

SECTION 1 - CONTACT INFORMATION

Please complete the information below. The person identified as the Project Contact Person will be the primary point of contact for Georgia DOT staff.

Organization: (Please select one) City Government

Project Title:		Lawrenceville Sidewalk Safety Improvements					
Agency Name:		City of Lawrenceville					
Project Contact Person:		Alex Mitchem					
Position/Title:		Project Manager					
Mailing Address:		2210					
City:	Lawrenceville	State:	GA	Zip Code:	30046	County:	Gwinnett
Daytime Phone:	770-338-8129	Email Address:			FOR INTERNAL USE ONLY		
Fax Phone:	770-822-5990	awm@ppi.us			Ranking:		Date Submitted:

School 1 Name:		Lawrenceville Elementary School		School 2 Name:		Margaret Winn Holt Elementary Sch.	
Mailing Address:		122 Gwinnett Drive		Mailing Address:		588 Old Snellville Highway	
City:	Lawrenceville	School District:		City:	Lawrenceville	School District:	
County:	Gwinnett	GCPS		County:	Gwinnett	GCPS	

School 3 Name:				School 4 Name:			
Mailing Address:				Mailing Address:			
City:		School District:		City:		School District:	
County:				County:			

School 5 Name:				School 6 Name:			
Mailing Address:				Mailing Address:			
City:		School District:		City:		School District:	
County:				County:			

School 7 Name:				School 8 Name:			
Mailing Address:				Mailing Address:			
City:		School District:		City:		School District:	
County:				County:			

School 9 Name:				School 10 Name:			
Mailing Address:				Mailing Address:			
City:		School District:		City:		School District:	
County:				County:			

*Do you have more than ten (10) schools for proposed infrastructure project? *If yes, please attach additional sheets.*

What is the total number of project applications being submitted by your agency/organization. A maximum of 10 applications per city, county, or school district is allowed.	1
If more than ONE application is being submitted, what is the priority of this application?	

Project Cost Estimate: \$494,767.38

By signing, applicant attests to being authorized to sign for CITY OF LAWRENCEVILLE (Name of Agency) and that all information contained herein is true and correct to the best of his/her knowledge.

Alex W. Mitchem
Signature of Project Contact Person

12.11.08
Date

SECTION 2 - PROBLEM IDENTIFICATION

[Total of 35 Points]

- A. Describe the current condition for biking and walking in your school area. Describe safety, traffic, health or environmental issues that you are trying to solve through SRTS. Please attach maps, photos, traffic counts, crash data surveys, safety audits, or any other information that help illustrate the need for this project.

The City of Lawrenceville desires to improve pedestrian safety, increase walking and biking opportunities for school-age children in the neighborhoods around Lawrenceville Elementary School and Margaret Winn Holt Elementary School. The City has identified a number of problem areas and issues that could be addressed through an SRTS project. The following issues exist that could be addressed by the completion of certain sidewalk infrastructure improvements.

Sidewalks missing or sidewalk gaps – An analysis of the neighborhoods around these schools revealed that sidewalks are present in some of the streets that lead to the schools, but are not present on all streets (or gaps exist) which poses difficulty for pedestrians. Sidewalks are put in new subdivisions and along frontage roads, but many older sections of the community do not have sidewalks, and the posted speed limits on the streets are 45 mph in many cases, so sidewalks are needed to protect drivers and pedestrians. The north side of US 29 between Langley Drive and Gwinnett Drive is a good example. A sidewalk is present on the south side of the road, but the concentration of residents who would use these sidewalks is on the NORTH side. Closing the sidewalk gap on US 29 between Langley and Gwinnett Drive would increase safety for children and other pedestrians who may walk from these neighborhoods and/or increase the number of children walking if the sidewalk was present.

Changing nature of the population of Lawrenceville - Lawrenceville's population is becoming increasingly diverse, as is the population of Gwinnett County as a whole. The racial composition of the City in 1990 was white (91.9%) and non-white (8.4%). By 2000, the racial composition was white (76.1%) and non-white (23.3%), and is expected to continue according to the Lawrenceville Comprehensive Plan. Many of these new residents are from cultures and regions where walking and biking are much more common than in traditional suburban communities. Many of the targeted streets serve communities where non-white and Hispanic/Eastern European persons now dwell in greater numbers than in 1990. The increase in walking is evidenced by the worn paths along the shoulders of the road. Additionally, the percentage of school-age children is expected to increase in Lawrenceville by 53% from 2000 to 2020, so the number of potential children walking to school should increase consequently.

