Appendix F

STREETLIGHT DATA ANALYSIS AND FACTSHEETS

C.1 Analysis Zones
C.2 Summary Report
C.3 Analysis Zones Factsheets
C.4 Top Routes by Zones

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STREETLIGHT DATA

StreetLight Data is a web platform that utilizes trillions of geospatial data points to measure how vehicles, bicyclists, and pedestrians interact at all scales. By making Big Transportation Data available on-demand, StreetLight Data allows users from local and regional jurisdictions, government agencies, and private firms to make data driven decisions.

WHAT IS STREETLIGHT DATA?

StreetLight collects all of its transportation data as Location Based Services (LBS) data. LBS data is comprised of location records that are generated from hundreds of thousands of mobile devices, including smart phones, GPS-enabled devices, and cellular towers. Of all the LBS data streams, mobile devices make up the largest sample size. LBS data is derived from mobile applications that are categorized by couponing, weather, tourism, productivity, and any other application that requires user location service permission. These applications collect anonymous user locations in the foreground and the background. StreetLight also works closely with applications that are dedicated to the active modes of transportation. These types of applications track pedestrian trips, bike rides, and workouts. This type of mobile device LBS data is classified as Mode Specific LBS (MS-LBS) data. MS-LBS data in conjunction with other streams of LBS data, can be integral to the development of the Active Transportation Master Plan recommendations due to its ability to provide needs-based justification metrics.

StreetLight houses and processes all of its data through their cloud-based platform "StreetLight Insight". Users have unlimited access to analyses of their choice. StreetLight Insight analyses and metrics are highlighted in Table 1.

Table 1 – StreetLight Insight Analyses and Metrics

Analysis/Metric	Description	Mode
AADT	Accurate, validated, and proven AADT derived from nearly 11,000 permanent counters across the U.S.	Vehicle only
Origin, Destination, and Route	A typical O-D analysis but capable of analyzing at the segment, block group, and TAZ level.	Vehicle, Truck, Bicycle, and Pedestrian
Top Routes	Top Routes analyzes vehicle volume on all routes between an O-D pair of choice.	Vehicle Only
Trip Purpose	Inferred probable work and home locations to help decipher commute and non-commute trips	Vehicle, Truck, Bicycle, and Pedestrian
Trip Attributes	Trip Attributes include trips speed, length, duration, and circuity	Vehicle, Truck, Bicycle, and Pedestrian

Traveler Attributes	Traveler Attributes include education status, family status, and median household income	Vehicle, Truck, Bicycle, and Pedestrian

HOW WAS STREETLIGHT DATA USED FOR THIS PLAN

StreetLight Data was used to analyze mobility trends for the vehicular, bicycle, and pedestrian modes in ten unique zones.

Each zone was classified as either an origin zone (where residents of Ontario likely travel from), or a destination zone (a typical activity center such as a mall or shopping center that attracts both residents and non-residents). Table 2 provides a description of the zones studied.

The study focused on answering the following four questions:

1. How people travel to the defined destination zones
2. How people travel to the defined attractors within the City
3. The demographic characteristics of the travelers who made the trips to ten defined destinations and attractors

Table 2 – StreetLight Zone Classifications

Zone Name	Description	Classification
Ontario Mountain Village	A popular attractor with a variety of corporate retail stores, various eateries, and cinema complex	Destination
Residential North	A dense residential neighborhood that shares the northern City border.	Origin
Ontario Mills	A large shopping and outlet mall that attracts both residents and visitors of Ontario.	Destination
Downtown Area	A popular and diverse attractor with a variety of commercial and retail stores and eateries.	Destination
Airport Terminals	Serves as the gateway for residents and visitors looking to travel elsewhere.	Destination
East Airport	Large industrial area that provides jobs to many Ontario residents.	Destination
Ontario High Area	A dense residential neighborhood with Ontario High School as its focal point.	Origin
South Airport	Large industrial area that provides jobs to many Ontario residents.	Destination
Grove Center Residential	An array of land uses, comprised primarily of residential area.	Origin
Residential South	A dense residential neighborhood that shares the southern City border.	Origin

METHODOLOGY

To capture the most valuable mobility trends across all modes, two types of StreetLight analyses were conducted for each of the ten zones – a Zone Activity analysis, and a Top Routes analysis.

ZONE ACTIVITY ANALYSIS

A **Zone Activity analysis** was generated to analyze bicycle and pedestrian mobility to or from each of the ten zones. Bicycle and pedestrian trip volumes were captured within a six month period, between April- and June of 2018, and between September- and November of 2018. StreetLight highlights these timeframes as the most complete for the defined analysis.

All bicycle and pedestrian Zone Activity results were aggregated by zone classification (Origin and Destination). The purpose of this was to identify bicycle and pedestrian trends at a planning level and to focus on how and where residents and visitors of Ontario bike and walk within the City. The Zone Activity Analysis provides trip and traveler attributes as defined in Table 1: StreetLight Insight Analyses and Metrics. The analysis facilitates an understanding of how long trips take, how far bicyclists and pedestrians travel, and to identify the demographic distribution of bicyclists and pedestrians by determining race/ethnicity, family status, education status, and income status.

TOP ROUTES ANALYSIS

The **Top Routes analysis** analyzes vehicle volumes on all routes used to get to or leave a zone. The analysis identifies segments with high vehicle volumes, and provides insights about potential cut-through traffic routes by visualizing route choice between origin and destination. .

Vehicle volumes were based on StreetLight AADT between September and October of 2018, and March and April of 2019. These timeframes are specific to the vehicular mode, when specifically analyzing AADT. StreetLight highlights these timeframes as the most complete for the defined analysis.

Daily vehicle volumes and proportions are an aggregated sum of vehicle trips that are classified by a specific road name. To supplement the volume totals and trip proportion percentages by roadway, the following figures also identify the density of vehicle volumes on specific segments of a roadway. . The top routes heatmaps were developed using the natural break classification method, which best fits each samples distribution.

BICYCLE AND PEDESTRIAN MOBILITY FINDINGS

The StreetLight metrics that were used to define the overall bicycle and pedestrian mobility trends to and from each zone included:

- Trip volumes by day of the week
- Trip volumes by time of day
- Trip duration (average time of travel between origin and destination)
- Demographic metrics

PEDESTRIAN TRIP VOLUMES BY DAY OF THE WEEK

Each origin zone had consistent pedestrian activity on weekdays and a substantial volume decrease on weekend days. Each origin zone is comprised mostly of medium- to low-density residential land uses that are in close proximity to one or more schools (kindergarten through High School). High pedestrian volumes originating from these zones on weekdays are likely due to activity among parents and students who walk to and from school. Figure 1 highlights pedestrian trips originating in each origin zone by day of the week. Pedestrian trip volumes are an aggregated sum of pedestrian trips within the analysis timeframe and do not reflect daily volumes.

Unlike the origin zones, the destination zones had variability in pedestrian volumes across the week. Of the six destinations, only Ontario Mills exhibited an increase in pedestrian trip volumes on weekend days. For both the Industrial East and Industrial South destination zones, pedestrian activity decreased on weekend days. This is likely due to fewer activities from the industries in each of the zones on weekend days. The Airport Terminals, Ontario Mountain Village, and the Downtown Area saw little to no change in pedestrian trip volume throughout the week. Figure 2 highlights pedestrian activity within each destination zone.

Figure 1 – Cumulative Pedestrian Trips by Day of the Week (Origin Zones)

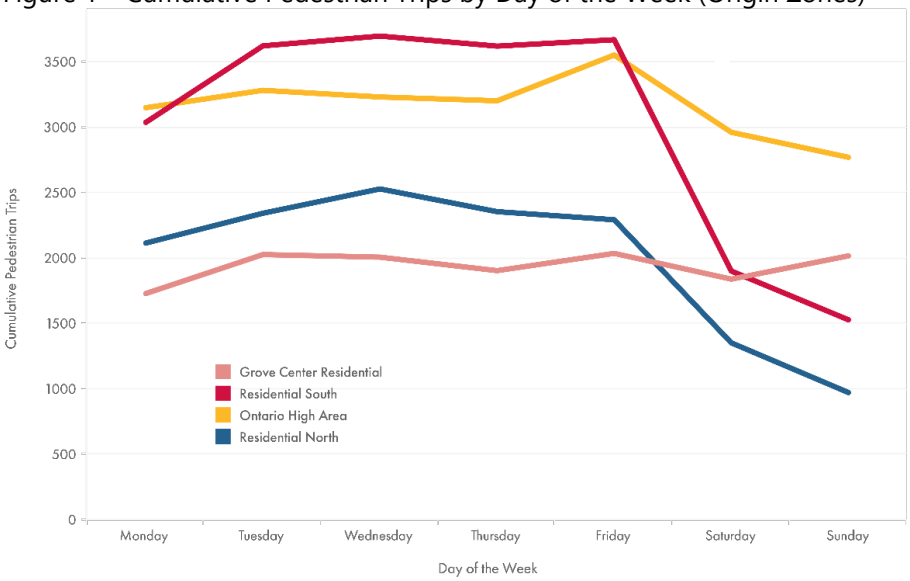
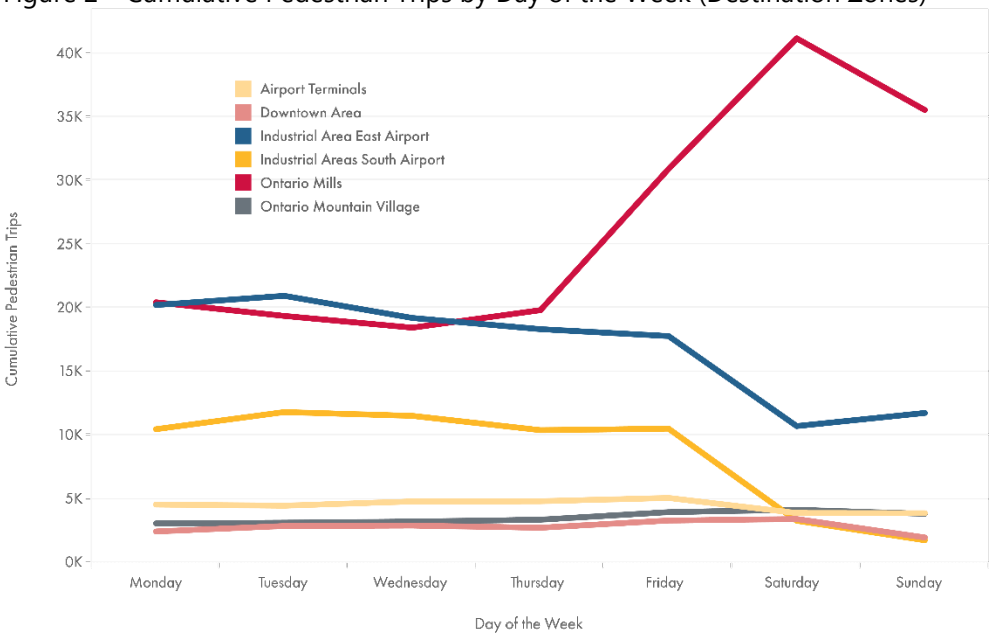


Figure 2 – Cumulative Pedestrian Trips by Day of the Week (Destination Zones)



PEDESTRIAN TRIP VOLUMES BY TIME OF DAY

High pedestrian volumes in the origin zones could be due to trips to and from nearby schools. Pedestrian trip volumes from each of the origin zones was highest during pickup and drop off school times – between 7:00 a.m. to 9:00 a.m., and between 1:00 p.m. to 3:00 p.m. Pedestrian activity decreased at 5:00 p.m. and was negligible between midnight and 5:00 a.m. Figure 3 highlights pedestrian trips originating in each origin zone by time of day.

Pedestrian activity within each destination zone was highest between noon and 7:00 p.m. Pedestrian trip volumes ending in both the Ontario Mills and Industrial East zones plateaued and remained consistent during this timeframe, while the other four destination zones exhibited an immediate peak in volumes right at noon and a gradual decrease until 7:00 p.m. Figure 4 highlights pedestrian trip volumes ending in each destination zone by time of day.

Figure 3 – Cumulative Pedestrian Trips by Time of Day (Origin Zones)

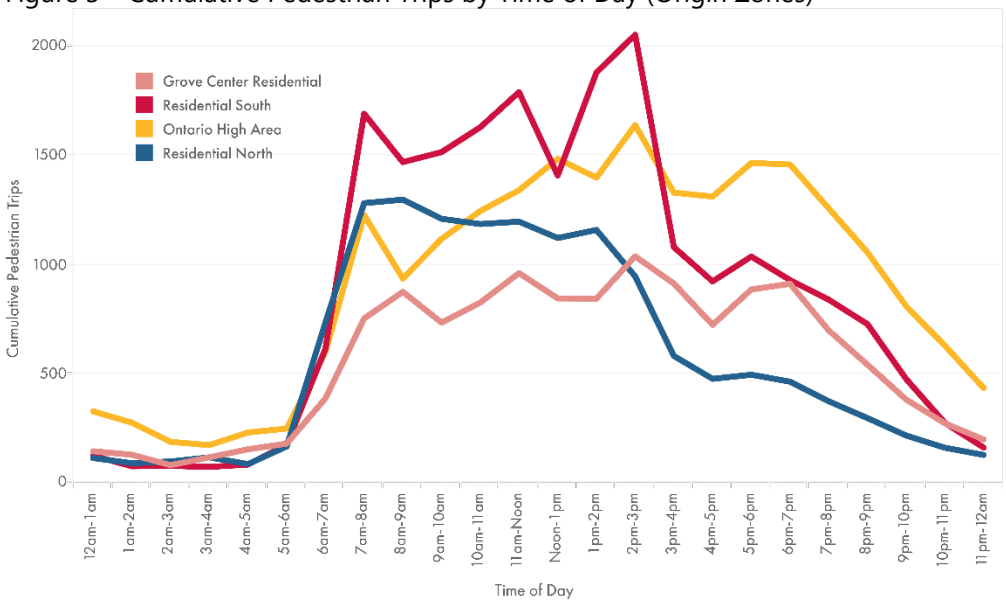
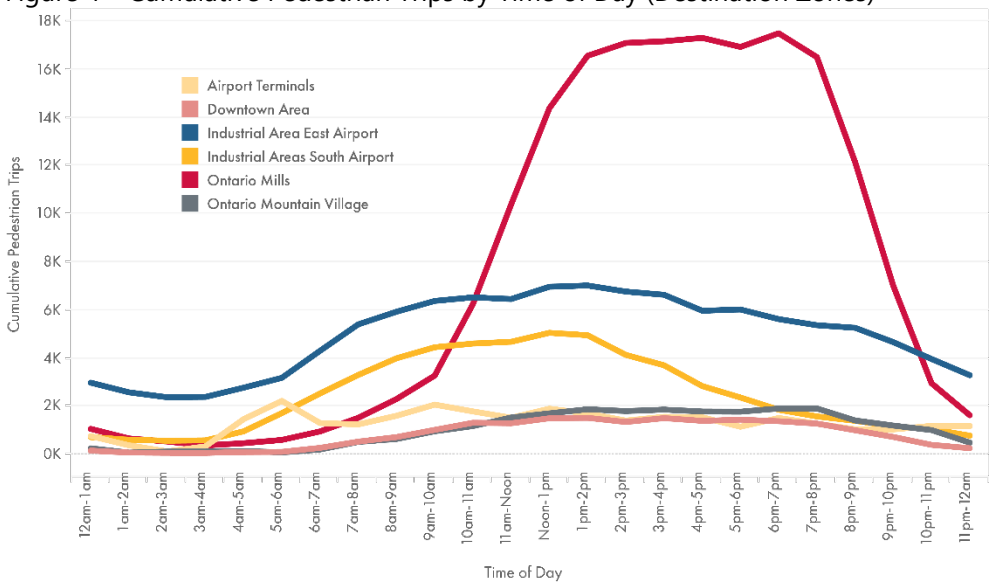


Figure 4 – Cumulative Pedestrian Trips by Time of Day (Destination Zones)



PEDESTRIAN TRIP VOLUMES BY TRIP DURATION AND TRIP LENGTH

Pedestrian trip volumes by duration were relatively consistent across each origin and destination zone (Figure 5 and Figure 6). Three out of four pedestrian trips to or from a zone had a duration of 40 minutes or less, with the majority of trips, taken between 10 to 30 minutes.

StreetLight classifies a trip by analyzing the spatial frequency and distribution of LBS Data pings from a mobile or GPS-enabled device. When a device produces pings in a cluster, StreetLight labels this as the beginning or end of a trip (i.e. StreetLight interprets a cluster of LBS pings as not registering movement of a mobile or GPS-enabled device). Trip duration is defined as the time of travel between these two clusters. In addition, trip length is defined as the length of travel between two sets of clusters

By analyzing pedestrian trip length in conjunction with trip duration, we can extrapolate the spatial extent of pedestrian trips within a zone and within close proximity to a zone. Nearly 80% of trips were less than

one mile (individual fact sheets will show more specific results for each zone), and the data shows that the trips originate and terminate in areas within close proximity to each zone.

Figure 5 – Cumulative Pedestrian Trips by Trip Duration (Origin Zones)

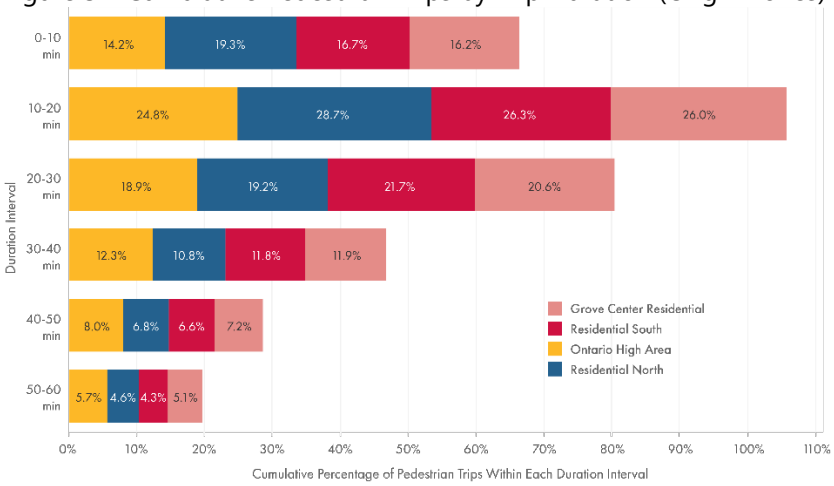
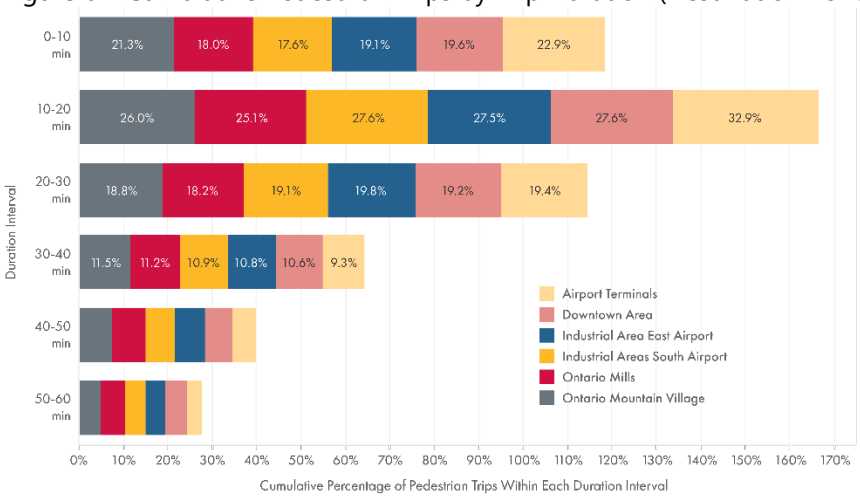


Figure 6 – Cumulative Pedestrian Trips by Trip Duration (Destination Zones)



BICYCLE TRIP VOLUMES BY DAY OF THE WEEK

The trend for bicycle trip volumes by day of the week mirrored that of pedestrian trip volumes. Across each of the four origin zones, bicycle activity was higher and more consistent on weekdays than weekend days. Each origin zone is comprised mostly of medium- to low-density residential land uses that are in close proximity to one or more schools (kindergarten through high school). High bicycle trip volumes originating from these zones on weekdays were likely due to activity among students who bike to and from school and workers who traveled between home and work via bicycle. Figure 7 highlights bicycle trip volumes originating in each origin zone by day of the week. Bicycle trip volumes were an aggregated sum of bicycle trips within the analysis timeframe and did not reflect daily volumes.

Bicycle trip volumes had more variability across the six destination zones. Of the six destinations, only Ontario Mills exhibited an increase in bicycle trip volumes on weekend days, with a peak on Saturdays. This finding supports anecdotal evidence typical of major shopping centers, as activity is most prevalent on the weekend. The Industrial East zone had high bicycle trip volumes in comparison to the other destination zones. It experienced a steady decrease in volumes throughout the week, followed by a significant decrease on weekends. The Industrial South area, Airport Terminals, Ontario Mountain Village, and the Downtown Area exhibited little to no change in bicycle activity throughout the week. Figure 8 highlights bicycle trip volumes ending in each destination zone by day of the week.

Figure 7 – Cumulative Bicycle Trips by Day of the Week (Origin Zones)

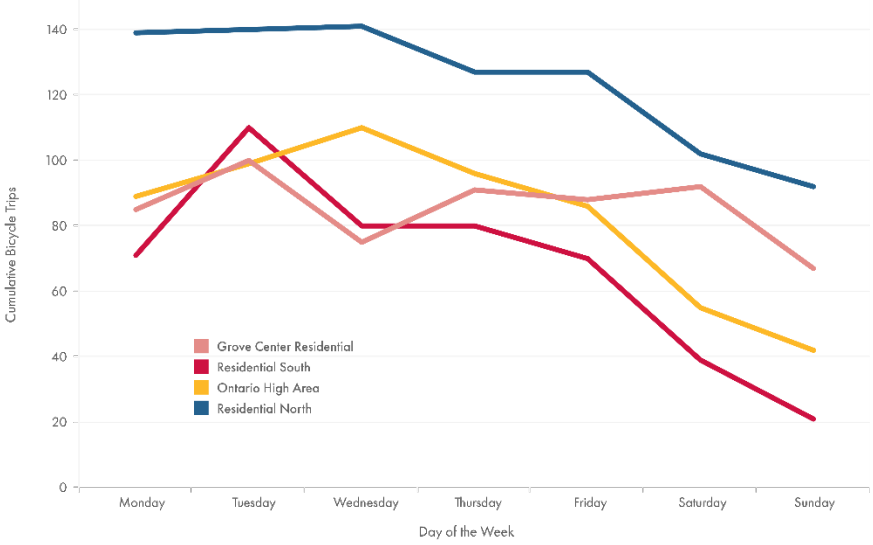
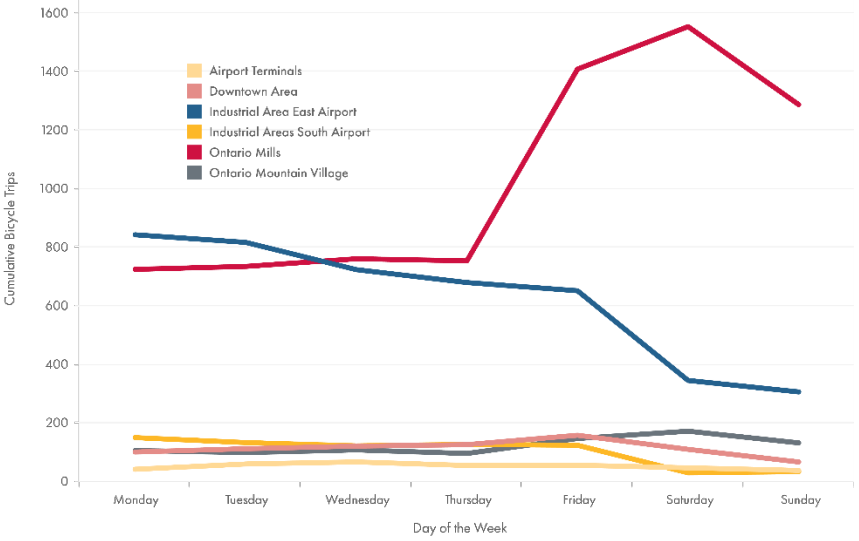


Figure 8 – Cumulative Bicycle Trips by Day of the Week (Destination Zones)



BICYCLE TRIP VOLUMES BY TIME OF DAY

Similar to the findings for pedestrian trips, trips taken to and from schools could account for high volumes of bicycle trips. Bicycle trip volumes from each of the origin zones was highest during pick-up and drop-

off school times – between 7:00 a.m. to 9:00 a.m., and between 1:00 p.m. to 3:00 p.m. Bicycle activity decreased at 5pm and was negligible between midnight and 5am. Figure 9 highlights bicycle trips volumes originating in each origin zone by time of day.

Bicycle activity within each destination zone was highest between noon and 7pm. Bicycle trips ending in each of the destination zones plateaued during this timeframe, but showed a sudden decrease in activity between 4pm and 5pm. Bicycle activity decreased dramatically after 7pm. Figure 10 highlights bicycle trip volumes ending in each destination zone by time of day.

Figure 9 – Cumulative Bicycle Trips by Time of Day (Origin Zones)

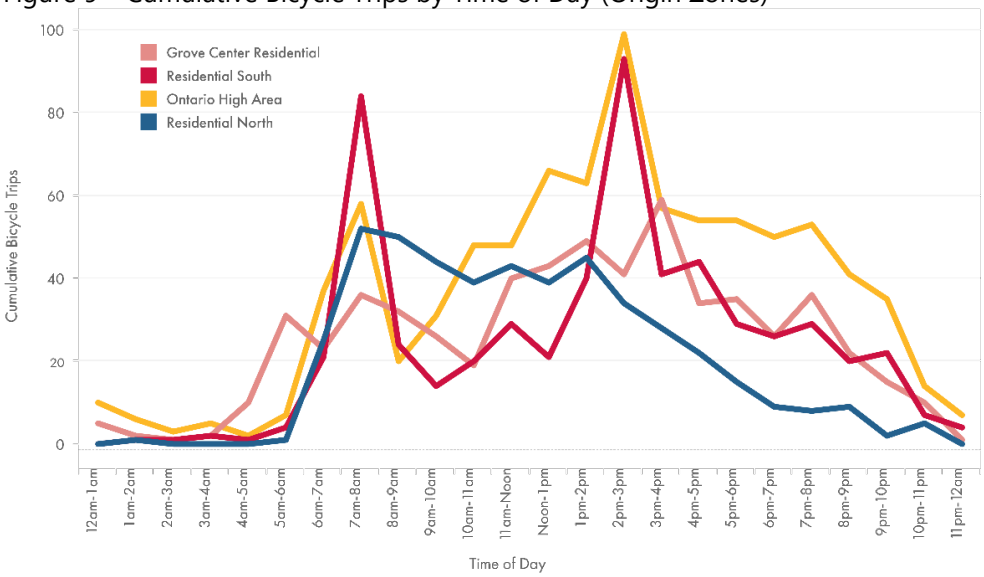
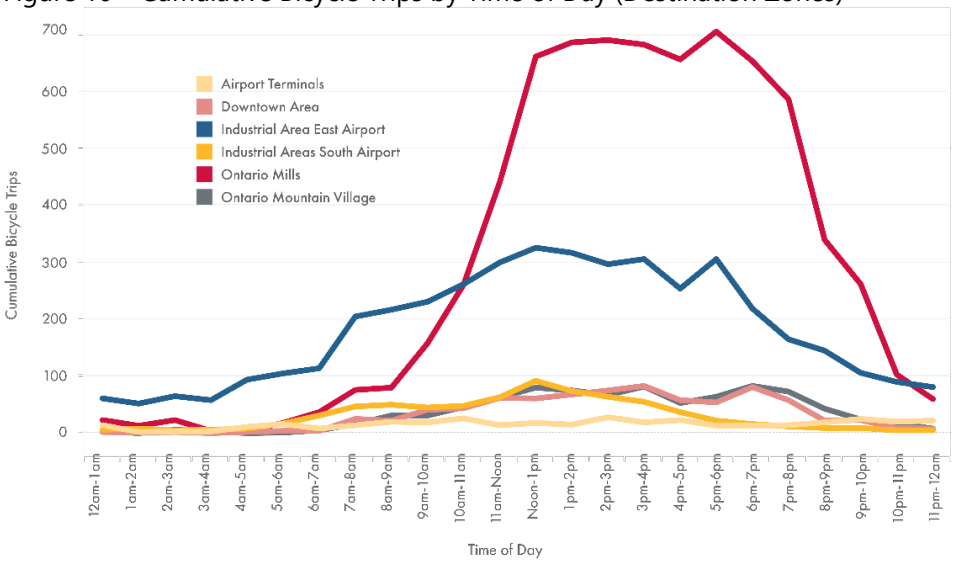


Figure 10 – Cumulative Bicycle Trips by Time of Day (Destination Zones)



BICYCLE TRIP VOLUMES BY TRIP DURATION AND TRIP LENGTH

Bicycle trip volumes by duration were relatively consistent across each origin and destination zone (Figure 11 and Figure 12). About half of all bicycle trips traveling to or from a zone had a duration of 10 minutes or less, and more than 90% of trips were 30 minutes or less.

By analyzing bicycle trip length in conjunction with trip duration, we can extrapolate the spatial extent of bicycle trips within a zone and within close proximity to a zone. Nearly 75% of trips were less than one mile (individual fact sheets will show more specific results for each zone), and the data shows that the trips originate and terminate in areas within close proximity to each zone.

Figure 11 – Cumulative Bicycle Trips by Trip Duration (Origin Zones)

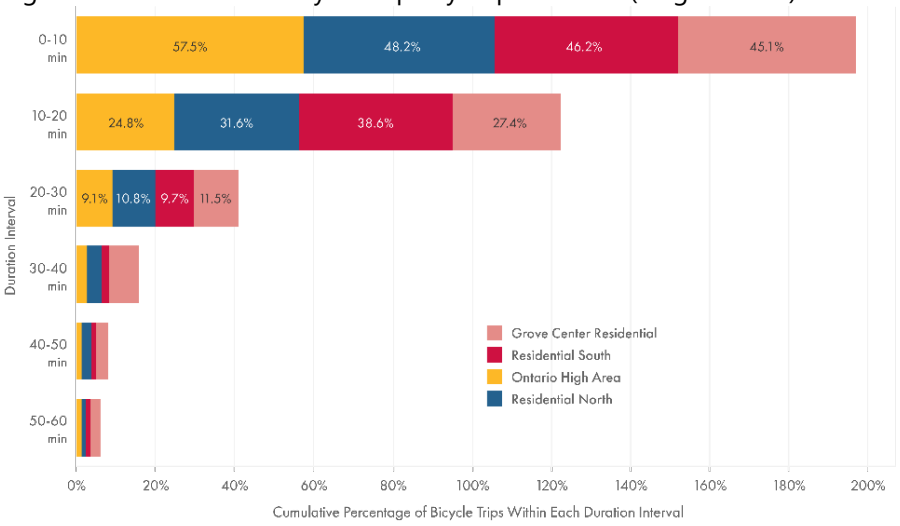
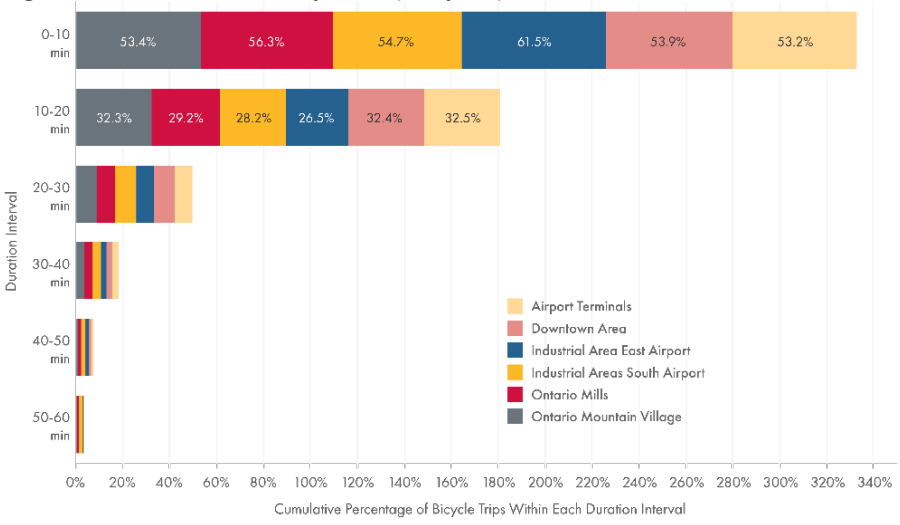


Figure 12 – Cumulative Bicycle Trips by Trip Duration (Destination Zones)



TOP VEHICLE ROUTES BY SEGMENT

An understanding of the top routes for travelers to each destination zone and from each origin zone and key characteristics about each route would be helpful in the selection process for priority pedestrian, bicycle, and transit corridors in many ways. Daily Origin-Destination Volumes provide a snapshot of the volumes that were made on the each top route, while the trip proportion shows the differences in the magnitude between each top route for each zone. The Get Around Ontario team could evaluate the top routes for feasibility to be included in priority corridors. Alternatively, routes that had fewer volumes could offer travelers a more comfortable walking and biking experience to and from each zone.

Table 3 through Table 12 define the top five vehicle routes used to leave an origin zone or reach a destination zone.

Table 3 – Airport Terminals Top Routes

Route Name	Daily O-D Volume	Trip Proportion
East Airport Drive	2058	22.4%
South Haven Avenue	1216	13.2%
Airport Drive	878	9.6%
Grove Avenue	582	6.3%
Haven Avenue	540	5.9%

Table 4 – Downtown Area Top Routes

Route Name	Daily O-D Volume	Trip Proportion
South Euclid Avenue	1474	9.8%
West Holt Boulevard	1352	9.0%
North Euclid Avenue	1310	8.7%
Holt Boulevard	1004	6.7%
West G Street	664	4.4%

Table 5 – Grove Center Residential Top Routes

Route Name	Daily O-D Volumes	Trip Proportion
East Walnut Street	2322	11.6%
South Grove Avenue	1749	8.7%
Vineyard Avenue	1581	7.9%
East Riverside Drive	1202	6.0%
West Walnut Street	973	4.9%

Table 6 – Industrial East Top Routes

Route Name	Daily O-D Volumes	Trip Proportion
South Milliken Avenue	2795	13.5%
Milliken Avenue	1499	7.3%
Guasti Road	1442	7.0%
East Jurupa Street	1393	6.8%
Woodruff Way	1368	6.6%

Table 7 – Industrial South Top Routes

Route Name	Daily O-D Volumes	Trip Proportion
South Grove Avenue	2027	7.4%
Jurupa Street	1823	6.7%
South Vineyard Avenue	1446	5.3%
South Haven Avenue	1413	5.2%
Grove Avenue	1183	4.3%

Table 8 – Ontario High Area

Route Name	Daily O-D Volume	Trip Proportion
South Mountain Avenue	1194	9.1%
West Philadelphia Street	1097	8.4%
West Francis Street	780	6.0%
North Mountain Avenue	716	5.5%
Mountain Avenue	541	4.1%

Table 9 – Ontario Mills

Route Name	Daily O-D Volume	Trip Proportion
Milliken Avenue	3706	8.5%
4th Street	2807	6.4%
Franklin Avenue	2504	5.7%
Ontario Mills Parkway	2358	5.4%
Buffalo Avenue	2245	5.2%

Table 10 – Ontario Mountain Village

Route Name	Daily O-D Volume	Trip Proportion
North Mountain Avenue	1327	9.9%
South Mountain Avenue	916	6.8%
West 5th Street	857	6.4%
West 6th Street	796	5.9%
Mountain Avenue	735	5.5%

Table 11 – Residential North

Route Name	Daily O-D Volume	Trip Proportion
North Vineyard Avenue	2052	14.1%
Vineyard Avenue	1165	8.0%
4th Street	1078	7.4%
Grove Avenue	937	6.4%
6th Street	629	4.3%

Table 12 – Residential South

Route Name	Daily O-D Volume	Trip Proportion
Ontario Ranch Road	1516	17.5%
South Archibald Avenue	618	7.1%
Turner Avenue	531	6.1%
Archibald Avenue	527	6.1%
Edison Avenue	341	3.9%

SUMMARY OF FINDINGS

CONCLUSION

Findings from the study are instrumental in the development of the Ontario Active Transportation Master Plan in two ways. First, the study used qualitative data to help confirm many of the perceived understandings of ten areas in the City. For instance, in origin zones, the study shows a positive correlation between an increase in pedestrian and bicycle trip volumes and the drop-off and pick-up time at schools. From observations made from the Walking Safety Assessments, along with input gathered from the community, anecdotal evidence suggests that there would be high volumes of pedestrian and bicycle activity in neighborhoods located adjacent to schools. Using quantitative data, the study helps to validate the conclusions made from the observations.

More importantly, however, it illuminated many new findings that are useful in the development of the Plan. Knowledge gained from understanding existing pedestrian and bicycle trip characteristics could help inform policies and programs that encourage more active transportation activities. Meanwhile, an understanding of the top routes to the destination zones and from the origin zones can help identify priority pedestrian, bicycle, and transit corridors.

