

Comprehensive Travel Plan for Lebanon Middle School

FINAL REPORT
November 2012

NHDOT SRTS Round 2
Travel Plan Grant
Prepared By:

Upper Valley Lake Sunapee
Regional Planning Commission
and

Lebanon SRTS Taskforce



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I. INTRODUCTION

This report addresses the Lebanon Middle School Comprehensive Safe Routes To School (SRTS) Travel Plan. This Travel Plan is one of four completed for the Lebanon School District. Earlier reports provided Travel Plans for Mount Lebanon Elementary School, Hanover Street Elementary School, and Seminary Hill School. Each individual Travel Plan responds to the unique conditions of the study school while addressing city-wide opportunities to increase student participation in active transportation, also known as walking and biking to and from school.



Organized walking school bus events are gaining popularity as a seasonal event and a weekly exercise among students.

The Lebanon SRTS Taskforce, the principal group sponsoring these Travel Plans, wishes to enhance and encourage student and community health and welfare and reduce vehicle congestion by promoting walking and biking to and from school. The Taskforce membership demonstrates a strong, collaborative relationship between the Lebanon School District, the City of Lebanon, and community volunteers. It is important that the Taskforce continues to make the SRTS program a community-based initiative.

This Report reviews the identified barriers to, and opportunities for promoting, walking and biking to Lebanon Middle School (LMS). This report summarizes the extensive survey information collected as part of the evaluation phase, details existing efforts in educating students and encouraging student participation, local enforcement practices to help maintain a safe environment for active transportation, and provides recommended practices and possible engineering/infrastructure projects to improve the physical environment in support of the SRTS initiative at LMS.

It will be important for the Lebanon SRTS Taskforce to review all completed Travel Plans to develop an Action Plan for a comprehensive SRTS initiative. Steps in developing the Action Plan are detailed in this study.

II. COMMUNITY INFORMATION

SRTS Taskforce Membership and Community Partnerships

The SRTS Taskforce has been fortunate to have strong support from the City and the School District. The Taskforce membership includes many individuals who have personal or professional interest in implementing a successful SRTS program. The Taskforce also has support from many other community organizations interested in promoting walking and biking activities. Table 2-1 includes a list of Taskforce members; many more individuals are involved as volunteers and community stakeholders.

Table 2-1: Lebanon Safe Routes to School Taskforce

NAME	AFFILIATION
Amy Ballou	SAU 88 Teacher
Colin Smith	Lebanon Pedestrian and Bicycle Advisory Committee
David Brooks	City of Lebanon Planning Department
David McBride	SAU 88 Administration
Dianne Estes	School and Community Relations Director, SAU 88 Administration
Earl Labonte	City of Lebanon Department of Public Works
Greg Norman	Director, Community Health and Benefits, Dartmouth-Hitchcock Medical Ctr
Jim Fenn	SAU 88 Administration
Kathleen Blain	SAU 88 Teacher
Laura Dykstra	Parent, Lebanon School Board Member
Paul Coats	Director, City of Lebanon Recreation Department
Scott Pauls	Parent, Lebanon City Council Member
Scott Rathburn	Lebanon Police Department
Susan Desrosiers	SAU 88 Teacher

Lebanon School District and the New Lebanon Middle School

According to the NH Department of Education the Lebanon School District had a total student enrollment of 1,742 students for the 2011-2012 school year. The current SRTS travel planning effort focuses on the Lebanon Middle School (Grades 5 to 8), which opened in the 2012-2013 school year. The Lebanon Middle School functionally replaced the Seminary Hill School (Grades 5 and 6) and the Bank Street Junior High School (Grades 7 and 8). During the 2011-2012 school year total enrollment for these two schools was 474 students. The Lebanon Middle School enrolment for the 2012-2013 school year is 456 students.

City of Lebanon and Community Planning

Lebanon is the largest community in Grafton County with a 2010 population of 13,151 and serves as an economic center for surrounding communities. The City has established Sustainability Principles: encouraging community engagement, sustaining and improving

community health and quality of life, and improving walkability and accessibility for people of all ages.

The City of Lebanon Master Plan was adopted April 2012 and serves as the land use planning document for the City. The Master Plan incorporates the Sustainability Principles and presents a consistent and strong message of support for healthy activity and non-motorized modes of transportation as important assets to community quality of life.



The Master Plan Purpose Statement:

With this plan, the City of Lebanon presents a collective philosophy for the management of development. The City shall sustainably manage its physical, social, and economic development in such a way as to maintain a pleasant, healthy, safe and stimulating environment for all residents. The City recognizes that this will be balanced by respect for and protection of the rights of all property owners.

The following bullets provide a brief, but not complete, summary of Master Plan goals that are consistent with the Safe Routes to School program:

- The Master Plan recognizes the close relationship transportation facilities have with adjacent land uses, health of the City’s residents, and the surrounding natural environment.
- Pedestrian and bicycle connections in the City are critically important as part of the built environment to support neighborhoods and community activity centers. Opportunities to choose travel modes other than private cars will increase community vitality and quality of life.
- The continuity of travel corridors within and between neighborhoods and community centers is important to community vitality. The continuity and quality of pedestrian and bike connections are critically important to sustainable development in the City.

These planning principles are also integrated in the City’s Capital Improvement Program, which identifies and prioritizes capital expenditures including infrastructure and transportation facilities.

III. LEBANON MIDDLE SCHOOL TRAVEL PLAN

The Lebanon Middle School (LMS) 2012-2013 student enrollment is 456 students for grades 5 through 8. The school is located adjacent to Route 4, Dartmouth College Highway, which is maintained by the NH Department of Transportation. The school serves all residents in the SAU 88 service area and replaces two older schools: Bank Street School and Seminary Hill School. Map 3-1 (Page 6) illustrates the school location and concentric circles indicating 1-mile and 2-mile radii from the school.

The following sections address the “5 Es” of the Comprehensive Travel Plan:

- **Evaluation:** Review of the Parent Surveys and comments received throughout the planning process including SRTS Taskforce meetings and the Community Forum. Additional information in this portion of the Travel Plan includes mapping of the road and pedestrian network around LMS and review of possible pedestrian routes between LMS and downtown Lebanon.
- **Education and Encouragement:** This section reviews two of the “5 Es” in one section because of their closely related and complimentary functions in Lebanon’s SRTS program.
- **Enforcement:** This topic covers practices by the School District and the Lebanon Police Department to help maintain a safe environment for school children during morning arrival and afternoon departure.
- **Engineering:** Detailed assessment of the preferred pedestrian travel route between LMS and downtown Lebanon.

Evaluation

The evaluation phase of work included collecting and compiling surveys, conducting field assessments, compiling available data on the existing infrastructure, and mapping the study areas.

Mapping

The following maps provide an overview of the geographic context for LMS and existing conditions for the local infrastructure surrounding the school including existing traffic volumes, pedestrian and bicycle levels of service along principal roads and adjacent land uses.

Map 3-1: LMS Travel Plan Study Area (Page 6)

This map combines the Disnard School Attendance Zone and the areas within 1-mile and 2-mile radii from the Disnard School.

Map 3-2: Aerial Photograph, Vicinity of LMS (Page 7)

This aerial photography provides a detailed image of the existing ground cover and surrounding structures.

Map 3-3: Housing Density in the LMS Travel Plan Study Area (Page 8)

This planning-level mapping provides an overview of the 1-mile and 2-mile radii from LMS, and the densities of residential structures in the Study Area. This map provides context regarding

the principal population centers near LMS and demonstrates high residential densities in and around downtown Lebanon. Residential densities are consistent with the clusters of Parent Survey respondents illustrated in Map 3-7.

Map 3-4: Adjacent Land Uses (Page 9)

This map provides an overview of the principal Zoning Districts surrounding the LMS. The school is east of downtown Lebanon and surrounded principally by residential areas.

Maps 3-5 and 3-6: Bicycle and Pedestrian Levels of Service, State Highways (Pages 10 and 11)

Concurrent with this Travel Plan, UVLSRPC Staff evaluated the pedestrian and bicycle levels of service along state highways in the region. The level of service calculations are based on analyses outlined in the National Cooperative Highway Research Program Report 616, "Multimodal Level of Service Analysis for Urban Streets" (Transportation Research Board, 2008). These analysis results indicate that the segments of Routes 4 and 120 between downtown Lebanon and LMS have poor pedestrian and bicycle levels of service.

Parent Survey

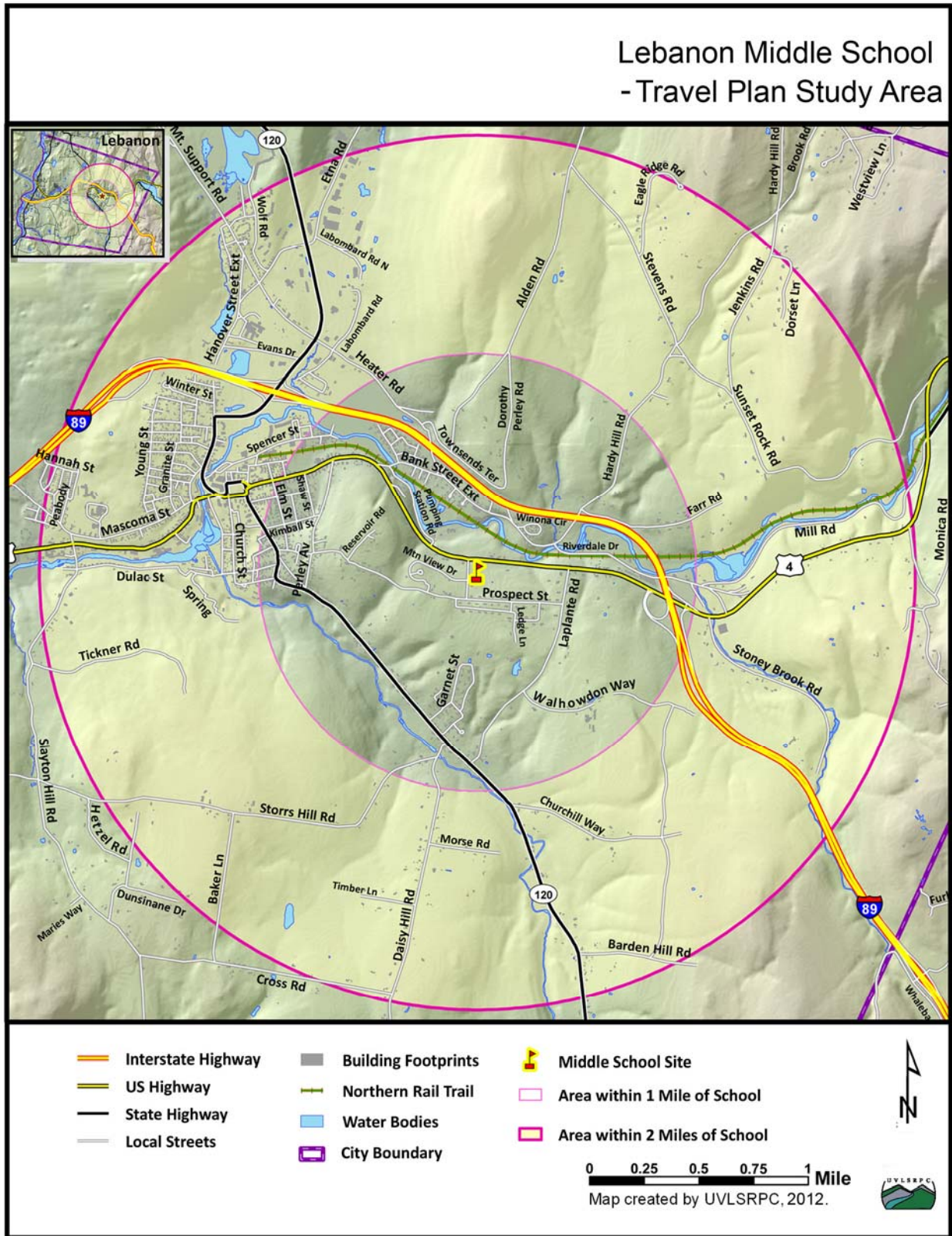
The Parent Survey is a principal source of information for Safe Routes to School (SRTS) Travel Plans. It provides important insight into the opinions about, and barriers to, active transportation (a.k.a. walking and biking) to and from LMS. With this knowledge the SRTS Taskforce can target actions and messaging to address those issues and perceptions.

The typical SRTS Parent Survey is designed to ask respondents about an existing school with well-established travel patterns to and from the school. LMS opened its doors to students the fall of 2012 and it is the opinion of the LMS Administration and the SRTS Taskforce that parents and school administration are learning about travel patterns around the school. It is likely to take the entire school year to 'work-out the kinks' of travel patterns in and around the school site. The second survey instrument included in the evaluation phase of a Travel Plan, the Classroom Tally Survey, was not completed in the fall of 2012 because the school just opened.

Because of the timing of this planning study the Parent Survey was adapted from the standardized Parent Survey to account for the opening of the Lebanon Middle School. This survey asked participants about travel practices during the 2011-2012 school year, then asked about their transportation preferences to and from LMS for the 2012-2013 school year. The survey was administered at the end of the 2011-2012 school year and through the summer. There were 174 total survey responses.

