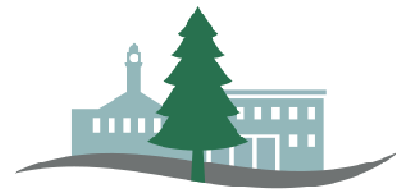


CITY OF LEBANON, LEBANON CITY SCHOOLS, & ST. FRANCIS DESALES SCHOOL

SAFE ROUTES TO SCHOOL TRAVEL PLAN
January 19, 2022



LEBANON



SECTION 1: OUR SCHOOLS

School District	School Name	School Address	Grades served
Lebanon City Schools	Donovan Elementary	401 Justice Drive Lebanon, OH 45036	3-4
Lebanon City Schools	Berry Intermediate	23 Oakwood Avenue Lebanon, OH 45036	5-6
Lebanon City Schools	Lebanon Junior High	160A Miller Road Lebanon, OH 45036	7-8
St. Francis de Sales School	St. Francis de Sales School	20 Desales Avenue Lebanon, OH 45036	K-8

Your School's Students 2021-2022 – Donovan Elementary

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
812	1.7%	N/A	N/A	5.9%	4.3%	88.1%	22.4%	1.7%	17.7%	N/A

Your School's Students 2021-2022 – Berry Intermediate

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
846	1.7%	N/A	N/A	6.3%	6.3%	85.1%	21.1%	1.3%	16.4%	N/A

Your School's Students 2021-2022 – Lebanon Junior High

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
839	2.1%	N/A	N/A	7.4%	4.5%	85.1%	20.7%	N/A	13.7%	N/A

Your School's Students 2021-2022 – St. Francis de Sales

Average Daily Student Enrollment	Black, non-Hispanic	American Indian or Alaska Native	Asian or Pacific Islander	Hispanic	Multi-Racial	White, non-Hispanic	Economically Disadvantaged	Limited English Proficient	Students with Disabilities	Migrant
154	1%	N/A	N/A	3%	2%	94%	10%	N/A	2%	N/A

1A. Community Stakeholders and the Safe Routes to School Team:

School Representatives:

Name	Email address	5 E Role:
Isaac Seevers, Lebanon City Schools - Superintendent	seevers.isaac@lebanonschools.org	Education, Encouragement
Fr. Bernard Weldishofer – Pastor – St. Francis de Sales	pastor@stfrancisdesales-lebanon.org	Education, Encouragement
Sarah Bitzer, St. Francis de Sales School – Principal	principal@stfrancisdesales-lebanon.org	Education, Encouragement
Bunny Brooks – Lebanon City Schools – Student Chamber of Commerce	brooks.bunny@lebanonschools.org	Education, Encouragement

Community Representatives:

Name	Email address	5 E Role:
Monica Boland – St. Francis deSales	monicaboland42@yahoo.com	Education, Encouragement
KC Stallings – City of Lebanon Parks and Rec Board	kcstallings@gmail.com	Education, Encouragement
Scott Nash – City of Lebanon Parks and Rec Board	nash.scott@lebanonschools.org	Education, Encouragement

Local Government Representatives:

Name	Email address	5 E Role:
Scott Brunka – City Manager	sbrunka@lebanonohio.gov	Education, Encouragement, Evaluation
Dana Bicknell – City Engineer	dbicknell@lebanonohio.gov	Engineering, Evaluation
Jason Millard – Development Director	jmillard@lebanonohio.gov	Education, Encouragement, Evaluation
Casey Burdick – Recreation and Natural Resources Coord	cburdick@lebanonohio.gov	Education, Encouragement, Evaluation
Greg Orosz – City Planner	gorosz@lebanonohio.gov	Education, Encouragement, Evaluation

Education Representative:

Name	Email address	5 E Role:
Kathy Vaughn – Lebanon Junior High Health/PE Teacher	vaughn.kathy@lebanonschools.org	Education, Encouragement

Health Representatives:

Name	Email address	5 E Role:
Laura Fabik – Lebanon High School Nurse	fabik.laura@lebanonschools.org	Education, Encouragement
Dustin Ratliff – Warren County Health District	dratliff@wcchd.com	Education, Encouragement

Public Safety Representative:

Name	Email address	5 E Role:
Jeff Mitchell – City of Lebanon Chief of Police	jmittell@lebanonohio.gov	Enforcement, Encouragement, Education
Michael McCutchan – Lebanon Police	mmcutchan@lebanonohio.gov	Enforcement, Encouragement, Education

1B. The lead contact for our Plan is:

Name: Casey Burdick, Recreation and Natural Resources Coordinator

Affiliation: City of Lebanon

Phone Number: 513-228-3104

Email address: cburdick@lebanonohio.gov

Mailing address: 50 South Broadway, Lebanon, OH 45036

SECTION 2: OUR SRTS VISION

Our SRTS Vision:

It is the vision of Lebanon Safe Routes to School program to build a healthy community within the City of Lebanon that promotes healthy habits in a safe environment for our students, residents, and visitors. We desire for our school travel plan to incorporate the necessary infrastructure and educational materials to ensure walking and bicycling are a part of the culture of our students and residents.

SECTION 3A: CURRENT STUDENT TRAVEL – DONOVAN ELEMENTARY

3A. How many students live within walking and bicycling distance of school?

(Distances are cumulative; meaning that “within 1/2 mile of school” would include students within ¼ mile as well.)

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	10	1%
Within 1/2 mile of school	22	3%
Within 1 mile of school	226	28%
Within 2 miles of school	429	53%

Mapping student addresses. Maps showing the school location and dots indicating where students live are included in Appendix A.

3B. How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?

Percentage of students walking or biking this school year

	Walked to School	Walked from School	Biked to School	Biked from School
Percentage of Students	2%	2%	1%	1%

Percentage of students using various travel modes most school days

	Walk	Bike	Family Vehicle	Carpool	School Bus	Other
Travel to School	0%	1%	17%	0%	82%	0%
Travel from School	0.5%	1%	15%	0.5%	83%	0%
Primary walking / biking routes	Justice Drive, East Street, Deerfield Road, Maple Avenue, Main Street					

3C. Are there any school or district policies that impact students walking or bicycling to school?

District Bus Policies

Policy: It is the policy of the Board of Education to provide transportation for those students whose distance from their school makes this service necessary within the limitations established by State law. Per policy, students in grades K-8 living beyond two-mile walking limits are entitled to bus transportation. Busing for grades 9-12 is optional. Current practice is that bus transportation is provided to all students.

How it affects student travel modes (3-5 sentences):

The fact that busing is available for all students has the impact of reducing the number of parent vehicles dropping off and picking up at the school. This, in turn, reduces conflicts between vehicles and those students that do choose to walk or bike to school. However, the policy, as written, does not encourage students to walk or bike to school.

School Travel Policies

Policy: Donovan Elementary holds an annual bike safety program. Otherwise, the school district does not have any policies that either encourage or discourage students from walking or biking to school. Bike racks are provided at all schools.

How it affects student travel modes (3-5 sentences):

While the existing current practices do not encourage students to walk or bike to school, the SRTS team's desire is to provide additional infrastructure and education / encouragement programs to increase active transportation.

3D. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p>If no, in three sentences or less, describe how students enter the building: Students walking and biking to school and students transported by parents enter/exit via the north side of the school building. Students transported by bus enter/exit via the south side of the school building.</p>
<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>If no, in two sentences or less, describe how dismissal is staggered at your school: Students being transported by parent vehicles are dismissed prior to other students.</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal: Staff members are positioned outside school building to assist students in accessing buses and parent vehicles and students walking / biking to school.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input checked="" type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>If yes, please list the locations for each adult crossing guard:</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p> <p>If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p> <p>If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:</p>

3E. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Distance (71.64%)
Amount of traffic along route (62.69%)
Speed of traffic along route (59.7%)
Safety of intersections and crossings (59.7%)
Sidewalks or pathways (49.25%)

3F. **Safety Issues and Concerns.**

Parents expressed concerns with high traffic volumes along the route, students having to cross a four-lane highway with high speeds (SR 48), and the fact that students are either too young or they live too far away from the school. Some parents noted concerns with drivers not paying attention. A few parents and team members noted that there is a county jail across the street from the school and they are concerned about inmates escaping. Lack of sidewalks, pathways, lighting, and crossing guards were also identified as concerns. Some parents said improved signs/signals are needed at crosswalks.

Relevant traffic crashes.

There were 10 pedestrian crashes within the STP study area.
The crashes resulted in 0 pedestrian fatalities.
There were 4 bicycle-related crashes within the STP study area.
The crashes resulted in 0 bicyclist fatalities.