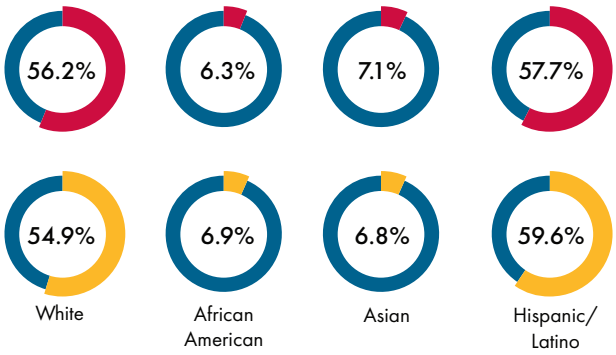
Zone 1 - Ontario Mountain Village

BICYCLE AND PEDESTRIAN TRIPS

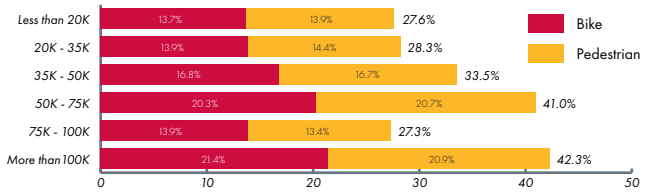
Traveler Attributes

Race/Ethnicity

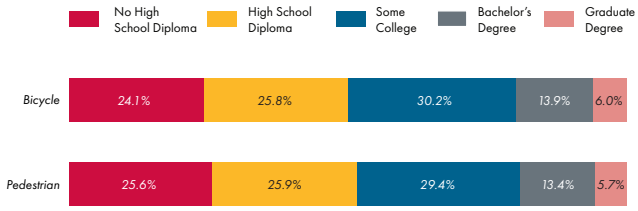
*Percentages are based on each individual mode



Income Characteristics

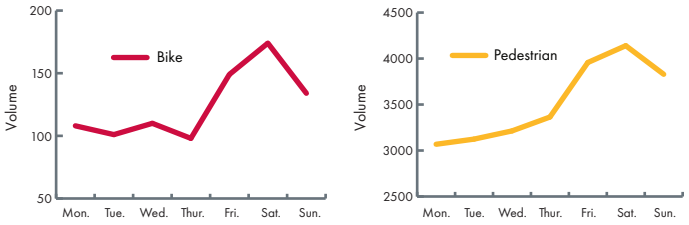


Education Status

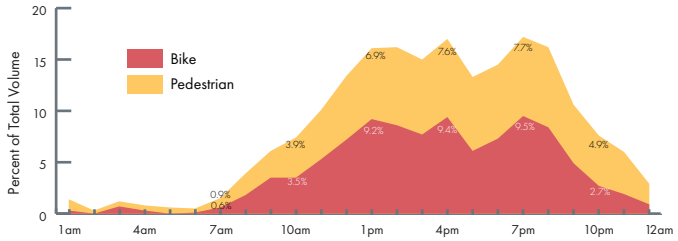


Trip Attributes

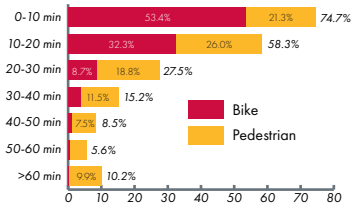
Day of the Week



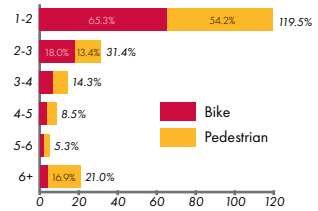
Time of Day



Trip Duration



Route Directness

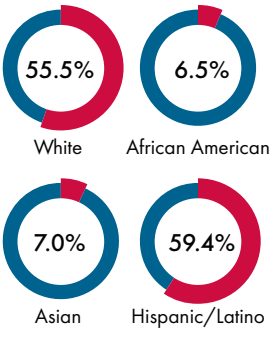


*A lower route directness (Trip Circuity) indicates a more direct route

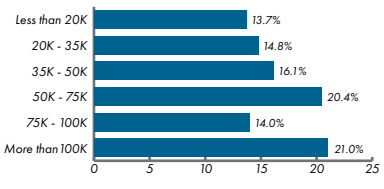
VEHICLE TRIPS

Traveler Attributes

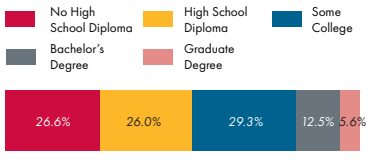
Race/Ethnicity



Income Characteristics

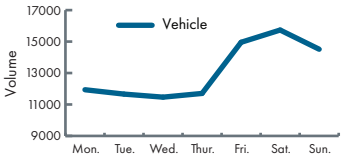


Education Status

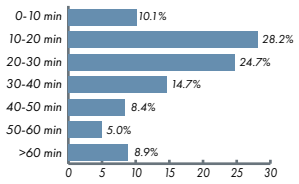


Trip Attributes

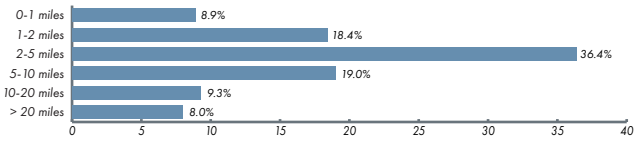
Day of the Week



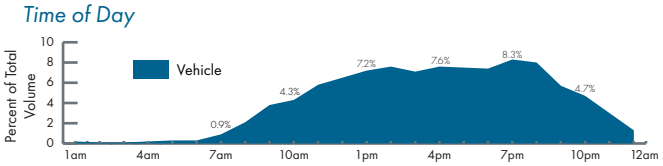
Trip Duration



Trip Length



Time of Day



*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018

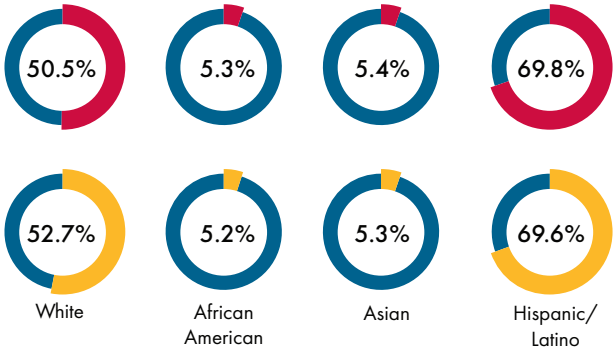
Zone 2 - Residential North

BICYCLE AND PEDESTRIAN TRIPS

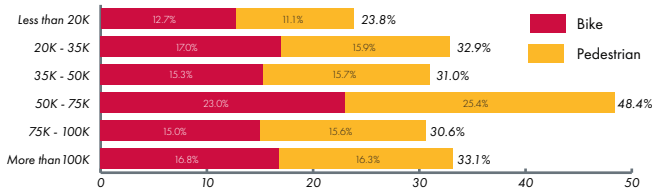
Traveler Attributes

Race/Ethnicity

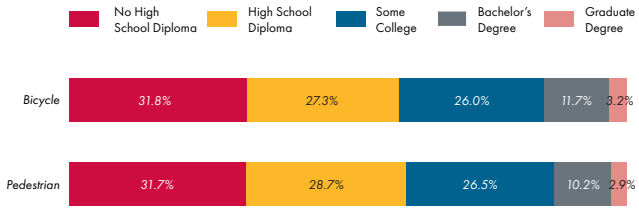
*Percentages are based on each individual mode



Income Characteristics

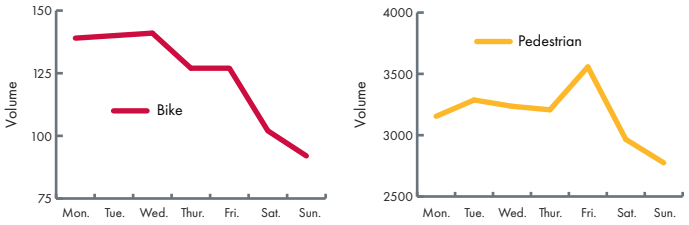


Education Status

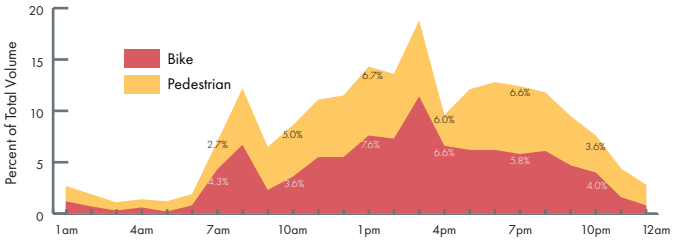


Trip Attributes

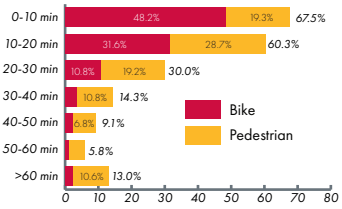
Day of the Week



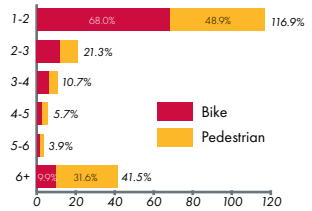
Time of Day



Trip Duration



Route Directness

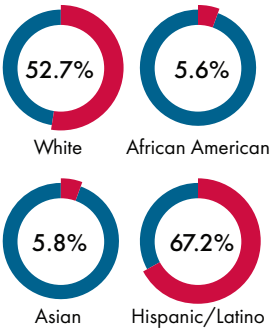


*A lower route directness (Trip Circuity) indicates a more direct route

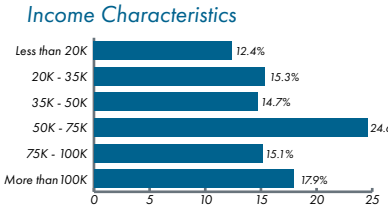
VEHICLE TRIPS

Traveler Attributes

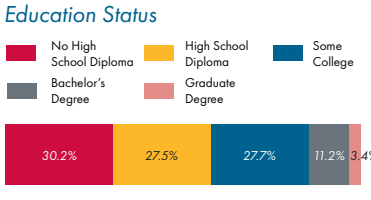
Race/Ethnicity



Income Characteristics

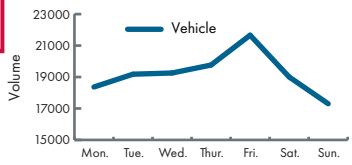


Education Status

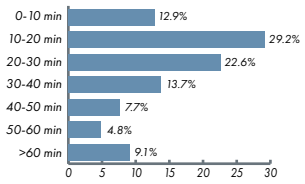


Trip Attributes

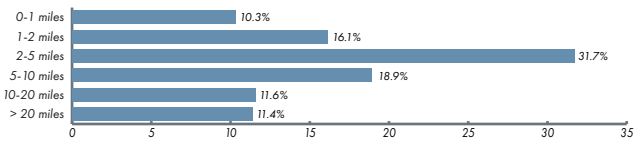
Day of the Week



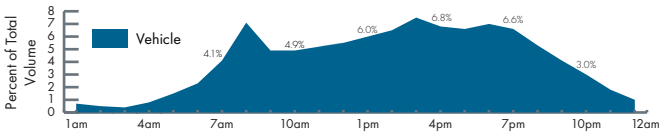
Trip Duration



Trip Length



Time of Day



*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018

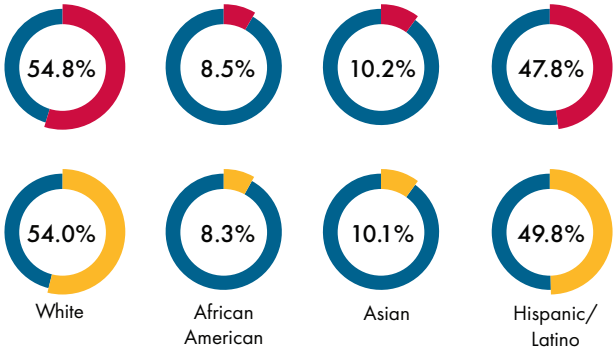
Zone 3 - Ontario Mills

BICYCLE AND PEDESTRIAN TRIPS

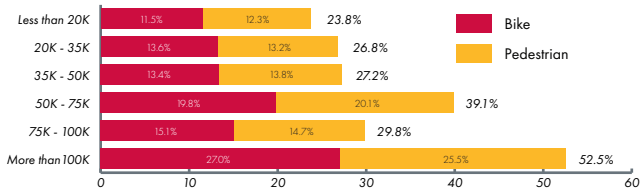
Traveler Attributes

Race/Ethnicity

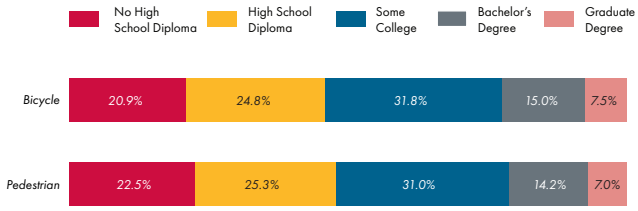
*Percentages are based on each individual mode



Income Characteristics

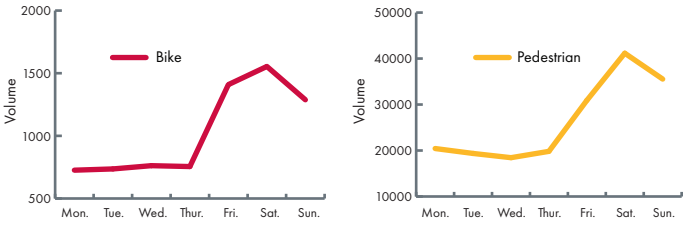


Education Status

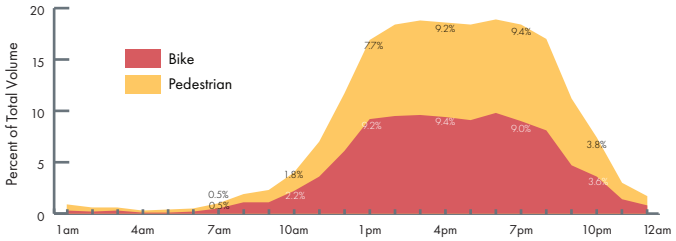


Trip Attributes

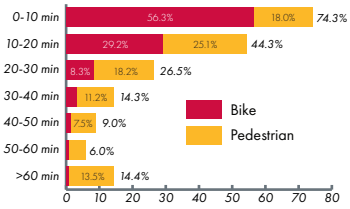
Day of the Week



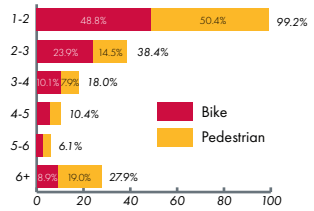
Time of Day



Trip Duration



Route Directness

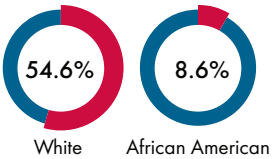


*A lower route directness (Trip Circuity) indicates a more direct route

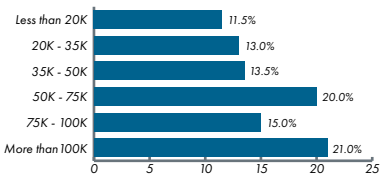
VEHICLE TRIPS

Traveler Attributes

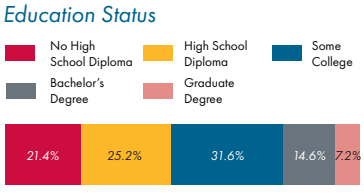
Race/Ethnicity



Income Characteristics

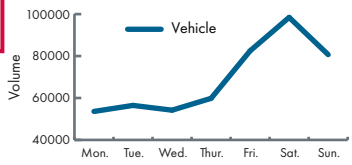


Education Status

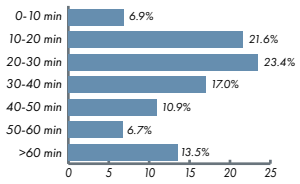


Trip Attributes

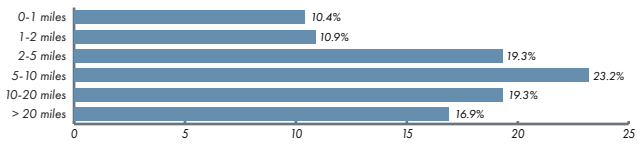
Day of the Week



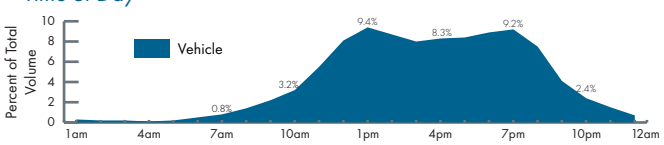
Trip Duration



Trip Length



Time of Day



*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018

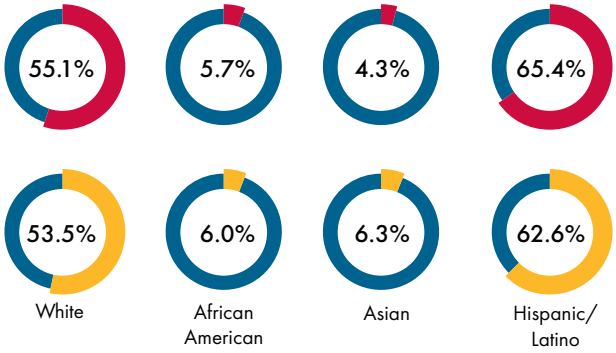
Zone 4 - Downtown Area

BICYCLE AND PEDESTRIAN TRIPS

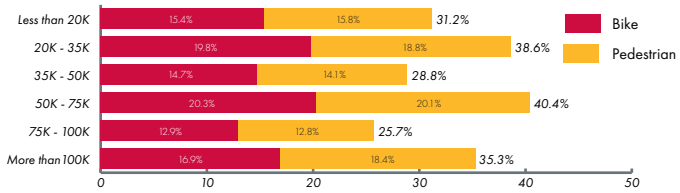
Traveler Attributes

Race/Ethnicity

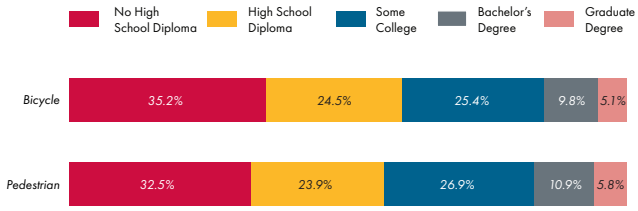
*Percentages are based on each individual mode



Income Characteristics

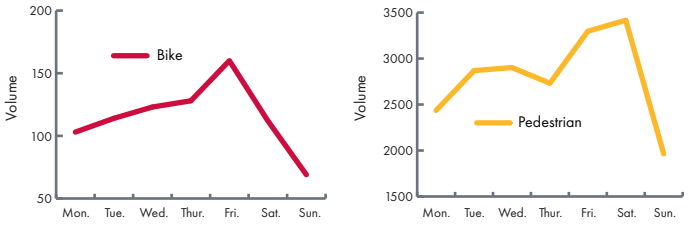


Education Status

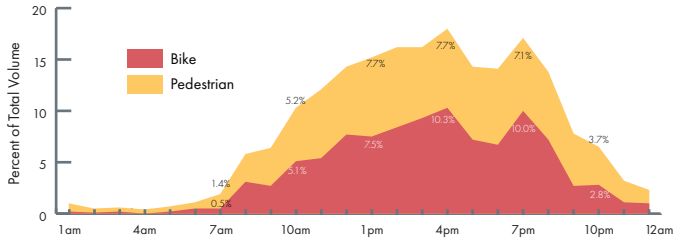


Trip Attributes

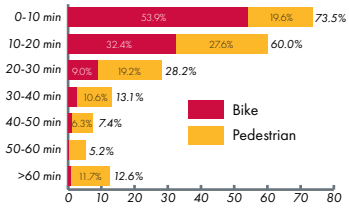
Day of the Week



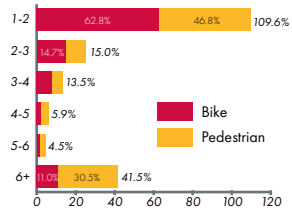
Time of Day



Trip Duration



Route Directness

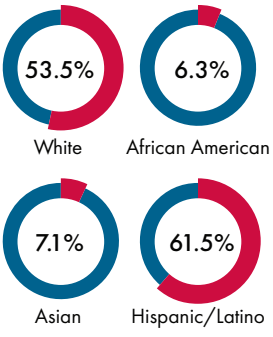


*A lower route directness (Trip Circuity) indicates a more direct route

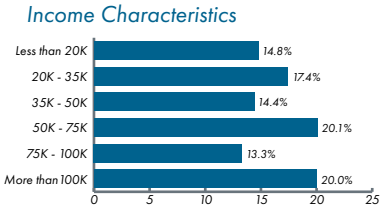
VEHICLE TRIPS

Traveler Attributes

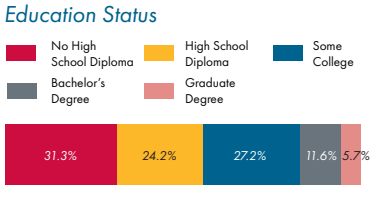
Race/Ethnicity



Income Characteristics

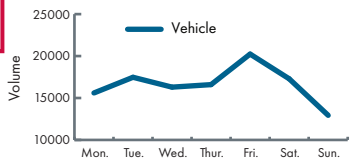


Education Status

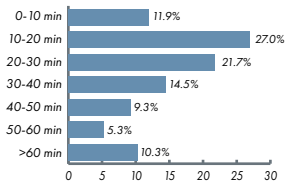


Trip Attributes

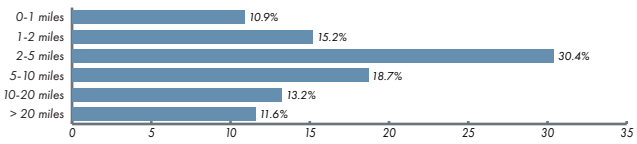
Day of the Week



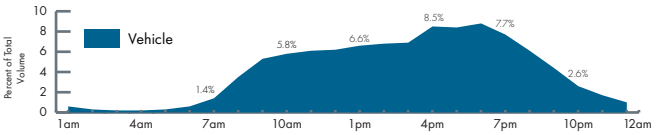
Trip Duration



Trip Length



Time of Day



*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018

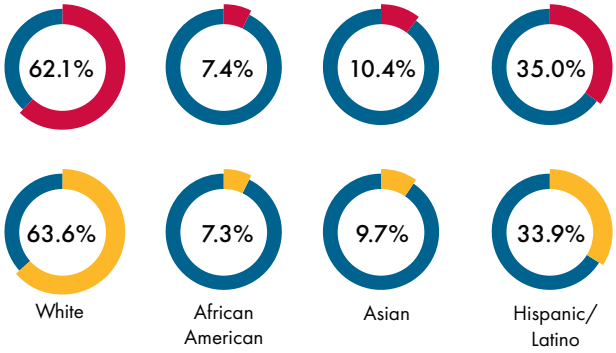
Zone 5 - Airport Terminals

BICYCLE AND PEDESTRIAN TRIPS

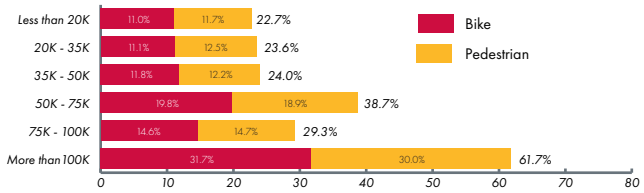
Traveler Attributes

Race/Ethnicity

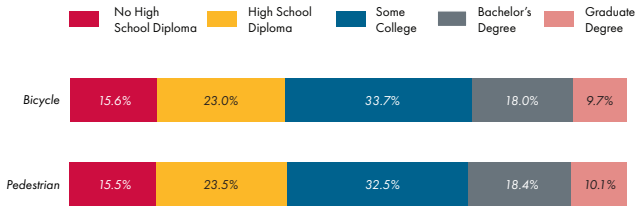
*Percentages are based on each individual mode



Income Characteristics

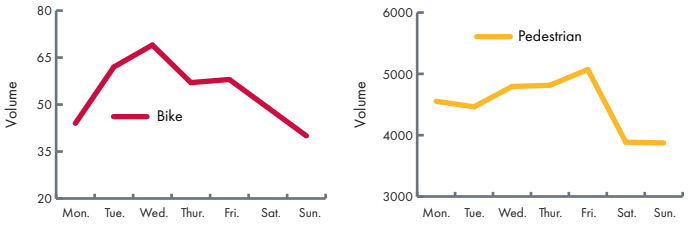


Education Status

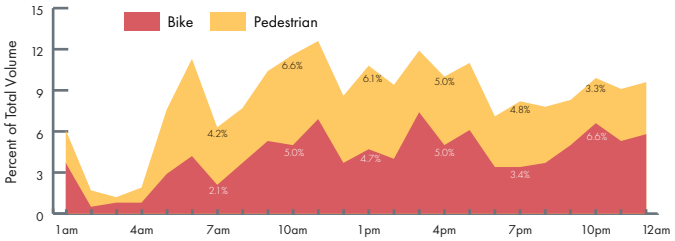


Trip Attributes

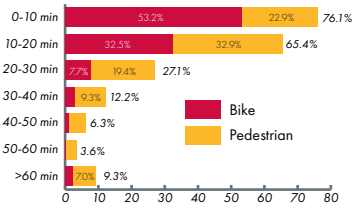
Day of the Week



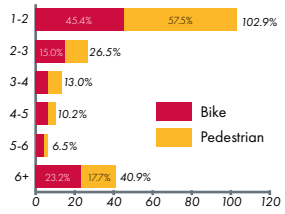
Time of Day



Trip Duration



Route Directness

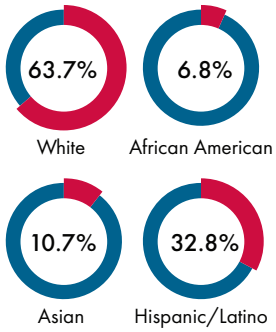


*A lower route directness (Trip Circuity) indicates a more direct route

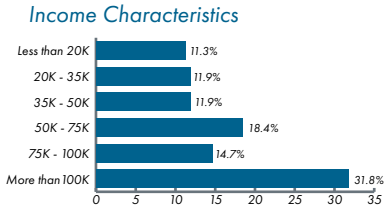
VEHICLE TRIPS

Traveler Attributes

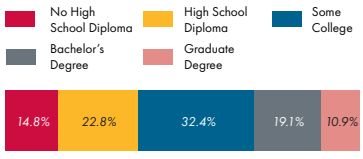
Race/Ethnicity



Income Characteristics

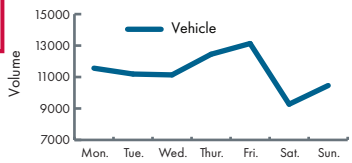


Education Status

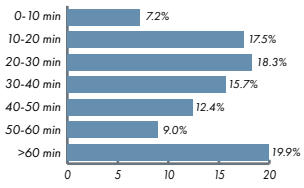


Trip Attributes

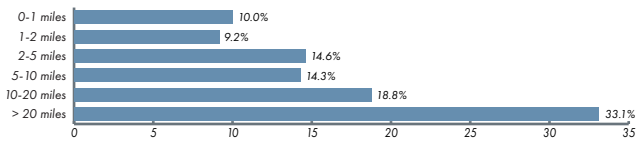
Day of the Week



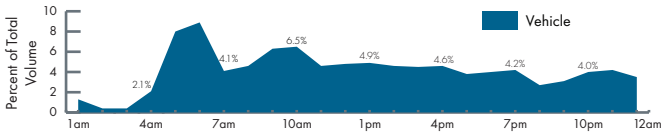
Trip Duration



Trip Length



Time of Day



*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018

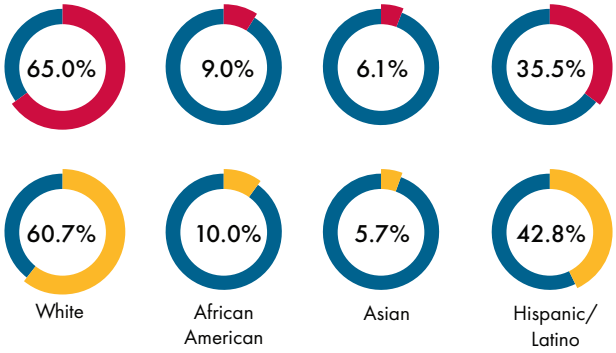
Zone 6 - East Airport

BICYCLE AND PEDESTRIAN TRIPS

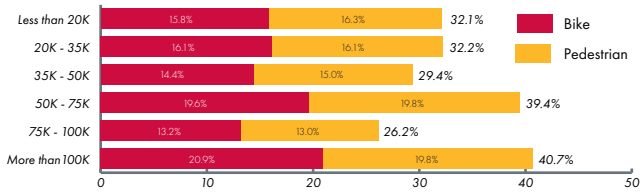
Traveler Attributes

Race/Ethnicity

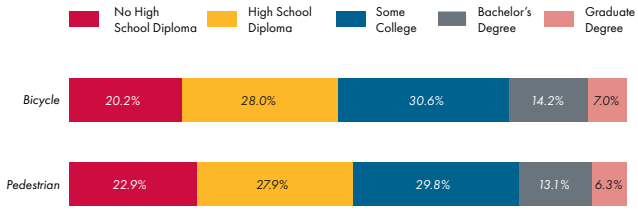
*Percentages are based on each individual mode



Income Characteristics

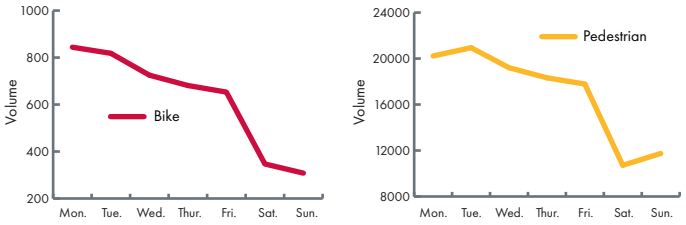


Education Status

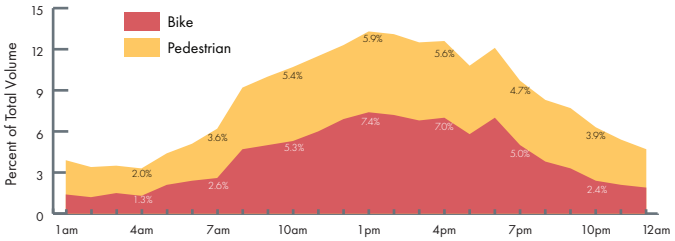


Trip Attributes

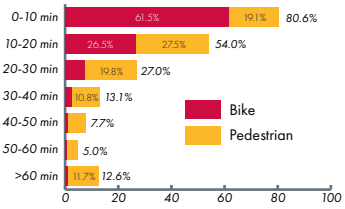
Day of the Week



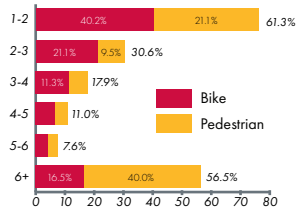
Time of Day



Trip Duration



Route Directness

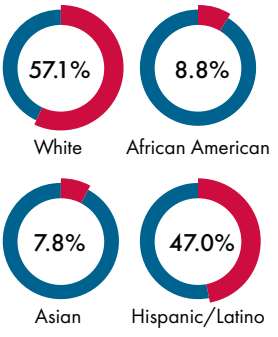


*A lower route directness (Trip Circuity) indicates a more direct route

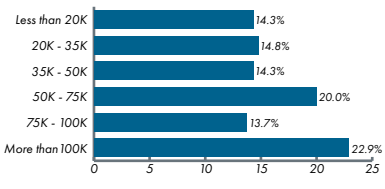
VEHICLE TRIPS

Traveler Attributes

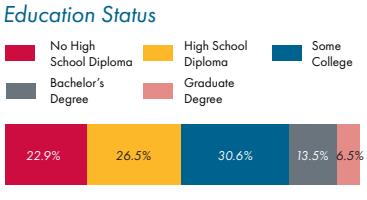
Race/Ethnicity



Income Characteristics

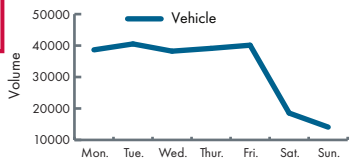


Education Status

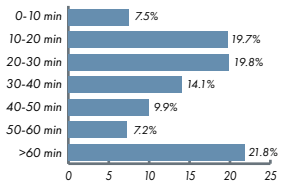


Trip Attributes

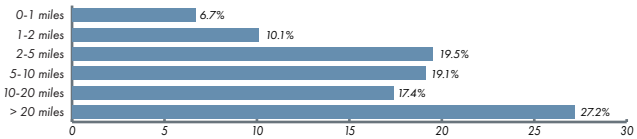
Day of the Week



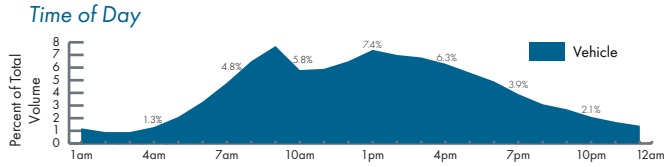
Trip Duration



Trip Length



Time of Day



*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018

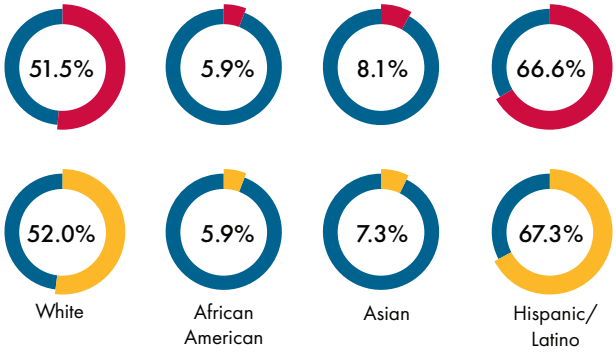
Zone 7 - Ontario High Area

BICYCLE AND PEDESTRIAN TRIPS

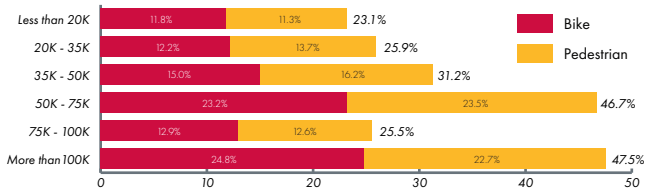
Traveler Attributes

Race/Ethnicity

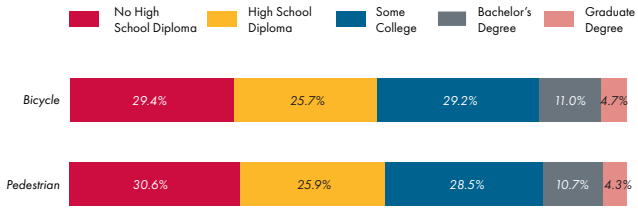
*Percentages are based on each individual mode



Income Characteristics

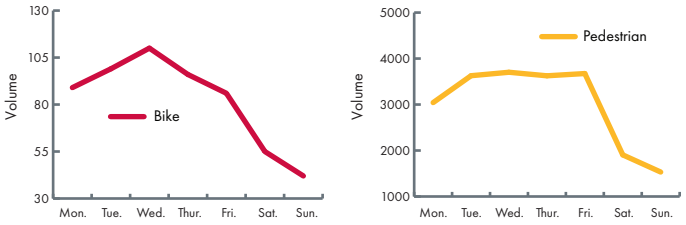


Education Status

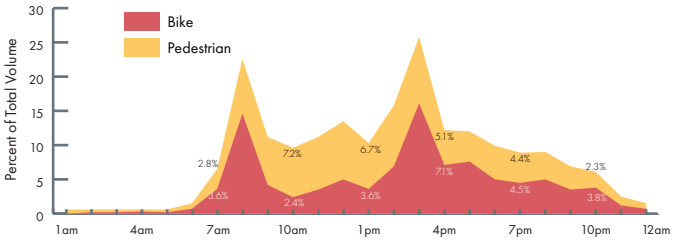


Trip Attributes

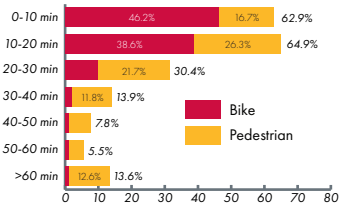
Day of the Week



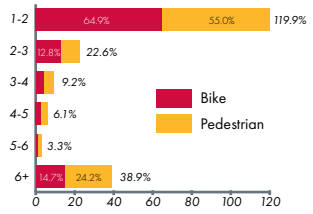
Time of Day



Trip Duration



Route Directness

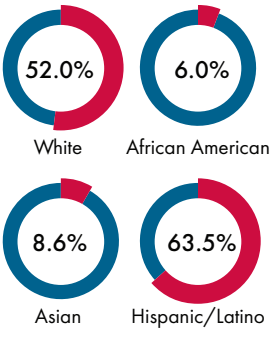


*A lower route directness (Trip Circuity) indicates a more direct route

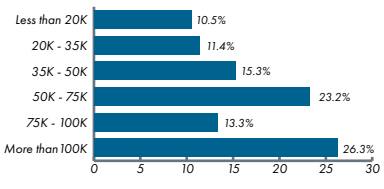
VEHICLE TRIPS

Traveler Attributes

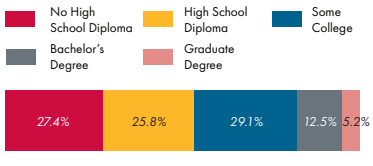
Race/Ethnicity



Income Characteristics

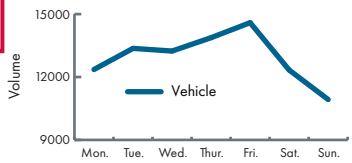


Education Status

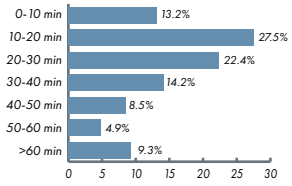


Trip Attributes

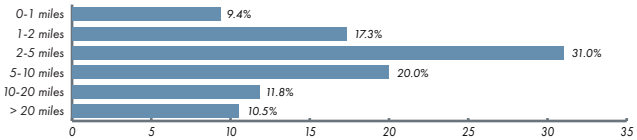
Day of the Week



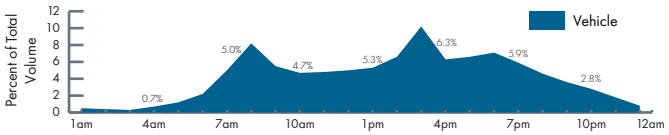
Trip Duration



Trip Length



Time of Day



*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018

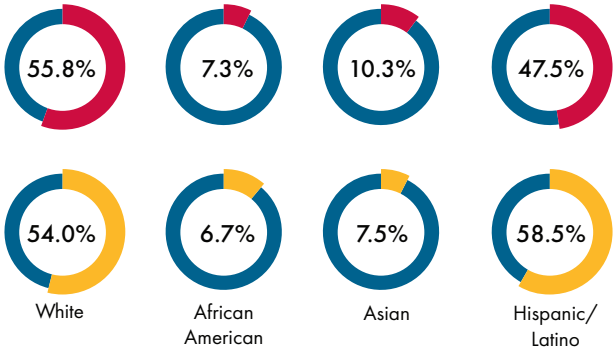
Zone 8 - South Airport

BICYCLE AND PEDESTRIAN TRIPS

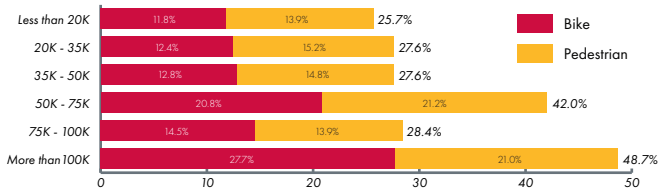
Traveler Attributes

Race/Ethnicity

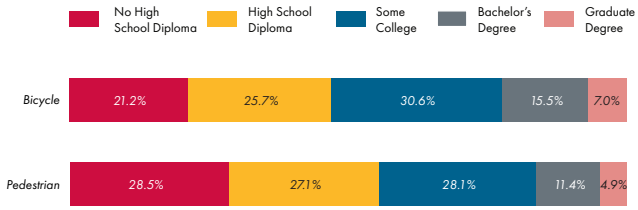
*Percentages are based on each individual mode