The following text and figures summarize the Parent Survey responses. Detailed hardcopy and digital copies of the survey responses are included in Appendix A.

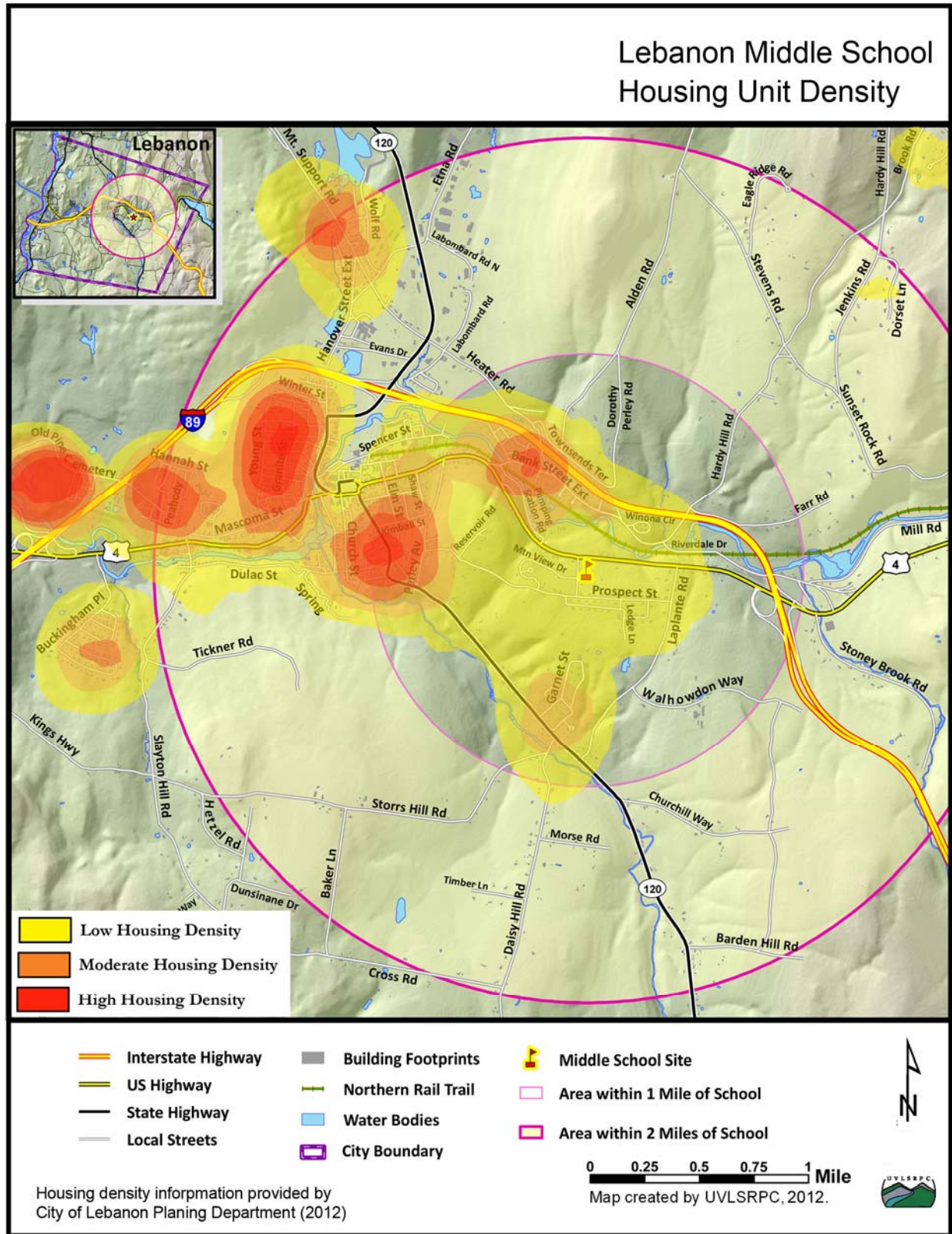
Map 3-1: LMS Travel Plan Study Area



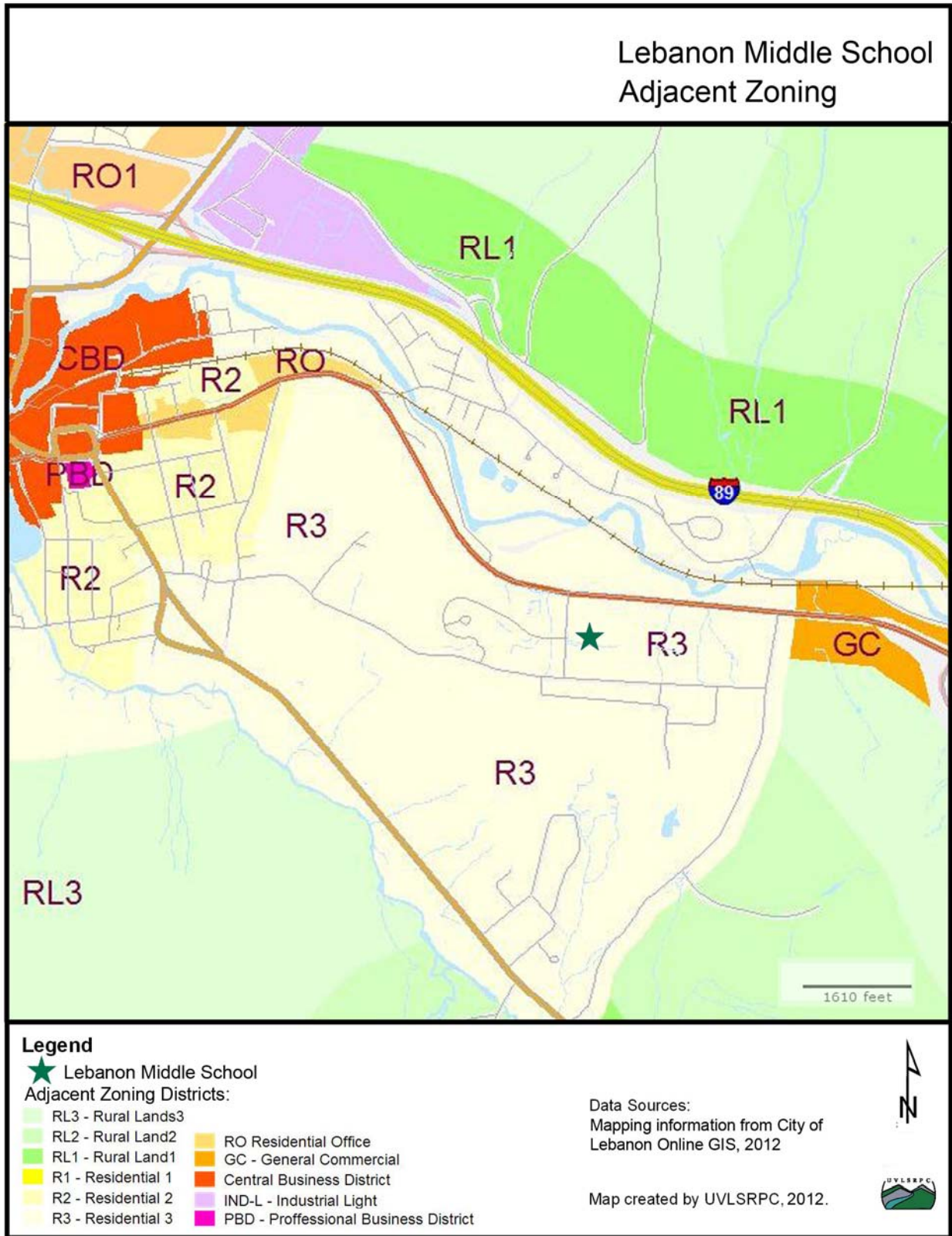
Map 3-2: Aerial Photograph, Vicinity of LMS



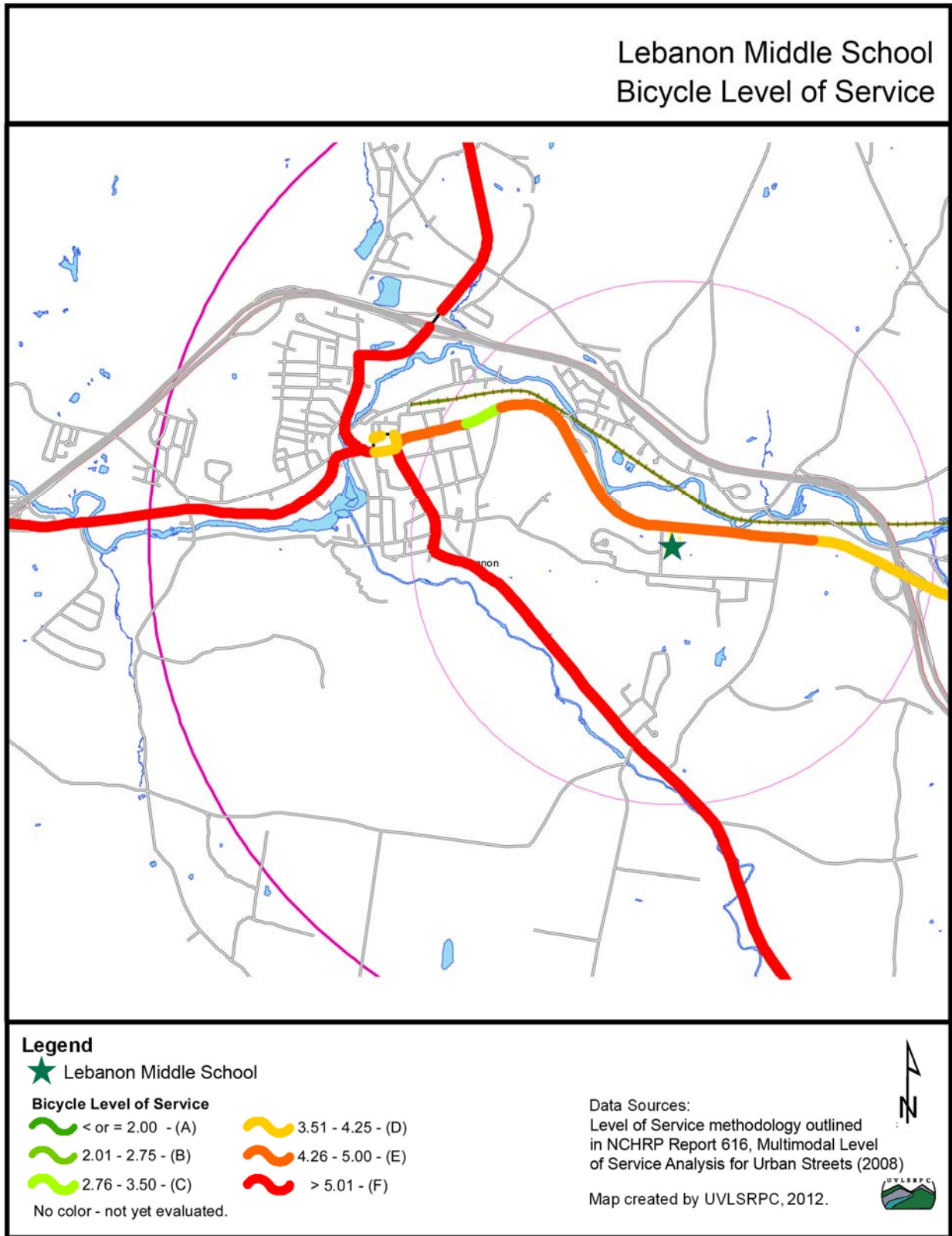
Map 3-3: Housing Density in the LMS Travel Plan Study Area



