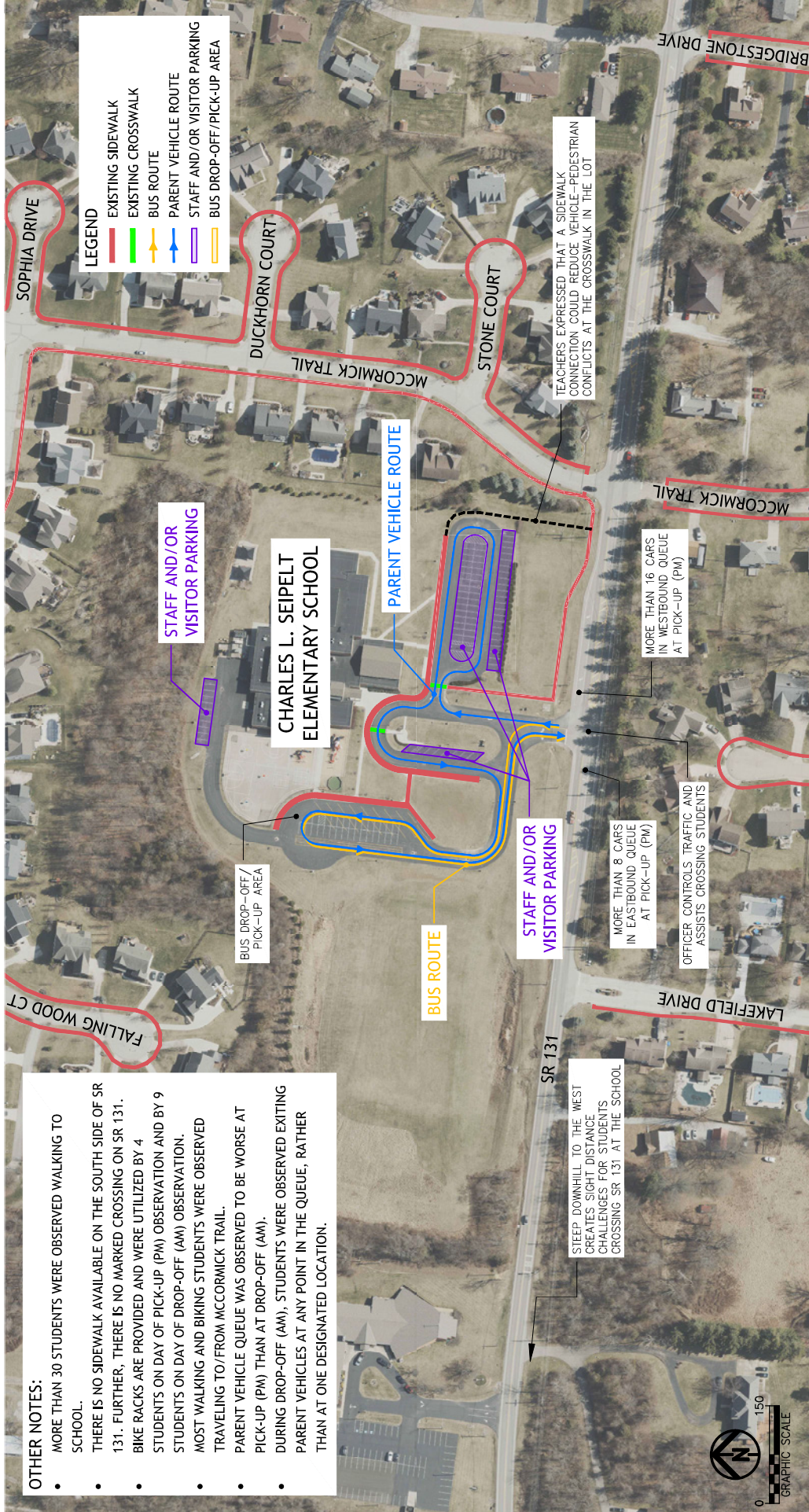
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**OTHER NOTES:**

- NO SIDEWALK OR PAVED TRAIL CONNECTIONS ARE AVAILABLE TO REACH THE SCHOOL.
- NO BIKE RACKS WERE OBSERVED ON SCHOOL PROPERTY.
- ONE STUDENT WAS OBSERVED ARRIVING ON A SCOOTER WHILE A PARENT VEHICLE FOLLOWED BESIDE HIM.
- JER LES STREET ENTRANCE HOSTS VERTICAL AND HORIZONTAL CURVES, CREATING SIGHT-DISTANCE CHALLENGES FOR NONMOTORIZED USERS.
- SCHOOL ADMIN TRIES TO ENFORCE SMALLER GAPS BETWEEN PARENT VEHICLES TO PREVENT QUEUING ON BRANCH HILL-GUINEA PIKE, BUT NOT ALWAYS SUCCESSFUL.
- OFFICER DISCUSSED PREVIOUS EFFORTS OF IDENTIFYING EXISTING AND FUTURE TRAIL NETWORK FOR NEIGHBORHOODS NEAR COOK ROAD.





**LEGEND**

<span style="color: red;">—</span>	EXISTING SIDEWALK
<span style="color: green;">—</span>	EXISTING CROSSWALK
<span style="color: blue;">—</span>	BUS ROUTE
<span style="color: purple;">—</span>	PARENT VEHICLE ROUTE
<span style="color: yellow;">—</span>	STAFF AND/OR VISITOR PARKING
<span style="color: orange;">—</span>	BUS DROP-OFF / PICK-UP AREA

**OTHER NOTES:**

- MORE THAN 30 STUDENTS WERE OBSERVED WALKING TO SCHOOL.
- THERE IS NO SIDEWALK AVAILABLE ON THE SOUTH SIDE OF SR 131. FURTHER, THERE IS NO MARKED CROSSING ON SR 131. BIKE RACKS ARE PROVIDED AND WERE UTILIZED BY 4 STUDENTS ON DAY OF PICK-UP (PM) OBSERVATION AND BY 9 STUDENTS ON DAY OF DROP-OFF (AM) OBSERVATION.
- MOST WALKING AND BIKING STUDENTS WERE OBSERVED TRAVELING TO/FROM MCCORMICK TRAIL.
- PARENT VEHICLE QUEUE WAS OBSERVED TO BE WORSE AT PICK-UP (PM) THAN AT DROP-OFF (AM).
- DURING DROP-OFF (AM), STUDENTS WERE OBSERVED EXITING PARENT VEHICLES AT ANY POINT IN THE QUEUE, RATHER THAN AT ONE DESIGNATED LOCATION.

TEACHERS EXPRESSED THAT A SIDEWALK CONNECTION COULD REDUCE VEHICLE-PEDESTRIAN CONFLICTS AT THE CROSSWALK IN THE LOT

MORE THAN 16 CARS IN WESTBOUND QUEUE AT PICK-UP (PM)

MORE THAN 8 CARS IN EASTBOUND QUEUE AT PICK-UP (PM)

OFFICER CONTROLS TRAFFIC AND ASSISTS CROSSING STUDENTS

STEEP DOWNHILL TO THE WEST CREATES SIGHT DISTANCE CHALLENGES FOR STUDENTS CROSSING SR 131 AT THE SCHOOL



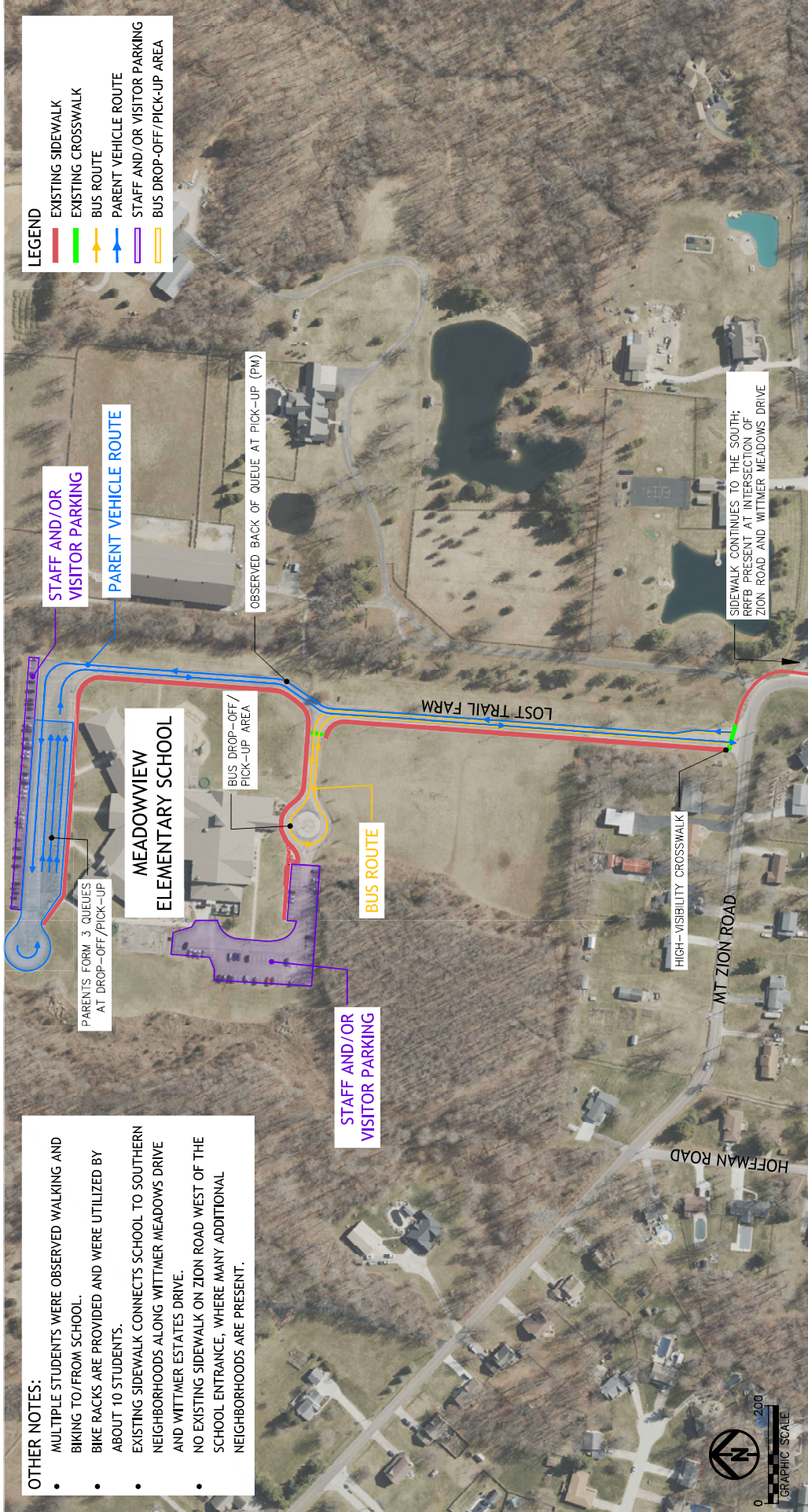
**CHARLES L. SEIPELT ELEMENTARY SCHOOL**  
**MIAMI TOWNSHIP**  
 SCHOOL TRAVEL PLAN  
 MILFORD EXEMPTED VILLAGE SCHOOL DISTRICT

