Mimosa Elementary School

Safe Routes to School Travel Plan

1550 Warsaw Rd
Roswell, GA

November, 2010

Safe Routes to School
Georgia
GEORGIA DEPARTMENT OF TRANSPORTATION

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Acknowledgements

This Travel Plan represents the work of the Mimosa Elementary School Safe Routes to School Team (Mimosa SRTS Team). Our school is a Silver Level partner with the Georgia Safe Routes to School Resource Center. While we are not required to create a Travel Plan as a Silver Level Partner, we believe this is a good way to establish an on-going Safe Routes to School program at our school.

A diverse SRTS team consisting of parents, teachers and other community stakeholders was organized and provided input, guidance and oversight in writing our plan.

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Introduction to Mimosa Elementary School

Mimosa Elementary School is located in Roswell, a small city north of Atlanta. The school opened in 1969 and was expanded in 1990 to serve its growing enrollment. The school educates 1,090 students in grades pre-K to 5th.

Mimosa's motto is "where learning unites us." The students represent 26 nationalities; English is not the primary language spoken in many students' homes. In addition to ethnic diversity, the school's student body is drawn from a variety of socioeconomic backgrounds and includes students with a range of learning abilities.

Many programs at Mimosa are aimed at building community within the school and bridging language barriers. The school recently appointed two new parent liaisons to improve communication with non-English speaking parents. Nevertheless, building trust with the parent community and finding parent partners for efforts like Safe Routes to School is an on-going challenge.

Mimosa Elementary School is in a part of the city where many people walk, despite the shortcomings of the pedestrian environment, because car ownership is out of reach for many residents. Mimosa Elementary School is adjacent to some of the densest housing areas in Roswell and improvements to the area near the school will benefit a large segment of the population.

In 2006, the League of American Bicyclists recognized Roswell as a "Bicycle Friendly Community" at the bronze level. This recognition was given for a variety of pedestrian and bicycle improvements representing an investment by the community of approximately $1.4 million. The City of Roswell aspires to achieve a silver level in the near future and has a plan to implement a several bicycle loops through the city for recreation and commuting.

The Five E's

SRTS combines many different approaches to make it safer for children to walk and bicycle to school and to increase the number of children doing so.

Engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways.

Education programs target children, parents, caregivers and neighbors, teaching how to walk and bicycle safely and informing drivers on how to drive more safely around pedestrians and bicyclists. Education programs can also incorporate health and environment messages.

Enforcement strategies increase the safety of children bicycling and walking to school by helping to change unsafe behaviors of drivers, as well as pedestrians and bicyclists. A community approach to enforcement involves students, parents or caregivers, school personnel, crossing guards and law Enforcement officers.

Encouragement activities promote walking and bicycling to school to children, parents and community members. Events such as Walk to School Day, contests such as a Frequent Walker/Bicyclist challenge, or on-going programs such as a Walking School Bus or Bicycle Train can promote and encourage walking and bicycling as a popular way to get to school.

Evaluation is an important component of SRTS programs that can be incorporated into each of the other E's. Collecting information before and after program activities or projects are implemented allow communities to track progress and outcomes, and provide information to guide program development.

- Excerpted from "Safe Routes to School: A Transportation Legacy", the report of the National Safe Routes to School Task Force

This SRTS Travel Plan outlines our school's intentions for making walking to and from school more sustainable and safer for students and the community. The City of Roswell has already taken action to improve walking conditions near Mimosa Elementary School by installing a new sidewalk on the east side of Warsaw Road. This plan aims to complement and extend this improvement.

Through our SRTS program and efforts, we hope to reach a rate of 20% of our students walking or biking to school at least 3 days a week. We believe this goal is attainable, as approximately 50% of our students live within 1 mile of school.

Demographics. About 50% of students live within 1 mile of school.

The school provides free and reduced lunch for about 89% of students. Most of these students live within a half-mile radius of school.

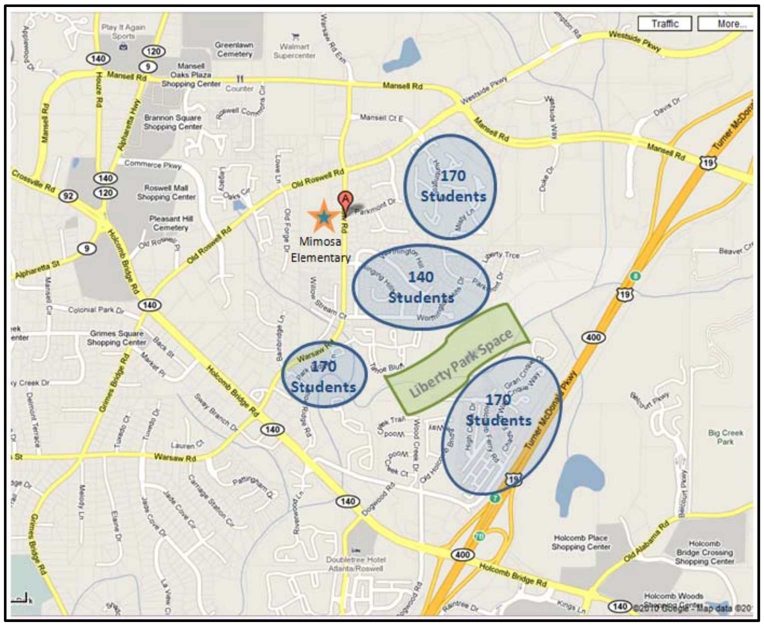

Figure 1 Many students live in cul-de-sac neighborhoods within a half a mile of Mimosa Elementary. More than half of the student population lives east of Warsaw Road between Old Roswell and Holcomb Bridge Road.

Current School Travel Patterns. Approximately 10% of the student population walks to and from school. Many of these students' families live within ½ mile of school. Nearly all of these students are accompanied by a parent or older sibling. Several students arrive by family vehicles in the morning but walk home after school. Our county school district provides busing for students living beyond 1 ½ miles from school unless a hazard has been identified (e.g. no sidewalk). The school's Transportation Supervisor consults with county transportation officials to determine where students within the 1 ½ mile limit should be bussed due to hazardous conditions.

Student Travel

Our school relies on policies, practices, and support activities to ensure a safe and orderly process for students, regardless of how they travel to or from school.

Arrival. School begins each morning at 7:50 a.m., 10 minutes earlier than last school year. Students arrive at school over a 30-minute period beginning at 7:20 a.m.

Bus Riders	Bus riders arrive first and unload at the gym entrance, which is located adjacent to a parking lot (gym parking lot) and circular drive on the south side of the school grounds.

Walkers	Most walkers arrive between 7:30 a.m. and 7:50 a.m. Walkers coming from the south travel along the sidewalk on the west side of Warsaw Road, cross the gym parking lot entrance and exit, and use the sidewalk along the front parking lot's exit drive to access the school's main entrance. Walkers coming from the north and east travel along a path from the Warsaw Road/Parkmont Drive intersection through the front parking lot to the main entrance. The path intersects the parking lot at three locations.
Car Riders	Most car riders arrive between 7:40 a.m. and 7:50 a.m. and also enter through the main entrance. Motorists queue in the front parking lot along a path defined by orange safety cones. Motorists pull forward until they reach the front entrance where their child exits their car and enters the school building. SRTS Team Members reported that the number of parents driving their children to school between 7:40 a.m. and 7:50 a.m. has increased markedly from the 2009-2010 school year. Team members speculated this is due to the earlier school start time.