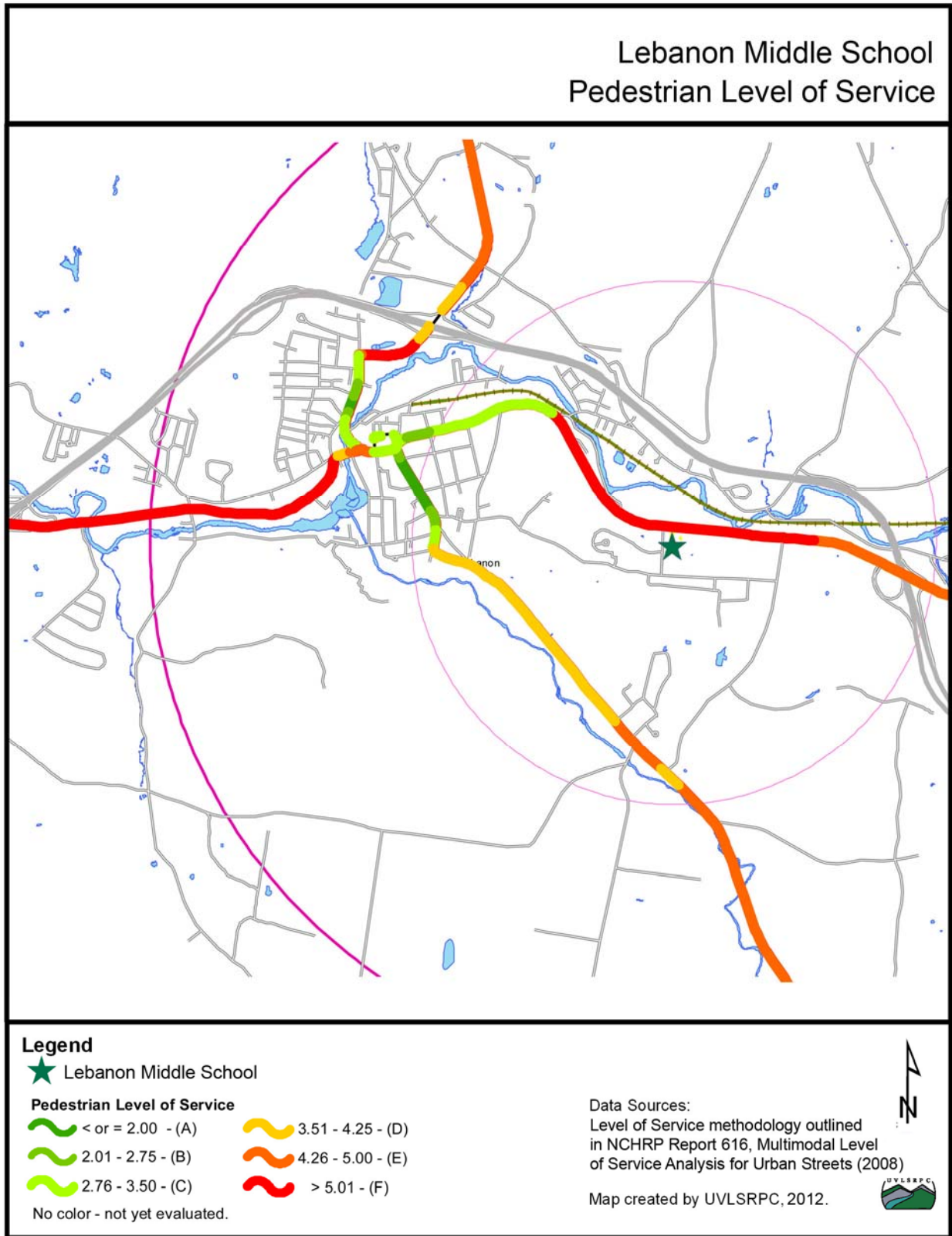
Map 3-4: Adjacent Land Uses



Map 3-5: Bicycle Level of Service, State Highways



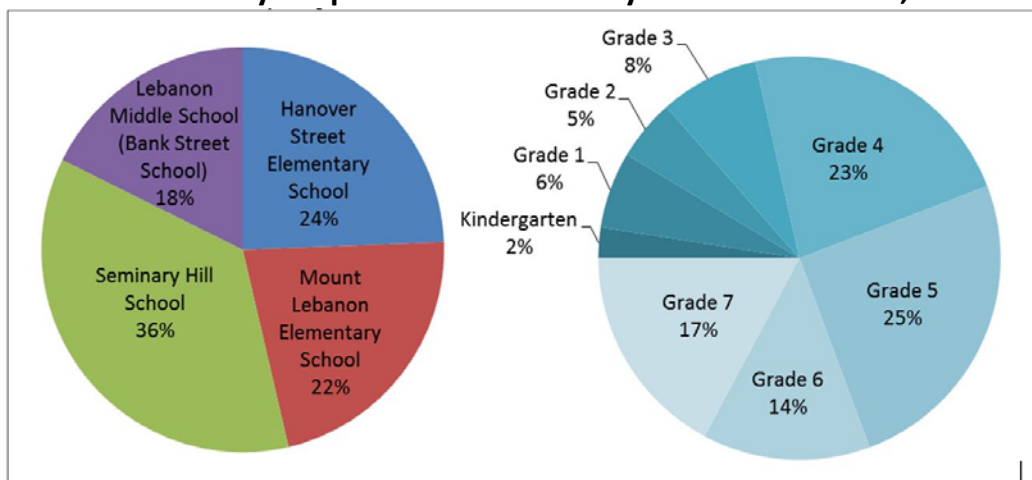
Map 3-6: Pedestrian Level of Service, State Highways



Response Overview

The Parent Survey targeted households with students entering LMS in the 2012-2013 school year by focusing on grades 4-7 during the 2011-2012 school year. Parents of younger students were also allowed to take the survey and accounted for approximately 21% of the survey responses.

Figure 3-1: Parent Survey Response Distribution by School and Grade, 2011-2012



This survey asked the respondent to identify the nearest intersection to the student's residence. These locations were plotted on a map to evaluate the general geographic distribution of student residences in the City (Map 3-7, page 13).

Parent responses to statements about active transportation indicate strong support for the concept of active transportation for their children (Figure 3-2, page 13). About half the parents reported their child had recently asked permission to walk or bike to/from school and approximately a third reported their child participated in a safety event or an organized walk or bike to school event.

As many parents agree as disagree that their child's school encourages walking and biking to/from school. The majority of parents agree that walking and biking is healthy and safe, though a substantial portion of respondents appear uncertain about the safety of walking and biking to LMS. Survey responses are illustrated in Figure 3-3 (page 14).

Shifting Students to LMS

The survey asked comparative questions about travel patterns to and from schools attended during the 2011-2012 school year and likely travel habits to/from LMS. The estimated travel distances between residences and LMS indicated an overall increase in the number of households living more than 2 miles away from school. The share of students living more than 2 miles from school rose from approximately 46% to 66% (Figure 3-4, page 14).