Income Characteristics

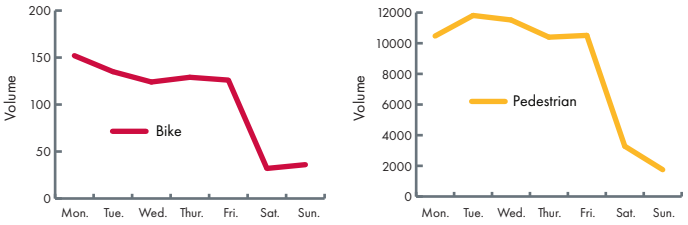


Education Status

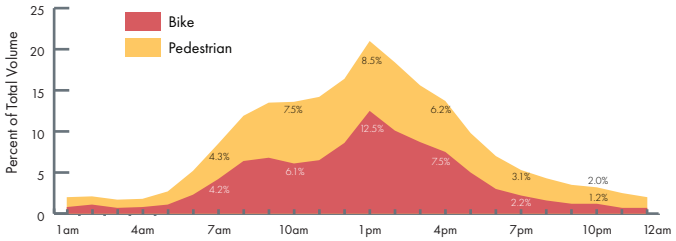


Trip Attributes

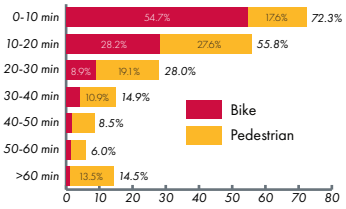
Day of the Week



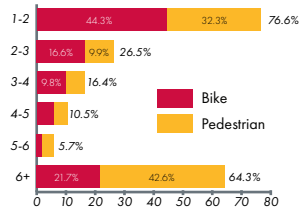
Time of Day



Trip Duration



Route Directness

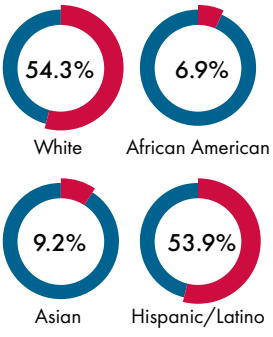


*A lower route directness (Trip Circuity) indicates a more direct route

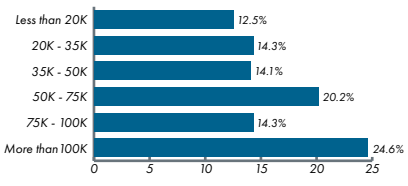
VEHICLE TRIPS

Traveler Attributes

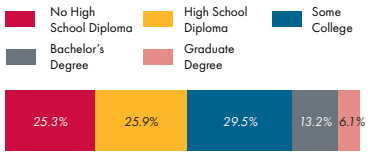
Race/Ethnicity



Income Characteristics

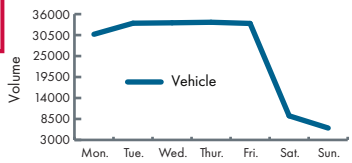


Education Status

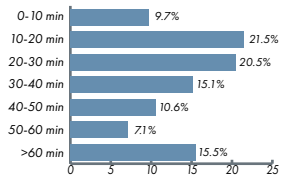


Trip Attributes

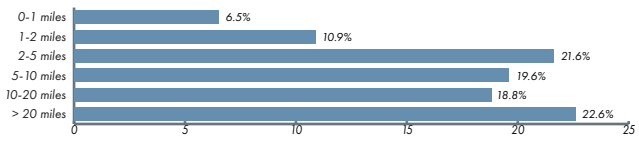
Day of the Week



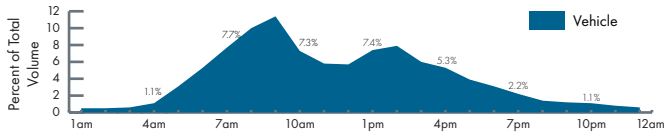
Trip Duration



Trip Length



Time of Day



*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018

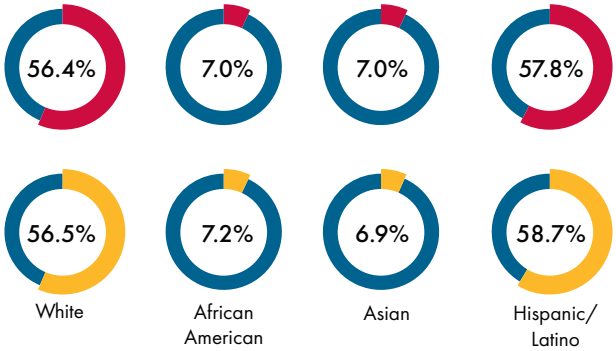
Zone 9 - Grove Center Residential

BICYCLE AND PEDESTRIAN TRIPS

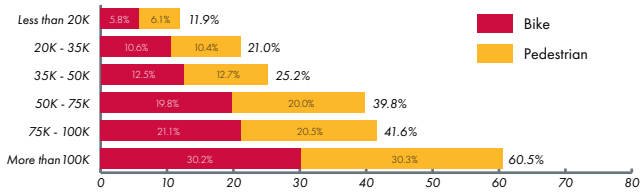
Traveler Attributes

Race/Ethnicity

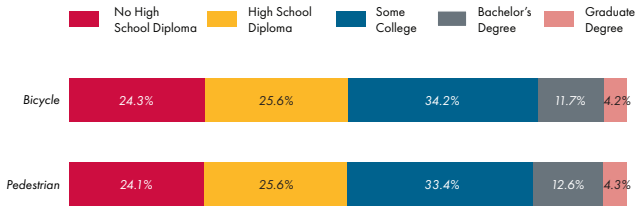
*Percentages are based on each individual mode



Income Characteristics

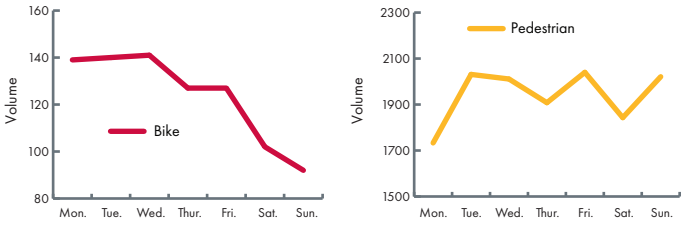


Education Status

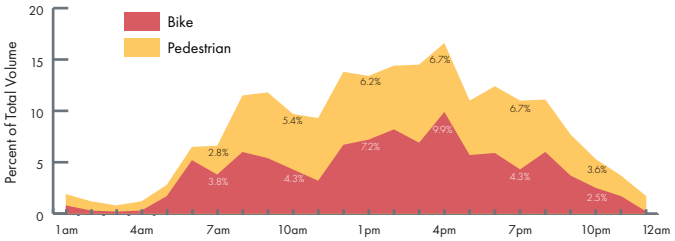


Trip Attributes

Day of the Week



Time of Day



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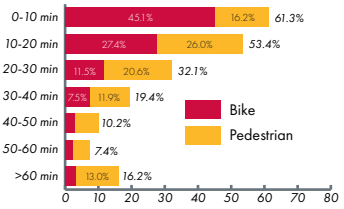
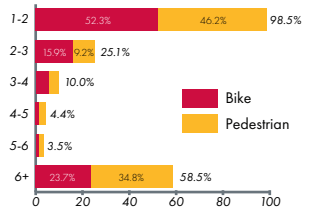


Route Directness

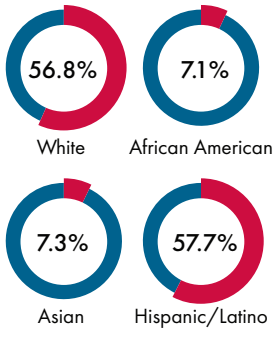


*A lower route directness (Trip Circuity) indicates a more direct route

VEHICLE TRIPS

Traveler Attributes

Race/Ethnicity



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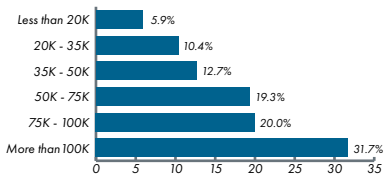

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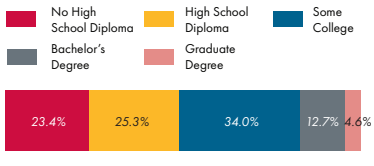
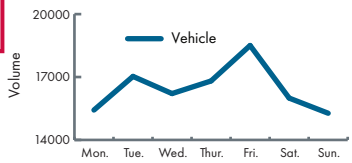


Trip Attributes

Day of the Week



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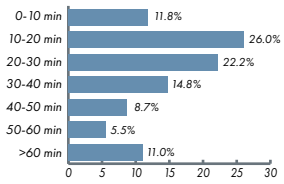

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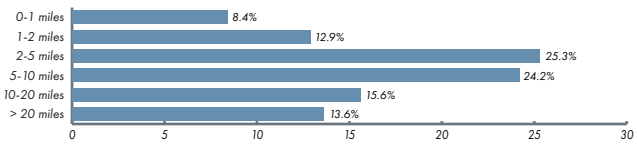
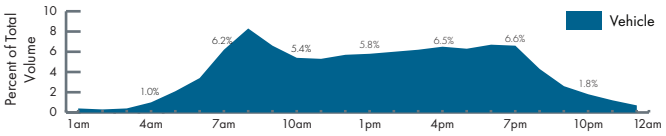


Time of Day



*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018

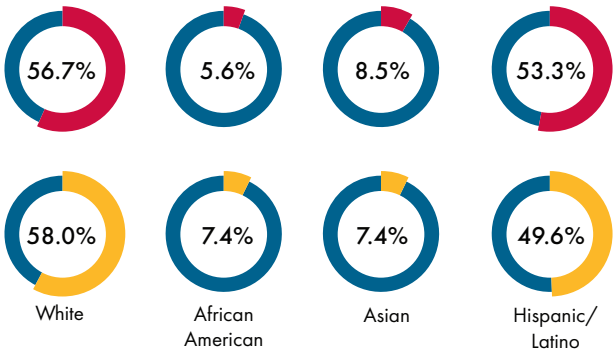
Zone 10 - Residential South

BICYCLE AND PEDESTRIAN TRIPS

Traveler Attributes

Race/Ethnicity

*Percentages are based on each individual mode



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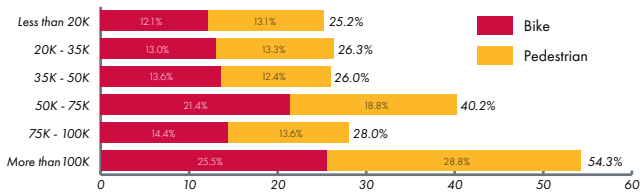
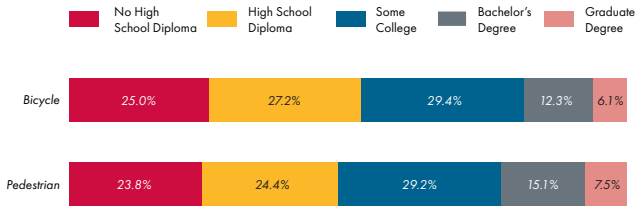
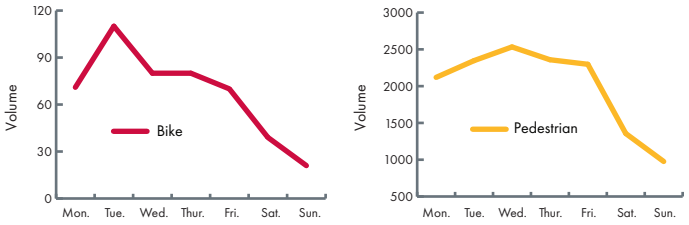


Education Status

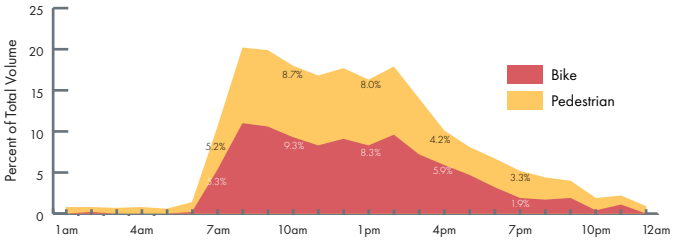


Trip Attributes

Day of the Week



Time of Day



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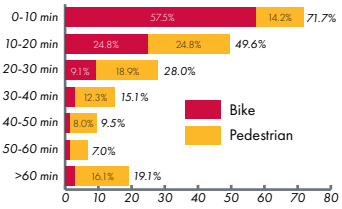
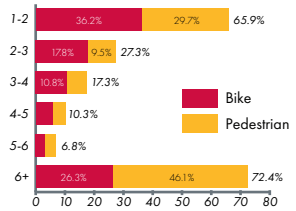


Route Directness

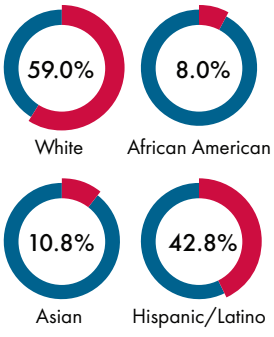


*A lower route directness (Trip Circuity) indicates a more direct route

VEHICLE TRIPS

Traveler Attributes

Race/Ethnicity



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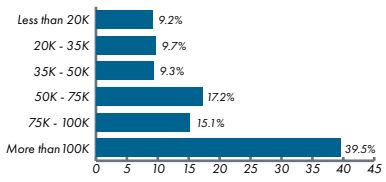

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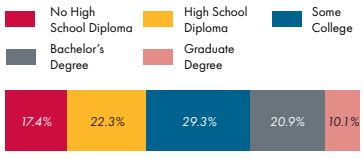
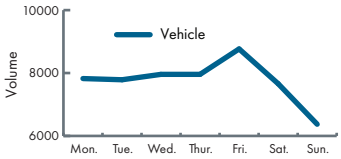


Trip Attributes

Day of the Week



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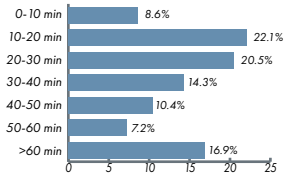

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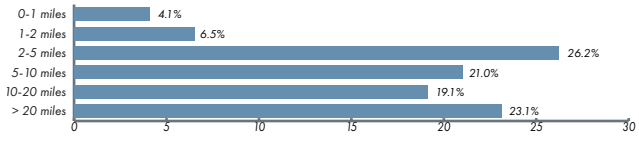
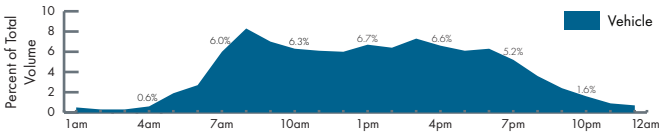
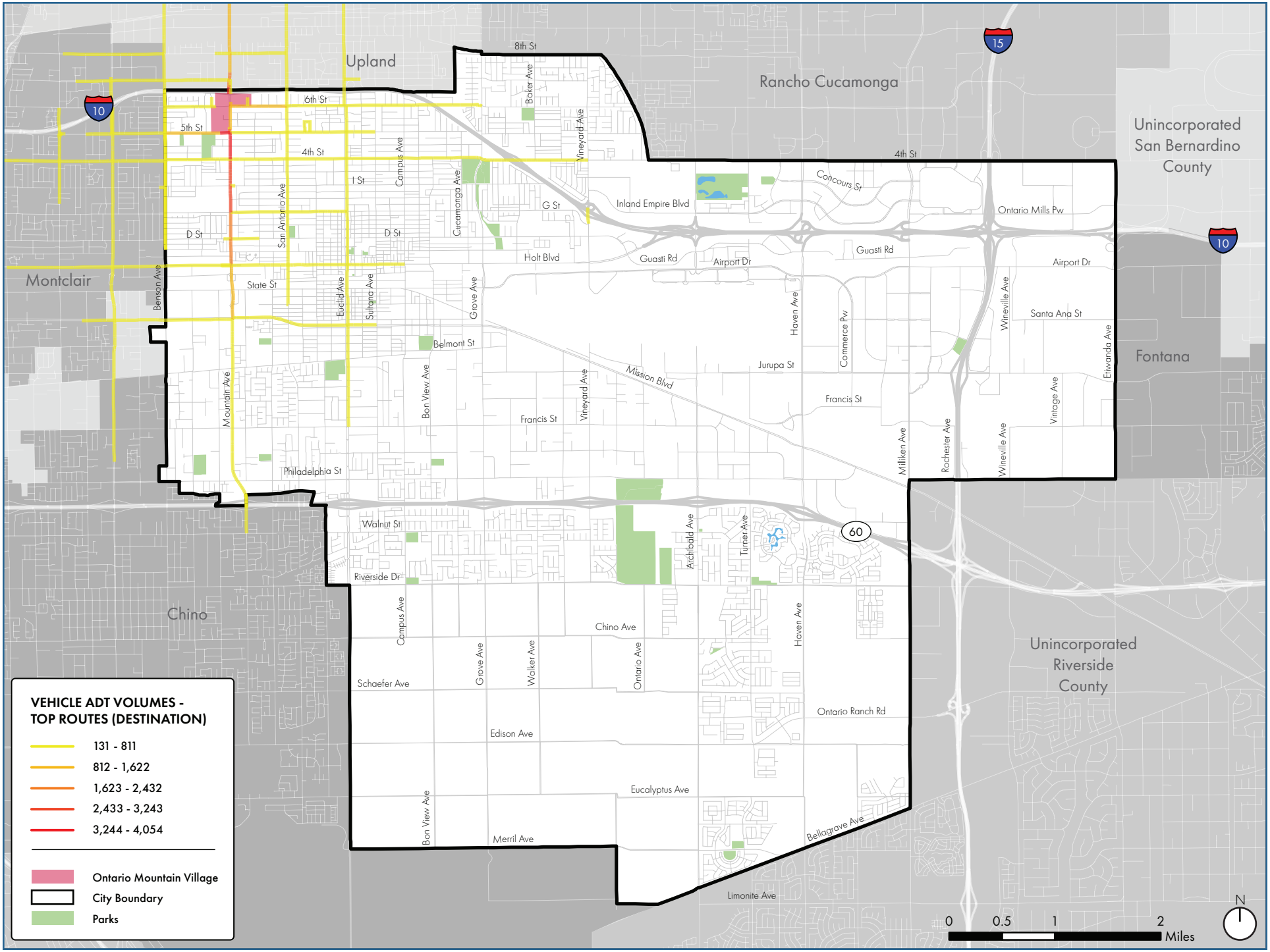


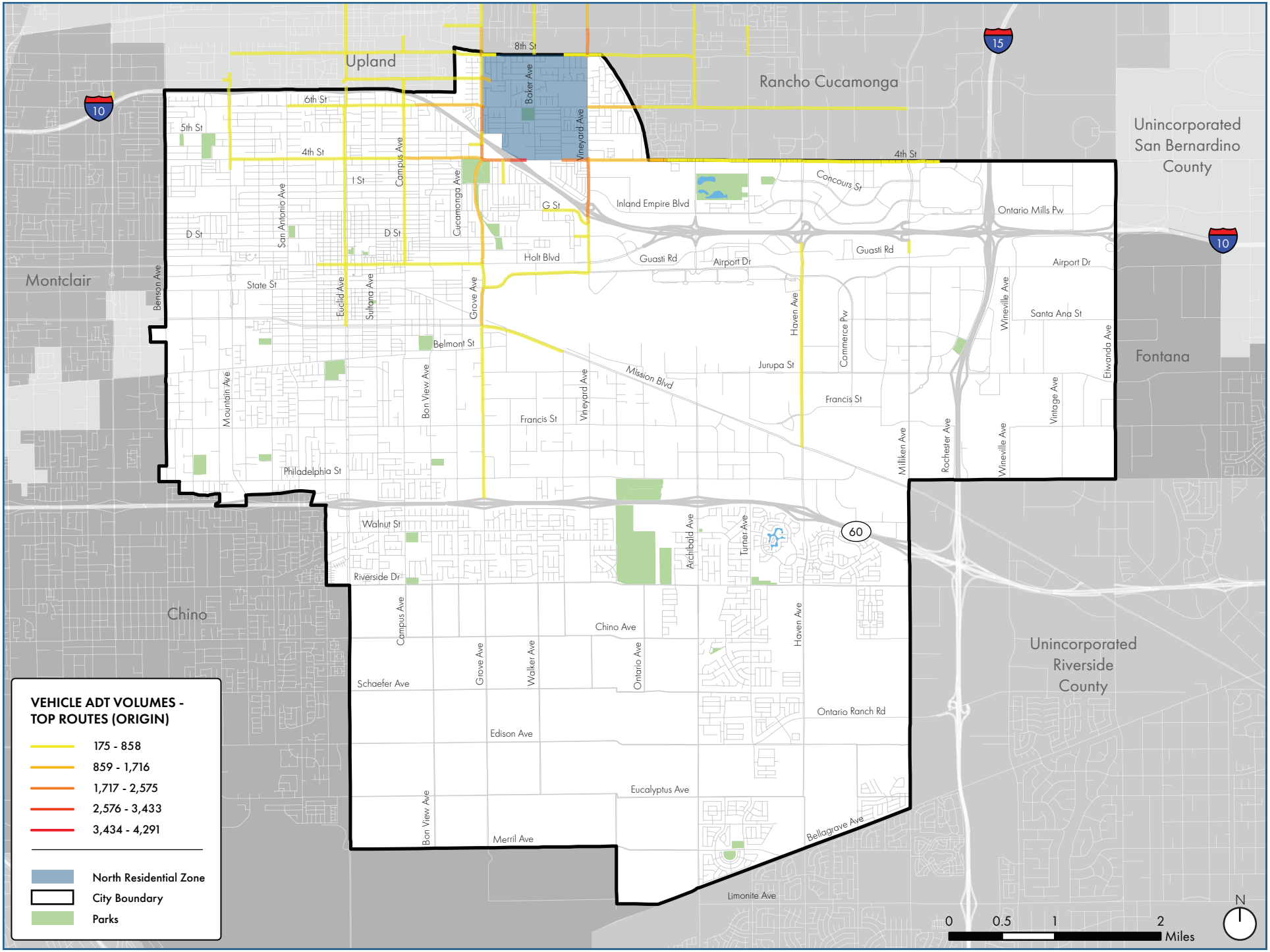
Time of Day



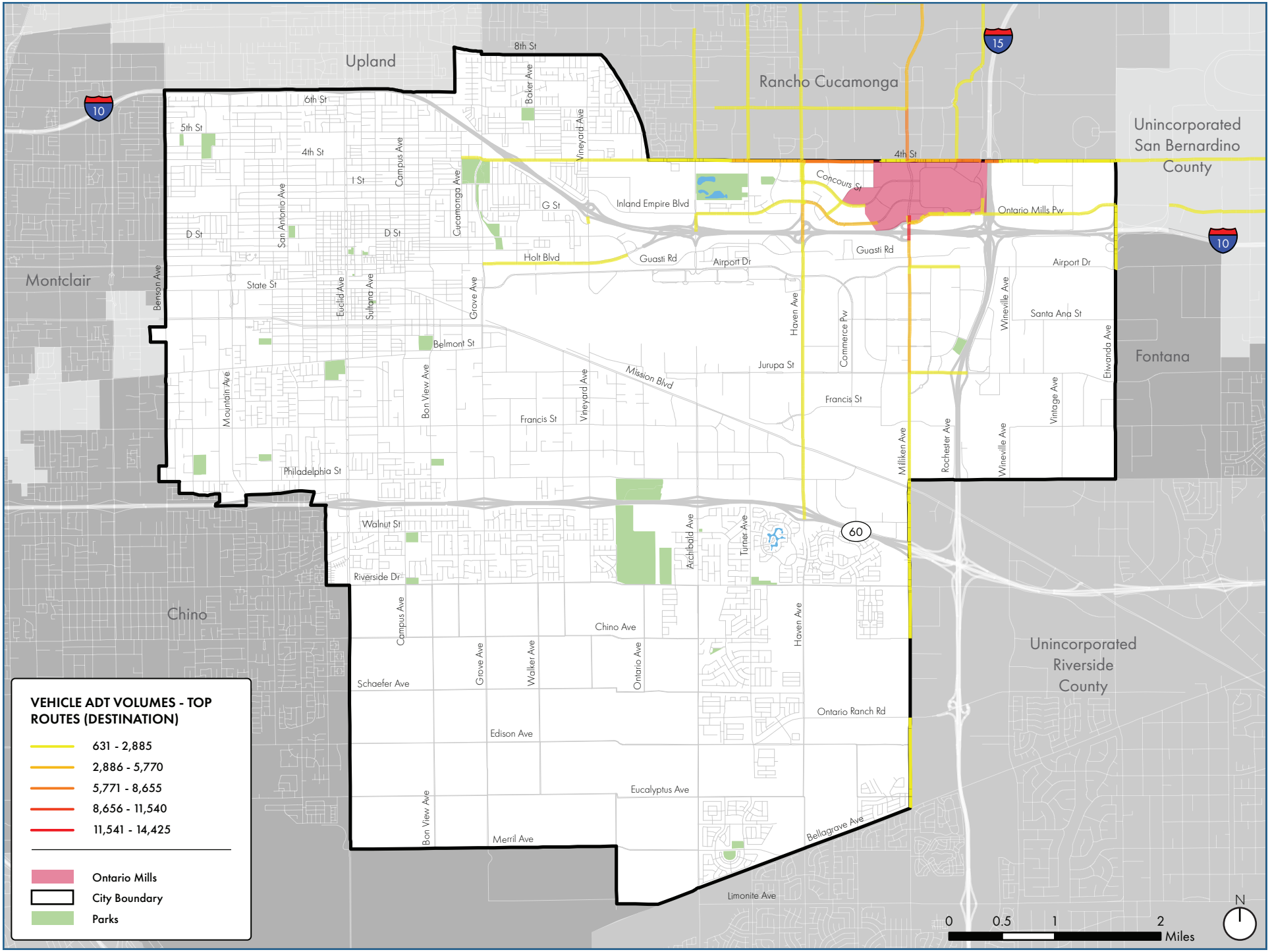
*Bicyclist and pedestrian volumes and percentages are based on the total sum of trips between April 1st and November 31st, 2018



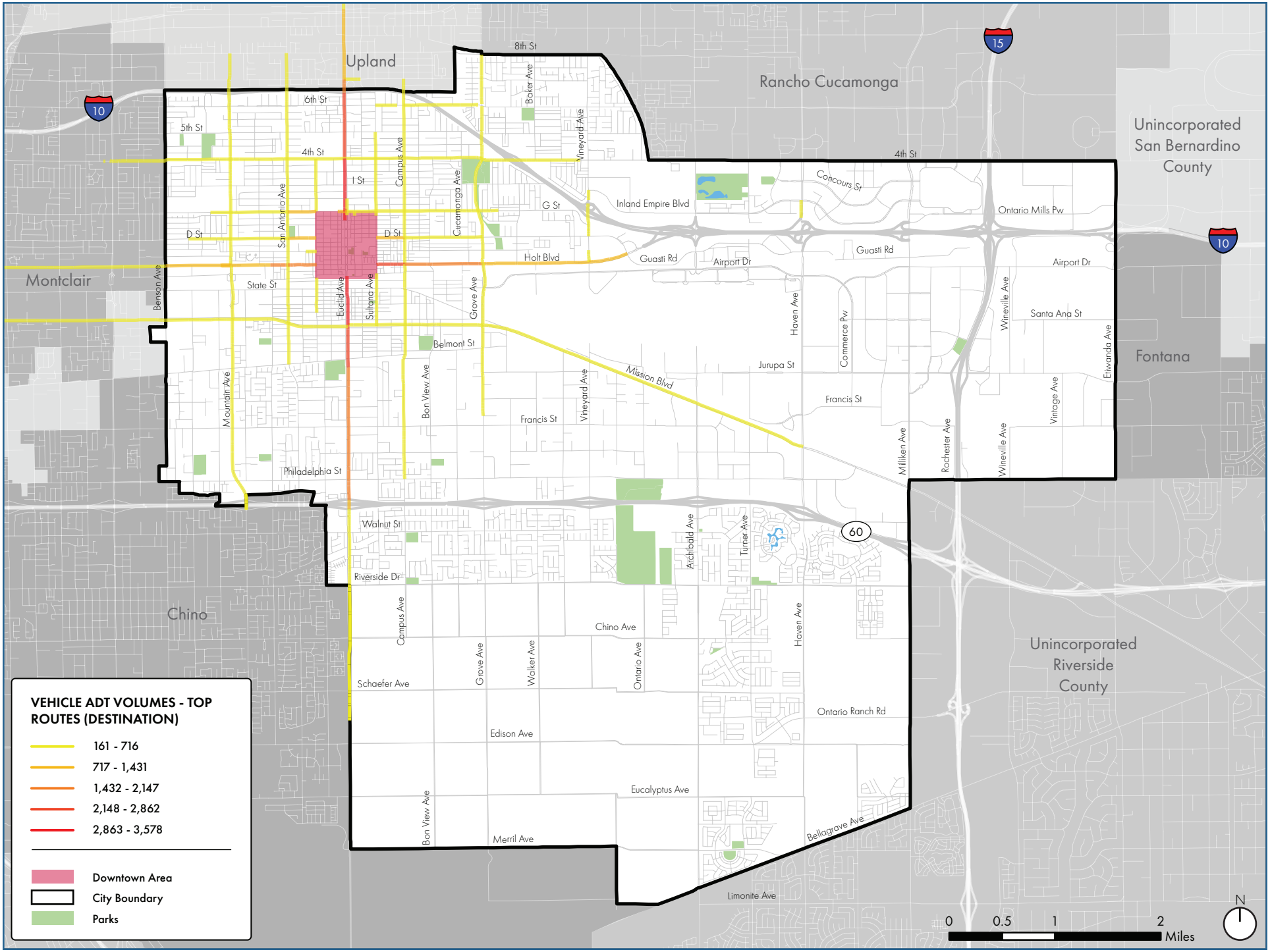
Top Routes to Zone 1 Ontario Mountain Village by Vehicle ADT Volumes



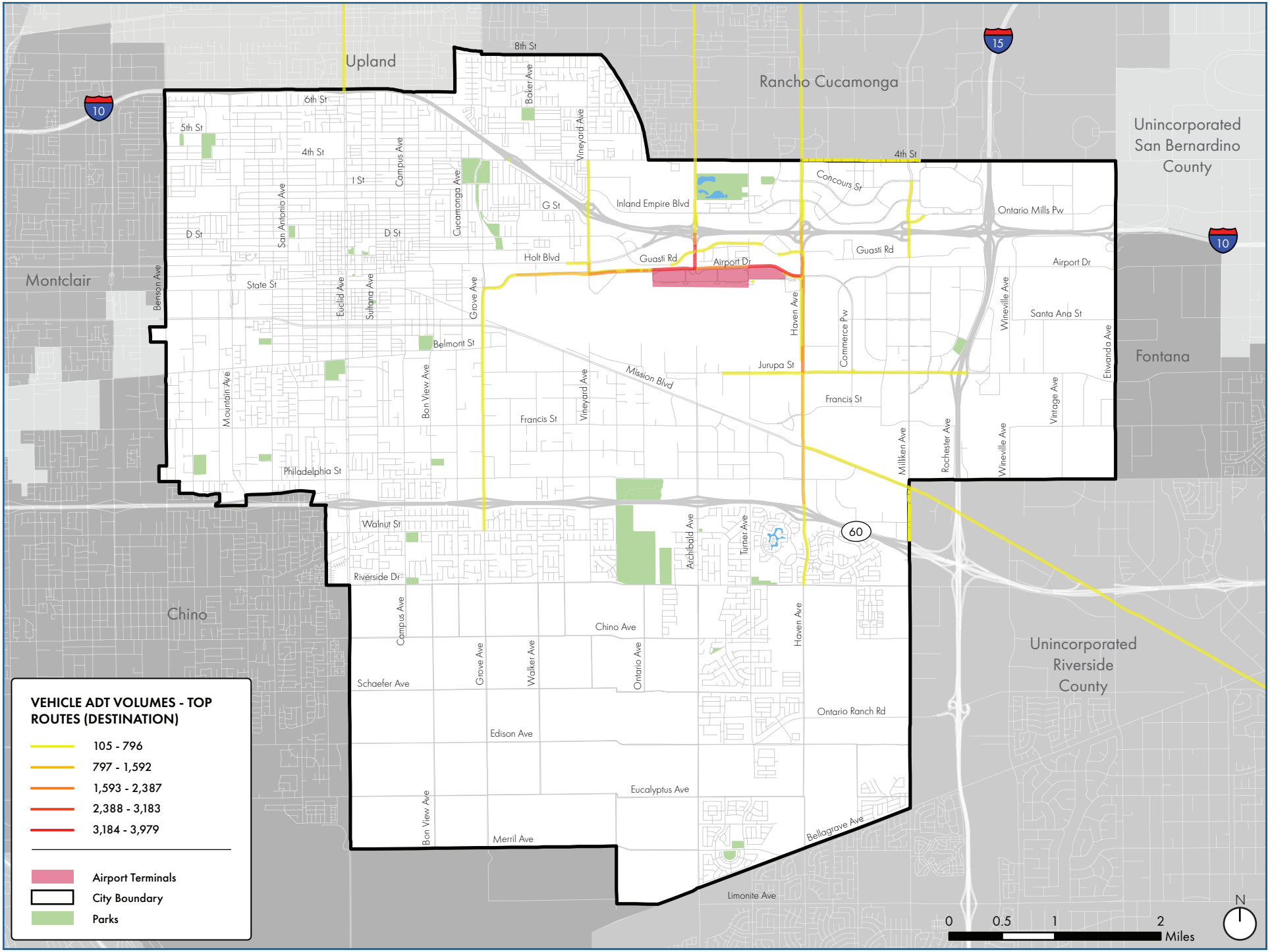
Top Routes to Zone 2 Residential North by Vehicle ADT Volumes



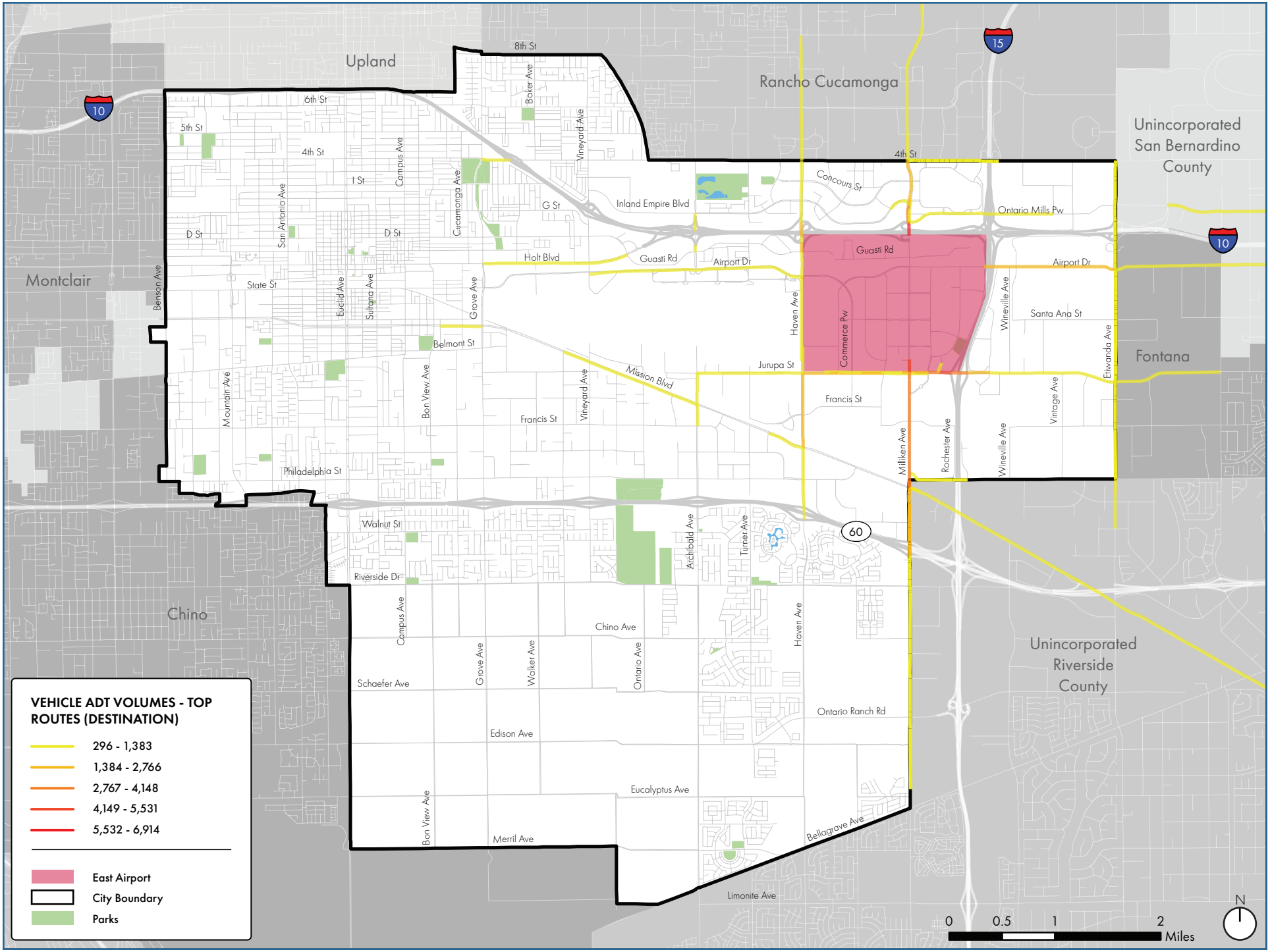
Top Routes to Zone 3 Ontario Mills by Vehicle ADT Volumes