Dismissal. Dismissal occurs at 2:25 p.m.

Bus Riders	Bus riders are dismissed through the gym entrance.
Walkers	Walkers are dismissed from either the gym entrance or the front entrance, depending on where they live. Walkers exiting from the gym entrance must wait until buses clear the school driveway before they are released. Walkers travel around the gym parking lot along an asphalt path to the sidewalk on Warsaw Road. Walkers exiting from the main entrance walk through the front parking lot along a grade separated concrete path to the Warsaw Road/Parkmont Drive intersection. The path intersects the parking lot at three locations.
Car Riders	Car riders are dismissed through the front entrance. Motorists queue in the front parking lot along a path defined by orange safety cones. Motorists pull forward until they reach the front entrance and pick up their children. Drivers display identifying numbers that staff members use to match students with family vehicles. Some motorists were observed picking children up on Parkmont Drive near the Warsaw Road intersection, which is west of the school site, most likely to avoid having to wait in the queue.

Support activities.

Two crossing guards assist students arriving and departing from school. One is stationed at the intersection of Warsaw Road and Parkmont Drive and helps students cross Warsaw Road via a marked crosswalk. This crossing is used by students who live north and east of the school.

The other crossing guard is stationed at the intersection of Warsaw Road and Singing Hills Drive. This location is adjacent to the school bus exit, and the guard both helps students cross the marked crosswalk and directs school bus traffic. This crossing is used by students going into the Liberty Square neighborhood and down Warsaw Road towards Holcomb Bridge Road and the Park Ridge Apartments.

Staff is present in the front parking lot during arrival and dismissal to set up the orange safety cones and to ensure that motorists follow the correct path through the lot. Staff is also present at the front entrance during arrival and dismissal to help students get out of and into motor vehicles.

A note on faculty and staff parking.
There is a concern that pedestrian improvements (such as moving the light pole or curb extensions) may result in the loss of parking spaces or invite more informal parking. Parking is at a premium in the school lots with fewer spaces than staff who drive to school. Some staff park on the grass at the edges of the main lot.

Alternate locations for staff parking may be an option to consider, especially if it reduces the amount of motor vehicle traffic in the school's front parking lot. One recommendation made during the preparation of this plan is to relocate some of the faculty parking to the bus depot behind the school. This is not directly related to Safe Routes to School, the aim of which is to decrease car trips to the school. However, it is worth noting since reducing traffic in the front lot would improve pedestrian safety for students crossing the parking lot entrances and exits, and walk through the lot itself.

Existing Conditions and Barriers

Key Walking Routes
Warsaw Road
Parkmont Lane
Singing Hills Drive
Old Roswell Road

Parents of students at our school are typical of parents nationwide who consider whether or not to allow their children to walk or bicycle to school. Based on a nation-wide survey, these are the top reasons parents identified for not allow their children to walk or bike to school:[1]

Issue	Percent identifying reason
Distance	62%
Traffic speed and volume	55%
Intersection crossing & safety	47%
Weather	44%
Crime	38%
Sidewalks	33%

(Percentages will not add up to 100% as respondents were allowed to select multiple issues, not just one.)

Many of the issues in the table above can be addressed with either infrastructure or non-infrastructure strategies (or in some cases both). We kept these concerns in mind when picking the strategies that we want to accomplish in the next year.

We identified the following barriers as we developed this Travel Plan. In some cases, these barriers are our local example of the types of concerns listed in the table above.

[1] *Safe Routes to School Travel Data: A Look at Baseline Results from Parent Surveys and Student Travel Tallies,* prepared by the National Center for Safe Routes to School, January 2010.

Barrier: Pedestrian pathways between Warsaw Road and school entrances are not accessible, comfortable, or clearly-defined.

Figure 1 Parking lot crossing with light pole obstructing pathway.

A concrete sidewalk provides access from the Warsaw Road/Parkmont Drive intersection across the school's front parking lot to the school's front entrance. However, there are no crosswalks at parking lot intersections and crossings are relatively long. Curb ramps are either missing or do not comply with current ADA guidelines, and a recently installed light pole obstructs the pathway and forces walkers into the street. Finally, the front parking lot floods after heavy rains, obstructing the pedestrian pathway.

An asphalt path provides access from the Warsaw Road/Signing Hills Drive intersection to the school gym. The path is narrow and uneven. Tree limbs, parked cars, and light poles obstruct the pedestrian path of travel.

In consideration of the conditions in the parking lots, the Mimosa SRTS Team feels that consolidating the crosswalks on Warsaw Road into one central crosswalk across from the main entrance might improve pedestrian safety and comfort. This location would be a new, mid-block crossing and a somewhat less natural crossing point for those approaching Warsaw at Singing Hills or Parkmont Lane, requiring heavier education and enforcement efforts to encourage students to cross at this location and drivers to yield. The creation of a crosswalk at this location is also predicated on the construction of a sidewalk on the east side of this segment of Warsaw Road (refer to the following barrier). The Mimosa SRTS Team hopes to pursue this option in the future, but it is not included in the engineering recommendations because the timeframe for completing likely exceeds this plan.

Barrier: There are sidewalk gaps on Warsaw Road and missing sidewalks along nearby neighborhood streets.

Figure 2 Parent with children walking in the grass on Warsaw Road.

The sidewalk network near Mimosa Elementary School is limited. There is a continuous sidewalk along the west side of Warsaw Road between Old Roswell Road and Holcomb Bridge Road, but there are significant gaps on the east side of Old Roswell Road between Old Roswell Road and Singing Hills Drive and between Park Ridge Lane and Holcomb Bridge Road. Although streets in the Liberty Square neighborhood include sidewalks on one side of the street, sidewalks are absent in other nearby neighborhoods, including the Mansell at Manchester Apartment Homes and Park Ridge Apartments where nearly a third of all Mimosa Elementary School students live.

Barrier: Poor roadway connectivity increases walking and bicycling distances to school.
Neighborhoods near the school are characterized by cul-de-sacs and dead-end streets. There are few pedestrian connections between neighborhoods or between cul-de-sacs within a neighborhood. As a result, students must often travel further to and from school than the straight-line or "crow flies" distance might suggest.

Distance from school is negatively correlated with walking and bicycling rates. For example, on the 2010 Parent Survey 64% of Mimosa parents who lived within ¼ mile of the school reported that their child typically walked home from school; however, only 14% of parents who lived between one mile and two miles from school reported that their child typically walked home from school.

Barrier: The School does not have a strong presence on Warsaw Road. Motorists may not be aware that they are passing a school.
Warsaw Road is used *as* a cut-through by commuters, who may not be aware that they are passing a school. Mimosa's setback, design, and orientation to the road reduce its visible presence. Signs, pavement markings, and flashing beacons help identify the school zone; however, the effectiveness of the indicators oriented to northbound traffic may be hampered because they are placed too far away from the school. The school's setback and design also make it difficult for those unfamiliar with school's layout to identify the front entrance.

Figure 3 The school and current signage is well above the grade of the road and partially obscured by foliage.