Map 3-7: Approximate Location of Student Residences

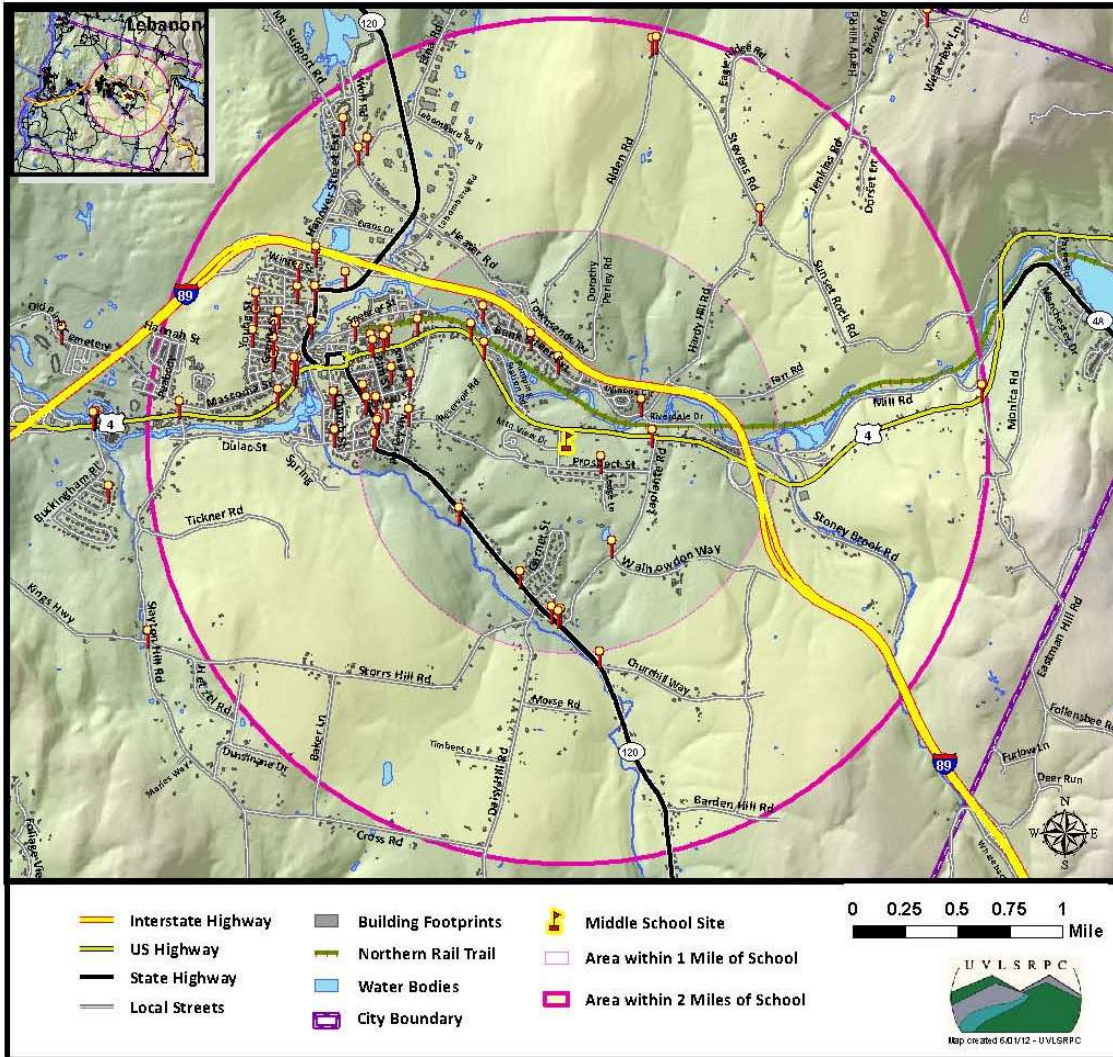


Figure 3-2: Past Interest and Participation in Active Transportation

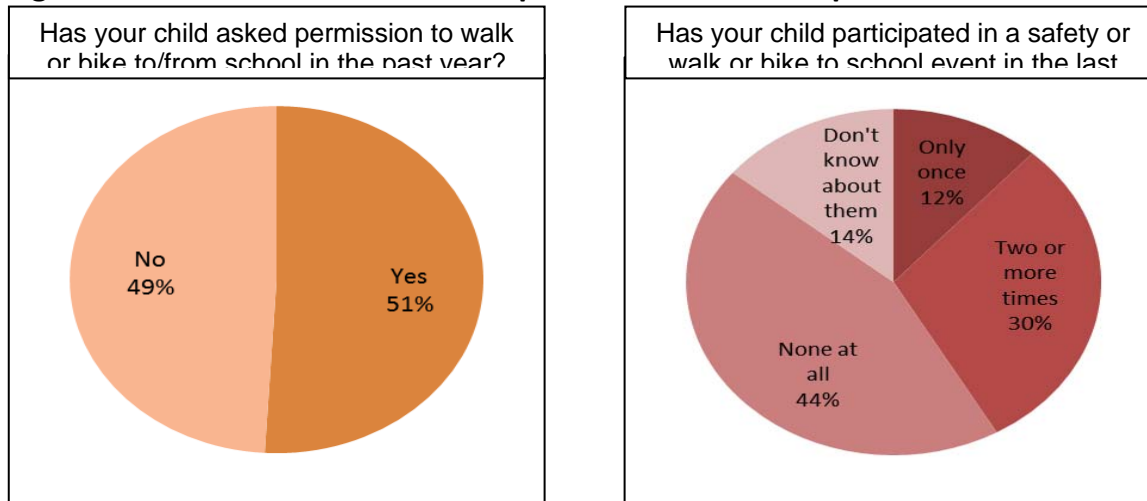


Figure 3-3: Parent Opinions about Active Transportation

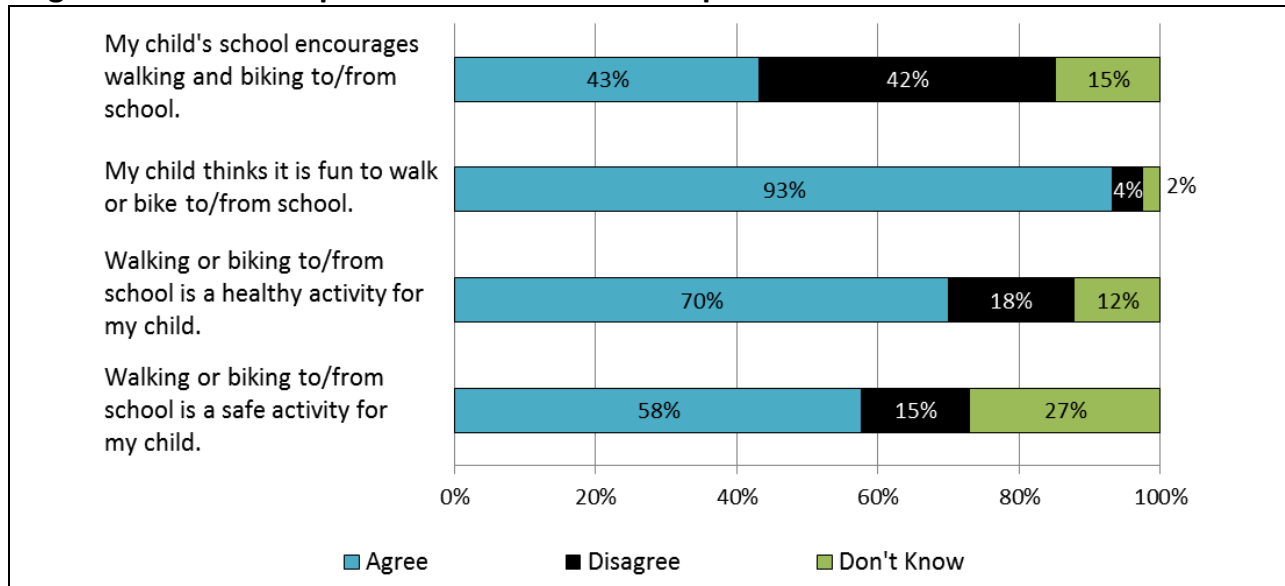
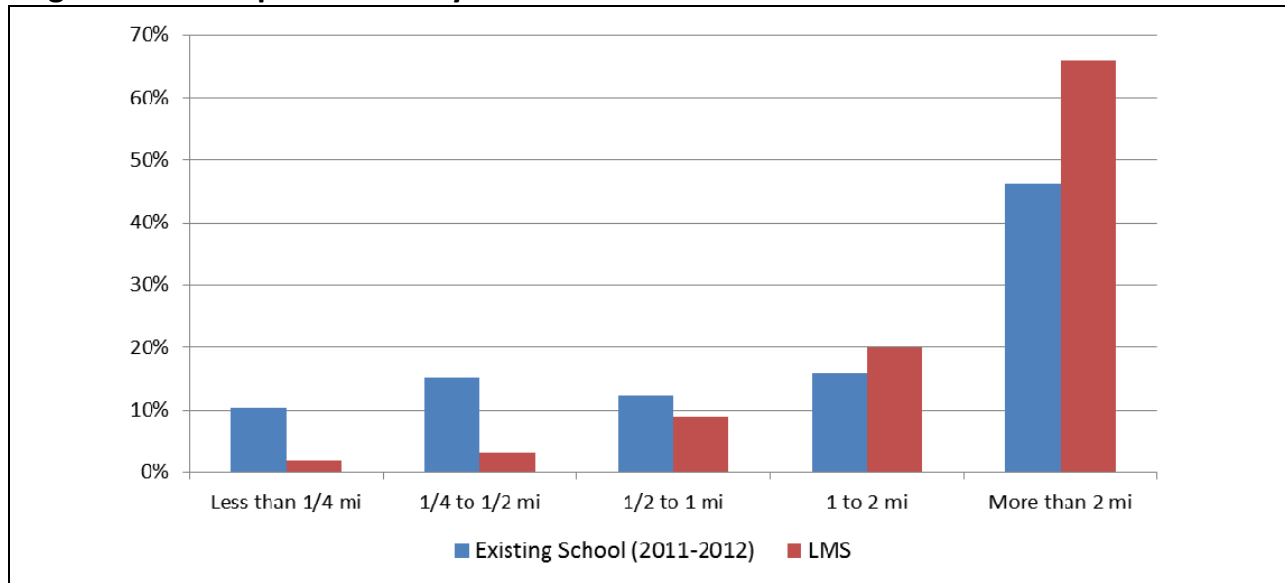


Figure 3-4: Comparative Analysis – Distance to Prior School and LMS



Stated travel choices to and from LMS indicate significant reliance on buses and private vehicles as principal modes of transportation for students at LMS (Figure 3-5, page 15). Very few parents responded that they would expect their child to walk or bike to/from LMS.

The Parent Survey also asked what circumstances would affect a parent’s decision to allow a student to walk or bike to/from LMS. Respondents identified travel distance, presence of sidewalks or pathways, safety at intersections and road crossings, and the speed and volume of traffic along a travel route to generally be most important for the LMS site (Figure 3-6, page 15). A second question asked whether the parent would reconsider allowing their child to walk or bike to/from LMS if those conditions were improved. The responses indicate the importance of safety and reducing the vehicle traffic volumes and vehicle speeds along a given route would

have a positive influence on whether they would let their own children walk or bike to/from school.

Figure 3-5: Stated Travel Choices to/from LMS

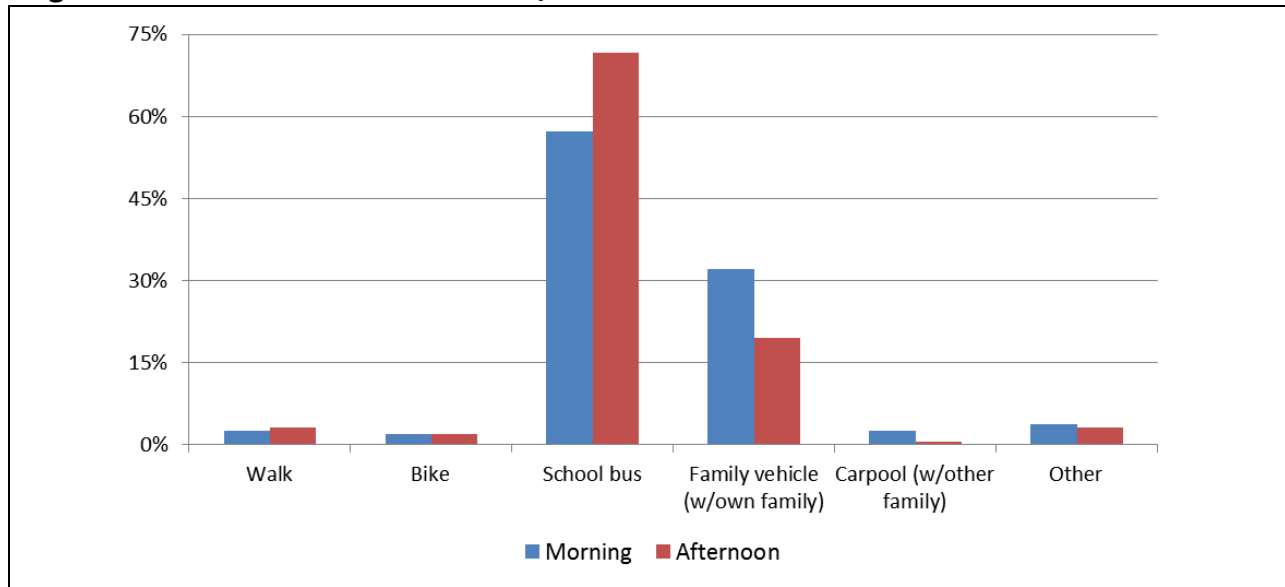
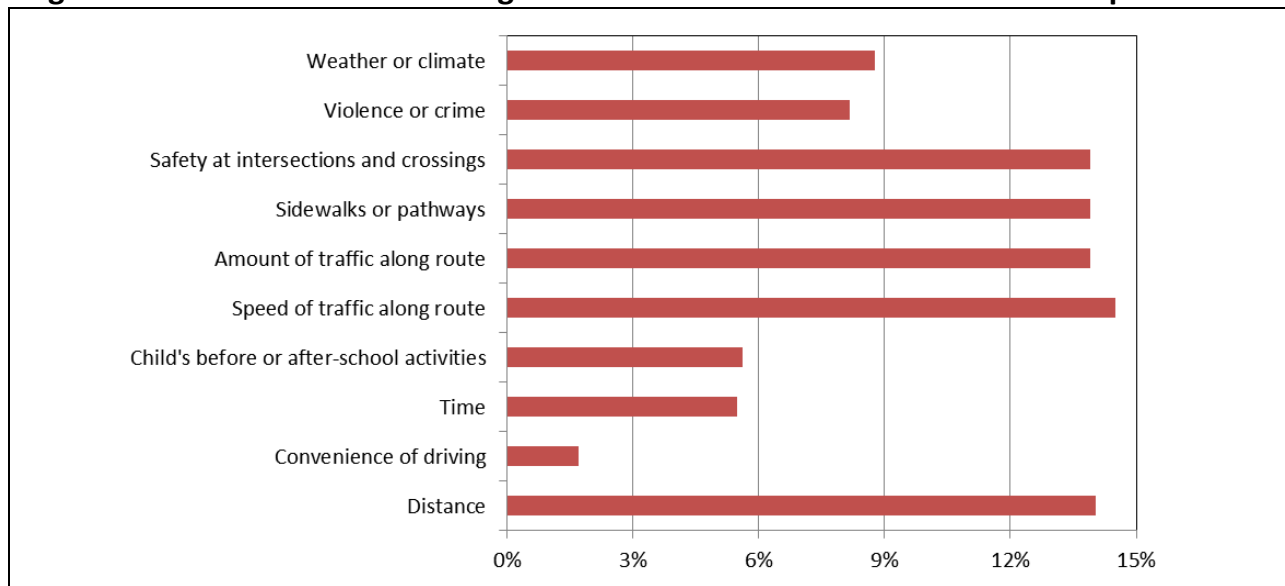


Figure 3-6: Conditions Influencing a Parent’s Decision to Allow Active Transportation



Written Survey Responses

There were many written responses to the survey questions, which indicate a high level of respondent engagement and interest in active transportation issues. Summary bullets of common topics and themes addressed by respondents are listed below in no particular order. All written responses are included in Appendix A.

- Adult supervision of student walking routes is important.
- Crossing guards important along any major travel route.

- Many students go to CCBA after school – transportation between LMS and after school activities are important.
- LaPlante Road is too dangerous as a walking or biking route for students.
- There is no safe route between LMS and downtown Lebanon.
- Distance to LMS is a major barrier to allowing students to walk or bike.
- Principal roads around LMS (presumed pedestrian and bike routes) are too busy for students to safely travel.
- Clear communication about student travel choices and opportunities important.

Evaluating Pedestrian and Bike Connections Between LMS and Downtown Lebanon

Based on parent survey responses and public input during both this study and the planning and construction of LMS the SRTS Taskforce agreed a priority for this Travel Plan is identifying a preferred travel route between the LMS site and downtown Lebanon. Students have limited travel options at the LMS campus beyond riding in private vehicles or school buses. Typical school bus service to LMS includes scheduled pick-up and drop-offs at neighborhood centers throughout the City. There is also limited after school bus service for students who need to go to community centers for after school activities.

Expanding student travel options to and from LMS requires establishing a safe pedestrian and bicycle connection to downtown. Once in the downtown students can take advantage of the bicycle and pedestrian facilities to travel to/from home or community activity centers. At the direction of the SRTS Taskforce UVLSRPC Staff identified three alternative routes for walking and biking between LMS and downtown. These alternatives are illustrated in Figure 3-7 (Page 18).

As stated above these route options have been identified based on public input. Route options have been identified, in part, based on the following guidelines:

- Avoid routes along roadways with high traffic volumes and/or high travel speeds.
- Incorporate accessible design principles as much as possible in the layout of the route.
- Utilize existing bicycle and pedestrian infrastructure to the greatest extent possible.

Option 1, LMS - Northern Rail Trail - Downtown

The Northern Rail Trail (NRT), a regional recreation trail owned by the NH Department of Transportation and maintained by local volunteers, starts in downtown Lebanon and passes near the LMS property. The land between LMS and the NRT is owned by the City, which would allow for the construction of a trail connection from LMS to the NRT.

This route option would require constructing a sidewalk from LMS northward to Route 4 along Moulton Avenue and a pedestrian crossing at the Route 4/Moulton Avenue intersection. This crossing would be construction in consultation with NH Department of Transportation Staff to ensure that the crossing would have the appropriate safety features (e.g. warning signs, flashing beacons or similar active warning system).

Once across Route 4 conceptual design of the trail connection to the NRT indicates the trail can be constructed with minimal excavation while maintaining accessible grades. Vegetation either side of the rail trail could be managed to maximize sight lines along the trail. Activity along the

NRT is restricted to pedestrians and non-motorized vehicles (with an exception for snowmobiles in wintertime).

Figure 3-8 (Page 19) provides general detail for Option 1.

Option 2, LMS - Pumping Station Road - Bank Street – Downtown

An alternative route to Option 1 would be to direct students to Pumping Station Road and to the Bank Street sidewalk to downtown. Like Option 1, it would be necessary to construct a pedestrian crossing at the Route 4/Moulton Avenue intersection. This route would require a pedestrian pathway along Route 4 from the Moulton Avenue intersection to the Pumping Station Road intersection.

Pumping Station Road is a low-volume residential street that could serve as a pedestrian or bicycle route for students. There are no dedicated pedestrian or bicycle facilities along Pumping Station Road and infrastructure improvements along this route should include updating signage to inform motorists of the designated pedestrian route.

