

Woodward Elementary School

Safe Routes to School Travel Plan



3034 Curtis Drive
Atlanta, Georgia

February 2012

Safe Routes to School

Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

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Acknowledgements

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

A diverse SRTS team was organized and provided input, guidance and oversight in writing our plan.

Members of the Woodward SRTS Team

| | |
|---|---|
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Technical Assistance

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Introduction to Woodward Elementary School

Woodward Elementary School is located in northeast Atlanta inside the perimeter. The school served 860 students in grades PreK-5 during the 2011-2012 school year. It opened in 1958. The current school building was built in 1967 and consists of two main buildings that are connected by an elevated walkway.

Woodward Elementary School is located next to Cross Keys High School in a densely populated apartment neighborhood west of Buford Highway. See Figure 1. Woodward's proximity to Cross Keys High School is a significant advantage. Cross Keys students can serve as role models or walking buddies for students at Woodward.

The student population is very diverse; 97 % of Woodward Elementary School come from families where Spanish is the primary language spoken at home.

Woodward Elementary School is in a part of the city where many people walk, and the school is working hard to improve conditions for student walkers. The school recently upgraded an on-campus pathway and submitted infrastructure grant application to the Georgia Department of Transportation for a new path next to the Cross Keys High School field. In 2012, the school received a \$3,000 Communities Putting Prevention to Work (CPPW) grant from the DeKalb County Board of Health. The school will use a portion of the grant funding to purchase removable in-street pedestrian crossing signs for key crossings on Curtis Drive.

Our vision for Woodward Elementary School includes the following goals.

- Students and families feel safe walking to Woodward Elementary School at any time of day.

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

- Students develop pedestrian and bicycle safety skills that they can apply throughout their lives.
- The school is accessible to all students and their families.
- The school is beautiful. Students and members of the community perceive it as a home away from home.
- Drivers drive the speed limit and are cognizant of the school zone and student pedestrians.

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. Through our SRTS program and efforts, we hope to reach a rate of 45% of our students walking or biking to school at least 2 days a week. We believe this goal is attainable, since the majority of our students live within 1 mile radius of the school.

Demographics

The September 2010 Parent Survey suggests that the majority of Woodward Elementary School students live within 1 mile of school. During the 2011-2012 school year the school provided free and reduced lunches to 99.6% of Woodward Elementary School students.

As mentioned above, 97% of Woodward Elementary School students come from families where Spanish is the primary language spoken at home. In addition to teachers who speak Spanish, the school's administrative staff includes two interpreters who provide interpretation services during school functions and facilitate communications with Spanish speaking parents.



Figure 1 Context Map

Student Travel

Current Student Travel Patterns. According the Student Travel Tallies collected in December 2011, approximately 32% of Woodward Elementary School students walk to school in the morning and 36% walk home from school in the afternoon.

Dekalb County Schools provides busing to students who: 1) live outside a one-mile radius of the school, or 2) must walk more than 1.5 miles by the nearest practical route due to barriers such as creeks, expressways, and the lack of connecting roads. Although all Woodward students live within a one mile radius of the school, some qualify for busing based on the second criterion. Most of these students live in apartment complexes on Buford Highway and Briarwood Road.

Arrival and Dismissal. Woodward Elementary School has developed procedures to facilitate safety and efficiency during school arrival and dismissal. Three crossing guards assist pedestrians at key crossing locations near the school. One helps students crossing Curtis Drive on the north side of the school, another assists students Crossing Curtis drive on the east side of the school; and a third is stationed at the intersection of Cliff Valley Way and Coosawattee Drive, northeast of the school.

Buses and private vehicles are partially separated. Both enter the drop-off/ pick-up loop on the north side of the school from west and exit on the east. However, buses pull as far forward in the loop as possible before dropping-off/picking-up students, while private vehicles drop-off/pick-up closer to the loop entrance on the west side.

Most walkers enter and exit through the front entrance on the north side of the school; however, some enter and exit from entrances in the school’s southern building. Car riders and bus riders enter and exit through the school’s front entrance.

School staff members assist with the arrival and dismissal process by helping students get into and out of buses and cars. At times, a police officer is station on Curtis Drive near the Cross Keys High School tennis courts to enforce motor vehicle speeds on Curtis Drive.

| Arrival | | |
|-------------------|---|-----------------|
| | Procedure | Time |
| Walkers | Walkers enter the school through the main and side entrances. | 7:00 to 7:50 AM |
| Bicyclists | There are no procedures or practices, since no students currently travel to/from school by bike. | N/A |
| Bus riders | Bus riders are dropped off in the drop-off/ pick-up circle on the north side of the school and enter through the main entrance. | 7:00 to 7:50 AM |
| Car riders | Car riders are dropped off in the drop-off/ pick-up circle on the north side of the school and enter through the main entrance. | 7:00 to 7:50 AM |

| Dismissal | | |
|------------|--|-----------------|
| | Procedure | Time |
| Walkers | Walkers dismiss through the main entrance and side entrance. | 2:30 to 2:50 PM |
| Bicyclists | There are no procedures or practices, since no students currently travel to/from school by bike. | N/A |
| Bus riders | Bus riders dismiss through the main entrance. | 2:30 to 2:50 PM |
| Car riders | Car riders dismiss through the main entrance. | 2:30 to 2:50 PM |

Existing Conditions and Barriers

The transportation network in neighborhoods served by Woodward Elementary School includes a basic pedestrian infrastructure. However, there are some needs. For example, although sidewalks are provided on at least one side of all major through streets near the school, most side streets do not include sidewalks and pedestrian crossings on major streets are often widely separated. Buford Highway, which runs between northeast and southwest Georgia, is regarded as the most dangerous road in the state for pedestrians. The highway is less than 1/3 mile from the school and is a significant barrier for some students at Woodward Elementary School. The hilly terrain of area near the school, and the large apartment complexes to north and west, are other barriers to walking to school, as they interrupt the street network and diminish the connectivity of the pedestrian network. There are traffic lights with pedestrian signals and marked crosswalks at intersections near the school, including at Curtis Drive and Druid Hills Road, Druid Hills Road and Cliff Valley Way, Cliff Valley Way and Buford Highway, Buford Highway and Curtis Drive. However, there are no bicycle lanes, shared-lane makings, or share-use paths near the school, and bicycle racks on campus.

Existing and walking routes to school are listed in the table below. All recommendations included in the Engineering Recommendations for High-Priority Locations section are on these routes.

| Key Walking Routes | |
|---|----------|
| Across Cross Keys High School field to Cliff Valley Way | Existing |
| Curtis Drive to apartment complexes east of school | Existing |

Results from the September 2010 Parent Survey suggest that the top five reasons parents do not allow their children to walk and bicycle to Woodward Elementary School are:

1. Weather or climate (54%)
2. Violence or crime (53%)
3. Distance (45%)
4. Safety of intersections and crossings (45%)
5. Speed of traffic along route (46%)

Many of these issues 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 the next year.

We identified the following barriers as we developed this Travel Plan.

Barrier: School zone warnings do not seem adequate

Some existing school zone signs do not meet the current MUTCD standard. The school zone speed limit sign and SCHOOL pavement marking located south of Woodward Elementary School on Curtis Drive may be positioned too far in advance of the school property to be effective. Finally, there are no flashing beacons on Curtis Drive.

Barrier: Lack of adequate pedestrian and bicycle accommodation on the school campus.

The school site is not optimally designed to accommodate pedestrians and bicyclists. An informal pathway used by parents and children along north side of the school's northern building may not be safe, because it is unpaved and passes between dumpsters and down a steep grade, which creates a slipping hazard in wet or icy conditions. Further, there are no convenient, comfortable, and accessible walking routes between Woodward Elementary School and the apartment complexes east of the school. Finally, there are no bicycle racks on the school grounds.

Barrier: Gaps and deficiencies in the pedestrian infrastructure near the school campus.