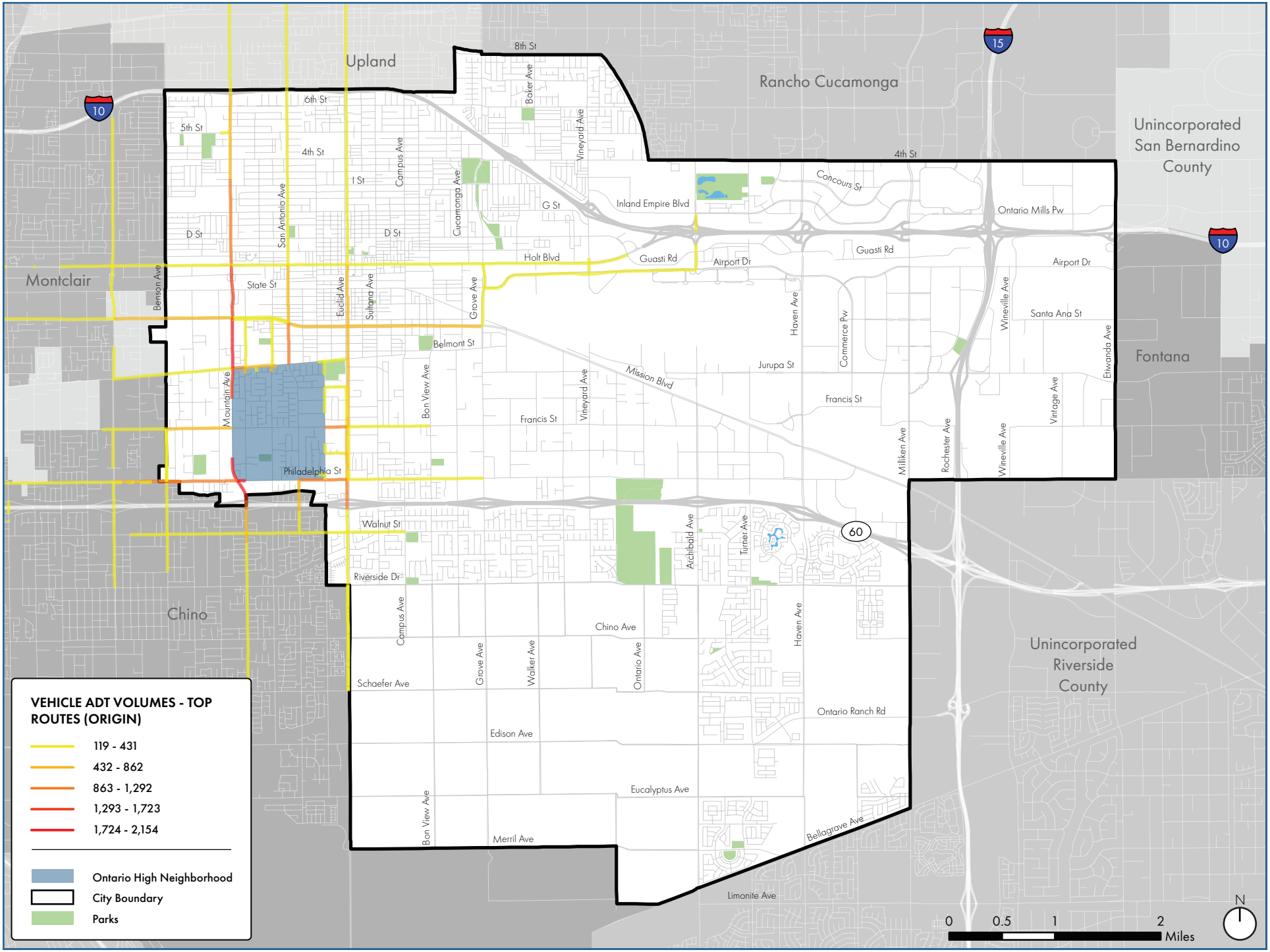
Top Routes to Zone 4 Downtown Area by Vehicle ADT Volumes



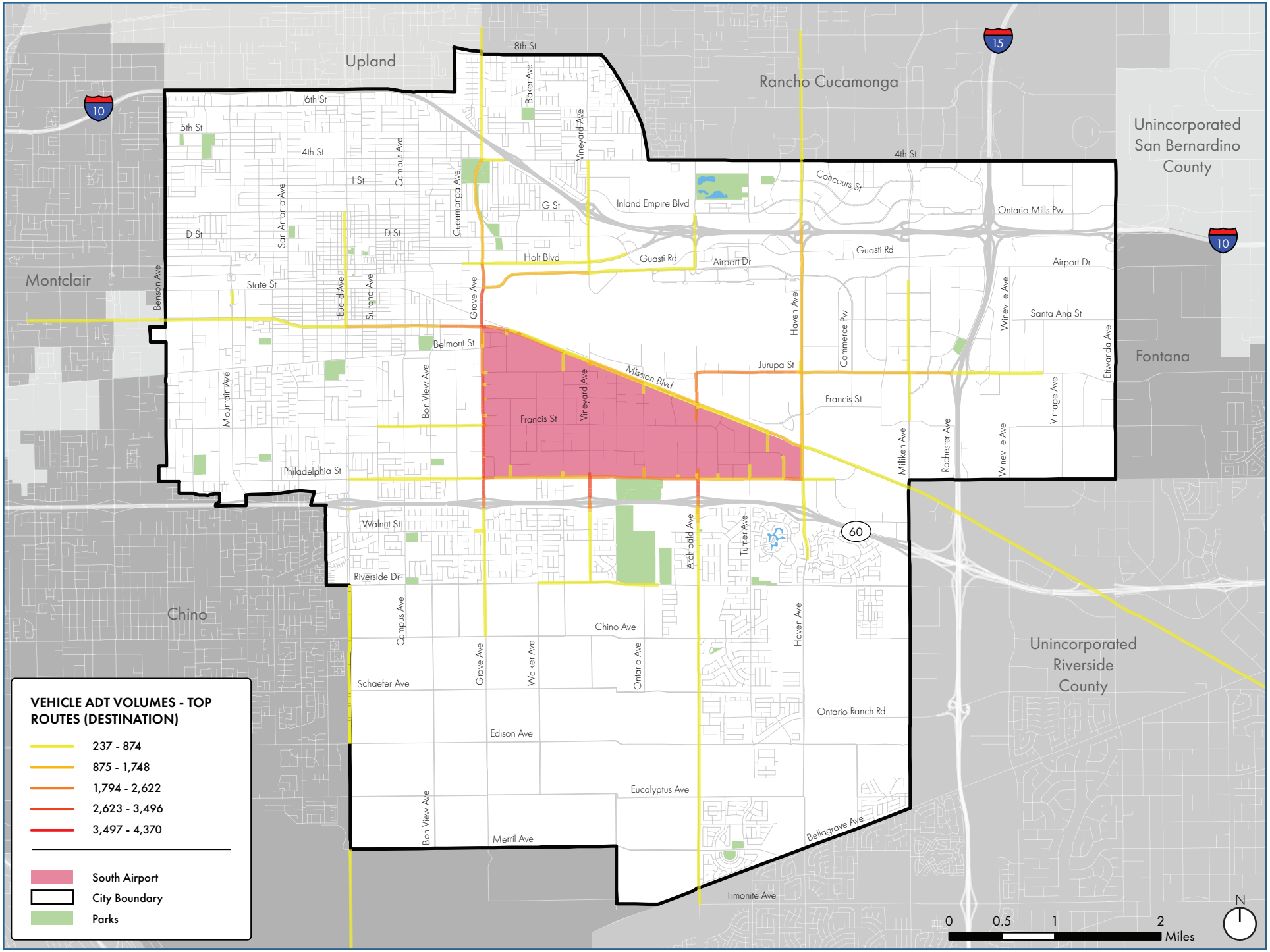
Top Routes to Zone 5 Airport Terminals by Vehicle ADT Volumes



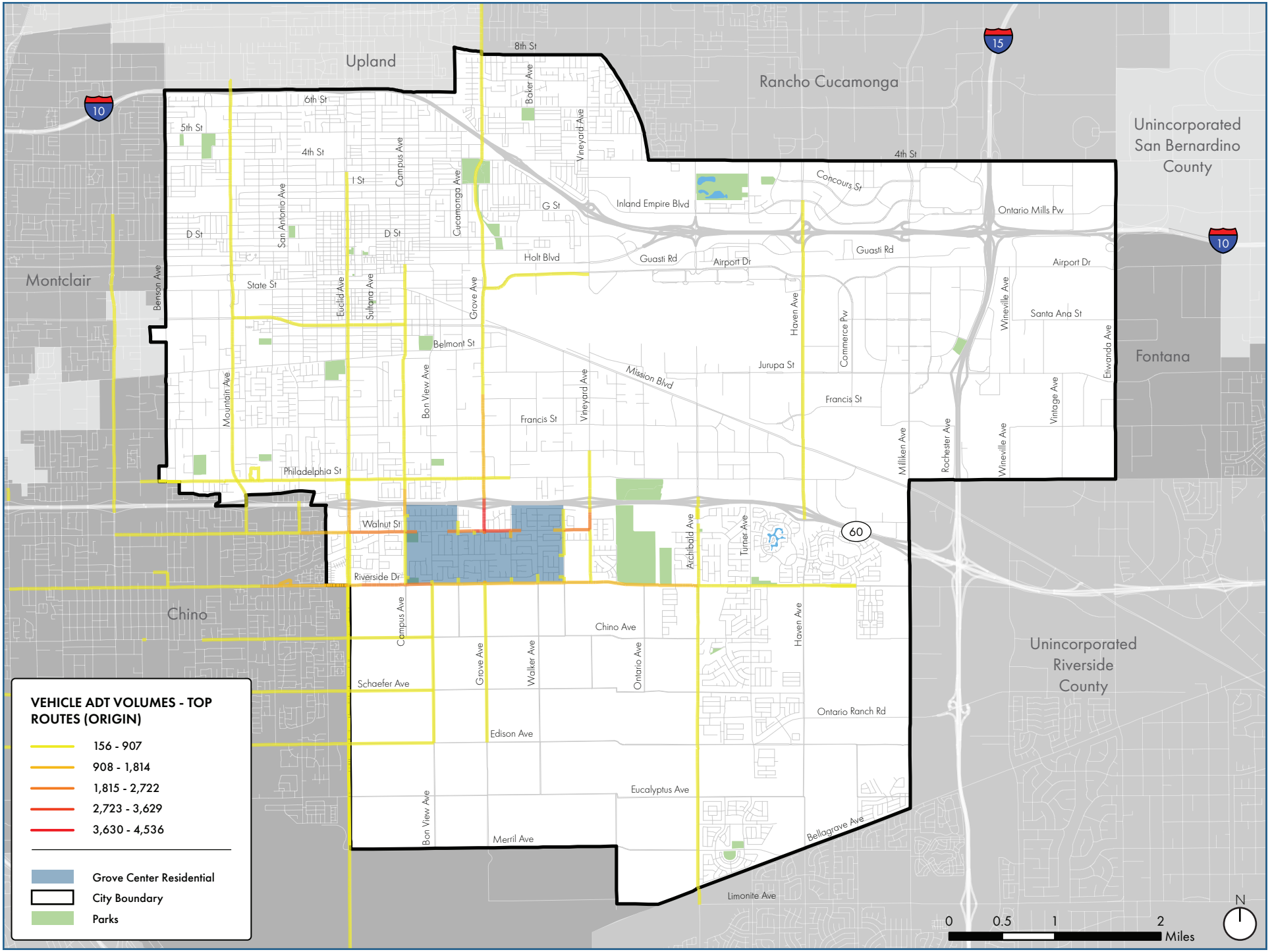
Top Routes to Zone 6 East Airport by Vehicle ADT Volumes



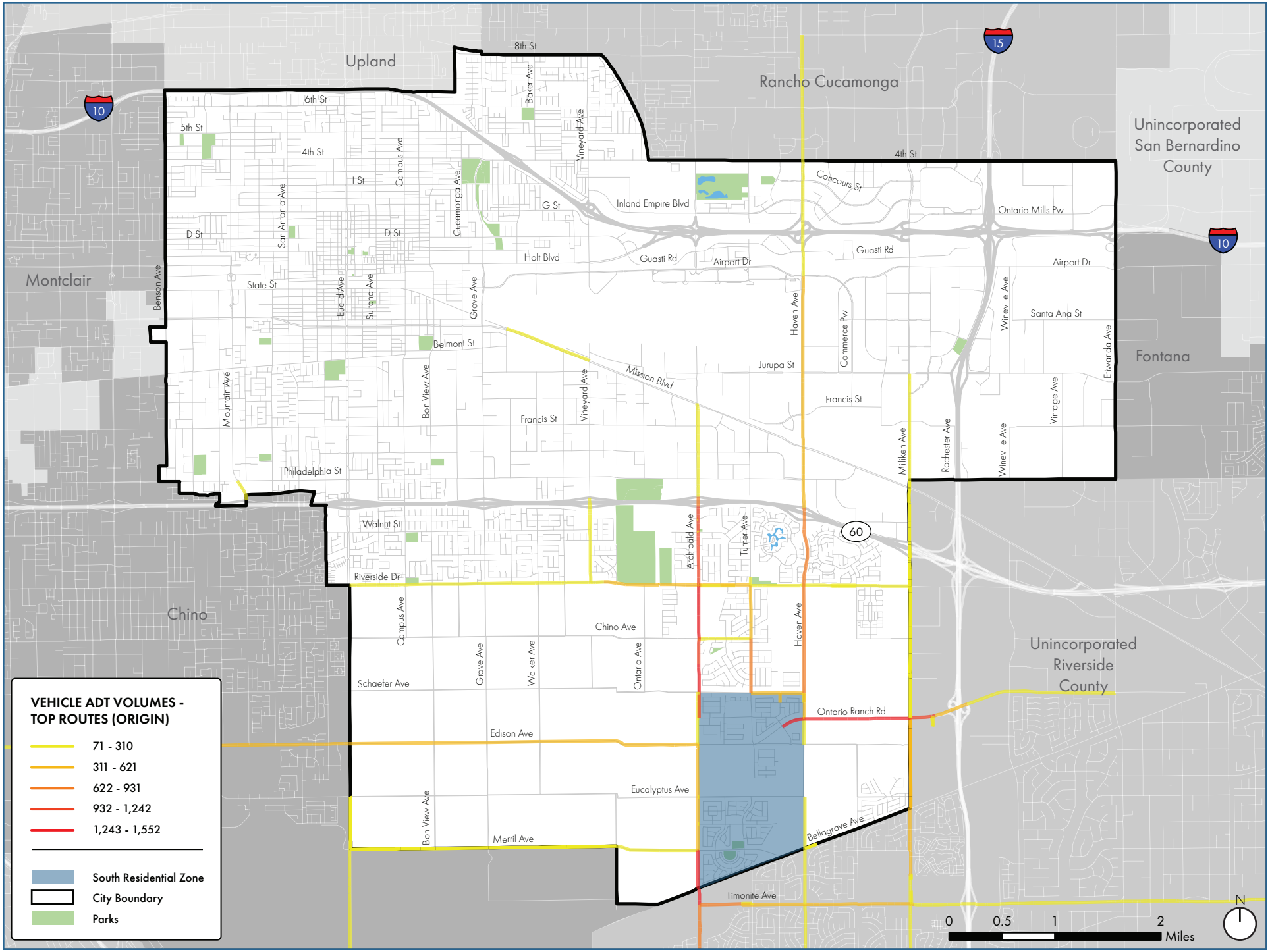
Top Routes to Zone 7 Ontario High Area by Vehicle ADT Volumes



Top Routes to Zone 8 South Airport by Vehicle ADT Volumes



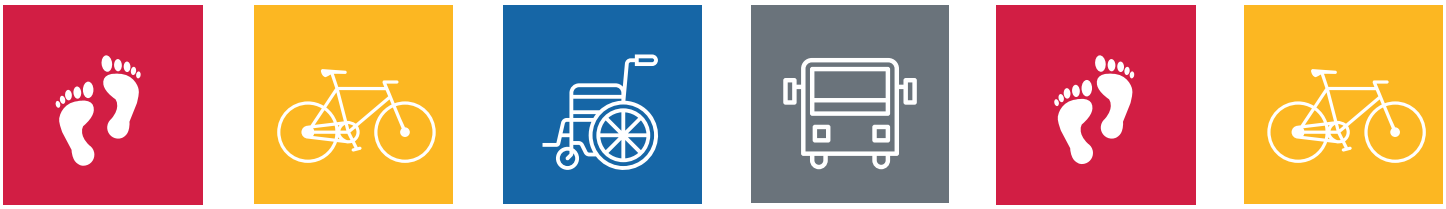
Top Routes to Zone 9 Grove Center Residential by Vehicle ADT Volumes



Top Routes to Zone 10 Residential South by Vehicle ADT Volumes

Appendix G

OUTREACH AND ENGAGEMENT PLAN



ACTIVE TRANSPORTATION MASTER PLAN

COMMUNITY ENGAGEMENT PLAN

Updated AUGUST 2019

Get Around ONTARIO

CITY OF ONTARIO

Table of Contents

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This document was produced by KOA on behalf of the City of Ontario, for the purposes of the City of Ontario Active Transportation Master Plan. Any additions or modifications to the Community Engagement Plan (CEP) will be agreed upon by the City and consultant. If there is a major change to the Scope of Work, the Community Engagement Plan will be revised.

1. PURPOSE

The Community Engagement Plan (CEP) provides guidance and outlines strategies to gain community input and consensus that would inform the recommendations for the Ontario Active Transportation Master Plan (ATMP). The KOA team's public outreach approach is to gather a variety of perspectives on safety, health, walkability, bikeability, and other interests to develop a comprehensive ATMP.

Through the community engagement process, the KOA team will inform the community about the importance of active transportation and encourage them to provide their thoughts about the types of active transportation elements they would like to see in their city. The KOA team shall consider both traditional and innovative community engagement strategies to involve Ontario community members and representative groups.

The Community Engagement Plan discusses seven key components:

1. Communication branding and material
2. Communication channels
3. Stakeholders
4. Workshops, events, and meetings
5. Targeted outreach groups
6. Safe Routes to School assessment outreach
7. Timeline

2. COMMUNICATION BRANDING AND MATERIALS

As part of the Community Engagement Plan, the KOA team will develop a project slogan and project style templates to be used for all communications materials. The slogan developed by the KOA team for the Ontario ATMP is shown in this page.

In addition to project branding, the KOA team will also develop communication materials that will be used to publicize the outreach strategies such as workshops, assessment meetings, and events. Information will be provided in both English and Spanish.

These materials may include:

- Project fact sheet/ FAQ document
- Flyers and mailers
- Comment cards
- Presentation boards
- Storytelling tools (ESRI Story Maps, Adobe Spark, or ESRI Geohub)

3. COMMUNICATION CHANNELS

All project communications and outreach content will be distributed through a variety of channels, as deemed appropriate. These communication channels may include:

Project Email/Phone - A unique project email address will be created for all electronic communications with the general public. This includes outreach coordination and replies to any direct inquiries from the general public. To better accommodate multiple communication preferences from the general public, the consultant team will also establish a Google Voice telephone number.

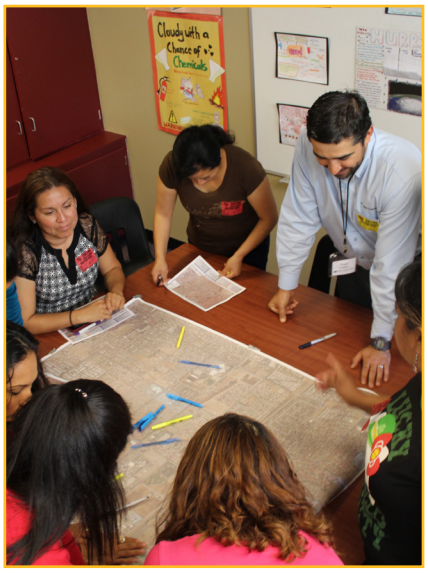
Webpage Material – The website presence will take advantage of existing internet portals, such as the City website, School District website, etc. Material will be developed and designed by the KOA team in consultation with the City. It will be provided as a master document or template in MS Word or Adobe PDF. Distribution of the material will also be coordinated with the City, schools or other stakeholders.

Social Media - The KOA team will work with the City's Communications Manager to develop templates (inclusive of hashtags, photos, and text) for social media platforms such as Facebook, Twitter, Instagram, and Nextdoor.

Email Blasts - The KOA team will coordinate with City staff to use City e-blasts or other communication tools to announce project updates and progress with the advisory committee, interested stakeholders, and the general public.

4. STAKEHOLDERS

The Ontario Active Transportation Master Plan stakeholders include an Advisory Committee as well as members of the community. The Advisory Committee's responsibility is to provide expertise about the ATMP. Members are to be made up of City and County Staff, Healthy Ontario, Omnitrans, and other key stakeholders (Exhibit A). The Advisory Committee will meet on a quarterly basis throughout the course of the project where members will review event milestones and provide input on forthcoming deliverables. The Advisory Committee will also be invited to participate in Ontario ATMP events.



Community stakeholders provide a general perspective about the ATMP based on their experience of living in the City. These members may include residents, employees/employers, students, or advocates. All stakeholders will be encouraged to participate in the initial meeting, workshops, SRTS assessments and events (Exhibit B). The KOA team will develop and maintain a spreadsheet of the community stakeholders that participated in the outreach events (Exhibit C). Upon completion of the project, the KOA team will provide the spreadsheet to the City to be used for future project updates.

5. WORKSHOPS, EVENTS, AND MEETINGS

Initial Public Input Workshop and Project Workshops

An initial public workshop will be held to present the overall Active Transportation Master Plan Project vision to the community. The workshop will focus on the community engagement process which would encourage people to get involved with the project. Information will be provided about the ATMP events, SRTS assessments, workshops, as well as other community engagement tools.

In addition to the Initial Public Input Workshop, the KOA team will coordinate and facilitate two project workshops that focus on recommendations for the ATMP. These workshops will be phased. At the first Project Workshop, community stakeholders will review preliminary project recommendations and offer feedback for the final recommendations. The second Project Workshop will be an opportunity to present final proposed alternatives to the Ontario community.

The workshops are scheduled for the following months, and details will be forthcoming:

- Initial Public Workshop – April 2019
- Project Plan Recommendations Public Workshop – November 2019
- Project Plan Proposed Alternatives Public Workshop – June 2020

For each workshop, the KOA team will coordinate with the City on event logistics. These include room reservations, workshop set-up, equipment, etc. The meeting presentation, notes, comments and sign-in sheets will also be provided to the City in a form of a tech memo upon the conclusion of each workshop.

Outreach at Public Events and Meetings

Community events are great opportunities to engage the general public. The KOA team will participate in up to six (6) community events for the Ontario ATMP. The community events are identified below. More information about each event can be found in Exhibit C.

- Amgen Tour of California
- Kaiser Permanente Farmers' Market
- Maclin Open Air Shops (Swap Meet)
- Annual Fire Department Open House
- Festival of the Arts

The KOA team will collaborate with the City to determine the format for each event depending on resource availability and constraints. The communication strategies used for the events may include surveys, large poster boards, Esri Story Maps, and/or tactical urbanism demonstrations. An example of the types of questions on the survey may include current walking and biking habits, destinations where facility improvements are needed, and actions that would encourage community members to bike, walk or use transit more often. The KOA team will work with the City to determine the final questions or outcomes for the surveys.

For each event, the KOA team will coordinate the logistics with the City and event organization. Event notes, comments, sign-in sheets, and survey results will also be provided to the City.

6. TARGETED OUTREACH GROUPS

Outreach to Employers and Employees

Employer and employee outreach is a key component in capturing the business sector's opinion about active transportation. The outreach strategy for the business community includes small focus groups or one-on-one interviews, either through in-person or phone interviews. Employee surveys will also be used as a supplement to gather responses to specific questions about active transportation. The goal of this effort is to identify mobility and Transportation Demand Management issues faced by employers, employees, and businesses in the City. There may be opportunities to suggest transportation alternatives such as carsharing, vanpooling, subsidized transit passes, employer shuttles, bikesharing, etc.

The KOA team will conduct outreach to the six employers in the city. The employers will be a mixture of small, medium, and large businesses, and are located throughout the city. The employers are confirmed in Exhibit D.

The KOA team will coordinate meetings with the employers to facilitate the focus group or interviews as well as survey distribution to employees. Focus group/interview notes, sign-in sheets, and survey results will also be provided to the City.

Outreach to Adjacent Cities and Partner Stakeholders

Interagency coordination is important in gaining support for the ATMP. The main strategy for reaching other agencies will be through a focus group. The goal is to better understand challenges and opportunities for potential improvements in each respective jurisdiction. Partner agencies may include Montclair, Chino, Upland, Rancho Cucamonga, Jurupa Valley, Fontana, SBCTA, etc. The KOA team will conduct one focus group with partner agencies. Should it be necessary, we will conduct an alternative focus group to ensure that all partner agencies could be present. The KOA team will work with the City to further confirm the list in Exhibit E.

The KOA team will coordinate meetings with the individuals identified in Exhibit E. Meeting agendas and notes will also be provided to the City.

7. SRTS ASSESSMENT OUTREACH

School and parent participation is a major part of the ATMP. The outreach strategy for the schools involves a standard Safe Routes to School (SRTS) methodology. The SRTS methodology is part of Subtask 2.5, and involves a comprehensive walk/bike assessment and survey. There are 31 schools involved in the SRTS assessments, as identified in Exhibit F.

The communications element will involve publicizing the SRTS walk/bike assessments. This will involve distributing a fact sheet, flyer, and social media or web content. The survey tool is also an engagement strategy, as it collects input from the school community. Both traditional paper questionnaires and electronic based forms will be used for this effort.

The KOA team will coordinate the SRTS assessments with the School Districts and Principals to ensure the events are publicized. Analysis of Parent Surveys for 31 schools and input into Safe Routes to School Database will be completed for the City.

CEP TIMELINE & MILESTONES

EXHIBITS

Exhibit A: Advisory Committee Members

Name	Affiliation	Email
Anna Jaiswal, Planning Project Manager	Omnitrans	Anna.Jaiswal@omnitrans.org
Beverly Beemer, Dir. of Planning	Chino Valley School District	Beverly_Beemer@chino.k12.ca.us
Cade Maldonado	Ontario Resident, Casa Ontario	cmaldona@students.pitzer.edu
Candice Smith	City of Ontario, Recreation Dept.	csmith@ontarioca.gov
Demi Espinoza	Safe Routes to School National Partnership	demi@saferoutespartnership.org
Elizabeth Garcia	Ontario Resident	rutaontariosafety@gmail.com
James Hammond, Superintendent	OMSD	James.hammond@omsd.net
Janet Tempkin, Superintendent	Cucamonga School District	JTemkin@cuca.k12.ca.us
Jay Bautista, Transportation Manager	City of Ontario, Engineering Dept.	jbautista@ontarioca.gov
Jenny Yu	KOA	jyu@koacorp.com
Jeremey Currier, Asst. Superintendent	Mountain View School District	Jeremy_Currier@mtnview.k12.ca.us
Josh Lee, Planning Manager	SBCTA	jlee@gosbcta.com
Karen Thompson, Associate Planner	Healthy Ontario, HEAL Zone	kthompson@ontarioca.gov
Leslie Scott	Leslie Scott Consulting	Leslie@LScottConsulting.com

Name	Affiliation	Email
Manuel Bonilla, Officer	Ontario Police, Bicycle Unit	mbonnilla@ontariopolice.org
Mark Friis, SRTS Coordinator	SBC Public Health Dept.	Mark.Friis@dph.sbcounty.gov
Martin Willis, Dir. of Transportation	OMSD	Martin.Willis@omsd.net
Melanie Mullis, Principal Planner	City of Ontario, Engineering Dept.	mmullis@ontarioca.gov
Min Zhou	KOA	mzhou@KOAcorp.com
Nancy Bumstead	Bumstead Bikes & Ontario Resident	nancybumstead3@gmail.com
Perry Chavez, Engineering Assistant	City of Ontario, Engineering Dept.	pchavez@ontarioca.gov
Reyna Baeza-Oregel	Caltrans	reyna.baeza-oregel@dot.ca.gov
Rick Wiersma, Asst. Superintendent of Business	Chaffey Joint High School District	rick.wiersma@cjuhsd.net
Roger Argomaniz, Detective	Ontario Police, Traffic Division	RArgomaniz@ontariopolice.org
Roger Pelayo	KOA	rpelayo@koacorp.com
Rosario Santillan	Ontario Resident	rosariosantillan@elsolnec.org
Tony Coleman	Kaiser, Asst. Hospital Administrator	Anthony.B.Coleman@kp.org

Exhibit B: Community Stakeholders

Affiliation	Name	Phone	Email
El Sol Promotores	Amelia Zepeda	909 884-3735	ameliazapeda@elsolnec.org
Greater Ontario Business Council	Jenette Limon	909 984-2458	jlimon@ontario.org
Inland Empire Biking Alliance	Marvin Norman	909 307-4116	policy@iebike.com
Ontario Airport	Mark Thorpe	909 544-5300	mthorpe@flyontario.com
Ontario Visitor Convention Bureau	Michael Krouse	909 937 3000	mkrouse@ontariocvb.org
Public Health, Claremont Graduate	Alan Stacy	909 621 8000	alan.stacy@csu.edu
San Bernardino Mountains Group	Dave Barrie	909 337 0313	mtnsgroup@sangorgoneo.sierraclub.org
West End YMCA	Tim Wayborn	909-986-5847	tim@weymca.org

Exhibit C: Public Events

Event	Time	Location
Amgen Tour of California	May 17th, 2019	4000 Ontario Center
Maclin Open Air Shops (Swap Meet)	June 15th, 2019	7407 E Riverside Dr
Kaiser Permanente Farmer's Market	July 17th, 2019	Ontario Medical Center (2295 S. Vineyard Ave
Festival of the Arts	October 19, 2019	Ontario Arts District
Annual Fire Department Open House Event	October, 2019	1408 E. Francis Street
5K Reindeer Run*	December 2019	Citizens Bank Arena

*Potential event to attend should the KOA team couldn't participate at the pre-identified list of events.

The KOA team will conduct outreach at a sixth community event once draft recommendations are completed.

Exhibit D: Employer/ Employee Outreach List

Organization	Name	Phone
SoCal Gas	Kristine Scott	(909) 469-2268
Patton Sales Corp	Jon Novack	(909) 988-0661
TCI Engineering Inc	Jason Wilcox	800-984-6259 ext. 245
Southern California Edison		(909)930-8501
Office Depot	Jorge Larios	(909) 947-2282
Uline Shipping	James Jacobsen	(909) 605-7090
Cardenas Market (Guasti Rd)	Marco Robles	(909) 923-7426
City Rentals	Jeff Roberts	(909) 984-2440
Lee High Farmers	Tan Chac Ly	(626)297-0937
LifeStream	Piper Close	(909) 386-6870
First Class Services	Gilberto Jimenez	(909)437-9501
Paraiso Natives	Ruben Plascencia	(909)923-3330
Best, Best, and Krieger LLP	Richard Egger	(909) 989-8584
Niagara Bottling LLC	Andy Peykoff II	(909)980-9493
Prologis	Travis Durfee	(909)673-8700
Hyatt Place Ontario Mills	Maria Rodriguez	(909) 980-2200
Staples Fulfillment Center		(909)937-7800
Shelby Holdings LLC	George Baker	(951)523-0225

*The KOA team will narrowed down this list to 6 businesses to conduct outreach at.

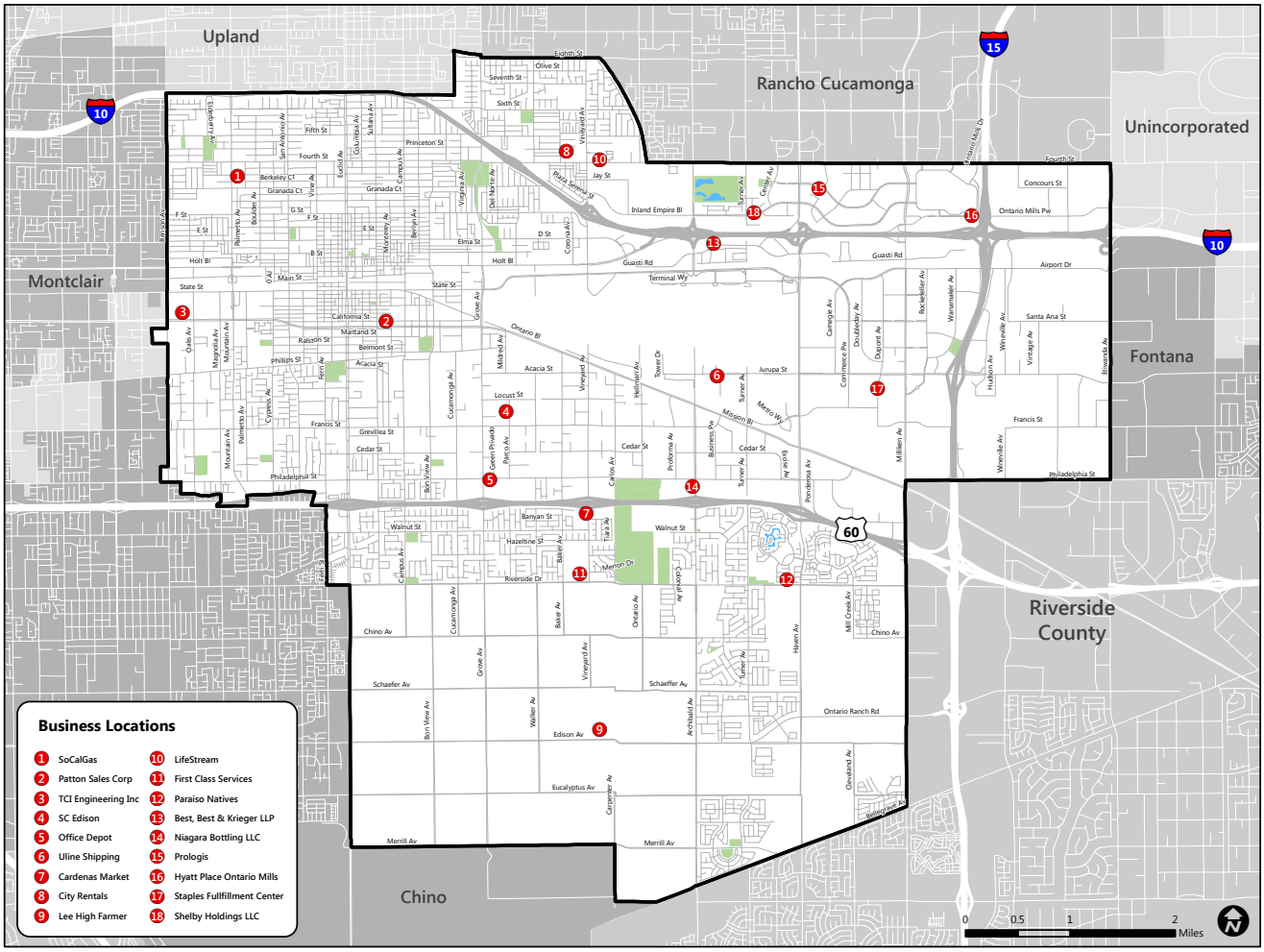

Upland
Rancho Cucamonga
Unincorporated
Montclair
Fontana
Chino
Riverside County
Business Locations
1 SoCalGas
2 Patton Sales Corp
3 TCI Engineering Inc
4 SC Edison
5 Office Depot
6 Uline Shipping
7 Cardenas Market
8 City Rentals
9 Lee High Farmer
10 LifeStream
11 First Class Services
12 Paraiso Natives
13 Best, Best & Krieger LLP
14 Niagara Bottling LLC
15 Prologis
16 Hyatt Place Ontario Mills
17 Staples Fullfillment Center
18 Shelby Holdings LLC
0 0.5 1 2 Miles

Exhibit E: Outreach to Adjacent Cities, Ominitrans, and School Districts List

Agency	Contact Person	Title	Contact Info
Omnitrans	Anna Jaiswal	Planning Project Manager	Anna.Jaiswal@omnitrans.org (909) 379-7256
SBCTA	Josh Lee	Planning Manager	jlee@gosbcta.com
Montclair	Noel Castillo	Public Works Director	ncastillo@cityofmontclair.org (909) 625-9441
Chino	Amer Jakher	Director of Public Works	ajakher@cityofchino.org (909) 334-3265
Upland	Rosemary Hoernig	Director of Public Works	(909) 931-4233
Rancho Cucamonga	Gianfranco Laurie	Senior Civil Engineer	Gianfranco.Laurie@CityofRC.us (909) 477-2730 ex 4037
Jurupa Valley	Taher Jalai	Transportation Manager	tjalai@jurupavalley.org
Fontana	Chuck Hays	Public Works Director	(909) 350-6530
Eastvale	Bryan Jones	City Manager	bjones@eastvaleca.gov (951) 703-4411
SBCTA	Josh Lee	Chief of Planning	jlee@gosbcta.com (909) 884-8276

Exhibit F: List of Schools for SRTS Walking Assessments

	School	District	Location
1	Arroyo Elementary	Ontario-Montclair	1700 East Seventh Street
2	Berlyn Elementary	Ontario-Montclair	1320 North Berlyn Avenue
3	Bon View Elementary	Ontario-Montclair	2121 South Bon View Avenue
4	Central Language Academy	Ontario-Montclair	415 East G Street
5	Valley View High (Continuation)	Chaffey Joint Union High	1801 East Sixth Street
6	Chaffey High	Chaffey Joint Union High	1245 North Euclid Avenue
7	Colony High	Chaffey Joint Union High	3850 East Riverside Drive
8	Corona Elementary	Ontario-Montclair	1140 North Corona Avenue
9	Creek View Elementary	Mountain View Elementary	3742 Lytle Creek North Loop
10	De Anza Middle	Ontario-Montclair	1450 South Sultana Avenue
11	Del Norte Elementary	Ontario-Montclair	850 Del Norte Avenue
12	Edison Elementary	Ontario-Montclair	515 East Sixth Street
13	El Camino Elementary	Ontario-Montclair	1525 West Fifth Street
14	Elderberry Elementary	Ontario-Montclair	950 North Elderberry Avenue
15	Euclid Elementary	Ontario-Montclair	1120 South Euclid Avenue
16	Grace Yokley Middle	Mountain View Elementary	2947 South Turner Avenue
17	Hawthorne Elementary	Ontario-Montclair	705 West Hawthorne Street
18	Levi H. Dickey Elementary	Chino Valley Unified	2840 Parco Avenue
19	Liberty Elementary	Chino Valley Unified	2730 South Bon View Avenue
20	Lincoln Elementary	Ontario-Montclair	440 North Allyn

	School	District	Location
21	Mariposa Elementary	Ontario-Montclair	1605 East D Street
22	Mission Elementary	Ontario-Montclair	5555 Howard Street
23	Mountain View Elementary	Mountain View Elementary	2825 Walnut Street
24	Oaks Middle	Ontario-Montclair	1221 South Oaks Avenue
25	Ontario High	Chaffey Joint Union High	901 West Francis Street
26	Ranch View Elementary	Mountain View Elementary	3300 Old Archibald Road
27	Ray Wiltsey Middle	Ontario-Montclair	1450 East G Street
28	Richard Haynes Elementary	Ontario-Montclair	715 West Francis Street
29	Sultana Elementary	Ontario-Montclair	1845 South Sultana Avenue
30	The Ontario Center	Cucamonga Elementary	835 North Center Avenue
31	Vina Danks Middle	Ontario-Montclair	1020 North Vine Avenue
32	Vineyard Elementary	Ontario-Montclair	1500 East Sixth Street
33	Vista Grande Elementary	Ontario-Montclair	1390 West Francis Street
34	Woodcrest Junior High	Chino Valley Unified	2725 South Campus Avenue

*The schools highlighted in red, Elderberry Elementary, Lincoln Elementary, and Vina Danks Middle School, will not be included in this project due to their participation in the SBCTA SRTS: Phase II efforts.