**Environmental Design Group**  
*The community impact people.*  
 800.835.1390  
 envdesigngroup.com



**OTHER NOTES:**

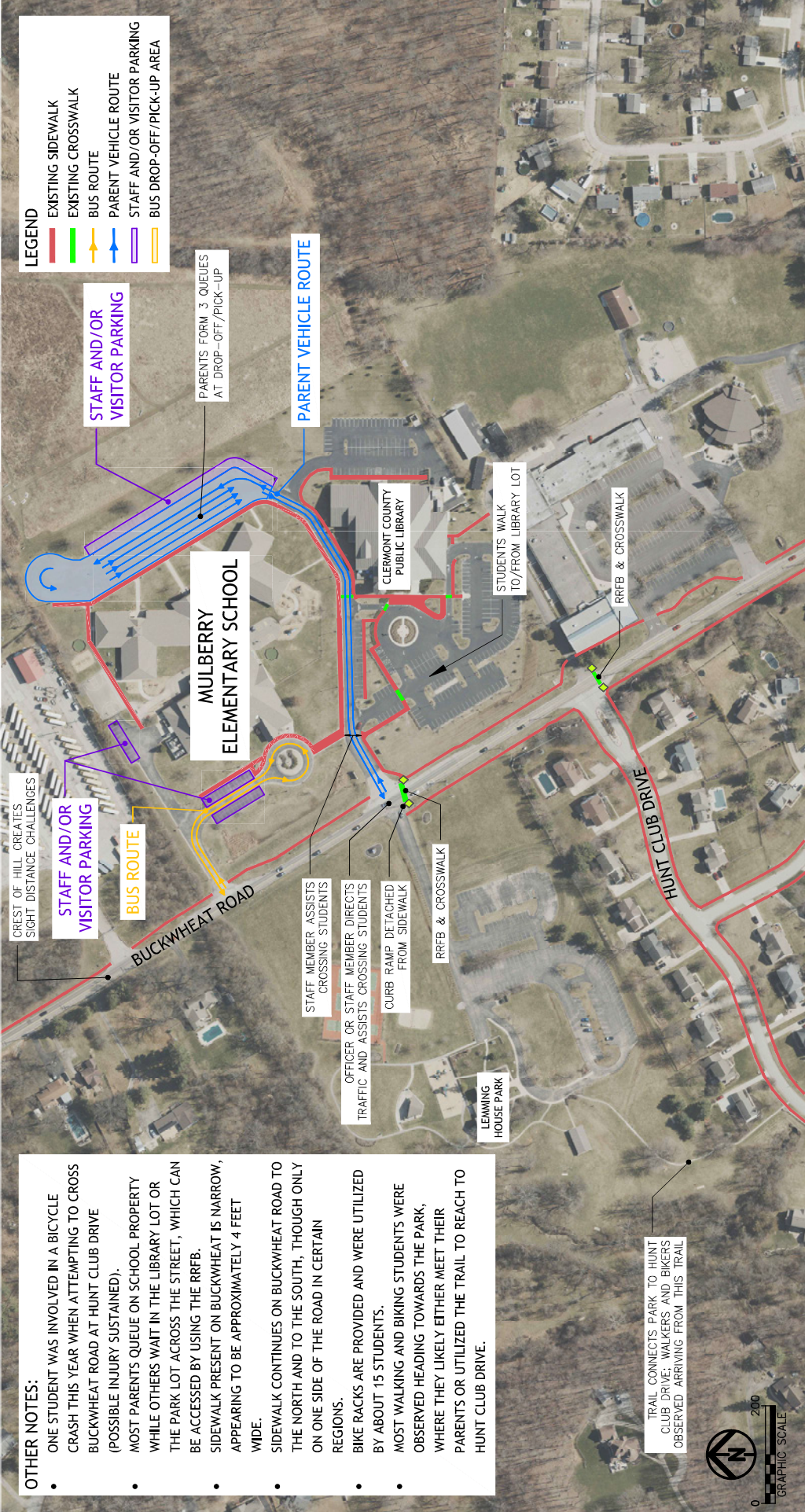
- MULTIPLE STUDENTS WERE OBSERVED WALKING AND BIKING TO/FROM SCHOOL.
- BIKE RACKS ARE PROVIDED AND WERE UTILIZED BY ABOUT 10 STUDENTS.
- EXISTING SIDEWALK CONNECTS SCHOOL TO SOUTHERN NEIGHBORHOODS ALONG WITTMER MEADOWS DRIVE AND WITTMER ESTATES DRIVE.
- NO EXISTING SIDEWALK ON ZION ROAD WEST OF THE SCHOOL ENTRANCE, WHERE MANY ADDITIONAL NEIGHBORHOODS ARE PRESENT.



**MEADOWVIEW ELEMENTARY SCHOOL**  
**MIAMI TOWNSHIP**  
 SCHOOL TRAVEL PLAN  
 MILFORD EXEMPTED VILLAGE SCHOOL DISTRICT



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**OTHER NOTES:**

- ONE STUDENT WAS INVOLVED IN A BICYCLE CRASH THIS YEAR WHEN ATTEMPTING TO CROSS BUCKWHEAT ROAD AT HUNT CLUB DRIVE (POSSIBLE INJURY SUSTAINED).
- MOST PARENTS QUEUE ON SCHOOL PROPERTY WHILE OTHERS WAIT IN THE LIBRARY LOT OR THE PARK LOT ACROSS THE STREET, WHICH CAN BE ACCESSED BY USING THE RRFB.
- SIDEWALK PRESENT ON BUCKWHEAT IS NARROW, APPEARING TO BE APPROXIMATELY 4 FEET WIDE.
- SIDEWALK CONTINUES ON BUCKWHEAT ROAD TO THE NORTH AND TO THE SOUTH, THOUGH ONLY ON ONE SIDE OF THE ROAD IN CERTAIN REGIONS.
- BIKE RACKS ARE PROVIDED AND WERE UTILIZED BY ABOUT 15 STUDENTS.
- MOST WALKING AND BIKING STUDENTS WERE OBSERVED HEADING TOWARDS THE PARK, WHERE THEY LIKELY EITHER MEET THEIR PARENTS OR UTILIZED THE TRAIL TO REACH TO HUNT CLUB DRIVE.

TRAIL CONNECTS PARK TO HUNT CLUB DRIVE; WALKERS AND BIKERS OBSERVED ARRIVING FROM THIS TRAIL



**MULBERRY ELEMENTARY SCHOOL**  
**MIAMI TOWNSHIP**  
 SCHOOL TRAVEL PLAN  
 MILFORD EXEMPTED VILLAGE SCHOOL DISTRICT

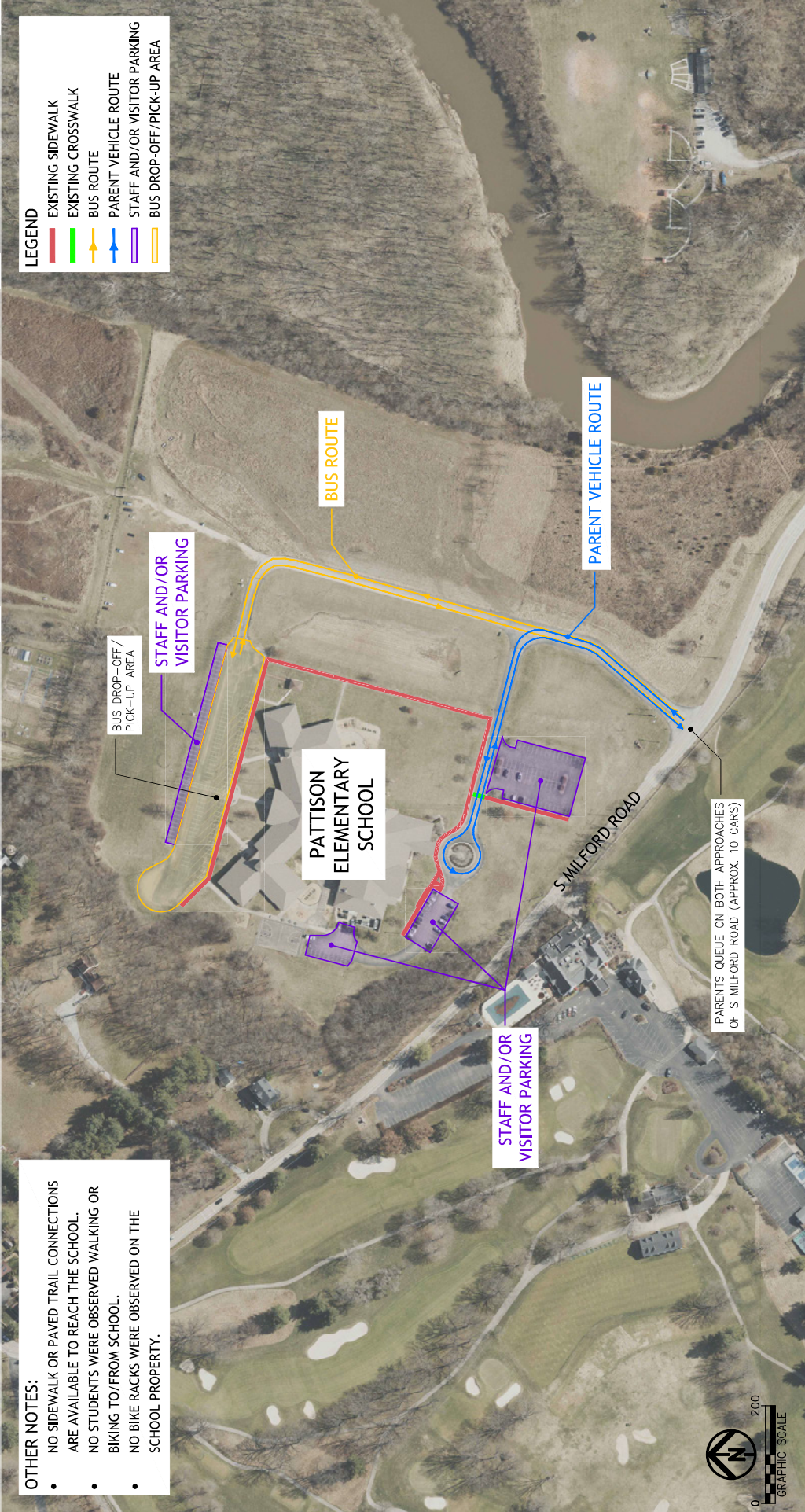
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**OTHER NOTES:**

- NO SIDEWALK OR PAVED TRAIL CONNECTIONS ARE AVAILABLE TO REACH THE SCHOOL.
- NO STUDENTS WERE OBSERVED WALKING OR BIKING TO/FROM SCHOOL.
- NO BIKE RACKS WERE OBSERVED ON THE SCHOOL PROPERTY.