Specific concerns include:

- The marked crosswalk on Curtis Drive at the pick-up/drop-off drive exit does not have curb ramps (for ADA accessibility). The head-in parking along Curtis Drive obscures the visibility of crossing pedestrians to drivers.
- The marked crosswalk on Curtis Drive at the bus loop is not accessible.
- There is no comfortable, convenient, and accessible pathway between Curtis Drive and Cliff Valley Way. The existing pathways are not well-lit. One pathway, used by students when the gate to the Cross Keys High School field is closed, goes through a ravine where teenagers and adults have been known to drink alcohol and take drugs. Graffiti in the ravine suggests gang activity.
- There is no safe, convenient, and comfortable way for students to cross Cliff Valley Way. There is only one marked crosswalk on Cliff Valley Way between Druid Hills Road and Buford Highway, a distance of approximately 0.6 miles.



Figure 2 Curtis Drive west of Woodward Campus. Sidewalk is covered with pine needles and leaves.

This crosswalk, which is located at Coosawattee Drive, is not STOP-sign or signal controlled for traffic on Cliff Valley Way.

- There are multiple, wide driveways on Curtis Drive east and south of the school, all of which are configured as intersections (i.e., the sidewalk does not continue across driveway), suggesting motor vehicle priority and creating uncomfortable conditions for pedestrians.
- Sidewalks near the school campus are in some cases damaged and/or covered with debris.

Barrier: Insufficient lighting along key student walking routes.

There is a lack of pedestrian-oriented lighting along on- and off-campus pathways. Pathways that are not well lit include: the pathway between Woodward Elementary School's two main buildings, the pathway across the Cross Keys High School field, and the pathway students use when the Cross Keys gate is closed. Street lights are also missing on Cliff Valley Way between Cross Keys High School and Coosawattee Drive, and the tree canopy further darkens the sidewalk in some areas.

Barrier: Driver behavior

Motorists on Curtis Drive and Cliff Valley Way appear to travel in excess of the posted speed limit, creating unfavorable conditions for walking and biking to school.

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 following table summarizes the content of each meeting.



Figure 3 Woodward SRTS Team members discuss their goals for this plan during the Barriers and Opportunities meeting in December.

| Meeting Dates | Content/Presentation | Field or Table Exercise |
|--------------------|---|--|
| December 2011 | Kick Off Meeting: How the Georgia Safe Routes to School Program Works | Overview of the planning process. |
| December 2011 | Barriers and Opportunities | Team visioning, opportunity and barrier discussions using maps and the walk audit. |
| January 2012 | Review of Initial Recommendations | Review of initial engineering, education, encouragement, enforcement, and evaluation recommendations |
| February 2012 | Review of Draft Plan | Review of complete draft plan. |
| Spring – Fall 2012 | Implementation | Adopt and implement final plan. |

Plan Organization

This Travel Plan is comprised of several sections detailing activities and programs our school may begin implementing immediately, as well as future projects requiring the partnership of local officials.

Non-Engineering Plan

This Travel Plan identifies best practice education, encouragement and enforcement activities and programs suitable for Woodward 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 A. Information on possible funding sources for these strategies are included in the Travel Plan’s Appendix B.

12- Month SRTS Activity Calendar

Our team will pursue a smaller subset of items in the non-engineering plan during the next 12 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 were drawn from potential programs listed in Appendix A. 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 this year, following up with other programs in successive years. We used the following timeframe to determine when to initiate programs:

| Type | Short | Medium |
|--|---|---|
| Encouragement, Education, Enforcement, Evaluation | Within 12 months <i>Or, what we plan to do this school year.</i> | Within 2 years <i>Or, what we plan to do next school year.</i> |

The activities and programs we expect to work on during the next 12 months are described below and are identified in the activity calendar included in this section. Activities we will work on after this year are also listed.

Education Strategies

The education strategies included in our 12-month activity calendar are aimed at helping students and families develop the skills they need to safely walk to school.

Our education activities for spring 2012 will be organized around Georgia Walk to School Day on March 7. In communications to parents about the event, we will provide basic **information about pedestrian safety and the Woodward Elementary School SRTS program**. We will also **inform parents of school travel policies and procedures and ways they can support safe walking** at the beginning of the fall 2012 semester and **provide reminders in school newsletters and flyers** throughout the 2012-2013 school year.

We will continue to **provide personal security education** to students every fall and help students develop pedestrian safety skills by **teaching the NHTSA Child Pedestrian Safety Curriculum**. We will teach the NHTSA curriculum at the beginning of the 2012-2013 school year, so that students can apply the lessons learned during the school year and on International Walk to School Day. As part of our pedestrian safety instruction, we will emphasize the need to wear bright neon or fluorescent clothing and reflective gear while walking to and from school.

The Woodward Elementary School Student Safety Patrol will support the school's travel safety message by acting as role models for safe walking, providing information and educational materials to parents and students, and participating in Woodward SRTS program activities.

Other education strategies we will work on after this year include:

- Conduct a bicycle rodeo.
- Conduct a student contest to develop a logo for the Woodward Elementary School SRTS program. The winning logo will be used on printed materials, such as flyers, fact sheets, and yard signs.
- Post yard signs along Curtis Drive to create awareness of the school zone and promote safe driving and respect for student pedestrians and bicyclists.

Encouragement Strategies

The encouragement strategies included in our 12-month activity calendar are designed to increase families' and students' comfort with walking and bicycling to school. Our encouragement activities include **Georgia Walk to School Day** (first Wednesday in March each year; March 7 in 2012) and **International Walk to School Day** (first Wednesday in October each year; October 3 in 2012), and the **Georgia SRTS Resource Center's frequent walker program, *Way to Go***. We will also seek to establish **walking school buses** as a way to provide adult supervision to student pedestrians on their way to school while not requiring each parent to walk their child to school every day.

Other encouragement strategies we will work on after this year are:

- Establish regular walk to school days.
- Establish a "caught being good" program to reward students who demonstrate safe bicycle and pedestrian skills.

Enforcement Strategies

The enforcement strategies included in our 12-month activity calendar are aimed at slowing driver speeds, increasing awareness of the school zone and student pedestrians, and educating students and parents regarding the role of crossing guards.

Our enforcement strategies include continuing **police enforcement on Curtis Drive** and asking parents to sign a **safe driving pledge**. We will also Woodward Elementary School is also planning strategies to enforce drop-off/pick-up policies and procedures. Suggested ideas include sending home policies and procedures information at the start of the new school year and re-enforcement messages via the school newsletter and flyers during the school year.

Other enforcement strategies we will work on after this year include:

- Speed enforcement on Cliff Valley Way.
- Celebrate Crossing Guard Appreciation Day to educate students and parents on the role of crossing guards, encourage cooperation, and recognize the crossing guards' efforts.

Evaluation Strategies

Evaluation is an important component of our SRTS program. The Parent Survey we conducted in September 2010 and Student Tallies we collected in September 2010 and December 2011 provided valuable baseline information on student travel behavior.

We will monitor our progress toward achieving the vision of this plan by conducting **Parent Surveys** and **Student Travel Tallies** every October. In addition, we will conduct a **walk audit** every May to evaluate the existing walking and biking environment and observe the arrival and dismissal process. Conducting our walk audit in the spring will allow us to implement potential adjustments to the arrival and dismissal process at the beginning of the next school year.

