

Comprehensive Travel Plan for

Seminary Hill School



November 2009
Lebanon, New Hampshire



Prepared by the
Upper Valley Lake Sunapee Regional
Planning Commission



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1.0 Introduction

This report addresses the Seminary Hill School Travel Plan for the City of Lebanon Comprehensive Safe Routes To School (SRTS) Travel Plan. The Lebanon SRTS Task Force continues to seek ways to enhance and encourage student health and welfare throughout the School District by promoting walking and bicycling to school in an increasingly challenging environment.



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

The Task Force membership includes a broad range of community members including Lebanon School District representatives, City of Lebanon staff and officials, walking and biking enthusiasts and community wellness program coordinators. Such a diverse range of interests brings many perspectives to ensure that this effort will continue to be a community-based initiative.

The City of Lebanon faces many land use planning and related challenges as a growing community that is at the hub of the Lebanon-Hanover Micropolitan Region. This distinction introduces a fundamental challenge of meeting demands of a workday population, which is double the residential population, utilizing the City's infrastructure and services. These demands on the City transportation infrastructure

affect the safety of pedestrians and cyclists.

In light of these demands, the City has made a substantial effort to diversify opportunities for transportation by encouraging alternative travel options for commuters and to expand and improve walking and biking facilities with the guidance of the Lebanon Pedestrian and Bicyclist Advisory Committee (PBAC) and City Planning Staff. Such efforts are becoming the standard for Lebanon, as evidenced in the City's Master Plan.

This Report summarizes the barriers to, and opportunities for promoting walking and biking to school. The process for developing the Travel Plan followed the standard established by the national SRTS initiative: Evaluation, Education, Encouragement, Enforcement, and Engineering. This report details the findings for each of these "5 Es" based on standardized surveys, community outreach, parent input, focus group surveys, and School District and City input. The Task Force initiative to develop this Travel Plan has resulted in many substantive and realistic recommendations for Seminary Hill School, the School District, and the community.

2.0 Community Involvement and Support

2.1 SRTS Task Force Membership and Community Partnerships

The SRTS Task Force has been fortunate to have strong support from the City and the School District. The Task Force membership includes many individuals who have personal or professional interest in implementing a successful SRTS program. The Task Force also has support from a number of community health and wellness initiatives through Dartmouth-Hitchcock Medical Center, the Children’s Hospital at Dartmouth, the School District’s Wellness Committee, and many other community organizations interested in promoting walking and biking activities. The high level of community involvement will ensure continued success for the Lebanon SRTS program.

Table 2-1: Lebanon Safe Routes to School Task Force

NAME	AFFILIATION
Becca Boudreau	PE Teacher, Hanover Street Elementary School
Colin Smith	Chair, Lebanon Pedestrian and Bicyclist Advisory Committee
David Brooks	Senior Planner, City of Lebanon Planning Department
Dianne Estes	School and Community Relations Coordinator, Lebanon School District
Earl Labonte	City of Lebanon Department of Public Works
Gregory Norman	Director, Community Health Improvement and Benefits, Dartmouth-Hitchcock Medical Center, Healthy Eating Active Living Program
Cindy Heath	Director (Recently Retired), City of Lebanon Department of Recreation and Parks
Ken Niemczyk	Director, City of Lebanon Planning Department
Laura Dykstra	Chair, Lebanon School Board Lebanon School District Facilities Committee
Maudi Silver-Mallemat	Community Health Improvement and Benefits, Dartmouth-Hitchcock Medical Center, Healthy Eating Active Living Program
Paul Coats	Interim Director, City of Lebanon Department of Recreation and Parks
Scott Rathburn	City of Lebanon Police Department

The Tables 2-2 and 2-3 list individuals and organizations that donated time and/or helped facilitate this Travel Plan. Their commitment will continue with the successful implementation of this and future travel plans.

Table 2-2: Travel Plan Participants and Champions

NAME	AFFILIATION
Michael Harris, PhD	Superintendent, Lebanon School District
Liz Schwartz	President, West Lebanon PTO
Candy Swift	President, Lebanon PTO
Wendy Plante	Vice President, Lebanon PTO
Michael Foxall	Principal, Mount Lebanon Elementary School
Amy Ballou	Mount Lebanon Elementary School
Martha Langill	Principal, Seminary Hill Elementary School
Jeff McGuire	Seminary Hill Elementary School
Scott Bouranis	Principal, Hanover Street Elementary School
Susan Desrosiers	Hanover Street Elementary School
Kathleen Blain	Hanover Street Elementary School

Table 2-3: Board, Committee, and Commission Participation

Dartmouth-Hitchcock Medical Center & the Children’s Hospital at Dartmouth
Healthy Eating Active Living Coalition
Lebanon School District Wellness Committee
Lebanon Pedestrian and Bicyclist Advisory Committee
Lebanon City Council
Lebanon and West Lebanon Parent Teacher Organizations (PTOs)
Upper Valley Lake Sunapee Regional Planning Commission
Upper Valley Trails Alliance
Vital Communities, Upper Valley Transportation Management Association

2.2 Community Forum

The Lebanon PTO hosted a SRTS Community Forum at the Hanover Street Elementary School on October 13, 2009. The SRTS Task Force invited parents, school administrators, teachers, and the general public to attend this session. More than 20 people attended this forum and provided important information about current concerns. The input from this session has guided the recommendations for the Seminary Hill School Travel Plan. A summary of the meeting notes are included in Appendix A.

2.3 Travel Plan Surveys

2.3.1 Online Parent Surveys

As part of the Evaluation Phase for this project, the School District distributed e-mail invitations for parents of students at the three study schools to participate in an online survey. This survey was developed by the National Center for Safe Routes to School (NCSRTS) based on the standardized parent survey endorsed by the New Hampshire Department of Transportation (NHDOT). The estimated average response rate for this online survey, based on the number of enrolled students, is 18%. A survey report for the Seminary Hill School (SHS) is attached in Appendix B.

2.3.2 Classroom Survey

The Seminary Hill School opted to have the teachers administer the classroom survey for this project. The survey effort occurred on two days on the week of October 5, 2009. Survey reports are attached in Appendix B.

2.3.3 Online Focus Group Survey

A focus group consisting of the Task Force, City staff, School District staff and PTO members were invited to review draft recommendations for the Travel Plan. The online survey asked individuals to state whether they agreed with each recommendation, establish the priority and timeline for executing it, and invited participant comments. This process provided valuable feedback and resulted in the re-prioritization of certain recommendations.

2.3 Lebanon Master Plan

The City is in the process of updating the Master Plan as of the date of this report. The 2006 Master Plan and the 2009 update provide substantial support for initiatives like SRTS.

1. **The 2006 Master Plan General Statement of Purpose:** "...the City of Lebanon shall manage its physical, social, and economic development in such a way as to bring about more refreshed ecology; a more enriched cultural presence; a more sound economy; and a more just society."
2. **The Land Use Chapter Purpose Statement:** "...[T]he City shall seek to secure a high quality of life for its citizens by accommodating growth that considers the broader social, economic, and environmental issues and meets the goals contained within this Master Plan."
3. **The Transportation Chapter Purpose Statement:** "The City of Lebanon shall strive for a balanced, multi-modal transportation system that provides incentives for increased use of transit, bicycle and pedestrian modes..."

Approximately 10% of the more than 460 Action Items relate to promoting bike and pedestrian transportation and safety. Many more Action Items indirectly relate to promoting bike and pedestrian activity. The following is a brief list of Action Items relevant to SRTS programming.

- Continue to involve children in civic activities, such as their involvement in the Recreation Department's process to create the skateboard park that opened in 2003.
- Promote programs that encourage physical fitness for children through high school.
- Encourage teens to become involved in coaching, umpiring, and being "Big Brothers and Sisters" to younger children.
- Bicycle racks and lockers should be installed in public spaces throughout the community and required by developers as part of site plan approval.
- Support the Pedestrian and Bicycle Advisory Committee (PBAC) in creating a comprehensive pedestrian and bicycle facilities plan where linkages can be made and additional infrastructure is warranted (both within and outside the City) to serve development.
- Continue to support land use patterns that promote alternatives to single occupancy vehicles, such as mass transit, park-and-ride facilities, sidewalks, and bikeways/bike paths.
- The City should complete their Americans with Disabilities Act (ADA) transition plan to ensure public facilities meet ADA guidelines.
- Improve crosswalks, by considering curb extensions and raised, textured crosswalks.
- Segregate sidewalks from the roadway with landscape buffers and ensure that the sidewalk network is well maintained and interconnected.
- Promote safe intersection design and bicycle, pedestrian and transit friendly traffic signalization.
- Include pathways for bicycles and pedestrians whenever vehicular bridges are being rehabilitated or replaced.

3.0 Community Information

3.1 School District Overview

The Lebanon School District, has a total student enrollment of 1,817 students in 2009. The School District serves Lebanon (Pre-Kindergarten to grade 12), Grantham (grades 7 to 12), and Plainfield (grades 9 to 12). Of the total enrollment, approximately 1,111 students are in kindergarten through grade 8.

The 2009-2010 school year introduced a new dynamic among the elementary schools in the City. This was the first year after the Lebanon School Board approved a school consolidation plan that resulted in the closure of two elementary schools: Sacred Heart Public School and School Street School. Table 3-1, below, summarizes the change in student composition and locations of certain grades.

Table 3-1: School Consolidation and Student Composition

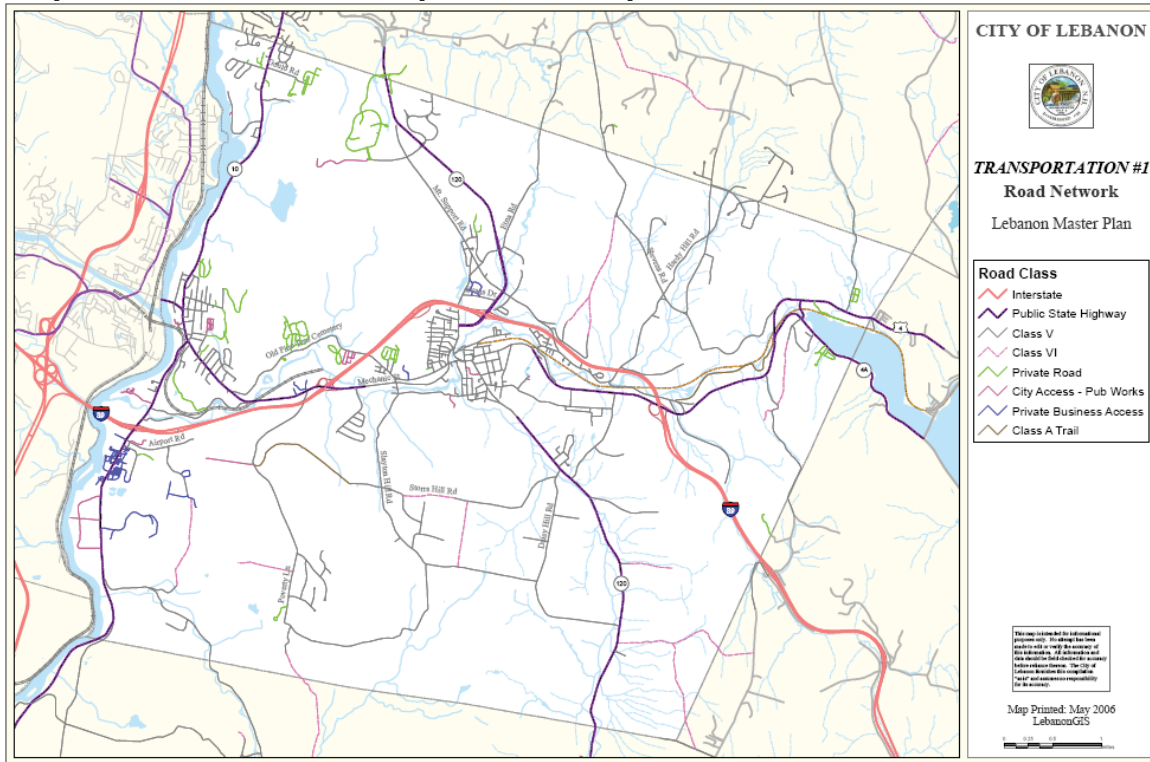
SCHOOL	PRE-CONSOLIDATION		POST-CONSOLIDATION	
	GRADES	ENROLLMENT	GRADES	ENROLLMENT
Hanover Street School	3 to 6	259	Pre-K to 4	299
Mount Lebanon School	K to 3	237	Pre-K to 4	253
Seminary Hill School	4 to 6	164	5 to 6	229
Sacred Heart Public School	K to 2	93	(Closed)	
School Street School	K to 2	90	(Closed)	

Note: Pre-consolidation enrollment based on 2006 data.

In April 2007 the PBAC published the “SR2S Survey Results,” which summarized survey data collected in November 2006. This survey was directed at parents and contained questions that are consistent with the current, standardized parent surveys endorsed by the NCSRTS and the NHDOT. Later sections of this report will reference this survey to assess whether the consolidation impacted student travel patterns to and from school.

3.2 Base Mapping

Map 3-1 Overall Transportation Map: Road Network



Map 3-2: Lebanon's Blueprint for Community Trails



4.0 Seminary Hill School Travel Plan

The Seminary Hill School (SHS) serves grades 5 and 6 for the School District with an enrollment of 229 students. SHS is near the West Lebanon downtown area along Seminary Hill, a major collector that carries high traffic volumes. The surrounding land use is mostly residential with an industrial area to the south. A good portion of the industrial truck traffic accesses Seminary Hill along Elm Street, which is immediately north of SHS. While the school is close to a relatively large residential area, its location along Seminary Hill and operational status as a district, not neighborhood, school affects what approach may be taken to increase students walking and biking to school.