3G. **Walking and bicycling encouragement activities at the school.**

Activity	How it encourages walking or bicycling (1-3 sentences)
Bike Safety Program	Bike safety program increases interest in biking to school and helps children understand how to interact with other traffic and pedestrians.

SECTION 3B: CURRENT STUDENT TRAVEL – BERRY INTERMEDIATE

- 3A. **How many students live within walking and bicycling distance of school?** (Distances are cumulative; meaning that “within 1/2 mile of school” would include students within ¼ mile as well.)

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	8	1%
Within 1/2 mile of school	48	6%
Within 1 mile of school	182	22%
Within 2 miles of school	506	61%

Mapping student addresses. Maps showing the school location and dots indicating where students live are included in Appendix A.

- 3B. **How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?**

Percentage of students walking or biking this school year				
	Walked to School	Walked from School	Biked to School	Biked from School
Percentage of Students	4%	18%	1%	1%

Percentage of students using various travel modes most school days						
	Walk	Bike	Family Vehicle	Carpool	School Bus	Other
Travel to School	2%	0.5%	22%	2%	73.5%	0%
Travel from School	3%	0.5%	16.5%	1%	79%	0%
Primary walking / biking routes	Oakwood Avenue, Water Street, Broadway, Warren Street/Columbus Avenue, Silver Street					

3C. Are there any school or district policies that impact students walking or bicycling to school?

District Bus Policies

Policy: It is the policy of the Board of Education to provide transportation for those students whose distance from their school makes this service necessary within the limitations established by State law. Per policy, students in grades K-8 living beyond two-mile walking limits are entitled to bus transportation. Busing for grades 9-12 is optional. Current practice is that bus transportation is provided to all students.

How it affects student travel modes (3-5 sentences): The fact that busing is available for all students has the impact of reducing the number of parent vehicles dropping off and picking up at the school. This, in turn, reduces conflicts between vehicles and those students that do choose to walk or bike to school. However, the policy, as written, does not encourage students to walk or bike to school.

School Travel Policies

Policy: The school district does not have any policies that either encourage or discourage students from walking or biking to school. Bike racks are provided at all schools.

How it affects student travel modes (3-5 sentences): While the existing current practices do not encourage students to walk or bike to school, the SRTS team's desire is to provide additional infrastructure and education / encouragement programs to increase active transportation.

3D. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p>If no, in three sentences or less, describe how students enter the building: Students walking to school use the front door on the east side of the school. Students transported by parent vehicles use the door by the gym on the west side of the school near Water Street. Students transported by buses use the door on the north side of the school along Oakwood Avenue. School has a site-specific training video showing parents how parent drop-off / pick-up is intended to operate.</p>
<p>Are all students released at the same time during dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all students are released at the same time.</p> <p><input type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>If no, in two sentences or less, describe how dismissal is staggered at your school:</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal: Staff members are positioned outside school building to assist students in accessing buses and parent vehicles and students walking / biking to school.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input checked="" type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>If yes, please list the locations for each adult crossing guard: Crossing guards are located at the intersection of Broadway and Oakwood Avenue and at the intersection of Oakwood Avenue and Water Street.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p> <p>If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p> <p>If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:</p>

3E. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Distance (69.66%)
Amount of traffic along route (57.3%)
Safety of intersections and crossings (57.3%)
Speed of traffic along route (53.93%)
Weather or climate (41.57%)

3F. Safety Issues and Concerns.

Parents and the SRTS team expressed concerns with parent vehicles backing up when waiting to drop off or pick up students. Some parents noted concerns with drivers and/or their children not paying attention. Lack of sidewalks and lighting were also identified as concerns. The SRTS team mentioned concerns with bank robberies and domestic issues because of students walking from the school to downtown. Parents mentioned concerns with potential abductions, children's ages, traffic speeds, and interacting with large truck traffic on SR 63 and US 42. Some parents mentioned concerns with using the in-street bike trail along Broadway.

Relevant traffic crashes.

There were 9 pedestrian crashes within the STP study area.

The crashes resulted in 0 pedestrian fatalities.

There were 4 bicycle-related crashes within the STP study area.

The crashes resulted in 0 bicyclist fatalities.

SECTION 3C: CURRENT STUDENT TRAVEL – LEBANON JUNIOR HIGH

- 3A. **How many students live within walking and bicycling distance of school?** (Distances are cumulative; meaning that “within 1/2 mile of school” would include students within ¼ mile as well.)

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	28	3%
Within 1/2 mile of school	58	7%
Within 1 mile of school	145	17%
Within 2 miles of school	353	40%

Mapping student addresses. Maps showing the school location and dots indicating where students live are included in Appendix A.

- 3B. **How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?**

Percentage of students walking or biking this school year				
	Walked to School	Walked from School	Biked to School	Biked from School
Percentage of Students	9%	29%	2%	2%

Percentage of students using various travel modes most school days						
	Walk	Bike	Family Vehicle	Carpool	School Bus	Other
Travel to School	3%	0.5%	30%	4.5%	62%	0%
Travel from School	8%	1%	20%	3%	67%	1%
Primary walking / biking routes	Miller Road, Broadway, Monroe Road					

3C. Are there any school or district policies that impact students walking or bicycling to school?

District Bus Policies

Policy: It is the policy of the Board of Education to provide transportation for those students whose distance from their school makes this service necessary within the limitations established by State law. Per policy, students in grades K-8 living beyond two-mile walking limits are entitled to bus transportation. Busing for grades 9-12 is optional. Current practice is that bus transportation is provided to all students.

How it affects student travel modes (3-5 sentences): The fact that busing is available for all students has the impact of reducing the number of parent vehicles dropping off and picking up at the school. This, in turn, reduces conflicts between vehicles and those students that do choose to walk or bike to school. However, the policy, as written, does not encourage students to walk or bike to school.

School Travel Policies

Policy: The school district does not have any policies that either encourage or discourage students from walking or biking to school. Bike racks are provided at all schools.

How it affects student travel modes (3-5 sentences): While the existing current practices do not encourage students to walk or bike to school, the SRTS team's desire is to provide additional infrastructure and education / encouragement programs to increase active transportation.

3D. School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input checked="" type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input checked="" type="checkbox"/> No, students can use different entrances.</p> <p>If no, in three sentences or less, describe how students enter the building: Students transported by bus use the door on the north side of the school building. Nearly all other students use the main entrance on the south side of the school building.</p>
<p>Are all students released at the same time during dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all students are released at the same time.</p> <p><input type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>If no, in two sentences or less, describe how dismissal is staggered at your school:</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal: Staff members are positioned outside school building to assist students in accessing buses and parent vehicles and students walking / biking to school.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input checked="" type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>If yes, please list the locations for each adult crossing guard: There are no formal crossing guards. However, there is one staff member that stops traffic on the school driveway near Miller Road to help students walking / biking to school to cross the driveway.</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p> <p>If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p> <p>If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:</p>

3E. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Distance (76.47%)
Speed of traffic along route (57.35%)
Safety of intersections and crossings (57.35%)
Amount of traffic along route (52.94%)
Sidewalks or pathways (44.12%)

3F. Safety Issues and Concerns.

Parents noted concerns with high traffic volumes and speeds and drivers not paying attention. They also mentioned concerns with lack of bike path and safe crosswalks and sidewalks. Parents indicated that the existing on-street bike trail along Broadway is not working well – cars sometimes drive on it. Some parents noted concerns with drivers not paying attention. Parents are concerned about their children walking alone. Insufficient lighting was noted by several parents for students crossing Miller Road at Miller Crossings neighborhood and near football stadium. Crossing guard may be needed at the intersection of Broadway and Miller.

Relevant traffic crashes.

There were 10 pedestrian crashes within the STP study area.

The crashes resulted in 0 pedestrian fatalities.

There were 2 bicycle-related crashes within the STP study area.

The crashes resulted in 0 bicyclist fatalities.

SECTION 3D: CURRENT STUDENT TRAVEL – ST. FRANCIS DESALES

- 3A. **How many students live within walking and bicycling distance of school?** (Distances are cumulative; meaning that “within 1/2 mile of school” would include students within ¼ mile as well.)

Distance From School	Number of Students	% of Student Body
Within 1/4 mile of school	2	1%
Within 1/2 mile of school	5	3%
Within 1 mile of school	15	10%
Within 2 miles of school	38	24%

Mapping student addresses. Maps showing the school location and dots indicating where students live are included in Appendix A.

- 3B. **How many students are currently walking and bicycling to school? What are the primary walking and bicycling routes?** Fill out the table below using information from the student travel tally summary report, parent survey, and/or from discussions with the school principal or crossing guard.