**LEGEND**

- EXISTING SIDEWALK
- EXISTING CROSSWALK
- BUS ROUTE
- PARENT VEHICLE ROUTE
- STAFF AND/OR VISITOR PARKING
- BUS DROP-OFF/PICK-UP AREA



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**PATTISON ELEMENTARY SCHOOL**  
**MIAMI TOWNSHIP**  
 SCHOOL TRAVEL PLAN  
 MILFORD EXEMPTED VILLAGE SCHOOL DISTRICT

# Appendix D

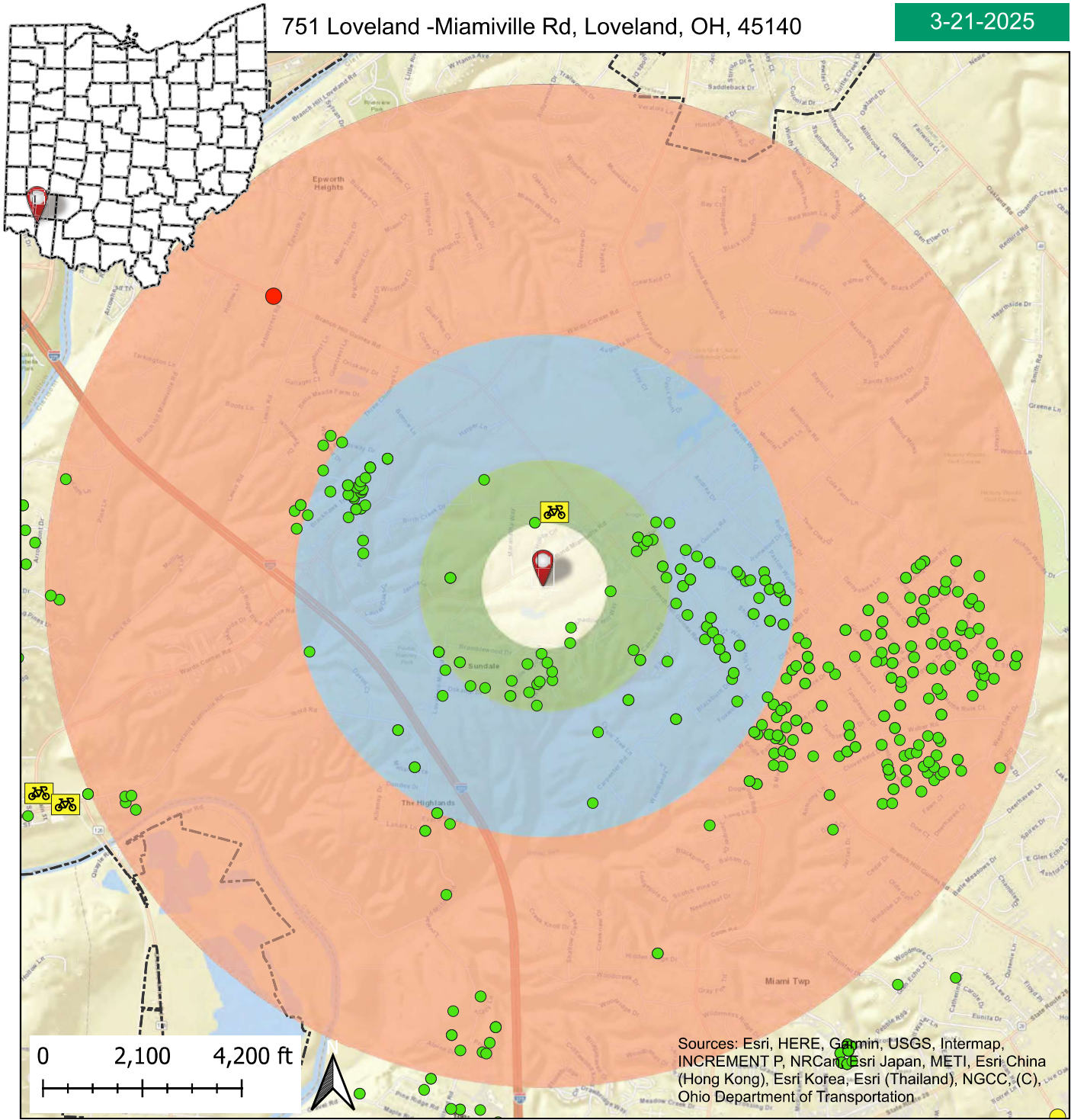
## Student Address and Crash Maps



# McCormick Elementary (Grades K-6) Milford Schools - Clermont Co.

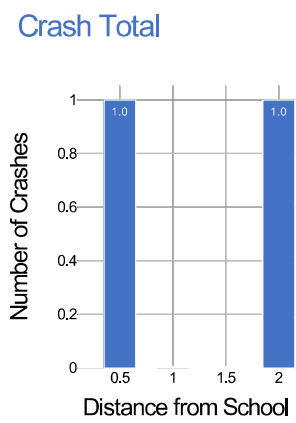
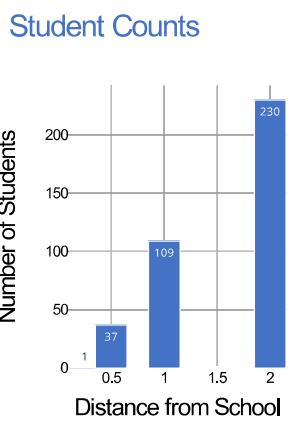
751 Loveland -Miamiville Rd, Loveland, OH, 45140

3-21-2025



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

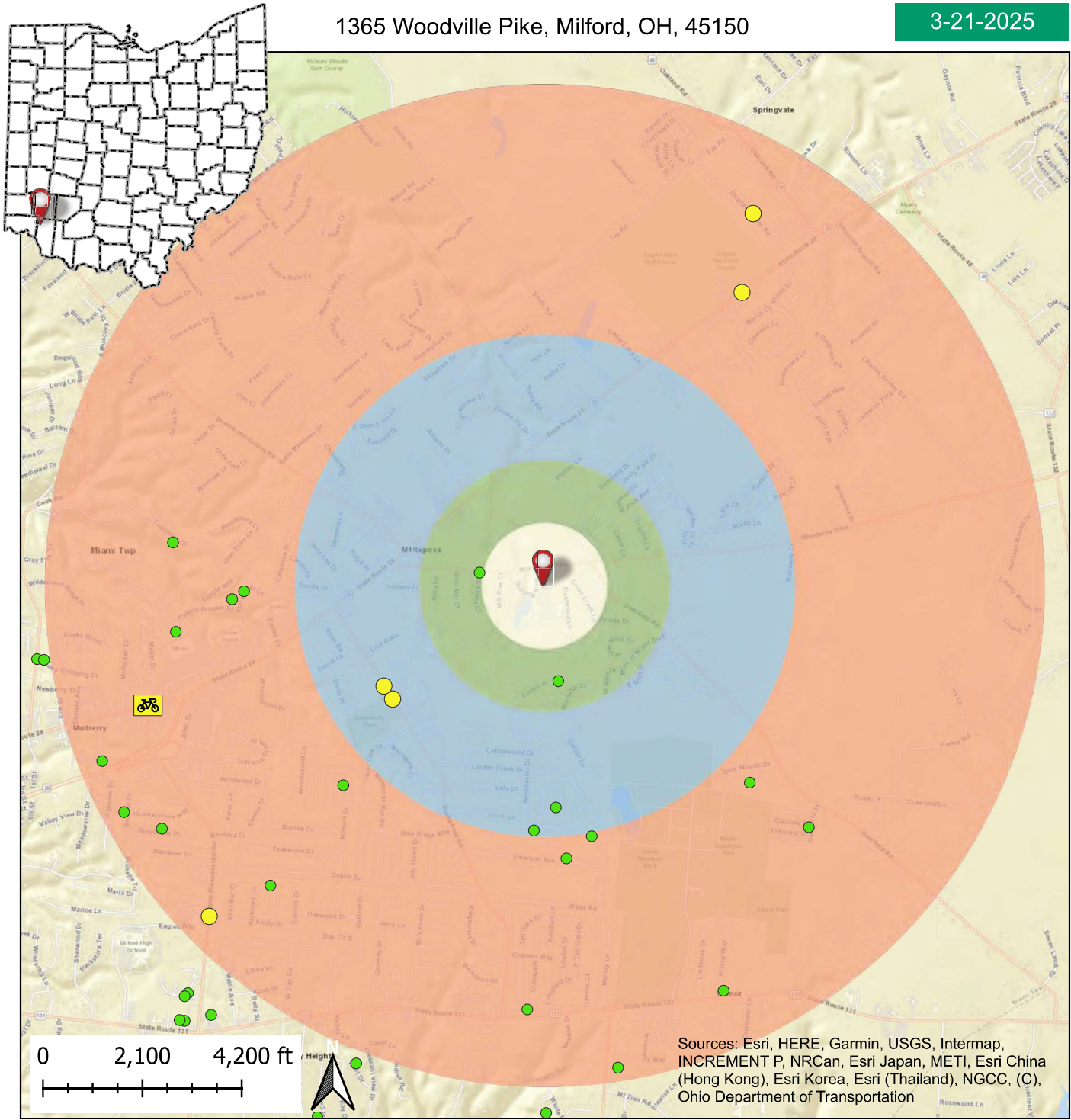
<span style="color: green;">●</span> Students	<b>Radius (Miles)</b>
Schools	<span style="background-color: #e6f2ff; border: 1px solid black; padding: 2px;">0.25</span>
<b>Crashes</b>	<span style="background-color: #c6e0b4; border: 1px solid black; padding: 2px;">0.5</span>
Fatal Bicycle Crash	<span style="background-color: #a6c9ec; border: 1px solid black; padding: 2px;">1.0</span>
Non-Fatal Bicycle Crash	<span style="background-color: #f4cccc; border: 1px solid black; padding: 2px;">2.0</span>
<span style="color: red;">●</span> Fatal Pedestrian Crash	City Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	County Boundary
	Total Enrollment = 589
	Students within 2 mi = 64%
	Total Crashes = 2



# Milford Academy (Grades 9-12) Milford Schools - Clermont Co.

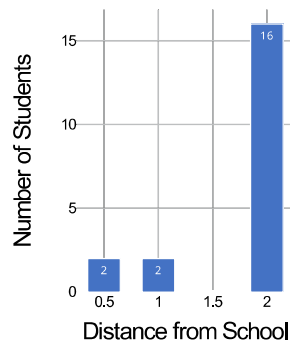
1365 Woodville Pike, Milford, OH, 45150

3-21-2025

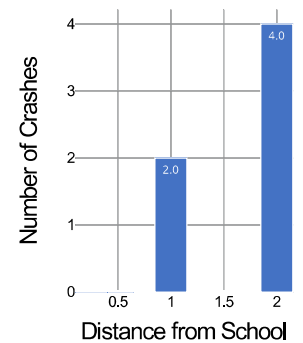


<span style="color: green;">●</span> Students	<b>Radius (Miles)</b>
Schools	<span style="background-color: #fff9c4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #c8e6c9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #bbdefb; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcdd2; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary
	Total Enrollment = 60
	Students within 2 mi = 33%
	Total Crashes = 6