Appendix H

OUTREACH EVENT SUMMARIES

EVENT SUMMARY: INITIAL PUBLIC WORKSHOP

Ontario City Hall, 303 E B St, Ontario, CA 91764
Wednesday, April 17, 2019 | 3:00 PM - 5:00 PM

Overview

On Wednesday, April 17th, 2019, the Get Around Ontario Team hosted an initial public input workshop at Ontario City Hall. The workshop featured four stations, each with a specific focus. Event attendees were encouraged to stop by each station and provide comments via large maps and comment cards. The purpose of the workshop was to engage with local residents and community members and gather their feedback on topics such as safe routes to school, walking, biking, and transit. Approximately **15** event attendees attended the workshop.

Activities

Walking and Safe Routes to School Station: The Walking and Safe Routes to School Station featured a large map of Ontario which showed the location of all the schools in the City. Event attendees offered many useful and insightful comments about pedestrian safety and connectivity. The project team received **17** comments for this station.

Biking Station: The Biking Station station featured a large map of Ontario which showed the City's existing bike infrastructure, parks, and local destinations. Event attendees expressed a need for connectivity to local and regional destinations and jobs. The project team received **19** comments for this station.

Transit Station: The Transit station featured a large map that displayed Ontario's existing transit routes, destinations, and parks. Event participants gave comments relating to safety and pedestrian crossings. The project team received **21** comments for this station.

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EVENT SUMMARY: AMGEN TOUR OF CALIFORNIA

Citizens Business Bank Arena, 4000 Ontario Center, Ontario, CA 91764

Friday, May 17, 2019 | 8:00 AM - 12: 00 PM

Overview

The Get Around Ontario Team participated in the Amgen Tour of California to introduce the community to the Get Around Ontario project. The purpose was to gather the community's feedback and ideas towards developing an Ontario Active Transportation Master Plan that is reflective of the community's needs and vision for the future. Approximately **40** event attendees stopped by the booth to learn more about the project.

Activities

Get Around Ontario Display Boards: The project team prepared four boards to give event attendees an introduction to the project and solicit comments. Event attendees provided a wealth of information on the large format map. Since the event attracted a lot of bicycle enthusiasts, the majority of event attendees gave comments relevant to improving the City's bicycling infrastructure. The project team received **20** valuable comments for the project.

Survey Collection and Mapping Activity: The project team utilized Online surveys, paper surveys, and a mapping activity to gather input from event attendees. The project team will incorporate the data collected from the surveys and mapping activity into the wider data collection effort.

Safety Coloring Activity: The project team also prepared coloring worksheets to teach younger attendees about pedestrian activity. A handful of younger attendees participated in the activity.

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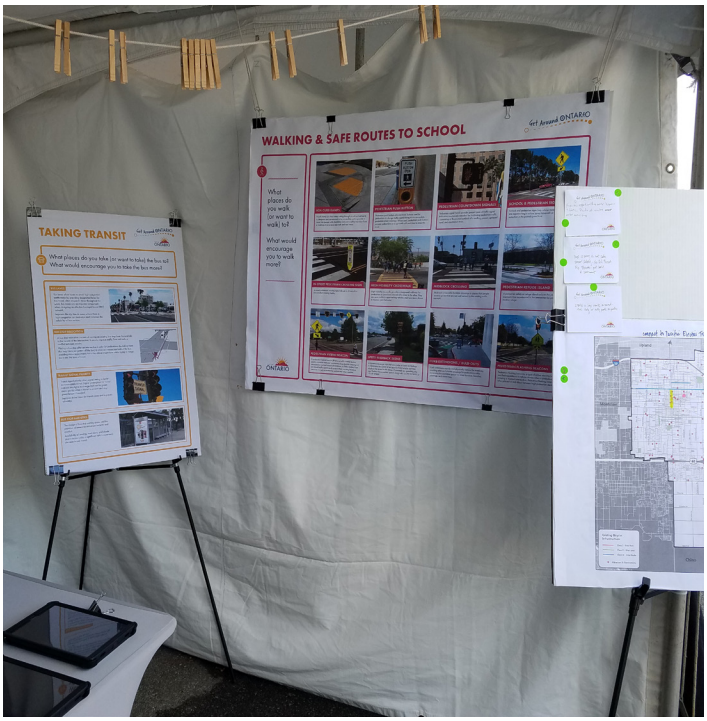

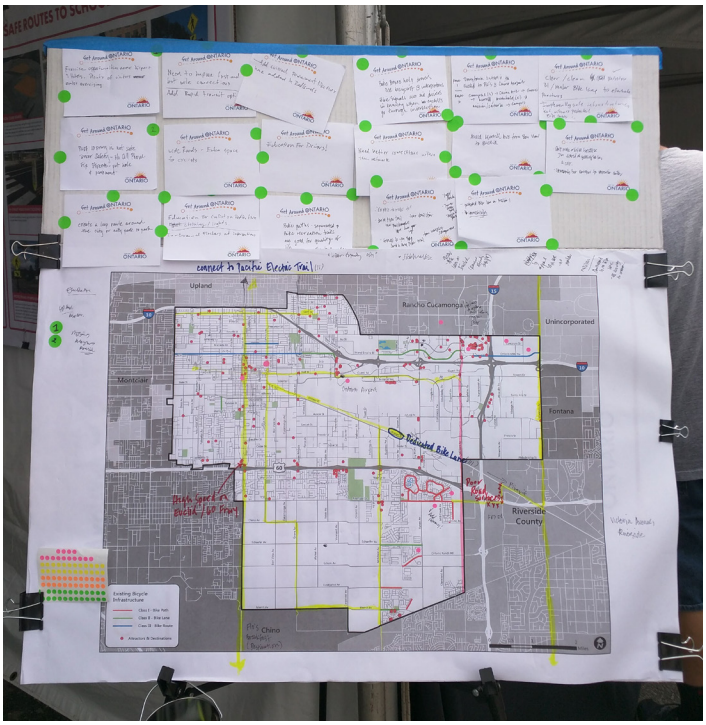

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CONCERTS IN THE PARK

Ontario Town Square: 224 N Euclid Ave, Ontario, CA 91762
Wednesdays, June 12, 2019/ July 3, 2019/ July 17, 2019
6:00 PM - 8:00 PM

Overview

The Get Around Ontario Team participated in the three Concerts in the Park during the Summer 2019 season. The purpose was to gather the community's feedback and ideas towards developing an Ontario Active Transportation Master Plan that is reflective of the community's needs and vision for the future. The three concerts attended drew from the spectrum of the population and varied musical interest. Over the three nights, over **200** event attendees stopped by the booth to learn more about the project.

Activities

Survey Collection and Mapping Activity: The project team utilized paper surveys in both English and Spanish to gather input from event attendees. Team members encouraged participation by providing give-aways (hats, slap bands, water bottles, lunch containers, and book bags). A map was displayed where attendees could indicate where they were interested in getting better biking and walking access to. Approximately **120** surveys were collected at these events.

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EVENT SUMMARY: MACLIN OPEN AIR MARKET

7407 East Riverside Dr, Ontario, CA 91761

Saturday, June 15, 2019 | 7:00 AM - 1: 00 PM

Overview

The Get Around Ontario Team participated as vendors in the Maclin Open Air Market to introduce the community to the Get Around Ontario project. The purpose was to gather the community's feedback and ideas towards developing an Ontario Active Transportation Master Plan that is reflective of the community's needs and vision for the future. Approximately **30** event attendees stopped by the booth to learn more about the project.

Activities

Get Around Ontario Display Boards: The project team prepared four boards to give event attendees an introduction to the project and solicit comments. Event attendees provided a wealth of information on the large format map. Since the event attracted a lot of local residents, the majority of event attendees gave comments relevant to improving the City's bicycling and pedestrian infrastructure to imporve safety. The project team received **26** valuable comments for the project.

Survey Collection and Mapping Activity: The project team utilized paper surveys and a mapping activity to gather input from event attendees. The project team will incorporate the data collected from the surveys and mapping activity into the wider data collection effort.

Safety Coloring Activity: The project team also prepared coloring worksheets to teach younger attendees about pedestrian activity. A handful of younger attendees participated in the activity.

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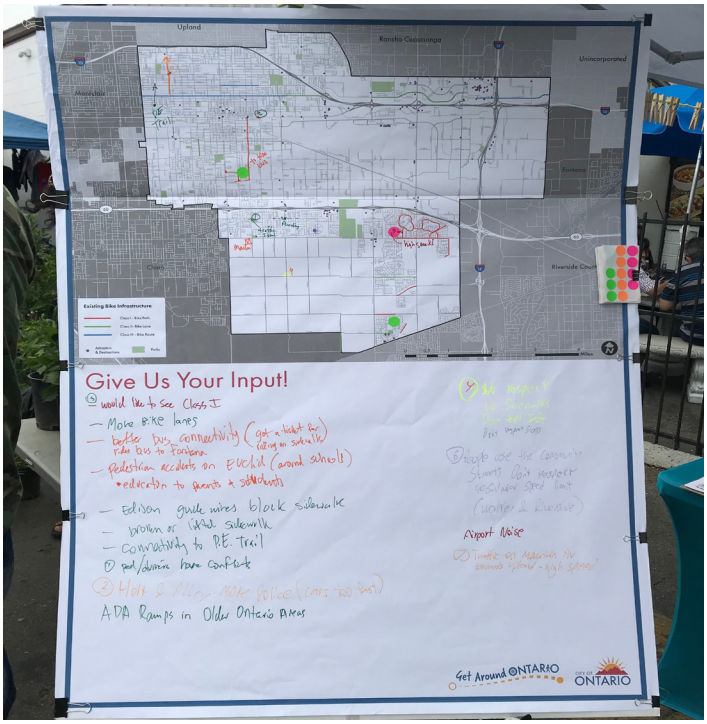

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EVENT SUMMARY: KAISER PERMANENTE ONTARIO MEDICAL CENTER FARMERS' MARKET

2295 S Vineyard Ave, Ontario, CA 91761
Wednesday, July 17, 2019 | 8:00 AM - 2: 00 PM

Overview

The Get Around Ontario Team participated as a vendor at the Kaiser Permanente Medical Farmers' Market to gather input from the health community. The purpose was to engage the health community, and gain a better understanding of their needs in order to develop an inclusive Ontario Active Transportation Master Plan. Approximately **30** event attendees stopped by the booth. The booth attracted families with children. There were approximately **20** children who picked up a safety coloring book, which teaches them about helmet safety and rules of the road.

Activities

Get Around Ontario Display Boards: The project team developed display boards to introduce event attendees to the project and seek input. Event attendees offered many useful and insightful information on the large format map. The project team received **22** comments for the project.

Survey Collection: The Get Around Ontario team collected more than **15** surveys at the event. Data collected from the surveys will be integrated into the wider data collection effort.

Safety Coloring Activity: The project team also provided coloring books for younger attendees. Younger attendees enjoyed the activity, and found it informative.

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NATIONAL FIRST NIGHT OUT

Bon View Park: 1010 S Bon View Ave, Ontario, CA 91761

Tuesday, August 6, 2019 | 5:00 PM - 8:00 PM

Overview

The Get Around Ontario Team participated in the Ontario National First Night Out event. The purpose was to gather the community's feedback and ideas towards developing an Ontario Active Transportation Master Plan that is reflective of the community's needs and vision for the future. During the event, over **250** event attendees stopped by the booth to learn more about the project.

Activities

Survey Collection: The project team utilized paper surveys in both English and Spanish to gather input from event attendees. Team members encouraged participation by providing give-aways (hats, slap bands, water bottles, lunch containers, and book bags). A map was displayed where attendees could indicate where they were interested in getting better biking and walking access to. Approximately **50** surveys were collected at this event.

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EVENT SUMMARY: ONTARIO FESTIVAL OF THE ARTS

Ontario Arts District, Ontario, CA 91761
Saturday, October 19 , 2019 | 11:00 AM - 7: 00 PM

Overview

On Saturday, October 19th, the Get Around Ontario Team took part in the Ontario Festival of the Arts. The primary purpose of the team's involvement was to engage with local residents and community members in order to develop a comprehensive Ontario Active Transportation Master Plan. At the event, the team installed a tactical urbanism demonstration, collected surveys, showcased project display boards, and engaged with young children through a safety coloring activity. The booth attracted approximately **250** event attendees.

Activities

Tactical Urbanism Demonstration: The project team installed temporary artistic crosswalks, curb extensions, and parklet to showcase how the intersection of S Lemon Avenue and E Transit Street can be reconfigured to be more pedestrian and bicycle-friendly.

Get Around Ontario Display Boards: The project team developed display boards to introduce event attendees to the project and seek input. Event attendees offered many useful and insightful information.

Survey Collection: The Get Around Ontario team collected more than **80** surveys at the event. Data collected from the surveys will be integrated into the wider data collection effort.

Safety Coloring Activity: The project team also provided coloring books for younger attendees. Younger attendees enjoyed the activity, and found it informative.

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EVENT SUMMARY: REINDEER RUN

D Street & F Street on Euclid Avenue, Ontario, CA 91762
Saturday, December 14, 2019 | 7:00 AM - 12:00 PM

Overview

The Get Around Ontario Team participated as a vendor at the 7th Annual Reindeer Run and Rudolph's Dash on Saturday, December 14th, 2019. The purpose of the project team's involvement was to engage with local residents and community members and gather feedback towards developing an inclusive Ontario Active Transportation Master Plan. Approximately **20** event attendees stopped by the booth. Safety coloring sheets that featured information about helmet safety and rules of the road were given to the young event attendees who visited the booth.

Activities

Get Around Ontario Display Boards: The project team presented display boards to seek input from event participants. Event attendees offered many useful and insightful comments on the large format map. The project team received **15** comments for the project.

Survey Collection: The Get Around Ontario team collected more than many paper surveys at the event. Data collected from the surveys will be integrated into the wider data collection effort.

Safety Coloring Activity: The project team also provided coloring sheets for younger attendees. Younger attendees enjoyed the activity, and found it informative.

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EVENT SUMMARY: NEIGHBORHOOD FAIR

De Anza Park: 1405 S Fern Ave, Ontario, CA 91762

Saturday, Feburary 29, 2020 | 9:00 AM - 2:00 PM

Overview

The Get Around Ontario Team participated in the Neighborhood Fair at De Anza Park. The Neighborhood Fair had nearly 100 community booths and numerous activities during the event. The purpose of the ATMP booth was to gather the community's feedback and ideas towards developing an Ontario Active Transportation Master Plan that is reflective of the community's needs and vision for the future and gather input specifically on ATP Cycle 5 proposed projects. Approximately **1,200** people attended the Neighborhood Fair and over **300** event attendees stopped by the booth to learn more about the project.

Activities

Survey Collection and Mapping Activity: The project team utilized paper surveys in both English and Spanish to gather input from event attendees. We encouraged participation by providing give-aways (hats, slap bands, lighted wrist bands, water bottles, lunch containers, and book bags). Those taking the survey who had children in their household, were entered into a raffle for two children bikes. Approximately **220** surveys were collected at this event.

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EVENT SUMMARY: COMMUNITY WORKSHOP #2

Virtual Meeting via Zoom

Thursday, December 18, 2020 | 5:00 PM - 6:30 PM

Overview

The Get Around Ontario Team hosted a community workshop on Thursday, December 18, 2020. Due to the COVID-19 pandemic, the event was hosted virtually via Zoom, an online meeting platform. The purpose of the event was to present draft recommendations for the Ontario Active Transportation Master Plan to the Ontario community and gather feedback. The event had **15** attendees which were comprised of Ontario residents, business owners, community stakeholders, city staff, and project team members.

Event Hightlights

Participants: Participants included a wide range of interests, from the Ontario Convention and Visitors Bureau, ONT Airport local residents, Ontario Montclair School District, transportation advocates as well as Caltrans and SBCTA staff.

Survey Polls: The project team conducted three survey polls to engage with workshop participants throughout the event. Results from the polls allowed the project team to have a better understanding of who the participants were, and what were their interest in the project.

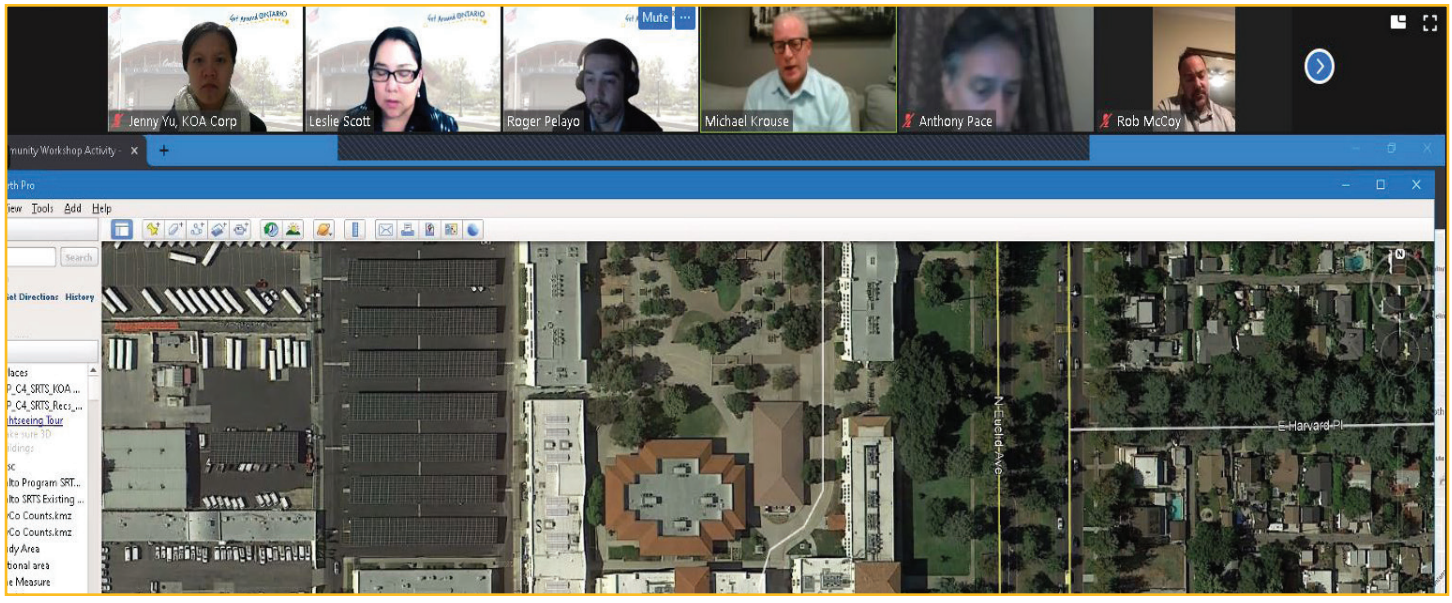
The poll about corridors resulted in the top three choices by stakeholders, including 4th Street, Campus Avenue and Mission Boulevard.

Workshop Activity: To gather feedback from participants, the project team held a workshop activity aimed at understanding participants' preference for their top priority corridor from the Active Transportation Network. The feedback received would help with the development of final recommendations for the report.

In addition, the workshop allowed stakeholder to exchange ideas. In fact, SB Public Health staff and the School District made a connection to consider ATP grant opportunities.

The results of the interactive workshop activity included a few quotes from residents, for example:

- "This is a really smart move – to have Vine as an alternative route." – Ontario Resident
- "I like what I'm seeing. Overall, it looks pretty good." – Community Stakeholder
- "The 4th Street line and Campus line are great for Toyota Arena and Convention Center employees easy to get to work we employ almost 1K people. Would really help." - Business Owner



Appendix I

WALKING SAFETY ASSESSMENT SUMMARIES

WALKING SAFETY ASSESSMENT SUMMARY: ARROYO ELEMENTARY SCHOOL

1700 E 7th St, Ontario, CA 91764
Tuesday, August 27, 2019 | 8:00AM - 9:30AM

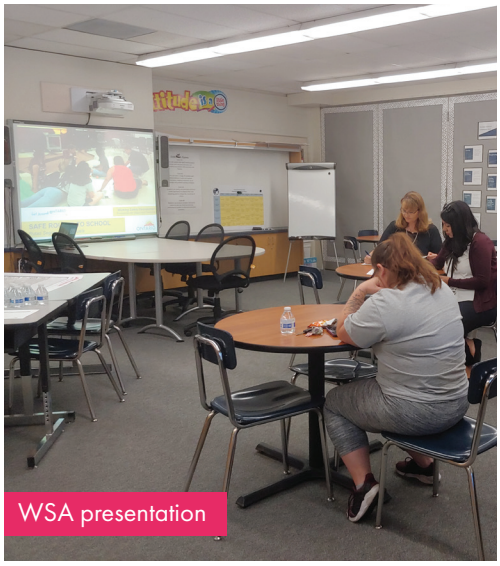
Event Overview

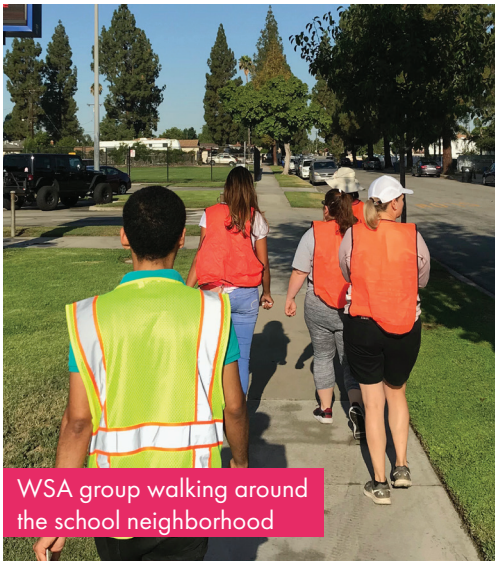
On Tuesday, August 27, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Arroyo Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

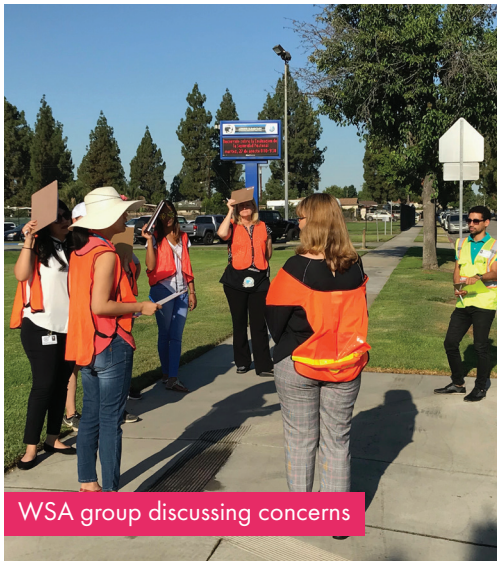
The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **7** astute participants who shared many insightful comments.


WSA presentation


WSA group walking around the school neighborhood


WSA group discussing concerns

Group mapping activity

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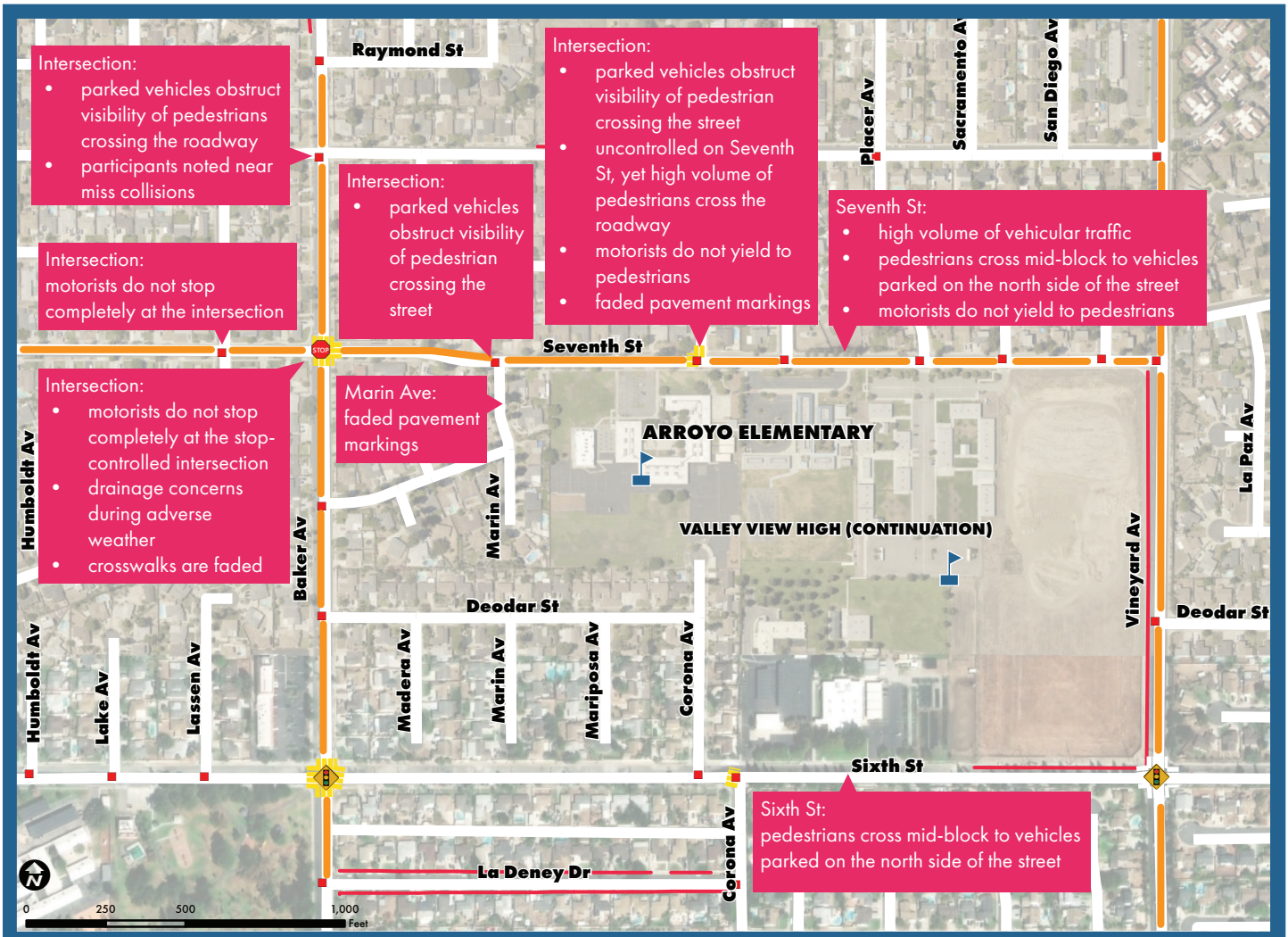
Get Around ONTARIO

Summary of Concerns and Observations



Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Driver Behavior: Participants commented that drivers do not yield for pedestrians at crosswalks.

Programming: The school currently does not have a Parent Teacher Organization (PTO), but it has a Positive Behavior Intervention Support (PBIS) program which had lessons about traffic safety in the past.

Enforcement: Participants would like to see more police enforcement with regards to speeding and illegal parking.

Caltrans

Ontario-Montclair School District

Cucamonga School District

Mountain View School District MVSD

CJUHSD

Chino Valley Unified School District

WALKING SAFETY ASSESSMENT SUMMARY: BERLYN ELEMENTARY SCHOOL

1320 N Berlyn Ave, Ontario, CA 91764
Thursday, September 12, 2019 | 8:15AM - 9:45AM

Event Overview

On Thursday, September 12, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Berlyn Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

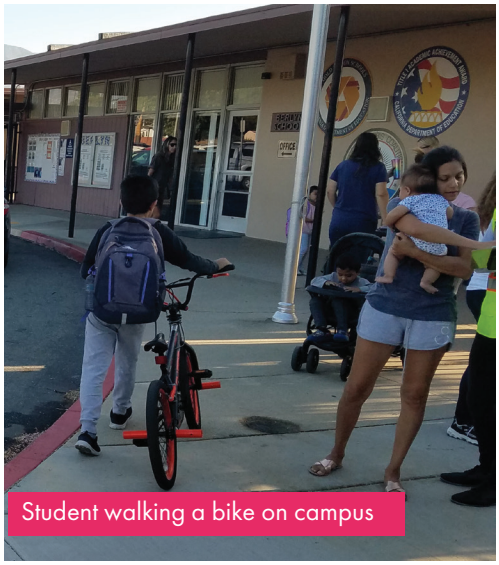
- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **17** attendees: **15** parents and **2** school staff.

WSA booth near the school's entrance

WSA group crossing the street at an unmarked crossing

Vegetation overgrowth obstructs the crosswalk and curb ramp


Student walking a bike on campus

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Driver Behavior: Participants noted high vehicle speeds on Berlyn Ave, Campus Ave, 5th St, and 6th St.
Programming: Participants would like to see increased safety education for the school community, as well as, more in-person communications with the school community regarding traffic safety.
Enforcement: Participants would like to see a more consistent police presence before and after school hours.

Caltrans

WALKING SAFETY ASSESSMENT SUMMARY: BON VIEW ELEMENTARY SCHOOL

2121 S Bon View Ave, Ontario, CA 91761
Monday, September 9, 2019 | 12:30PM - 2:00PM

Event Overview

On Monday, September 9, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Bon View Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

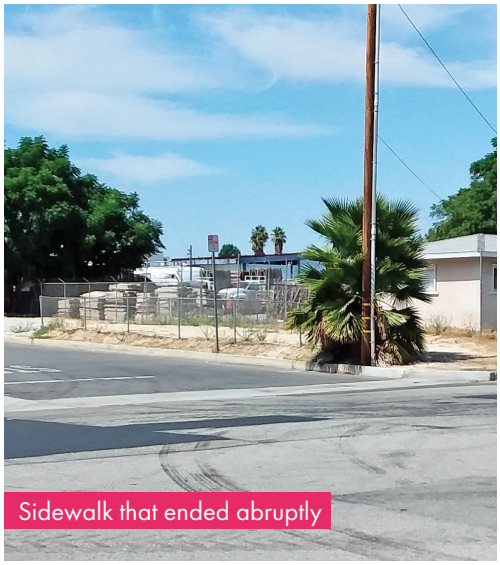
The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had a handful (4) participants who shared many insightful pieces of comments.

School signage on Bon View Ave

Faded or removed crosswalk


Sidewalk that ended abruptly

School time drop-off/pick-up parking restriction signage

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Driver Behavior: Participants commented that motorists speed along Bon View Ave and Philadelphia St.
Programming: Participants would like to see increased safety education for the school community.
Enforcement: Participants would like to see more police presence.

Caltrans

Ontario-Montclair School District

Cucamonga School District

Mountain View School District MVSD

CJUHSD

Chino Valley Unified School District

WALKING SAFETY ASSESSMENT SUMMARY: CENTRAL LANGUAGE ACADEMY

415 E G St, Ontario, CA 91764
Wednesday, September 11, 2019 | 8:15 AM - 9:45 AM

Event Overview

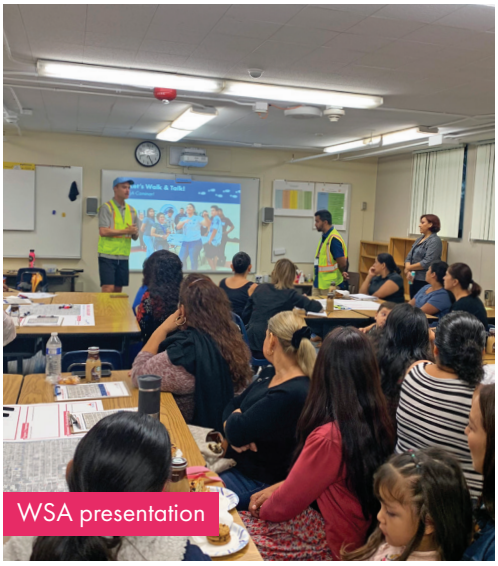
On Wednesday, September 11, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Central Language Academy. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **45** attendees: **42** parents and **3** school staff.

WSA booth near the school entracnce


WSA presentation

Participants discussing concerns

Group mapping activity

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk
- Existing Bike Infrastructure

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Programming: Participants mentioned they would like to see education programs for student and parent and school health challenges.

Enforcement: Event participants would like to see more police presence and enforcement during pick-up and drop-off hours.

Other comments: Participants reported high vehicular volumes during drop-off and pick-up due to similar release times with nearby schools.

Caltrans

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Cucamonga School District

Mountain View School District MVSD Established 1884

CJUHSD

Chino Valley Unified School District
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Humility • Civility • Service

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Get Around ONTARIO

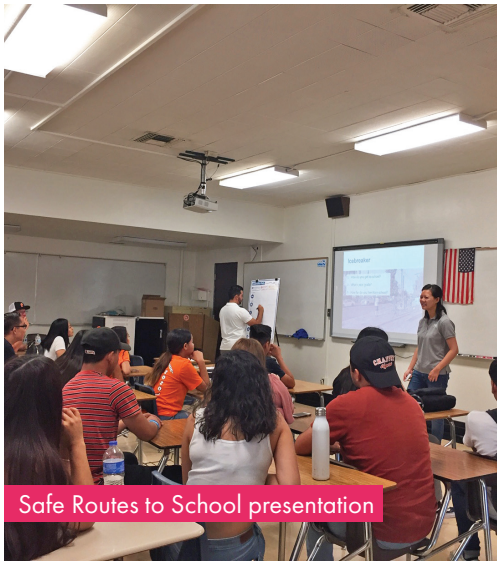
SAFE ROUTES TO SCHOOL SEMINAR SUMMARY: CHAFFEY HIGH SCHOOL

1245 N Euclid Ave, Ontario, CA 91762
Wednesday, July 31, 2019 | 11:00 AM - 1:00 PM

Summary

On Wednesday, July 31st, 2019, the Get Around Ontario project team gave a Safe Routes to School seminar to students at Chaffey High School. The goals of the seminar include providing opportunities for students to identify barriers and challenges that they face walking and biking to school and offering a forum to help them develop their leadership skills.

The seminar included four activities, each designed to engage students and seek input in different ways. It concluded with presentations given by student representatives that discussed concerns and opportunities for improvement.


Safe Routes to School presentation

Small group activities

Small group mapping activity

Small group presentation

Participants

31 Students

1 School Staff Members

Caltrans

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Cucamonga School District

Mountain View School District

CJUHSD

Chino Valley Unified School District

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Encouragement/ education programming: Students suggested having an Ontario Walk-to-School Day, creating artworks and videos that show the benefits of walking to school, and sharing safety rules/ tips so high school students can share the message with younger siblings, family members, and other community members.