Percentage of students walking or biking this school year				
	Walked to School	Walked from School	Biked to School	Biked from School
Percentage of Students	3%	3%	0%	0%

Percentage of students using various travel modes most school days						
	Walk	Bike	Family Vehicle	Carpool	School Bus	Other
Travel to School	0%	0%	78%	4%	17%	1%
Travel from School	0.5%	0%	73%	4%	22%	0.5%
Primary walking / biking routes	Broadway					

3C. Are there any school or district policies that impact students walking or bicycling to school?

District Bus Policies

Policy: Transportation to and from school shall be provided for each student residing in the District and attending a State-chartered nonpublic school that is located within the thirty (30) minute travel limitation established by State law on the same basis as established for resident students as set forth [for public schools]. Transportation shall be provided each day in which the nonpublic school is open with students in attendance (excluding Saturdays and Sundays except by agreement between the entities). Chartered nonpublic school students who are transported by the Board may be assigned to ride on buses upon which resident students are also assigned.

How it affects student travel modes (3-5 sentences): Approximately 76 percent of the student population lives outside the two-mile radius of the school. Also, some parents have indicated that the bus ride to / from school takes much too long. These factors result in the vast majority of students being transported to / from school via parent vehicles.

School Travel Policies

Policy: School district has not historically been open to allowing students to walk or bike to school. No bike racks are in place at the school.

How it affects student travel modes (3-5 sentences): Since such a high percentage of the student population lives outside the two-mile radius of the school, the school's historical view of not encouraging students to walk /bike to school has likely not impacted the percentage of students using active transportation.

School Arrival and Dismissal Process.

<p>Do school buses and parent vehicles use the same driveway for arrival and dismissal?</p> <p><input checked="" type="checkbox"/> Yes, all vehicles use the same driveway.</p> <p><input type="checkbox"/> No, there are separate driveways for family vehicles and school buses.</p>
<p>Do all students use the same entrance to the school building in the morning?</p> <p><input checked="" type="checkbox"/> Yes, all students enter the building at the same location.</p> <p><input type="checkbox"/> No, students can use different entrances.</p> <p>If no, in three sentences or less, describe how students enter the building:</p>
<p>Are all students released at the same time during dismissal?</p> <p><input type="checkbox"/> Yes, all students are released at the same time.</p> <p><input checked="" type="checkbox"/> No, we use a staggered release process (walkers are released first, bus riders second, etc.).</p> <p>If no, in two sentences or less, describe how dismissal is staggered at your school: Students riding buses are released prior to those being picked up by parents.</p>
<p>Is school staff involved in either arrival or dismissal?</p> <p><input checked="" type="checkbox"/> Yes, we have school staff help students enter and exit the campus safely.</p> <p><input type="checkbox"/> No, school staff is not involved in either arrival or dismissal.</p> <p>If yes, in two sentences or less, describe how school staff are involved in school arrival and dismissal: Staff members are stationed near the front entrance to ensure students are safe when walking between buses / parent vehicles and school building.</p>
<p>Are there any adult crossing guards located along student walking routes?</p> <p><input type="checkbox"/> Yes, we have at least one adult crossing guard that helps students on their walking routes.</p> <p><input checked="" type="checkbox"/> No, we do not have any adult crossing guards serving our school.</p> <p>If yes, please list the locations for each adult crossing guard:</p>
<p>Are there police officers that help with arrival or dismissal procedures at this school?</p> <p><input type="checkbox"/> Yes, we have at least one police officer helping direct traffic around our school.</p> <p><input checked="" type="checkbox"/> No we do not have police officers who help direct traffic around the school.</p> <p>If yes, in two sentences or less, explain how many officers help and what role they play in arrival or dismissal:</p>
<p>Are students involved in any arrival or dismissal process (i.e. student safety patrol)?</p> <p><input type="checkbox"/> Yes, we have a student safety patrol.</p> <p><input checked="" type="checkbox"/> No, we do not have a student safety patrol.</p> <p>If yes, in two sentences or less, describe the role of the student safety patrol at both arrival and dismissal:</p>

3D. Parent Attitudes towards walking and biking.

Reasons for not allowing children to walk or bicycle to school:
Distance (82.76%)
Speed of traffic along route (48.28%)
Amount of traffic along route (44.83%)
Sidewalks or pathways (37.93%)
Safety of intersections and crossings (34.48%)

3E. Safety Issues and Concerns.

Parents are concerned with allowing their children to walk or bike to school due to the distance they live from the school and because they feel their children are too young to walk or bike to school safely. Some parents mentioned the need for safe sidewalks and a shared-use path along Broadway. Parents are concerned with other people that may try to interact with their kids when they are walking to or from school. High traffic volumes along Broadway were also mentioned as a concern.

Relevant traffic crashes.

There were 9 pedestrian crashes within the STP study area.

The crashes resulted in 0 pedestrian fatalities.

There were 3 bicycle-related crashes within the STP study area.

The crashes resulted in 0 bicyclist fatalities.

SECTION 4: KEY ISSUES IMPACTING SAFE WALKING AND BICYCLING TO SCHOOL

Issue/Description – Donovan Elementary

1. Issue: Parent concerns with distance and safety interacting with traffic when walking / biking to school

- Parent’s reasons for not allowing children to walk or bike to school
 - Distance (71.64%)
 - Amount of traffic along route (62.69%)
 - Speed of traffic along route (59.7%)
 - Safety of intersections and crossings (59.7%)

2. Issue: Lack of sidewalks/paths/ on or near the school campus especially for students living to the south

- Students walking/biking from the south have to access the sidewalk north of the school and then travel back to the south

3. Issue: Traffic concerns at the intersection of S. East Street and Maple Ave / Justice Drive

- Intersection has high traffic volumes
- Lack of crossing guards has been mentioned as a concern

4. Issue: Safety concerns with proximity to jail

- Concerns expressed over an escape that happened years ago
- Concerns over jail’s release program and proximity to children

5. Issue: Parent concerns with students walking / biking by themselves.

Issue/Description – Berry Intermediate

1. Issue: Parent concerns with distance and safety interacting with traffic when walking / biking to school

- Parent’s reasons for not allowing children to walk or bike to school
 - Distance (69.66%)
 - Amount of traffic along route (57.3%)
 - Safety of intersections and crossings (57.3%)
 - Speed of traffic along route (53.93%)

2. Issue: Concerns with safe walking/biking path, including existing on-street bike facility along Broadway

- People have indicated that the existing on-street bike trail does not get much use
- People have indicated they don’t like using the on-street bike facility

<p>3. Issue: Concerns with parent traffic queues along Water Street / Silver Street</p> <ul style="list-style-type: none"> • Traffic queues a long distance from parent loop along Water Street and Silver Street • Concerned with traffic congestion near walking routes
<p>4. Issue: Safety of students walking from school to downtown Lebanon after school</p> <ul style="list-style-type: none"> • Concern with bank robberies • Concern with domestic issues
<p>5. Issue: Concerns with safety at intersections and pedestrian crossings</p> <ul style="list-style-type: none"> • Lack of crossing guards mentioned as a concern • Concerns at intersections of Broadway/Oakwood

Issue/Description – Lebanon Junior High
<p>1. Issue: Parent concerns with distance and safety interacting with traffic when walking / biking to school</p> <ul style="list-style-type: none"> • Parent’s reasons for not allowing children to walk or bike to school <ul style="list-style-type: none"> ○ Distance (76.47%) ○ Speed of traffic along route (57.35%) ○ Safety of intersections and crossings (57.35%) ○ Amount of traffic along route (52.94%)
<p>2. Issue: Concerns with safe walking/biking path, including existing on-street bike facility along Broadway</p> <ul style="list-style-type: none"> • Vehicles have been observed using the existing on-street bike facility • Parents noted the lack of bike paths and indicated that the paved trail network should connect to neighborhoods, parks, and schools, including the high school.
<p>3. Issue: Concerns with safety of pedestrian crossing across Miller Road west of the school. Lack of lighting for pedestrian crossing was also mentioned.</p> <ul style="list-style-type: none"> • Drivers are not yielding at crosswalk • Parents noted that there is insufficient warning at crosswalk
<p>4. Issue: Concerns with lack of crossing guards</p> <ul style="list-style-type: none"> • Concerns mentioned at intersection of Broadway and Miller • Concerns noted for crossing Miller Road west of school
<p>5. Issue: Vehicles do not yield at pedestrian crossings</p> <ul style="list-style-type: none"> • Parents noted that there may be insufficient warning/lighting • Drivers are not paying attention • Drivers are going too fast

Issue/Description – St. Francis DeSales
<p>1. Issue: Distance from home to school is too far</p> <ul style="list-style-type: none"> • 76 percent of students live outside the two-mile radius

2. Issue: Concerns about other people interacting with children on their way to / from school
3. Issue: Concerns with students being too young to walk or bike to school <ul style="list-style-type: none">• Children are too young to walk or bike alone
4. Issue: Concern that existing on-street bike trail along Broadway is not safe <ul style="list-style-type: none">• Parents indicated that the use of the existing on-street facility is low
5. Issue: Concerns with vehicle speeds along Broadway <ul style="list-style-type: none">• Traffic volumes on Broadway are high. However, road diet has helped reduce vehicle speeds.