Student Counts



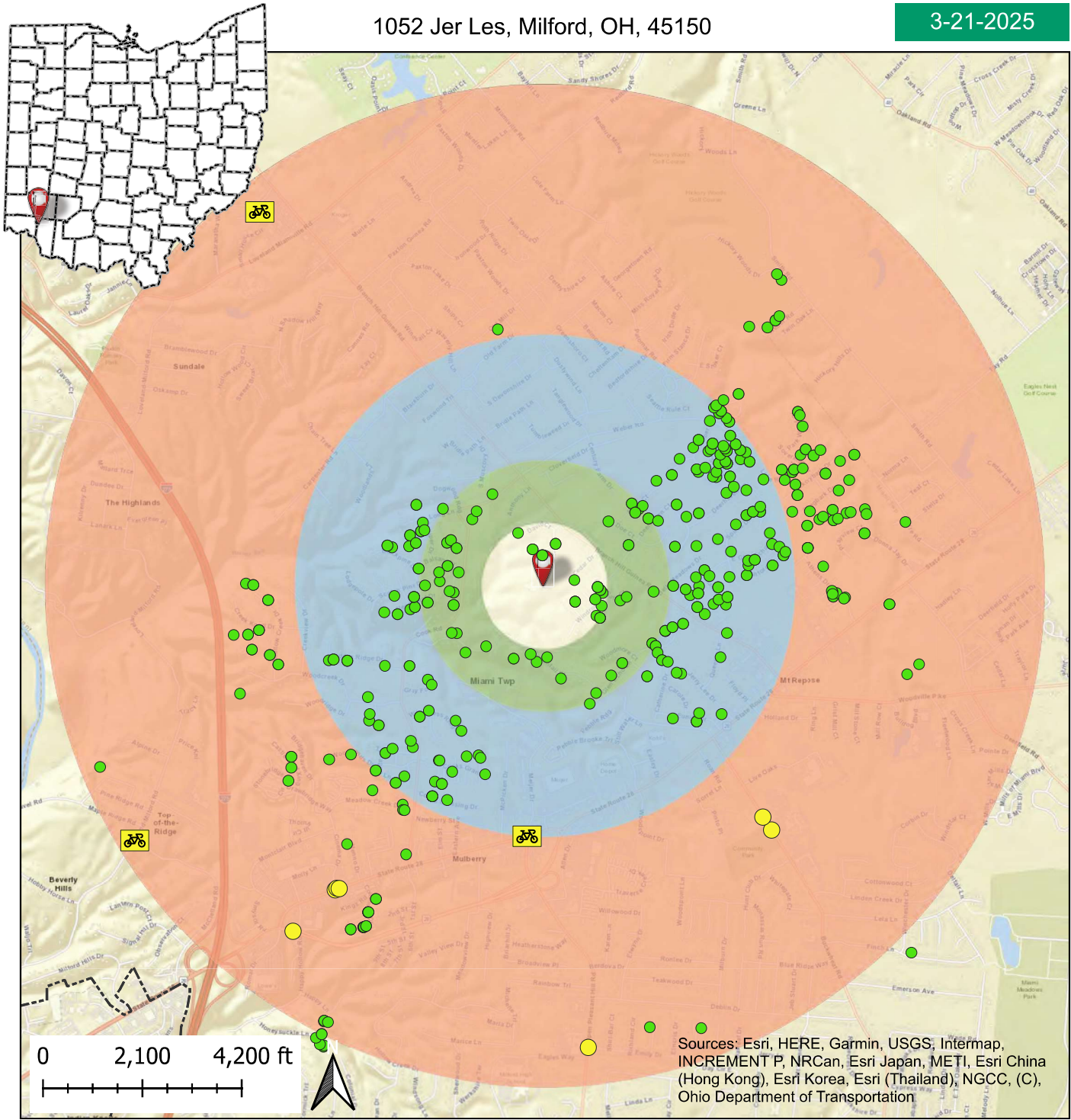
Crash Total



# Boyd E Smith Elementary (Grades K-6) Milford Schools - Clermont Co.

1052 Jer Les, Milford, OH, 45150

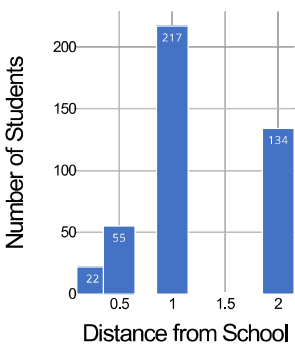
3-21-2025



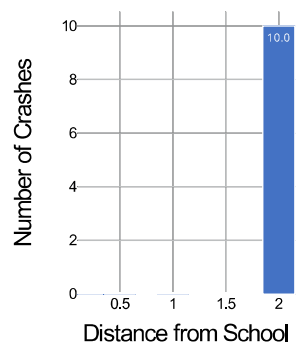
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

<span style="color: green;">●</span> Students	<b>Radius (Miles)</b>
Schools	<span style="background-color: #fff9c4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #c8e6c9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #bbdefb; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcdd2; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary
	Total Enrollment = 445
	Students within 2 mi = 96%
	Total Crashes = 10

Student Counts



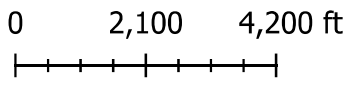
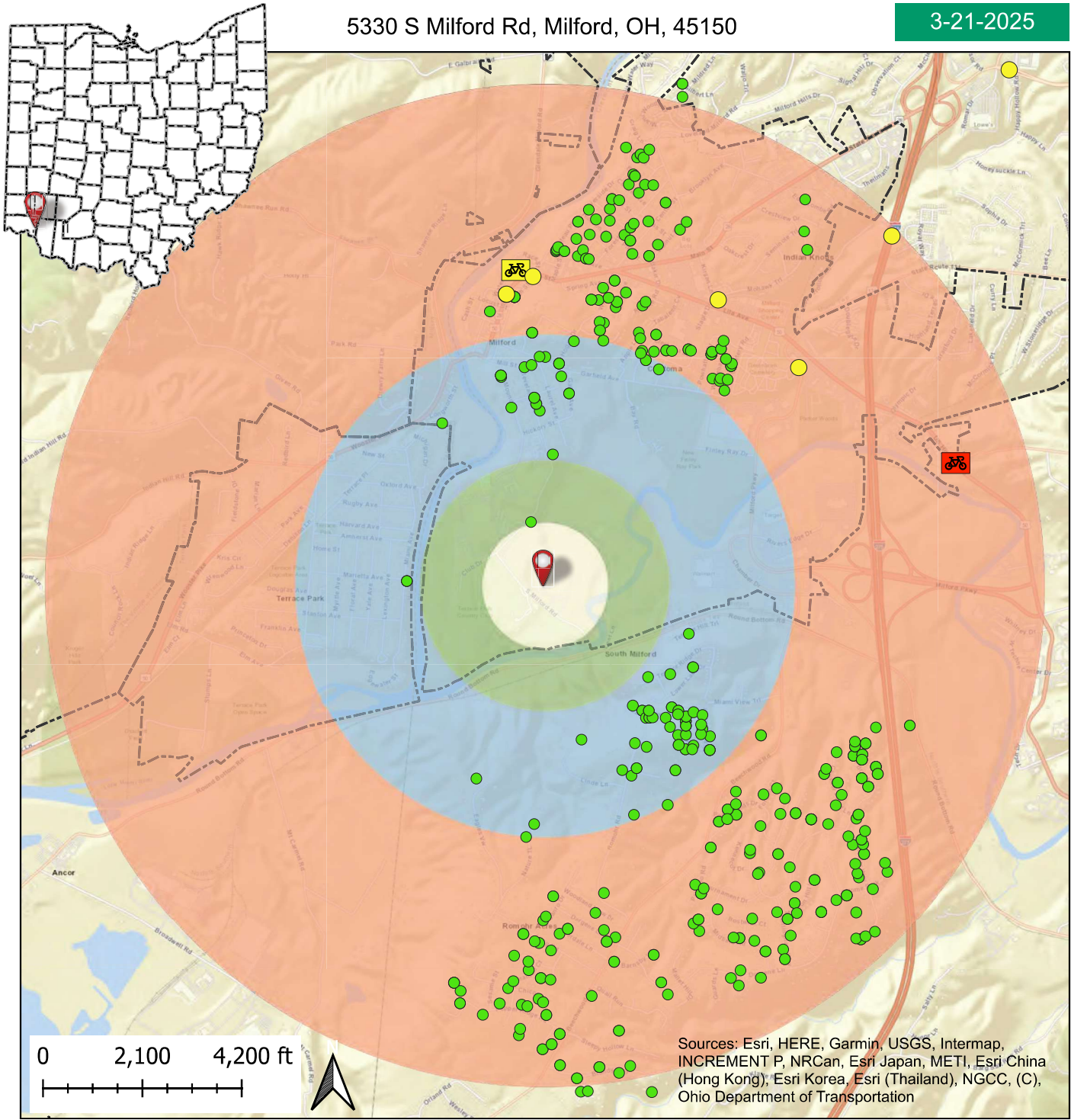
Crash Total



# Pattison Elementary (Grades K-6) Milford Schools - Clermont Co.

5330 S Milford Rd, Milford, OH, 45150

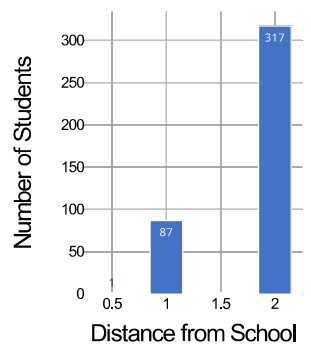
3-21-2025



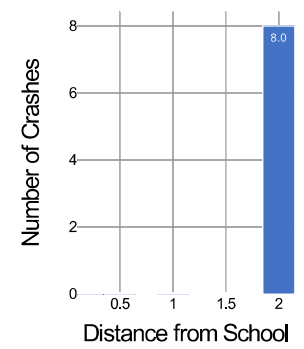
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

<span style="color: green;">●</span> Students	<b>Radius (Miles)</b>
Schools	<span style="background-color: #ffffcc; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	City Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	County Boundary
	Total Enrollment = 455
	Students within 2 mi = 89%
	Total Crashes = 8

Student Counts



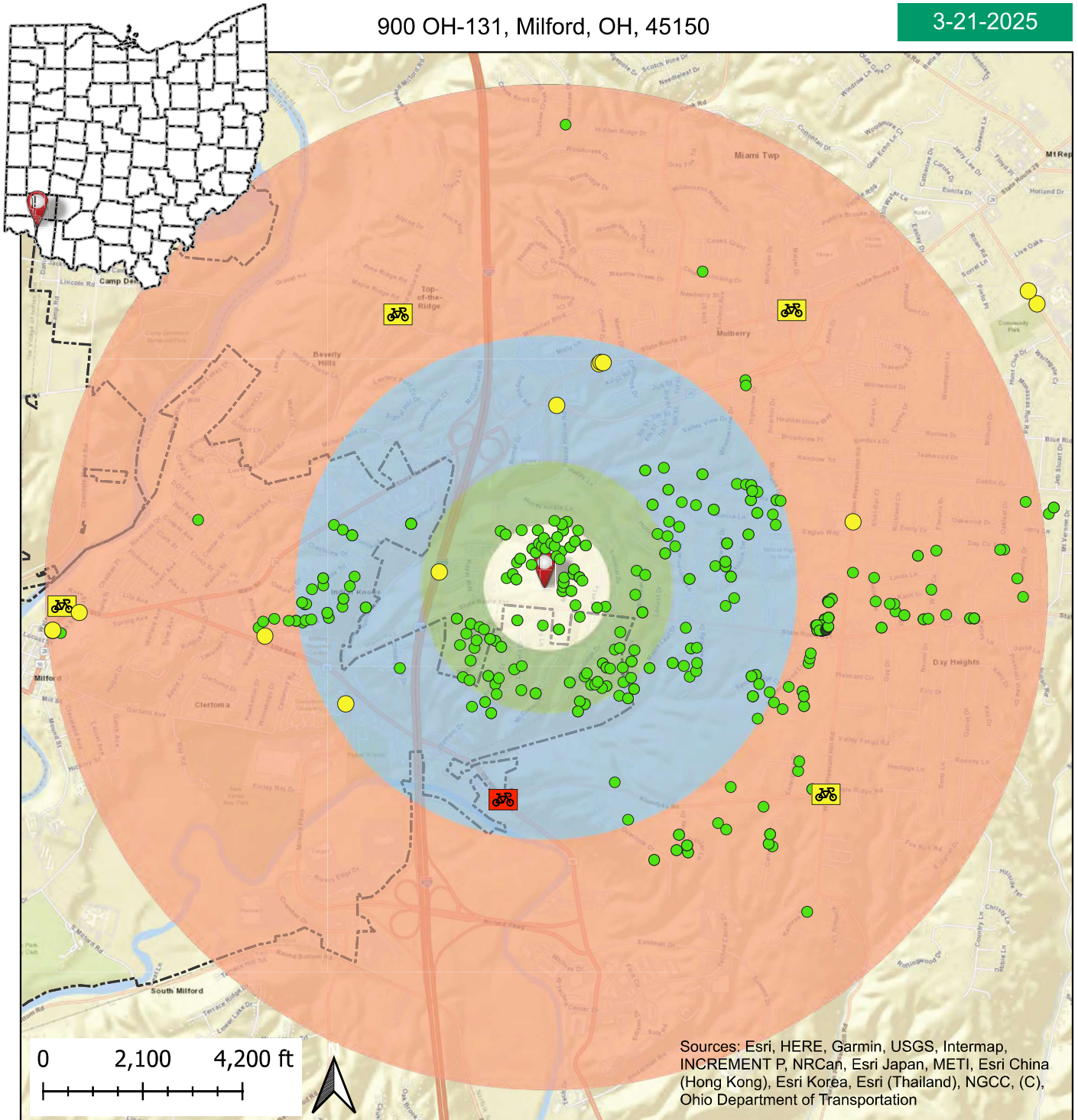
Crash Total



# Charles L Seipelt Elementary (Grades K-6) Milford Schools - Clermont Co.

900 OH-131, Milford, OH, 45150

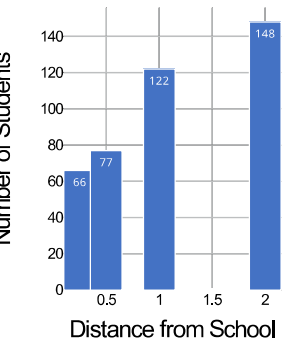
3-21-2025



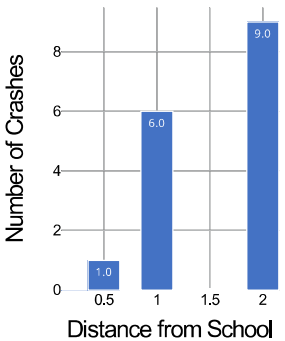
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