Barrier: Motorists Speeding on Warsaw Road.
Members of the Mimosa SRTS Team reported that there is concern about speeding on Warsaw Road. The speed limit is 35 mph, except during arrival and dismissal times, when it is 25 mph. There are no stops or signals on Warsaw Road between Old Roswell Road and Holcomb Bridge Road to slow speeds, and motorists may not be sufficiently aware of the school (as mentioned above). Speed data taken during October indicates that is inconclusive with respect to speeding during school zone times.

Barrier: Parents concerned about gang-related activity are reluctant to allow their children to walk or bicycle to school.
Members of the Mimosa SRTS Team reported that some parents are reluctant to allow their children to walk or bicycle to school due to gang-related activity in the vicinity of the school. The City of Roswell Police Department and Mimosa Elementary School community are activity addressing this concern through the Gang Resistance Education and Training (G.R.E.A.T.)[2] program.

[2] The G.R.E.A.T. Program is a school-based, law enforcement officer-instructed classroom curriculum. With prevention as its primary objective, the program is intended as an immunization against delinquency, youth violence, and gang membership.

Barrier: Difficulty with involving parents in school initiatives.
Language is a factor that impacts parent involvement. Many Mimosa Elementary School parents are non-native speakers of English, which may affect reduce the effective of communications on student travel issues between the school and parents. The school has made strengthening ties between the school, parents, and the community a top priority and currently has two parent liaisons who reach out to Spanish-speaking parents.

Creating Our Plan

Our Safe Routes to School team met four times to develop this SRTS plan. Each meeting provided education on the benefits of SRTS and highlighted successful program components and strategies. The "engineering meeting" included a guided walk audit of the areas around our school. A similar meeting focusing on education, encouragement, enforcement, and evaluation strategies allowed us to identify needed and complimentary programs to support proposed engineering strategies.

In September we met as a team to discuss existing conditions.

Meeting Dates	Content/Presentation	Field or Table Exercise
September 2010	Kick Off Meeting: How the Georgia Safe Routes to School Program Works	Award of the planning assistance grant, overview of the planning process
September 29, 2010	Barriers and Opportunities	Team visioning, opportunity and barrier discussions using maps and the walk audit
October 27, 2010	Plan Review	Review recommended engineering improvements as well as non-engineering strategies
November 2010	Implementation	Review completed plan; make final edits and adopt. Begin implementing non-engineering recommendations.

This Travel Plan is comprised of several sections detailing activities and programs for our school to implement now and projects for us to work on with local officials.

Non-Engineering Plan

This Travel Plan identifies best practice education, encouragement, enforcement and evaluation activities and programs suitable for Mimosa Elementary School. Information on the advantages and considerations for each strategy and resources to help us implement each are included in the Travel Plan's Appendix.

14–Month SRTS Activity Calendar

Our team will pursue a smaller subset of items in the non-engineering plan during the next 14 months. We will review our work periodically, adding additional activities that will continue the SRTS program momentum.

Engineering Recommendations

With assistance from the Georgia SRTS Resource Center, we have identified short, medium and long-term engineering treatments to make walking and bicycling to school safer for our students.

Non-Engineering Travel Plan

We identified a number of activities and programs to promote walking and biking to school. These activities and programs, while grouped by “The Five E’s”, are dependent upon each other for their individual success. We plan to work on our highest priority programs over the next 14 months, following up with other programs in successive years. A key goal of these activities and programs is to strengthen partnerships between the school, parents, and the community.

The activities and programs we expect to work on during the next 14 months are identified in the activity calendar included on page 16. Highlights from this calendar are provided below.

<u>Education Strategies</u>

The education strategies included in our 14-month activity calendar have two key goals: 1) to provide students with the bicycle, pedestrian, and personal security skills they need to travel to and from school safely and 2) to inform parents and community members of the school’s SRTS efforts and how they can contribute to improving walking and bicycling conditions around the school.

Figure 4 Bicycle rodeos are a G.R.E.A.T. way for kids to develop bicycle safety skills.

The strategies we have selected to achieve our first goal include:

- Identify and post recommended school walking routes.
- Provide information to students on how to say no to gangs and maintain personal security through the Gang Resistance Education and Training program (G.R.E.A.T.).
- Host a bicycle rodeo for grades 4 and 5.
- Incorporate pedestrian safety as a component in the Safety Town curriculum and involve more grades. Safety Town is a national program that provides instruction on a range of safety issue in a simulated village environment. Roswell’s Safety Town is currently available only to kindergarten students.
- Provide basic bicycle and pedestrian safety tips through the StreetReach program. StreetReach is a program run by World Harvest Church that targets at risk children in Roswell. The program runs for twelve weeks in both the spring and fall.

The strategies we have selected to achieve our second goal include:

- Use school-related events to provide information about the Mimosa SRTS program to parents and indicate how they can contribute. These events include

PTA meetings, parent liaison meetings, parent teacher conferences, and the Principal's annual State of the School address. The State of the School address will likely be the primary venue for parent outreach in future years.

- Provide information about the Mimosa SRTS program to community members and indicate how they can contribute at the International Festival and Roswell Youth Day Parade.
- Collaborate with local Spanish language newspapers to publish articles on the Mimosa SRTS program. Articles will include information on the program's purpose, scheduled events, and accomplishments.

We hope to repeat most of these activities annually.

Encouragement Strategies

The encouragement strategies included in our 14-month activity calendar have the goal of helping students and their parents feel more comfortable and confident about walking and bicycling to school. They include:

Figure 5 International Walk to School Day is one of the most popular ways to encourage walking and bicycling.

- Georgia Walk to School Day (held the first Wednesday in March each spring)
- International Walk to School Day. This event is typically held in October. However, in 2010, we will hold it in November or December.

We hope to repeat these encouragement strategies annually.

Strategies that we may implement in future years include:

- Participate in the Georgia *Way to Go* frequent walker program
- Encourage busing in lieu of driving through the Georgia Clean Air Campaign's Rid the Bus! for Clean Air campaign.
- Schedule regular Walk on Wednesday events.

Enforcement Strategies

The enforcement strategies included in our 14-month activity calendar have two goals: 1) to encourage safe travel behaviors among drivers, pedestrians, and bicyclists; and 2) to address parents' concerns about traffic safety and personal security.

The enforcement strategies we have selected to achieve our first goal include:

- Provide a police presence on Warsaw Road during arrival and dismissal to discourage speeding and parents stopping on Warsaw Road to drop off their children.

- Work with parents and other community members living along key student walking routes to install yard signs aimed at increasing driver awareness of student pedestrians and bicyclists and discouraging unsafe practices, such as distracted driving.
- Establish a Crossing Guard Appreciation Day to educate students and parents on the role of crossing guards, encourage cooperation, and recognize the crossing guards' efforts.

The enforcement strategy we have selected to achieve our second goal includes:

- Discuss traffic safety and personal security at a police-led community meeting. The meeting will allow parents and community members to voice their concerns, and will enable police officers to provide relevant data. In this way the meeting will serve both enforcement and education purposes. A goal of the meeting will be to help parents and community members understand how their perceptions correspond with information gathered by the police department.
- Establish walking school buses from the Mansell at Manchester and Park Ridge developments. This is included as an enforcement strategy because its chief purpose is to address parental concerns about traffic safety and personal security; however, walking school buses may also be considered an encouragement strategy, because the net effect of addressing these concerns is often additional children walking.