SECTION 5: RECOMMENDED SRTS COUNTERMEASURES

5A. Non-infrastructure Action Plan

Strategy #1: Address Parent Concerns with Children Walking/Biking to School Safely (Education)

Schools: Districtwide

	Action Steps	Leaders	Timeframe
1A	<i>Utilize ODOT's "Every Move You Make, Make it Safe" educational materials for education on safe walking and biking</i>	<i>School District</i>	<i>At least annually</i>
1B	<i>Conduct bike rodeo to give students opportunity to practice and develop skills to ride to school safely</i>	<i>School District / City</i>	<i>Annually</i>
1C	<i>Provide periodic communication to parents to educate parents on various topics related to safe walking / biking</i>	<i>School District</i>	<i>Periodically</i>
1D	<i>Safety Pledge – Encourage parents and high school students to sign pledge to avoid distracted driving and follow traffic laws, especially during school arrival and dismissal times. Encourage young students to sign pledge to practice safe walking / biking behaviors.</i>	<i>School District</i>	<i>Annually</i>

Strategy #2: Increase Parent/Child Interest in Walking/Biking to School (Encouragement)

Schools: Districtwide

	Action Steps	Leaders	Timeframe
2A	<i>Promote and participate in Walk / Bike to School Days</i>	<i>School District</i>	<i>At least annually</i>

2B	<i>Organize walking school bus / bike train for parents to walk / bike to school with groups of children</i>	<i>School District</i>	<i>To be determined based on level of interest</i>
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Strategy #3: Address Safety Concerns at Pedestrian Crossings (Enforcement)

Schools: Districtwide

	Action Steps	Leaders	Timeframe
3A	<i>Provide adult crossing guards at key school crossing locations</i>	<i>City / School District</i>	<i>Annually</i>
3B	<i>Police enforcement / presence in and near school zones</i>	<i>Lebanon Police Dept.</i>	<i>Develop schedule to provide regular presence</i>
3C	<i>Utilize speed trailers / radar speed signs to inform drivers of current speed</i>	<i>Lebanon Police Dept.</i>	<i>As needed</i>

Strategy #4: Track Progress in Efforts to Increase Active Transportation (Evaluation)

Schools: Districtwide

	Action Steps	Leaders	Timeframe
4A	<i>Conduct periodic surveys of parents and students</i>	<i>School District</i>	<i>At least every three years</i>
4B	<i>Conduct in-class student travel tallies</i>	<i>School District</i>	<i>At least every three years</i>
4C	<i>Review district and school policies to ensure they encourage students to walk / bike to school</i>	<i>School District</i>	<i>Annually</i>

5B. Infrastructure Countermeasure Recommendations

Infrastructure countermeasures are shown in the table below. Maps showing the countermeasure locations are included in Appendix B.

Map ID	Location	Need	Countermeasure	Timeframe	Priority	Responsible Party	Estimated Cost	Possible Funding Source	Status
A	Deerfield Road just north of Burt Avenue (Donovan Elementary)	Improved curb ramps and signage needed for access to existing multi-use path.	Install ADA-compliant curb ramps and improved signage to better accommodate pedestrians crossing Deerfield Road just north of Burt Avenue.	Short Term	Low	City of Lebanon	Low	City of Lebanon	
B	Deerfield Road at S. East Street (Donovan Elementary)	Improved curb ramps needed for access to existing multi-use path.	Install ADA-compliant curb ramp on the east end of the existing crosswalk across Deerfield Road at S. East Street.	Short Term	Medium	City of Lebanon	Low	City of Lebanon	
C	West side of Justice Drive from Donovan Elementary bus driveway to bike rack on east side of school building (Donovan Elementary)	Connection to existing multi-use path just south of the school building.	Replace the existing sidewalk on the west side of Justice Drive with new multi-use path to provide for students biking to and from school.	Medium Term	Medium	City of Lebanon / Lebanon City Schools	High	Lebanon City Schools / SRTS / OKI TA Funds	
D	S. East Street north of Hill View Avenue (Donovan Elementary)	Existing crosswalk no longer needed due to previous school building being demolished.	Remove existing crosswalk signing, markings, and curb ramps.	Short Term	High	City of Lebanon	Low	City of Lebanon	
E	Donovan Elementary School Site	Existing on-site walking path is indirect and is partially located alongside the parking lot pavement, separated only by a white line.	Provide new sidewalk along existing walking path or provide more direct walking route via the construction of refuge islands and crosswalks across parking lot.	Short Term	High	Lebanon City Schools	Medium	Lebanon City Schools / SRTS	

F	Donovan Elementary School Site	Lack of sidewalk connection from S. East Street to school building.	Provide new sidewalk from school building to S. East Street.	Short Term	High	Lebanon City Schools	Medium	Lebanon City Schools / SRTS	
G	S. West Street between US 42 and W. Orchard Avenue (Donovan Elementary)	Lack of sidewalk connection between existing pedestrian facilities.	Construct new sidewalk on one side of S. West Street to complete sidewalk connectivity between Donovan Elementary and the Silverwood Farms subdivision.	Medium Term	Low	City of Lebanon	Medium	SRTS / OKI TA Funds	
H	Intersection of S. East Street and E. Park Avenue (Donovan Elementary)	Pedestrian crossings not properly located/marked.	Construct curb bumpout on west side of S. East Street on south side of E. Park Avenue so that crosswalk across the west leg of the intersection can be relocated to the proper location between the stop bar and S. East Street. Install crosswalk markings across both approaches of E. Park Avenue.	Medium Term	High	City of Lebanon	Medium	City of Lebanon / SRTS	
I	Intersection of E. Main Street and East Street (Donovan Elementary)	Existing crosswalk markings are not high visibility markings and are not consistent with nearby intersections.	Replace existing crosswalk markings with high-visibility crosswalk markings. Replace existing pedestrian signals with countdown pedestrian signals.	Short Term	High	City of Lebanon	Low	City of Lebanon	
J	Intersection of E. Warren Street and N. East Street (Donovan Elementary, Berry Intermediate, St. Francis de Sales)	Existing crosswalk markings are not high visibility markings and are not consistent with nearby intersections.	Replace existing crosswalk markings with high-visibility crosswalk markings. Replace existing pedestrian signals with countdown pedestrian signals.	Short Term	High	City of Lebanon	Low	City of Lebanon	

K	Intersection of N. Broadway and Miller Road (Berry Intermediate, Lebanon Jr. High, St. Francis de Sales)	Students seem to be confused as to which pedestrian pushbutton to press to cross a particular leg of the intersection.	Provide new pedestals at the traffic signal to allow the pedestrian pushbuttons on each corner to be placed farther apart and located near the end of the crosswalk it operates.	Short Term	High	City of Lebanon	Medium	City of Lebanon / SRTS	
L	West side of N. Broadway from Miller Road to new multi-use path south of fairgrounds and new fire station (Berry Intermediate, Lebanon Jr. High, St. Francis de Sales)	Lack of facilities for students riding bicycles to school.	Replace the existing sidewalk on the west side of North Broadway with new multi-use path to provide for students walking or biking to and from school.	Short Term	High	City of Lebanon	High	City of Lebanon / SRTS / OKI TA Funds	
M	South side of Miller Road from N. Broadway to Crossings Drive (Berry Intermediate, Lebanon Jr. High, St. Francis de Sales)	Lack of facilities for students riding bicycles to school.	Replace the existing sidewalk and path on the south side of Miller Road with new multi-use path to provide for students walking or biking to and from school. It should be noted that the Lebanon-Turtlecreek Trails Initiative plan calls for on-street bike lanes on this section of Miller Road.	Long Term	Medium	City of Lebanon	High	SRTS / OKI TA Funds	
N	Miller Road just east of Rosemarie Drive (Berry Intermediate, Lebanon Jr. High, St. Francis de Sales)	Need improved warning to drivers of pedestrian crossing.	Install improved crosswalk signing and pedestrian activated flashing beacons to draw drivers' attention to the crosswalk.	Short Term	High	City of Lebanon	Medium	City of Lebanon	Equipment has been purchased by the City and will be installed in the near future.