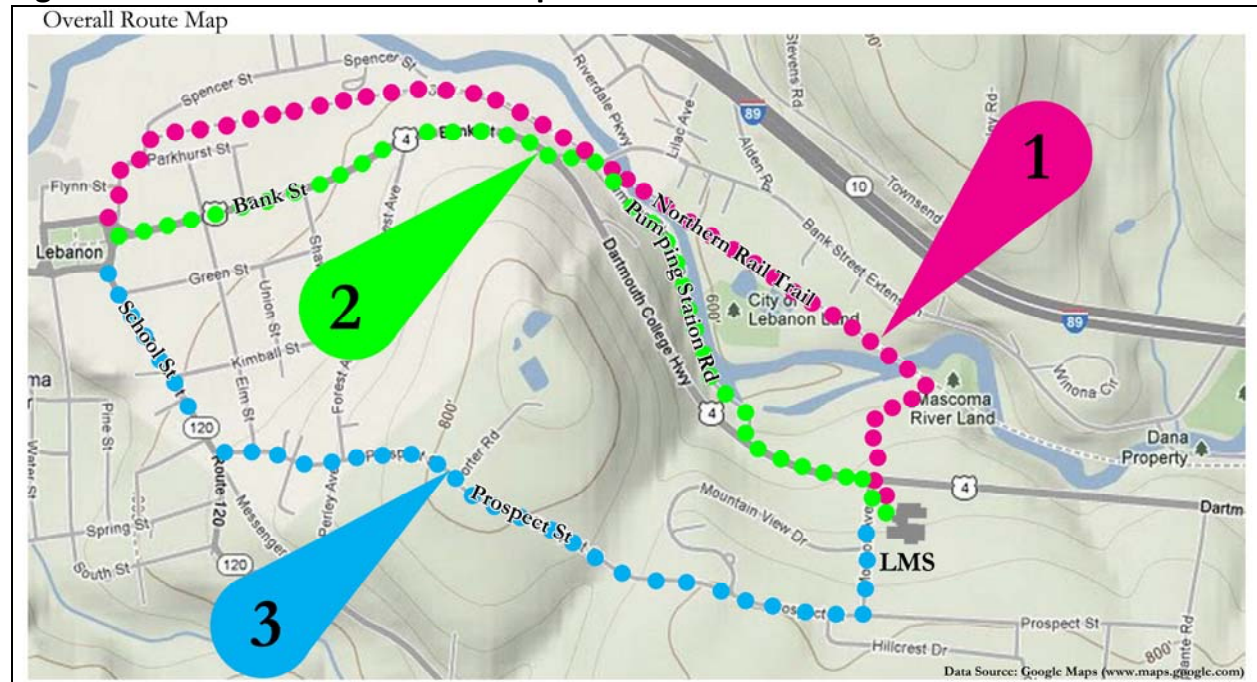
Figure 3-8 (Page 19) provides general detail for Option 2.

Option 3, LMS - Prospect Street - School Street - Downtown

As illustrated in Figure 3-7 this route option would direct students south along Moulton Avenue to Prospect Street and then westward along Prospect Street to downtown. This route option would not require specific infrastructure improvements except, additional signage as necessary to inform motorists of the route connection to downtown.

At this time there are no pedestrian or bicycle facilities along the eastern segment of Prospect Street between Reservoir Road and Moulton Avenue. A nearby residential development was recently approved upon the condition that the developer fund the widening of this segment of Reservoir Road to include a dedicated bicycle and pedestrian shoulder on one side of the road. This improvement would provide necessary continuity along Prospect Street.

Figure 3-7: LMS-Downtown Route Options



Option 1: LMS - Northern Rail Trail - Downtown



US Route 4 (Google Street View - 2009)



Northern Rail Trail (Google Street View - 2009)

Route Characteristics (approximate distances):

Total Length: 1.67 mi
 Path/Trail: 1.40 mi
 Sidewalk: 0.27 mi
 Road Shoulder: 0 mi

Planned New Features:

- * Pedestrian crossing at Route 4/Moulton Avenue intersection
- * Connector path to Northern Rail Trail

Option 2: LMS - Pumping Station Rd - Bank St - Downtown



Pumping Station Road (Google Street View - 2009)



Bank Street (Google Street View - 2009)

Route Characteristics (approximate distances):

Total Length: 1.43 mi
 Path/Trail: 0.20 mi
 Sidewalk: 0.80 mi
 Road Shoulder: 0.43 mi

Planned New Features:

- * Pedestrian crossing at Route 4/Moulton Avenue intersection
- * Connector path along Route 4 to Pumping Station Road intersection

Option 3: LMS - Prospect St - School St - Downtown



Prospect Street (Google Street View - 2009)



School Street (Google Street View - 2009)

Route Characteristics (approximate distances):

Total Length: 1.41 mi
 Path/Trail: 0 mi
 Sidewalk: 0.81 mi
 Road Shoulder: 0.60 mi

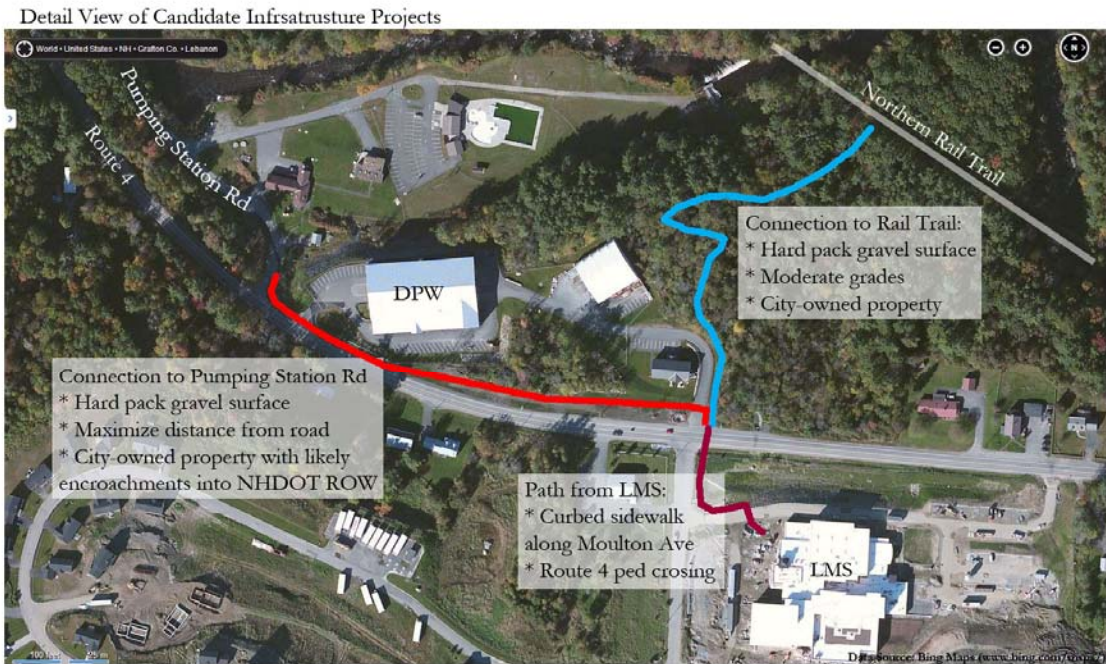
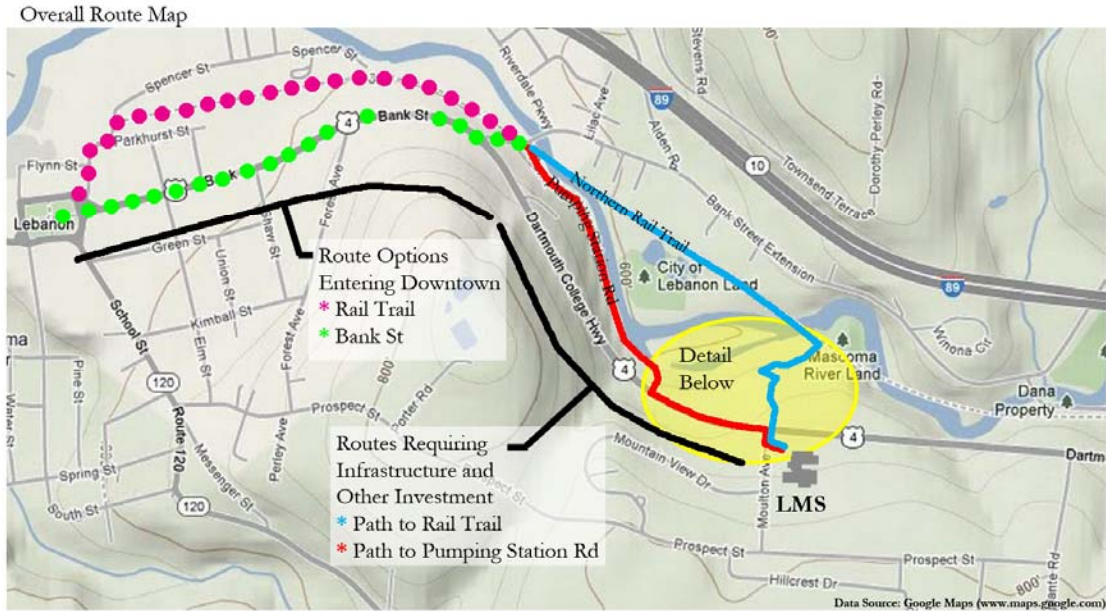
Planned New Features:

- * Recently completed sidewalk along Moulton Avenue
- * Planned shared bike/ped shoulder along Prospect Street from Moulton Avenue to Reservoir Road

Figure 3-8: Detail Illustration for LMS-Downtown Connection Options 1 & 2

Lebanon Middle School Safe Routes to School Travel Plan Infrastructure Improvement Options - Providing a Safe Walking Route

Prepared by UVLSRPC, October 12, 2012



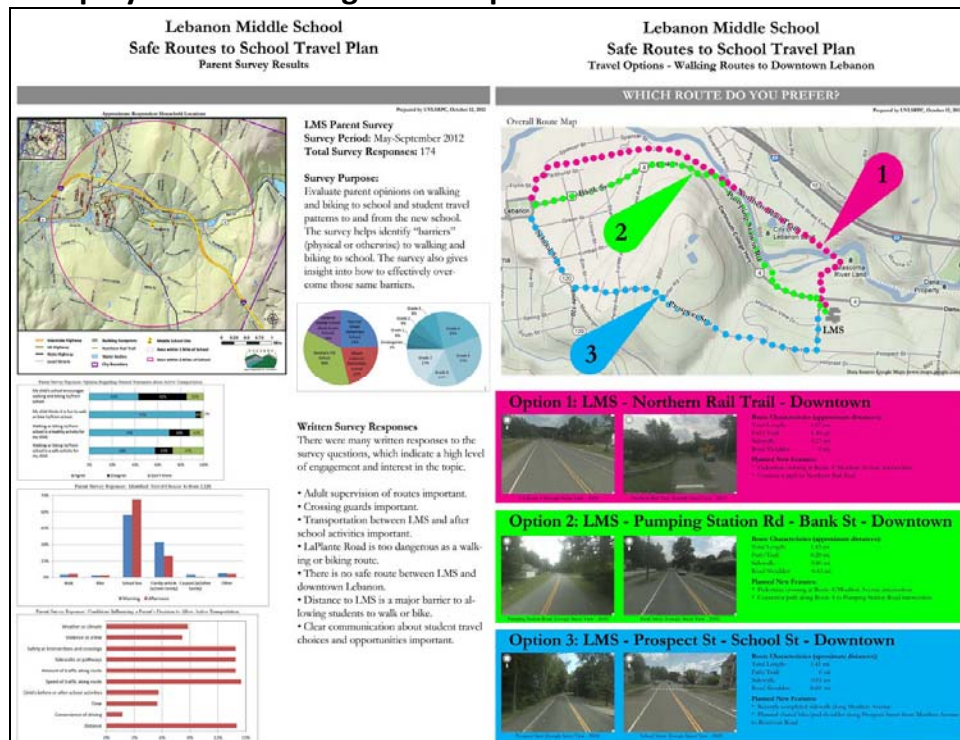
Public Response to Travel Plan Findings and Route Options

UVLSRPC Staff coordinated with SAU Administration and LMS Staff to provide multiple opportunities to give feedback regarding a preferred route choice between LMS and downtown Lebanon. Multiple notices about the Travel Plan study were broadcast to parents through digital and print media and posters depicting the route options were displayed at LMS for three weeks during the study period (Figure 3-9, Page 20) and at the first annual school open house event. Visitors to the school were invited to identify their preference by voting for a route choice on a ballot. At the close of the public input phase a Community Forum was organized at LMS and noticed to parents and the public. The public responses and route options were reviewed by the SRTS Taskforce.

Responses received through the public input phase are summarized below:

- There were 22 ballot responses to the route option posters:
 - Option 1, LMS - Northern Rail Trail - Downtown: 14 votes
 - Option 2, LMS - Pumping Station Road - Bank Street - Downtown: 3 votes
 - Option 3, LMS - Prospect Street - School Street - Downtown: 3 votes
 - 2 Responses for “Other” options included, utilizing Laplante Road and, “Do nothing.”
- No pedestrians should walk along Route 4.
- A Route 4 pedestrian crossing should be elevated.
- Students should not be allowed to walk to downtown.

Figure 3-9: Display Posters During Public Input Phase of Travel Plan



Education and Encouragement

The Lebanon SRTS education and encouragement initiatives have focused on consistent programs for all schools and are typically coordinated and promoted by one person – either SAU staff or a SRTS Super Volunteer. The current education and encouragement programs include:

- The SAU promotes regular, District-wide walk to school days during the school year and encourages each school to participate. This effort includes organizing walking school buses from collection points in neighborhoods. These events include organized school bus drop-offs at these collection points so bussed students are able to participate in the events.
- The SRTS Taskforce regularly evaluates the effectiveness of encouragement and education programs. Funding for new initiatives comes from grant programs like SRTS or New Hampshire Healthy Eating Active Living.
- The Lebanon School District encourages physical activity and promotes healthy habits throughout the educational curriculum.
- The SRTS Taskforce recognizes parents as the principal decision makers in a household. Education and encouragement programs are being targeted at parents more than in the past. One example is encouraging parent volunteers to participate in the walking school bus program to make them aware of SRTS and excited about healthy choices for their children.
- There is an annual event for students and parents to learn about walking and biking safety that is sponsored by Lebanon Police and Fire Departments, the Dartmouth-Hitchcock Medical Center Injury Prevention Center, and the Lebanon Kiwanis Club.