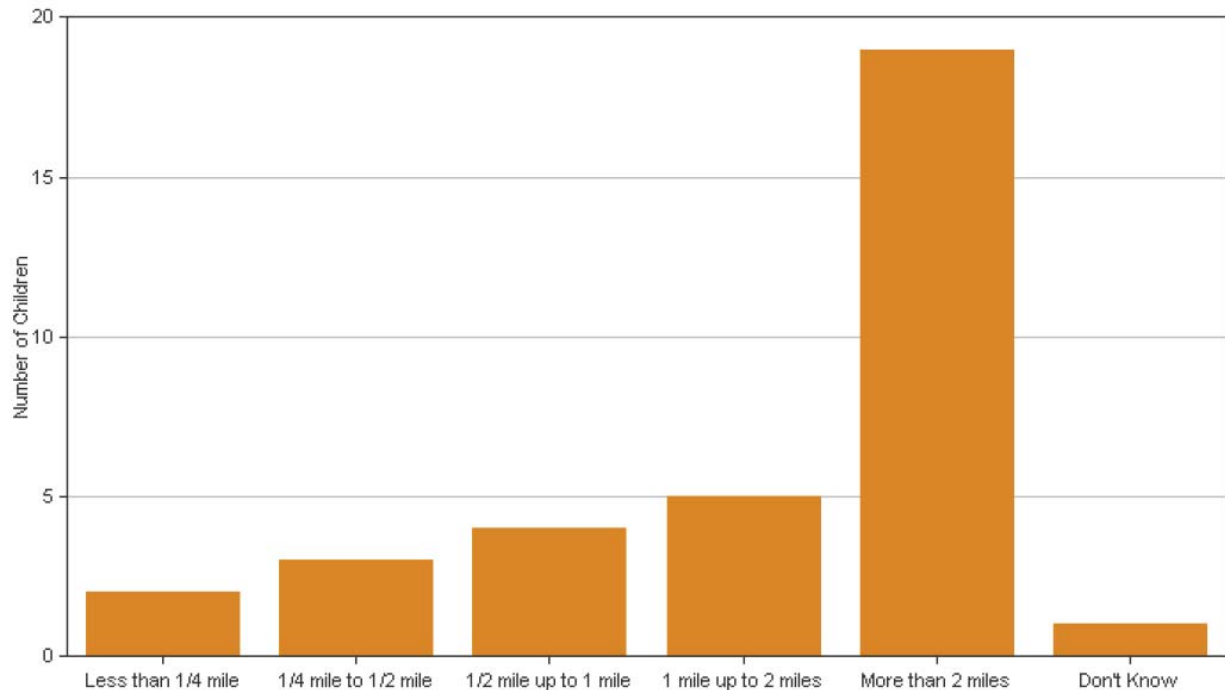
4.1 Evaluation

The evaluation phase of work included collecting and compiling surveys, conducting field assessments, collecting accident and traffic data, compiling available data on pedestrian and bicycle facilities, and mapping the study areas.

4.1.1 Parent Survey Results

SHS survey responses were collected using an online survey service and then submitted to NCSRTS for processing. The following figures are from the parent survey report generated by the NCSRTS.

Figure 4-1: Number of SHS Children by Distance They Live from School



Overall, the survey results indicate that the majority respondents live more than 2 miles away and that a large portion of the pick-ups and drop-offs are by family vehicles.

Figures 4-2 and 4-3 summarize the survey findings as they relate to individual travel modes to and from school. Private vehicles predominate regardless of travel distance.

Figure 4-2: Percentage of Children by Travel Mode to School

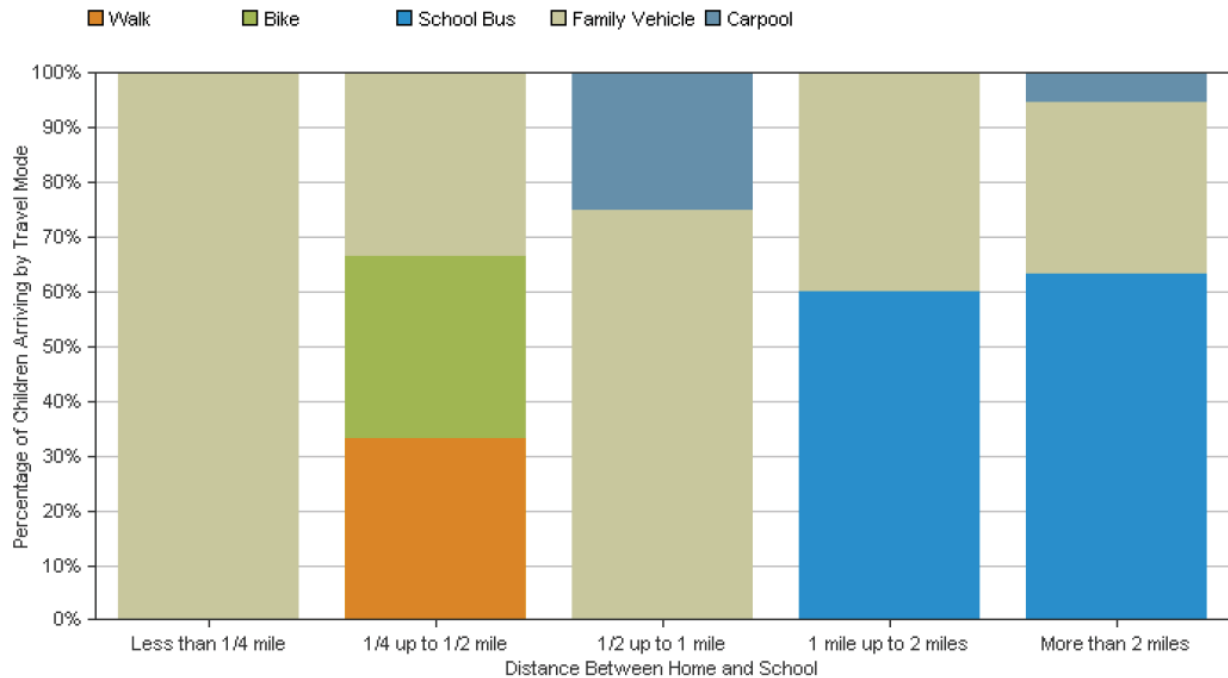
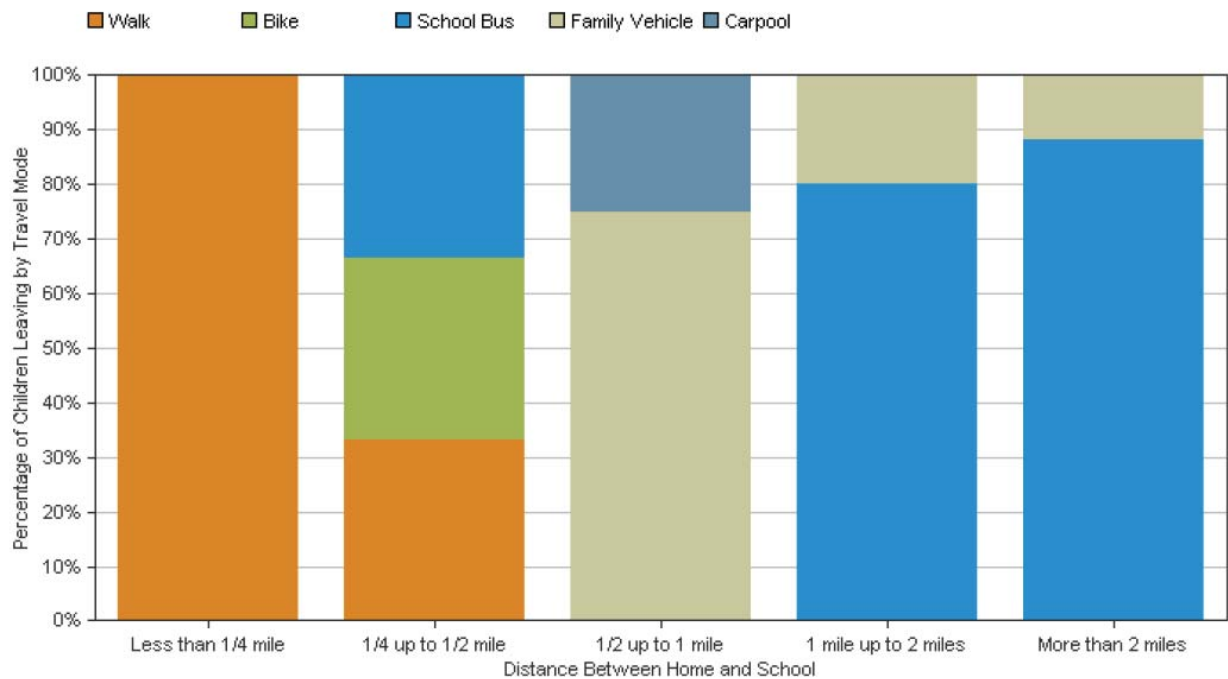


Figure 4-3: Percentage of SHS Children by Travel Mode from School



Respondent concerns about distance, traffic volume and speed, and presence of sidewalks were the primary barriers to opportunities for walking and biking to school. The apparent second tier of priorities include crossing safety and weather.

Table 4-1: Issues that Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike to/from School

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	4 (80.0%)	22 (75.9%)
Convenience of driving	0 (0.0%)	1 (3.4%)
Time	2 (40.0%)	8 (27.6%)
Before/after-school activities	2 (40.0%)	8 (27.6%)
Traffic speed along route to school	1 (20.0%)	20 (69.0%)
Traffic volume along route	1 (20.0%)	21 (72.4%)
Adults to walk/bike with	0 (0.0%)	7 (24.1%)
Sidewalks or pathways	3 (60.0%)	21 (72.4%)
Safety of intersections & crossings	3 (60.0%)	18 (62.1%)
Crossing guards	4 (80.0%)	6 (20.7%)
Violence or crime	2 (40.0%)	13 (44.8%)
Weather or climate	2 (40.0%)	12 (41.4%)
Number of Respondents Per Category	5	29
<i>No Response: 3</i>		

(Percentages may not total 100% due to rounding.)

4.1.2 Comparative Analysis of Parent Surveys

The PBAC surveyed Lebanon parents in November 2006 to determine how children in grades K through 8 were getting to and from school and gauge parent attitudes to walking and biking to and from school. While the format of the survey does not exactly match the October 2009 survey, there is opportunity to conduct a comparative analysis between the two data sets to gain perspective related to pre- and post-consolidation student travel distances, preferred travel modes, and general attitudes.

The intent of this analysis is to develop an understanding of whether there were dramatic changes in arrival and departure modes, identified issues, and general attitudes toward walking and biking to school. Figures 4-5 through 4-9 indicate the following:

- The student travel distance has effectively flipped with the majority of students now living more than 2 miles from the school.

- Regardless of change in travel distance there appears to be a preference for family vehicles and a significant drop in walkers.
- Reasons for not walking or biking to school remain comparable between the two surveys, though they are more pronounced in the 2009 responses.
- There is a lesser response to whether providing adult supervision would sway a parent to let the child walk or bike.