Increase in Pedestrian/Bicycle Accidents in Gwinnett County – According to Traffic Crash Profiles for the Atlanta Region (Atlanta Regional Commission, 2006), between 2002 and 2004, Gwinnett County averaged 103 pedestrian/vehicle accidents and 31 bicycle/vehicle accidents per year. Twenty-one of these accidents during this period occurred in Lawrenceville, with one fatality and several injury crashes near the two target schools. Several of the highest vehicle/vehicle crash areas are in the Lawrenceville area (352 injury accidents on Pike Street/SR 120 between 2002-2004, for example). As the population of the City and the County continues to grow, the likelihood that pedestrian accidents will continue to increase. One of the principals surveyed for this application has a policy of discouraging students to walk to school. It is an assumption that this policy is to reduce the likelihood of a child being injured while walking to school as well as other child safety reasons. However, with increased access to safe sidewalks, it is hoped that these types of fears would be reduced.

- B. Please provide the following information for each school in this application?

School Information	School 1	2	3	4	5	6	7	8	9	10
% Free/Redcd Lunch	89	73								
% Asian	4	10								
% African-American	45	32								
% Caucasian	18	23								
% Hispanic	28	30								
% Native American	0	0								
% Other	5	5								

C. How many students enrolled in project school live within ½ mile, 1 mile, and 2 miles of the school:

School Information	School 1	2	3	4	5	6	7	8	9	10
School Enrollment	980	1,561								
½ mile	94	350								
1 mile	151	350								
2 miles	382	946								
Estimated percent of current walkers and bikers	1	0								

SECTION 3 - PROPOSED PROJECT

[Total of 25 Points]

A. Is all property involved in your project in the public right-of-way (ROW)? Yes No
 If part of your project is on a permanent public easement, do you have documentation for such easement?

B. Describe in detail your proposed Infrastructure project? Please attach a map or diagram of your project location(s) which includes, at a minimum, street names, school name(s) and location(s), city and county names, existing walking/biking facilities (e.g., sidewalks, crosswalks, paths, etc.), and existing traffic signals or stop signs. Also attach photographs, plans, and other materials that may help illustrate the proposed project.

The proposed project consists of installing the following elements to address the problems identified in this application:

1. The installation of 7,959 linear feet of DOT standard sidewalks, curb cut wheelchair ramps and crosswalks near Lawrenceville Elementary School on the following streets:
 - a. Ridgecrest Drive from US 29 to Huff Drive (east side of the road) {1,291 l.f. of sidewalk}.
 - b. Stone Mountain Street from Gwinnett Drive to Constitution Ave (north side of the road) {686 l.f. of sidewalk}.
 - c. Stone Mountain Street from Gwinnett Drive to Salem Drive (North side of the road) {1,760 l.f. of sidewalk}.
 - d. Stone Mountain Street from Nottingham Drive to past Somerset Drive (south side of the road) {1,836 l.f. of sidewalk}
 - e. U.S. 29 from Ridgecrest Drive to Langley Ave (north side of the road) {1,104 l.f. of sidewalk}; and
 - f. SR 120 from Langley Drive to the CSX railroad bridge {1,282 l.f. of sidewalk}.

The proposed improvements above will close sidewalk gaps, improve safety and increase accessibility for children walking/biking to Lawrenceville Elementary School. Children from neighborhoods north of US 29 can safely cross US 29 to reach the school by walking down Gwinnett Drive and the children in neighborhoods along Stone Mountain Street (both east and west of Gwinnett Drive) can reach the school safely on these new sidewalks.
2. The installation of 2,312 linear feet of DOT standard sidewalks, curb cut wheelchair ramps and crosswalks near Margaret Winn Holt Elementary School on the following streets:
 - a. Moon Road from Davis Road to Old Snellville Drive.
 - b. Old Snellville Road in front of the school.

The proposed improvements above will close sidewalk gaps, improve safety and increase accessibility for children walking/biking to Margaret Winn Holt Elementary School. Children from neighborhoods east of SR 124 (Scenic Hwy) along Moon Road can safely cross SR 124 to reach the school by walking down Moon Road. Additionally, children living in the two neighborhoods immediately adjacent to the school can safely cross Moon Road and/or Old Snellville Drive .

The proposed sidewalks are shown on Exhibits "B-1" and "B-2". The proposed improvements will provide a safe, ADA-compliant walking surface for school children and other pedestrians who use these roads and will provide a safe place to cross the busy streets. However, in order to install these sidewalks in some cases, some drainage structures will need to be extended/adjusted/relocated to accommodate the sidewalk. Curb and gutter will also be required to maintain drainage patterns and to provide sufficient separation from the roadway. These costs are reflected in the Cost Estimate section of this application. Exhibit "C" provides a photographic documentation of each of these projects.