O	Intersection of W. Silver Street and N. Water Street (Berry Intermediate, St. Francis de Sales)	Lack of crosswalk signs and markings at likely crossing location.	Install new crosswalk markings, signage, ADA-compliant curb ramps, and pedestrian activated flashing beacons across the west leg of W. Silver Street. Restrict parking as needed to provide adequate visibility of crosswalk.	Short Term	High	City of Lebanon	Medium	City of Lebanon / SRTS	
P	Intersection of W. Main Street and West Street (Berry Intermediate)	Existing crosswalk markings are not high visibility markings and are not consistent with nearby intersections.	Replace existing crosswalk markings with high-visibility crosswalk markings. Replace existing pedestrian signals with countdown pedestrian signals.	Medium Term	Low	City of Lebanon	Low	City of Lebanon	
Q	Intersection of W. Main Street and Neil Armstrong Way (Berry Intermediate)	Existing crosswalk markings are not high visibility markings and are not consistent with nearby intersections.	Replace existing crosswalk markings with high-visibility crosswalk markings.	Medium Term	Low	City of Lebanon	Low	City of Lebanon	
R	North side of W. Main Street from Neil Armstrong Way to Rough Way (Berry Intermediate)	Lack of sidewalk connection between Berry Intermediate and neighborhood along Rough Way.	Construct multi-use path on the north side of W. Main Street. This is in alignment with the Lebanon-Turtlecreek Trails Initiative plan.	Long Term	Low	City of Lebanon	Medium		Planned for implementation as part of upcoming development in 2022.
	Various Locations	Limited lighting at pedestrian crossing locations.	Work with electric provider to install added street lighting to better illuminate crosswalks	Short Term	Low	City of Lebanon	Monthly electric cost	City of L	

STEP 6: PUBLIC INPUT

See Step 6 of the STP Guide for instructions on how to complete this Section.

NOTE: *In addition to the information requested in the table below, attach a copy of your public meeting notice.*

Public Input Process: <i>Example – Presented at PTA meeting</i>
Date: <i>Example – Wednesday January 4, 2012</i>
Target Audience: <i>Example – Parents and teachers</i>
Key Input Received: <i>Example:</i> <ul style="list-style-type: none">• <i>Community asked for marked midblock crossing on Robey Road</i>• <i>Parents volunteered to lead a walking school bus</i>• <i>PTA will include a bike rodeo as part of the annual Spring event</i>

STEP 7: FINAL PLAN – PLEDGE OF SUPPORT

See Step 7 of the STP Guide for instructions on how to complete this Section.

Work with you schools and local jurisdictions to identify if there is a formal plan adoption procedure that should take place once the plan is finalized.

Below is an example of an endorsement that you can consider customizing for your school/s.

Example Endorsement:

XYA City and School District are joining together to improve safety and encourage more students to walk and bicycle to school. By implementing our Safe Routes to School Travel Plan, our goals are:

- *To enable and encourage children to walk and bicycle to school.*
- *To make bicycling and walking to school safer and more appealing, thereby encouraging a healthy and active lifestyle from an early age.*
- *To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of our school.*

The undersigned are fully supportive of XYZ School’s Safe Routes to School Travel Plan and program, and pledge to support their efforts and provide resources as appropriate.

Signature	Signature
Printed Name XYZ School Principal	Printed Name School District Superintendent
Signature	Signature
Printed Name County Executive	Printed Name Mayor, City of XYZ
Signature	Signature
Printed Name PTA/PTO	Printed Name City/County Council

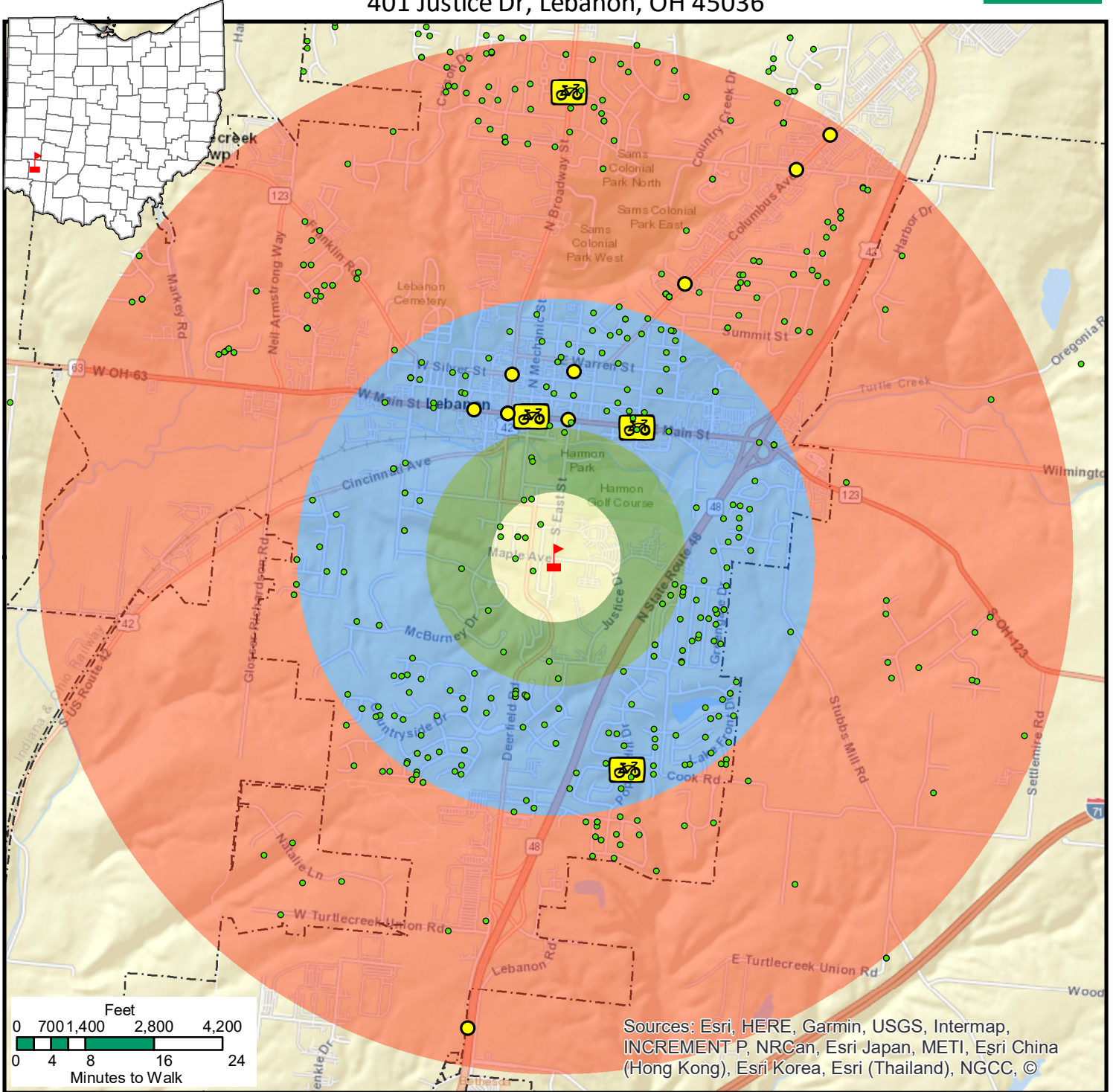
Congratulations! Now that your Ohio School Travel Plan is complete, you may electronically submit a Word or PDF version to your ODOT District SRTS Coordinator. Email addresses can be found on the ODOT SRTS website at www.transportation.ohio.gov/saferoutes under *SRTS District Contacts*.