Figure 4-4: Child's Household Distance from School

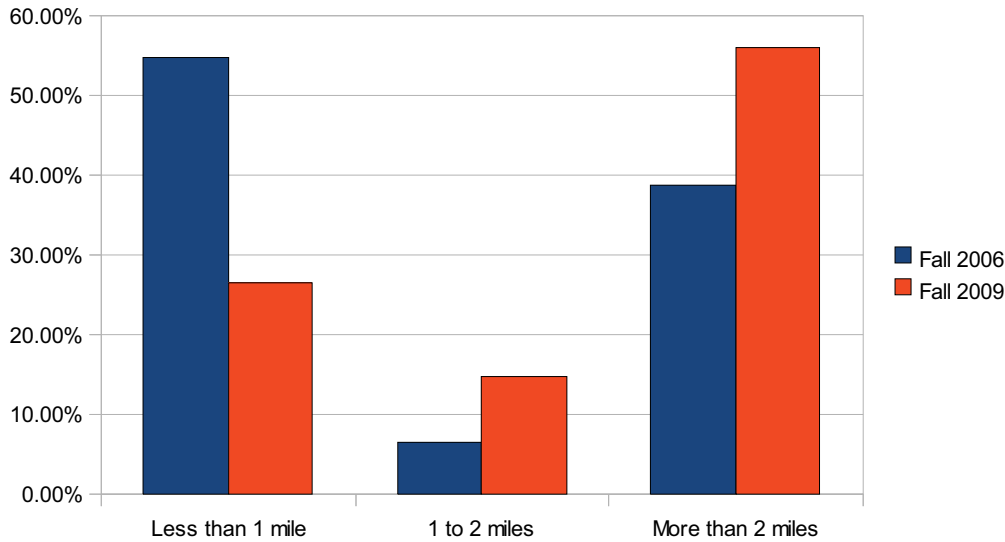


Figure 4-5: Child's Travel Mode to School

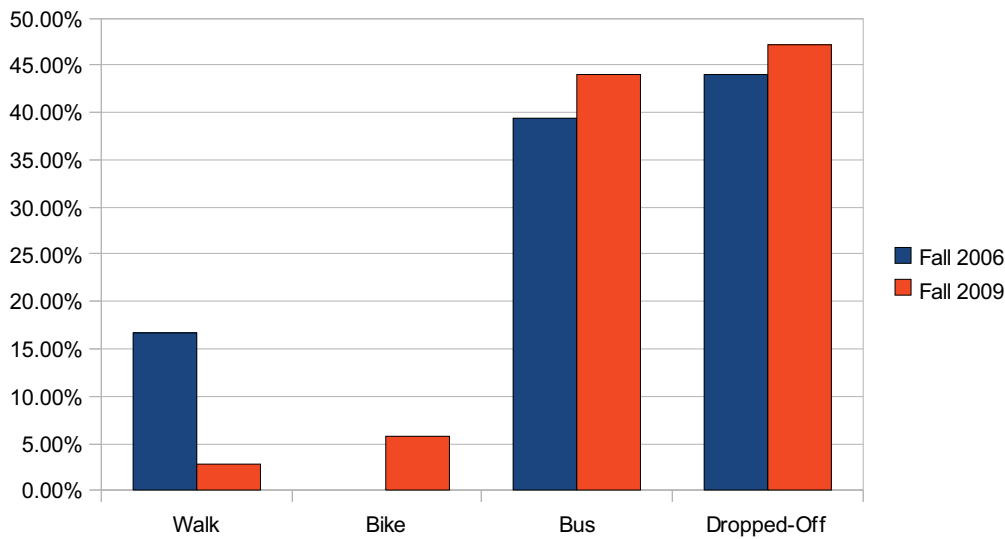


Figure 4-6: Reasons for Not Walking/Biking to School

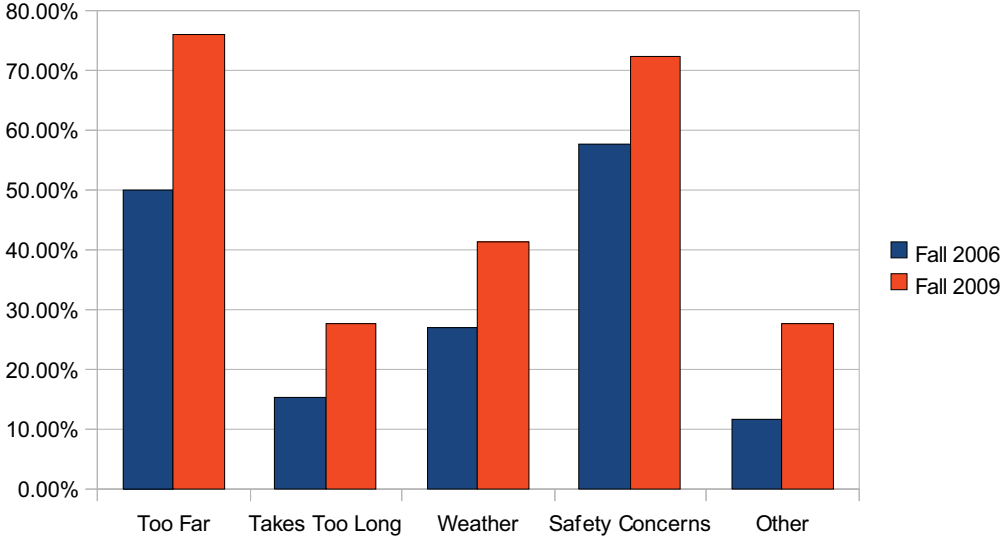
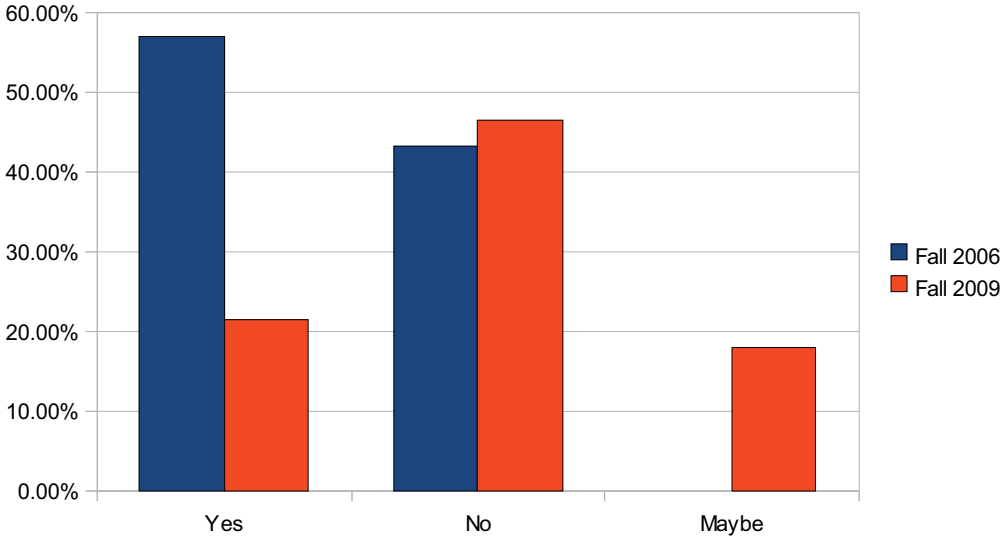


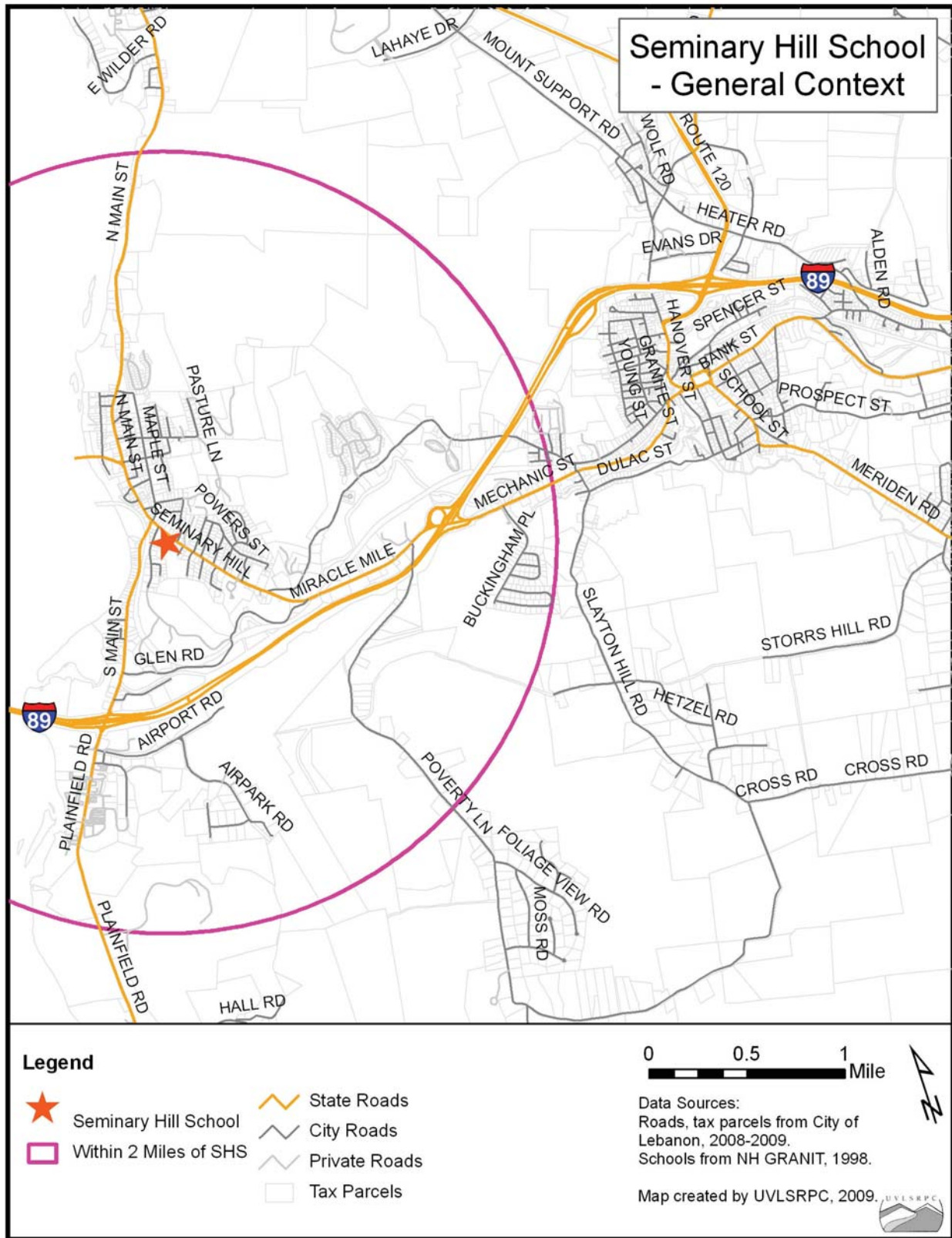
Figure 4-7: Would Parents Consider Allowing Child to Walk/Bike with Adult Supervision?



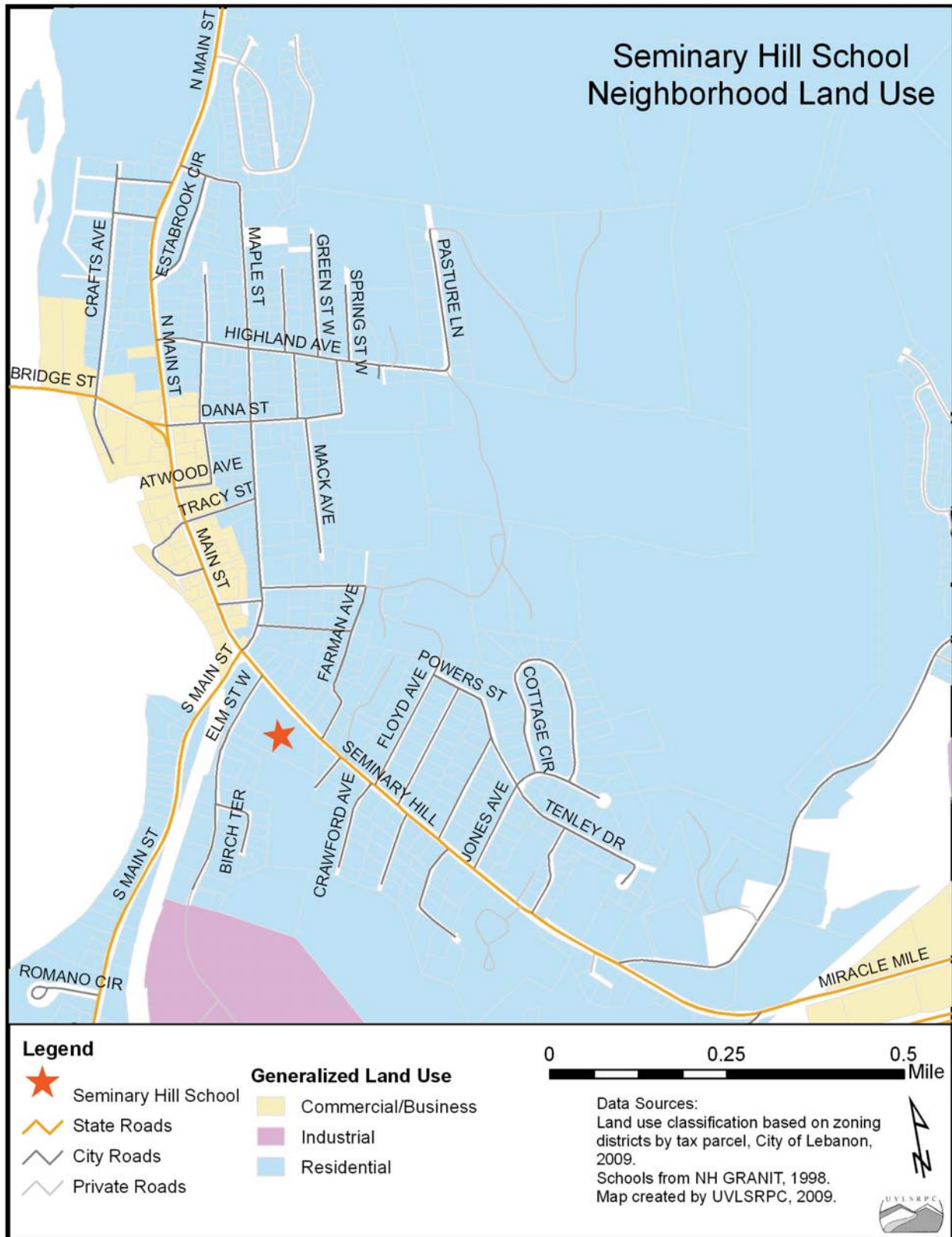
4.1.3 Mapping

The following maps provide an overview of the geographic context for SHS, as well as provide information on existing pedestrian and bicycle infrastructure, existing traffic volumes, and reported pedestrian and bicycle accidents.