The SRTS program was established to: (1) enable and encourage children, including those with disabilities, to walk and and bicycle to school safely; (2) make bicycling and walking to school a safe and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and (3) 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 primary and middle schools, grades K-8.

C. How will your proposed project(s) address the concerns that were identified in Section 2, improve bike/ped safety, increase the number of students walking to school, and improve the environment within the school vicinity?

1. The proposed project will close several sidewalk gaps that exist near the target schools, thereby providing a connecting linkage between neighborhoods and the schools, which should encourage parents to let their children walk to school (or walk with them).
2. The proposed sidewalks will increase pedestrian safety along the streets by moving the pedestrians up and away from the roadway shoulder, thereby decreasing the probability of a vehicle/pedestrian crash.
3. By completing these gaps and allowing more children the opportunity to walk to school, combined with the existing SRTS efforts for the County Schools (e.g., crossing guard near Lawrenceville Elementary School by Central Baptist Church), the number of children that will walk to school should increase.
4. The sidewalks will be ADA compliant, which will help persons with disabilities, as well as those persons who need the advantage of a wheelchair ramp (i.e., persons pushing a stroller, etc.). By increasing the quantity of handicapped-accessible sidewalks, the City is furthering the goals of a more accessible community.
5. A side benefit to the community is increased connectivity between the neighborhoods and the schools and connector streets, which should improve walkability of the neighborhoods and the community as a whole. Lawrenceville is committed to improving walkability of the community through this project, as well as through other sidewalk construction efforts.
6. An additional side benefit would be to further the City's goal to revitalize the areas along US 29 and Gwinnett Drive, which surround Lawrenceville Elementary School. Sidewalks and pedestrian connectivity are key to these efforts to improve the quality of the business and residential neighborhoods in this area.

SECTION 4 - PROGRAM INFORMATION

[Total of 30 Points]

Explain how your school(s) is currently addressing Education, Encouragement, Enforcement, Engineering, and Evaluation. When did the school(s) begin its SRTS activities and/or plan? How many children are involved in these activities? Is there a full- or part-time coordinator responsible for managing these activities? If available, provide a link to your SRTS Plan.

School Crossing Guards/Signs {Enforcement}

Gwinnett County has been providing school crossing guards at neighborhood schools for many years through the Gwinnett County Police Department-Special Operations Division. Three civilian supervisors and sixteen crossing guards report to a Gwinnett County Police lieutenant and are responsible for the safety of the children who must cross the street in order to walk to and from school. School crossing signs are placed in school zones by Gwinnett Department of Transportation personnel or by GDOT personnel to warn drivers of school zones. A school crossing guard supervises pedestrian traffic that crosses Gwinnett Drive in front of Lawrenceville Elementary School.

Neighborhood Watch/Quality of Life Unit {Enforcement}

The Lawrenceville area has numerous neighborhood watch programs. The Lawrenceville Police Department provides a liaison officer to supervise neighborhood watch programs. The City of Lawrenceville also operates a Quality of Life Unit, which focuses on neighborhoods with elevated crime statistics to enforce existing ordinances related to litter, trash, dumping, junk cars, parking, signs, graffiti, zoning and other issues. These neighborhood problems contribute to the decline in quality of life, which could discourage residents for believing that their children are safe when walking to school.

Traffic Pacing {Enforcement}

The County (or a cooperating City police force) also provides police presence at key intersections during peak school traffic hours to assist in the smooth flow of bus, vehicle and pedestrian traffic.

Bike Safety/Bike Rodeos {Education, Encouragement}

Gwinnett Public Schools, together with local civic organizations, hold bike rodeos for local elementary school children. The Gwinnett County Police Department Crime Prevention Unit also sponsors a number of these events throughout the County. The Central Gwinnett High School Key Club held such an event very recently for children in the Central Gwinnett "cluster" (which includes the two Elementary Schools in this application) to teach bicycle skills, provide a bike tune up and review other safety procedures.