<span style="color: green;">●</span> Students	<b>Radius (Miles)</b>
Schools	<span style="background-color: #fff9c4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #c8e6c9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #bbdefb; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffe0b2; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary
	Total Enrollment = 423
	Students within 2 mi = 98%
	Total Crashes = 16

Student Counts



Crash Total

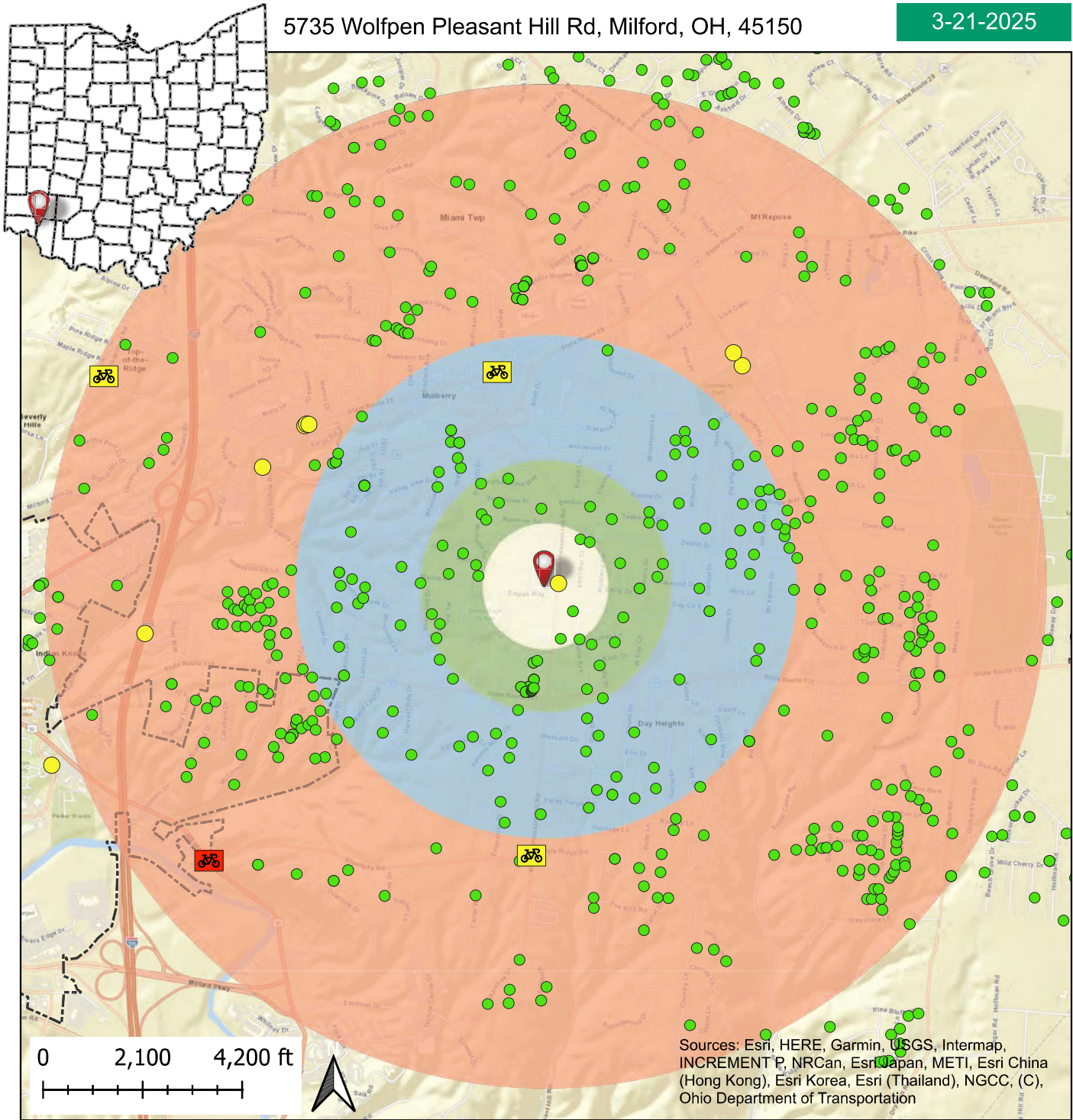


# Milford Junior High School (Grades 5-8)

## Milford Schools - Clermont Co.

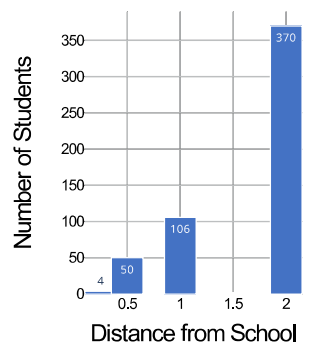
5735 Wolfpen Pleasant Hill Rd, Milford, OH, 45150

3-21-2025

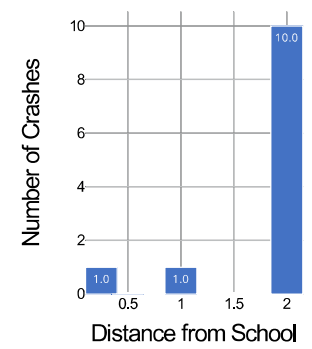


<span style="color: green;">●</span> Students	Radius (Miles)
Schools	<span style="background-color: #fff9c4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
Crashes	<span style="background-color: #c8e6c9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #bbdefb; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcdd2; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	City Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	County Boundary
	Total Enrollment = 968
	Students within 2 mi = 55%
	Total Crashes = 12

Student Counts



Crash Total

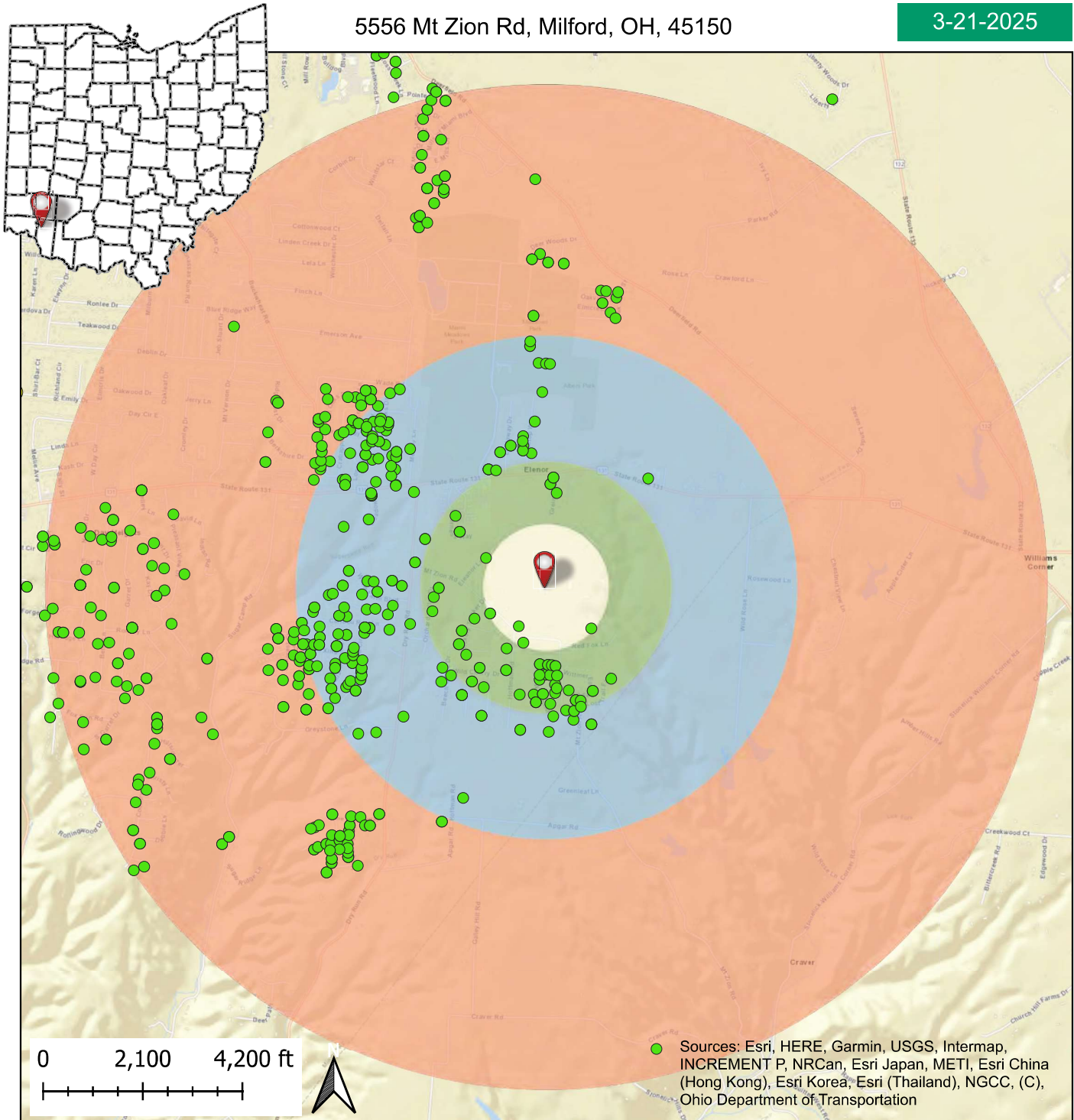


# Meadowview Elementary (Grades K-6)

## Milford Schools - Clermont Co.

5556 Mt Zion Rd, Milford, OH, 45150

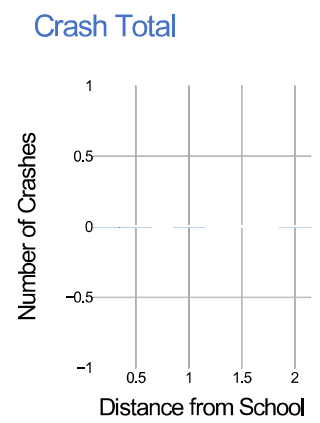
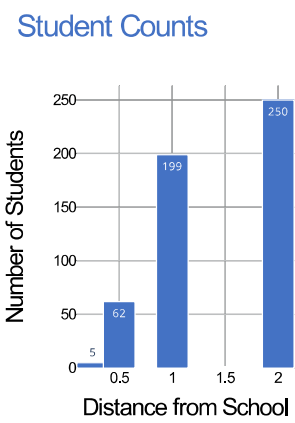
3-21-2025