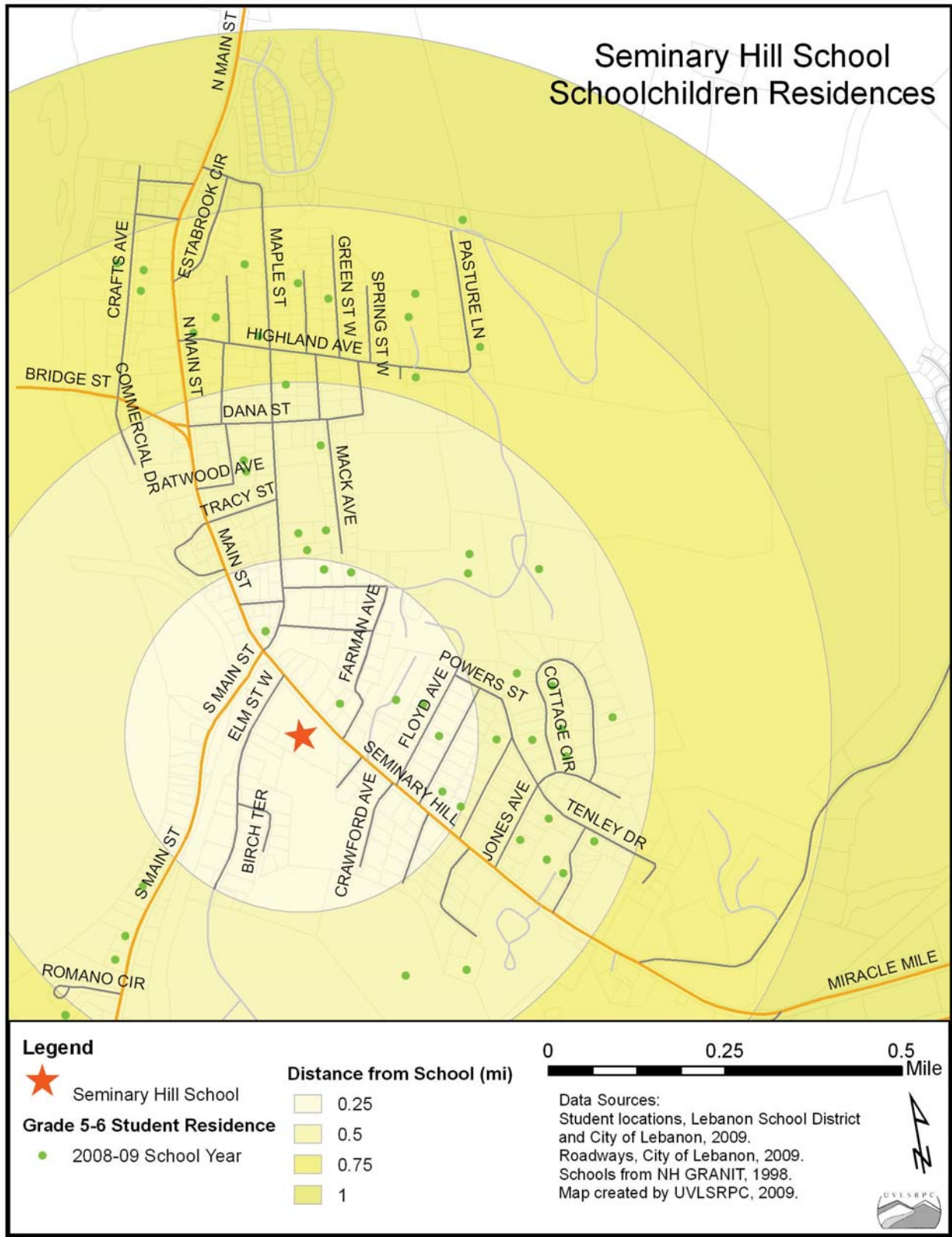
Map 4-1: SHS Study Area Context



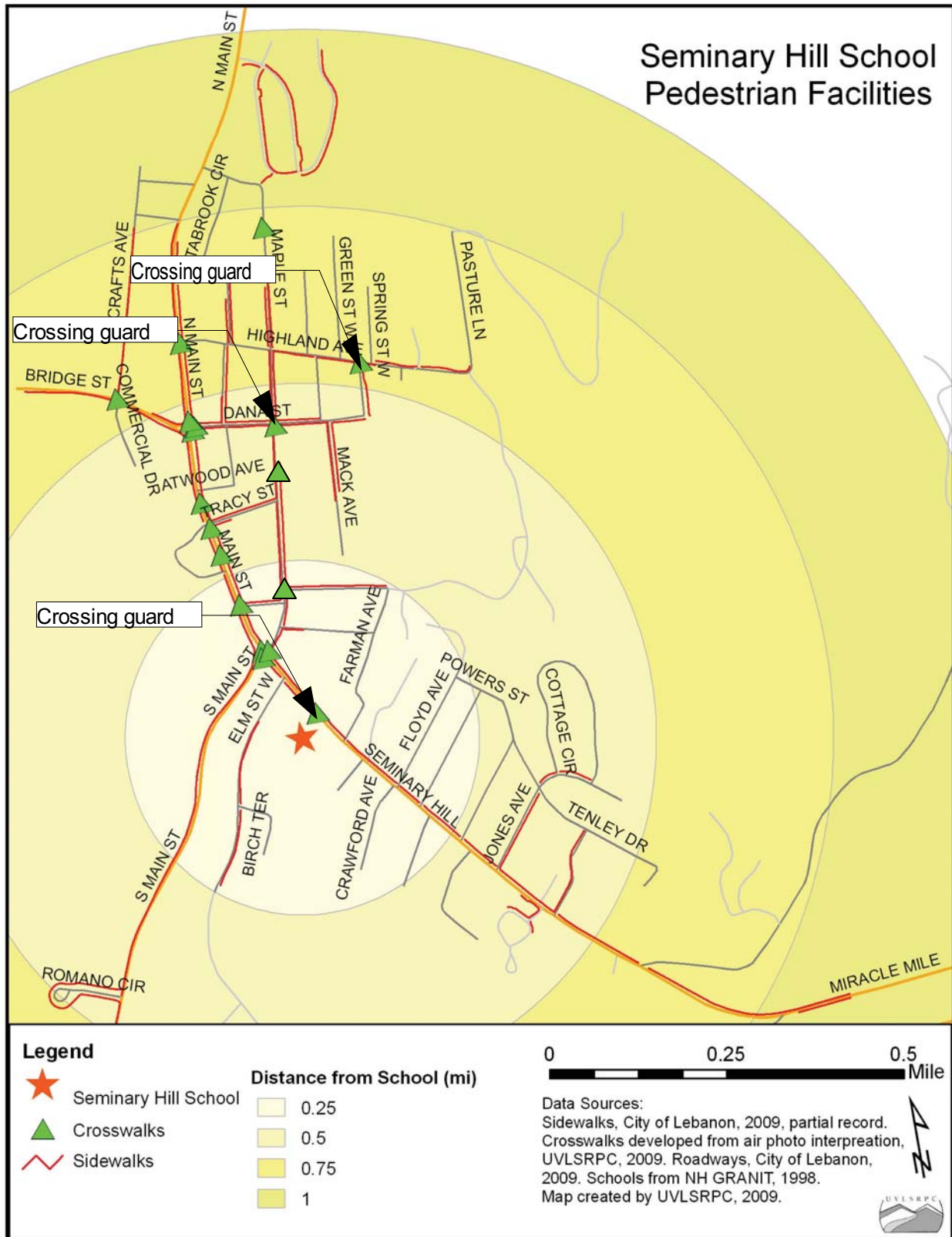
Map 4-2: SHS Adjacent Land Uses



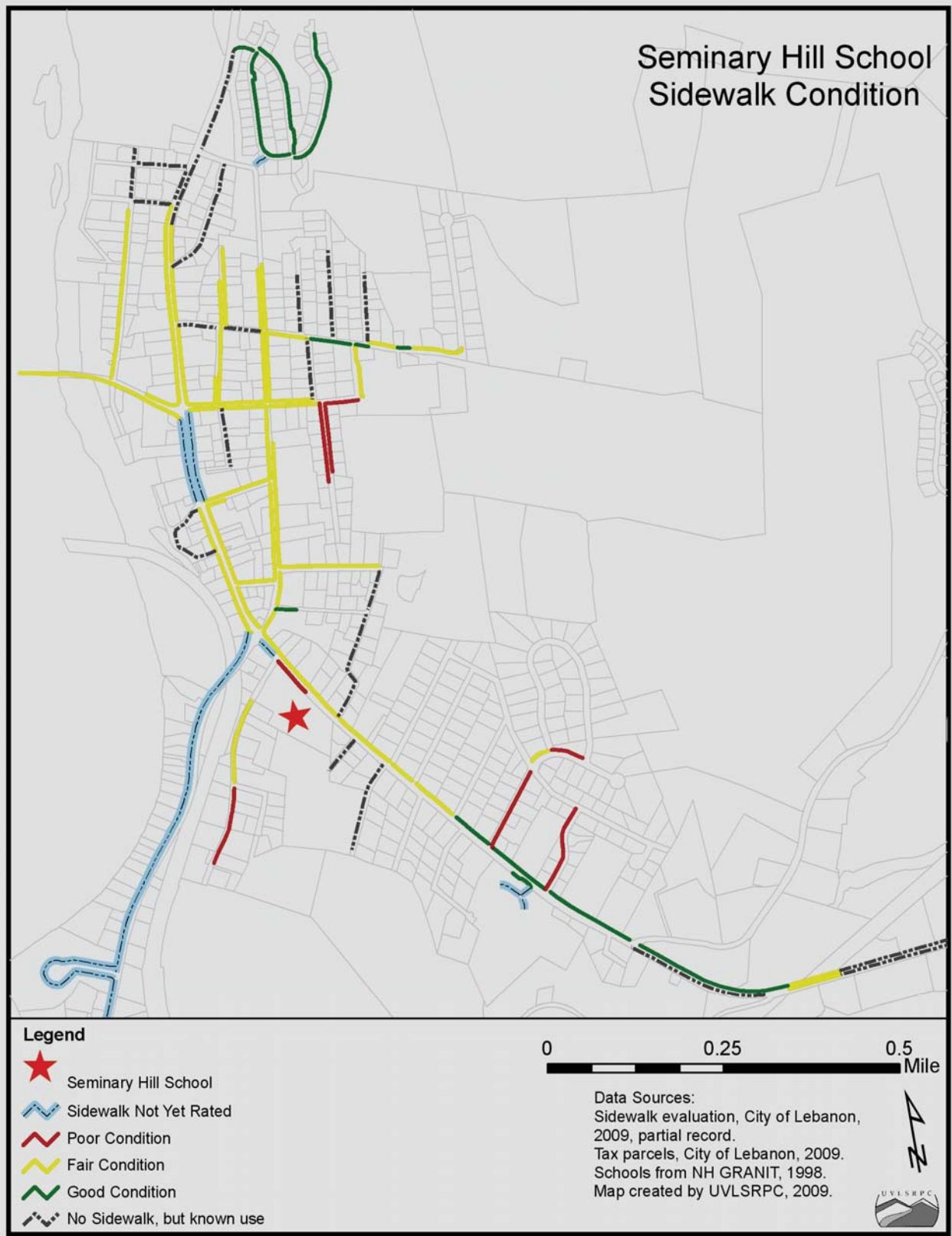
Map 4-5: SHS Student Residences



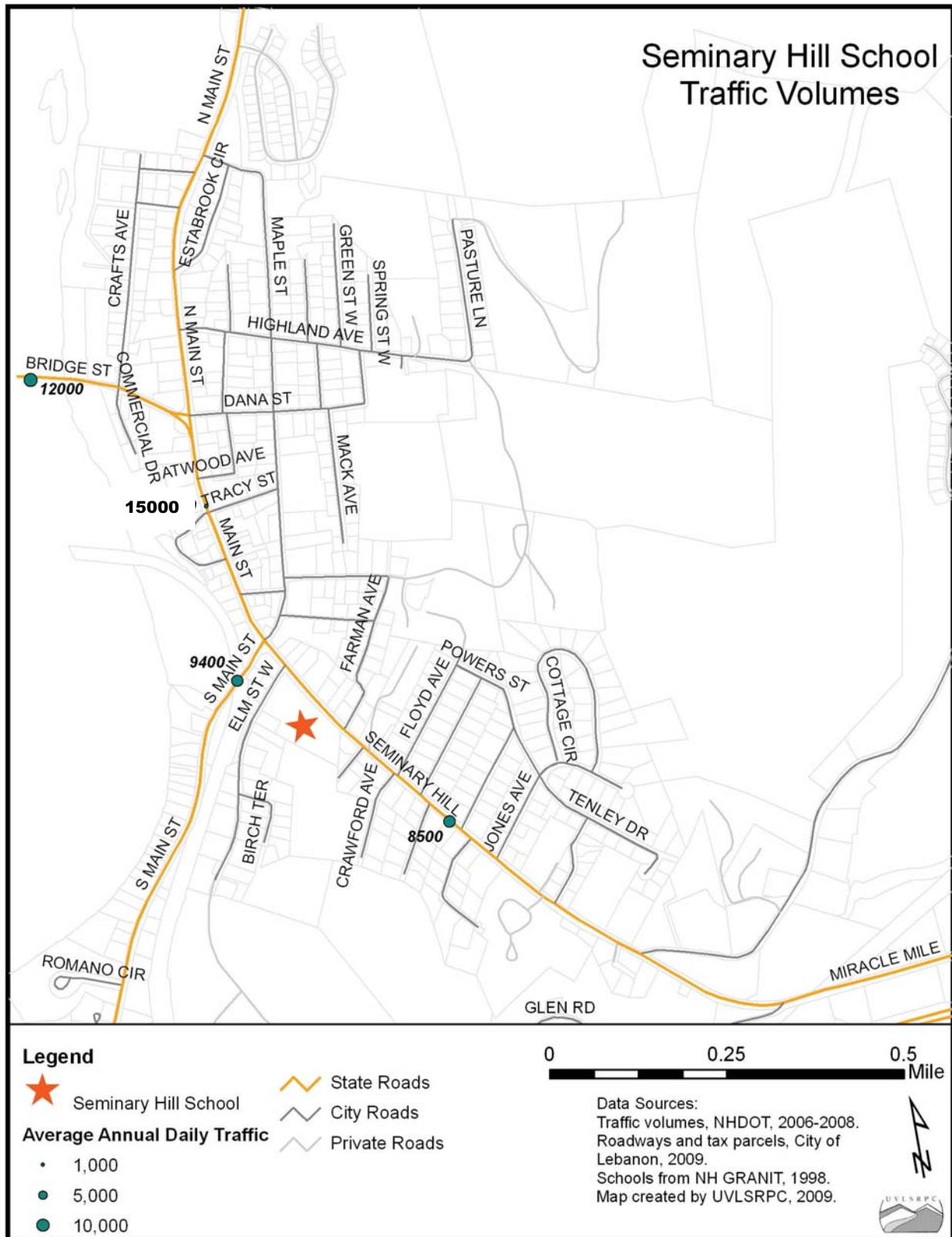
Map 4-6: SHS Pedestrian Facility Inventory