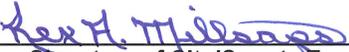
SECTION 5 - PROJECT COST ESTIMATE

[Total of 10 Points]

Provide the Project Cost Estimate. Include material and construction costs. All preliminary engineering will be conducted by GDOT. Note: SRTS is a 100% federal-aid program. Local funds and in-kind donations are not required or accepted. **Use Project Cost Estimate tab to complete Section 5. Contact your local government for assistance.**

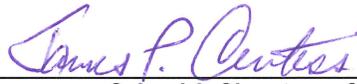
SECTION 6 - SIGNATURES

The undersigned consent to enroll school(s) with the SRTS Resource Center, engage in Non-Infrastructure SRTS activities, and participate in GDOT's evaluation process. The undersigned understand that the proposed infrastructure project, if granted, will be designed and implemented by Georgia Department of Transportation. Upon completion of construction, the undersigned agree to provide regular maintenance on the new infrastructure. The undersigned affirm that all statements in this application are true and complete to the best of the applicant's knowledge. Please attach additional signature pages if necessary for multiple schools. **(Signature required from local government official authorized to sign maintenance agreements, or Designee.)**

 _____ Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc. _____ City of Lawrenceville _____ Name of Agency	Rex Millsaps, Mayor _____ Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc. _____ (770) 963-2414 _____ Telephone Number _____ Date <i>12/8/08</i>
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 _____ Signature of School District Superintendent _____ Gwinnett County Public Schools _____ Name of School District	J. Alvin Wilbanks _____ Print Name of School District Superintendent _____ (678) 301-6000 _____ Telephone Number _____ Date <i>12/8/08</i>
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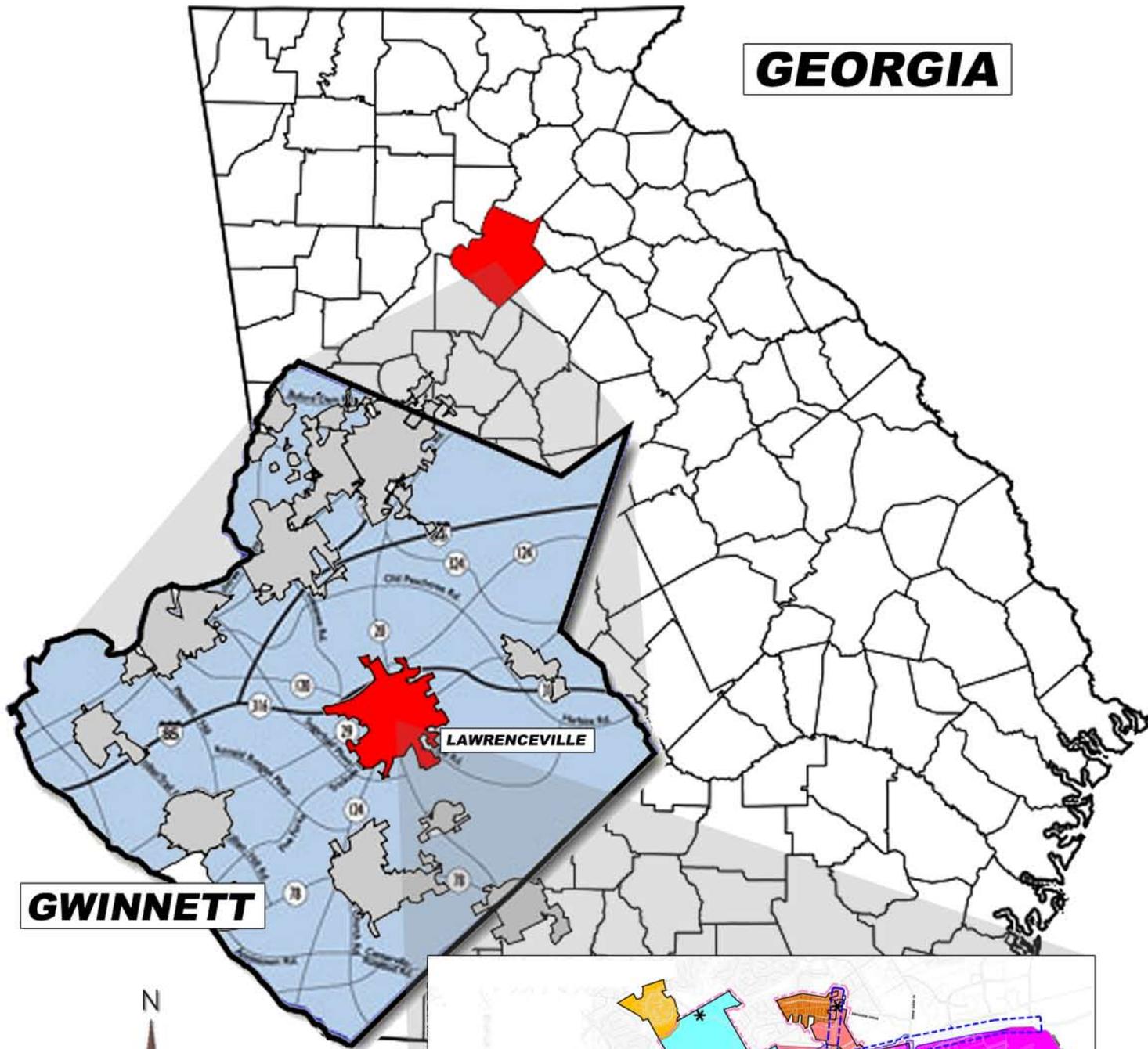
 _____ School 1: Signature of Principal _____ Lawrenceville Elementary School _____ Name of School	Dorothy Hines _____ School 1: Print Name of Principal _____ (770) 963-1813 _____ Telephone Number _____ Date <i>12/1/08</i>
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 _____ School 2: Signature of Principal _____ Margaret Winn Holt Elementary School _____ Name of School	Dr. Jim Curtiss _____ School 2: Print Name of Principal _____ (678) 376-8600 _____ Telephone Number _____ Date <i>12/8/08</i>
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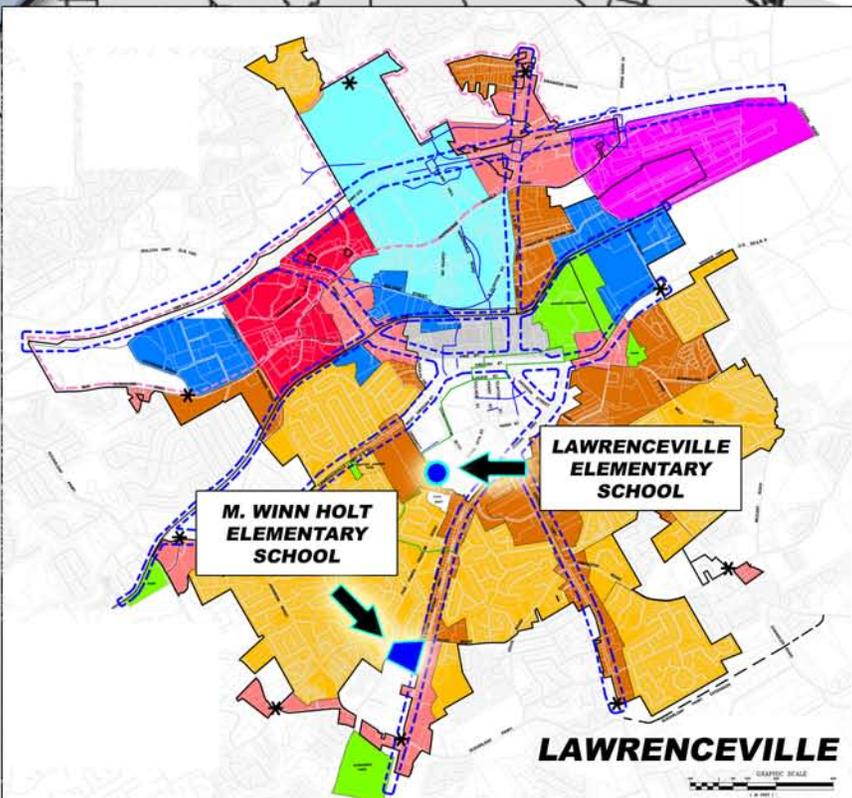
_____ School 3: Signature of Principal _____ Name of School	_____ School 3: Print Name of Principal _____ Telephone Number _____ Date
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_____ School 4: Signature of Principal _____ Name of School	_____ School 4: Print Name of Principal _____ Telephone Number _____ Date
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GEORGIA