12-month Activity Calendar

| Activity | Coordinator | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb |
|--|------------------------|-----|-----|-----|------|------|-----|------|-----|-----|-----|-----|-----|
| EDUCATION | | | | | | | | | | | | | |
| Teach NHTSA Child Pedestrian Safety Curriculum (yearly) | | | | | | | | | | | | | |
| Plan | Eddie Skarzinski, PE | | | | | | | | | | | | |
| Implement | Teacher | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Continue to provide personal security education (yearly) | | | | | | | | | | | | | |
| Plan | Eddie Skarzinski, PE | | | | | | | | | | | | |
| Implement | Teacher | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Provide parents with information about the SRTS program, pedestrian safety, and school travel policies and procedures. | | | | | | | | | | | | | |
| Plan | Lisa Thompson, Student | | | | | | | | | | | | |
| Implement | Support Specialist | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Distribute flyers to acquaint community members with the Woodward Elementary School SRTS program and ways to can support it. | | | | | | | | | | | | | |
| Plan | PTA Member | | | | | | | | | | | | |
| Implement | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

| Activity | Coordinator | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb |
|---|--|-----|-----|-----|------|------|-----|------|-----|-----|-----|-----|-----|
| ENCOURAGEMENT | | | | | | | | | | | | | |
| Georgia Walk to School Day | | | | | | | | | | | | | |
| Plan | Lisa Thompson, Student Support Specialist and Eddie Skarzinski, PE Teacher | | | | | | | | | | | | |
| Implement | | | | | | | | | | | | | |
| International Walk to School Day | | | | | | | | | | | | | |
| <i>First Wednesday in October</i> | | | | | | | | | | | | | |
| Plan | PTA member | | | | | | | | | | | | |
| Implement | | | | | | | | | | | | | |
| Way to Go Frequent Walker Program | | | | | | | | | | | | | |
| Plan | Eddie Skarzinski, PE Teacher | | | | | | | | | | | | |
| Implement | | | | | | | | | | | | | |
| Walking School Buses | | | | | | | | | | | | | |
| Plan | PTA Member | | | | | | | | | | | | |
| Implement | | | | | | | | | | | | | |
| ENFORCEMENT | | | | | | | | | | | | | |
| Continue police enforcement on Curtis Drive | | | | | | | | | | | | | |
| Plan | DeKalb County Police Department | | | | | | | | | | | | |
| Implement | | | | | | | | | | | | | |

| Activity | Coordinator | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb |
|---|-------------------|-----|-----|-----|------|------|-----|------|-----|-----|-----|-----|-----|
| Ask parents and community members to sign a safe driving pledge | | | | | | | | | | | | | |
| Plan | Jeanette Roberts, | | | | | | | | | | | | |
| Implement | Principal | | | | | | | | | | | | |
| EVALUATION | | | | | | | | | | | | | |
| Student Travel Tallies | | | | | | | | | | | | | |
| Plan | Jeanette Roberts, | | | | | | | | | | | | |
| Implement | Principal | | | | | | | | | | | | |
| Parent Surveys | | | | | | | | | | | | | |
| Plan | Jeanette Roberts, | | | | | | | | | | | | |
| Implement | Principal | | | | | | | | | | | | |
| Walk Audit and Observation of Arrival/Dismissal | | | | | | | | | | | | | |
| Plan | Geneva Lynes, ISS | | | | | | | | | | | | |
| Implement | Paraprofessional | | | | | | | | | | | | |

Engineering Recommendations

SRTS 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.

The following pages summarize the engineering strategies recommended for Woodward Elementary School. Toole Design Group, LLC developed these recommended strategies based on input from the Woodward Elementary School SRTS Team. They are presented in two sections: 1) Engineering Recommendations for High-Priority Locations and, 2) Engineering Recommendations for Other Locations.

Many types of engineering and operational improvements make walking and biking safer and comfortable for pedestrians of all ages. The improvements described below are included in the engineering recommendations which follow.

Curb Extensions. Curb extensions are recommended to reduce pedestrian crossing distances (and thus exposure to traffic) and to slow motor vehicle turning speeds. Curb extensions located along school bus routes should effectively calm traffic, but not impede buses from making the turn.

High Visibility Crosswalks. High visibility crosswalk striping improves 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.

School Zone Identification. School zones are typically identified with signage and pavement markings at each end. These treatments are intended 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. Additional or improved signage may also be needed, especially when combined with a flashing beacon as a way to enhance school zone delineation.

Sidewalks and Buffers. Sidewalks are most effective when they include a buffer to increase pedestrian comfort and safety, 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 Georgia DOT standard minimum sidewalk width is 6’ from back of curb. Minimum dimensions for sidewalks with buffers are a 5’ sidewalk with a 2’ buffer.

Rectangular Rapid Flashing Beacons. Rectangular 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. Typical locations are at T-

intersections that do not have a crossing guard during either arrival or dismissal times. Georgia DOT will need to approve each potential location for these.

Engineering Recommendations for High-Priority Locations

The Engineering Recommendations for High-Priority Locations section covers the top 10 highest priority locations for improving conditions for student pedestrians and/or bicyclists as identified by the Woodward SRTS Team. This section includes a map showing where the high-priority locations are located relative to the school and profiles describing each location’s physical and regulatory characteristics (Location Characteristics), why conditions for student pedestrians and/or bicyclists need to be improved (Need), recommended engineering strategies for improving these conditions (Recommendations), and photos (Photo Gallery),

Each high-priority location is denoted by a lettered symbol on the map. This symbol is duplicated in the corresponding profile heading for ease of reference. In addition, each engineering strategy recommended for high-priority location is presented in a table that includes: strategy ID, strategy description, anticipated timeframe for completion, and team priority.

The terms used in the timeframe column are defined in the table below. Actual timeframes may vary.

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

Team priority was determined based on the following factors:

- Locations with specific safety concerns.
- Locations along existing student walking or bicycling routes.
- Locations that are priorities for the school community.

Engineering Recommendations for Other Locations

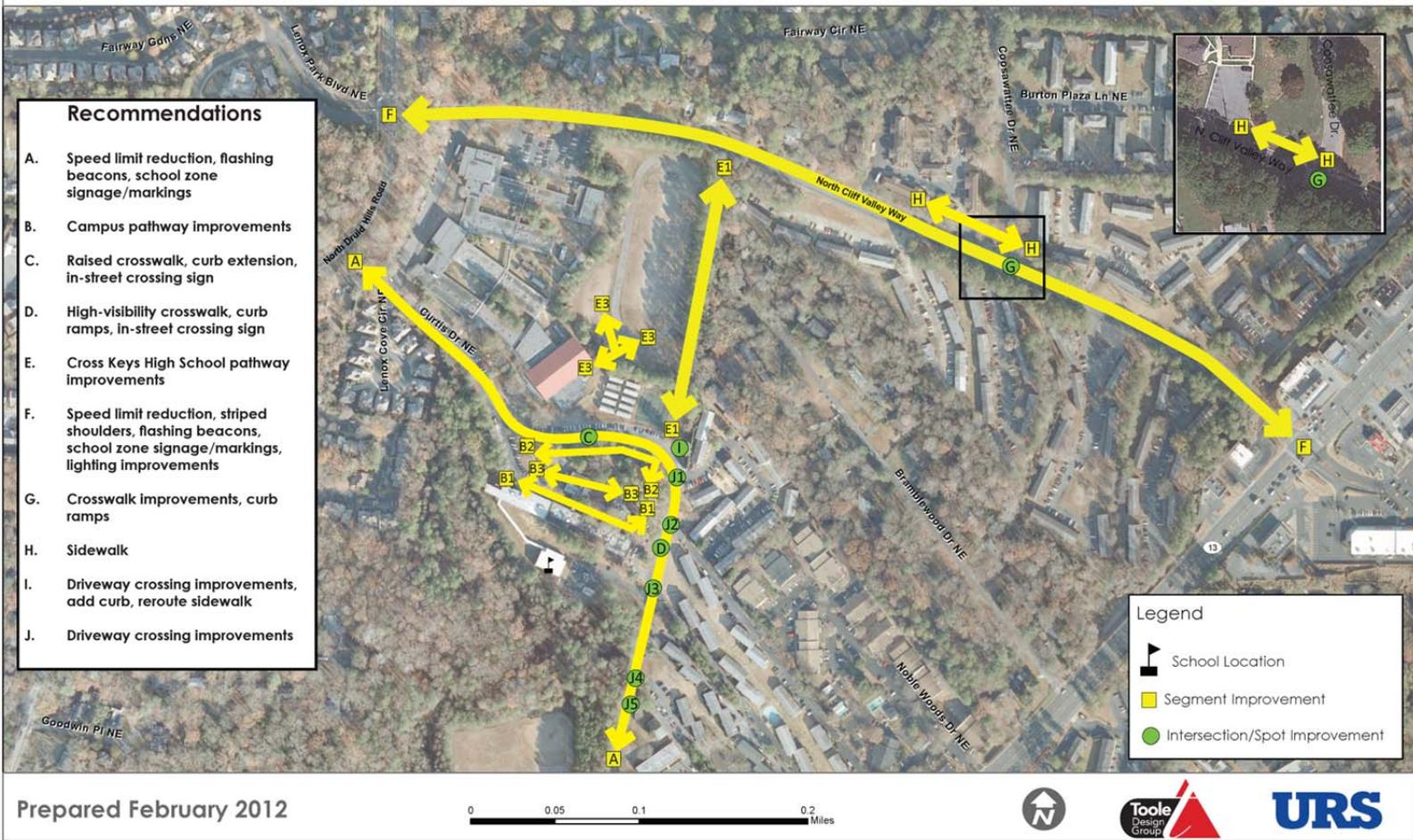
The Engineering Recommendations for Other Locations section covers locations that are important for the team but are not among the priority locations. This section includes a table that describes the location of each recommended strategy along with the recommendation itself.