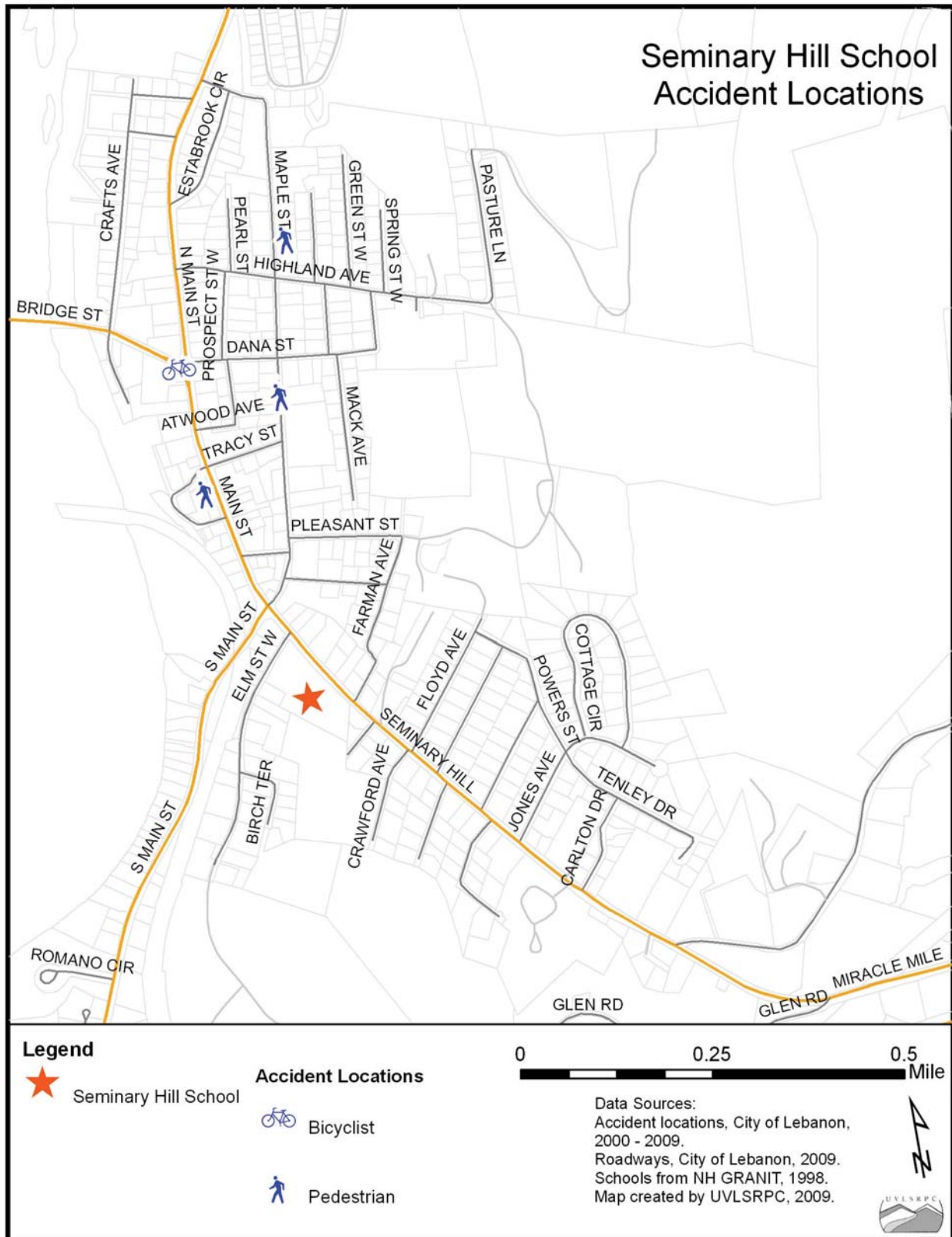
Map 4-7: SHS Sidewalk Assessment



Map 4-8: SHS Adjacent Street Traffic Volumes (AADT)



Map 4-9: Reported Pedestrian and Bicycle Accidents in the SHS Vicinity



4.2 Education and Encouragement

The SHS education initiative has historically been the responsibility of the physical education teachers. The current education and encouragement programs include:

- Jeff McGuire, the SHS PE Teacher has a “Mileage Club” where students turn-in cards stating how far they have run or walked. The total miles are tracked across the country on a map. Students are given small rewards for every 5-mile increment walked or run.
- While walking and biking education are not in the curriculum, Mr. McGuire does endorse bike safety to his students.

The community and individual feedback support the following programs to further promote SRTS initiatives:

- The bike safety courses are valued among respondents. Comments included encouraging bike education, bike rodeos, and bike to school days.
- Group walking, like walking school buses, is preferred to children walking alone.
- Want to see more effort in encouraging walking and biking.
- Make the walk and bike to school days more frequent, possibly multiple days per week in the fall and spring.
- Develop a pedestrian safety course.

4.5 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 five crossing guards City-wide. These are paid positions and have recently been cut-back due to budget constraints. While there has 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. There is a recognized need for more crossing guards, but there is no funding source for expanding the program.

The crossing guard locations in the SHS study area include:

- Intersection of White Street and Highland Ave (7:15 – 8:15 AM, 2:30 – 3:30 PM)
- Maple Street and Dana Street (7:15 – 8:15 AM, 2:30 – 3:30 PM)
- Seminary Hill School (7:00 – 8:15 AM, 2:30 – 3:30 PM)

4.6 Engineering

4.6.1 Infrastructure Issues

Public feedback and field investigations reveal that there are barriers to walking and biking to and from SHS due to infrastructure issues and/or operations and enforcement. As the next section will elaborate, many issues will be addressed in future construction projects. Other solutions are included as project recommendations.

- The high travel speeds and volumes along Seminary Hill and South Main Street.
- Insufficient and unsafe cross walks prevent pedestrians from crossing Seminary Hill, except for certain points that may be too far out of the way.
- The South Main Street intersection at the base of Seminary Hill (north of SHS) is signalized. Due to steep grades along Seminary Hill the signal operations cease and the intersection switches to all-flashing lights to accommodate vehicles traveling downhill that cannot stop for the intersection. This can occur on bad weather days when school is still in session. When this happens, the students cannot safely cross the intersection without some sort of traffic control.
- The Elm Street intersection adjacent to SHS carries high truck volumes. The trucks turning to and from Seminary Hill make it unsafe to walk along the south side of the road and cross that intersection.
- South Main Street is generally unsafe and the dry bridge over the railroad is deteriorating and too narrow to feel safe.

4.6.2 City Infrastructure Projects

As stated earlier in this report, the City places a high priority in constructing, maintaining, and encouraging the use of pedestrian and bicycle facilities. At present there are a number of planned infrastructure projects where the City DPW and Planning Staff have worked to incorporate improved pedestrian and bicycle facilities with public review and input. The projects, their status, and construction timeline are as follows in Table 4-2. There are other, longer-term projects in the planning stages. This report focuses on the short-term projects that are more defined with regard to scope and timing.

Table 4-2: City Infrastructure Projects

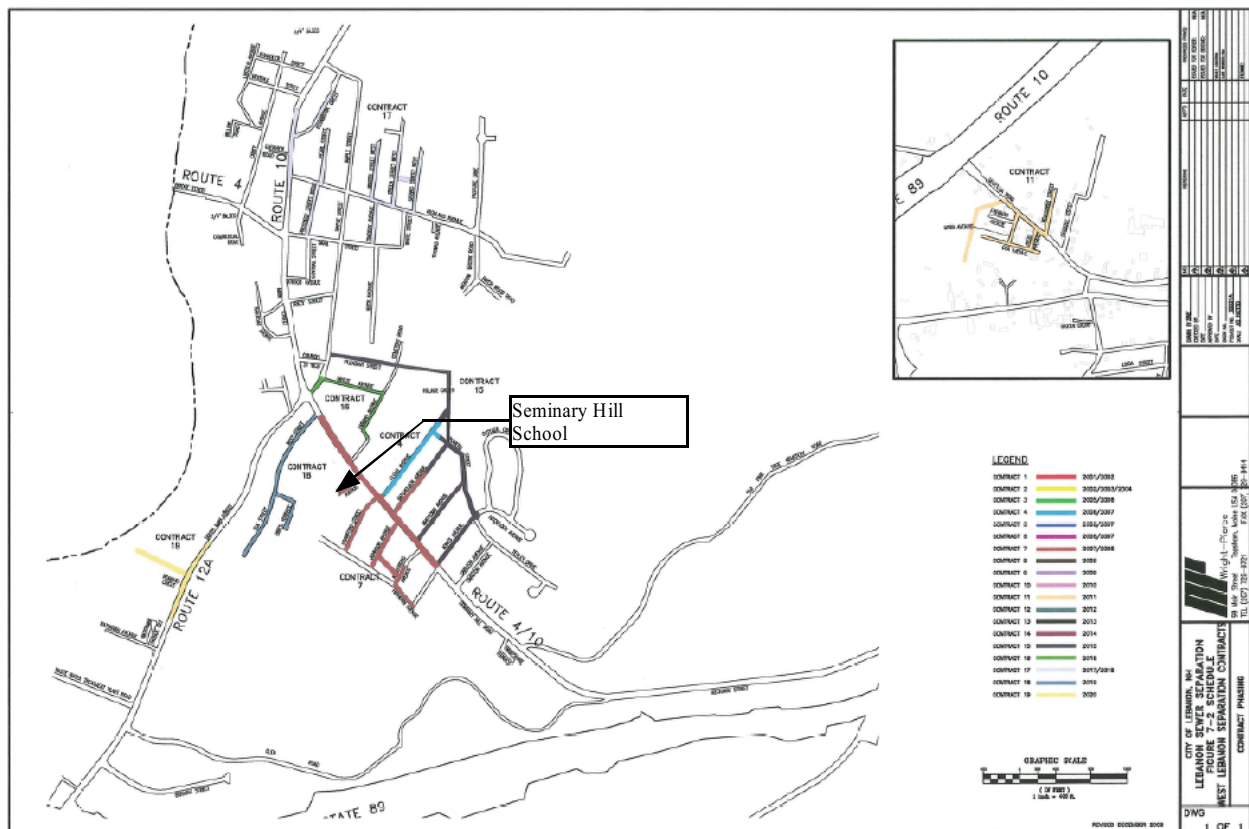
PROJECT NAME	LOCATION	STATUS	CONSTRUCTION TIMELINE
Route 120 Pedestrian Enhancement Project	Vicinity of South Street Intersection	Grant Application Under Review	2011-2012 (if approved)
CSO #4	Floyd Avenue	Design out to bid	2010-2011
CSO #7	Seminary Hill	Design out to bid	2010-2012
South Main St. Dry Bridge	Railroad bridge near Seminary Hill Intersection	Design phase	2011-2012

The Combined Sewer Overflow (CSO) project is making fundamental improvements to the municipal stormwater and sewer collection networks. The goal of the project is to separate the two networks to protect water quality in the Mascoma and Connecticut Rivers. The City Staff make a point of addressing pedestrian and bicycle issues as part of the project design review. Map 4-10 illustrates the scope of the CSO program and phasing. A secondary benefit of the CSO project is the improvement to the overall roadway, pedestrian, and bicycle networks in neighborhoods within the SHS project area.

There will be substantial benefits to the immediate area around SHS:

- The CSO #7 will include a sidewalk along the south side of Seminary Hill that will be extended approximately 2,100 feet.
- The Dry Bridge reconstruction project will substantially improve a deficient bridge and the pedestrian facilities on the bridge.
- Subsequent CSO projects will improve side streets in the nearby neighborhoods, which will include, where appropriate, pedestrian and bicycle facilities.

Map 4-10: City CSO Project Phasing, SHS Project Area



4.6.3 Sidewalk Inventory and Maintenance

The sidewalk inventory in the project area indicates that critical pathways to SHS need improvement, though existing sidewalks are generally in good to fair condition. A significant issue appears to be related to cross walks. Given the pending infrastructure projects, constructing new sidewalks have not been considered as part of this report Action Plan.

The Department of Public Works (DPW) currently maintains the sidewalks and bicycle facilities along most City roadways including clearing the sidewalks after snow storms. The DPW has limited sidewalk clearing equipment and works to prioritize snow clearing to high-use routes, including primary routes to and from schools. The result is that lower priority sidewalks may not be cleared for a period of time after the storm has ended. Presently, the DPW has designated a web page on the City web site to solicit input from the public regarding prioritizing sidewalk clearing efforts.

4.5 Identified Barriers

The Task Force has collected comments throughout this process and, combined with the analyses and other background information, the following are the primary barriers to walking and biking to school:

- SHS school day begins too early for parents to let kids walk.
- The Seminary Hill traffic and lack of a sidewalk along the south side of that make walking to school difficult.
- The Elm Street intersection is unsafe due to truck traffic.
- In the past, students living along South Main Street within a mile from school have been denied bus service due to proximity to the school. This issue has been recently resolved with the School District recognizing broader safety issues along South Main Street.
- Crosswalk safety, particularly at the Seminary Hill intersection with South Main Street.
- Limited information about walking encouragement programs gets to the parents.
- Lebanon has resident, registered sex offenders.
- Recent consolidation of schools has resulted in some students losing opportunities to walk or bike to another, closer school.
- Parked cars on sidewalks or pathways cause substantial safety concerns.

5.0 Conclusion and Recommendations

The Seminary Hill School is located near downtown West Lebanon and is surrounded by residential neighborhoods. During the evaluation phase of work for this study, survey responses and field investigations indicated that the critical barriers to promoting walking and biking were travel distances and safety of the children. SHS will benefit from substantial infrastructure projects that will soon begin in the project area. Based on this information and the tone of the survey responses, the most effective way to promote SRTS goals is to increase student and parent education and awareness of the opportunities to safely walk and bike to school.

One that would benefit both Mount Lebanon and Seminary Hill Schools is for the Task Force conduct or oversee an engineering analysis to improve roads that provide direct links for children between Mount Lebanon School and Seminary Hill. Some of these roads are geometrically deficient with tight vertical and horizontal curves. The Action Plan below recommends further study because of the need for detailed right-of-way analyses and an extensive community involvement program per City protocols for infrastructure projects prior to recommending improvements in an action plan.

The following Action Plan addresses the needs of the City and School District to effectively promote and maintain the SRTS Task Force initiative toward increasing child activity and improving wellness. This action plan should be implemented with the participation of a broad range of community organizations and individuals similar to the participation in developing this Travel Plan for SHS.