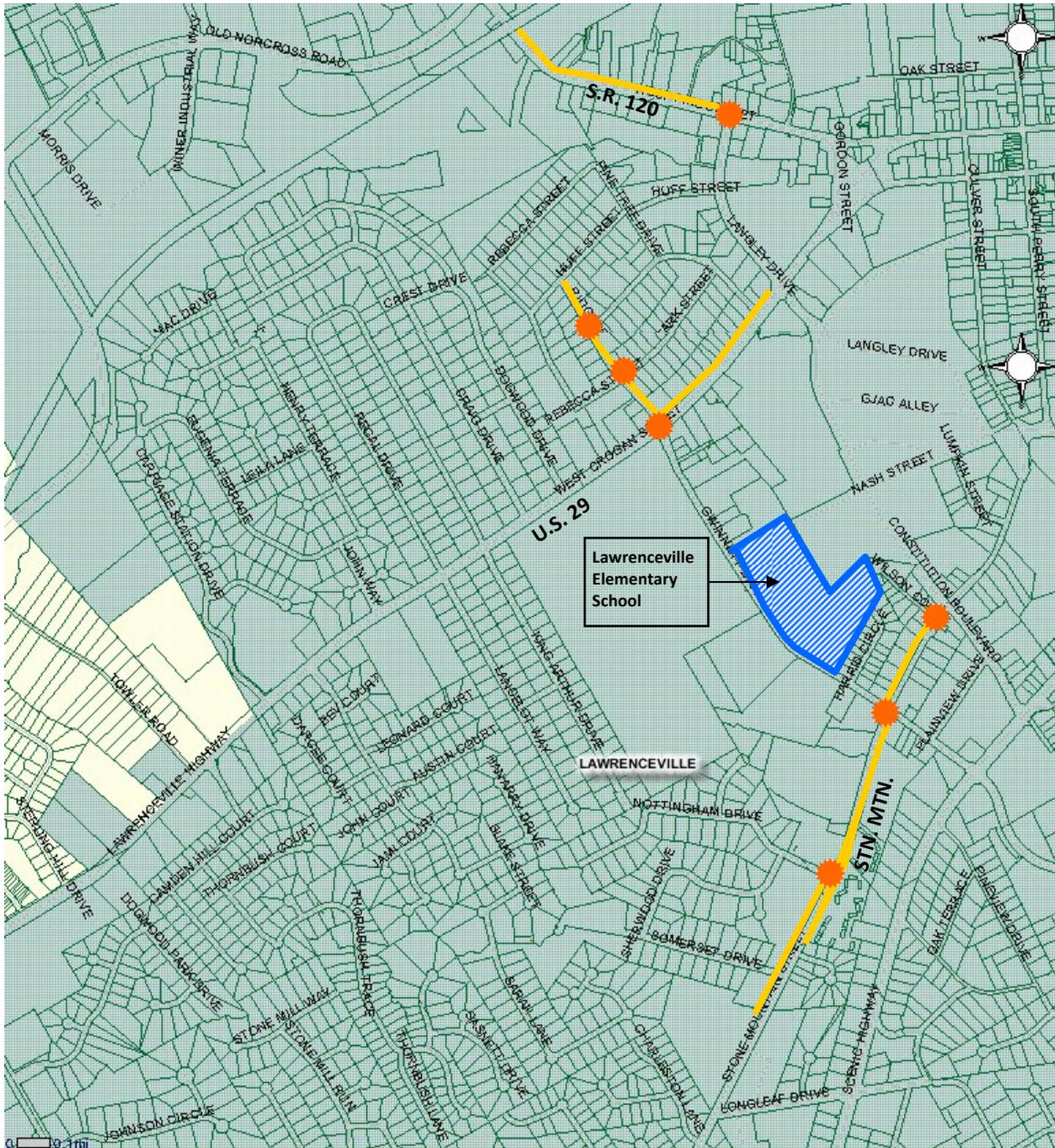


GWINNETT

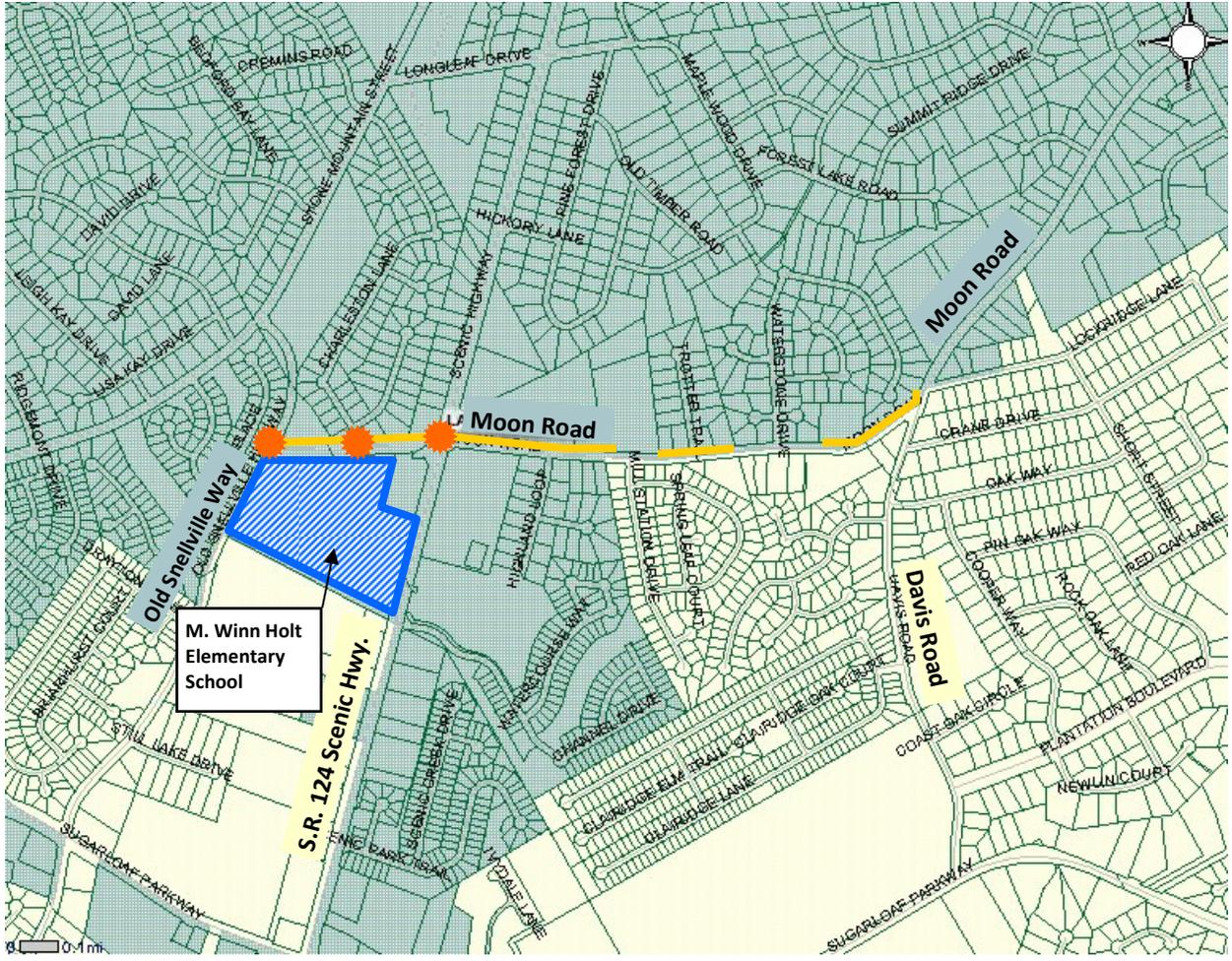


VICINITY MAP
(NOT TO SCALE)

LAWRENCEVILLE



<p>Proposed Safe Routes To School Pedestrian Improvements</p> <p>Lawrenceville Elementary School Area</p>	<p>Legend</p> <p>Proposed Sidewalk</p> <p>Proposed Crosswalk</p>
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<p>Proposed Safe Routes To School Pedestrian Improvements</p> <p>Margaret Winn Holt Elementary School Area</p>	<p>Legend</p> <p>Proposed Sidewalk —————</p> <p>Proposed Crosswalk</p> 
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EXHIBIT "C" : CITY OF LAWRENCEVILLE—SRTS PHOTOGRAPHS

Photograph to the right shows Stone Mountain Street looking east towards Constitution Ave. The sidewalk segment along the north side of Stone Mountain Street will terminate on Constitution Ave at existing sidewalk (rear of photograph). This sidewalk will serve several neighborhoods to the east of Lawrenceville Elementary School.



The photograph to the left shows Stone Mountain Street looking west towards Gwinnett Drive. Lawrenceville Elementary School is just around the corner of Gwinnett Drive.

Photograph to the right shows a portion of the intersection of Stone Mountain Street and Gwinnett Drive looking southwest. Note the broken driveway. This driveway will need to be repoured from the right-of-way to the curb line. Curb and gutter will be required along this segment of Stone Mountain Street.



Photograph to the right shows Stone Mountain Street looking east. Sidewalk exists on the north side of the street, but not on the south side. Many people use this side of the street (as evidenced by the worn-out shoulder) to access Gwinnett Drive. Sidewalk here would enable children from the apartments on the south side of the street to access the crosswalks at the intersection.



Photograph to the left shows Stone Mountain Street looking east. This section of the street contains several apartments with children and adults who are used to walking to reach school, stores, etc. Sidewalk along this side of the street would definitely improve safety (note vegetation obstructing a clear path along the shoulder).