Figure 6 Everyone should play a positive role in enforcement including: students, parents, teachers, school administrators, crossing guards, police and the community.

We hope to hold Crossing Guard Appreciation Day annually. We will evaluate the other enforcement strategies after the first 14 months to determine whether they ought to be continued.

<u>Evaluation Strategies</u>
Evaluation is an important component of our SRTS program. The enforcement strategies included in our 14-month activity calendar include:

- Conduct the parent surveys and student tallies provided by the National Center for Safe Routes to School. We administered both the survey and tallies in August 2010. Subsequent Student Tallies and Parent Surveys will help us measure the effectiveness of our SRTS efforts over time.
- Observe arrival and dismissal to identify safety and comfort issues that need to be addressed and to determine the effectiveness of our other strategies.
- Conduct walk audit of school environment.

- Track participation in Georgia Walk to School Day and International Walk to School Day.

These strategies will be repeated annually after the Mimosa SRTS program’s first 14 months have expired.

14-month Activity Calendar

Activity	Coordinator	Nov. 2010	Dec. 2010	Jan. 2011	Feb. 2011	Mar. 2011	Apr. 2011	May 2011	June 2011	July 2011	Aug. 2011	Sept. 2011	Oct. 2011	Nov. 2011	Dec. 2011
	EDUCATION														
G.R.E.A.T. program															
Annually															
	Mr. Pitts														
Plan															
Implement															
Bicycle rodeo for grades 4 and 5															
Annually															
	Roswell bicycle officers, Bike Roswell, Get in Gear														
Plan															
Implement															
Safety town pedestrian safety education															
Annually															
	Roswell Police Department, Crime Prevention Specialist														
Plan															
Implement															
Provide basic bike/ped safety info through StreetReach															
	Lawanda Kornegay, World Harvest Church														
Plan															
Implement															
Provide SRTS info at parent liaison meeting															
Annually															
	Parent liaisons														
Plan															
Implement															
Provide SRTS info at parent teacher conf.															
One-time															
	Ms. Sudduth														
Plan															
Implement															
Present info on SRTS at PTA Meeting															

Activity	Coordinator	Nov. 2010	Dec. 2010	Jan. 2011	Feb. 2011	Mar. 2011	Apr. 2011	May 2011	June 2011	July 2011	Aug. 2011	Sept. 2011	Oct. 2011	Nov. 2011	Dec. 2011
	Ms. Hicks														
Plan															
Implement															
Provide SRTS info at State of the School															
Annually															
	Ms. Sudduth														
Plan															
Implement															
Provide info on SRTS at festivals															
Annually															
	Ms. Sudduth														
Plan															
Implement															
SRTS info in Spanish-language newspapers															
Updates on progress/events every semester															
	Media Specialist, Secretary														
Plan															
Implement															
ENCOURAGEMENT															
Sign Walking Routes															
Annually, fall															
	Ms. Sudduth														
Plan															
Implement															
Georgia Walk to School Day															
Annually, first Wednesday in March															
	Ms. Sudduth														
Plan															
Implement															
International Walk to School Day															
Annually, first Wednesday in October															
	Ms. Sudduth														
Plan															
Implement															
ENFORCEMENT															
Police presence on Warsaw Road															
Evaluate for continuation in future years.															
	Mr. Pitts														

Activity	Coordinator	Nov. 2010	Dec. 2010	Jan. 2011	Feb. 2011	Mar. 2011	Apr. 2011	May 2011	June 2011	July 2011	Aug. 2011	Sept. 2011	Oct. 2011	Nov. 2011	Dec. 2011
Plan															
Implement															
Police –led community meeting															
Evaluate for continuation in future years.															
	Mr. Pitts														
Plan															
Implement															
Crossing Guard Appreciation Day															
Annually															
	Ms. Johnson														
Plan															
Implement															
Walking School Buses															
Evaluate for continuation in future years.															
	Ms. Sudduth														
Plan															
Implement															
Sign Campaign															
Evaluate for continuation in future years.															
	Ms. Sudduth														
Plan															
Implement															
EVALUATION															
Classroom tallies of travel mode to school															
Annually															
	Ms. Sudduth														
Plan															
Implement															
Parent survey															
Annually															
	Ms. Sudduth														
Plan															
Implement															
Walk Audit															
Annually															
	Ms. Sudduth														
Plan															
Implement															

Activity	Coordinator	Nov. 2010	Dec. 2010	Jan. 2011	Feb. 2011	Mar. 2011	Apr. 2011	May 2011	June 2011	July 2011	Aug. 2011	Sept. 2011	Oct. 2011	Nov. 2011	Dec. 2011
Observe arrival and dismissal															
Annually															
	Ms. Sudduth														
Plan															
Implement															
Track Participation in Walk to School Events															
Annually															
	Ms. Sudduth														
Plan															
Implement															

Engineering Improvements

Our goal for engineering improvements is to improve the physical environment along existing walking routes that students use and to encourage better pedestrian connectivity between the school and the Park Ridge Apartments and the Mansell at Manchester Apartment Homes, which are each within 1/3 mile of the school and where nearly 350 students live. Specific types of physical changes we feel will help meet these goals are to install new sidewalks that meet American with Disabilities Act (ADA) standards, improve crossing treatments to make students more visible to drivers, and to improve safety for all modes on the school campus.

We used student safety as the primary criteria to determine project priorities.

Infrastructure improvements can take time to complete and are a collaborative effort between the community and transportation agencies that must implement projects. The following short, medium and long timeframes as a guide for anticipated project completion, but actual timeframes may vary:

Short term	Within 2 years
Medium term	Within 5 years
Long term	Longer than 5 years

Factors Affecting Ranking:

- Locations with specific safety concerns.
- Locations along existing student walking or bicycling routes, or with a sufficient number of school family residences.
- At intersections and along streets within ½ mile of school where bus service has been eliminated.
- Locations that are priorities for the school community.

Typical Infrastructure Recommendations:

<u>School Zone Identification:</u>
School pavement markings are recommended to alert motorists that they are entering a school zone where pedestrians may be present both along and crossing the roadway. New pavement markings can work with existing school zone signs to reinforce the message to motorists about the school zone.

<u>Sidewalks and Buffers:</u>
One of our long-term goals is to establish a well-connected sidewalk network throughout the neighborhoods so that families can walk for more of their daily trips, rather than drive. Sidewalks are most effective when they include a buffer to increase pedestrian comfort and safety, as well as to serve as a place for pedestrian "overflow," especially closer to the school. The preferred design for sidewalks in this plan is a minimum 6' wide sidewalk with a minimum 2' wide buffer. Available right of way will impact the ultimate design.

The GDOT standard minimum sidewalk width is 6' from the back of curb. Minimum dimensions for sidewalks with buffers are a 5' wide sidewalk with a 2' wide buffer. City of Roswell standards are for a 5' wide sidewalk and a 2' wide buffer.

<u>High Visibility Crosswalks:</u>
High visibility crosswalk striping improve the visibility of pedestrians to motorists. Different striping patterns can be used, all generally around a ladder style. Thermal plastic materials should be used to resist decay.

<u>Curb Extensions:</u>
Curb extensions are recommended to reduce pedestrian crossing distances (and thus exposure to traffic) and to slow motor vehicle turning speeds. Curb extensions involve extending the curb into a parking lane. Curb extensions located along school bus routes should effectively calm traffic but not impede buses from making the turn.