Table 5-1: SHS Action Plan

RESPONSIBLE PARTY	RECOMMENDATION	PRIORITY
Immediate Projects (within 1 yr)		
School District / Task Force	Develop a School District coordinator for Safe Routes and other wellness programs. Make these programs standard for all schools with central resources to encourage teacher/parent participation. Participation will be elective by school.	High
School District / Task Force	Promote educational program focusing walking and biking safety for students. Incorporate Bike Smart program curriculum with classroom and real time education activities. Incorporate safe passage through construction zones as part of the curriculum.	High
Task Force	Maintain and promote the Safe Routes program through web presence and maintain robust outreach effort.	High
School District / Task Force	Complete Comprehensive Travel Plan. Continue study of the two remaining school sites.	High
SHS	Purchase new bike racks. Each school to work with Task Force to determine best location for the racks.	High
SHS / School District / Task Force	Organize bike safety events like bike rodeos with the Police Department and other volunteer organizations. Have a bike to school day in spring with LPD Bike Patrol escort(s).	High
School District / Task Force / City	Develop a community program in partnership with the Lebanon Recreation and Parks Department where the Rec. Department recruits and trains (with funding) community volunteers to be walking school bus chaperones or related Safe Routes program participants.	High
SHS / School District	Develop a secondary winter walking program (“Polar Bear Walkers”).	High

Action Plan (continued) – Immediate Projects		
City Planning Office / Police Department	<p>Enforce regulations for vehicle parking on sidewalks and crosswalks and vegetation overgrowth that restrict safe use of the sidewalks or pathways.</p> <ul style="list-style-type: none"> ◦ Provide general information and educational pamphlets to all properties (residences and businesses) within a mile of the schools to inform property owners of the need for clear sidewalks and bike routes. ◦ Have a high-intensity enforcement campaign at the beginning of each school year. 	High
SHS / School District / Task Force	<p>Evaluate critical crossing guard locations based on post-consolidation changes to school uses and student composition. Use standardized criteria for this evaluation process.</p> <ul style="list-style-type: none"> ◦ Place a crossing guard at the S Main St / Seminary Hill intersection – particularly in poor weather conditions when school is still in session. 	High
SHS / School District	<p>Continue to provide the students along S Main St. (within a mile of the school) the opportunity to use the school bus service to ensure student safety and limit parent vehicle drop-offs.</p>	High
City	<p>Repaint crosswalks on school property and within 1/2 mile of schools with retroreflective thermoplastic paint & install flashing beacon lights on existing school zone signage.</p>	Moderate

Short-Term Projects (within 5 years)		
SHS / HSHS / School District	<p>Utilize Lebanon High School programs to promote participation in the education outreach: Student Community Committee, Youth in Action, LHS Art Department.</p> <p>Example Projects for LHS students:</p> <ul style="list-style-type: none"> ◦ Developing/Producing Educational Program ◦ Participating in and organizing special education/encouragement events on school property. <p>Note: This does not include walking school bus or other activities without adult supervision.</p>	High

Action Plan (continued) – Short-Term Projects (within 5 years)		
School District / Task Force	Develop education effort related to walking/biking/driving safety as informational programs for broadcast on Community Access TV and transfer to DVD for distribution.	Moderate
SHS / School District	Develop a program to limit the size/weight of backpacks and loads that students take home. Encouragement may include getting teachers to assign homework that does not require excessive take-home materials and limit the weight of the backpacks.	Moderate / Low
SHS	Have a school-wide art contest for a Lebanon Safe Routes mascot/logo. Make t-shirts or stickers using that winning design.	Moderate
City	Repaint faded crosswalks between 1/2 mile and 1 mile.	Moderate
City	Coordinate with contractors prior to construction to review traffic management plans to ensure pedestrian and bike issues are addressed sufficiently. Contractor shall make corrections as necessary.	High
City	The DPW continue to review and coordinate the seasonal snow clearing policy and sidewalk priorities with the Task Force before each winter.	Moderate

Action Plan (continued) – Short-Term Projects (within 5 years)		
SHS / MLES / Task Force / City	<p>Conduct an engineering study of the West Lebanon Schools to evaluate issues along primary travel routes and determine preferred alternatives with costs:</p> <ul style="list-style-type: none"> ◦ Farman Ave engineering study to evaluate vehicle circulation, construction of a sidewalk for safe pedestrian route to/from Seminary Hill ◦ Evaluate and recommend preferred alternative for pedestrian routes and improvements between the Crafts Ave neighborhood and the schools. 	Moderate

Appendix A- Community Forum

NOTES – SRTS COMMUNITY FORUM (10/13/09)

HANOVER STREET SCHOOL

- Bus Drop off
- Walking Bridge – Teenagers
- Willingness to be dropped off on side of Bridge with friend. Where is a safe drop off?
- School district picks up kids who “could” take bus
- Central gathering point on Green/Mall/Sacred Heart would need crossing guard at Sacred Heart as a paid employee (non-registered)?
- Punch cards / Mile cards
- Walk around world
- Pedestrian safety course / reflective gear / bike rodeo
- One day per week
- School driveway crossings
- Better stripping
- Few sidewalks around Sacred Heart

MT. LEBANON SCHOOL

- Mack Avenue Dead End
- Farman Avenue – No sidewalk and cut thru
- Difficulty crossing Route 10 – Craft’s Avenue
- Walking up Highland Avenue
- Elm Street West across Seminary Hill
- Romano circle – 12A Diff. – Narrow
- Safe Route between Seminary Hill and Mt. Lebanon VIA Farman

SEMINARY HILL SCHOOL

- Route 12A sidewalk
- Railroad Bridge
- Landowner – parking truck on sidewalk
- Safe passage during bad weather at bottom of Seminary Hill
- Heavy truck traffic @ Elm Street

Appendix B- Seminary Hill School Survey Summary Reports

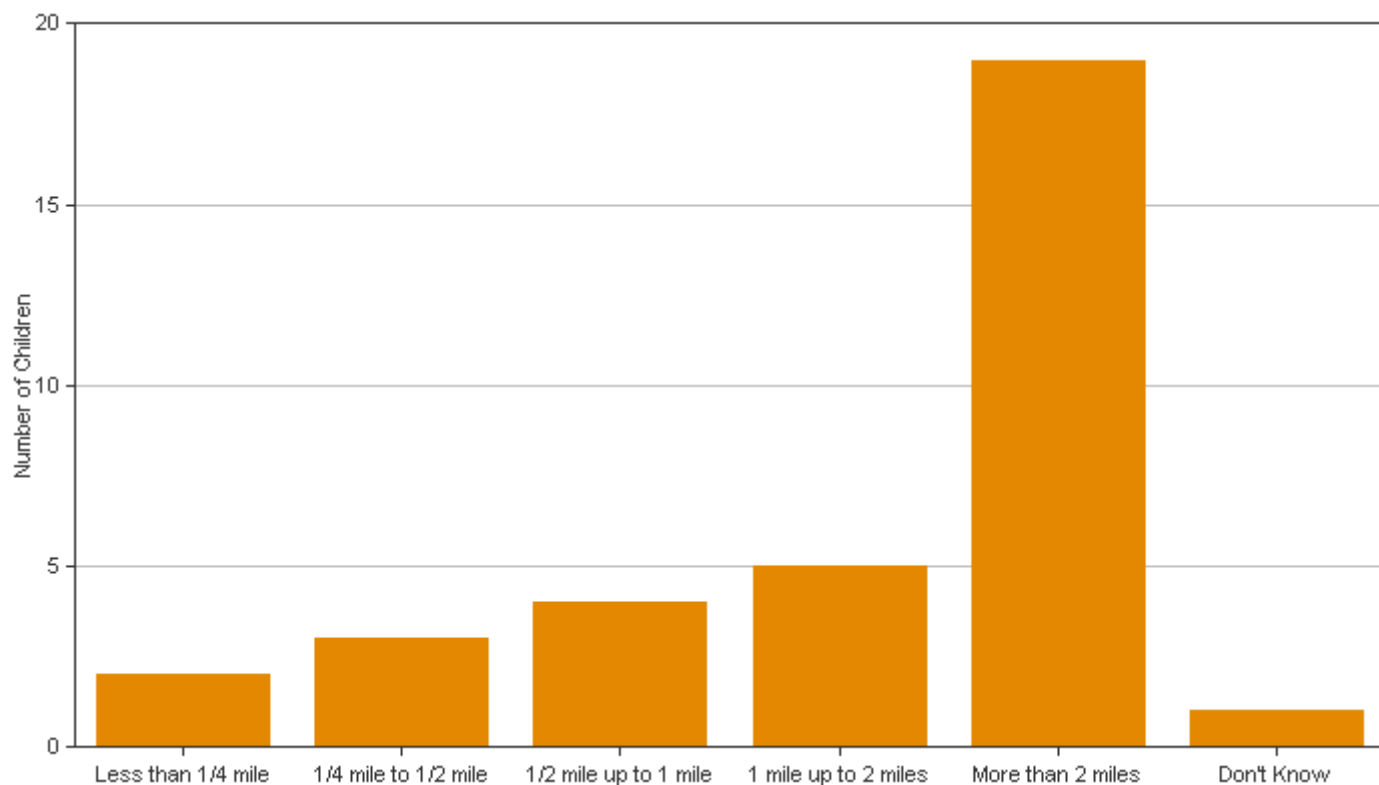
Parent Survey Summary Report:

Process Summary Information:

Program Name:	Lebanon Safe Routes to School Task Force	Survey Data Collected:	Fall2009
School Name:	Seminary Hill School	Data Collection Phase:	pre (pre = Before program began mid = During program; post = After program ended)
Reported Enrollment:	229	Number of Surveys Distributed:	0
Date Report Generated:	11/03/2009	Number of Surveys in Report:	37

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Number of Children by Distance They Live From School:

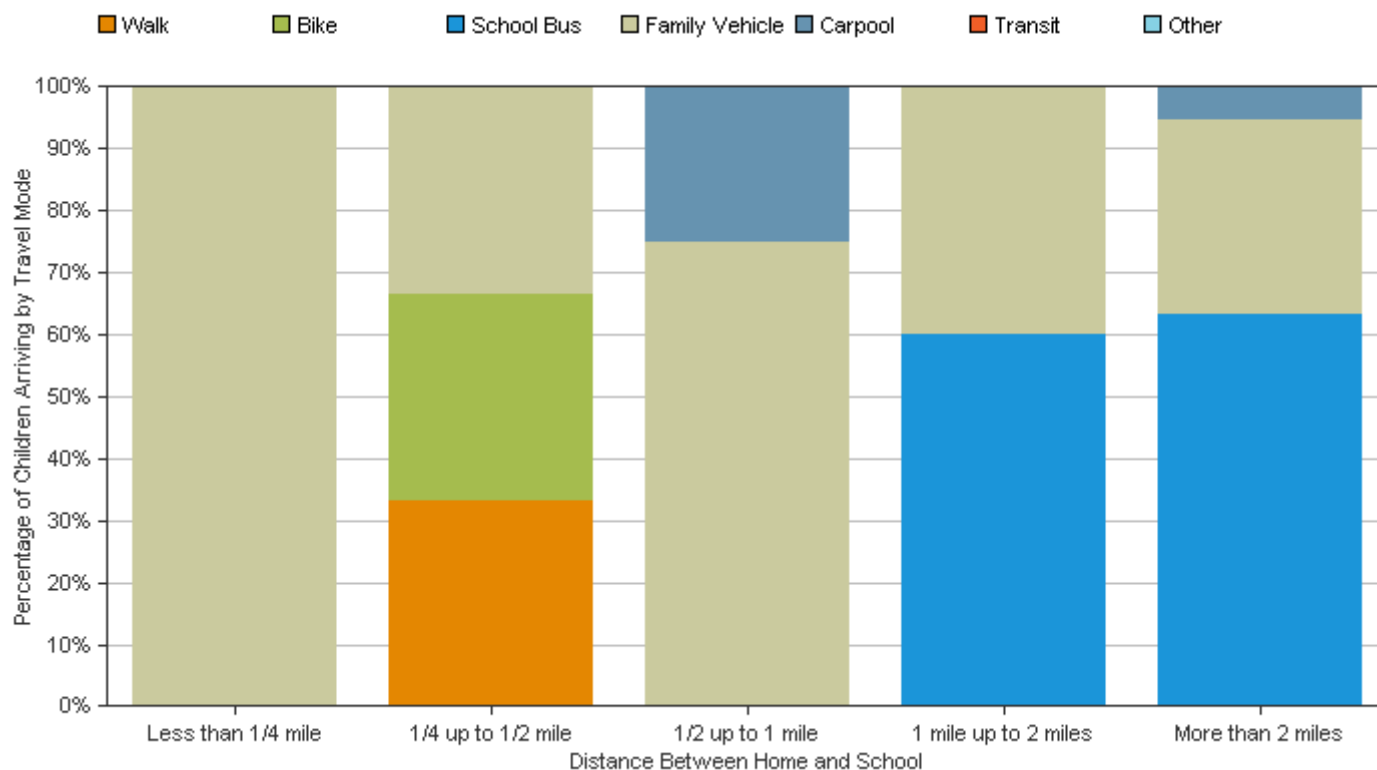


Number of Children by Distance They Live From School:

Distance from School	Number of Children
Less than 1/4 mile	2 (5.9%)
1/4 mile up to 1/2 mile	3 (8.8%)
1/2 mile up to 1 mile	4 (11.8%)
1 mile up to 2 miles	5 (14.7%)
More than 2 miles	19 (55.9%)
Don't know	1 (2.9%)
No response: 3	

(Percentages may not total 100% due to rounding.)

