

Drew Charter School

Safe Routes to School Travel Plan

April 2015

*301 East Lake Boulevard SE
Atlanta, Georgia
30317*



Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

*Prepared with assistance from the Georgia SRTS
Resource Center*

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**Drew Charter School
Atlanta, Georgia
Safe Routes to School Travel Plan
April, 2015**

Acknowledgements

This report represents the work of the Safe Routes to School (SRTS) Team at Drew Charter School in Atlanta, Georgia. In the fall of 2014, the Georgia Department of Transportation selected Drew Charter School to receive planning assistance through the Georgia Safe Routes to School Resource Center. With oversight and input from a team of staff and volunteers, Drew Charter School received technical assistance from transportation consultants in the development of this SRTS Travel Plan. This plan is intended to help Drew Charter School identify projects and programs to improve the safety of children walking and bicycling to school and to encourage more families to do so.

Members of the Drew Charter School SRTS Team

Wahab Alabi, Chief Traffic Engineer, Atlanta Department of Public Works

Patrick Allen, District Utilities Engineer, GDOT, District 7

Heather Anderson, Drew PTA

Ryan Anderson, Drew Parent

Don Duran, Principal, Drew Charter School

Amy Goodwin, Drew Parent/Principal Planner, Atlanta Regional Commission

Brad Humphrey, Traffic Operations Manager, GDOT, District 7

Joi Jackson, Special Programs and Partnership Coordinator, East Lake Foundation

Doug Joiner, Atlanta Regional Network Manager/Safe Routes to School, National Association of Chronic Disease Directors

Jennifer McCrary, Resident and Community Support Program Manager, East Lake Foundation

Rebecca Serna, Executive Director, Atlanta Bicycle Coalition, Drew parent

Tracy Gould Sheinin, President, East Lake Neighbors

Maggie Stewart, School Champion/Secretary, Drew Charter PTA

Kathy Zahul, District Engineer, GDOT, District 7

Georgia DOT Safe Routes to School Staff

Katelyn DiGioia, Bicycle and Pedestrian Coordinator, Georgia Department of Transportation

Nichole Hollis, School Outreach Coordinator, Georgia Safe Routes to School Resource Center

Megan McCarty, Engineer, Toole Design Group

Ben McCrary, Senior Planner, Toole Design Group

Patti Sistrunk, Manager, Georgia Safe route School Resource Center

INTRODUCTION TO SAFE ROUTES TO SCHOOL

Overview

Drew Charter School joins communities in Georgia and across the country that have developed local Safe Routes to School (SRTS) programs.

The federal SRTS program was established in 2005 under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU)*, and later re-grouped with other bicycle and pedestrian programs under “Transportation Alternatives Program” with the passing of *Moving Ahead for Progress in the 21st Century Act (MAP-21)* in 2012. The core purpose of SRTS programs has always been the following:

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

Georgia administers funds from the federal program through the Georgia Department of Transportation (GDOT). In keeping with best practices, the Georgia SRTS program emphasizes a comprehensive approach to SRTS, being sure to address the “Five E’s”: Engineering, Education, Enforcement, Encouragement, and Evaluation (see sidebar).

In the fall 2014, GDOT selected Drew Charter School to receive planning assistance through the Georgia SRTS Program. This SRTS Travel Plan includes strategies from each of the Five E’s.

The Five E’s

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

SRTS Vision

The Team vision for Drew Charter School and the surrounding East Lake, Kirkwood, Oak Hurst, Candler-McAfee, East Atlanta and Parkview neighborhoods is:

The neighborhoods surrounding Drew Charter School offer safe walking and bicycling infrastructure, made possible through partnerships among local agencies and stakeholders. The number of students walking and bicycling to school continues to increase due to programs that encourage and educate all travelers, and effective enforcement of laws. Drew Charter School and local agencies regularly evaluate the success of SRTS effort elements.

This SRTS Travel Plan outlines the school's intentions for making walking and bicycling to and from school safer and more sustainable for students and the community. Through the SRTS program and efforts, the Drew Charter School SRTS Team hopes to increase the number of students who walk to school that live within a half mile. This represents nearly 43% of the 1,525 students attending at both the Elementary and Upper Academies.¹



Students and parents leaving after dismissal at Drew Charter Elementary Academy.

Drew Charter has a strong commitment to increase student bicycling, as well. To date, the School has donated 650 bikes to students and has put in place an education component to teach each recipient bicycling safety. Through this plan, the Drew Charter SRTS Team aims to further bicycle awareness and safety efforts around the school and in the surrounding community.