Considerations for Design, Project Selection, and Funding:

- All engineering strategies recommended 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 recommended engineering strategies, 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.asp> and in Appendix B of this Plan.

Woodward Elementary School Infrastructure Recommendations





Curtis Drive between Sterling Oaks Circle to Druid Hills Road

Location Characteristics

- One travel lane in each direction.
- Speed limit is 25 MPH. Advisory speed limit of 15 MPH were road curves sharply near Cross Keys High School tennis courts.
- Curbed sidewalk on east/north side to Lenox Cove Circle (i.e., the Cross Keys High School parking lot driveway)
- Curbed sidewalk on south side of Curtis Drive west of Woodward Elementary School.
- No stop controls at intersections.
- School zone speed limit sign oriented to northbound traffic located approximately 200 feet north of Sterling Oaks Circle.
- SCHOOL pavement markings oriented to northbound traffic located approximately 500 feet north of Sterling Oaks Circle.
- No pavement markings or school zone speed limit signs ore oriented to westbound traffic from Druid Hills Road.
- The existing school zone sign is placed too far from away from the school, providing notice to motorists too early to affect their speed at the school.
- Woodward Elementary School does not have a strong presence on Curtis Drive, due to several factors. First, it is setback from the roadway at a distance that makes it out of motorists' line of sight. The low profile school building is surrounded by trees, further obscuring it from view. Finally, the school sign is not oriented to passing motorists.
- Curtis Drive is used as a cut-through by drivers traveling between Druid Hills and Buford Highway. The Woodward Elementary School SRTS Team is concerned about speeding and about driver awareness of the school zone.

Need

- Create a strong presence for the school on Curtis Drive that results in slower motor vehicle speeds and increased safety and comfort for pedestrians.

| ID | Recommendation | Timeframe | Team Priority |
|----|--|------------|---------------|
| A1 | Change school zone speed limit to 20 MPH. | Short term | High |
| A2 | Update school zone signage to meet current MUTCD standards. | Short term | High |
| A3 | Relocate school zone speed limit sign closer to the school than the existing sign. Repaint SCHOOL marking to coincide with and reinforce relocated school zone speed limit sign. | Short term | High |
| A4 | Install flashers for school zone on approaches to be active during arrival and dismissal times. | Short term | High |
| A5 | Install wayfinding signage on Buford Highway to increase driver awareness of Woodward Elementary School. | Short Term | High |

Photo Gallery



Figure 4 SCHOOL pavement marking on northbound approach to school.



Campus Pathway Improvements

Location Characteristics

- School includes two main buildings that are connected by an elevated walkway. The northern building, which includes the school office and main entrance, is at a higher elevation than the southern building, which includes kindergarten classrooms.
- When traveling outside the buildings, parents and students walk along a ground level pathway between the northern and southern buildings. The pathway goes from the marked crosswalk on Curtis Drive at the bus loop to a staircase that connects to the drop-off/ pick-up drive. The pathway was established through regular use by members of the school community. Until octagonal stepping stones were recently added, it was a dirt path (See Figure 5). Overall, it is not well-lit and is not accessible, making it difficult for individuals with disabilities and parents with strollers to navigate.
- Parents and students also established a pathway along the north side of the northern building. This dirt path is unlit and narrow as it passes along the edge of northern building. It requires parents and students to pass between two dumpsters, up/down a steep embankment, and turns to mud when it rains. (See Figure 6, Figure 7, and Figure 8.)
- There is no sidewalk on the south/west side of Curtis Drive between the school pick-up/drop-off loop and the bus loop, causing parents and children to use the unimproved pathway on the north side of the northern building.

Need

- Establish an on-campus pedestrian network with all-weather surfaces and pedestrian-oriented lighting.

Recommendations

| ID | Recommendation | Timeframe | Team Priority |
|----|---|-------------|---------------|
| B1 | Pave and widen the pathway between the northern and southern buildings from the bottom of the stairs to the marked crosswalk on Curtis Drive at the bus loop. | Medium term | High |
| B2 | Construct sidewalk on the south/west side of Curtis Drive between the pick-up/ drop-off loop and the bus loop. (This will likely require building a retaining wall.) | Long term | High |
| B3 | Close access to the unpaved pathway on north side of the northern building by installing a gate. Instead, encourage parents and children to use the pathway between the northern and southern buildings or proposed sidewalk on Curtis Drive. | Short term | High |

Photo Gallery



Figure 5 Pathway between northern and southern buildings.

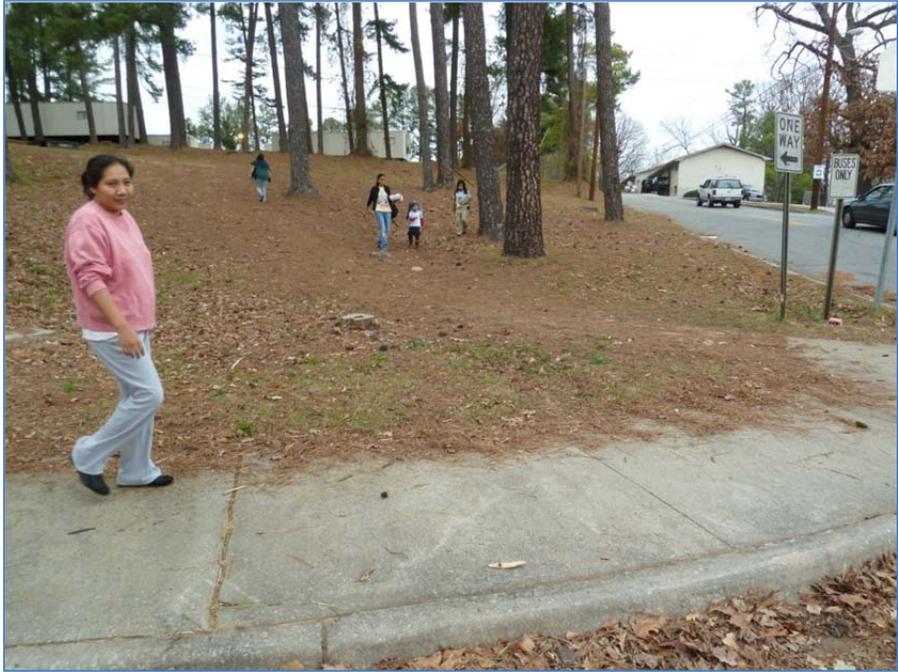


Figure 6 Parents walk down a steep embankment to the crossing at Curtis Drive and the bus loop. The



Figure 7 Parents and children using the informal path on the north side of the northern building must pass these two dumpsters. Children have been known to climb on the dumpsters.