Percentage of Children by Travel Mode to School and Distance Between Home and School:



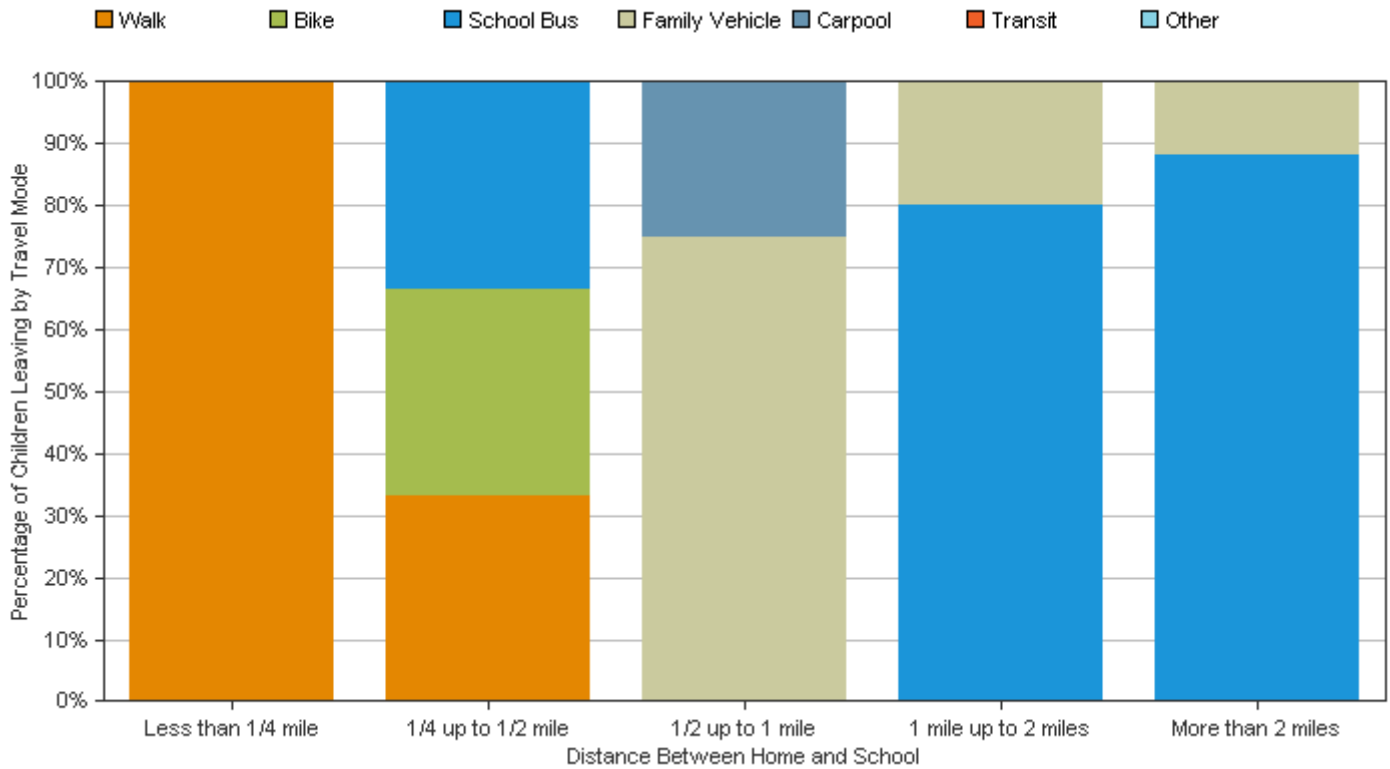
Number of Children by Travel Mode to School and Distance Between Home and School:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	0 (0%)	1 (2.9%)	0 (0%)	0 (0%)	0 (0%)	1 (2.9%)
Bike	0 (0%)	1 (2.9%)	0 (0%)	0 (0%)	0 (0%)	2 (5.8%)
School Bus	0 (0%)	0 (0%)	0 (0%)	3 (8.8%)	12 (35.3%)	15 (44.1%)
Family Vehicle	2 (5.9%)	1 (2.9%)	3 (8.8%)	2 (5.9%)	6 (17.6%)	14 (41.1%)
Carpool	0 (0%)	0 (0%)	1 (2.9%)	0 (0%)	1 (2.9%)	2 (5.8%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	2 (5.9%)	3 (8.7%)	4 (11.7%)	5 (14.7%)	19 (55.8%)	

No Response: 3

(Percentages may not total 100% due to rounding.)

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	2 (6.3%)	1 (3.1%)	0 (0%)	0 (0%)	0 (0%)	3 (9.4%)
Bike	0 (0%)	1 (3.1%)	0 (0%)	0 (0%)	0 (0%)	2 (6.2%)
School Bus	0 (0%)	1 (3.1%)	0 (0%)	4 (12.5%)	15 (46.9%)	20 (62.5%)
Family Vehicle	0 (0%)	0 (0%)	3 (9.4%)	1 (3.1%)	2 (6.3%)	6 (18.8%)
Carpool	0 (0%)	0 (0%)	1 (3.1%)	0 (0%)	0 (0%)	1 (3.1%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	2 (6.3%)	3 (9.3%)	4 (12.5%)	5 (15.6%)	17 (53.2%)	

No Response: 5

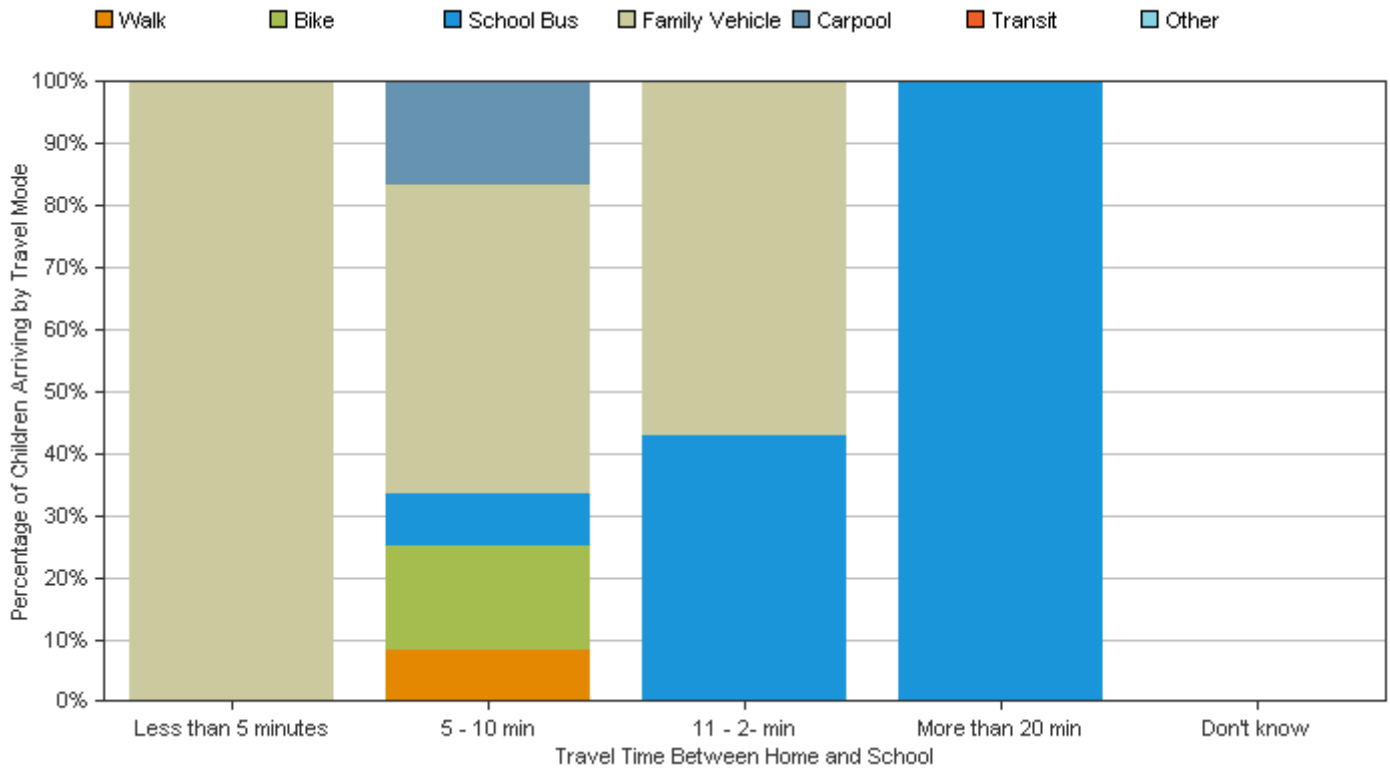
(Percentages may not total 100% due to rounding.)

Number of Children by School Arrival Travel Mode and Travel Time to School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	0 (0%)	1 (2.9%)	0 (0%)	0 (0%)	0 (0%)	1 (2.9%)
Bike	0 (0%)	2 (5.9%)	0 (0%)	0 (0%)	0 (0%)	2 (5.9%)
School Bus	0 (0%)	1 (2.9%)	3 (8.8%)	11 (32.4%)	0 (0%)	15 (44.1%)
Family Vehicle	4 (11.8%)	6 (17.6%)	4 (11.8%)	0 (0%)	0 (0%)	14 (41.2%)
Carpool	0 (0%)	2 (5.9%)	0 (0%)	0 (0%)	0 (0%)	2 (5.9%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	4 (11.8%)	12 (35.2%)	7 (20.6%)	11 (32.4%)	0 (0%)	
<i>No Response: 3</i>						

(Percentages may not total 100% due to rounding.)

Percentage of Children by Travel Time to School and School Arrival Travel Mode:



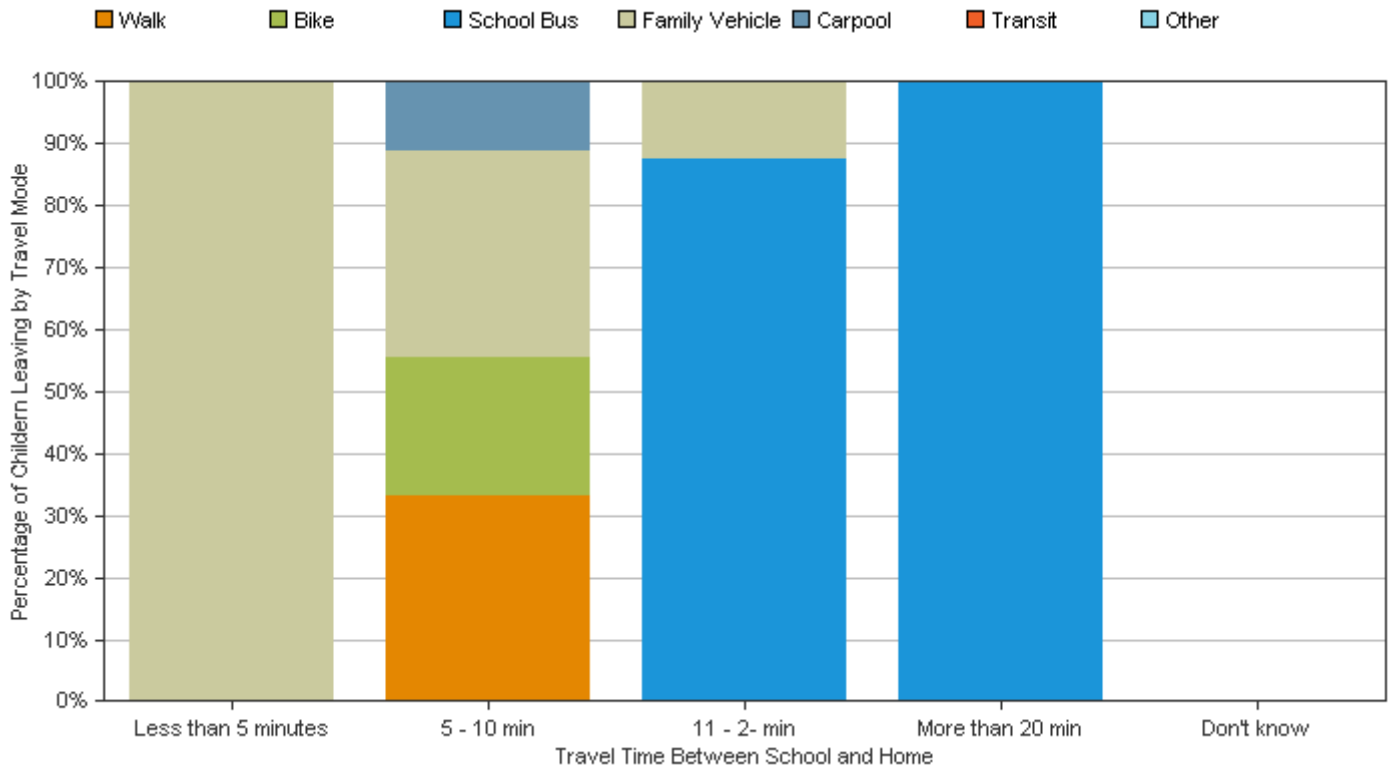
Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	0 (0%)	3 (10.3%)	0 (0%)	0 (0%)	0 (0%)	3 (10.3%)
Bike	0 (0%)	2 (6.9%)	0 (0%)	0 (0%)	0 (0%)	2 (6.9%)
School Bus	0 (0%)	0 (0%)	7 (24.1%)	10 (34.5%)	0 (0%)	17 (58.6%)
Family Vehicle	2 (6.9%)	3 (10.3%)	1 (3.4%)	0 (0%)	0 (0%)	6 (20.6%)
Carpool	0 (0%)	1 (3.4%)	0 (0%)	0 (0%)	0 (0%)	1 (3.4%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	2 (6.9%)	9 (30.9%)	8 (27.5%)	10 (34.5%)	0 (0%)	

No Response: 8

(Percentages may not total 100% due to rounding.)

Percentage of Children by Travel Time from School and School Departure Travel Mode:



Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	2 (5.9%)	0 (0%)
1/4 mile up to 1/2 mile	3 (8.8%)	0 (0%)
1/2 mile up to 1 mile	3 (8.8%)	1 (2.9%)
1 mile up to 2 miles	3 (8.8%)	2 (5.9%)
More than 2 miles	7 (20.6%)	12 (35.3%)

No Response: 3

(Percentages may not total 100% due to rounding.)