Travel Plan Goals

The team identified the following goals for this Travel Plan to support the vision described above:

- Improve pedestrian facilities for traveling to and from the school through installing pedestrian facilities, such as crosswalks at key locations and identifying safe pedestrian routes within the existing walk zone.
- Improve bicycle facilities for traveling to and from the school through installing bicycle lanes or shared lane markings and identifying safe bicycle routes to the school.
- Increase pedestrian and bicyclist safety at key locations near the school through installing signage, pavement markings, and other safety improvements.
- Improve pedestrian lighting conditions along key walking and bicycling corridors.
- Encourage bicycling and walking through participating in and inviting parents and community stakeholders to regular Safe Routes to School events throughout the academic year.

¹Figure estimated from student location information and enrollment data provided in the school profile, completed March 2015.

- Educate students to walk and bike safely to and from school, as well as within their neighborhoods, through an integrated pedestrian and bicycle safety curriculum.
- Enforce existing and new policies and laws that prioritize bicycle and pedestrian travel to and from school as well as within the surrounding neighborhoods.
- Evaluate the progress of the school travel plan and adapt to evolving needs.

Safe Routes to School Planning Process

The Drew Charter School SRTS Team met three times during the winter 2014. The following table summarizes specific meeting content and outcomes.

Date (2015)	Content & Outcomes
January 26	<ul style="list-style-type: none"> • Introduced the federal SRTS program, including the comprehensive, “Five E’s,” approach to SRTS planning. • Discussed the Georgia SRTS program, planning process, and outcomes. • Reviewed school profile and discussed concerns about walking and bicycling conditions in the school vicinity. • Discussed non-infrastructure programs and activities to address identified barriers.
March 17	<ul style="list-style-type: none"> • Discussed a vision for the Travel Plan. • Observed student arrival and dismissal and shared findings. • Conducted a walk audit of the school environment to explore and confirm barriers to walking and bicycling. • Discussed present challenges for walking and biking to school.
March 19	<ul style="list-style-type: none"> • Reviewed recommended engineering treatments for improving walking and bicycling conditions surrounding Drew Charter School campuses and key connections to adjacent neighborhoods.
April 29	<ul style="list-style-type: none"> • Reviewed completed draft travel plan

THE SCHOOL WITHIN THE COMMUNITY

Drew Charter School Overview

Drew Charter School is located east of Atlanta, in DeKalb County, located in the midst of the East Lake, Kirkwood, Oak Hurst, Candler-McAfee, East Atlanta and Parkview neighborhoods. Seventy-eight percent of students live within two miles of the school campus.² Despite the high number of students living close to the school, limited bus service and safety concerns along arterial street crossings result in 81 percent of students traveling to school by private automobile.



Students walking along Lakeside Village Drive. March 2015.

Approximately 56 percent of current students attending Drew Charter School live within a one-mile travel distance of the school and nearly half of these students will need to cross Memorial Drive, an east-west street along the school campus's northern boundary to reach the campus. Memorial Drive is a major arterial street with high traffic volumes during the peak arrival and dismissal time that creates a barrier for students traveling on foot or by bicycle.

Current enrollment at the school is 1,525 students. Future enrollment is expected to increase from 1,525 students to 2,225 students during the next two years.

Drew Charter has also demonstrated a commitment to student safety with respect to walking and bicycling. The school has been active in the Safe Routes to Schools program since 2012. Program activities undertaken by the school include:

- Four walking and bicycling to school events each school year
- Ongoing education and awareness campaigns
- Ongoing promotional collaboration with school personnel and local officials, and
- Financial commitment to promoting safety, through bicycle giveaways and funding of crossing guards at critical intersections surrounding the school campus.

² Drew Charter School is comprised of two campuses. The Elementary Academy building is located on the west side of East Lake Boulevard and serves grades Pre-K to 5. The Junior and Senior Academies are located together in a new facility between East Lake Boulevard and 2nd Avenue and house grades 6-12. Currently, the Senior Academy has enrollment through 10th grade with grades 11-12 expanding over the coming years.