Figure 8 The path of the north side of the northern building is narrow and unlit.

C Curtis Drive at pick-up/ drop-off loop exit

Location Characteristics

- Curtis Drive is one travel lane in each direction, with a 25 MPH posted speed limit. The SRTS team has expressed concerns about the actual speed of motorists traveling on the road.
- A standard marked crosswalk at the sidewalk along the southeast side of the school driveway serves as one of two primary crossing points for Woodward Elementary School students; however, it has no curb ramps. A crossing guard is present at this location during arrival and dismissal.
- Perpendicular parking on the north side of Curtis Drive obscures pedestrians using the crosswalk to oncoming vehicles. (See Figure 10.) The words “No Parking” are spray painted between the crosswalk lines to discourage parking in the crosswalk. See Figure 9.

Need

- Improve the pedestrian crossing to better serve school needs and improve safety and comfort when in use.

| ID | Recommendation | Timeframe | Team Priority |
|----|---|-------------|---------------|
| C1 | Add removable in-street school crossing sign during arrival and dismissal times. | Short term | High |
| C1 | Install raised crosswalk with high visibility pavement markings and curb extension on north side. | Medium term | High |

Photo Gallery



Figure 9 Looking across Curtis Drive toward Woodward Elementary School. No curb ramps provided. "No Parking" spray painted between crosswalk lines to prevent crossing from being mistaken by drivers as a perpendicular parking space.



Figure 10 Looking across Curtis Drive towards Cross Keys High School. Parked cars obscure visibility of crossing pedestrians.

D Curtis Drive at bus loop entrance

Location Characteristics

- Curtis Drive is one travel lane in each direction, with a 25 MPH posted speed limit. The SRTS team has expressed concerns about the actual speed of motorists traveling on the road, although there is no speed data.
- A standard marked crosswalk at the sidewalk along the southeast side of the school driveway serves as one of two primary crossing points for Woodward Elementary School students; however, it has no curb ramps. (See Figure 11.) A crossing guard is present at this location during arrival and dismissal.
- The bus loop is used as a turn-around by buses picking up students in apartment complexes west of Woodward Elementary School and traveling to other schools (i.e., not Woodward Elementary School), creating additional motor vehicle traffic during arrival and dismissal.

Need

- Improve the pedestrian crossing to better serve school needs and improve safety and comfort when in use.

| ID | Recommendation | Timeframe | Team Priority |
|----|--|-------------|---------------|
| D1 | Add removable in-street school crossing sign during arrival and dismissal times. | Short term | High |
| D2 | Add curb ramps and restripe crosswalk with high visibility pavement markings. Consider raised crosswalk. | Medium term | High |

Photo Gallery



Figure 11 Looking across Curtis Drive toward apartment complexes west of Woodward Elementary School. Note lack of curb ramps.



Pathway improvements on Cross Keys High School campus

Location Characteristics

- Students who live north of Woodward Elementary School walk across the Cross Keys High School field to travel between home and school. The field includes an oval track.
- The pathway between the Cross Keys High School track and the marked crosswalk at Curtis Drive includes an embankment that may be difficult for some to use and contains a gravel section that is not ADA-accessible. See Figure 12.
- The Woodward Elementary School Physical Education teacher unlocks the gate to the field in the morning and locks it in the evening. The gate is locked to protect the field from damage and to prevent people from using it in the evening.
- On occasions when the gate is closed, students sometimes use an alternative route east of the field. The alternative route follows a dirt path through a forested ravine downslope of the field. The Woodward Elementary School SRTS Team is concerned about the personal security of students who use the alternative ravine route. Teenagers and adults sometimes drink or take drugs in the ravine, and homeless individuals have camped there. The path is also inaccessible for individuals with disabilities and parents with baby strollers. See Figure 13.
- Neither the path across the field nor the path in the ravine is lighted and can be very dark on winter mornings and evenings.

Need

Establish a safe, comfortable, well-lit, and accessible pathway across the Cross Keys High School property between Curtis Drive and Cliff Valley Way.

| ID | Recommendation | Timeframe | Team Priority |
|----|--|-------------|---------------|
| E1 | Improve surface of the pathway between the Cross Keys High School track and the marked crosswalk at Curtis Drive. Adjust alignment slightly to follow contour and improve grade. | Medium term | High |
| E2 | Add lighting along the inside of the fence that encloses the field on the east side. | Medium term | High |
| E3 | Construct path along the outside of the fence that encloses the field on the east side. See Figure 14. | Long term | High |

Photo Gallery



Figure 12 The pathway between the Cross Keys High School track and the marked crosswalk at Curtis Drive mounts a relatively steep embankment and contains a gravel section.

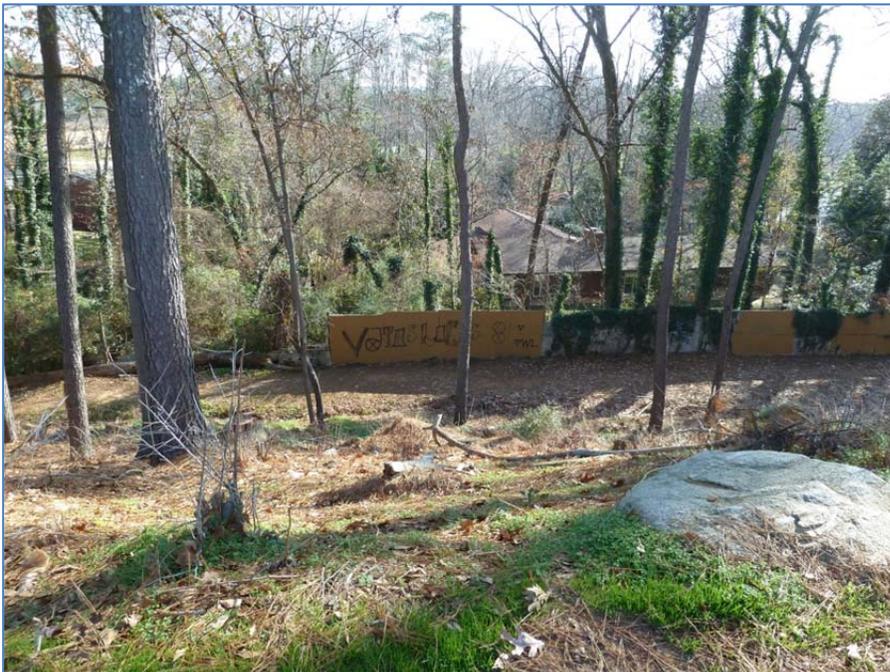


Figure 13 View of the alternative ravine route students use when the gate to the field is closed. The Woodward Elementary School SRTS Team is concerned about the personal security of students who use the alternative ravine route.



Figure 14 The proposed pathway would go along the outside of this fence. The proposed lighting improvements would go on the inside of this fence but would benefit path users once the path is constructed.



Cliff Valley Way between Buford Highway and Druid Hills Road

Location Characteristics

- This section of Cliff Valley Way includes one 19-20 foot wide travel lane in each direction.
- There is a sidewalk on the south side of the street, and a sidewalk on the north side of the street between Buford Highway and Coosawattee Drive.
- The school zone speed limit is 25 MPH; however, the Woodward SRTS Team is concerned that motor vehicles exceed this limit. The street's relatively wide travel lanes may encourage speeds higher than the posted speed limit.
- There is a school zone speed limit sign with flashing beacon oriented to eastbound traffic on the approach to Coosawattee Drive intersection (i.e., traffic headed downhill toward Buford Highway and away from Cross Keys High School).
- There are no stop controls for traffic on Cliff Valley Way. The school zone signage does not meet current MUTCD standards and there are no SCHOOL pavement markings to augment school zone signage. There is also no flashing beacon oriented to westbound traffic.
- There is insufficient lighting between Cross Keys High School and Coosawattee Drive. Part of this is due to the tree canopy along the sidewalk and roadway, which blocks natural and street lights.