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	1 (3.0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2nd Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
3rd Grade	1 (3.0%)	1 (3.0%)	1 (3.0%)	0 (0%)	0 (0%)
4th Grade	0 (0%)	0 (0%)	0 (0%)	1 (3.0%)	3 (9.1%)
5th Grade	1 (3.0%)	1 (3.0%)	0 (0%)	0 (0%)	1 (3.0%)
6th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (3.0%)
7th Grade	0 (0%)	0 (0%)	0 (0%)	2 (6.1%)	6 (18.2%)
8th Grade	0 (0%)	0 (0%)	0 (0%)	1 (3.0%)	1 (3.0%)
Not at any Grade	0 (0%)	0 (0%)	3 (9.1%)	1 (3.0%)	6 (18.2%)

No Response: 4

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	4 (80.0%)	22 (75.9%)
Convenience of driving	0 (0.0%)	1 (3.4%)
Time	2 (40.0%)	8 (27.6%)
Before/after-school activities	2 (40.0%)	8 (27.6%)
Traffic speed along route to school	1 (20.0%)	20 (69.0%)
Traffic volume along route	1 (20.0%)	21 (72.4%)
Adults to walk/bike with	0 (0.0%)	7 (24.1%)
Sidewalks or pathways	3 (60.0%)	21 (72.4%)
Safety of intersections & crossings	3 (60.0%)	18 (62.1%)
Crossing guards	4 (80.0%)	6 (20.7%)
Violence or crime	2 (40.0%)	13 (44.8%)
Weather or climate	2 (40.0%)	12 (41.4%)
Number of Respondents Per Category	5	29

No Response: 3

(Percentages may not total 100% due to rounding.)

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	17 (60.7%)	10 (35.7%)	3 (10.7%)
Convenience of driving	4 (14.3%)	16 (57.1%)	5 (17.9%)
Time	7 (25.0%)	14 (50.0%)	3 (10.7%)
Before/after-school activities	4 (14.3%)	16 (57.1%)	5 (17.9%)
Traffic speed along route to school	13 (46.4%)	9 (32.1%)	2 (7.1%)
Traffic volume along route	13 (46.4%)	10 (35.7%)	2 (7.1%)
Adults to walk/bike with	6 (21.4%)	13 (46.4%)	5 (17.9%)
Sidewalks or pathways	13 (46.4%)	8 (28.6%)	1 (3.6%)
Safety of intersections & crossings	13 (46.4%)	8 (28.6%)	2 (7.1%)
Crossing guards	12 (42.9%)	9 (32.1%)	2 (7.1%)
Violence or crime	8 (28.6%)	13 (46.4%)	5 (17.9%)
Weather or climate	8 (28.6%)	13 (46.4%)	5 (17.9%)
Number of Respondents That Selected at Least 1 Issue: 28			
<i>No Response: 4</i>			

(Percentages may not total 100% due to rounding.)

Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:

	Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
Number	1 (3.0%)	5 (15.2%)	23 (69.7%)	1 (3.0%)	3 (9.1%)

No Response: 4

Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:

	Very Fun	Fun	Neutral	Boring	Very Boring
Number	2 (6.1%)	15 (45.5%)	15 (45.5%)	1 (3.0%)	0 (0%)

No Response: 4

Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:

	Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
Number	18 (54.5%)	10 (30.3%)	5 (15.2%)	0 (0%)	0 (0%)

No Response: 4

Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Seminary Hill School

SurveyID	Comment
1495552	If 6th Grade was still at Hanover St. they could ride their bikes but because they go to different schools I do not feel comfortable letting them ride nor walk to school.
1495553	This survey is not well organized, as it does not allow answers to more pertinent questions for us. Therefore, some of the questions are left blank. We live a long distance to the school and walking/ biking is not an option for a variety of reasons. We could check off almost all of the choices, but this would not give you any reasonable feedback. Our kids had been attending schools local to us, which made the option of walking and riding available. With the consolidations, they both now have to travel a significantly longer and more time involved distance--and using busses or us driving them are the only reasonable options. We refuse to have them get up even earlier that they are forced to now to have the option of walking or driving. However, when our kids attended a school closer to us, we allowed both children to walk, with other kids as a group, to a local school to attend and/or get on a bus. The older kids supervised the younger kids. As we live in town, sidewalks and clear intersections are marked. We felt this was OK, but that process does not get addressed in this survey. As it stands right now, neither of our kids would be allowed to walk or ride bikes to school, given the distances, time, safety issues etc. Would we allow in the future if the locations were closer?--perhaps, and they would certainly like this option.
1495554	Start time of 7:40 at Sem Hill is very early, we live close to school, but child would have to get up even earlier (15 more minutes to walk to school).
1495557	I would always want my child to go with a buddy to school. I would not like him to walk or ride alone to school.
1495560	If he were still attending HSS instead of having to travel to SHES both my kids would walk or bike to school much more often.
1495561	The bridge just prior to the intersection of Route 12A and Route 4 is deteriorating. Additionally, during inclement weather conditions, the lights that provide safe passage crossing this intersection blink, thus making the crossing lights not work. This creates unsafe passage for our children to cross streets necessary for them to walk. There has never been a crossing guard provided under these conditions at this intersection. Furthermore, the school district has refused bus transportation due to the distance Romano Circle is from the school (roughly .7 miles).
1495562	When she used to go to Hanover Street it would have been ok to let her walk maybe when she got to 6th grade, but we have moved to Meriden Road now so I don't see her walking or biking to school anymore.
1495564	I wouldn't let my student walk or bike alone daily, but let my student go with other kids.
1495566	I think that the way both schools are set up that my children attend as pertaining to where we live is very unrealistic to think that I would allow my children to walk to school. The road my children would use to walk to school to Hanover Street School is virtually ignored!

1495569	The road to Seminary Hill School from Jake's Gas Station is way to dangerous to allow a 5th grader to ride their bike or even walk to Seminary Hill School. My children would love to ride their bikes but that just is not possible with current conditions of the roads and little safety precautions in place for them.
1495574	There is no possible way for my child to bike or walk in a safe and timely manner from Blueberry Meadow Lane to Seminary Hill School. It takes him one hour from the time he leaves the house in the morning until he arrives at school on the bus. This is not a very well written survey.
1495575	Our concern stems more from our own children having Asperger Syndrome. They don't tend to pay close enough attention to their surroundings for us to feel safe allowing them to travel to school independently, nor do we feel confident enough about their ability to exercise good judgment and make the right decisions if confronted with or exposed to drugs, or mischief perpetrated by other kids, or peer pressure to participate in drug use or mischief. I'm sure some parents may consider us overprotective. Those that do, don't have kids with, or understand anything about Aspergers.
1495580	My child is expected to walk on a busy street with many turns from the school bus to home which is already an unsafe situation
1495583	WE LIVED ON SOUTH MAIN STREET LAST YEAR AND SEMINARY HILL SCHOOL MADE MY CHILD WALK TO SCHOOL DUE TO BEING LESS THAN 1 MILE AWAY. HOWEVER, I DO NOT FEEL A 4TH GRADER SHOULE BE WALKING ON THAT ROAD DUE TO THE AMOUNT OF TRAFFIC AND THE SPEED OF DRIVERS. SOUTH MAIN STREET IS RT 12A, THE MAIN ROAD IN WEST LEBANON. THIS IS NO LONGER AN ISSUE FOR MY CHILD AS WE HAVE MOVED AND SHE NOW TAKES A BUS, BUT IT MAY REMAIN AN ISSUE FOR OTHER YOUNG CHILDREN WHO LIVE ON THAT ROAD.
1495586	I don't think my daughter's school actively discourages walking/biking. But I have not seen any evidence that the school actively encourages it either. Given that she has to cross town to attend school, I don't know that it is realistic to think she will ride her bike or walk there. However, if the buses could somehow be fitted to accommodate bicycles, I think more kids would bring their bikes with them and then use them after school to get to their activities.

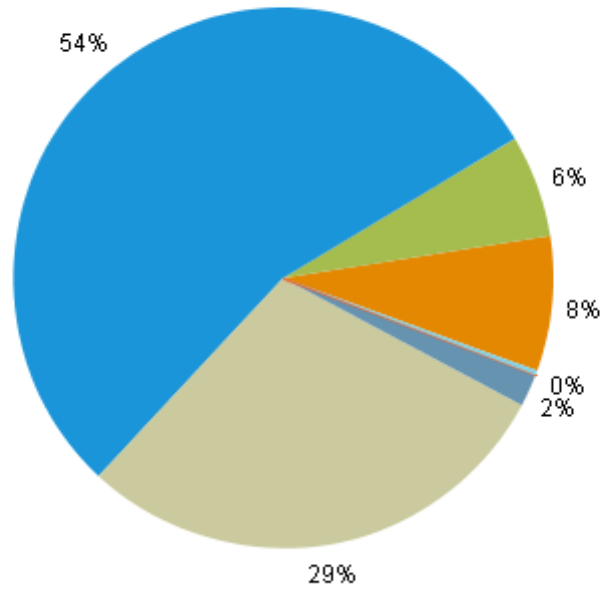
End of Report

Student Travel Summary

Program Name:	Lebanon Safe Routes to School Task Force	Season Collected:	Fall2009
School Name:	Seminary Hill School	Data Type (Pre/Mid/Post):	pre
		Reported School Enrollment:	229
		Number Classrooms:	12
		Number of Tallies Reported:	12

Students Traveling by Each Mode (across all reported days)

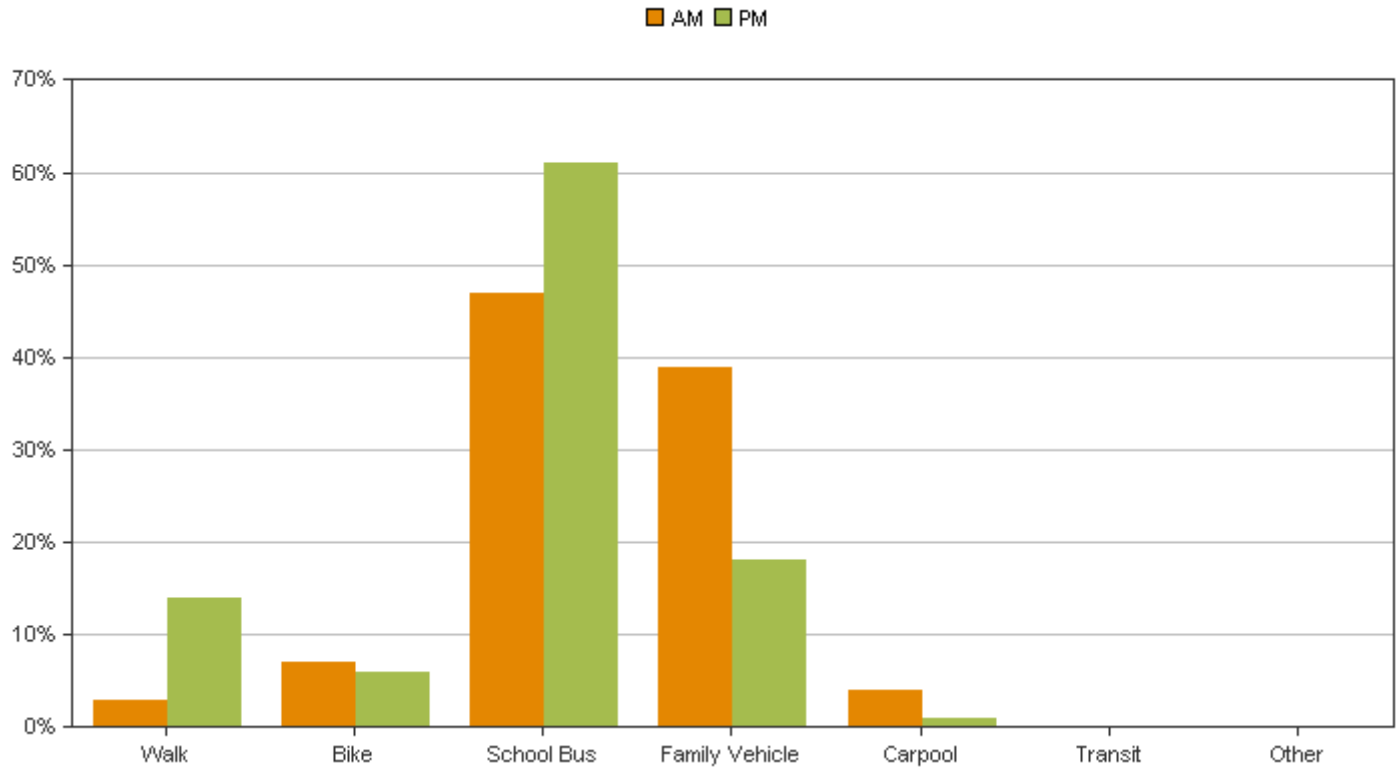
■ Walk
 ■ Bike
 ■ School Bus
 ■ Family Vehicle
 ■ Carpool
 ■ Transit
 ■ Other



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	18.3	13.8	119.5	63.3	5.0	0.0	0.8
Percent	8.3%	6.2%	54.2%	28.7%	2.3%	0.0%	0.3%

Average number of students per day responding to in-class tally counts: **220.5**

Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	2.7%	6.8%	47.0%	39.3%	3.6%	0.0%	0.5%
Afternoon	13.8%	5.7%	61.3%	18.1%	0.9%	0.0%	0.2%

Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	222	7	6	112	89	7	0	1
Tues PM	222	24	23	131	43	1	0	0
Wed AM	218	5	24	95	84	9	0	1
Wed PM	220	37	2	140	37	3	0	1

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	18.5	0.6	0.5	9.3	7.4	0.6	0.0	0.1
Tues PM	18.5	2.0	1.9	10.9	3.6	0.1	0.0	0.0
Wed AM	18.2	0.4	2.0	7.9	7.0	0.8	0.0	0.1
Wed PM	18.3	3.1	0.2	11.7	3.1	0.3	0.0	0.1

Percentages of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	222	3.2%	2.7%	50.5%	40.1%	3.2%	0.0%	0.5%
Tues PM	222	10.8%	10.4%	59.0%	19.4%	0.5%	0.0%	0.0%
Wed AM	218	2.3%	11.0%	43.6%	38.5%	4.1%	0.0%	0.5%
Wed PM	220	16.8%	0.9%	63.6%	16.8%	1.4%	0.0%	0.5%

End of Report