Enforcement

The enforcement policy in the Lebanon Police Department (LPD) encourages officers to patrol school areas during the morning and afternoon commute times. Officers tend to patrol these school zones unless they are called away on emergencies. The officers address general enforcement and area-specific traffic issues as needed. In addition to the officer enforcement, the LPD utilizes a speed trailer in each school zone for two to three days at a time. Anecdotal evidence indicates that the presence of the speed trailer is effective at reducing travel speeds.

The LPD also manages crossing guards City-wide. While there have been discussions regarding volunteer crossing guards, there is an inherent concern about liability to the City when there is a volunteer program of this nature.

Engineering

As stated earlier in this report, the City places a high priority in constructing, maintaining, and encouraging the use of pedestrian and bicycle facilities. The Lebanon Department of Public Works, Planning Office, and Recreation Department often coordinate with the City Manager to integrate the City's Sustainability Principles into all infrastructure projects. This process results in the construction or reconstruction of bicycle and pedestrian facilities as part of infrastructure projects that may not be directly associated with bicycle and pedestrian facilities.

LMS-Downtown Route: Recommended Infrastructure Improvements

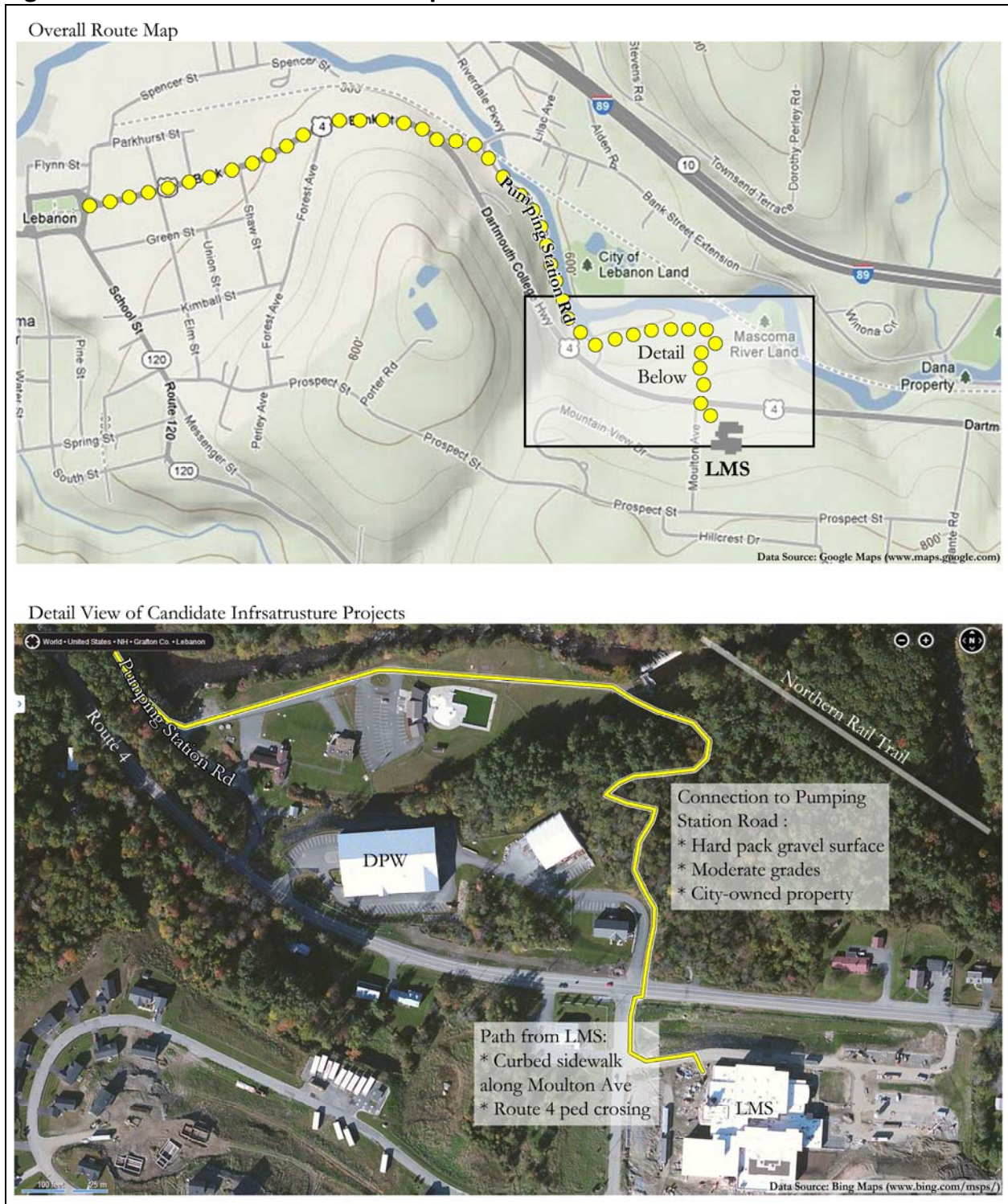
After public review and comment of the LMS-Downtown route options, the SRTS Taskforce considered the public responses and details of the Options 1 and 2. The public response was in support of Option 1 to establish a connection along the Northern Rail Trail (NRT), but the Taskforce still had reservations of the remote nature of the NRT and possible issues with student safety as they walk along the trail. Also, consensus of the Taskforce was that Option 3, Prospect Street to School Street, would not effectively serve the school as a principal connection between LMS and downtown. The preference of the Taskforce was to promote student walking and biking on a relatively level public street with clear sight lines and opportunities for “eyes on the street” by passers-by and residents.

Members of the Taskforce and UVLSRPC Staff conducted a site assessment of Options 1 and 2 near LMS. The site assessments focused on the segments of the route two routes where new construction of sidewalks, pathways, and a pedestrian crossing would be necessary. The site assessment yielded the following findings:

- Option 1: The pathway across City property appeared to work well with existing topography. A preliminary grading exercise determined the trail grades will likely meet ADA guidelines with limited terrain alteration.
- Option 2: Overall, the route along Pumping Station Road appeared to be a reasonable option for a student walking and biking route. The Pumping Station Road approach to Route 4 is a significant issue. The steep upward slope to the intersection and the steep adjacent grades made this segment of roadway impractical for a walking or biking route.

Given the consensus to promote a walking route along Pumping Station Road and the constraints of the Route 4/Pumping Station Road intersection the Taskforce determined a hybrid of Option 1 and Option 2 illustrated in Figure 3-10 (Page 23).

Figure 3-10: Recommended Route Options for LMS-Downtown Connection



Identified Barriers

The Lebanon School District and the SRTS Taskforce have collected comments about transportation options for LMS since the school was in the planning stages. This Travel Plan has collected further feedback from a significant number of parents regarding their view of barriers to allowing their children to walk and bike to the school. The following bullets summarize the principal barriers identified in this study:

- Distance to the school.
- Lack of safe walking routes.
- Intersection safety and the need for crossing guards.
- Lack of sidewalks or pathways to/from the school
- Need for supervision to ensure student safety.

Identified Solutions to Overcome Barriers

The following text provides recommendations to address barriers to safe walking and biking to LMS. The SRTS Taskforce should take the recommendations of this Travel Plan and the earlier travel plans to develop a comprehensive implementation matrix, also known as an Action Plan. The following chapter provides guidance for developing an Action Plan.

Develop Safe Bicycle and Pedestrian Route Options to Lebanon Middle School

- Complete the recommended LMS-downtown connection to include at least one non-motorized walking and biking option to and from LMS.
- Continue work with the City in identifying and promoting infrastructure improvements in support of active transportation around schools, particularly in the context of the City's Sustainability Principles.

Reinforce Parent and Student Education about Active Transportation Options

- Continue bus service to neighborhood nodes and community centers. This will encourage active transportation to and from those locations. While this does not connect walking and bicycling activities geographically to LMS it will still promote active transportation habits. Integrate regular reminders in LMS correspondence to parents.
- Develop a regular walking school bus program for LMS.
 - Prior to completion of the direct route between LMS and downtown the walking school bus program could encourage walking or biking to one or two locations in the downtown. From these points the students could be bussed to LMS. These events could be organized to incorporate educational activities for students while they wait for the bus ride to school.
 - SRTS coordinators can organize a more traditional walking school bus or bike train program once the LMS-downtown route is complete.

Continue Enforcement Activities in Support of Active Transportation

- Continue enforcing the existing school zone along Route 4 with the speed trailer and patrol car enforcement of travel speeds during the morning and afternoon hours.

- Involve Lebanon Police Department Staff in the planning and development of the LMS-downtown travel route to identify potential safety issues.

Continue the Education and Encouragement Program

- Coordinate efforts with the LMS Parent Teacher Organization once it is formed. Identify at least one champion in the school to promote SRTS programs.
- Continue annual safe walking and biking events for all schools.
- Orient student education activities in response to conditions similar to those surrounding LMS. Specifically, potential walking and biking routes with narrow shoulders and no sidewalks.
- Identify a pool of volunteers to assist in organizing or monitoring walk and bike to school days. High school students may be a good volunteer resource to assist with walking to school events. Regardless of the source of volunteers it will be important they receive training for their duties and responsibilities.

IV. IMPLEMENTING THE SAFE ROUTES TO SCHOOL PLAN

During the evaluation phase of work for this study, survey responses and field investigations indicated that the critical barriers to promoting walking to and from school were travel distance and safety. While there continues to be a need to improve and maintain infrastructure for the benefit of safe walking and biking routes, an effective way to promote SRTS goals is to increase student and parent education, and increasing the number of organized SRTS events to raise awareness of the opportunities to safely walk and bike to and from school.

The prior chapter identifies recommended solutions to overcoming barriers to students walking and biking to school. The following text provides an outline to formulating an implementation plan based on the recommendations. This Implementation Plan will be the product of continued work by the SRTS Taskforce to determine the means to improve student walking and biking to school City-wide. It will be important for the Taskforce to complete the exercise to clearly identify City-wide priorities to communicate to local, regional, and statewide decision makers and potential funders.

The following bullets provide information on commonly used information in an Implementation Plan. A blank table with these fields is included in Appendix B.

- **Action Item:** Summarize the recommendation with emphasis on specific actions. A given recommendation from the Travel Plans may be broken into separate actions or combined with others as appropriate.
- **School/District:** Specify if the action item applies to all schools or just an individual school.
- **Priority:** The Taskforce should identify which action items have a higher priority. Values in this field may identify “High”, “Moderate”, and “Low” priorities for the individual action items.
- **Target Completion:** Should the action items be implemented in the “Short-term” (within 2 years), “Mid-term” (3-5 years), or “Long-term” (6+ years) timeframe?
- **Responsible Party:** Each action item requires a responsible party to ensure it is completed.
- **Funding Source:** Funding for individual action items may vary. Identifying existing or potential funding sources will be important to implementation. If the funding relies on a grant that has not yet been awarded, it is important to identify the grant program and application deadline.
- **Task Complete:** Record whether the action item has been completed and the date completed.

The Implementation Plan, once complete, should be reviewed by the Taskforce or an appointed subcommittee on a regular basis to ensure goals and priorities are being met.