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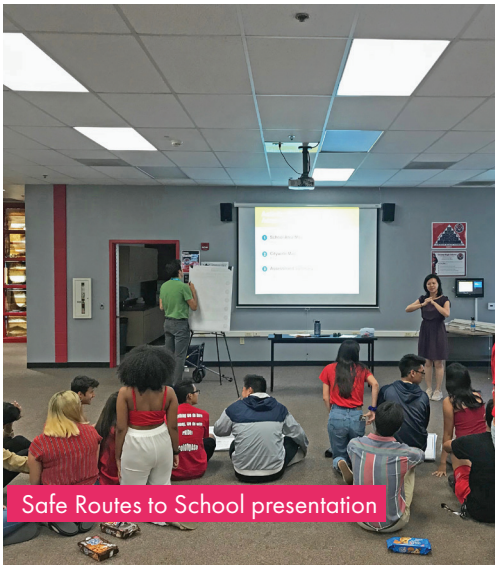
SAFE ROUTES TO SCHOOL SEMINAR SUMMARY: COLONY HIGH SCHOOL

3850 E Riverside Dr, Ontario, CA 91761
Wednesday, June 19, 2019 | 1:30 PM - 2:30 PM

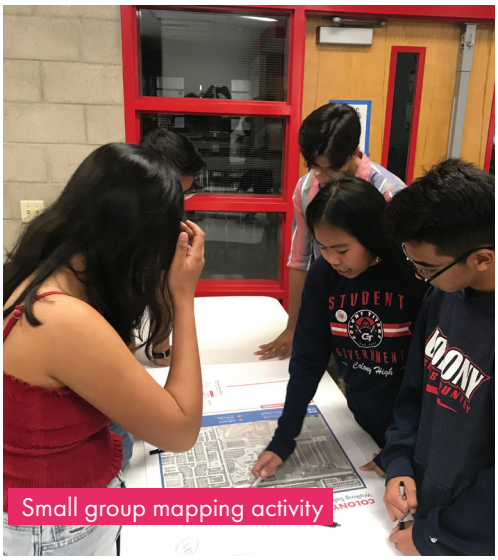
Summary

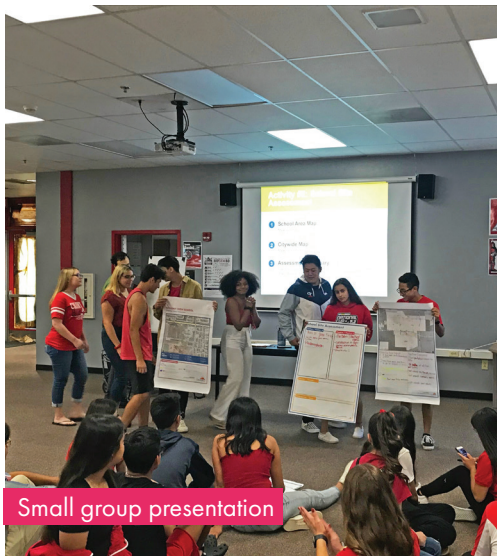
On Wednesday, June 19th, 2019, the Get Around Ontario project team gave a Safe Routes to School seminar to students at Colony High School. The goals of the seminar include providing opportunities for students to identify barriers and challenges that they face walking and biking to school and offering a forum to help them develop their leadership skills.

The seminar included four activities, each designed to engage students and seek input in different ways. It concluded with presentations given by student representatives that discussed concerns and opportunities for improvement.


Safe Routes to School presentation

Small group activities


Small group mapping activity


Small group presentation

Participants

24 Students

2 School Staff Members

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

General comments: Students overwhelmingly felt that while there could be improvements to issues such as homelessness and fixing potholes, they felt safe with the current infrastructure.

Encouragement/ education programming: Students suggested having seminars to educate the school community about pedestrian, bike, and traffic safety.

Comments about other parts of the city: Students pointed out the lack of east-west pedestrian connectivity at Riverside Dr and Mill Creek Ave.

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WALKING SAFETY ASSESSMENT SUMMARY: CORONA ELEMENTARY SCHOOL

1140 N Corona Ave, Ontario, CA 91764
Thursday, August 29, 2019 | 1:00PM - 2:30PM

Event Overview

On Thursday, August 29, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Corona Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **14** attendees: **12** parents and **2** school staff.

WSA booth in front of the school

Participants discussing concerns

Participants discussing concerns

Family crossing at an uncontrolled mid-block crossing

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Programming: Participants would like to see increased safety education for the community. This can be in the form of a video or other media.

Enforcement: Participants would like more police enforcement to curb adverse driving behavior.

Other comments: The city has done a warrant to put an all-way stop at Corona Ave and Princeton St, but the intersection failed the warrant. The intersection remains a priority location.

Caltrans

WALKING SAFETY ASSESSMENT SUMMARY: CREEK VIEW ELEMENTARY SCHOOL

3742 Lytle Creek Loop, Ontario, CA 91761
Tuesday, August 20, 2019 | 8:10AM - 9:40AM

Event Overview

On Tuesday, August 20, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Creek View Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **10** attendees: **8** parents and **2** school staff.

WSA booth in front of the school

WSA group discussing concerns

Faded crosswalk at an uncontrolled intersection

Group mapping activity

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Programming: Participants would like to see more safety education for the school community.

Enforcement: Participants expressed interest in having more consistent police enforcement before and after school hours.

Other comments: Lytle Creek Loop has heavy traffic volume from cut-through traffic going to and from Colony High School which exacerbates motorists' visibility for pedestrians crossing the street.

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Ontario-Montclair School District

Cucamonga School District

Mountain View School District MVSD Established 1884

CJUHSD

Chino Valley Unified School District

WALKING SAFETY ASSESSMENT SUMMARY: DE ANZA MIDDLE SCHOOL

1450 S Sultana Ave, Ontario, CA 91761
Wednesday, September 4, 2019 | 12:45AM - 2:15PM

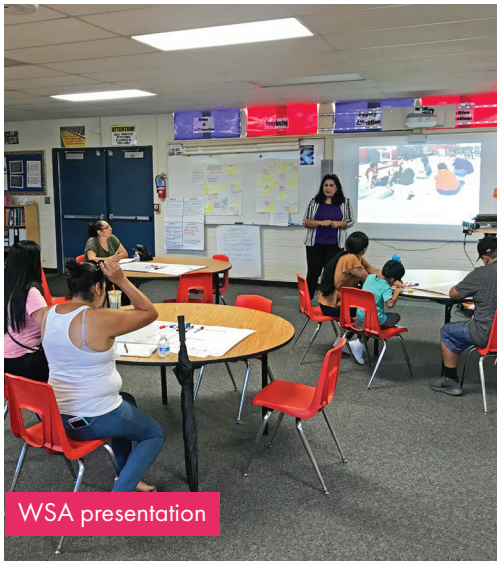
Event Overview

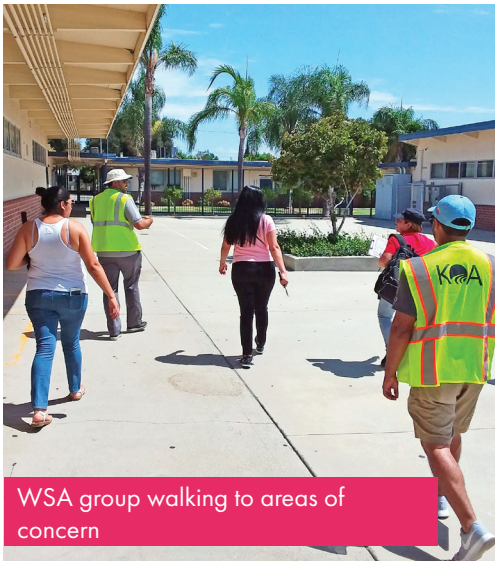
On Wednesday, September 4, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at De Anza Middle School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

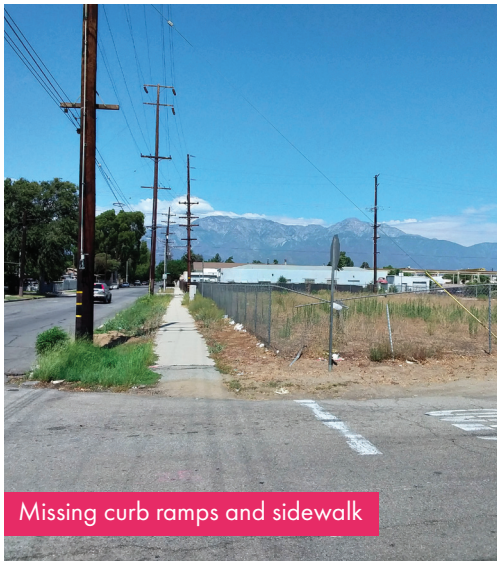
The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **9** attendees: **8** parents and **1** school staff.


WSA presentation


WSA group walking to areas of concern


Missing curb ramps and sidewalk

Missing curb ramps at the uncontrolled mid-block crossing along Sultana Ave

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Programming: Participants would like to have safety assemblies, traffic safety education, and parent drop-off/pick-up education.

Enforcement: Participants expressed a need for more crossing guards near the school.

Other comments: Participants note concerns with traffic safety along Francis St.

WALKING SAFETY ASSESSMENT SUMMARY: DEL NORTE ELEMENTARY SCHOOL

850 N Del Norte Ave, Ontario, CA 91764
Tuesday, August 20, 2019 | 11:45AM - 1:15PM

Event Overview

On Tuesday, August 20, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Del Norte Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

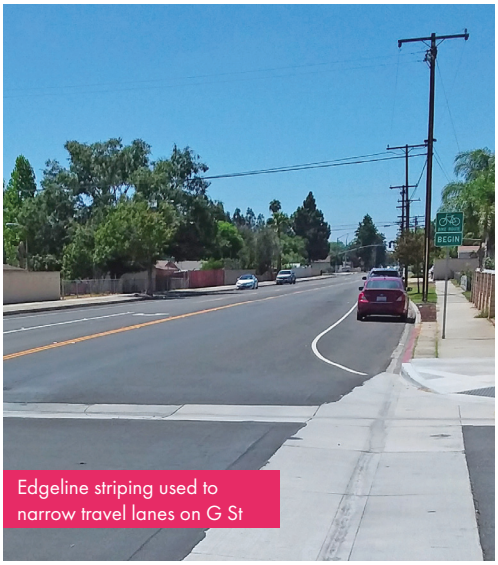
- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **16** attendees: **15** parents and **1** school staff.

WSA group discussing concerns

Family waiting to cross at the intersection of I St and El Dorado Ave

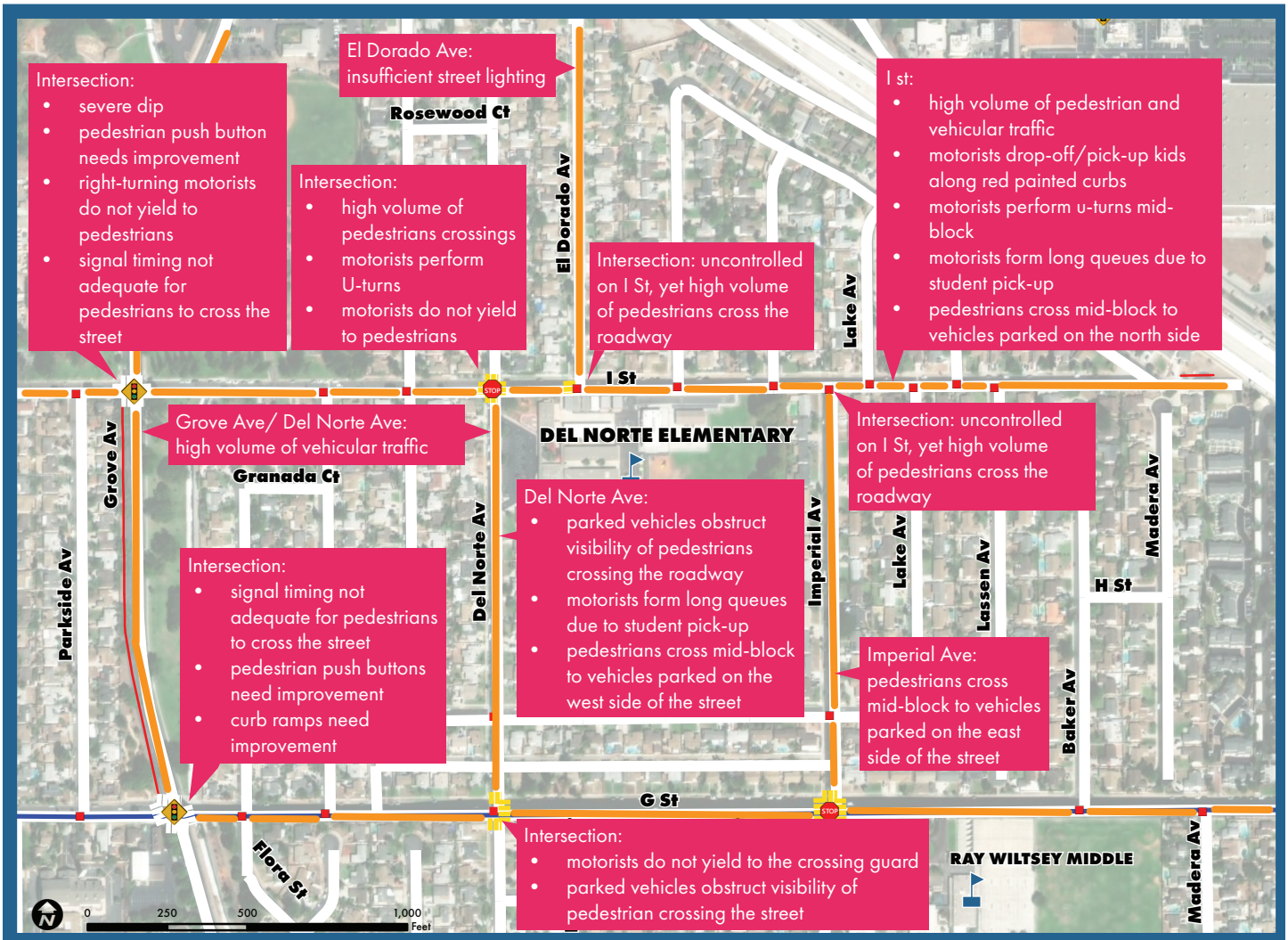
Uncontrolled pedestrian crossing


Edgeline striping used to narrow travel lanes on G St

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations



Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk
- Existing Bike Infrastructure

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Programming: Participants would like to see increased safety education for the community.
Enforcement: Participants would like to see more crossing guards and police enforcement in the area.
Other comments: Participants reported high vehicular volumes and speeding after school due to similar release times with nearby schools.

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WALKING SAFETY ASSESSMENT SUMMARY: EDISON ACADEMY

515 E 6th St, Ontario, CA 91764
Thursday, September 19, 2019 | 8:00 AM - 9:30 AM

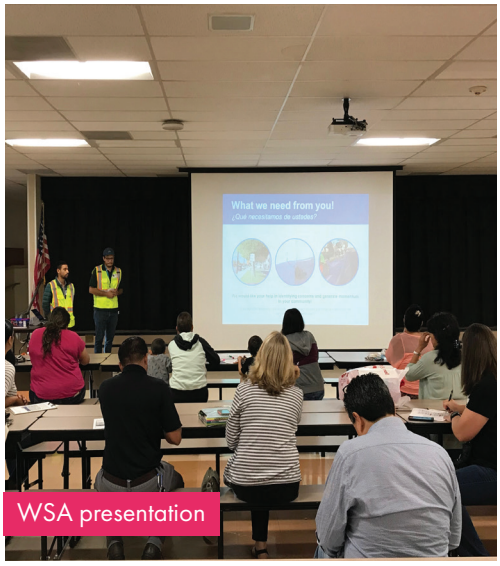
Event Overview

On Thursday, September 19, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Edison Academy. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **27** attendees: **5** parents and **2** school staff.



WSA presentation

WSA group discussing concerns

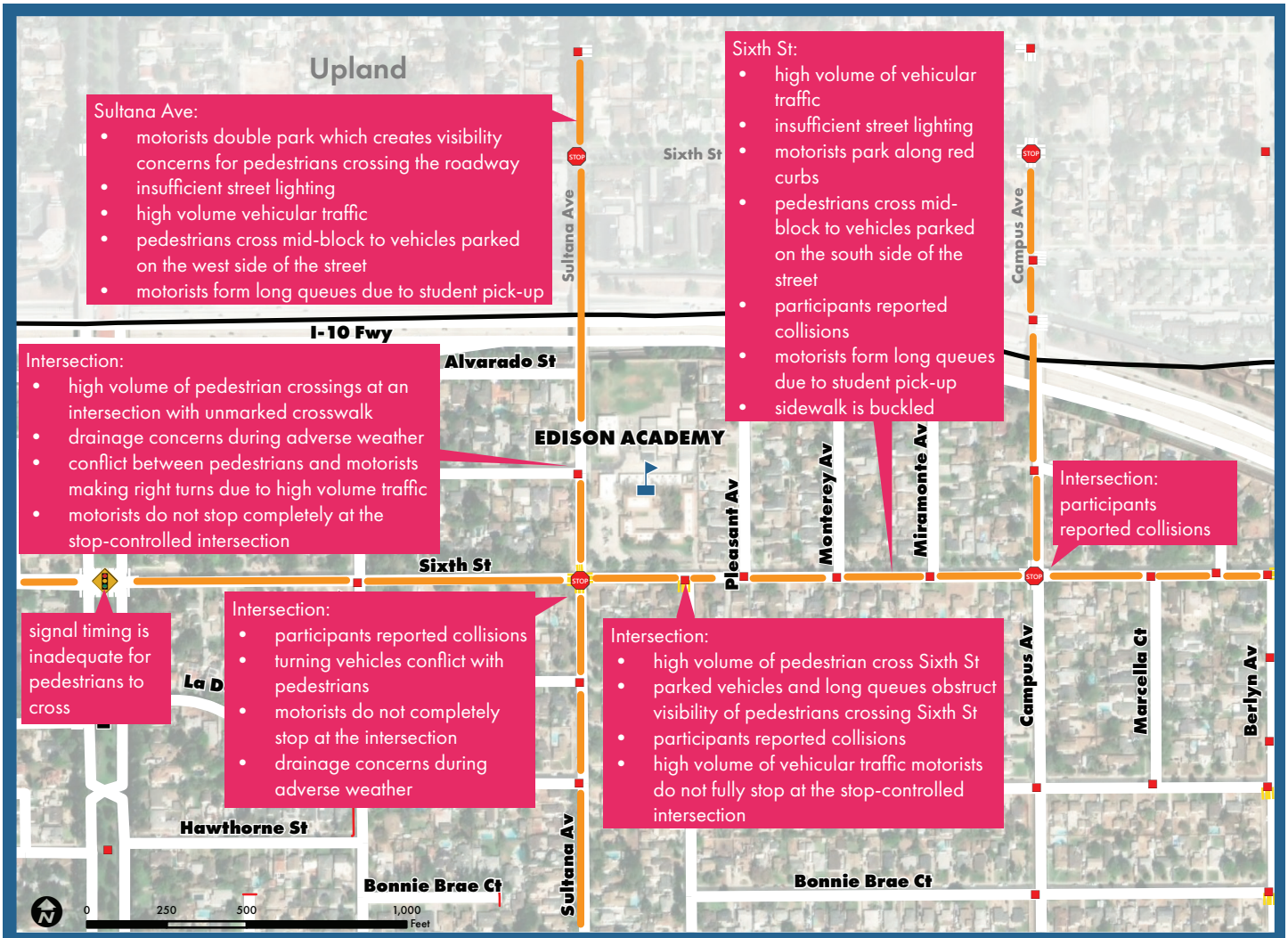
High volume of pedestrians crossing at the intersection of 6th St and Sultana Ave

Group mapping activity

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations



Other Discussion Topics

Programming: Participants would like to see traffic safety education programs for students and parents.
Enforcement: Event participants would like to see more police enforcement and a yellow ticketing system.
Other comments: Participants expressed interest in a policy that discourages phone usage at crosswalk.

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CITY OF ONTARIO

Get Around ONTARIO

WALKING SAFETY ASSESSMENT SUMMARY: El CAMINO ELEMENTARY SCHOOL

1525 W 5th, Ontario, CA 91762
Thursday, August 29, 2019 | 8:00AM - 9:30AM

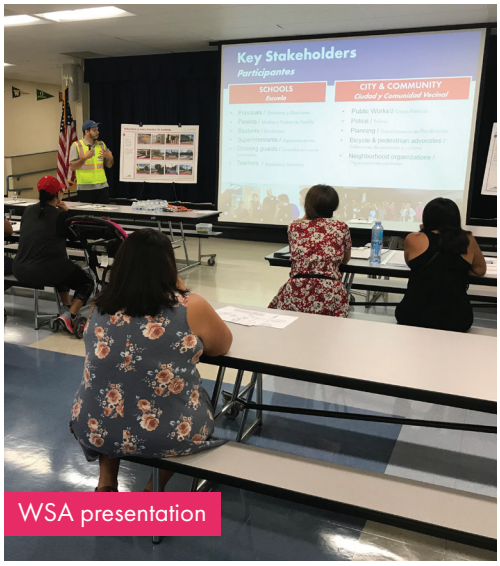
Event Overview

On Thursday, August 29, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at El Camino Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

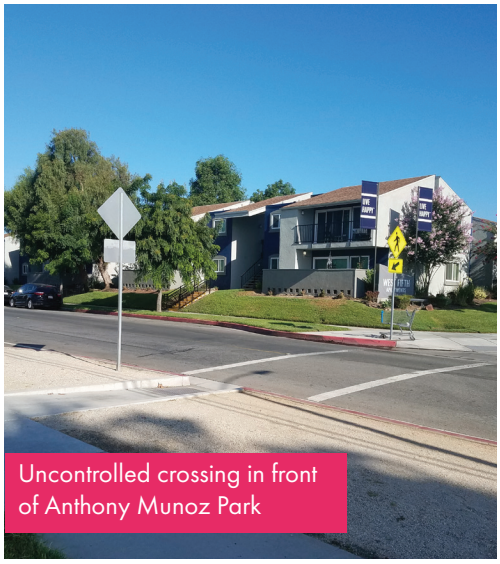
- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **11** attendees: **8** parents and **3** school staff.



WSA presentation

WSA group discussing concerns

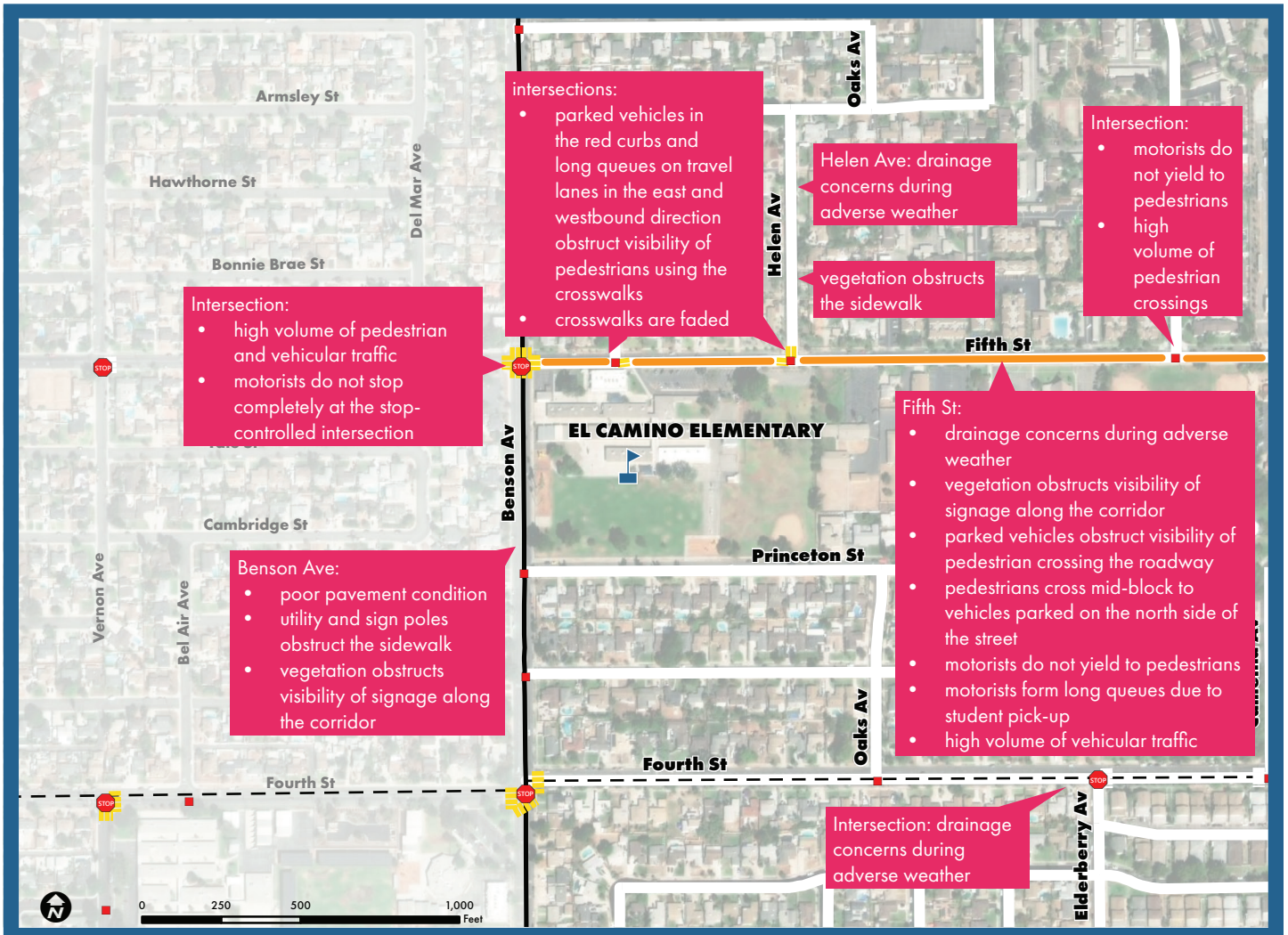

Uncontrolled crossing in front of Anthony Munoz Park

Memorial left for a recent skateboard fatality along 5th Street

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations



Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Programming: Participants would like to see more safety education for students and parents, encouragement activities such as Walk-to-School Day, and the creation of an SRTS committee. School staff also expressed the need for a distinction of liability regarding what school can do and what parents can do regarding programming.

Enforcement: Parents would like to see more consistent police enforcement to deter adverse driving behaviors.

Caltrans

Ontario-Montclair School District

Cucamonga School District

Mountain View School District MVSD Established 1884

CJUHSD

Chino Valley Unified School District

WALKING SAFETY ASSESSMENT SUMMARY: EUCLID ELEMENTARY SCHOOL

1120 Euclid Ave, Ontario, CA 91762
Thursday, September 5, 2019 | 1:15PM - 2:45PM

Event Overview

On Thursday, September 5, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Euclid Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **10** attendees: **7** parents and **3** school staff.

WSA booth in front of the school

WSA group discussing concerns

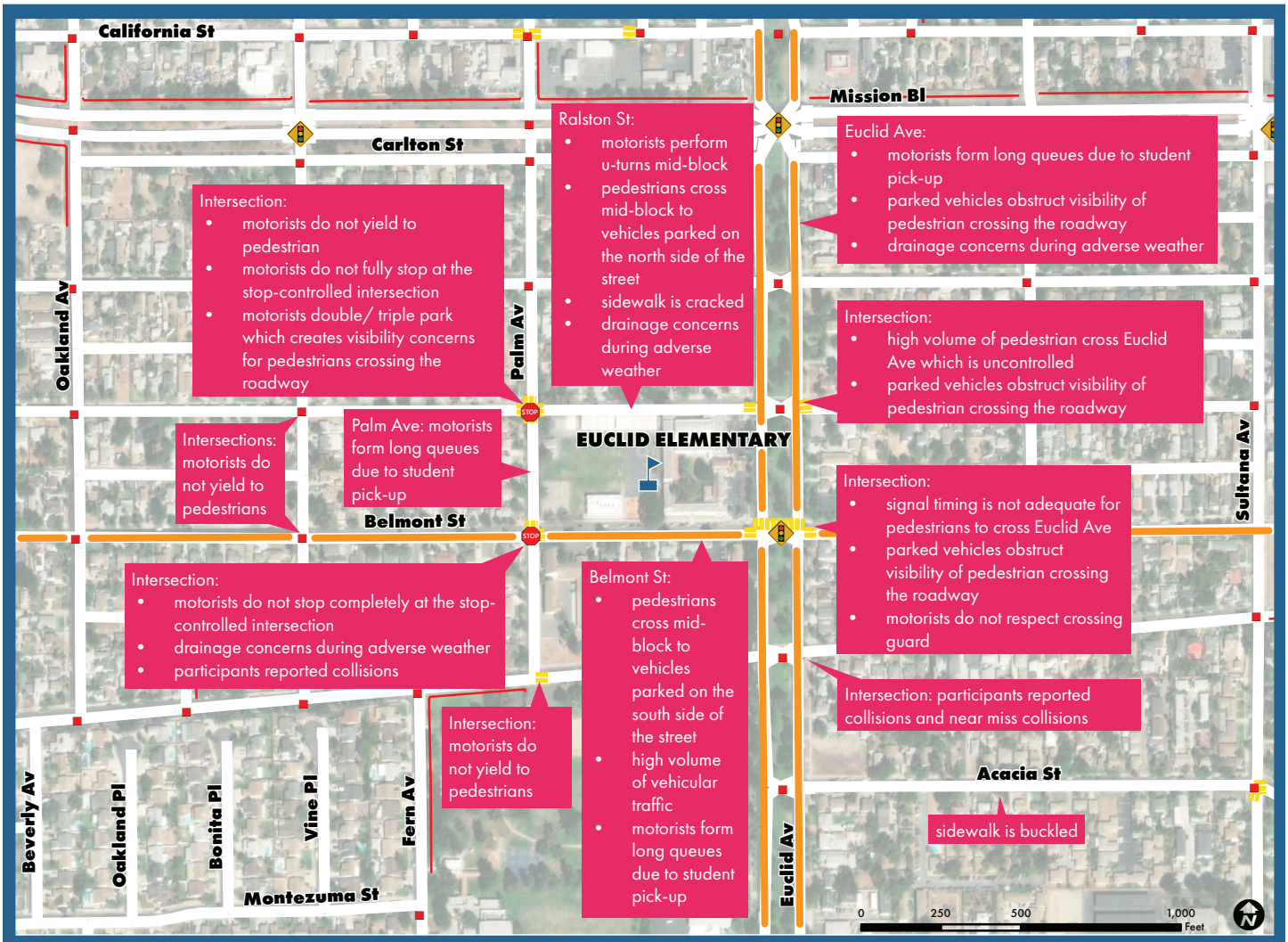
Family at an uncontrolled crossing with faded crosswalks

Family waiting to cross an uncontrolled and unmarked crossing at Euclid Ave

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations



Other Discussion Topics

Driver Behavior: Participants reported motorists frequently speeding and parking along red-painted curbs leading to pedestrian visibility concerns when crossing Euclid Ave.

Programming: Participants would like to see programs that educate students on how to cross the street safely.

Enforcement: Participants would like to see more police presence to detour adverse driving behaviors.

Caltrans

Ontario-Montclair School District

Cucamonga School District

Mountain View School District

CJUHSD

Chino Valley Unified School District

WALKING SAFETY ASSESSMENT SUMMARY: GRACE YOKLEY MIDDLE SCHOOL

2947 S Turner Ave, Ontario, CA 91761
Thursday, August 22, 2019 | 9:00AM - 10:30AM

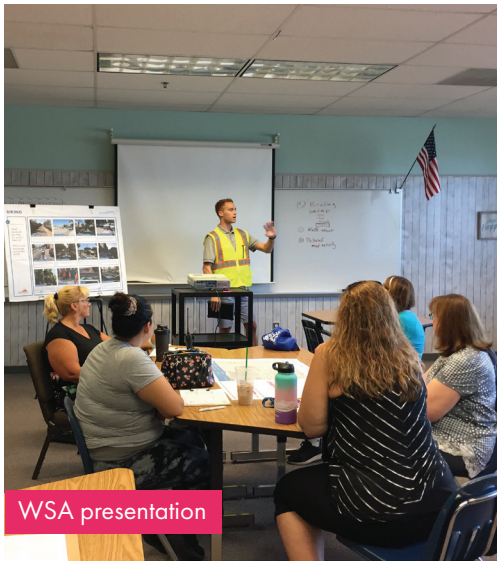
Event Overview

On Thursday, August 22, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Grace Yokley Middle School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **5** attendees: **3** parents and **2** school staff.


WSA presentation

WSA group discussing concerns

Uncontrolled mid-block crossing at Turner Ave

Heavily-utilized bike racks at the school

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk
- Existing Bike Infrastructure

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Driver Behavior: Participants were concerned with high vehicle speeds on Turner Ave and in adjacent neighborhoods.
Programming: Participants would like to see increased safety education for the school community. They were also interested in becoming more involved at the school to assist with Safe Routes to School efforts.
Enforcement: Participants would like to see more police enforcement to help curb adverse driving behaviors.

Caltrans

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Cucamonga School District

Mountain View School District MVSD Established 1884

CJUHSD

Chino Valley Unified School District
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WALKING SAFETY ASSESSMENT SUMMARY: HAWTHORNE ELEMENTARY SCHOOL

705 W Hawthorne St, Ontario, CA 91762
Wednesday, August 21, 2019 | 8:10 AM - 9:40 AM

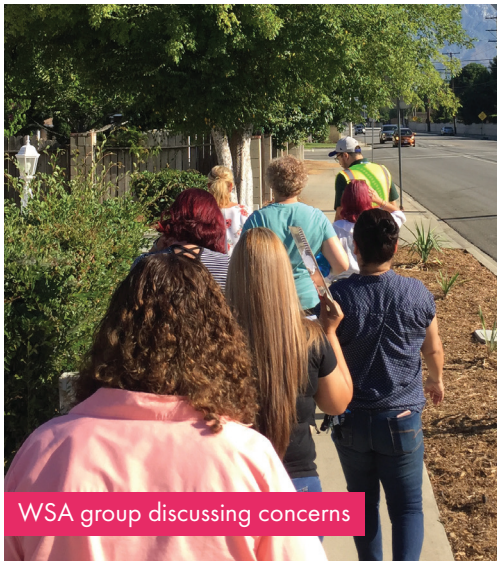
Event Overview

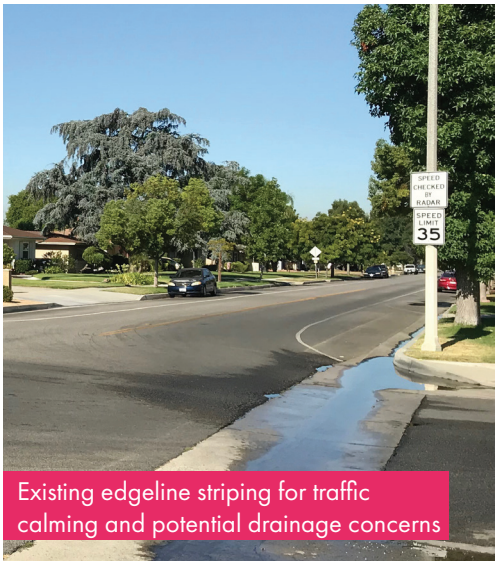
On Wednesday, August 21, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Hawthorne Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **15** attendees: **14** parents and **1** school staff.


WSA group discussing concerns



Existing edgeline striping for traffic calming and potential drainage concerns

Overgrown vegetation obstructs the sidewalk

Updated school signage

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Programming: Participants want to see more walk to school days, coffee with the principal, safety assemblies, and traffic safety education for both students and parents.

Enforcement: Participants want to see more police presence to monitor adverse behaviors.

Other comments: Participants reported high vehicular volumes and speeding after school due to similar release times with nearby schools.

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WALKING SAFETY ASSESSMENT SUMMARY: HAYNES ELEMENTARY SCHOOL

715 W Francis St, Ontario, CA 91762
Wednesday, August 21, 2019 | 12:35PM - 2:05PM

Event Overview

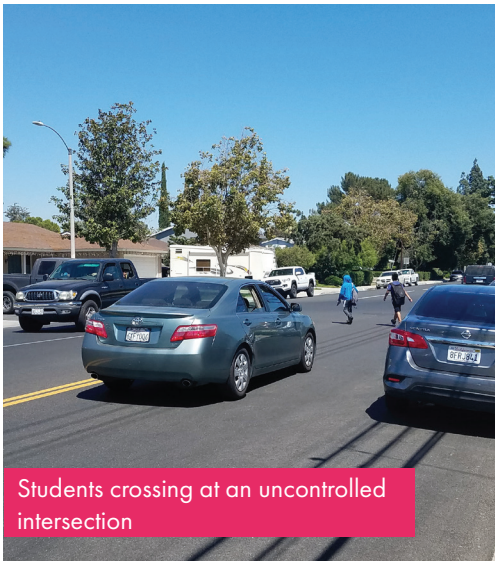
On Wednesday, August 21, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Haynes Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **17** attendees: **16** parents and **1** school staff.

WSA group


Students crossing at an uncontrolled intersection

Students biking after school

Students crossing the street

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Programming: Participants have shown their appreciation for existing programs such as the walking club, walk and talk, and PBIS assemblies. Additionally, they were interested in programs such as student/parent traffic, pedestrian, and bicycle safety education programs, bike rodeos

Enforcement: Participants would like more crossing guards and police presence.

Other comments: Participants reported high vehicular volumes and speeding after school due to similar release times with nearby schools.

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WALKING SAFETY ASSESSMENT SUMMARY: LEVI H. DICKEY ELEMENTARY SCHOOL

2840 S Parco Ave, Ontario, CA 91761
Friday, December 6, 2019 | 9:00AM - 10:30AM

Event Overview

On Friday, December 6, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Levi Dickey Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **9** engaging participants who contributed many insightful comments.

WSA participants discussing concerns

Group mapping activity

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Programming: Participants would like programs such as safety assemblies, walking school buses, walk to school days, and walking field trips.

Enforcement: Participants expressed a need for consistent police presence to monitor adverse driving behavior.

Other comments: Participants also discussed safety concerns at the intersection of Grove Ave and Walnut St.

