

PROJECT NARRATIVE
PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS
ASSOCIATED WITH
NORTHWEST ELEMENTARY SCHOOL PROJECT

The Lebanon School District is constructing a new elementary school on land located on the north side of Old Forge Road between 12th Street and 16th Street in the City of Lebanon. The new elementary school will replace the existing Northwest Elementary School which is currently located at 900 Maple Street in the City of Lebanon. The site of the new school offers many advantages over the school's current location. However, the new location lacks pedestrian and bicycle accommodations necessary for safe and convenient access to the new school. Student safety and welfare are the principal concerns that necessitate construction of a network of specific improvements, such as paved paths, concrete sidewalks and crosswalks.

The vast majority of students in the Lebanon School District must provide their own transportation to school, including students at Northwest Elementary School. Given the preponderance of students that walk or ride bicycles to school, Lebanon School District officials and municipal planners recognize the importance of providing safe routes to the new school. Consequently, a Traffic Impact Study Addendum was prepared by ELA Group to assess pedestrian and bicycle routes and accommodations along roadways which are anticipated to handle the majority of pedestrian and bicycle travel to and from the new school on Old Forge Road. The report identifies the key routes expected to be used by students to access Old Forge Road, provides an inventory of existing pedestrian facilities along these routes, and provides recommendations for accessibility and safety improvements along the routes and at key crossing locations.

According to the Traffic Impact Study Addendum, the following new facilities are recommended to improve the pedestrian and bicyclist accessibility and safety to and from the new Northwest Elementary School.

- 1) Lehman Street – Provide continuous curb and sidewalk along the north side of Lehman Street from the point where it currently terminates at Freeman Street west to 22nd Street. The total length of this segment is approximately 4,200 feet.
- 2) Concentrator Road – Provide pedestrian/bicycle path along the east side of Concentrator Road between Old Forge Road and Lehman Street. The total length of this segment is approximately 725 feet.
- 3) Old Forge Road (north) – **(Currently under construction and not a part of the scope of this project)**. Provide pedestrian/bicycle path along the north side of the road between 16th Street and Steel Street. These improvements are currently proposed with development of the school. The total length of this segment is approximately 2,400 feet. Additional sidewalk along the north side of the road between Steel Street and 12th Street will be installed by others

as a part of the adjacent retail development. The total length of this segment is approximately 500 feet.

- 4) Old Forge Road (south) – Provide pedestrian/bicycle path along the south side of Old Forge Road between Concentrator Road and 12th Street. The total length of this segment is approximately 2,000 feet.
- 5) Steel Street – east (installed by others) – Provide continuous sidewalk along one side of the street between Maple Street and Old Forge Road. These improvements are currently proposed with the retail development which will add sidewalk along the east side of Steel Street. The total length of this segment is approximately 725 feet.
- 6) Steel Street (west) – **(Currently under construction and not a part of the scope of this project)**. Provide sidewalk along the west side of Steel Street between Old Forge Road and Tow Path Way. These improvements are currently proposed with development of the school. The total length of this segment is approximately 290 feet.
- 7) Maple Street – (installed by others) - Provide sidewalk along the south side of the road between Steel Street and the McDonald’s driveway. These improvements are proposed in the future with development of the adjacent retail development. The total length of this segment is approximately 220 feet.
- 8) 12th Street and Guilford Street – Provide new crosswalk markings to replace faded/worn markings on both 12th Street and Guilford Street. Provide a School Advance Crossing assembly and School Crossing assembly in each direction of 12th Street approaching the crosswalk to provide additional notification to drivers that a crosswalk is approaching. Consider use of in-street pedestrian crossing signs on 12th Street. Other treatments such as curb extensions should be considered for use on 12th Street to increase pedestrian visibility and decrease the crossing distance.
- 9) 12th Street and Old Forge Road – Provide crosswalk markings across 12th Street on the north side of Old Forge Road. Since this crossing will be located on an approach not controlled by a STOP sign or signal, a School Advance Crossing assembly and School Crossing assembly should be provided in each direction of 12th Street approaching the crosswalk. Consider use of in-street pedestrian crossing signs on 12th Street as well. Other treatments such as curb extensions should be considered for use on 12th Street to increase pedestrian visibility and decrease crossing distance. Provide crosswalk markings across the Old Forge Road STOP controlled approach.
- 10) 12th Street and Maple Street – Provide new crosswalk markings to replace faded/worn markings across all approaches.
- 11) Old Forge Road at Northwest Elementary School – Provide crosswalk markings across Old Forge Road just north of the entrance to the visitor/bus drop-off loop and on the east side of Concentrator Road. Since these crossings will be located on approaches not controlled by STOP signs or signals, School Advance Crossing assemblies and School Crossing assemblies should be provided in each direction of Old Forge Road approaching the crosswalks. The use of in-street pedestrian crossing signs on Old Forge Road are also recommended. Adequate visibility of pedestrians and motorists must be provided at the crossings. Therefore, if parent drop-offs and stopping/parking is permitted along Old Forge Road then consideration should

be given to prohibiting stopping/parking in the immediate vicinity of the crosswalks. Other improvements such as curb extensions could be considered to improve pedestrian visibility and minimize crossing distances.

12) Lehman Street and 16th Street – Provide crosswalk markings across the STOP controlled 16th Street approach.

13) Lehman Street and 22nd Street – Provide crosswalk markings across the STOP controlled 22nd Street approach (north leg of intersection). There are existing crosswalks on the south and west legs of this intersection. The intersection operates as a 3-way STOP with STOP signs posted on the northbound, eastbound, and southbound approaches. Westbound traffic does not STOP. There is a pedestrian warning sign posted on the westbound approach in advance of the intersection. The use of in-street pedestrian crossing signs on Lehman Street at the existing marked crosswalk is also recommended. Other improvements such as curb extensions could be considered to improve pedestrian visibility and minimize the crossing distance of Lehman Street.

A color-coded conceptual plan illustrating the proposed pedestrian and bicycle accommodations is attached. The funds sought will be used to construct and inspect the improvements recommended in the Traffic Impact Study (TIS) Addendum.