APPENDIX A – EVALUATION SURVEYS

1. What school does your child currently attend? (2011-2012 school year)		
	Number of Response(s)	Response Ratio
Hanover Street Elementary School	40	22.9%
Mount Lebanon Elementary School	36	20.6%
Seminary Hill School	59	33.9%
Lebanon Middle School (Bank Street)	29	16.6%
No Responses	10	5.7%
Total	174	100%

2. What is your child's grade? (2011-2012 school year)		
	Number of Response(s)	Response Ratio
4	37	21.2%
5	41	23.5%
6	22	12.6%
7	28	16.0%
Other	37	21.2%
No Responses	9	5.1%
Total	174	100%

3. What is your child's gender?		
	Number of Response(s)	Response Ratio
Male	82	47.1%
Female	82	47.1%
No Responses	10	5.7%
Total	174	100%

4. How far does your child live from his/her current school?		
	Number of Response(s)	Response Ratio
Less than 1/4 mile	17	9.7%
1/4 mile up to 1/2 mile	25	14.3%
1/2 mile up to 1 mile	20	11.4%
1 mile up to 2 miles	26	14.9%
More than 2 miles	76	43.6%
Don't Know	0	0.0%
No Responses	10	5.7%
Total	174	100%

5. What is the street intersection nearest your home? (Provide the names of two intersecting streets)
 155 Response(s)

6. On most days, how does your child arrive to his/her current school?		
	Number of Response(s)	Response Ratio
Walk	17	9.7%
Bike	10	5.7%
School bus	52	29.8%
Family vehicle (only children in family)	77	44.2%
Carpool (children from other families)	5	2.8%
Other	2	1.1%
No Responses	11	6.3%
Total	174	100%

7. On most days, how does your child leave from his/her current school?

	Number of Response(s)	Response Ratio
Walk	32	18.3%
Bike	10	5.7%
School bus	73	41.9%
Family Vehicle (only children in family)	44	25.2%
Carpool (children from other families)	1	<1%
Other	3	1.7%
No Responses	11	6.3%
Total	174	100%

8. Has your child asked permission to walk or bike to/from school in the last year?

	Number of Response(s)	Response Ratio
Yes	83	47.7%
No	80	45.9%
No Responses	11	6.3%
Total	174	100%

9. Has your child participated in a school-sponsored safety education, walk, or bike to school event in the last year? (e.g. bike

	Number of Response(s)	Response Ratio
Only once	19	10.9%
Two or more times	49	28.1%
None at all	72	41.3%
I didn't know about the events	23	13.2%
No Responses	11	6.3%
Total	174	100%

10. In your opinion, please evaluate whether you agree or disagree with the following statements.

	Agree	Disagree	Don't Know
Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.			
My child's school encourages walking and biking to/from school.	94 58%	25 15%	44 27%
My child thinks it is fun to walk or bike to/from school.	114 70%	29 18%	20 12%
Walking or biking to/from school is a healthy activity for my child.	151 93%	7 4%	4 2%
Walking or biking to/from school is a safe activity for my child.	70 43%	68 42%	24 15%
65 Comment(s)			

Survey Name: LMS SRTS Parent Survey
Response Status: Partial & Completed
Filter: None
 Sep 05, 2012 1:05:27 PM

11. How far does your child live from LMS?

	Number of Response(s)	Response Ratio
Less than 1/4 mile.	3	1.7%
1/4 mile up to 1/2 mile.	5	2.8%
1/2 mile up to 1 mile.	14	8.0%
1 mile up to 2 miles.	31	17.8%
More than 2 miles	103	59.1%
Don't know	3	1.7%
No Responses	15	8.6%
Total	174	100%
10 Comment(s)		

12. On most days, how do you expect your child to arrive at LMS?

	Number of Response(s)	Response Ratio
Walk	4	2.2%
Bike	3	1.7%
School bus	91	52.2%
Family vehicle (only children in family)	51	29.3%
Carpool (children from other families)	4	2.2%
Other	6	3.4%
No Responses	15	8.6%
Total	174	100%

13. On most days, how do you expect your child to leave from LMS?

	Number of Response(s)	Response Ratio
Walk	5	2.8%
Bike	3	1.7%
School bus	114	65.5%
Family Vehicle (only children in family)	31	17.8%
Carpool (children from other families)	1	<1%
Other	5	2.8%
No Responses	15	8.6%
Total	174	100%

14. What of the following issues would affect your decision to allow, or not allow, you child to walk or bike to/from LMS?

	Number of Response(s)	Response Ratio
Distance	115	72.3%
Convenience of driving	14	8.8%
Time	45	28.3%
Child's before or after-school activities	46	28.9%
Speed of traffic along route	119	74.8%
Amount of traffic along route	114	71.6%
Sidewalks or pathways	114	71.6%
Safety at intersections and crossings	114	71.6%
Violence or crime	67	42.1%
Weather or climate	72	45.2%
Other	0	0.0%
Total	159	100%
26 Comment(s)		

15. Would you probably let your child walk or bike to/from school if each of the problems in #14 were changed or improved?

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Yes	No	Not Sure
Distance	72 57%	32 25%	22 17%
Convenience of driving	27 32%	32 38%	26 31%
Time	43 45%	28 29%	24 25%

LEBANON MIDDLE SCHOOL
 SAFE ROUTES TO SCHOOL - PARENT SURVEY SUMMARY REPORT
 DETAILED SURVEY RESPONSE TALLY

PREPARED BY: UVLSRPC

Survey Name: LMS SRTS Parent Survey

Response Status: Partial & Completed

Filter: None

Sep 05, 2012 1:05:27 PM

Child's before or after-school activities	46	28	25
	46%	28%	25%
Speed of traffic along route	84	30	12
	67%	24%	10%
Amount of traffic along route	83	30	11
	67%	24%	9%
Sidewalks or pathways	99	28	10
	72%	20%	7%
Safety at intersections or crossings	89	27	9
	71%	22%	7%
Violence or crime/Supervised walk or bike routes	67	30	10
	63%	28%	9%
Weather or climate	38	36	22
	40%	38%	23%
28 Comment(s)			

16. Please take this opportunity to share any comments or insights you feel were not addressed in this survey:

36 Response(s)

17. Please sign me up for the following: (Select all that apply)

	Number of Response(s)	Response Ratio
E-mail notices for upcoming meetings and events.	56	63.6%
I would like to learn more about the Safe Routes to School Program.	33	37.5%
I would like to volunteer for Safe Routes to School activities.	7	7.9%
Sign me up for the SRTS Survey raffle (complete survey before 6/30/12)	63	71.5%
Total	88	100%

18. Please enter your contact information below. All contact information will be confidential and will be used exclusively for

First Name	116
Last Name	116
Home Phone	105
Email Address	112

Survey Name: LMS SRTS Parent Survey

Response Status: Partial & Completed

Filter: None

Sep 05, 2012 1:05:27 PM

6. On most days, how does your child arrive to his/her current school? - Other responses

Answer

Both family vehicle and school bus

bike or mom's vehicle

7. On most days, how does your child leave from his/her current school? - Other responses

Answer

walk to CCBA

bike or mom picks up

Walks to MLS and then picked up with younger siblings

10. In your opinion, please evaluate whether you agree or disagree with the following statements. -

Answer

There is no safe route from our house to Sem Hill

We live in Grantham so walking/biking to school is not an option for us but at the same time, I am disappointed that there are no side walks or a walking path leading back to the Lebanon Green. I do appreciate that a bus will be providing daily afterschool transport to the CCBA.

The distance to school is too far for walk/bike, so we're talking instead about walking/biking to shuttle bus. Even that is a bit far, with not a great route to take.

There is no safe way for our child to walk/bike to school. Lebanon needs more Complete Streets to enable all pedestrians and cyclists to safely navigate. For part of the year, our child walked to an afterschool program but it was stressful as a parent because there were no adults supervising the walk. It would be helpful to have a location about 1/4 mile from school to park and walk with our child to school - so that it's a reasonable distance to walk even when short on time.

We have happily participated in the walking school bus to HSS, but can't do it to SHES. I am not sure how much "encouragement" is given to SHES kids to walk or bike, but I know some do. Not a safe route from our house to SHES...

my main concern is how the children travel to and from the new middle school, what safe guards are in place for those walking to and crossing street intersections.

It is safe as long as an adult is walking with him

would have to cross rt 120 or go through town which is too far

i think it is safe for children as long as there is an adult present.

I feel that it is a safe activity for my child to walk or bike to school, but only if she is with a group of people.

I am wondering how children will cross the street on Bank St. after being dropped off of school bus. Could we keep the friendly crossing guard?

In years past I have kept track of sex offenders and in our area there were no less than 7 within a one mile radius. Until this district regulates this by not allowing sex offenders near schools OR ROUTES TO SCHOOLS, provides a SAFE bike path well off the main road, and seriously addresses student safety (crosswalks, marked paths, etc.) there will be NO SAFE WALK/BIKE TO SCHOOL.

So many kids walking not too many adults watching

I appreciate the crossing guards very much

We would need to cross Seminary Hill

We live too far from school

walking safe, concerned about biking

Walks to Hanover St School from Colburn Park on Wed & Fri.

We live at least 5 miles from current school so it is too far for him to walk/bike. The LMS is closer at about 3 miles, but Meriden Rd/RT 120 and LaPlante Rd are way too dangerous to walk or bike on for kids or anyone. We would consider walk/bike to school, if there were a non-dangerous way to do it.

With the construction on Bank Street, walking/biking is not safe. After School time, there needs to be more awareness with school officials, police while the children are walking home. I have seen too many kids get hurt from pushing and shoving each other.

Obviously, 10 year olds should be supervised at all times and this should be mandated by law, if it is not.

He did walk when he went to Hanover St and may be interested in walking to the new school but not alone and needs to be safe. Thank you.

Unfortunately, it is impossible to walk from our home to SHES in West Lebanon. Too far

No side walks from Route 120 over LaPlante road. Very unsafe for anyone walking or riding bikes.

There is not really a safe walking route from the Kings Grant neighborhood to Sem Hill school, or from that neighborhood to the green once he is in middle school. I hope that the town will put in side walks/ bike paths alongside the busy roads.

We live so close, the "ask permission to walk" question doesn't really apply to us. Both of our children walk/ride bikes every day anyway.

Route needed to travel by bike is not safe.

I wouldn't want her to bike without an adult.

His current school is on other side of town when he attended Hanover street school he did the walking school bus. The new LMS is to far to walk or bike to from our home located on young street in Lebanon. Our son will need to take bus next year to and from school. He also may have sports on the opposite side of town and buses. Will need to get him to the smith field area to attend practice. Please contact with questions at 448-9762. Thank you for doing this survey.

We live to far from Sem. Hill to walk. She used to walk or scooter when she went to HSS.

My child walks to the CCBA for sports. I don't want her walking form the new school. There are no sidewalks. Safety first!

We live too far for walking or biking

Would love to have safe biking

Would love to walk/bike but distance and safety are concerning

We live too far away!

Note from Seminary Hill School

LMS was but is around the automobile. Totally "not green"

Walking or biking to school is dangerous (Rt 120)
People are driving, texting and pass at 70 mph. Would love a bike path on Route 120.

I know that once my child attends middle school she will be walking to school - I wish there were side walks in the neighbourhood that she could use.

We live too far away for him to walk or bike to school in a timely and safe fashion

As of right now it's safe for my child to walk or bike but when she goes to the middle school, it won't be safe route nor will I feel comfortable.

Live in west Leb too far to walk or bike in a timely manner

WE live too far from school for it to be walkable/bikeable. Rt 120 is busy and has no sidewalks. There are also no sidewalks between our house and the new middle school, which is 2 miles away from home.

there are no sidewalks to/from our house to shes via old pine and there is no way i would let him with the fast traffic on that road

I think it is great for kids to walk to school. I wish I lived close enough to be able to walk to my work.

With other kid drop off times, we don't have enough time for him to ride to school.

We live to far from school for our son to walk or ride his bike to school. He enjoys the walking school bus. But his school does make it a healthy choice for the children to walk or ride to school if they live closer to school.

walking to the current school would not be an option due to the distance and no safe route from our house. no sidewalks, heavy traffic etc.

Getting to most of the schools in Lebanon is difficult. Hanover Street makes it difficult to get to Hanover Street School and there are no sidewalks to the new middle school.

We live too far away.

It is not safe for my kids to walk or bike because Route 4 has terrible sidewalks

There are no sidewalks on route 4 in either direction from our neighborhood. It would be suicide to have my children walk/ride anywhere outside of our neighborhood on Route 4.

This is safe when done with the group, but we live too far away for him to walk by himself. He could bike himself except the route isn't that good with lots of intersections.

We live on the Rt. 120 end of LaPlante Road. A "shortcut" for many commuters & the layout of the road, very curvy with no sidewalks, makes this road much to dangerous for my daughter to walk or bike to LMS.

It is safe only if there are adults walking with him.

We usually walk to the bus stop and then take the bus. I am very concerned and disappointed that there is no sidewalk or bike path leading to the New Elementary School.

I feel like the walking school bus is fairly safe, but I only allow my child to do it if I can go with her, she is too young to do it alone.

we live off rt4 to get to bank street no side walks

Too many busy traffic areas to cross without parent. Even with a parent, crossing rt 5 is nerve wracking.

Rt 10 is a very busy street for my child to cross on own every day.

It's not safe for the children to walk to school. There is way too much traffic and creepy people hanging around the city hall area!

With the new school being so far away from our home, I do NOT feel that it is safe for her to walk or bike to school and that there should be a bus route. If there was a concern about buses this issue should have been visited prior to the groundbreaking for the new school.

I think that children walking to school are more at risk for accidents or another type of unexpected occurrence or even sneaking off to ditch school provided their age at the time. I wouldnt feel comfortable letting my child walk to school with or without a group of people. Unless there are almost as many teachers/chaperone's to ensure their safety...

MY CHILDREN WOULD WALK OR RIDE BIKES TO SCHOOL IF WE LIVED CLOSER. WE ARE UP ON POVERTY LANE AND ARE JUST TOO FAR TO WALK OR BIKE SAFELY.

The dip on prospect st. past reservoir road is extremely dangerous especially in the winter. The money for a sidewalk should have been included in the price of the new school.

11. How far does your child live from LMS? - Comments

Answer

There is no safe way for our child to walk to LMS. It will be interesting to see how the hilly area is when the roads are icy. There should be more sidewalks/wider shoulders on the way to LMS. There should be a place to park about 1/4 mile away so that we can walk at least partway.

not enough side walks to get there from our home

Too far to walk. Street unsafe.

All uphill and on Route 120 from home. Walking or biking is not an option.

In addition to walking, family vehicle is taken in winter and bad weather.

Two large hills, 1/2 mile long and 1 mile long, with no sidewalks on either, between our house and LMS

She lives on Laplante Rd, near mmeriden Road end. Road has no sidewalks, is curvy and narrow and too dengerous to walk on. There are also sections that are wooded and isolated-unsafe for anyone to walk alone.