<u>Curb Radius Reductions:</u>
Curb radius reductions are recommended reduce pedestrian crossing distances (and thus exposure to traffic) to slow motor vehicle turning speeds. Curb radius reductions involve tightening the motor vehicle turning radius at an intersection without extending the curb line into a parking lane. Curb radius reductions located along school bus routes should effectively calm traffic but not impede buses from making the turn.

<u>Speed Tables/Raised Crosswalks:</u>
Raised crosswalks are flat-topped speed humps with crosswalk markings painted on the top. Raised crosswalks serve two purposes: they make pedestrians more visible to motorists; and they cause motorists to slow at the most critical location, where pedestrians cross (*The Effects of Traffic Calming Measure on Pedestrian and Motorists Behavior, FHWA 2001*).

Traffic Controls at Intersections:
Traffic signals regulate the flow of all travelers across intersections, regardless of mode. Signals for both motorists and pedestrians are particularly important at high-use, mid-block crossings on higher speed roads, multi-lane roads, or at highly congested intersections (2009 MUTCD).

Leading Pedestrian Intervals:
At signalized intersections, Leading Pedestrian Intervals (LPIs) allow the crosswalk/pedestrian movement to begin crossing 3-6 seconds before the green light is given to motor vehicle traffic in the same direction. LPIs are appropriate at signalized intersections where there is relatively heavy pedestrian volume or significant conflicts with turning vehicles.

Accessible Pedestrian Signals:
Accessible Pedestrian Signals (APSs) include pedestrian signal features, including pushbuttons, that are, designed to accommodate persons with disabilities, particularly visually impaired. Accessible Pedestrian Signals can be appropriate where specifically requested to assist disabled citizens, or where conditions warrant (i.e. areas where it is difficult to cross using non-visual cues, complex signal phasing, complex intersection geometry, etc.). The 2009 MUTCD includes the following guidance: "if a leading pedestrian interval is used, the use of accessible pedestrian signals should be considered"(2009 MUTCD Section 4E.06).

Rapid Flashing Beacons:
Rapid flashing beacons will increase the visibility of students and all pedestrians as they cross the roadway. This type of signal is pedestrian-activated, i.e., the signal will only flash if a pedestrian has pushed a button, indicating that they need to cross the street.

Considerations for Design, Project Selection, and Funding:

- All infrastructure recommendations in this plan are considered "planning level" and may require further engineering analysis, design, or public input before implementation.
- Recommended changes to existing traffic patterns (adding a signal, adding a stop sign, changing lane patterns) will require a study to evaluate the potential impact that the recommendation could have on existing traffic conditions.
- Drainage, existing utilities and ADA compliance will need to be evaluated for all recommendations at the time of design.
- Right-of-way was not evaluated as a part of this project. Recommendations assume that sufficient ROW exists or that a method to gain needed ROW will be identified as the project progresses.
- A variety of funding sources may be used for the recommendations, including Safe Routes to School. For example, projects requiring right-of-way acquisition or existing utilities relocation will not be eligible with SRTS funds, but may be funded through other sources.
- More information on the types of projects eligible for SRTS funding through the Georgia Department of Transportation is available at:

http://www.dot.state.ga.us/localgovernment/FundingPrograms/srts/Pages/default.aspx

Some of the recommendations in this plan, specifically those on Old Roswell Road are within the border of a neighboring jurisdiction, Alpharetta. They are noted in the recommendation as such.

MIMOSA ELEMENTARY SCHOOL RECOMMENDATIONS

0 400
FEET
(APPROXIMATE SCALE)