Need

Calm traffic and better establish the school zone to both reduce speeds and increase pedestrian safety and comfort. Improve lighting.

| ID | Recommendation | Timeframe | Team Priority |
|----|---|-------------|---------------|
| F1 | Change school zone speed limit from 25 MPH to 20 MPH. | Short term | High |
| F2 | Add striped shoulder to reduce lane width to 12 feet. | Short term | High |
| F3 | Update existing school zone sign to meet current MUTCD standards. Add sign oriented to westbound traffic. | Short term | High |
| F4 | Add SCHOOL pavement markings coordinated with school zone signage. | Short term | High |
| F5 | Evaluate the effectiveness of flashers for school zone on approaches to be active during arrival and dismissal times. | Short term | High |
| F6 | Add pedestrian-oriented lighting between Cross Keys High School and Coosawattee Drive | Medium term | High |

Photo Gallery



Figure 15 Looking down Cliff Valley Way towards Coosawattee Drive. This section is not well lit. Travel lanes are relatively wide.



Cliff Valley Road and Coosawattee Drive

Location Characteristics

- The intersection is uncontrolled for traffic on Cliff Valley Way and STOP controlled for traffic on Coosawattee Drive.
- This section of Cliff Valley Way includes one 19-20 foot wide travel lane in each direction.
- There is a sidewalk on the south side of the street, and a sidewalk on the north side of the street between Buford Highway and Coosawattee Drive.
- There is a school zone speed limit sign with flashing beacon oriented to eastbound traffic on Cliff Valley Way on approach to Coosawattee Drive.
- School crossing signs are provided for Cliff Valley Way crossing.
- There is a sidewalk on the south side of Cliff Valley Way and sidewalk on the north side of Cliff Valley Way between Buford Highway and Coosawattee Drive.
- A piano key style crosswalk (a type of high visibility crosswalk, but not the preferred) is striped across Cliff Valley Way on the west side of the intersection. A standard crosswalk is striped across Coosawattee Drive on the north side of the intersection. Both crosswalk markings are worn and are not the preferred high-visibility style.
- No curb ramps are provided for the Cliff Valley Way crossing. One curb ramp is provided for the Coosawattee Drive crossing on the northeast corner. Consequently, the crossings at this intersection are inaccessible for individuals with disabilities and uncomfortable for others, including parents with strollers, seniors, and individuals with temporary mobility impairments.
- The pedestrian crossing across Cliff Valley Way is unprotected. The slope of the road may make this crossing difficult for drivers to see.
- The pedestrian crossing across Cliff Valley Way is located just east of an apartment complex driveway on the south side and just west of Coosawattee Drive. This configuration increases the potential for conflict between motor vehicles and pedestrians.
- The apartment complex driveway on the south side of Cliff Valley Way is configured as a driveway (i.e., sidewalk does not continue across driveway), suggesting motor vehicle priority and decreasing pedestrian comfort.
- The school crossing sign on the northeast corner of the intersection is skewed and difficult to for westbound traffic to see.

Need

- Improve the pedestrian crossing to better serve school needs and add to safety and comfort when in use.

| ID | Recommendation | Timeframe | Team Priority |
|----|---|-------------|---------------|
| G1 | Relocate Cliff Valley Way Crossing to the east side of Coosawattee Drive. | Medium term | High |
| G2 | Restripe crosswalks with high visibility pavement markings. | Medium term | High |
| G2 | Straighten school crossing sign. | Short term | Medium |
| G3 | Evaluate adding a rapid flashing beacon for Cliff Valley Way crossing. | Short term | High |
| G4 | If shoulder striping is added, construct curb extensions into Cliff Valley Road to shorten crossing distance. | Long term | High |

Photo Gallery



Figure 16 View of Cliff Valley Way crossing. No curb ramps are provided and the crosswalk striping is worn.



Figure 17 Looking west across Coosawattee Drive. Existing curb ramp is not ADA-compliant. Crosswalk striping is worn. School crossing sign is skewed and difficult for westbound drivers to see.



Cliff Valley Way from Coosawattee Drive to first apartment complex driveway exit west of Coosawattee Drive

Location Characteristics

- There is no sidewalk here, and the obvious goat trail indicates constant pedestrian use. See Figure 18.

Need

- Install sidewalks to accommodate pedestrians.

| ID | Recommendation | Timeframe | Team Priority |
|----|---|-----------|---------------|
| F1 | Add missing sidewalk as indicated by worn path. | Long term | High |

Photo Gallery



Figure 18 Obvious goat trail between the apartment complex and the Coosawattee Drive intersection.



Curtis Drive at first driveway east of Cross Keys High School tennis courts

Location Characteristics

- This location is awkward due to the curve of the road and presence of the driveway. The configuration of the driveway exit reduces motorist awareness of pedestrian priority and decreases pedestrian comfort.
- There are no traffic controls on Curtis Drive and traffic exiting the parking lot, and the sidewalk west of the driveway makes two 90 degree turns in rapid section. Pedestrians prefer the shortest distance between two points and are unlikely to follow the sidewalk through the series of turns west of the driveway.
- A shallow curb separates the sidewalk from roadway west of driveway enabling motorists to easily mount the curb and park in the dirt on the opposite side of the sidewalk. See Figure 19. The sidewalk does not continue across driveway exit.

Need

- Install infrastructure that reflects pedestrian walking routes and reduces potential conflicts with motorists.

| ID | Recommendation | Timeframe | Team Priority |
|----|---|-------------|---------------|
| H1 | Add curb and landscaping to prevent vehicles from parking on grass. | Long term | High |
| H2 | Reroute sidewalk to improve pedestrians' direct path of travel. | Long term | High |
| H3 | Continue sidewalk across driveway. | Medium term | High |

Photo Gallery



Figure 19 Shallow curb enables cars to easily mount the curb and park in the dirt on the opposite side of the sidewalk. Sidewalk does not continue across driveway.



Curtis Drive at apartment complex driveways

Location Characteristics

- Multiple driveways, ranging in width from approximately 40 feet to approximately 60 feet, provide access to the apartment complexes west of Woodward Elementary School.
-
- This configuration of driveway exits and their width reduces motorist awareness of pedestrian priority and decreases pedestrian comfort, and increases pedestrian exposure.

Need

- Reconfigure driveway openings and sidewalk to better establish pedestrian priority at potential points of conflict.

| ID | Recommendation | Timeframe | Team Priority |
|----|--|-------------|---------------|
| J1 | Continue sidewalk surface across driveway entrance. Narrow driveway opening. Repair damaged section of sidewalk adjacent to driveway. See Figure 20. | Medium term | High |
| J2 | Continue sidewalk surface across driveway entrance. Add curb extension on north side to narrow driveway opening. Repair damaged section of sidewalk adjacent to driveway. See Figure 21. | Medium term | High |
| J3 | Continue sidewalk surface across driveway entrance. See Figure 22. | Medium term | High |
| J4 | Continue sidewalk surface across driveway entrance. Repair damaged section of sidewalk adjacent to driveway. See Figure 23. | Medium term | Medium |
| J5 | Continue sidewalk surface across driveway entrance. Repair damaged section of sidewalk adjacent to driveway. See Figure 24. | Medium term | Medium |