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WALKING SAFETY ASSESSMENT SUMMARY: LIBERTY ELEMENTARY SCHOOL

2730 S Bon View Ave, Ontario, CA 91761
Monday, January 27, 2020 | 3:30PM - 5:00PM

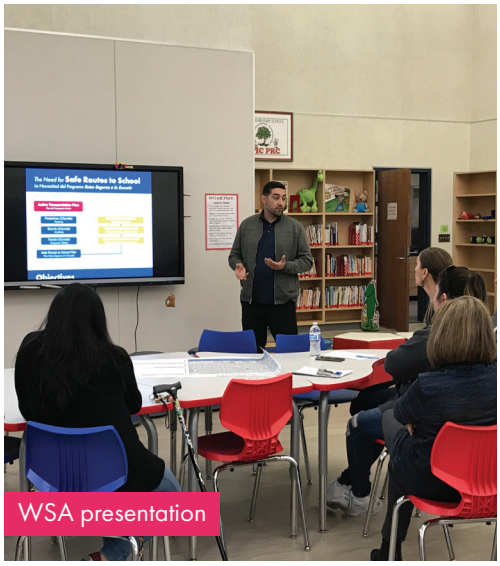
Event Overview

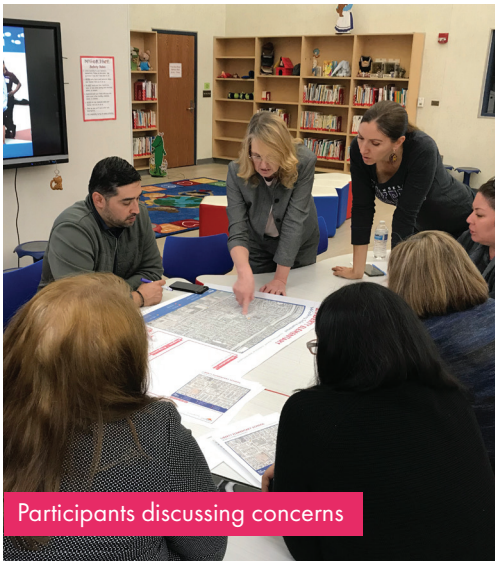
On Monday, January 27, 2020, the Get Around Ontario team conducted a Walking Safety Assessment at Liberty Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

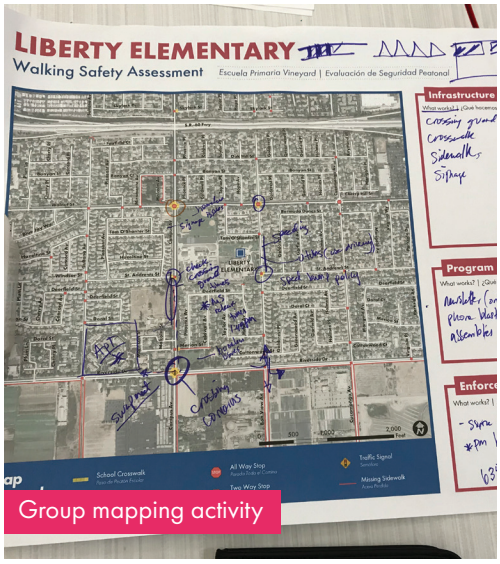
The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **7** attendees who contributed a wealth of information.


WSA presentation


Participants discussing concerns



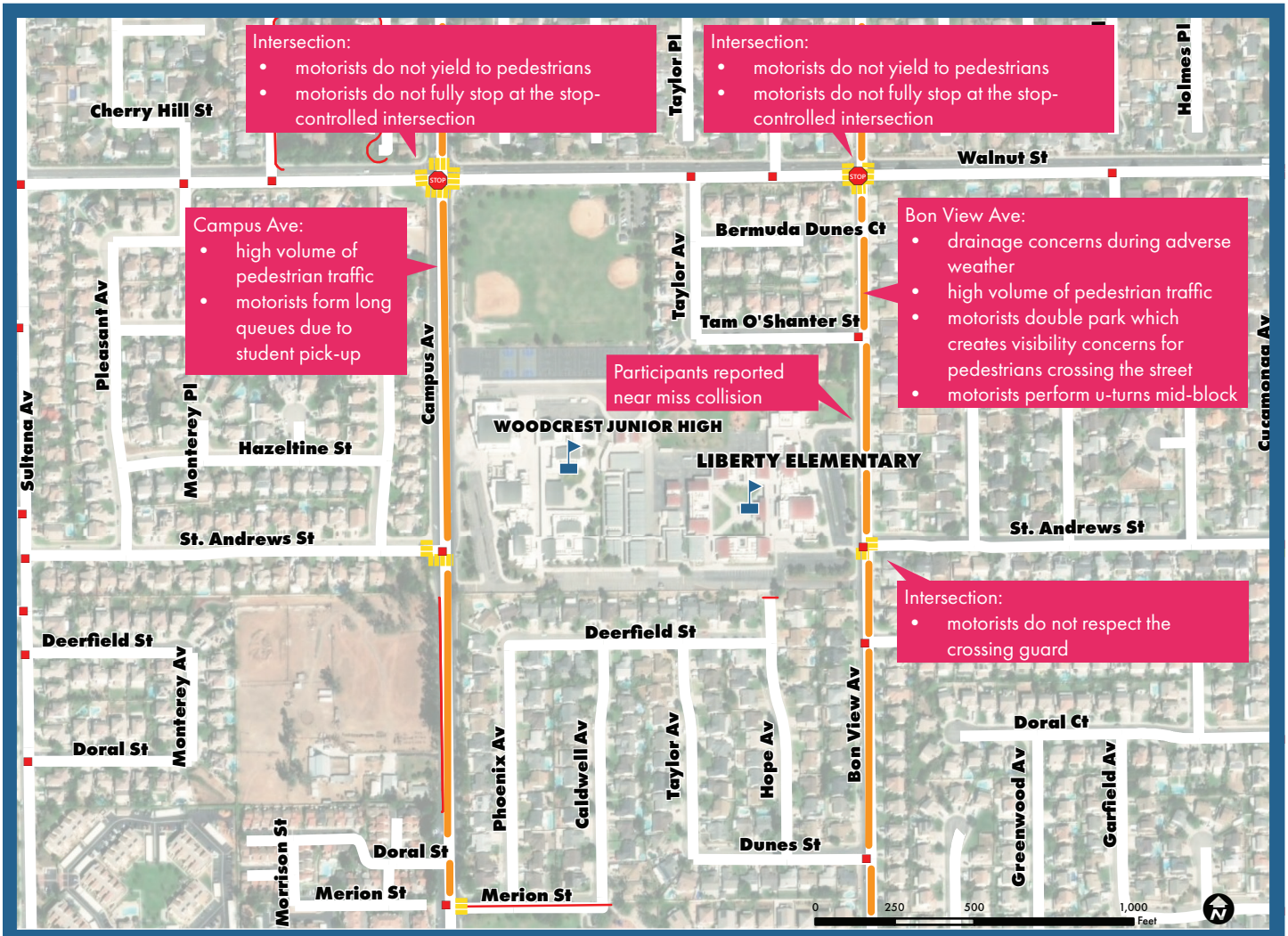
Group mapping activity

Uncontrolled pedestrian crossing on Bon View Ave

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations



Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Programming: Participants would like to have more school safety assemblies, bike rodeos, and send constant email reminders to parents regarding proper pick-up/drop-off procedures. They expressed interest in having a safety valet program to assist students during drop-off and pick-up.

Enforcement: Participants would like more constant police presence before and after school hours.

Other comments: Participants pointed out safety concerns with crossing Riverside Dr and Campus Ave.

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Mountain View School District MVSD

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Chino Valley Unified School District

WALKING SAFETY ASSESSMENT SUMMARY: MARIPOSA ELEMENTARY SCHOOL

1605 E D St, Ontario, CA 91764
Tuesday, September 3, 2019 | 8:10AM - 9:40AM

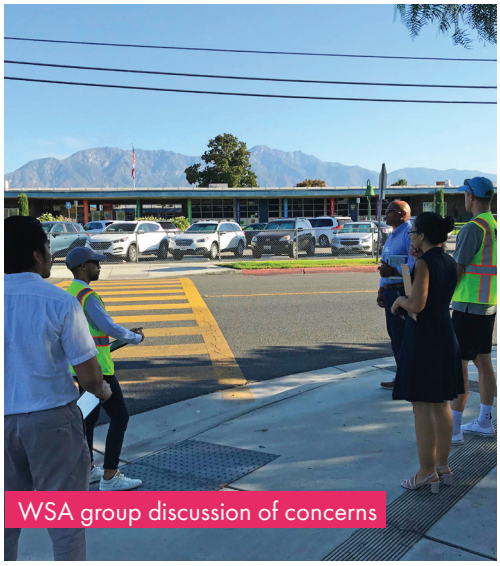
Event Overview

On Tuesday, September 3, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Mariposa Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

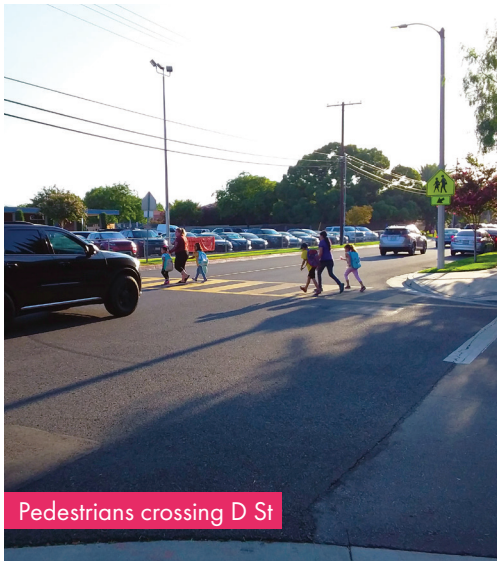
The Walking Safety Assessment had four key components:

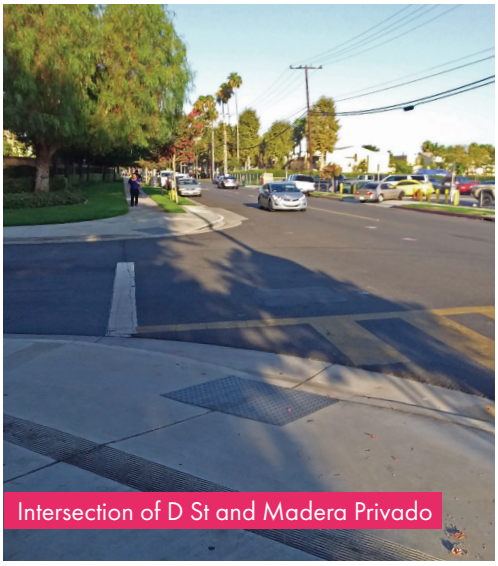
- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had a handful (5) astute participants who shared a breathe of knowledge.


WSA group discussion of concerns

Vehicle conflicts result during school pick-up


Pedestrians crossing D St


Intersection of D St and Madera Privado

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Driver Behavior: Participants expressed concerns about motorists speeding and parking along red curbs.

Programming: Participants expressed interest in starting a campaign to encourage parents to walk their children to school rather than drive.

Enforcement: Participants would like a volunteering program when they can assist with traffic flow and students crossing the street.

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WALKING SAFETY ASSESSMENT SUMMARY: MISSION ELEMENTARY SCHOOL

5555 Howard St, Ontario, CA 91762
Thursday, August 22, 2019 | 12:40PM - 2:10PM

Event Overview

On Thursday, August 22, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Mission Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **6** attendees: **4** parents and **2** school staff.

WSA group discussing concerns

Missing ADA compliant curb ramp

Faded and incomplete crosswalk

Vegetation obstructs visibility of signage

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Programming: Participants would like to have a crossing guard present to assist students in crossing the roadways. They also suggested having more pedestrian and bicycle safety education for both students and parents.

Enforcement: Participants would like to see a more consistent police presence.

Other comments: Participants felt that the school is overlooked regarding aid and resources since it is located within an unincorporated area.

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WALKING SAFETY ASSESSMENT SUMMARY: MOUNTAIN VIEW ELEMENTARY SCHOOL

2825 E Walnut St, Ontario, CA 91761
Wednesday, September 25, 2019 | 8:15AM - 9:45AM

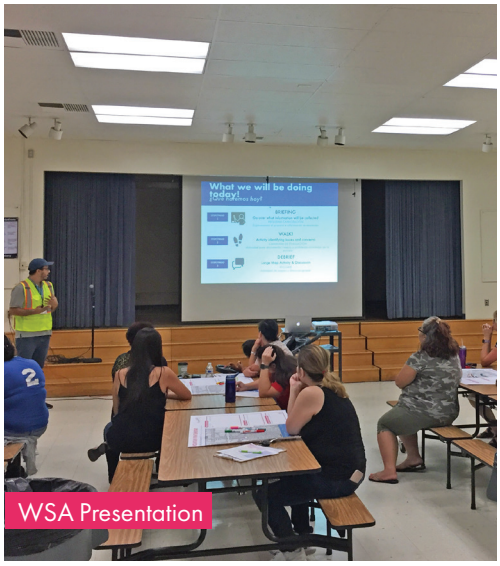
Event Overview

On Wednesday, September 25, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Mountain View Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

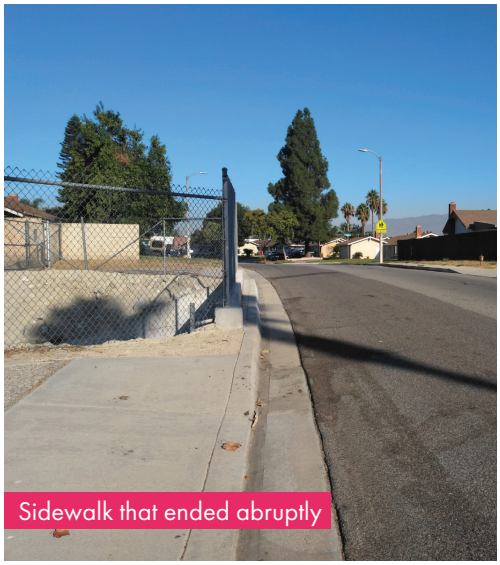
- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **13** attendees: **10** parents and **3** school staff.



WSA Presentation

WSA group discussion of concerns

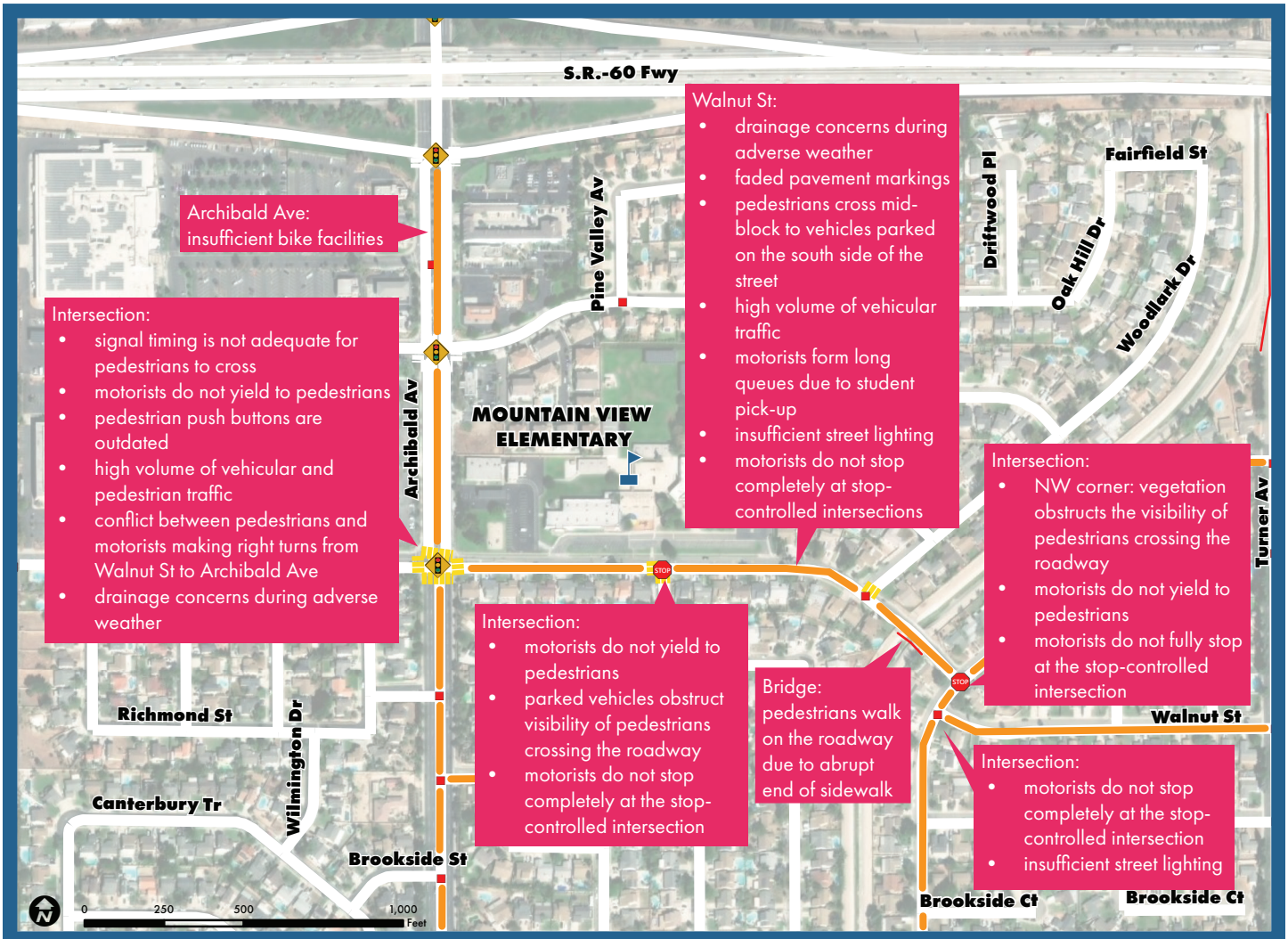

Sidewalk that ended abruptly

Outdated pedestrian push button

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations



Other Discussion Topics

Programming: Participants suggested having information at back-to-school nights and safety assemblies to teach students and parents about traffic safety.

Enforcement: Participants would like more consistent police enforcement shortly before and after school hours.

Other comments: Participants suggested installing a protected left turn onto Archibald Ave from Walnut St.

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Cucamonga School District

Mountain View School District MVSD Established 1884

CJUHSD

Chino Valley Unified School District

WALKING SAFETY ASSESSMENT SUMMARY: OAKS MIDDLE SCHOOL

1221 S Oaks Ave, Ontario, CA 91762
Tuesday, September 10, 2019 | 8:30AM - 10:00AM

Event Overview

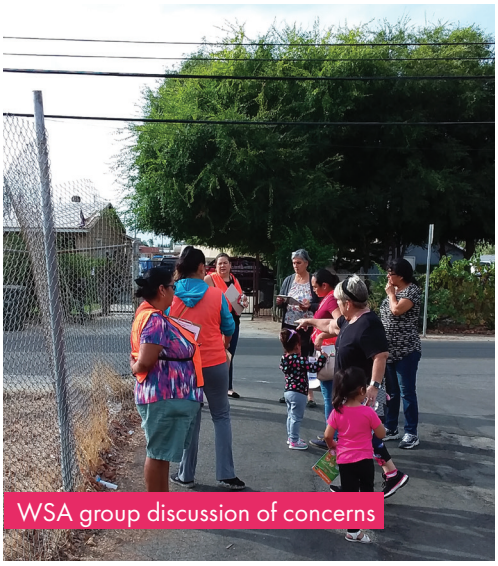
On Tuesday, September 10, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Oaks Middle School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **15** attendees: **12** parents and **3** school staff.

WSA group


WSA group discussion of concerns

Sidewalk in poor condition

Group mapping activity

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Programming: Participants would like to see traffic safety education programs for both students and parents.
Enforcement: Participants would like police enforcement to enforce traffic regulations.
Other comments: Participants reported feeling unsafe for pedestrian crossings at Mission Blvd and Oaks Ave; they also suggested converting Mailtland St into a through street to improve connectivity.

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SAFE ROUTES TO SCHOOL SEMINAR SUMMARY: ONTARIO HIGH SCHOOL

901 W Francis St, Ontario, CA 91762
Thursday, June 13, 2019 | 11:00AM - 12:00 PM

Summary

On Thursday, June 13th, 2019, the Get Around Ontario project team presented a Safe Routes to School seminar for students at Ontario High School. The goals of the seminar included providing opportunities for student to identify barriers and challenges that they face walking and biking to school and offering a forum to help them develop their leadership skills.

The seminar included four activities, each designed to engage students and seek input in different ways. It concluded with presentations given by student representatives that discussed concerns and opportunities for improvement.

Participants

27 Students

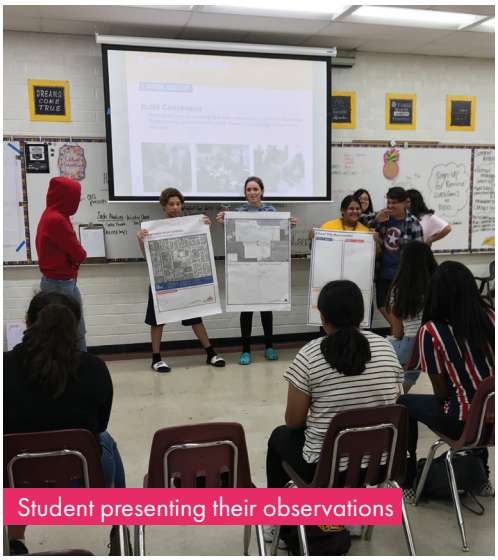
1 School Staff Members

General Feedback

Safe Routes to School presentation

Small group mapping activity

Small group mapping activity


Student presenting their observations

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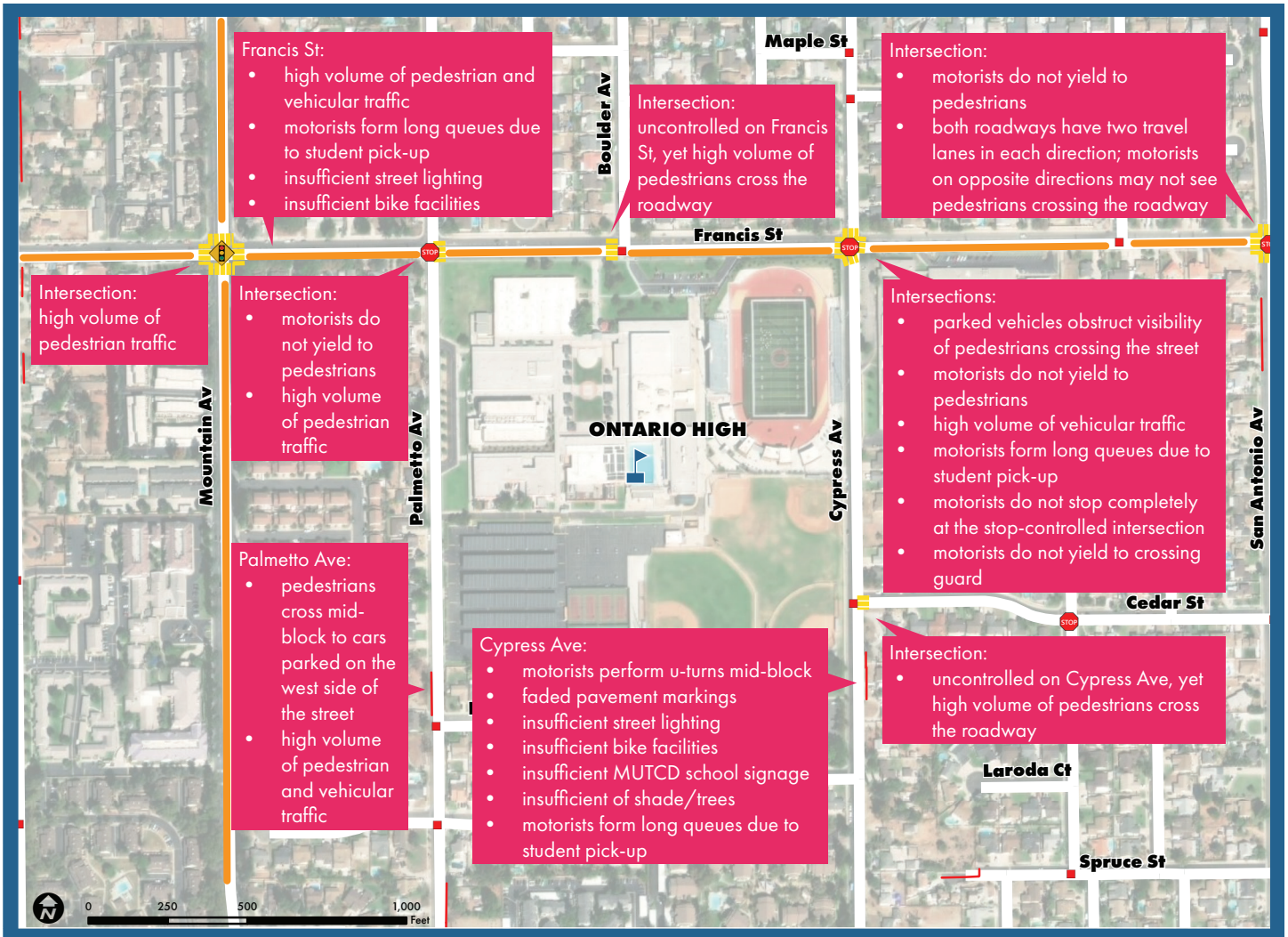
Get Around ONTARIO

Summary of Concerns and Observations



Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

General comments:

- Students expressed interest in safe walking routes to nearby coffee shops and eateries where they gather after school.
- Students reported high vehicular volumes and speeding after school due to similar release times with nearby schools.
- Participants would like to have safer walking routes on Mountain Ave at the on and off-ramps of the SR-60.

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CUCAMONGA SCHOOL DISTRICT

Mountain View School District MVSD Established 1884

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CHINO VALLEY UNIFIED SCHOOL DISTRICT

WALKING SAFETY ASSESSMENT SUMMARY: RANCH VIEW ELEMENTARY SCHOOL

3300 S Old Archibald Ranch Rd, Ontario, CA 91761
Tuesday, September 17, 2019 | 1:00PM - 2:30PM

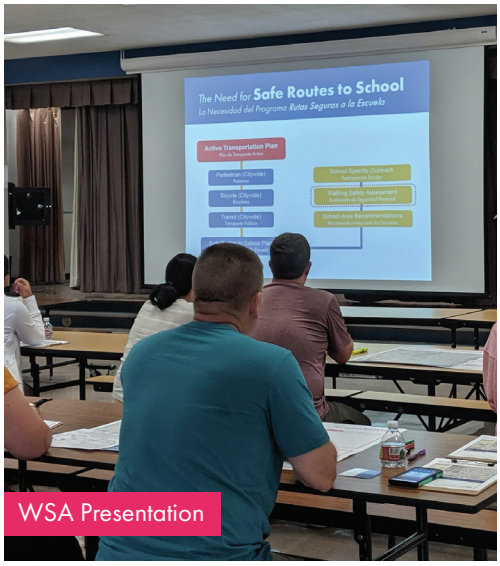
Event Overview

On Tuesday, September 17, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Ranch View Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

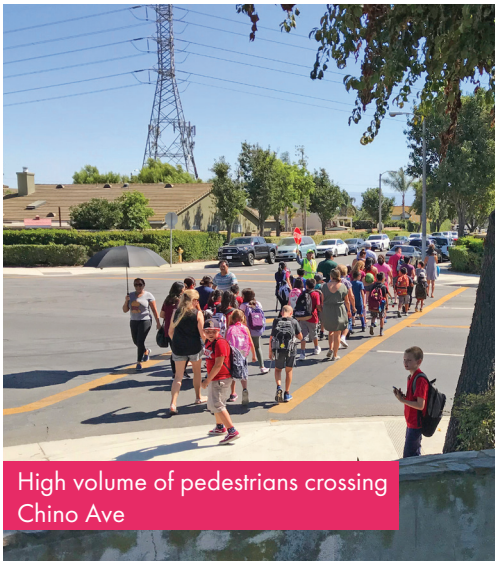
The event had **12** attendees: **10** parents and **2** school staff.



WSA Presentation

WSA group discussion of concerns

Parent preparing to bike home with their child


High volume of pedestrians crossing Chino Ave

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Programming: Parents would like to see more traffic and bike safety education for both students and parents using videos and printed materials.

Enforcement: Parents would like more police enforcement with regards to speeding, parking along red curbs, and parking on "no parking zones".

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WALKING SAFETY ASSESSMENT SUMMARY: RAY WILTSEY MIDDLE SCHOOL

011022301, Ontario, CA 91764
Monday, August 19, 2019 | 1:00PM - 2:30PM

Event Overview

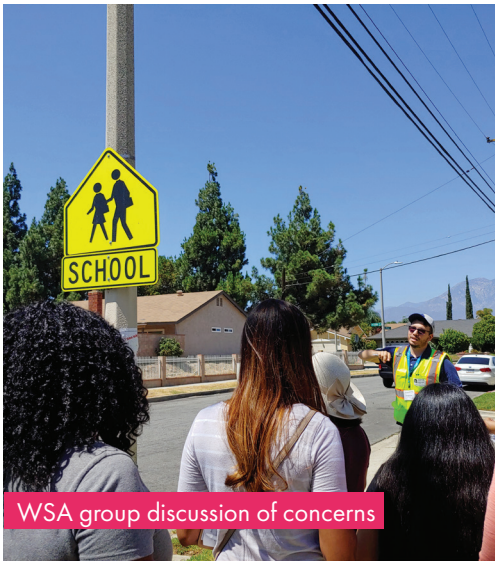
On Monday, August 19, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Ray Wiltsey Middle School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

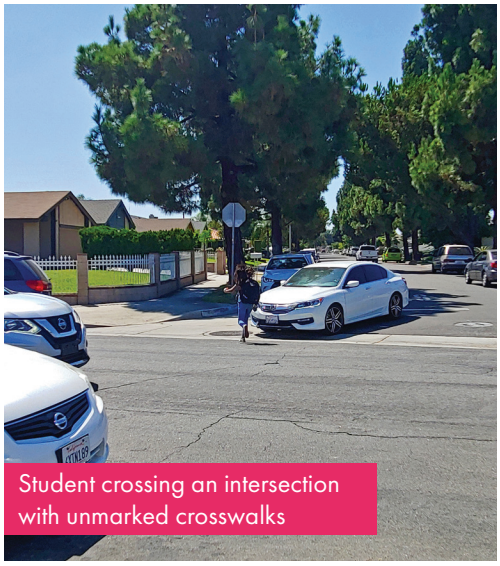
- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

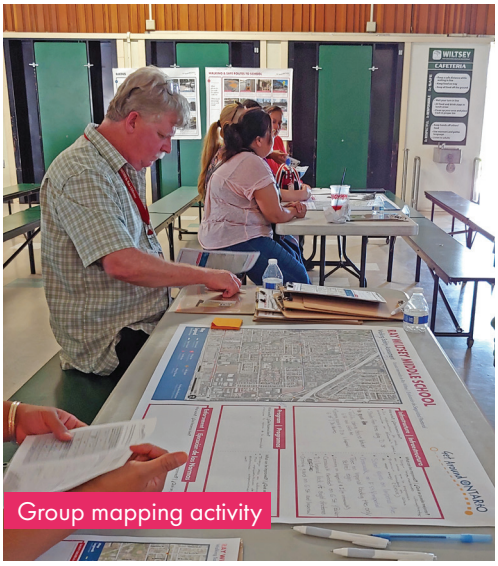
The event had **15** attendees: **10** parents and **5** school staff.

WSA Presentation



WSA group discussion of concerns

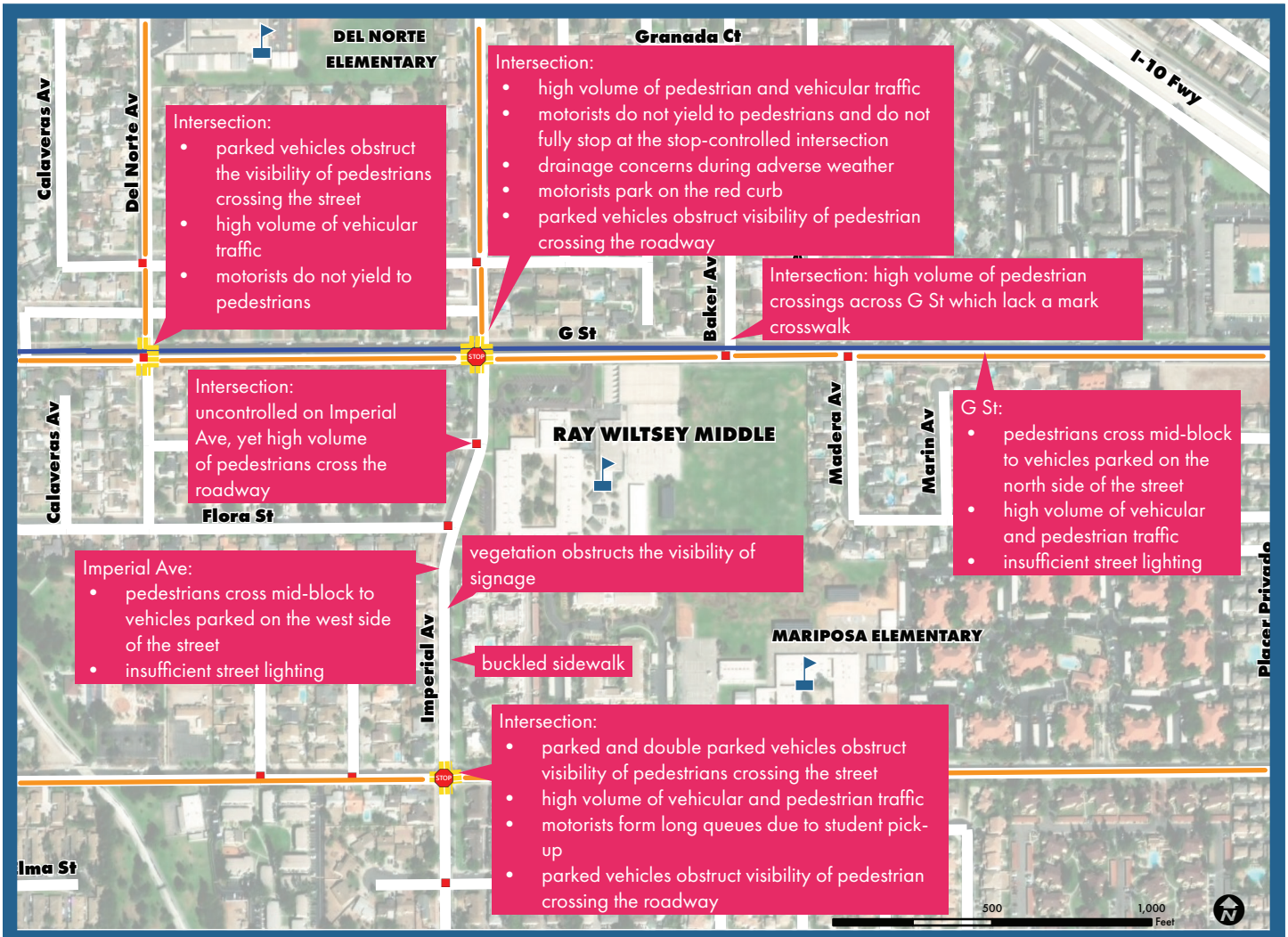

Student crossing an intersection with unmarked crosswalks


Group mapping activity

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations



Other Discussion Topics

Programming: The school currently does not have crossing guards, but participants would like to have crossing guards at intersections such as G St at Imperial Ave and Baker St at Imperial Ave. They were also interested in having educational programs that focus on traffic safety for students and parents.

Enforcement: Parents would like to see more police enforcement during school hours.

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WALKING SAFETY ASSESSMENT SUMMARY: SULTANA ELEMENTARY SCHOOL

1845 S Sultana Ave, Ontario, CA 91761
Monday, September 16, 2019 | 1:15PM - 2:40PM

Event Overview

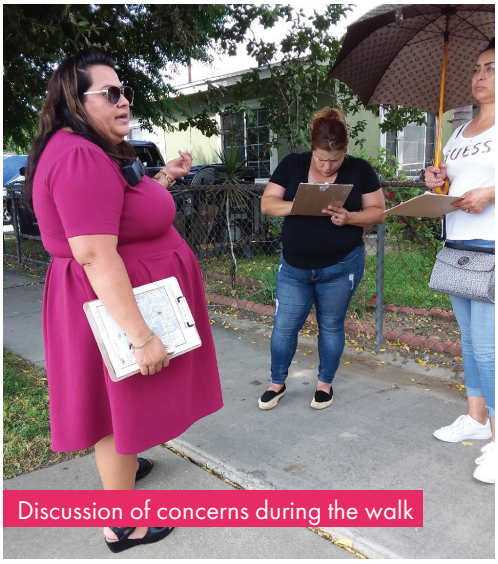
On Monday, September 16, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Sultana Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **11** attendees: **9** parents and **2** school staff.

WSA booth in front of the school


Discussion of concerns during the walk

Crosswalk that doesn't align with curb ramps

Vegetation that obstructs school signage

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Other Discussion Topics

Programming: Participants would like to see more safety education and encouragement programs and activities for both students and parents. Example include police assemblies, walking programs, and suggested walk to school maps.
Enforcement: Participants would like to collaborate more with enforcement officers to learn more about traffic safety.
General Comments: Participants would like to have crossing guards at more locations.

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WALKING SAFETY ASSESSMENT SUMMARY: THE ONTARIO CENTER SCHOOL

835 N Center Ave, Ontario, CA 91764
Thursday, September 5, 2019 | 8:15AM - 9:45AM

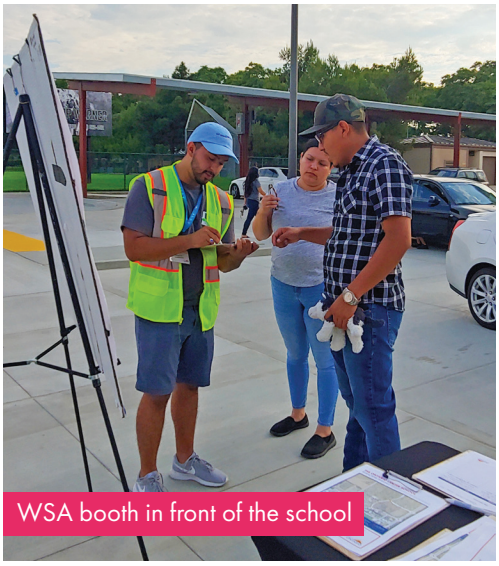
Event Overview

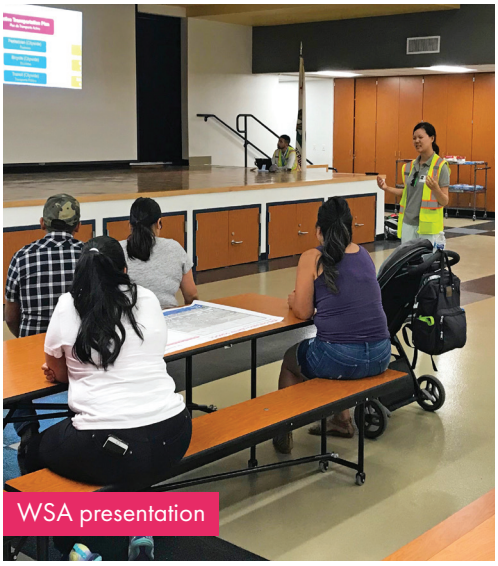
On Thursday, September 5, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at The Ontario Center School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **13** attendees: **12** parents and **1** school staff.