TooleDesignGroup URS NOVEMBER 2010

Engineering Recommendations

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
A	School Grounds (Access from Warsaw Road/ Parkmont Drive Intersection)	Pedestrians must cross the front parking lot to access the school from the Warsaw Road/Parkmont Drive intersection. A crosswalk on the north side of the intersection brings pedestrians across Warsaw Road to a pathway on school grounds; however, there are no crosswalks at intersections on the school grounds to alert drivers to pedestrians. Curb ramps are either missing or do not comply with current ADA guidelines. A recently installed light pole obstructs the pathway and forces walkers into the street. Finally, the geometric configuration of pathway intersections results in relatively long crossings. The front parking lot floods after heavy rains obstructing pedestrian pathways. The flooding is largely due to overflow from a detention pond on church property north of the school. The detention pond has insufficient capacity and is not connected to an outfall. During flood events, some water drains across the front parking lot into a culvert in front of the school on Warsaw Road. Children often play in this culvert, and there is no barrier separating it from the sidewalk on Warsaw Road.	Install a curb extension on the north side where the front parking lot access drive splits near the Warsaw Road/Parkmont Drive intersection. The curb extension should be designed to shorten pedestrian crossing distance and require drivers wishing to go right at the split to make a turn. Install crosswalks where the pathway from Warsaw Road/Parkmont Drive intersects the front parking lot. Provide ADA compliant curb ramps at crosswalk entry and exit points.	Medium		x	
			Increase the capacity of the detention pond overflow drainage ditch and connect it to an adequate outfall to ensure less frequent flooding of the front parking lot.				x
			Relocate light pole blocking pathway from Warsaw Road/Parkmont Drive intersection.		x		
			Install barrier to discourage children from entering culvert.		x		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
B	Intersection of Warsaw Road and Parkmont Drive (stop-controlled for traffic on Parkmont Drive) *Note: Recommended treatments on the east side of Warsaw Road are in Alpharetta.*	This intersection is one of two primary student crossing locations for Mimosa Elementary School. A crossing guard assists students crossing at this intersection during morning arrival and afternoon dismissal. One leg of the intersection is a driveway that drivers use to enter the Mimosa front parking lot for drop-off and pick-up. The existing crosswalk crosses Warsaw Road at a diagonal, increasing pedestrian crossing distance and exposure to traffic. The crossing guard reported that children must sometimes wait in the grass/mud on the west side of the crossing, because there is insufficient waiting space at the corner. A hedge on the median at the Parkmont Drive entrance/exit obscures the STOP sign oriented to westbound traffic. The existing curb ramps are not ADA-compliant. Wide turning radii on the northeast and southeast corners allow for relatively high-speed turns.	Install rectangular rapid flashing beacons (RRFB), school crossing signs with downward pointing arrows, and school advanced warning signs to increase the visibility of the crossing, slow traffic, and improve motorist yielding.	Medium	x		
			Implement curb radius reductions on the northeast and southeast corners to shorten crossing distance, slow turning vehicles, and provide additional pedestrian waiting space. (Curb radius reduction on southeast corner can be done when installing sidewalk south of Parkmont Drive. See Map Key E.)			x	
			Reorient the existing crosswalk to shorten crossing distance and install coordinated stop bars to indicate where drivers should stop.		x		
			Expand the sidewalk on the northwest corner to provide additional pedestrian waiting space.		x		
			Install crosswalk across Parkmont Drive. (Can be done when installing sidewalk south of Parkmont Drive. See Map Key E.)		x		
			Trim the hedge on the median at the Parkmont Drive entrance/exit, so the STOP sign is visible.		x		
			Extend the Parkmont Drive median to the intersection and provide ADA compliant pedestrian refuge. (Can be done when installing sidewalk south of Parkmont Drive. See Map Key E.)			x	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
C	School Grounds (Access from Warsaw Road/Singing Hills Drive Intersection)	An asphalt path provides access from the Warsaw Road/Signing Hills Drive intersection to the school gym. The path is narrow and uneven. Tree limbs, parked cars, and light poles obstruct the pedestrian path of travel.	Replace asphalt path from Singing Hills Drive intersection with wider concrete sidewalk. Coordinate Singing Hills Drive exit point with new crosswalk alignment proposed for crossing at Signing Hills Drive (See Map Key D). Trim vegetation.	Medium	x		
D	Intersection of Warsaw Road and Singing Hills Drive (stop-controlled for traffic on Singing Hills Drive) *Note: Recommended treatments on the east side of Warsaw Road are in Alpharetta.*	This intersection is one of two primary student crossing locations for Mimosa Elementary School. A crossing guard assists students crossing at this intersection during morning arrival and afternoon dismissal. One leg of the intersection is the driveway for a bus storage lot. The intersection is also just south a driveway exit on Mimosa Elementary School property that buses use during arrival and dismissal. The existing crosswalk crosses Warsaw Road at a diagonal. This configuration increases pedestrian crossing distance and exposure to traffic. The existing curb ramps are not ADA compliant. No curb ramp is provided on the Northeast corner for pedestrians crossing from Singing Hills. Pedestrians must cross a dirt buffer to reach the sidewalk. Wide turning radii on the northeast and southeast corners allow for relatively high-speed turns.	Install rectangular rapid flashing beacons (RRFB), school crossing signs, and downward point arrows to increase the visibility of the crossing and improve motorist yielding.	High	x		
			Reorient crosswalk to shorten crossing distance and coordinate with new sidewalk to school gym (See Map Key C).		x		
			Install stop bars to indicate where drivers should stop.		x		
			Implement curb radius reductions on the northeast and southeast corners to shorten crossing distance, slow turning vehicles, provide additional pedestrian waiting space, and provide space for a curb on the northeast corner serving the Singing Hills Drive crossing.			x	
			Install crosswalks across Singing Hills Drive, bus storage lot exit/entrance, and school driveway exit with coordinated stop bars.			x	
			Install ADA-compliant curb ramps at all crosswalk entry and exit points.		x		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
E	Warsaw Road between Old Roswell Road and Holcomb Bridge Road *Note: Recommended treatments on the east side of Warsaw Road north of Singing Hills Drive are in Alpharetta.*	Mimosa Elementary School does not have a strong presence on Warsaw Road. The school's setback, design, and orientation to the road may not make motorists sufficiently aware that they are passing a school. The speed limit on Warsaw Road is 35 mph, except during arrival and dismissal times, when it is 25 mph. The school speed limit signage, flasher, and SCHOOL pavement marking on Warsaw Road south of Mimosa is located on a vertical curve approximately ¼ mile from the intersection of Warsaw Road and Singing Hills Drive at the southern edge of school property. Sidewalk is missing on the east side of Warsaw Road from Holcomb Bridge Road to north of Park Ridge Lane and from Singing Hills Drive to south of Old Roswell Road. Several children were observed walking in the grass, and a social trail suggests regular use. Some of the signage used in the school zone does not meet current MUTCD standards.	Move school speed limit signage, flasher, and SCHOOL pavement marking currently located south of Worthington Hills Drive to a location between Worthington Hills Drive and Singing Hills Drive.	High	x		
			Complete the sidewalk on the east side of Warsaw Road between Old Roswell Road and Singing Hills Drive. Provide ADA-compliant curb ramps at all intersections.				x
			Install traffic calming treatments on Warsaw Road based on a study. Potential treatments include narrowing travel lanes by widening the striped shoulder, speed tables at the Parkmont Drive and Singing Hills Drive intersections, speed humps, an intermittent raised median along the corridor.			x	
			Update all school zone and school crossing signage to current MUTCD standard.		x		
			Install Mimosa Elementary School sign oriented to northbound traffic.			x	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
F	Intersection of Warsaw Road and Old Roswell Road (Signalized)	This is a signalized intersection used by students who live north and northeast of the school. The current signal timing results in conflicts between left-turning motor vehicles and pedestrians crossing the north/ south/ west leg of the intersection. A striped channelization island near the southwest corner of the intersection separates a right turn slip lane from the eastbound ravel lane. The wide turning radius of the slip lane allows for relatively high-speed turns. The location of the crosswalk at the south end of the turning lane curve makes it difficult for right-turning drivers to see pedestrians. The crosswalk design and the lack of a true pedestrian refuge in the channelization island also results in longer effective crossing distances and G.R.E.A.T.er pedestrian exposure than might be achieved with an alternative design. An existing curb ramp on the southwest corner is not ADA compliant. Curb ramps are missing on the other corners. The pedestrian push button on southeast corner cannot be reached from the sidewalk and is too far from the crosswalk; thus, it does not meet current MUTCD standards. Pedestrian signals are provided for the three marked crosswalks; however, none of the pedestrian signals is an accessible pedestrian signal (APS).	Establish LPIs for all crossings.	Low			
			Install NO TURN ON RED signs for northbound and westbound approaches.		x		
			Install TURNING TRAFFIC YIELD TO PEDESTRIANS signs for all approaches.		x		
			Convert the striped channelization island to an ADA-compliant raised channelization median.		x		
			Reorient the crosswalks on the west and south legs of the intersection, to intersect the raised channelization median and are perpendicular to the roadway. Move the slip lane crosswalk west, so that it is more easily seen by right-turning traffic and tighten the slip lane turning radius to slow turning traffic. Install ADA-compliant curb ramps on all corners. The recommended crosswalk configuration will require two curb ramps on the southwest corner.			x	
			Relocate push button on southeast corner to within so that it can be accessed from the sidewalk and is as close to the proposed curb ramp as possible.			x	
			Convert existing pedestrian signals to accessible pedestrian signals (APS).		x		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
G	Intersection of Warsaw Road and Worthington Hill Road (stop-controlled for traffic on Worthington Hills Drive)	This intersection is part of a key walking route used by students accessing Mimosa from neighborhoods to the south. There is a gap in the sidewalk on the northeast corner, which means that a student walking between Warsaw Road and Worthington Hills Drive must step out into the road at the corner in order to transition to the next sidewalk segment. No crosswalk is provided across Worthington Hills Drive. Wide turning radii on the northeast and southeast corners allow for relatively high-speed-turns.	Complete sidewalk around northeast corner.	Low	x		
			Implement curb radius reductions on the northeast and southeast corners to shorten crossing distance and slow turning vehicles.			x	
			Install crosswalk and stop bar for Worthington Hills Drive crossing.		x		
H	Intersection of Warsaw Road and Park Ridge Lane (stop-controlled for traffic on Park Ridge Lane)	175 currently enrolled students live in the Park Ridge Apartments, which is located less than ½ mile from Mimosa Elementary School. The Park Ridge development has entrance/exit points on Warsaw Road at Park Ridge Lane and Tahoe Ridge Lane. The intersection is approximately 85 feet wide and contains a wide median island at the Park Ridge Lane entrance/exit. Wide turning radii on the northeast and southeast corners allow for relatively high-speed turns.	Implement curb radius reductions on the northeast and southeast corners to shorten crossing distance and slow turning vehicles.	Low		x	
			Install crosswalk across Park Ridge Lane.		x		
			Configure the Park Ridge median for use as an ADA-compliant pedestrian refuge.			x	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
I	Park Ridge Apartments	175 currently enrolled students live in the Park Ridge Apartments, which is located less than ½ mile from Mimosa Elementary School. The Park Ridge development is a network of cul-de-sacs with few sidewalks or pedestrian connections between cul-de-sacs. There are entrance/exit points on Warsaw Road at Park Ridge Lane and Tahoe Ridge Lane.	Work with the Park Ridge Apartments to improve pedestrian connectivity within the development and with the sidewalk on Warsaw Road.	Low			x
J	Manchester at Mansell Development *Note: Recommended treatments are in Alpharetta.*	170 currently enrolled students live in the Manchester at Mansell development, which is located less than ½ mile from Mimosa Elementary School. The development is configured as a network of cul-de-sacs with few sidewalks or pedestrian connections between cul-de-sacs, and only one entrance/exit point at Huntington Drive and Old Roswell Road. A well-used social trail connects the Manchester at Mansell Apartment Homes to the eastern terminus of Parkmont Drive.	Work with the Manchester at Mansell Apartment Homes to improve pedestrian connectivity within the development and with the sidewalk on Old Roswell Road.	Low			x
			Work with the Manchester at Mansell Apartment Homes and property owners on Parkmont Drive to formalize the connection between the Manchester at Mansell development and Parkmont Drive.			x	
K	Old Roswell Road between Huntington Drive and Warsaw Road *Note: Recommended treatments are in Alpharetta.*	Old Roswell Road provides the only existing route for students who live in the Manchester at Mansell Apartments to access the school. Short segments of sidewalk are provided on the south side of Old Roswell Road near the Huntington Road and Warsaw Road intersections; however, these sidewalks do not connect, requiring Mimosa students to walk along a striped shoulder for approximately 850 feet.	Complete the sidewalk on the south side of Old Roswell between Huntington Road and Warsaw Road.	Low			x