Drew Charter School Lower Academy

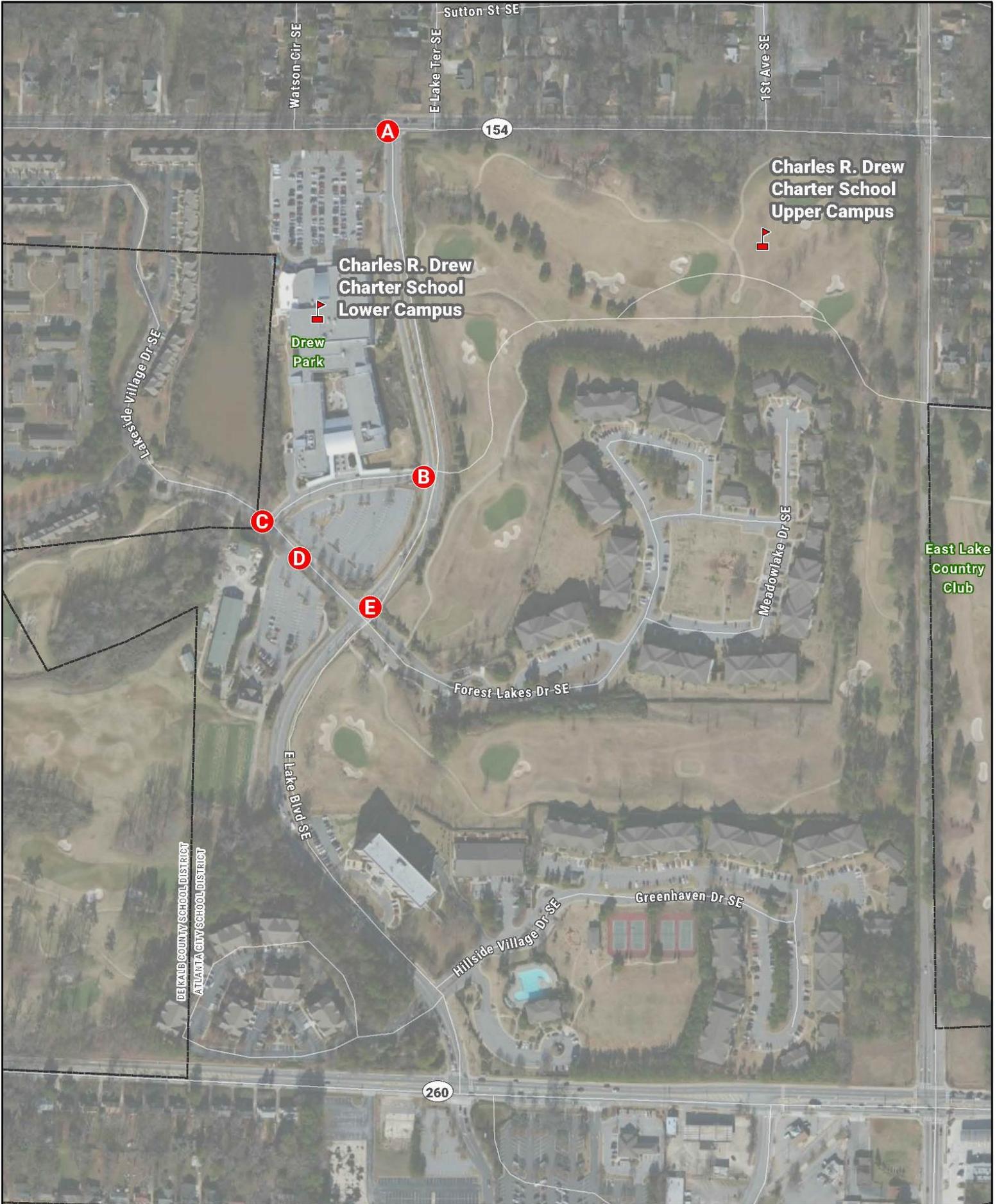


Drew Charter School Upper Academy

Existing Crossing Guard Locations

Currently five (5) crossing guards ensure safe crossings at during arrival and dismissal period. Crossing guard locations are listed below and also highlighted on the following map.

- A. Memorial Drive and East Lake Boulevard
- B. East Lake Boulevard and Academy driveway entrances
- C. Lakeside Village Drive SE and Elementary Academy driveway exit
- D. Lakeside Village Drive SE and Elementary Academy parking lot/golf course driveway entrances
- E. East Lake Boulevard and Forest Lakes Avenue SE







Charles R. Drew Charter School
DRAFT Crossing Guard Locations

● Crossing Guard Locations
  Study School
  School Districts
 County Boundary

Date: 4/3/2015
 0 125 250 500 Feet
 

Walking and Bicycling Routes

The Drew Charter SRTS Team discussed walking and bicycling routes to and from school during the planning process in March 2015. Based on the number of routes students take to school and the desire to improve walking and bicycling conditions, the Team reached decided to establish a group of school students, parents, and staff to identify preferred routes. Once the preferred routes are identified, these routes should be mapped and distributed to students and their families through an educational campaign to further promote Safe Routes to School activities. The routes would incorporate locations of infrastructure and programmatic recommendations in this Travel Plan.