WSA booth in front of the school


WSA presentation

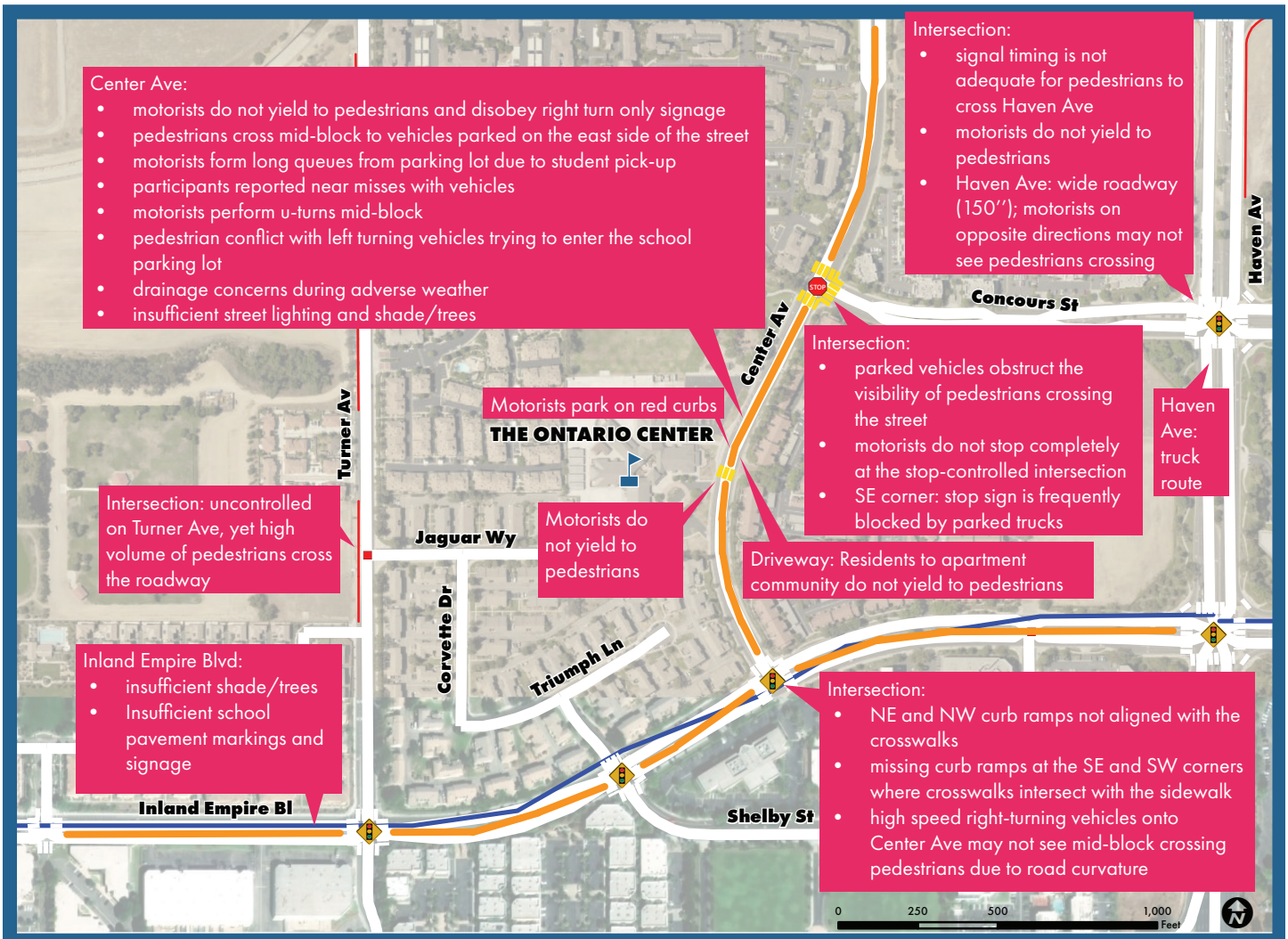
Participants discussing concerns

School crossing guard at Center Ave.

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations



Other Discussion Topics

Programming: Participants expressed an interest for a traffic education campaign and walking encouragement programs.

Enforcement: Participants would like to have a volunteer program where parents can assist with traffic flow during school pick-up and drop-off.

General comments: The school is renovating the parking lots so the traffic flow will change once the change is completed. Additionally, participants expressed interest in having more bicycle facilities at the school and on the roadways.

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Cucamonga School District

Mountain View School District MVSD Established 1884

CJUHSD

Chino Valley Unified School District

SAFE ROUTES TO SCHOOL SEMINAR SUMMARY: VALLEY VIEW HIGH SCHOOL (CONTINUATION)

1802 E 7th St, Ontario, CA 91764
Tuesday, June 11, 2019 | 9:40AM - 10:40AM

Summary

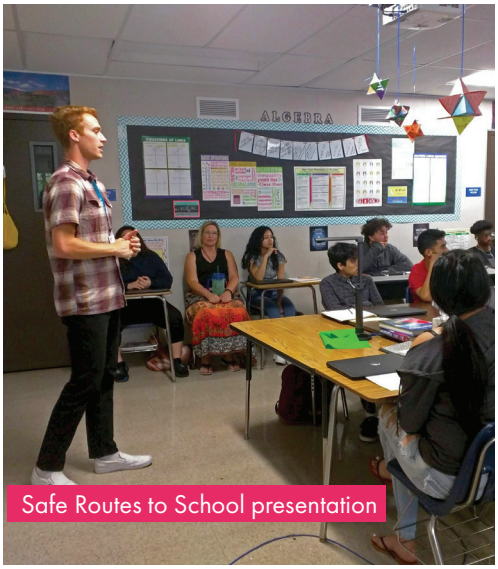
On Tuesday, June 11th, 2019, the Get Around Ontario project team presented a Safe Routes to School seminar for students at Valley View High School (Continuation). The goals of the seminar included providing opportunities for student to identify barriers and challenges that they face walking and biking to school, and offering a forum to help them develop their leadership skills.

The seminar included four activities, each designed to engage students and seek input in different ways. It concluded with presentations given by student representatives that discussed concerns and opportunities for improvement.

Participants

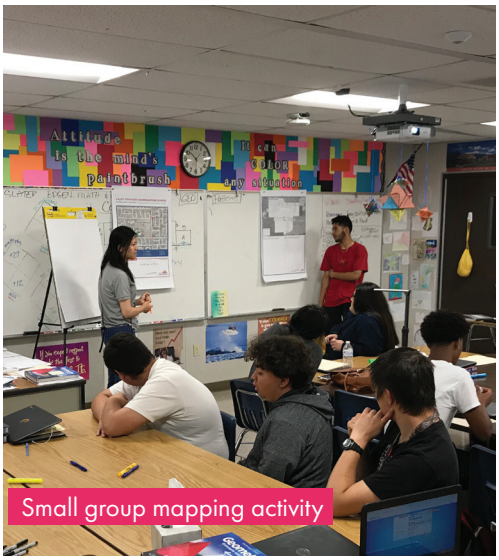
16 Students

2 School Staff Members

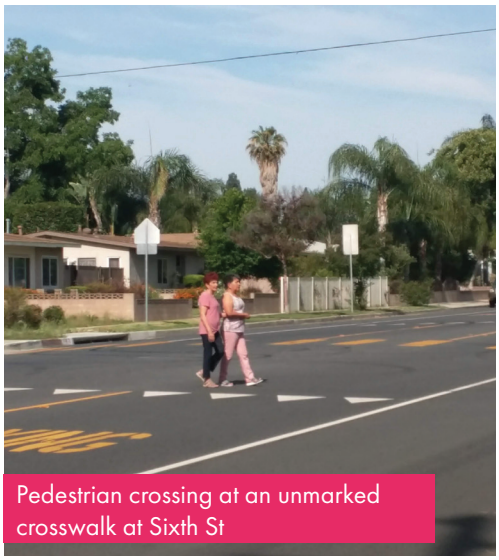


Safe Routes to School presentation

Small group mapping activity



Small group mapping activity


Pedestrian crossing at an unmarked crosswalk at Sixth St

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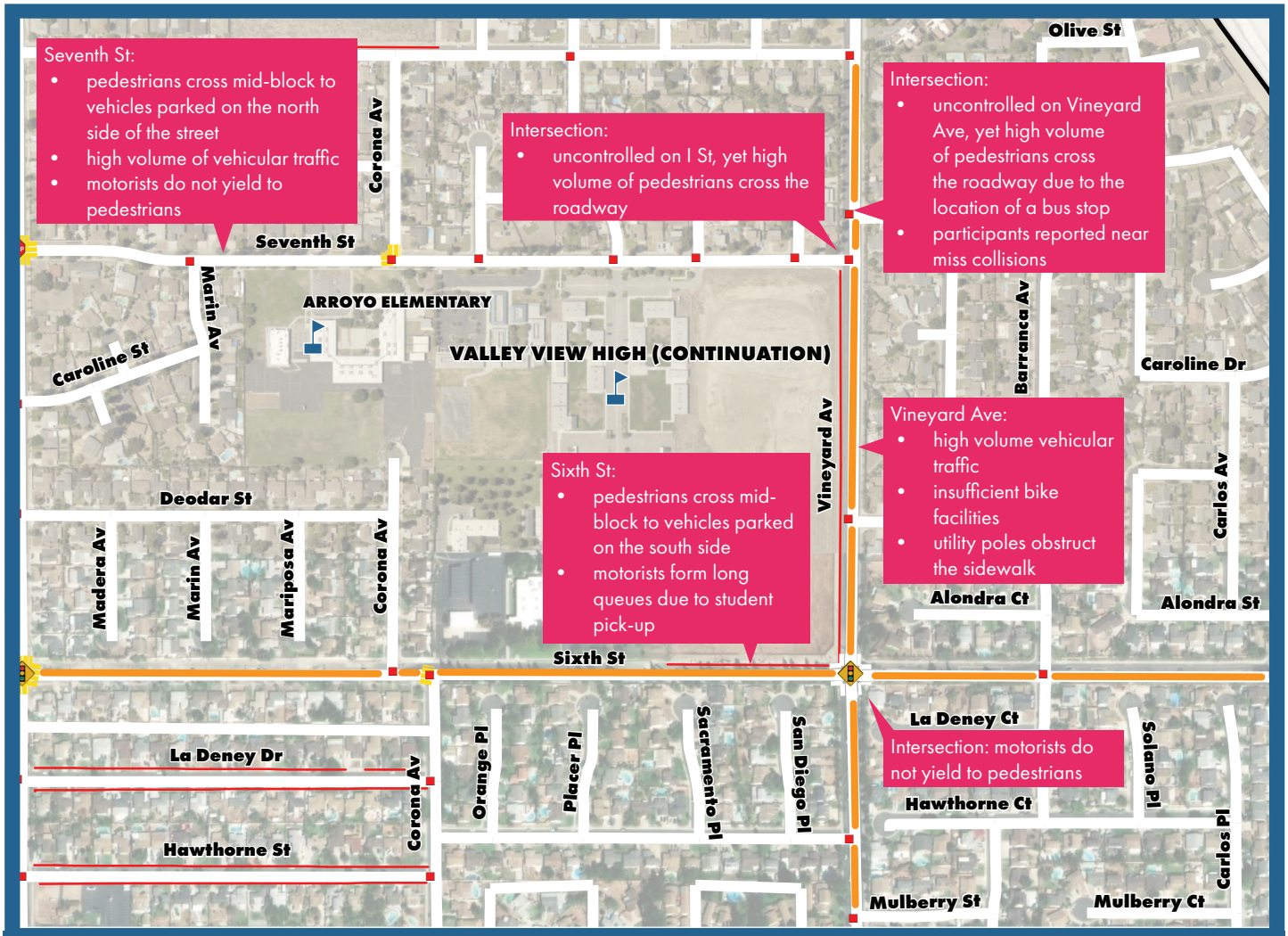
Get Around ONTARIO

Summary of Concerns and Observations



Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

General comments: Students identified several concerns that deterred them from walking and biking to school. These include: heat in the Inland Empire; lack of safe crossings, sidewalks, bikeways, and bike racks on campus; and poor transit connectivity.

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WALKING SAFETY ASSESSMENT SUMMARY: VINEYARD ELEMENTARY SCHOOL

1500 E 6th St, Ontario, CA 91764

Monday, September 30, 2019 | 1:00PM - 2:30PM

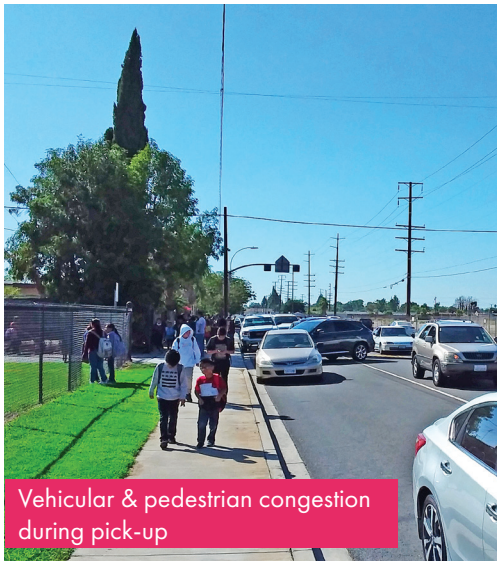
Event Overview

On Monday, September 30, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Vineyard Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

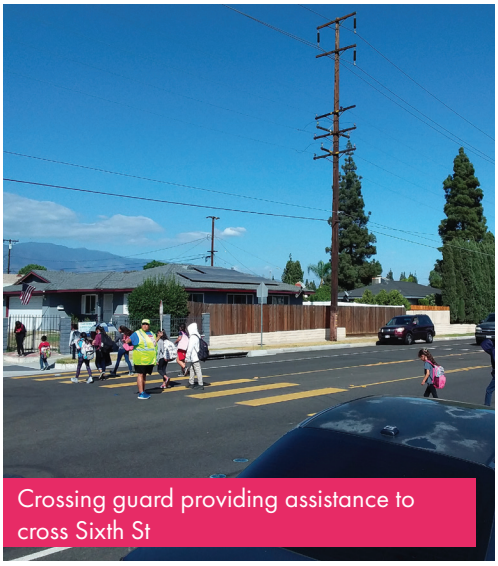
The Walking Safety Assessment had four key components:

- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

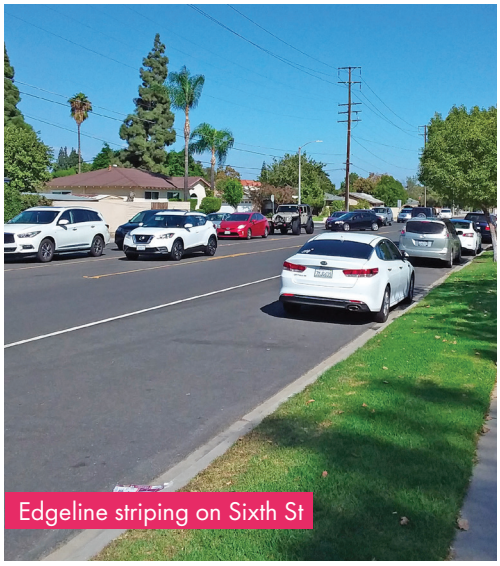
The event had **5** attendees: **3** parents and **2** school staff.



Vehicular & pedestrian congestion during pick-up



Crossing guard providing assistance to cross Sixth St



Edgeline striping on Sixth St

Uncontrolled crossing on Sixth St

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations

Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Driver Behavior: Participants commented that there are high vehicle speeds on 6th St, Glenn Ave and Baker Ave.
Programming: Participants would like to see more safety education for the community and more crossing guards.
Enforcement: Participants would like more police enforcement with regards to speeding and adverse parking behaviors.

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Humility • Civility • Service

WALKING SAFETY ASSESSMENT SUMMARY: VISTA GRANDE ELEMENTARY SCHOOL

1390 W Francis St, Ontario, CA 91762
Wednesday, August 28, 2019 | 8:15AM - 9:45AM

Event Overview

On Wednesday, August 28, 2019, the Get Around Ontario team conducted a Walking Safety Assessment at Vista Grande Elementary School. The purpose of the event was to provide parents and other stakeholders with an opportunity to discuss barriers and challenges that students face when they walk or bike to school.

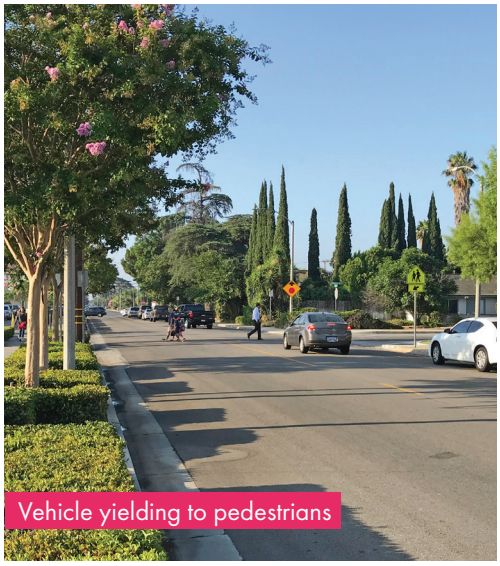
The Walking Safety Assessment had four key components:

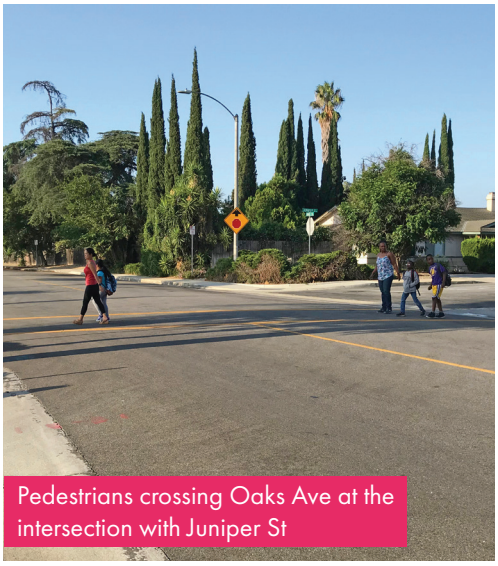
- Presentation to provide attendees with the project context.
- Walk around the school neighborhood.
- Small group mapping activity to summarize barriers to walking and biking.
- Large group debrief to prioritize key concerns and discuss next steps.

The event had **15** attendees: **14** parents and **1** school staff.

Vista Grande school mural

Pedestrians yielding to a vehicle

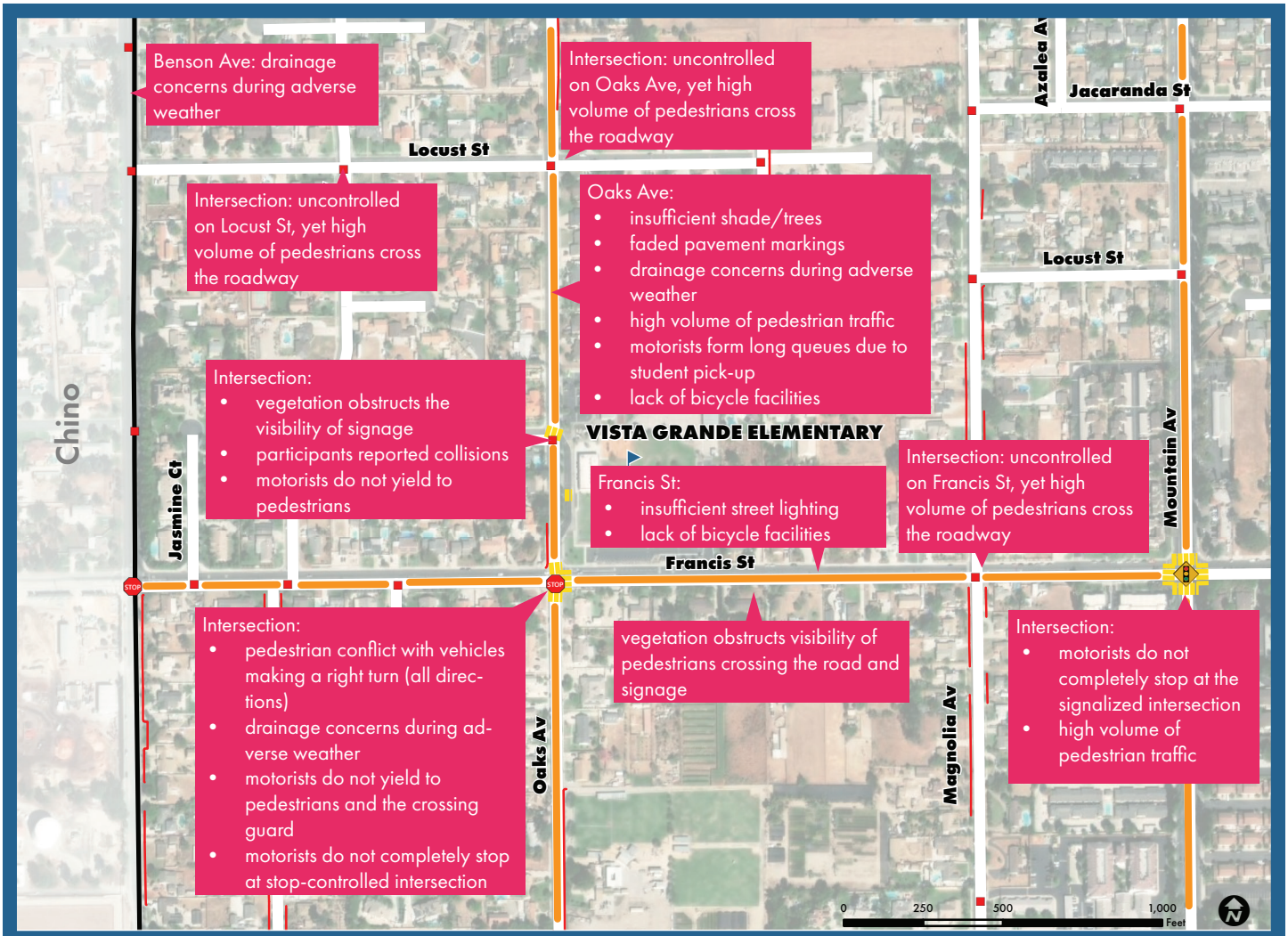

Vehicle yielding to pedestrians


Pedestrians crossing Oaks Ave at the intersection with Juniper St

CITY OF ONTARIO

Get Around ONTARIO

Summary of Concerns and Observations



Existing Conditions

- School Crosswalk
- Regular Crosswalk
- Traffic Signal
- All-Way Stop
- Two-Way Stop
- Missing Sidewalk

Key Concerns

- Perceived Vehicle Speeding

Other Discussion Topics

Driver Behavior: Participants have reported speeding concerns along Oaks Ave, Francis St, and Mountain Ave as well as motorists' disregard for stop-controlled intersections.

Programming: Participants would like programs that focus on pedestrian safety education and drop-off procedures.

Enforcement: Participants would like more police presence to limit motorists speeding and more crossing guards.

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Appendix J

PROJECT SURVEY RESULTS

Get Around ONTARIO

Please give us your input on how to make the City of Ontario a better place to walk, bike, and take transit!

Please fill in each bubble completely like this: ●

1. Walking: For the following statements, pick one of the following five: (1) strongly agree, (2) somewhat agree, (3) neutral, (4) somewhat disagree, (5) strongly disagree

- I think that it's safe and comfortable to walk in my neighborhood
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- I think there is adequate pedestrian infrastructure in my neighborhood (sidewalks, signals etc.)
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- I think that it's easy for me to walk to my destinations
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- I think that it's comfortable and safe to walk to transit stops
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○

2. Biking: For the following statements, pick one of the following five: (1) strongly agree, (2) somewhat agree, (3) neutral, (4) somewhat disagree, (5) strongly disagree

- I think it's safe and comfortable to bike in my neighborhood
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- I think there is adequate bike infrastructure in my neighborhood
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- I think that it's easy for me to bike to my destinations
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- I think that it's comfortable and safe to bike to transit stops
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○

3. What describes your attitude toward walking? (Select one)

- ○ I walk for exercise or to local destinations
- ○ I need to walk to my destinations because I don't have other ways of getting there
- ○ I would walk more if the streets were safer and more comfortable
- ○ I am not interested in walking in my neighborhood

4. What would encourage you to walk more? Pick one of the following: (1) Very likely, (2) somewhat likely, (3) neutral, (4) somewhat unlikely, (5) very unlikely

- Construction of missing sidewalks
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- More shade trees on my walking route
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Repair broken sidewalks
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Construction of ADA accessible ramps at all street intersections
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Better on-street lighting along my walking route
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- More or improved street crossings
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- More or improved pedestrian - oriented signage
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Quicker response to pedestrian activated push button
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○

5. What describes your attitude toward biking? (Select one)

- ○ I would bike more if the streets were safer and more comfortable
- ○ I bike for exercise or to local destinations
- ○ I need to bike to my destinations because I don't have other ways of getting there
- ○ I don't know how to bike, but I'm interested in biking
- ○ I am not interested in biking in my neighborhood

6. What would encourage you to bike more? Pick one of the following five: (1) Very likely, (2) somewhat likely, (3) neutral, (4) somewhat unlikely, (5) very unlikely

- More bike lanes & facilities throughout the City
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Better maintenance of bike facilities
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Bike detection at signalized intersections
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- More on-road bike signage (including directional signage)
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- More bike parking/storage/repair stations
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Better on-street lighting
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Creation of a bike share program
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○

7. What kind of activities would you be interested in participating in? (Select all that apply)

- ○ Fitness classes, walking clubs, group 5Ks and runs, or bike buddy programs
- ○ Bike skills or repair courses
- ○ Open streets events (closing down a portion of the roadway to motorists and hosting activities)
- ○ Guaranteed Ride Home program (City provide free rides home for emergency situations)
- ○ Other:_____

8. Which are the nearest cross streets to your home?

Street 1: _____

Street 2: _____

Questions? Contact us at (909) 906-6979
or GetAround@OntarioCA.gov

CITY OF ONTARIO

Get Around ONTARIO

¡Diganos su opinión sobre cómo hacer de la Ciudad de Ontario un mejor lugar para caminar, andar en bicicleta y tomar el transporte público!

Por favor, rellene cada burbuja completamente así: ●

1. Caminando: Para las siguientes afirmaciones, elija una de las siguientes cinco: totalmente de acuerdo (1), algo de acuerdo (2), neutral (3),algo en desacuerdo(4), totalmente en desacuerdo (5)

- Me siento seguro caminando por mi vecindad
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Hay infraestructura peatonal adecuada en mi vecindad (banquetas, cruces peatonales, etc.)
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Es fácil caminar a los destinos que yo quiero ir
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Es cómodo y seguro caminar a las paradas de tránsito
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○

2. Andando en bicicleta: Para las siguientes afirmaciones, elija una de las siguientes cinco: totalmente de acuerdo (1), algo de acuerdo (2), neutral (3),algo en desacuerdo(4), totalmente en desacuerdo (5)

- Me siento seguro andando en bicicleta por mi vecindad
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Me siento cómodo andando en bicicleta por mi vecindad
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Es fácil andar en bicicleta a los destinos que yo quiero ir
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Es cómodo y seguro andar en bicicleta a las paradas de tránsito
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○

3. ¿Cual de las siguientes describe su actitud hacia el caminar? (seleccione una)

- ○ Camino para hacer ejercicio o para ir a destinos locales
- ○ Necesito caminar a mis destinos porque no tengo otra forma de llegar
- ○ Caminaría más si las calles fueran más seguras y más comodas
- ○ No estoy interesado en caminar en mi vecindad

4. ¿Cuál de las siguientes lo animaría a caminar más? Eliga una de las siguientes: Muy probable (1), algo probable(2), neutral (3), algo improbable (4), o muy improbable(5)

- Construcción de aceras faltantes
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Más árboles de sombra en mis rutas de caminar
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Reparar aceras levantadas
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Construcción de rampas accesibles en todas intersecciones
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Mejor alumbramiento en la calle
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Más o mejores cruces peatonales
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Mejor/más señalización para peatones
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Respuesta más rápida al empujar el pulsador peatonal
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○

5. ¿Cuál de las siguiente describe su actitud hacia el ciclismo? (seleccione una)

- ○ Andaría más en bicicleta si las calles fueran más seguras y más comodas
- ○ Ando en mi bicicleta para hacer ejercicio o para ir a destinos locales
- ○ Necesito ir en bicicleta a mis destinos porque no tengo otra forma de llegar
- ○ No sé andar en bicicleta, pero me interesa andar en bicicleta
- ○ No estoy interesado en andar en bicicleta en mi vecindad

6. ¿Cuál de las siguientes lo animaría a andar más en bicicleta? Eliga una de las siguientes: Muy probable (1), algo probable(2), neutral (3), algo improbable (4), o muy improbable (5)

- Más carriles de bicicleta en toda la ciudad
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Mejor mantenimiento de las instalaciones de bicicletas
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Detección de bicicletas en intersecciones señalizadas
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Más señalización para bicicletas en la carretera (incluyendo la señalización direccional)
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Más estacionamiento de bicicletas / almacenamiento / estaciones de reparación
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Mejor alumbramiento en la calle
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○
- Desarrollo de un programa de bicicletas compartidas
  1 ○ 2 ○ 3 ○ 4 ○ 5 ○

7. ¿En qué tipo de actividades te interesaría participar? (Seleccione todas las que correspondan)

- ○ Clases de fitness, grupo de caminar, grupo de carreras 5k, o programa de amigos en bicicleta
- ○ Cursos de reparación y entrenamiento de bicicleta
- ○ Eventos de calles abiertas (cerrar parte de la carretera a los automovilistas y realizar actividades)
- ○ Program de aventon al hogar (la Ciudad ofrecieria viajes al hogar en casos de emergencias)
- ○ Otro:_____

8. ¿Cuáles son las calles que se intersectan más cercanas a su hogar?

Calle 1: _____

Calle 2: _____

¿Preguntas? Contactenos al:
(909) 906-6979
GetAround@OntarioCA.gov

CITY OF ONTARIO

Survey Results Report

Total Surveys - 977

I think that it's safe and comfortable to walk in my neighborhood

Response	Frequency	Percent
Strongly agree	242	24.77
Somewhat agree	185	18.94
Neutral	224	22.93
Somewhat disagree	194	19.86
Strongly disagree	121	12.38
No Response	11	1.13

I think there is adequate pedestrian infrastructure in my neighborhood

Response	Frequency	Percent
Strongly agree	232	23.75
Somewhat agree	194	19.86
Neutral	210	21.49
Somewhat disagree	170	17.40
Strongly disagree	150	15.35
No Response	21	2.15

I think that it's easy for me to walk to my destinations

Response	Frequency	Percent
Strongly agree	235	24.05
Somewhat agree	180	18.42
Neutral	233	23.85
Somewhat disagree	179	18.32
Strongly disagree	127	13.00
No Response	23	2.35

I think that it's comfortable and safe to walk to transit stops

Response	Frequency	Percent
Strongly agree	178	18.22
Somewhat agree	186	19.04
Neutral	268	27.43
Somewhat disagree	187	19.14
Strongly disagree	120	12.28
No Response	37	3.79
Invalid	1	0.10

I think it's safe and comfortable to bike in my neighborhood

Response	Frequency	Percent
Strongly agree	194	19.86
Somewhat agree	188	19.24
Neutral	227	23.23
Somewhat disagree	197	20.16
Strongly disagree	131	13.41
No Response	40	4.09

I think there is adequate bike infrastructure in my neighborhood

Response	Frequency	Percent
Strongly agree	160	16.38
Somewhat agree	206	21.08
Neutral	240	24.56
Somewhat disagree	182	18.63
Strongly disagree	138	14.12
No Response	51	5.22

I think that it's easy for me to bike to my destinations

Response	Frequency	Percent
Strongly agree	174	17.81
Somewhat agree	169	17.30
Neutral	251	25.69
Somewhat disagree	205	20.98
Strongly disagree	127	13.00
No Response	51	5.22

I think that it's comfortable and safe to bike to transit stops

Response	Frequency	Percent
Strongly agree	141	14.43
Somewhat agree	182	18.63
Neutral	281	28.76
Somewhat disagree	196	20.06
Strongly disagree	124	12.69
No Response	53	5.42

What describes your attitude toward walking

Response	Frequency	Percent
I walk for exercise or to local destinations	553	56.60
I need to walk to my destinations because I don't have other ways of getting there	101	10.34
I would walk more if the streets were safer and more comfortable	226	23.13
I am not interested in walking my neighborhood	62	6.35
No Response	33	3.38
Invalid	2	0.20

Construction of missing sidewalks would encourage me to walk more

Response	Frequency	Percent
Very likely	328	33.57
Somewhat likely	169	17.30
Neutral	195	19.96
Somewhat unlikely	76	7.78
Very unlikely	106	10.85
No Response	101	10.34
Invalid	2	0.20

More shade trees on my walking route would encourage me to walk more

Response	Frequency	Percent
Very likely	407	41.66
Somewhat likely	151	15.46
Neutral	117	11.98
Somewhat unlikely	85	8.70
Very unlikely	143	14.64
No Response	69	7.06
Invalid	5	0.51

Repairment of broken sidewalks would encourage me to walk more

Response	Frequency	Percent
Very likely	400	40.94
Somewhat likely	153	15.66
Neutral	136	13.92
Somewhat unlikely	84	8.60
Very unlikely	121	12.38
No Response	81	8.29
Invalid	2	0.20

Construction of ADA accessible ramps at all intersections would encourage me to walk more

Response	Frequency	Percent
Very likely	326	33.37
Somewhat likely	140	14.33
Neutral	218	22.31
Somewhat unlikely	108	11.05
Very unlikely	102	10.44
No Response	81	8.29
Invalid	2	0.20

Better on-street lighting would encourage me to walk more

Response	Frequency	Percent
Very likely	455	46.57
Somewhat likely	131	13.41
Neutral	122	12.49
Somewhat unlikely	92	9.42
Very unlikely	124	12.69
No Response	51	5.22
Invalid	2	0.20

More or improved street crossings would encourage me to walk more

Response	Frequency	Percent
Very likely	442	45.24
Somewhat likely	135	13.82
Neutral	127	13.00
Somewhat unlikely	79	8.09
Very unlikely	129	13.20
No Response	63	6.45
Invalid	2	0.20

More or improved pedestrian-oriented signage would encourage me to walk more

Response	Frequency	Percent
Very likely	397	40.63
Somewhat likely	144	14.74
Neutral	160	16.38
Somewhat unlikely	83	8.50
Very unlikely	132	13.51
No Response	58	5.94
Invalid	3	0.31

Quicker response to pedestrian activated push button would encourage me to walk more

Response	Frequency	Percent
Very likely	390	39.92
Somewhat likely	140	14.33
Neutral	148	15.15
Somewhat unlikely	85	8.70
Very unlikely	134	13.72
No Response	77	7.88
Invalid	3	0.31

What describes your attitude toward biking

Response	Frequency	Percent
I would bike more if the streets were safer and more comfortable	453	46.37
I bike for exercise or to local destinations	226	23.13
I need to bike to my destinations because I don't have other ways of getting there	40	4.09
I don't know how to bike but I'm interested in biking	62	6.35
I am not interested in biking in my neighborhood	151	15.46
No Response	44	4.50
Invalid	1	0.10

More bike lanes & facilities throughtout the City would encourage me to bike more

Response	Frequency	Percent
Very likely	424	43.40
Somewhat likely	147	15.05
Neutral	149	15.25
Somewhat unlikely	72	7.37
Very unlikely	118	12.08
No Response	66	6.76
Invalid	1	0.10

Better maintenance of bike facilties would encourage me to bike more

Response	Frequency	Percent
Very likely	310	31.73
Somewhat likely	180	18.42
Neutral	197	20.16
Somewhat unlikely	71	7.27
Very unlikely	97	9.93
No Response	121	12.38
Invalid	1	0.10

Bike detection at signalized intersections would encourage me to bike more

Response	Frequency	Percent
Very likely	352	36.03
Somewhat likely	153	15.66
Neutral	172	17.60
Somewhat unlikely	74	7.57
Very unlikely	92	9.42
No Response	133	13.61
Invalid	1	0.10

More on-road bike signage would encourage me to bike more

Response	Frequency	Percent
Very likely	320	32.75
Somewhat likely	184	18.83
Neutral	164	16.79
Somewhat unlikely	81	8.29
Very unlikely	105	10.75
No Response	121	12.38
Multiple	1	0.10
Invalid	1	0.10

More bike parking/storage/repair stations would encourage me to bike more

Response	Frequency	Percent
Very likely	339	34.70
Somewhat likely	142	14.53
Neutral	167	17.09
Somewhat unlikely	90	9.21
Very unlikely	110	11.26
No Response	128	13.10
Invalid	1	0.10

Better on-street lighting would encourage me to bike more

Response	Frequency	Percent
Very likely	423	43.30
Somewhat likely	117	11.98
Neutral	113	11.57
Somewhat unlikely	70	7.16
Very unlikely	134	13.72
No Response	118	12.08
Invalid	2	0.20

Creation of a bike share program would encourage me to bike more

Response	Frequency	Percent
Very likely	275	28.15
Somewhat likely	131	13.41
Neutral	199	20.37
Somewhat unlikely	103	10.54
Very unlikely	126	12.90
No Response	142	14.53
Invalid	1	0.10

What kind of activities would you be interested in participating in?

Response	Frequency	Percent
Fitness classes walking clubs group 5Ks and runs or bike buddy programs	614	60.85
Bike skills or repair courses	205	20.32
Open streets events	358	35.48
Guaranteed Ride Home program	252	24.98
Other	40	3.96
No Response	91	9.02
Invalid	32	3.17