APPENDIX: Georgia Safe Routes to School Program: Non-engineering Strategies

Strategy	E's	Advantages	Considerations	Resources
Walking and Biking Safety Assembly These single-day events can be held in the fall to promote Walk to School Day. Guest speakers teach the students pedestrian and bicycle safety skills that they can use when walking and biking to school.	**Education, Encouragement**	• Assures all children learn bicycle and pedestrian safety skills • Establishes habits that benefit children throughout their lives, regardless of whether they currently walk or bike to school • Establishes consistent messages for young pedestrians and bicyclists • Provides a refresher for parents if take home materials are provided in conjunction with the assembly. It's never too late to correct bad habits. • Events can make learning fun, and help strengthen community ties with event organizers and participants.	• Best taught using a combination of methods, including one-time instruction (e.g. assemblies), multi-lesson classroom curricula, and skills practice (e.g. bike rodeos). • Requires able and willing instructors • Should be age-appropriate • Bicycle safety education may require an outside instructor, e.g. a police officer.	• NCSRTS page on strategies for educating children: www.saferoutesinfo.org/guide/education/strategies_for_educating_children.cfm • National Highway Transportation Administration's pedestrian page: www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.dfedd570f698cabbbf30811060008a0c/ • Safe Kids pedestrian safety page: www.usa.safekids.org/wtw/ • League of American Bicyclists education programs page: www.bikeleague.org/programs/education/

Strategy	E's	Advantages	Considerations	Resources
Participate in Walk to School Day Walk to School Day is a one-day event that celebrates walking and biking to school. Generally this event is scheduled for the first full week in October. The State of Georgia hosts a Spring Walk to School Day in March.	Education, Encouragement	• Excellent kick-off event for Safe Routes to School program • Generates enthusiasm for walking and biking • Way to raise community awareness about safety issues • Can be as simple as a few kids and parents meeting to walk to school or very elaborate celebrations • Can be folded into studies of international cultures as it is an international event • Date is flexible- to be counted by the National Center for Safe Routes to school the event need only take place before Dec 1.	• Preparations for elaborate celebrations must begin several months in advance to allow time to identify partners, plan activities, and promote the event • Should provide bicycle and pedestrian safety information to children and parents • International Walk to School Day takes place in October but some schools organize multiple Walk to School Day (or "Walk and Roll Day") events over the course of the school year (e.g. one in the fall and one in the spring).	• Walk to School Day downloadable templates for flyers, banners, pennants, etc: http://saferoutesga.org/Resources/Downloads • U.S. Walk to School Day website (provides resources and event registration): www.walktoschool.org • International Walk to School Day website: www.iwalktoschool.org/
Frequent Walker/Bicyclist Program or Walking Wednesdays Track and reward students who walk and bicycle to school. Can be an individual competition or a competition among classes. Participate in Georgia's *Way to Go Program*.	Encouragement	• Provides positive reinforcement for walking and bicycling. • Children respond to incentives. • Can include all students. • Can include walking and bicycling beyond the trip to school.	• Necessary to identify a coordinator. • Establish a simple record-keeping system. • Establish age-appropriate goals. • Consider giving rewards to parents as well, since parents are often involved in the commute to school.	• Resources for Georgia's *Way to Go Program* Resources such as downloadable templates for punch cards and stickers: http://saferoutesga.org/Resources/Downloads • NCSRTS page on mileage clubs and contests: www.saferoutesinfo.org/guide/encouragement/mileage_clubs_and_contests.cfm

Strategy	E’s	Advantages	Considerations	Resources
Traffic Enforcement (Staff/Crossing Guards) This can be an ongoing program for school staff and crossing guards. This works well if the school has an existing reward point program.	**Education, Enforcement, Encouragement**	• Crossing guards play an important role in helping children cross the street at key locations, reminding drivers of the presence of pedestrians, and making parents feel more comfortable about letting their children walk and bicycle to school. • Staff and crossing guards can also reward students who are “caught being good” by issuing School Reward Points.	• Requires some training and coordination with crossing guards	
Student Safety Patrol Program This can be an ongoing program for 5th grade students. Student safety patrols can offer educational literature to offenders to let them know about traffic safety issues (and proper behavior) surrounding the school zone.	**Education, Enforcement, Encouragement**	• Students can also issue citations if condoned by the school. • Excellent way to educate parents and encourage appropriate behaviors while supporting the school’s SRTS program. • Teaches students valuable leadership skills.	• Requires an adult organizer such as a parent, teacher, or law enforcement officer • Materials such as sashes and badges are encouraged • Requires adult supervision while students are “on-duty” • Student safety patrols will also be trained to set the model example for younger students. • In the last month of school, student patrols can “train” 3rd graders who are interested in being trained in the fall. • One option is to host an end of the year party to honor the graduating safety patrols	Giveaways for students when they cash-in their Reward points AAA Safety Patrol Program: http://www.aaamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol

Strategy	E's	Advantages	Considerations	Resources
Walk Audit/Parent Surveys / Student tallies The team will meet annually (ideally in August before school starts) to review the accomplishments and progress from the previous school year and set new goals for the upcoming school year.	**Evaluation**	• Establishes baseline information on student travel behavior and perceived barriers to walking and biking • Helps determine existing needs • Helps determine success of SRTS efforts and identify needed adjustments	• Best to conduct initial surveys before SRTS measures have been implemented • Requires teacher buy-in and administrative organization • Getting parents to fill out and return surveys can be a challenge. Follow up is necessary. Consider a contest among classes for highest rate of return.	• Student In-Class Travel Tally Form: http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm • Parent Survey Form: http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm • Instructions for Survey Administration: http://www.saferoutesinfo.org/resources/evaluation_instructions.cfm • Instructions for Data Entry: http://www.saferoutesinfo.org/resources/evaluation_cover-sheets.cfm