APPENDIX A – STUDENT LOCATION MAPS

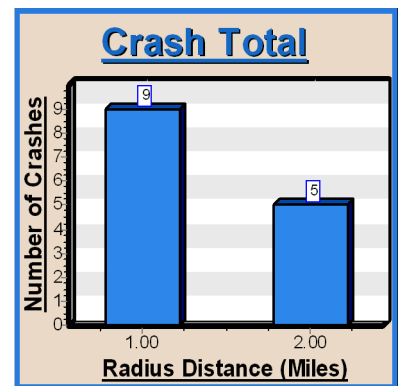
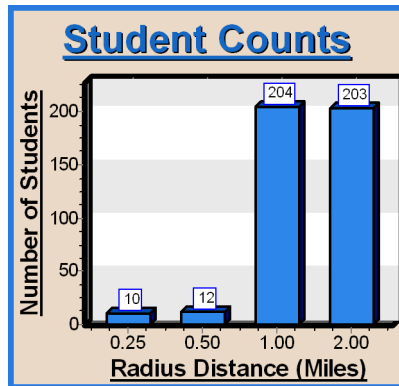
Donovan Elementary - Lebanon Public Schools - Warren Co

11/17/2021

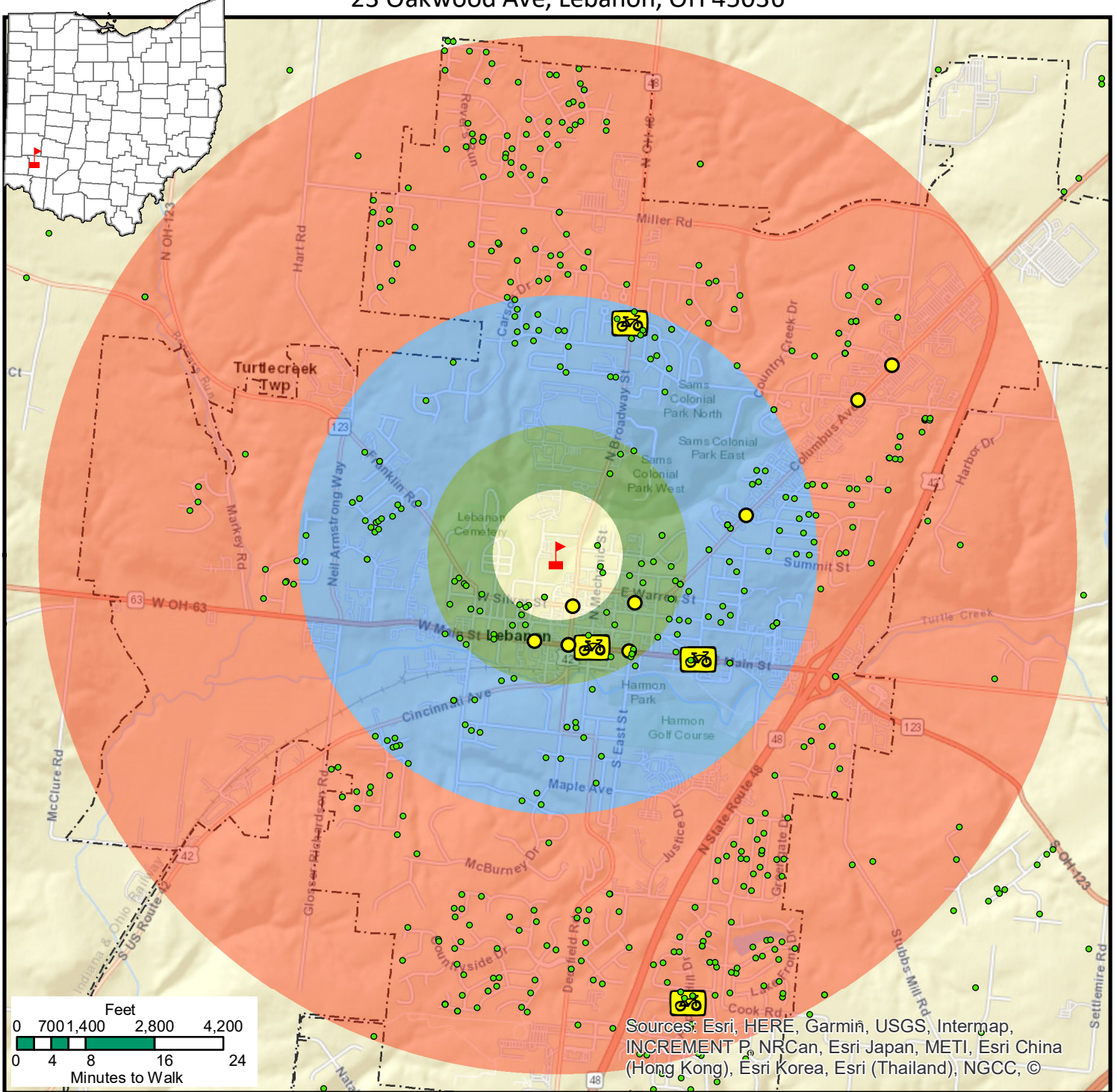
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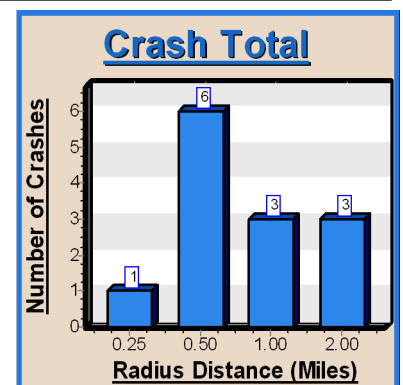
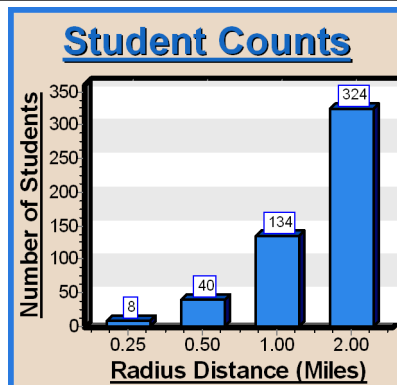
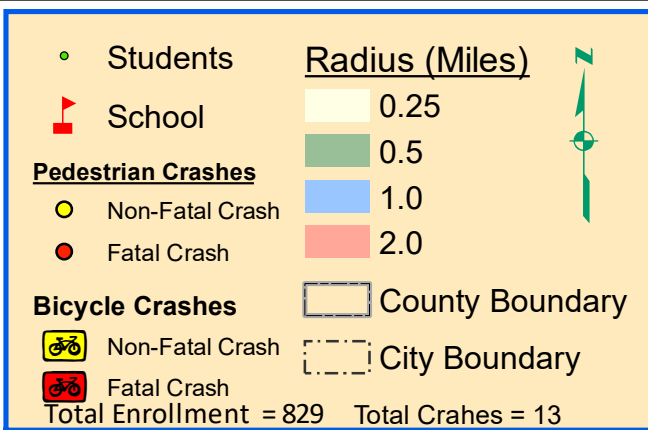
● Students	Radius (Miles)	N ↑ ↓ S
🚩 School	0.25	
Pedestrian Crashes	0.5	
● Non-Fatal Crash	1.0	
● Fatal Crash	2.0	
Bicycle Crashes	County Boundary	
🚲 Non-Fatal Crash	City Boundary	
🚲 Fatal Crash		
Total Enrollment = 816 Total Crashes = 14		