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (C), Ohio Department of Transportation

<span style="color: green;">●</span> Students	Radius (Miles)
Schools	<span style="background-color: #fff9c4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
Crashes	<span style="background-color: #c8e6c9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #bbdefb; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcdd2; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary

Total Enrollment = 573  
Students within 2 mi = 90%  
Total Crashes = 0

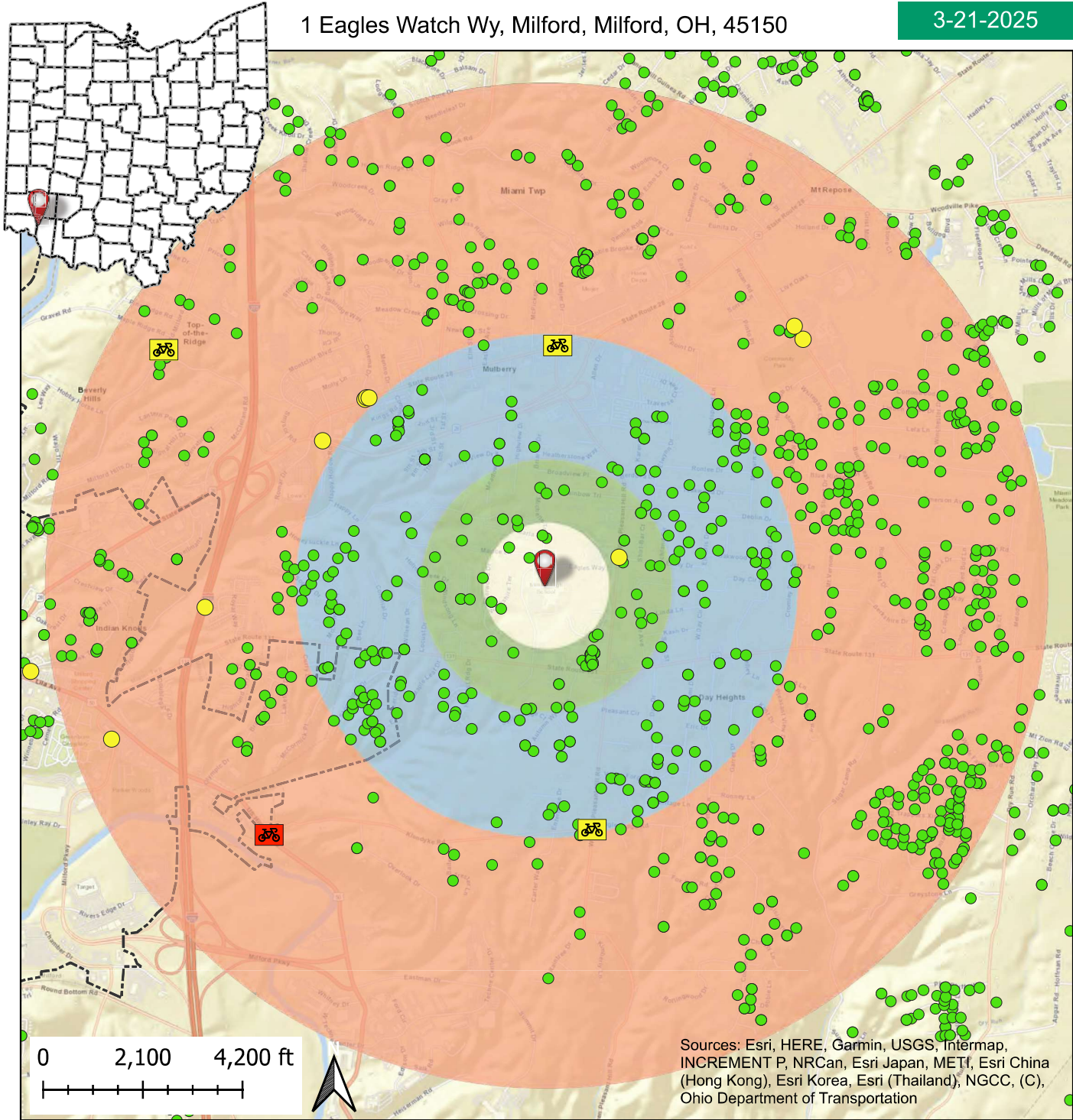


# Milford High School (Grades 9-12)

## Milford Schools - Clermont Co.

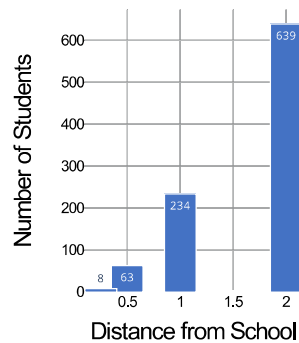
1 Eagles Watch Wy, Milford, Milford, OH, 45150

3-21-2025

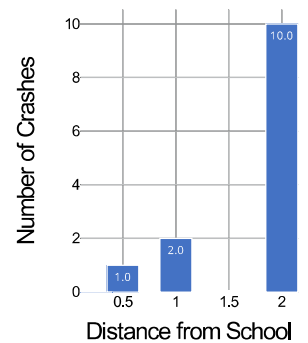


<span style="color: green;">●</span> Students	<b>Radius (Miles)</b>
Schools	<span style="background-color: #fff9c4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #c8e6c9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #bbdefb; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcdd2; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	City Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	County Boundary
	Total Enrollment = 1932
	Students within 2 mi = 49%
	Total Crashes = 13

Student Counts



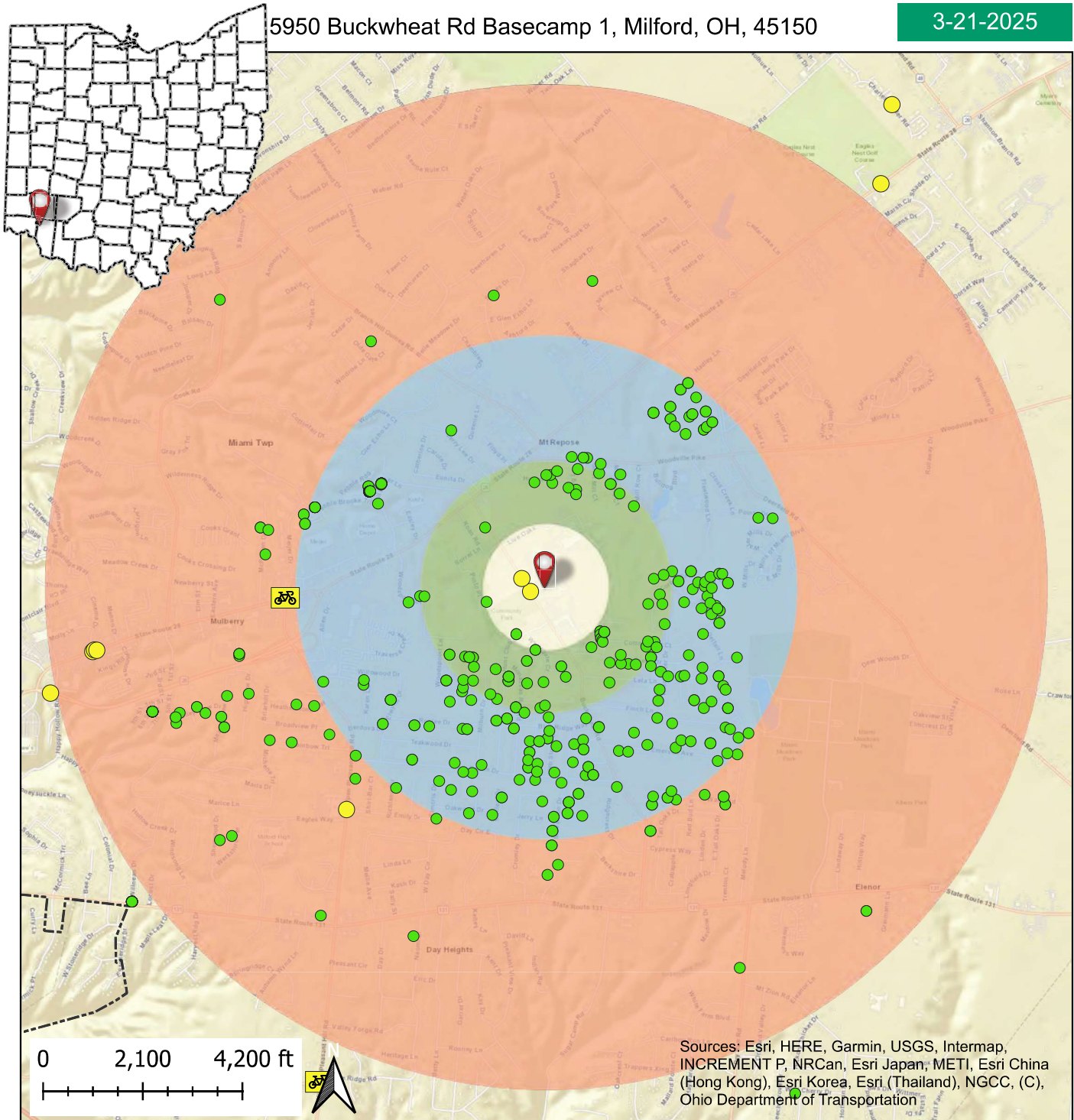
Crash Total



# Mulberry Elementary (Grades K-6) Milford Schools - Clermont Co.

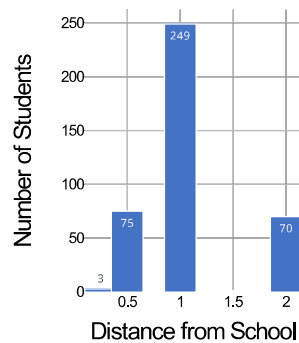
5950 Buckwheat Rd Basecamp 1, Milford, OH, 45150

3-21-2025

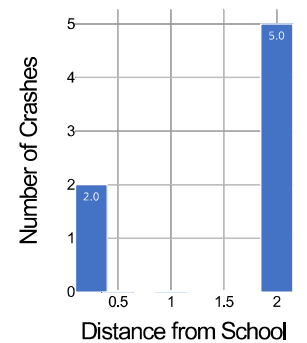


<span style="color: green;">●</span> Students	<b>Radius (Miles)</b>
Schools	<span style="background-color: #fff9c4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.25
<b>Crashes</b>	<span style="background-color: #c8e6c9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 0.5
Fatal Bicycle Crash	<span style="background-color: #bbdefb; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 1.0
Non-Fatal Bicycle Crash	<span style="background-color: #ffcdd2; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 2.0
<span style="color: red;">●</span> Fatal Pedestrian Crash	County Boundary
<span style="color: yellow;">●</span> Non-Fatal Pedestrian Crash	City Boundary
	Total Enrollment = 435
	Students within 2 mi = 91%
	Total Crashes = 7