They are advertising this as a green school yet there is no way to safely walk there. Where are the sidewalks or bike paths? There will be kids who will walk or ride bikes and with Bank st / 4A being as busy as they are a child will surely get hit by a car.

Way to fair for children to walk to school and rt4 is dangous with NO side walks and sharp coners

Completely out of the question to walk that far on the roads they would have to travel to get there. The entrance to the school is also a huge risk as it sits on a hill and is difficult to turn in a car let alone walking children who might not pay as close attention as they should, or be able to cross quickilly enough, unless a crossguard is there but it's still a risk.

12. On most days, how do you expect your child to arrive at LMS? - Other responses

Answer

Maybe walk to bus stop, then ride bus

not sure yet; would like to encourage walk/bike

not sure yet; would like to encourage walk/bike

she will only attend in 3 years but wouldbe walking

don't know

I am not sure what has been arranged yet for bussing

13. On most days, how do you expect your child to leave from LMS? - Other responses

Answer

Probably bus, then walk from bus stop. Or, bus to CCBA

Not sure, but can't walk No sidewalks

bus or car

Maybe walk to the advance transit if after school activities apply

don't know

14. What of the following issues would affect your decision to allow, or not allow, you child to walk or

Answer

This question should have had a ranking because, as a parent, I consider all of these to be important. While safety is my number one concern, the simple fact is, there is NO WAY I would let my child walk to the New School. There are NO SIDEWALKS anywhere along the way. While it was great that Lebanon decided to build a new school, forward thinking is not the town's forte.

There are no sidewalks on Route 4.

two lanes around "green" is not clear enough, cars drive, guessing the boundaries. Not safe for bikes while cars are switching lanes.

The road is a 40mph road with a good amount of traffic and many hills. It's not safe for kids to walk due to that and the lack of sidewalks.

We live a very long way from LMS and there is no way they could walk.

too much traffic on Meriden Road and also on La Plante Road to safely walk or bike the one mile or so to LMS.

There are currently no sidewalks on either of the streets my child could walk to school on, Bank St. or Prospect St.

10 - 11 year olds should never be left unattended. An unattended walk would not be acceptable or supported by me.

Route 4 is not a safe walking/or biking path for anyone especially children

We live too far away for those other items listed above aren't really a factor. We live all the way over in West Leb, so our kids will be bus riding/being driven every day regardless.

They would walk up Prospect, and it's very curvy, so I don't trust the commuters that use it to get to the freeway or to Enfield.

He will walk or bike regardless of road conditions.

There is no way for our child to walk/ride to school due to distance. I've filled out survey for concern regarding the general public.

Walk to Mt. Lebanon and then take school bus

the speed of the cars coming down Lapnat road is often above the speed limit

It's purely a safety issue. The new school is not in a safe location relative to quantity and speed of traffic in the morning. The quickest way to LMS from rt. 120 is Laplant Rd, and that is the major rt for folks cutting from 120 to rt 4. And that rd is very narrow and winding.

My son walks to the ccba everyday This is not only important to him but works for our schedule

Backpacks are too heavy due to work overload and trying to carry athletic equipment. If my child could walk it would be unhealthy to walk too far with 40 pounds on her back.

My husband drives right by the middle school on his way to work, and his drive time coincides with dropoff at LMS. We expect, when our 3 kids eventually go there, that he will drop them off on the way to work. As for after school, my kids are too young to leave at home by themselves and with various activities for all 3 at times after school, I bring them all with me.

from in town Lebanon I do not see sidewalks that go all the way to LMS or I would entertain the idea of his biking to school on good days

Unsafe road to school-LaPlants Road

the crossing guard at the middle school is awesome. always on the sidewalk. never sits in his car. he takes safety of the children seriously. unlike your other guards who sit in the car and then run over to the crosswalk. don't you think if they are hired to be the guard they should be at the sidewalk and not in the car. I would fire them and hire more like the guy at the middle school. sun, rain, snow he is outside looking after the kids. give him a raise. he deserves it.

My main concern with the location of the new school was the location. Too many schools are being moved outside of population centers. There are no sidewalks on Rte 4, Prospect Street, Moulton Ave, and Pumping Station Road. Even two of the three entrances to the new school do not have sidewalks-bad planning!

We are on the other side of town. No way to walk or ride bike.

I would not allow my child to walk to this school with or without sidewalks. It is not a safe road.

There is no safe way for children to walk or bike to the middle school!!!!!!!!!!

15. Would you probably let your child walk or bike to/from school if each of the problems in #14 were
Answer

How are you going to improve "Distance"?

Are you going to make driving less "Convenient" to increase the walking numbers? I hope not. How can "Time" be improved and what is meant by "Time"? School start time? I do wish I could control the weather. The NUMBER ONE issue is the lack of a place for the children to ACTUALLY WALK. The road shoulders in Lebanon are POOR at best, worse near the New School, stop and start, and negotiating The Green is a nightmare any time of day even for adults.

We are in West Leb, and it doesn't seem sensible for her to walk/bike to LMS.

How could you change time? Or weather? Or distance?

Safety is the biggest issue. If our child could get to/from school safely by bike or walking that would be optimal.

It is not a safe walk along route 4 and using prospect street is steep and there are isolated stretches of road.

would love to walk or ride bike, but as it is now it is far from safe. Plus the hill to ride up could be challenging for the 5/6th graders

The main issue for us is the lack of a sidewalk on Route 4 heading from town to the school. There would need to be a sidewalk with a guardrail for protection. The other main issue is reducing the speed of traffic along route. Cars tend to go really fast on this section of road.

On the other hand, short of moving, the distance issue is insurmountable.

I would love to see the establishment of more bike paths and bike lanes around the upper valley.

Meriden Road has posted 30 mph but too many people exceed the limit. LaPlante Road is also posted at 30 but too much traffic, too many speeders, and road too narrow and has blind spots on the corners to allow for safely walking or biking.

It is not possible to ensure the safety of a 10 or 11 year old without an adult present. Therefore unattended walks would not be supported by me.

We live so far away I wouldn't let my child bike (let alone walk) anyway, no matter what the other conditions listed above were like.

As I mentioned above, the distance is too great for us to even consider letting our kids bike or walk.

I don't believe he is interested in walking or biking to school.

I would like you to improve the winter weather!

We would have to walk the distance to see how long it takes before committing to walking

Supervised bike routes would be great!

Sidewalks installed along the route would make walking a great prospect

It doesn't matter what is changed on the route out to the new Lms. Kids are still going to walk or bike anyway.

Very concerned about not only the safety of walking but also the inability to park. The lack of parking is also a safety issue. What is the plan in a serious school emergency or evacuation. The traffic flow of not only pedestrians but traffic in general is a major concern of mine.

I answered no when I felt that the question was not an issue to begin with.

I don't believe it is possible to fix the above stated problems, given the location of the school

Due to distance, my son will mostly take the bus home after school. However, when in fall soccer and spring track, he will be heading to the high school or the CCBA field. I would like him to have the opportunity to walk and not have to be at the mercy of a bus schedule in case he wants to stay after school to meet with a teacher or get some homework done and for the fresh air. Easy access to the rail trail from the LMS would be great - I have some concern about safety on the trail though.

We live too far, off a major route (120) and the walk route would be along Laplant road (too hilly and curvy, with no sidewalks). I don't feel that the traffic along these roads, even with sidewalks, is conducive to walking. Plus the distance is far.

crossing guards need to be at the crosswalks not sitting in cars. sidewalks need to be setup. what about video camera's along the routes

mainly there needs to be a sidewalk or bike path

The middle school is too far to walk or ride. This question does not make sense. How would the distance or weather be changed? And would all other factors remain the same, only changing the one factor in question? The middle school is too far to walk or ride. This question does not make sense. How would distance or weather be resolved?

16. Please take this opportunity to share any comments or insights you feel were not addressed in this

Answer

LMS is definitely NOT in a location conducive to walking/driving to school, unless you lived right in that Moulton Ave. neighborhood.

I sincerely hope that someone has put some thought into getting driving parents in and out of the school without being locked in the back of the building by parked buses...love Sem Hill, but child pick up and drop off was awful.

Safe routes to schools are critical. Lebanon has a tremendous opportunity to be a SR2S leader. Would be wonderful to have a walking schoolbus from the Lebanon Green to school. Email updates re SR2S would be good; we don't always receive notes given to our child in school because we have a split household and often only 1 copy is provided.

what steps are being taken for drop off or pick up of children currently being using the Bank/Elm Street site

I wish this had been addressed before the school was built.

I think it would be helpful to have more school sponsored walk or bike to school days. I know when I was in school we use to walk on our recess and use a caterpillar to note how much we walked and after completing it you got some special treat. I think that would get kids more interested.

I think you should have a ranking for #14, so you can see what people feel is really important. My top 3 rankings would be:

The e-mail link as sent is broken. I accessed this through the district web site after searching google. Most people will not make this effort.

none

With the new Middle School, communication needs to be made clear (sooner than later) on how kids who live in the downtown area are going to get to/from school. Currently, I drive my child in the morning and then she walks in the afternoon because I am at work and she has no other options.

The route to the middle school is obviously unsafe for children and I have never seen a child walking along the road there in the thousands of times I have driven past. I would not allow my child to ride a bicycle there either. If there were motion record cameras from the school to the green, I might reconsider my position.

I have to drive my daughter to the busstop as it is...we are .4 away and my understanding is .5 gets a bus pickup that is closer. She is 9 yrs old and the ONLY child dropped off at 330p..not safe to walk home alone given the remote setting in which we live.

Even if we lived closer, I would not allow my child to walk/bike on Route 4, it isn't safe.

I don't want my child walking to the CCBA from the new school. It's not safe. Will there be a bus? Many students go there after school.

I always walked/biked to school as a child. Where we live does not allow my child to do this.

Who ever typed this school survey up should learn how to spell or at least use spell check. The school should not have been built out there anyway. You get people on the school board that were not raised in Lebanon and they make stupid changes and decisions that people born and raised here don't want. Those transplants can keep moving on.

The school is too far from home to effectively walk or bike to schedule.

She has friends who would live in a walking path so its important.

I dont want to be totally negative, but I feel like if walking and biking to school were of concern, that should have been adressed before we decided where to place LMS. The school is located on a major traffic cooridor. We as a community are not going to change that pattern or the landscape.

Again, I think easy and safe access to the rail trail would be great. I think the traffic on rt 4 is too fast for it to be safe for kids to walk along it without sidewalks.

If safe travel is not provided then busing to ccba will be essential

The walking school bus is a great concept but I am extremely concerned about the safety of the students particularly along Hanover st. I feel there is not enough protection from traffic for these students.

It is lovely to think about walking/biking, but living on the complete opposite side of town, I don't see how it would ever be possible.

Seriously consider what children need to carry to school and the weight involved!

The difficulty with making the LMS walkable is the site location. There are steep hills and busy road surrounding it from several sides and a limited populations that lives within a reasonable walking distance. Even with sidewalk improvements, the distance from a child's house and the steep hills issues will prevent it from being walkable.

Just the distance from our house to school I would not allow my child to ride or walk to school we live out RT4 to Rudsboro near Enfield and I know how people drive on rt 4.

Distance from school is not too far, but not conducive to walk or bike

i don't think you have a safe way for children, parents etc to walk or bike to the new school. no sidewalks are in place. What about adding an advance transit stop. You will also have the citys highway department exiting and entering right along any path to the school. Safety will need to be considered

Off subject, but will the parking lot and building lights be on every night? This is not very energy concious.

Honestly this is a bad survey. Reality is there always will be kids that can not walk or ride their bikes to school unless everyone lived within one mile of the school and had great sidewalks and no traffic. Very few people will have there middle school kids walk or ride over two miles to get to school. Just address a mile radius from the school

We would be happy if there could be a good and safe biking route from the Green in Lebanon - my son would be able to ride his bike to school in good weather. If the town could put together a bike route that is paved and maintained, as well as separated from traffic so it would be safe, that would be perfect.

My main concern for my child walking to school as she gets older is safety, both in terms of vehicles and crime. I feel like Lebanon is fairly safe, but some of the routes that my child would take to get to HSS (like the Hanover Street section of town) are not safe both for crossing the street or crime. If she was with a group I may let her walk.

The rail trail plus new path to the pool might offer the optimal solution for a safe route from traffic. I suggest a crossing guard for crossing Route 4 / Dartmouth College Hwy but over the long term a skywalk bridge at that crossing (emblazoned with "Welcome to Lebanon") would be an asset and solve the problem of limited parking.

It would be most helpful if the bus stopped on my street somewhere, instead of out on the busy road. Standing out on the busy road with young children, in the rain or snow, sometimes in the dark, does not work. Other families on the street feel the same way.

A bus stop on my street would be most helpful. It is difficult for families with younger children to stand at the bus stop on a busy road, in the snow or rain, sometimes in the dark.

The safety of walking to school should have been included in the decision to have the school on moulton ave.. The cost of sidewalks on prospect should have been included in the cost of the new school. The school board failed to address this safety concern.

APPENDIX B – EXAMPLE IMPLEMENTATION PLAN TABLE

Action Item	School / District	Priority	Target Completion	Responsible Party	Funding Source	Task Complete