23 Oakwood Ave, Lebanon, OH 45036



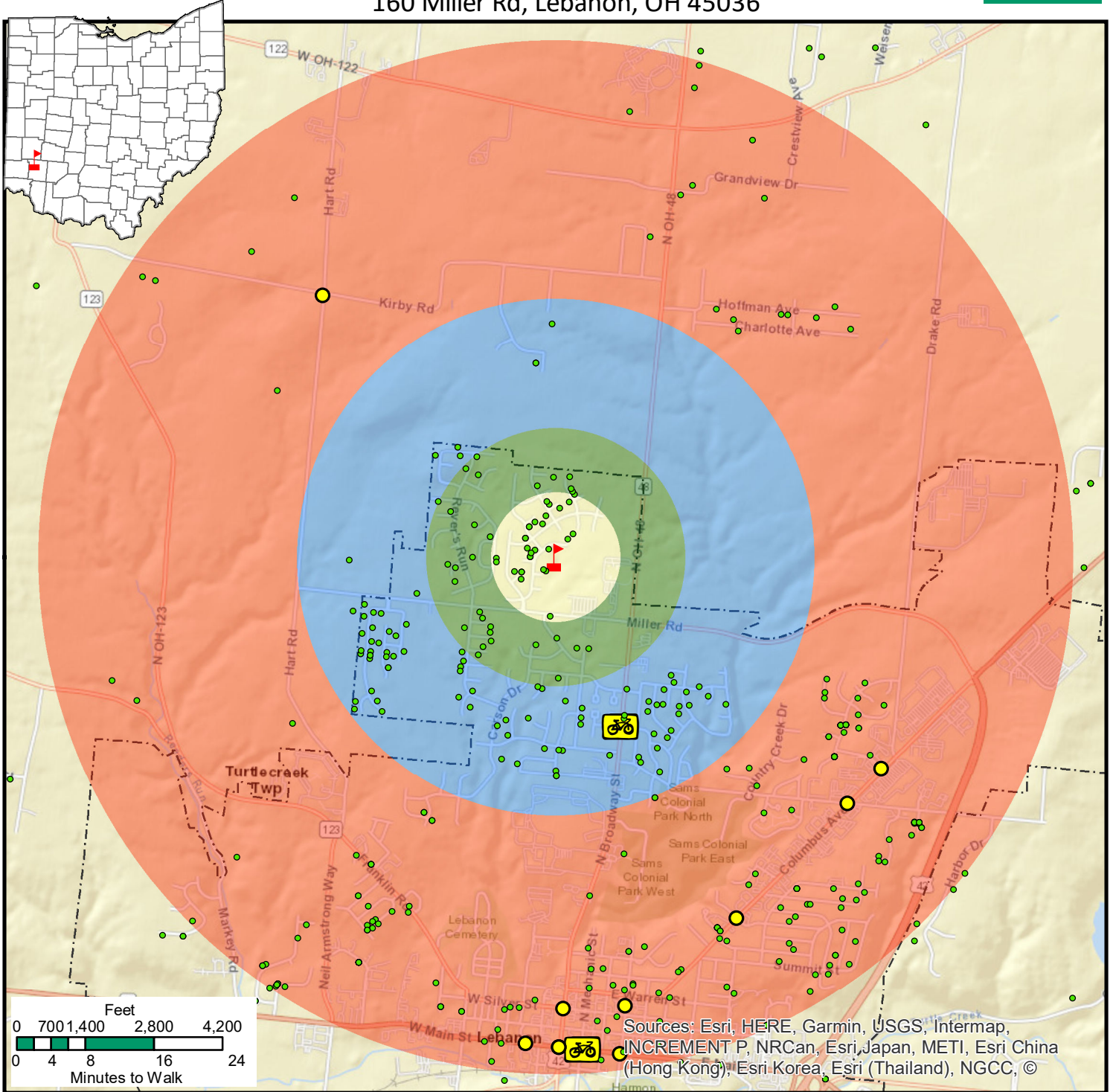
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, ©



Lebanon Junior High - Lebanon Public Schools - Warren Co

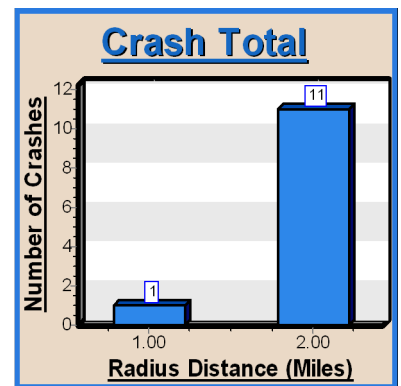
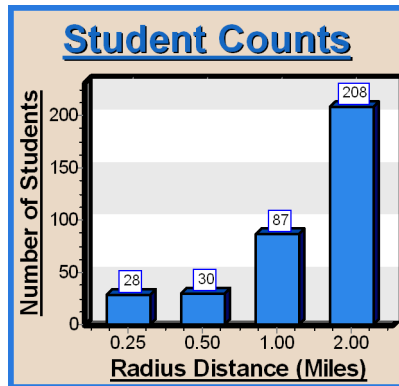
11/17/2021

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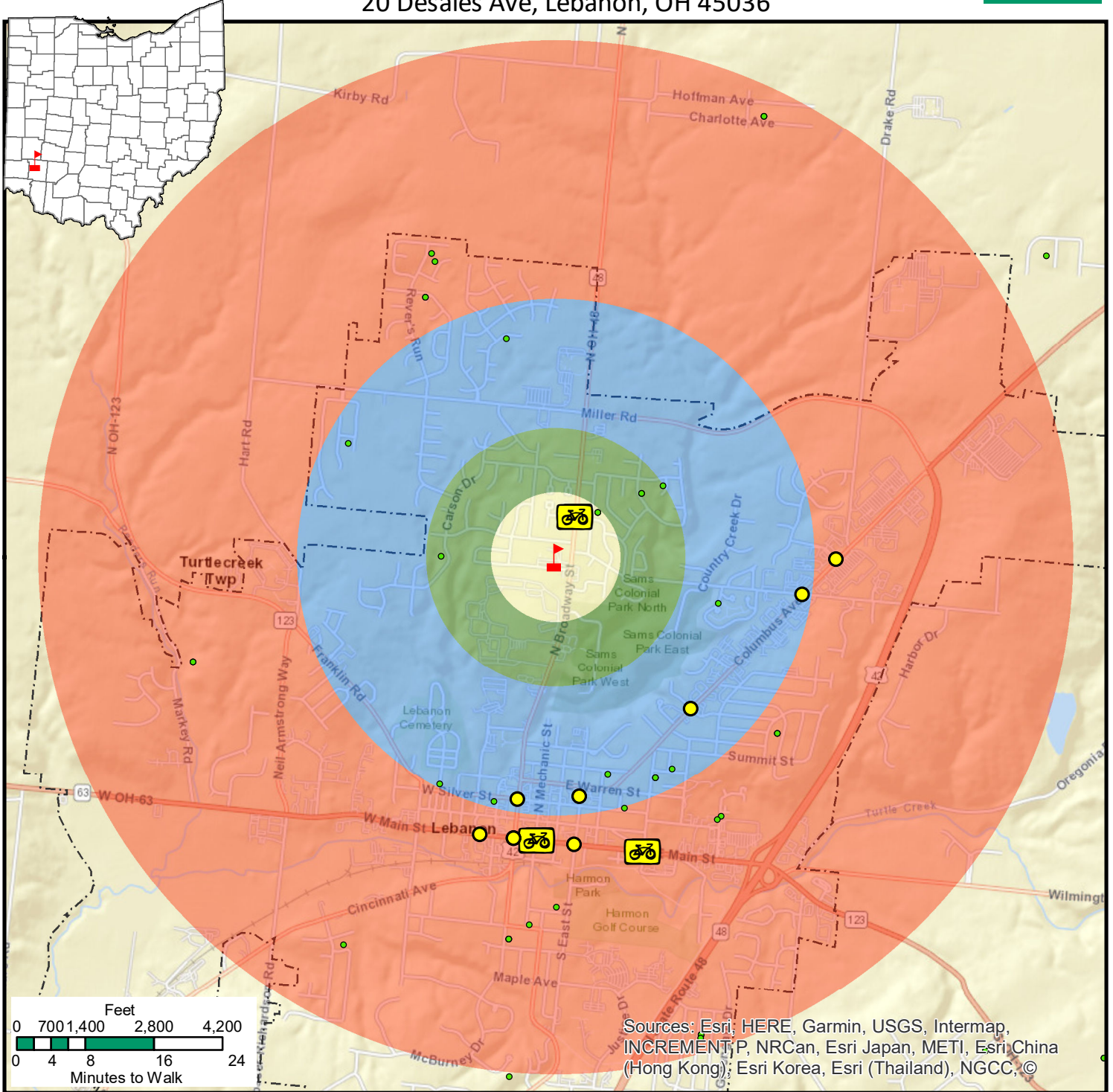


• Students	Radius (Miles)	
🚩 School	0.25	
Pedestrian Crashes	0.5	
● Non-Fatal Crash	1.0	
● Fatal Crash	2.0	
Bicycle Crashes		County Boundary
Non-Fatal Crash		City Boundary
Fatal Crash		