Student Counts



Crash Total



# Appendix E

## Active Transportation Need Analysis



# MILFORD EXEMPTED VILLAGE SCHOOLS ACTIVE TRANSPORTATION NEED

- Schools
- ▭ City of Milford
- ▭ School District
- ▭ Miami Township

Active Transportation Need

- 1 - Minimal
- 2 - Low
- 3 - Moderate
- 4 - High

MCCORMICK  
ELEMENTARY SCHOOL

BOYD E SMITH  
ELEMENTARY SCHOOL

CHARLES L SEIPELT  
ELEMENTARY SCHOOL

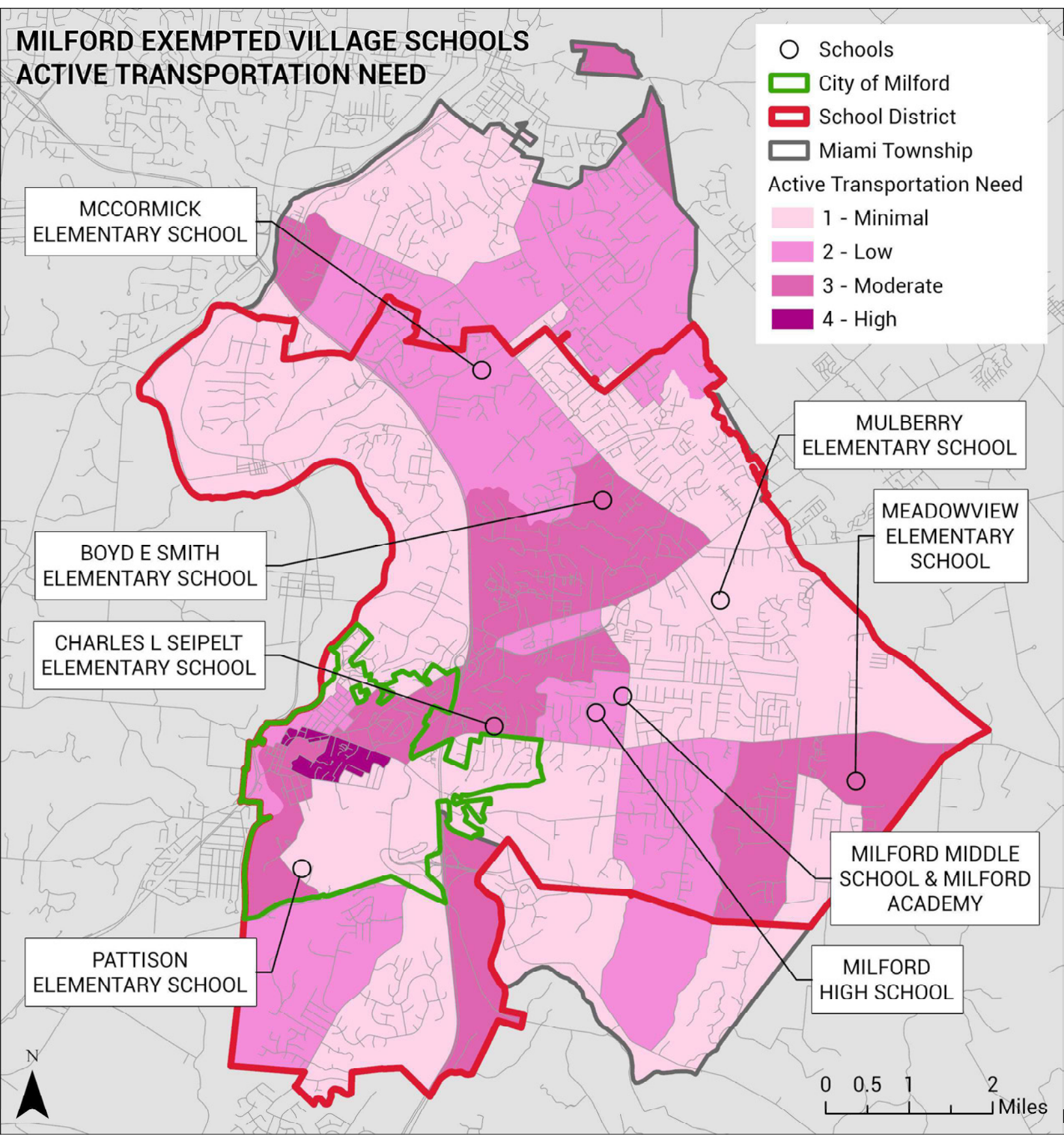
PATTISON  
ELEMENTARY SCHOOL

MULBERRY  
ELEMENTARY SCHOOL

MEADOWVIEW  
ELEMENTARY SCHOOL

MILFORD MIDDLE  
SCHOOL & MILFORD  
ACADEMY

MILFORD  
HIGH SCHOOL



# Appendix F

## Caregiver Survey Prompts

1. School Name
2. How many children do you have at this school?
3. Grade of Student
4. What is the street intersection nearest to your home?
5. How far does your child live from school?
6. On most days, how does your child arrive and leave for school?
7. How long does it normally take your child to get to/from school?
8. Has your child asked you for permission to walk or bike to/from school in the last year?
9. At what grade would you allow your child to walk or bike to/from school without an adult?
10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?
11. Does your child already walk or bike to/from school?
12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?
13. How much fun is walking or biking to/from school for your child?
14. How healthy is walking or biking to/from school for your child?
15. How safe is walking or biking to/from school for your child?
16. Please provide any additional comments below.



# Appendix G

## Infrastructure Recommendations



# DISTRICT WIDE RECOMMENDATIONS

	Priority Routes		Proposed RRFB
	Schools		Proposed PHB
	Existing RRFB		Proposed Intersection Upgrades
	Existing Sidewalk		Proposed Shared Use Path
	City of Milford		Proposed Sidewalk
	Miami Township		Proposed Lighting
 0  0.5 Miles			Proposed SUP - Long Term
			Proposed Sidewalk - Long Term