Photo Gallery



Figure 20

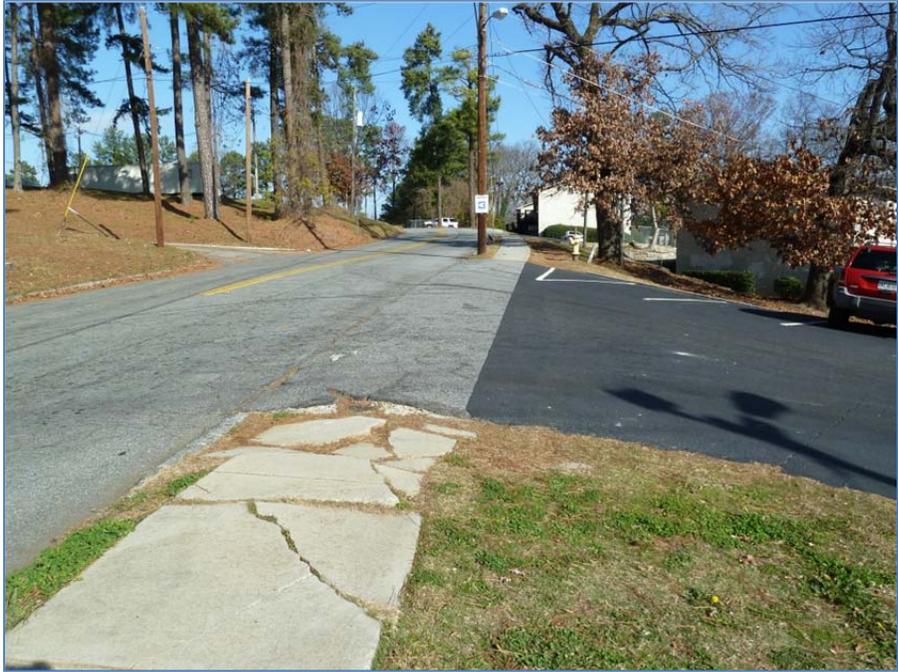


Figure 21



Figure 22



Figure 23



Figure 24

Engineering Recommendations for Other Locations

| Location | Recommendation |
|--|---|
| On campus | <ul style="list-style-type: none"> • Add locations for parents to congregate on campus while wait to walk children home after school. • Highest priority location is near drop-off/ pick-up driveway exit and marked crosswalk across Curtis Drive. |
| Curtis Drive at school drop-off/pick-up drive entrance | <ul style="list-style-type: none"> • Restripe existing marked crosswalk with high visibility pavement markings. • Construct curb extension on south side of street and add curb ramps. • Move school crossing sign oriented to westbound traffic to crosswalk. |
| Curtis Drive at Lenox Cove Circle | <ul style="list-style-type: none"> • Increase the height of the curb on the south side of Curtis Drive east of the Lenox Circle development’s driveway. • Remove existing marked crosswalk across Curtis Drive. • Add curb ramps and high visibility crosswalk pavement markings across the driveway entrance on the north side of Curtis Drive. |
| Curtis Drive from Lenox Cove Circle to Druid Hills Road | <ul style="list-style-type: none"> • Construct sidewalk on north side of street. |
| Curtis Drive at Druid Hills Road | <ul style="list-style-type: none"> • Restripe existing crosswalks with high visibility pavement markings. • Construct curb extension on southeast corner to reduce crossing distance across Curtis Drive, to provide additional pedestrian waiting space, and to slow turning vehicles. |
| Druid Hills Road from north of Write Avenue to Brookshire Lane | <ul style="list-style-type: none"> • Change school zone speed limit to 20 MPH. • Update school zone signage to meet current MUTCD standards. • Evaluate flashers for school zone on approaches to be active during arrival and dismissal times. |
| Druid Hills Road from Curtis Drive to Cliff Valley Way | <ul style="list-style-type: none"> • Construct sidewalk on east side. |
| Druid Hills Road and Cliff Valley Way | <ul style="list-style-type: none"> • Restripe crosswalks on each leg with high visibility pavement markings. • Check pedestrian push buttons to verify they are operational. • Extend median on Lenox Park Boulevard into intersection to create a pedestrian crossing island. • Add pedestrian crossing islands for north and east legs. |

| Location | Recommendation |
|---|--|
| Druid Hills Drive from Cliff Valley Way to north of Brookshire Lane | <ul style="list-style-type: none">• Consider eliminating continuous southbound right turn lane and adding shoulders, bicycle lanes, or a shared-use path with the reclaimed roadway surface. |
| Buford Highway from Curtis Drive to Cliff Valley Way | <ul style="list-style-type: none">• Reconstruct and widen sidewalk on the north side of Buford Highway. |

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

| Strategy | E's | Advantages | Considerations | Resources |
|--|--|--|---|---|
| <p>Walking and Biking Safety Assembly</p> <p>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.</p> | <p>Education, Encouragement</p> | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • NCSRTS page on strategies for educating children: www.saferoutesinfo.org/guide/education/strategies_for_educating_children.cfm • Error! Hyperlink reference not valid. • 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 |
|---|---------------------------------|---|---|--|
| <p>Participate in Walk to School Day</p> <p>Walk to School Day is a one-day event that celebrates walking and biking to school.</p> <p>Generally this event is scheduled for the first full week in October.</p> <p>The State of Georgia hosts a Spring Walk to School Day in March.</p> | Education, Encouragement | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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). | <ul style="list-style-type: none"> • 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/ |
| <p>Frequent Walker/Bicyclist Program or Walking Wednesdays</p> <p>Track and reward students who walk and bicycle to school. Can be an individual competition or a competition among classes.</p> <p>Participate in Georgia's Way to Go Program.</p> | Encouragement | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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 |
|--|---|--|--|--|
| <p>Traffic Enforcement (Staff/Crossing Guards)</p> <p>This can be an ongoing program for school staff and crossing guards. This works well if the school has an existing reward point program.</p> | <p>Education, Enforcement, Encouragement</p> | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • Requires some training and coordination with crossing guards | |
| <p>Student Safety Patrol Program</p> <p>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.</p> | <p>Education, Enforcement, Encouragement</p> | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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 | <p>Giveaways for students when they cash-in their Reward points</p> <p>AAA Safety Patrol Program: http://www.aaamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol</p> |

| Strategy | E's | Advantages | Considerations | Resources |
|--|--------------------------|---|--|---|
| <p>Walk Audit/Parent Surveys / Student tallies</p> <p>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.</p> | <p>Evaluation</p> | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> 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 |
|---|--|---|---|---|
| <p>Bike Rodeo</p> <p>This is a single-day event that promotes bicycle safety. At the rodeo, students can borrow bicycles or bring their own.</p> | <p>Education, Encouragement</p> | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Bicycling Life page on bicycle rodeos: http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm |
| <p>Walking School Buses/ Bicycle Trains</p> <p>Walking school buses and bicycle trains are adult supervised groups of students walking and/or bicycling to school.</p> | <p>Education, Encouragement</p> | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • NCSRTS page on walking school buses: www.saferoutesinfo.org/guide/encouragement/walking_school_bus_or_bicycle_train.cfm |

| Strategy | E's | Advantages | Considerations | Resources |
|--|----------------------|--|--|---|
| <p>Drive Safe Campaigns</p> <p>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.</p> | Education | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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. | |
| <p>Crossing Guard Appreciation Day</p> <p>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.</p> | Encouragement | <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Downloadable templates for event flyers and newsletter inserts: http://saferoutesga.org/Resources/Downloads |

| Strategy | E's | Advantages | Considerations | Resources |
|--|---------------------------|---|---|--|
| <p>Pace Car Program</p> <p>Program participants pledge to drive the speed limit on neighborhood streets, respect pedestrians and bicyclists, and display the Pace Car bumper sticker.</p> | <p>Enforcement</p> | <ul style="list-style-type: none"> • Low-cost way to slow traffic and improve interactions between motorists, pedestrians, and bicyclists | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Websites for Pace Car programs around the country: <ul style="list-style-type: none"> 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/ |
| <p>Adopt a Sidewalk Program</p> <p>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.</p> | <p>Education</p> | <ul style="list-style-type: none"> • This promotes the Safe Routes to School program and also relieves the localities of some of the burden to keep the sidewalks well-maintained. | <ul style="list-style-type: none"> • Requires the help and dedication of volunteers • Requires public outreach and education | |

Operation Lifesaver Training

Operation Lifesaver is a non-profit organization providing public education programs to prevent collisions, injuries and fatalities on and around railroad tracks and highway-rail grade crossings. Use this training to raise awareness among students about dangers of trains, and training several adults that could monitor at-grade railroad crossing between schools.