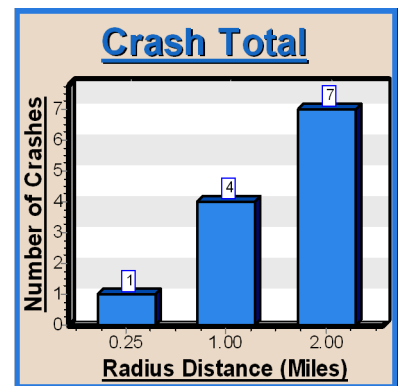
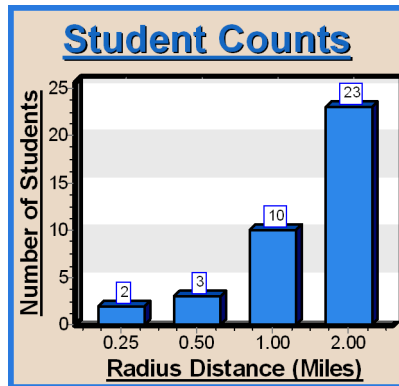
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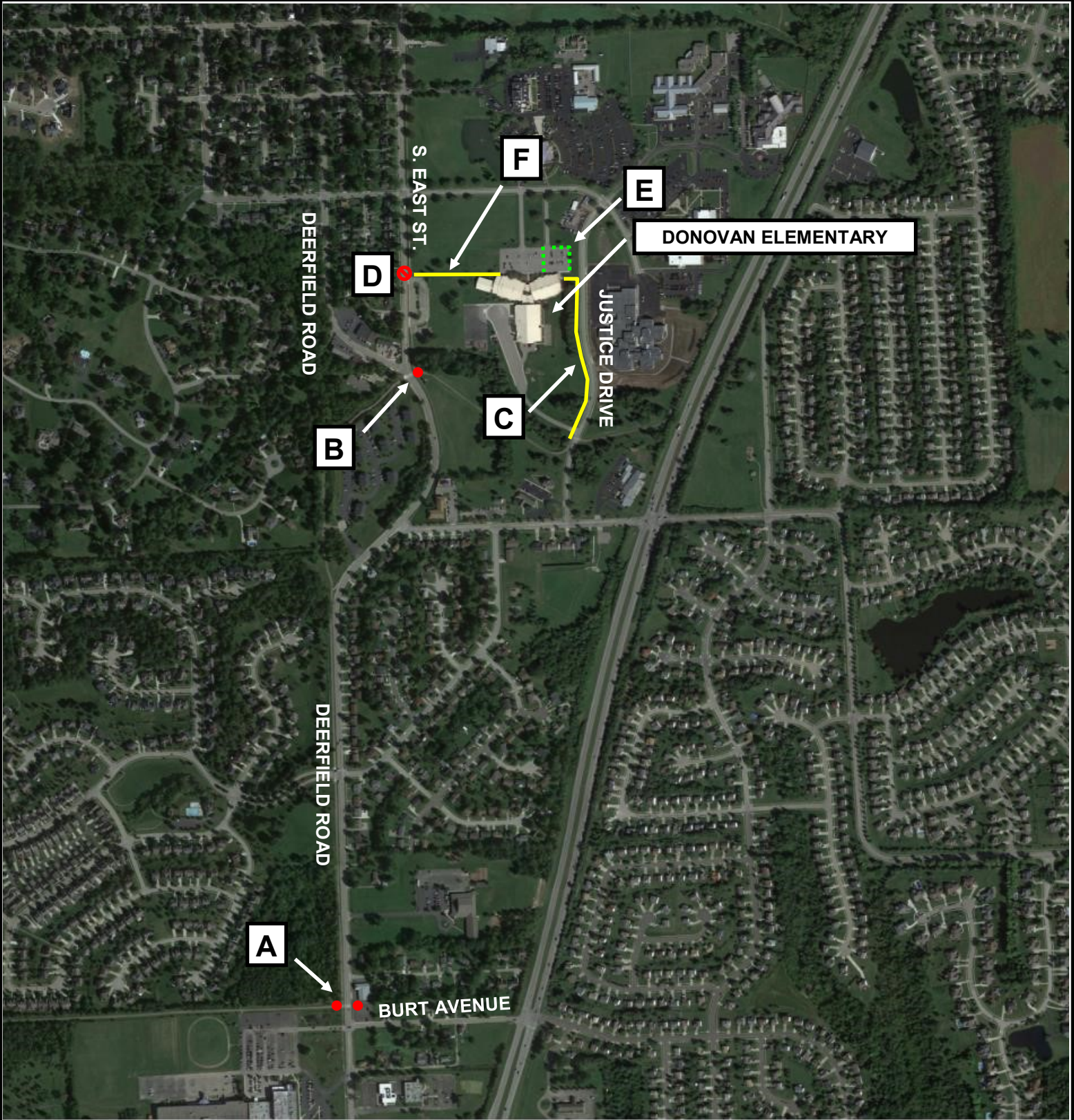
20 Desales Ave, Lebanon, OH 45036



● Students	Radius (Miles)	N
🚩 School	0.25	
Pedestrian Crashes	0.5	
● Non-Fatal Crash	1.0	
● Fatal Crash	2.0	
Bicycle Crashes	County Boundary	
🚲 Non-Fatal Crash	City Boundary	
🚲 Fatal Crash		
Total Enrollment = 156 Total Crashes = 12		



APPENDIX B - COUNTERMEASURE MAPS



CITY OF LEBANON SCHOOL TRAVEL PLAN
INFRASTRUCTURE COUNTERMEASURE LOCATIONS—MAP 1





Google Earth

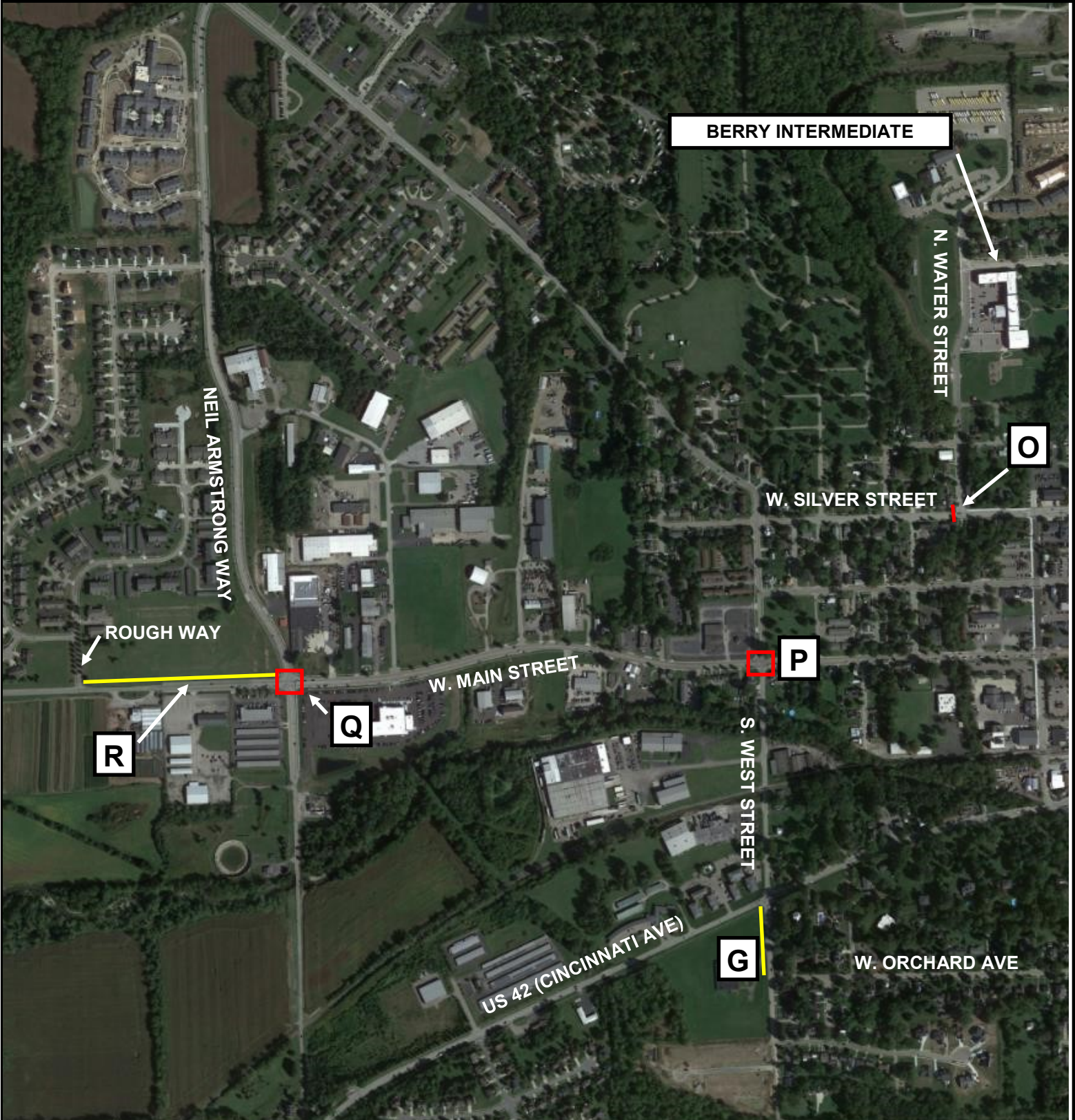
CITY OF LEBANON SCHOOL TRAVEL PLAN
INFRASTRUCTURE COUNTERMEASURE LOCATIONS—MAP 2





CITY OF LEBANON SCHOOL TRAVEL PLAN
 INFRASTRUCTURE COUNTERMEASURE LOCATIONS—MAP 3





CITY OF LEBANON SCHOOL TRAVEL PLAN
INFRASTRUCTURE COUNTERMEASURE LOCATIONS—MAP 4