MCCORMICK ELEMENTARY SCHOOL

MULBERRY ELEMENTARY SCHOOL

BOYD E SMITH ELEMENTARY SCHOOL

MILFORD MIDDLE SCHOOL & MILFORD ACADEMY

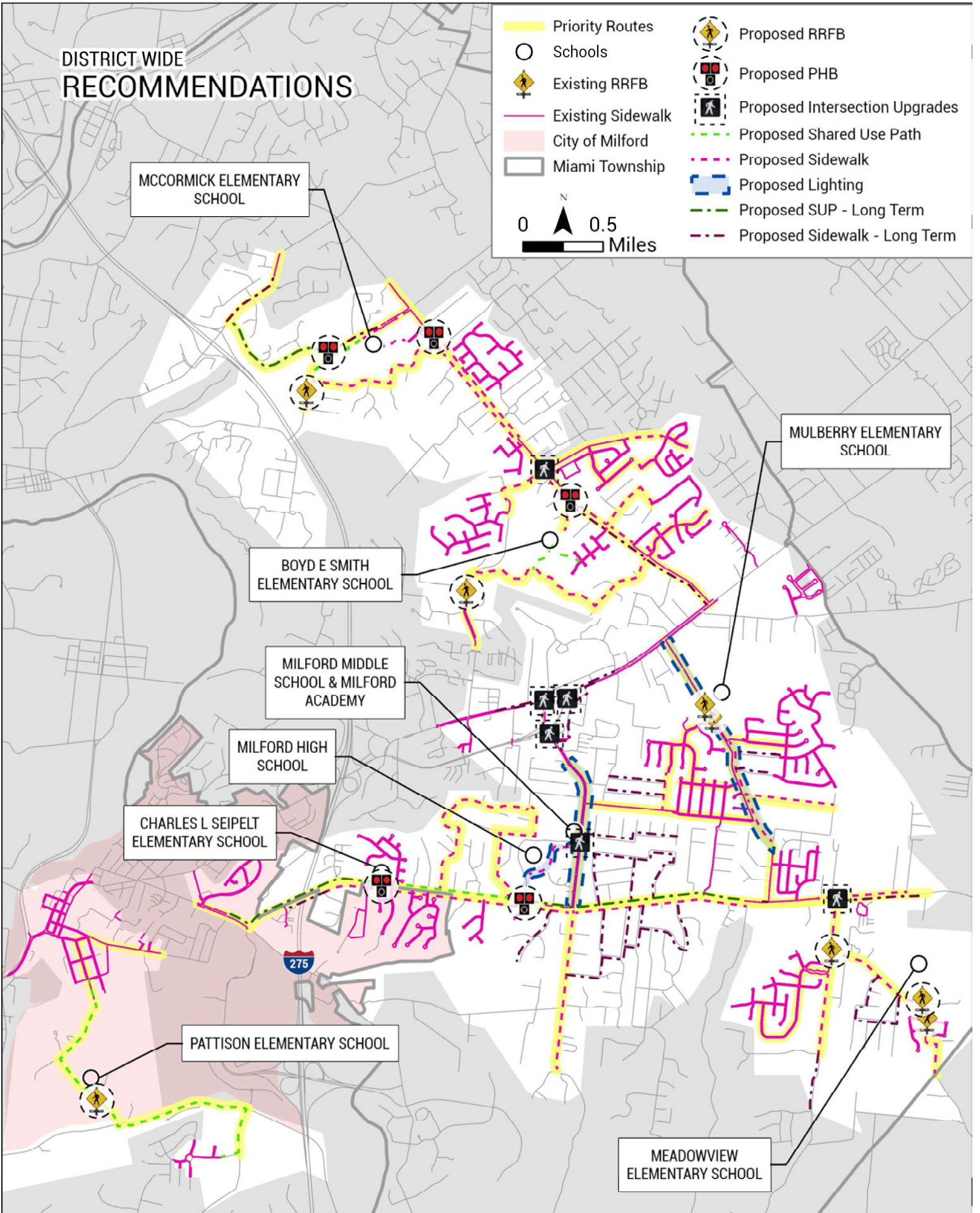
MILFORD HIGH SCHOOL

CHARLES L SEIPELT ELEMENTARY SCHOOL

PATTISON ELEMENTARY SCHOOL

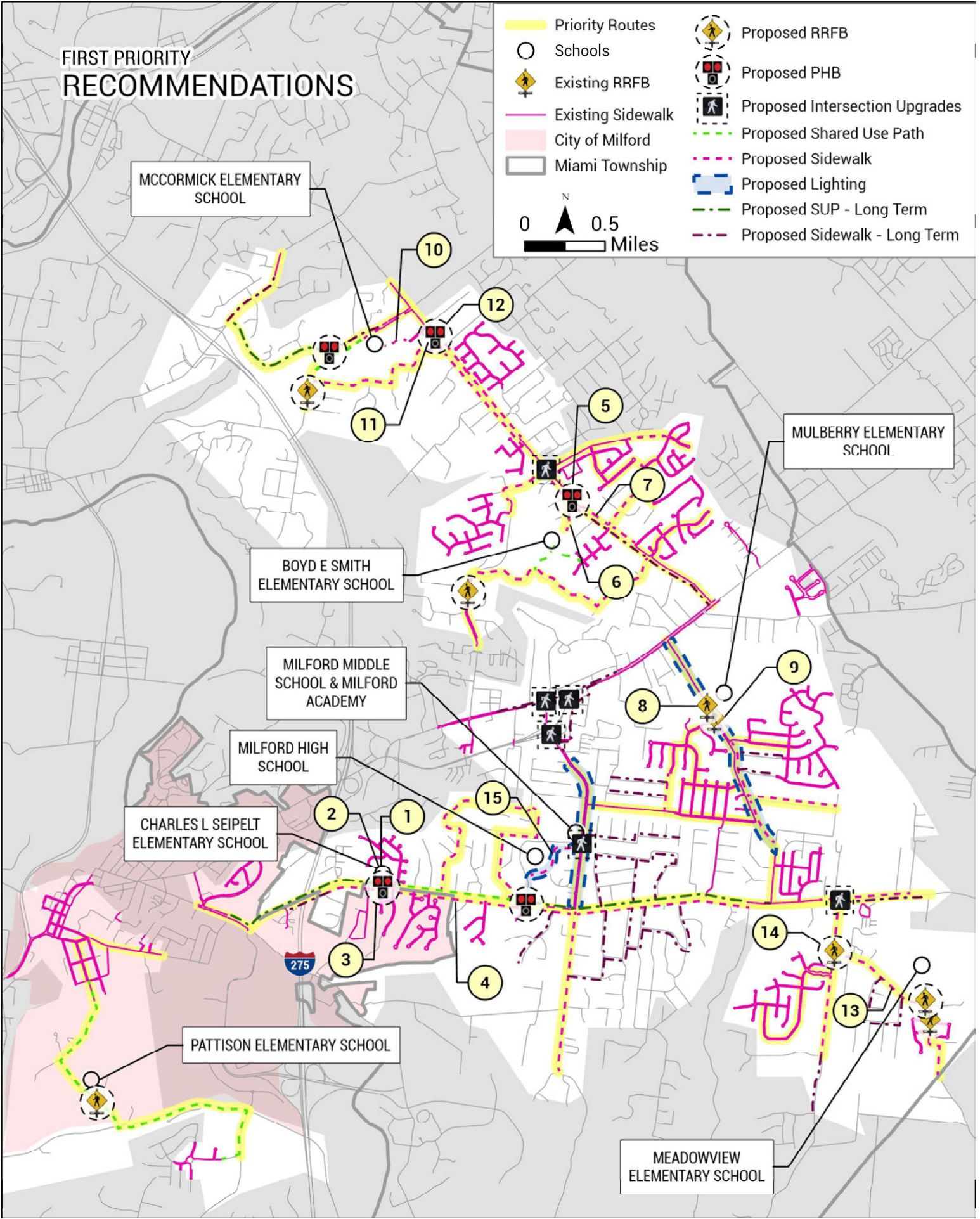
MEADOWVIEW ELEMENTARY SCHOOL

275



# FIRST PRIORITY RECOMMENDATIONS

	Priority Routes		Proposed RRFB
	Schools		Proposed PHB
	Existing RRFB		Proposed Intersection Upgrades
	Existing Sidewalk		Proposed Shared Use Path
	City of Milford		Proposed Sidewalk
	Miami Township		Proposed Lighting
 0 0.5 Miles			Proposed SUP - Long Term
			Proposed Sidewalk - Long Term



MCCORMICK ELEMENTARY SCHOOL

MULBERRY ELEMENTARY SCHOOL

BOYD E SMITH ELEMENTARY SCHOOL

MILFORD MIDDLE SCHOOL & MILFORD ACADEMY

MILFORD HIGH SCHOOL

CHARLES L SEIPELT ELEMENTARY SCHOOL

PATTISON ELEMENTARY SCHOOL

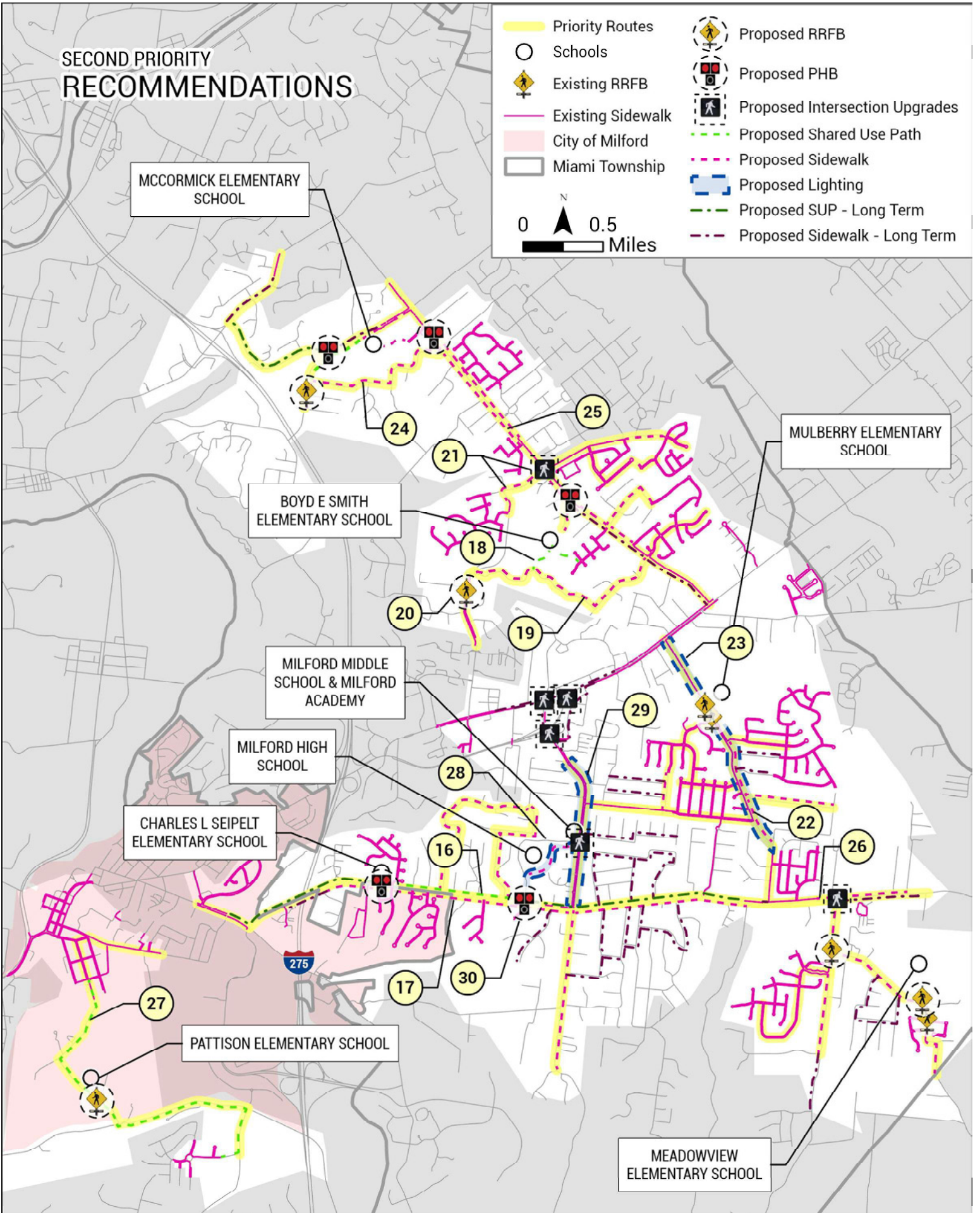
MEADOWVIEW ELEMENTARY SCHOOL

275

# SECOND PRIORITY RECOMMENDATIONS

- Priority Routes
- Schools
-  Existing RRFB
- Existing Sidewalk
- City of Milford
- Miami Township
-  Proposed RRFB
-  Proposed PHB
-  Proposed Intersection Upgrades
- Proposed Shared Use Path
- Proposed Sidewalk
- Proposed Lighting
- Proposed SUP - Long Term
- Proposed Sidewalk - Long Term

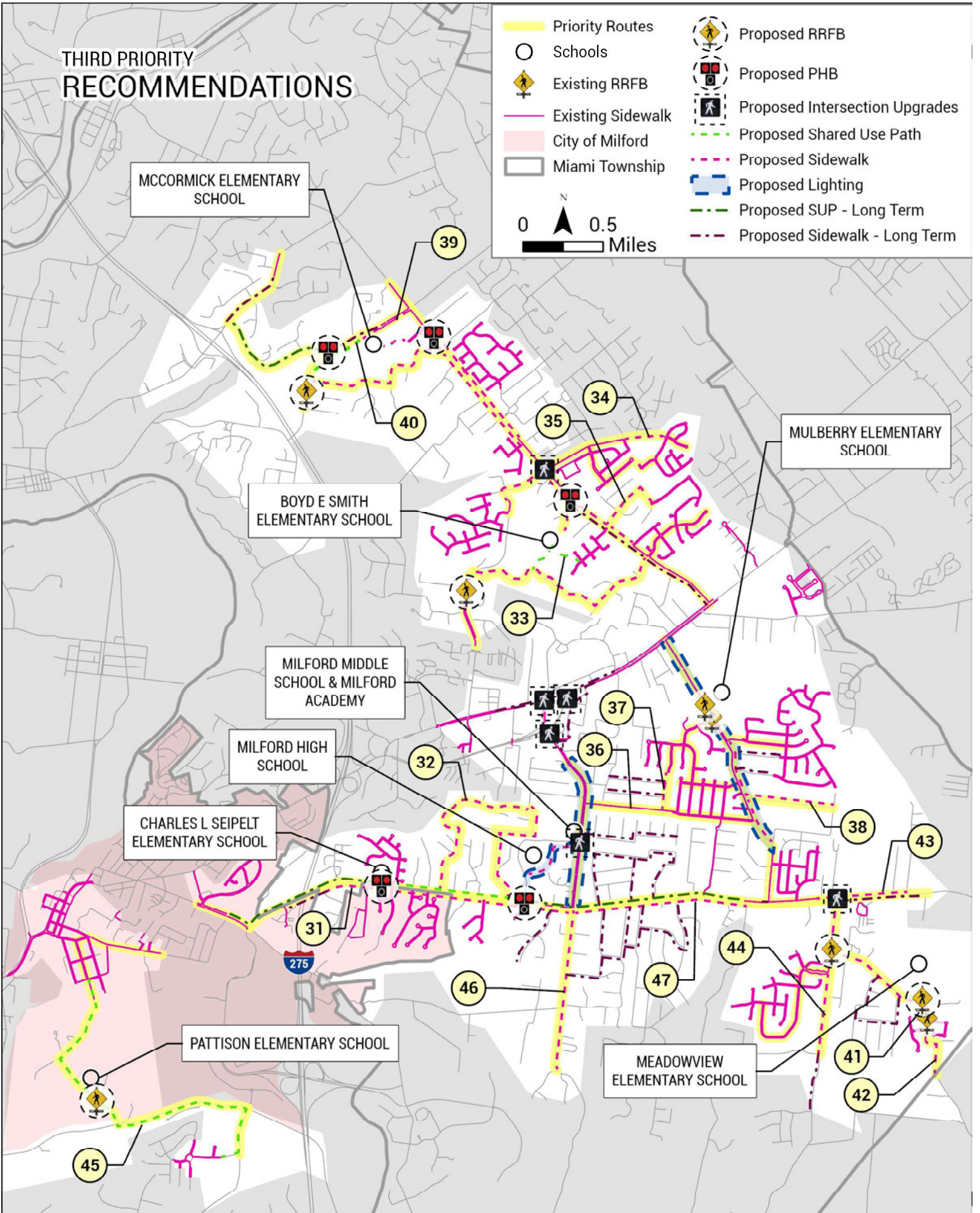
0  0.5  
Miles



# THIRD PRIORITY RECOMMENDATIONS

- Priority Routes
- Schools
- Existing RRFB
- Existing Sidewalk
- City of Milford
- Miami Township
- Proposed RRFB
- Proposed PHB
- Proposed Intersection Upgrades
- Proposed Shared Use Path
- Proposed Sidewalk
- Proposed Lighting
- Proposed SUP - Long Term
- Proposed Sidewalk - Long Term

0 0.5  
Miles



# FOURTH PRIORITY RECOMMENDATIONS

- Priority Routes
- Schools
- RRFB
 Existing RRFB
- Existing Sidewalk
- City of Milford
- Miami Township
- RRFB
 Proposed RRFB
- PHB
 Proposed PHB
- I
 Proposed Intersection Upgrades
- Proposed Shared Use Path
- Proposed Sidewalk
- Proposed Lighting
- Proposed SUP - Long Term
- Proposed Sidewalk - Long Term

0 0.5  
Miles