Education

- Supports engineering recommendations for an at-grade pedestrian crossing of railroad tracks between schools.
- Free materials and trainings are available

- Requires several volunteers to receive training

<http://oli.org/>

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/) (<http://www.csrarc.ga.gov/>)
- [Coastal Georgia RC](http://www.coastalgeorgiarc.org/) (<http://www.coastalgeorgiarc.org/>)
- [Georgia Mountains RC](http://www.gmrdc.org/) (<http://www.gmrdc.org/>)
- [Heart of Georgia RC](http://www.hogarc.org/) (<http://www.hogarc.org/>)
- [Middle Georgia RC](http://www.middlegeorgiarc.org/) (<http://www.middlegeorgiarc.org/>)
- [Northeast Georgia RC](http://www.negrarc.org/) (<http://www.negrarc.org/>)
- [Northwest Georgia RC](http://www.nwgrc.org/) (<http://www.nwgrc.org/>)
- [River Valley RC](http://www.rivervalleyrc.org/) (<http://www.rivervalleyrc.org/>)
- [Southern Georgia RC](http://www.sgrc.us/) (<http://www.sgrc.us/>)
- [Southwest Georgia Regional Commission](http://www.swgrdc.org/) (<http://www.swgrdc.org/>)
- [Three Rivers RC](http://www.cfrdc.org/) (<http://www.cfrdc.org/>)

- [Atlanta Regional Commission](#)

(<http://www.atlantaregional.com/>)

APPENDIX B: Potential Funding Sources for Non-engineering and Engineering Strategies

| Funding Name and Description | Eligible Activities | Eligible Applicants | Contact / Department | Resources/Description |
|--|------------------------------------|--|--|---|
| Transportation Enhancement Funds (TE) | Infrastructure, Non-infrastructure | Local Governments. | Georgia Department of Transportation Office of Program Delivery 600 West Peachtree St NW Atlanta, GA 30308 (404) 631-1981 TEAdmin@dot.ga.gov | Federal TE funds are allotted to provide aesthetic and functional improvements to historical, natural, and scenic areas. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) states that each project should meet one of the eligible categories and be related to surface transportation. |
| Section 402 Funds | Pedestrian safety education | Local law enforcement agency. | NHTSA Regional Office Contact http://www.nhtsa.gov/nhtsa/whatis/regions/index.html | Highway Safety Funds are used to support state and community programs to reduce deaths and injuries on the highways. In each state, funds are administered by the Governor's Representative for Highway Safety. Pedestrian Safety has been identified as a National Priority Area and is therefore eligible for Section 402 funds. http://safety.fhwa.dot.gov/policy/section402/ |
| Rails to Trails | Infrastructure | Depends on funding source used. | Rails-to-Trails Conservancy The Duke Ellington Building 2121 Ward Ct., NW 5th Floor Washington, DC 20037 (202) 331-9696 | Learn more about the program here: http://www.railstotrails.org/aboutUs/index.html |
| Surface Transportation Program (STP) (23 USC 133) | Infrastructure, Non-infrastructure | State and local governments. | Office of Program Administration (512)536-5906 david.bartz@dot.gov | The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on any federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 USC 149) | Infrastructure, Non-infrastructure | Counties, municipalities, state agencies, and universities are permitted to submit applications. | Phillip Peevy Georgia Department of Transportation Office of Planning 600 West Peachtree Street NW Atlanta, GA 30308 (404) 631-1783 PPeevy@dot.ga.gov | The CMAQ Program funds projects in non-attainment and maintenance areas that reduce transportation related emissions, such as the construction of pedestrian walkways and bicycle transportation facilities; non-construction projects for safe bicycle use. Projects do not have to be within the right-of-way of a federal-aid highway, but must demonstrate an air quality benefit. http://www.fhwa.dot.gov/environment/air_quality/cmaq/ |

| Funding Name and Description | Eligible Activities | Eligible Applicants | Contact / Department | Resources/Description |
|--|------------------------------------|---|--|---|
| Transportation, Community, and System Preservation Program (TCSP) | Infrastructure, Non-infrastructure | States, MPOs, local governments and tribal governments are eligible recipients of TCSP grants from FHWA, though a nonprofit group could partner with an eligible recipient. | Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov | The TCSP provides funding for a comprehensive program including planning grants, implementation grants, and research to investigate and address the relationships among transportation and community and system preservation plans and practices and examine private sector based initiatives. |
| Georgia Special Purpose Local Option Sales Tax (SPLOST) | Infrastructure | County Governments, school Systems. | Elected County Officials | In Georgia, a special-purpose local-option sales tax (SPLOST) can be levied by any county for the purpose of funding the building and maintenance of parks, schools, roads, and other public facilities. Georgia's state sales tax is currently 4% with the counties allowed to add up to 2% more for SPLOST. |
| Bikes Belong Coalition | Infrastructure | Organizations and agencies. | Zoe Kircos, Grants Manager zoe@bikesbelong.org 207 Canyon Blvd, Suite 202 Boulder, CO 80302 (303) 449-4893 | The Bikes Belong Coalition provides small grants for a variety of bicycle facility projects, education programs, and advocacy efforts. Grants are typically under \$10,000 with some applicants receiving over \$25,000. Fundable projects include paved bike paths, lanes, and rail-trails as well as mountain bike trails, bike parks, and BMX facilities. |
| Governor's Office of Highway Safety Grant Program | Non-infrastructure | Local law enforcement agencies, county health departments, citizen groups, civic organizations, churches and faith-based communities, county councils, mayors, EMS, county agencies, not-for-profit organizations (i.e. Safe Kids of Georgia, MADD, etc. and others). | 34 Peachtree Street, Suite 800 One Park Tower Atlanta, GA 30303 (404) 656-6996 Grants: www.gohs.state.ga.us/grantapp.html | Georgia Governor's Office of Highway Safety has been granted federal funds from the National Highway Traffic Safety Administration (NHTSA) to promote the development and implementation of innovative and best practice programs to address highway safety problems relating to alcohol/impaired driving and traffic records. Specifically the grant provides funds for law enforcement programs. |

| Funding Name and Description | Eligible Activities | Eligible Applicants | Contact / Department | Resources/Description |
|---|------------------------------------|--|---|--|
| Land & Water Conservation Fund | Infrastructure | State and local governments. | Parks, Recreation and Historic Sites Division 2 Martin Luther King, Jr. Drive SE, Suite 1352 Atlanta, GA 30334 (404) 656-3830 (Grants Coordinator) | The funds help state and local governments acquire recreation lands, and develop and rehabilitate outdoor recreation facilities. |
| Recreational Trails Program | Infrastructure, Non-infrastructure | City governments, county governments, federal and state agencies, authorized commissions. | Department of Natural Resources Parks, Recreation and Historic Sites Division 2 Martin Luther King, Jr. Drive SE, Suite 1352 Atlanta, GA 30334 (404) 656-3830 (Grants Coordinator) | The purpose of the program is to provide and maintain recreational trails and trail-related facilities identified in, or that further a specific goal of, the Statewide Comprehensive Outdoor Recreation Plan (SCORP), as required by the federal Land and Water Conservation Fund Act (LWCF). |
| Transportation Improvement Program (TIP) | Infrastructure | See if your area is included in an MPO http://www.gampo.org/ The Statewide Transportation Improvement Program handles transportation projects in non-MPOs. | STIPCoordinator@dot.ga.gov . | The TIP is administered by MPOs. All federally funded transportation projects, including bicycle and pedestrian projects, must be programmed in the TIP or the Statewide Transportation Improvement Program (STIP) (for non-MPO areas). |