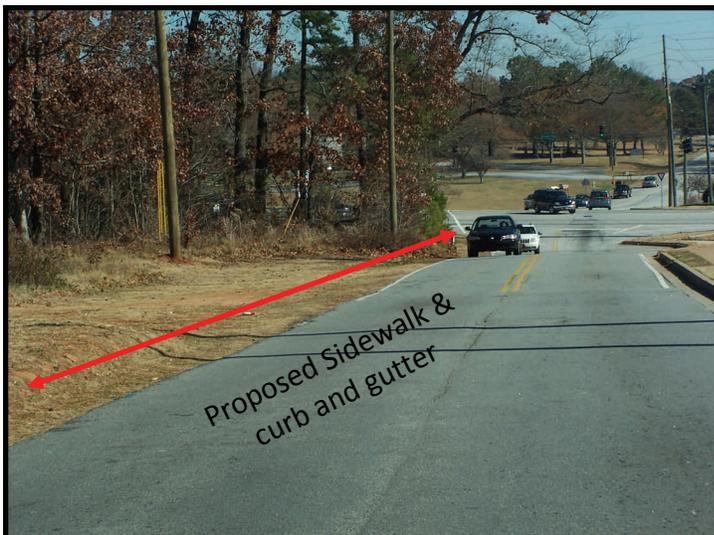
Photograph to the right shows Stone Mountain Street looking west. Sidewalk is proposed on the south side (looking ahead in the photo) to the top of the hill. Note drainage swale will have to be piped to accommodate sidewalk, as well as curb and gutter installed to protect sidewalk users.





Photograph to the left shows Ridgecrest Drive looking north. Many children live in this neighborhood, very close to Central Gwinnett High School and Lawrenceville Elementary School. Sidewalk and a crosswalk at the intersection of Ridgecrest and U.S. 29 will help local children safely reach the Elementary School down Gwinnett Drive.

Photograph to the right shows US 29 (Lawrenceville Highway) looking west towards the intersection of Gwinnett Drive/ Ridgecrest Drive. Closing this gap of sidewalk will allow children from the northside neighborhoods along US 29 to safely walk to the intersection and cross street. Note the heavy usage of this area.



Photograph to the left shows Moon Road looking northeast. Margaret Winn Holt Elementary School is out of the picture to the right. Sidewalk exists on the south side on the road, but not on the north side, which prevents children from safely reaching the school from the several nearby neighborhoods. A crosswalk is proposed for Scenic Hwy (rear of the photograph).

Photograph to the right shows Moon Road looking northwest at Old Snellville Road. Sidewalks and crosswalks at this location will help improve safety.

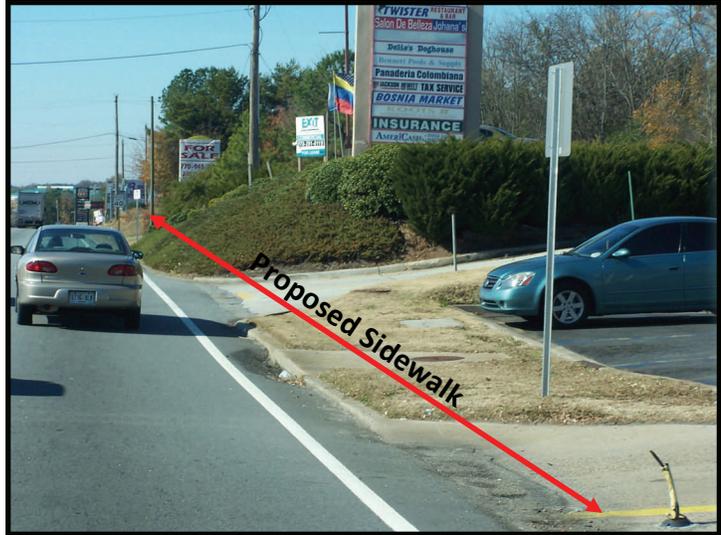


Photograph to the left shows Moon Road looking west. The project proposes to fill in several sidewalk gaps and to install crosswalks along this portion of Moon Road to increase safety and accessibility to Margaret Winn Holt Elementary School (down Moon Road to the west).

Photograph to the right shows Moon Road looking east. Note the gap in sidewalk coverage. A crosswalk will be installed at the intersection in the rear of the photograph.



Photograph to the right shows SR 120 (Pike Street) looking west. Proposed sidewalk will link gaps in sidewalks along this roadway to allow children in neighborhoods on the north side of Pike Street to safely reach Langley Drive (and then to US 29) and to reach Lawrenceville Elementary School.



Photograph to the left shows SR 120 (Pike Street) looking west. Proposed sidewalk would improve pedestrian safety along this busy roadway.

Photograph to the right shows SR 120 (Pike Street) looking west. Proposed sidewalk and crosswalks would improve pedestrian safety along this busy roadway.