Strategy	E's	Advantages	Considerations	Resources
Bike Rodeo This is a single-day event that promotes bicycle safety. At the rodeo, students can borrow bicycles or bring their own.	Education, Encouragement	• Events like bike rodeos make learning fun and can help strengthen community ties with event organizers and participants. • At the rodeo students learn safety skills such as how to properly wear a helmet and how to behave while bike riding. The rodeo can also have a closed "test course" for the students to ride along. This helps the students to practice in a safe environment and gain confidence in their decision-making skills. • One possible partner for this is the local police department.	• Requires able and willing instructors • Should be age-appropriate • Bicycle safety education may require an outside instructor, e.g. a police officer. • These events require planning and materials to share with students	• Bicycling Life page on bicycle rodeos: http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm
Walking School Buses/ Bicycle Trains Walking school buses and bicycle trains are adult supervised groups of students walking and/or bicycling to school.	Education, Encouragement	• Adult supervision on the walk to school • Can be loosely structured or highly organized • Can include a meeting point in a parking lot so children and parents who must drive can participate. • Adults can rotate who will lead each time.	• Need to identify routes where conditions support walking and there is sufficient demand for supervised walking • Requires parents willing to walk with children and learn about how Walking school buses are organized and conducted. • More organized structure requires considerable planning	• NCSRTS page on walking school buses: www.saferoutesinfo.org/guide/encouragement/walking_school_bus_or_bicycle_train.cfm

Strategy	E's	Advantages	Considerations	Resources
Drive Safe Campaigns Some parents are not aware of how their driving behavior can put walking students at risk. This teaches parents how their unsafe driving habits can put their children in danger.	**Education**	• Has the ability to positively effect change in and community around the school • Improves the safety of the walking environment • Good drivers can help to set the example for good behavior. This is especially true for helping to control speeds.	• This requires a person to organize and administer the campaign. • May not be effective at schools where parent/teacher organizations are weak • Law enforcement officers would be great at speaking at the campaign events. Sometimes, due to their heavy schedules that can be difficult to pin down. • A good way to contact parents is at back to school night and PTA meetings. Starting at the beginning of the year helps to prevent bad habits from starting. Law enforcement officers (or other teachers) can hold a brief assembly to explain the dangers of unsafe driving in school areas. • Law enforcement officers can provide a demonstration of how difficult it is to quickly stop a moving vehicle at 50, 40 and 30 mph. The National Center has information on how the speed of the vehicle can affect the severity of injury that the pedestrian experiences in a crash.	
Crossing Guard Appreciation Day Crossing guards help our children cross the road safely in the mornings and afternoons, in all weather conditions. Remind them that you appreciate their service and dedication. Students can create thank you cards that they deliver themselves during their walks home, or teachers and administrators can honor them formally during a school assembly.	**Encouragement**	• Maintains a positive relationship between the crossing guards and the school/community. • Can inspire crossing guards to continue to be reliable, safety figures. • Creates an opportunity to remind students why it is important to practice safe walking skills.	• Requires coordination between the crossing guards, school administrators and school instructors. • May require materials to create the thank-you cards. • Is most effective with newsletter and in-school announcements. • Relatively inexpensive strategy	• Downloadable templates for event flyers and newsletter inserts: http://saferoutesga.org/Resources/Downloads

Strategy	E's	Advantages	Considerations	Resources
Pace Car Program Program participants pledge to drive the speed limit on neighborhood streets, respect pedestrians and bicyclists, and display the Pace Car bumper sticker.	**Enforcement**	• Low-cost way to slow traffic and improve interactions between motorists, pedestrians, and bicyclists	• Must be accompanied by an education and outreach campaign • Need to find funding source for stickers and other materials • Not all drivers who make the pledge will keep it, but the program can still be effective if enough people do • Can have students design logo as part of contest	• Websites for Pace Car programs around the country: www.idahosmartgrowth.org/projects/pace-car/index.htm www.northamptonma.gov/pacecar/ www.ci.santa-cruz.ca.us/pw/npcp/npcp.html www.peds.org/kw_pace.shtml cityofdavis.org/Police/pacecar/ www.waba.org/pacecar/
Adopt a Sidewalk Program To keep sidewalks clear of debris and trash, groups can volunteer to adopt a sidewalk. Groups can include classrooms and families as well as local businesses or agencies.	**Education**	• This promotes the Safe Routes to School program and also relieves the localities of some of the burden to keep the sidewalks well-maintained.	• Requires the help and dedication of volunteers • Requires public outreach and education	

Georgia-based Organizations Working to Support Safe Routes to School

Georgia Bikes! (http://www.georgiabikes.org/DesktopDefault.aspx)
GEORGIA BIKES! is a statewide organization working to improve bicycling conditions and promote bicycling in Georgia. Their work includes creating a law enforcement officer's pocket guide, instigating school based education efforts and developing bicyclist education materials.

Atlanta Bicycle Coalitions (http://www.atlantabike.org/)
ABC's mission is to make it safer and easier for people to ride bicycles by advocating for better facilities for bicycles, educating cyclists and drivers on sharing the road safely, offering programs to support those who would like to start biking as well as those who already bike to ride more often, and by promoting the bicycle as a both a viable transportation solution and a community-building form of recreation and exercise.

PEDS (http://peds.org/)
PEDS is a nonprofit, member-based advocacy organization dedicated to making metro Atlanta safe and accessible for all pedestrians. Members work to improve engineering of the pedestrian environment, increase enforcement of pedestrian safety and educate drivers about their responsibilities to pedestrians.

Alliance for a Healthier Generation (http://www.healthiergeneration.org/)
The Alliance for a Healthier Generation is a Georgia SRTS Network Partner that can provide support to schools through its Healthy Schools Program.

American Heart Association (AHA) (http://www.americanheart.org/)
The AHA (also a Georgia SRTS Network Partner) is a strong supporter of the Safe Routes to School Program.

Georgia Regional Commissions
Georgia's regional commissions are organizations comprised of county and municipal governments providing services in the areas of planning (including transportation planning), public administration, economic development, aging services and information technology.

- Central Savannah River Area Regional Commission (http://www.csrarc.ga.gov/)
- Coastal Georgia RC (http://www.coastalgeorgiardc.org/)
- Georgia Mountains RC (http://www.gmrdc.org/)
- Heart of Georgia RC (http://www.hogardc.org/)
- Middle Georgia RC (http://www.middlegeorgiarc.org/)
- Northeast Georgia RC (http://www.negrc.org/)
- Northwest Georgia RC (http://www.nwgrc.org/)
- River Valley RC (http://www.rivervalleyrc.org/)
- Southern Georgia RC (http://www.sgrc.us/)
- Southwest Georgia Regional Commission (http://www.swgrdc.org/)

- Three Rivers RC (http://www.cfrdc.org/)
- Atlanta Regional Commission (http://www.atlantaregional.com/)