Demographics

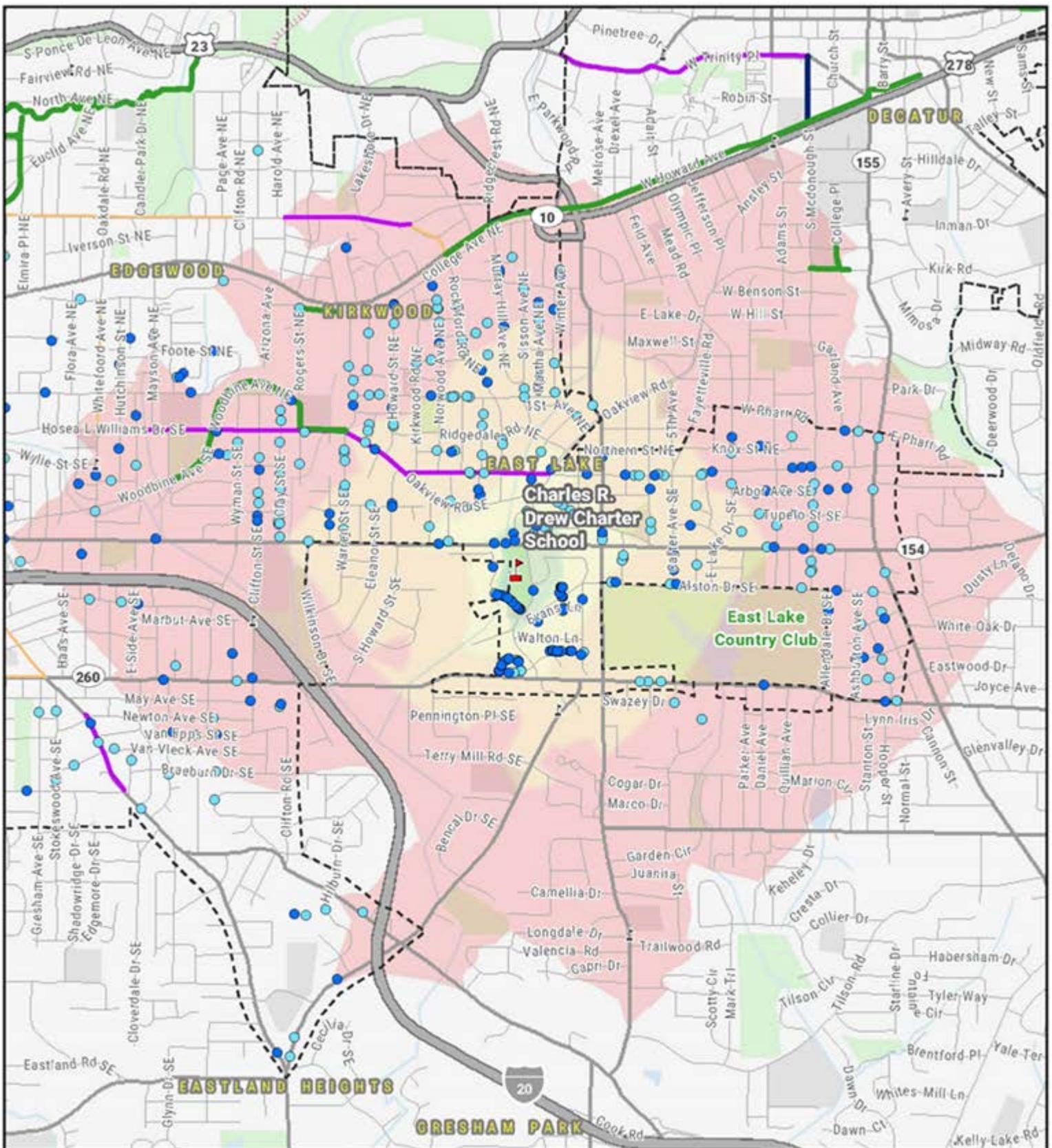
Approximately 56 percent of Drew Charter students live within one mile of the school with almost 80 percent of students within two miles. All of the students within one mile (850) and many of the additional 350 students living within two miles are located within a reasonable distance to walk or bike to school.³ For these students, distance should not be a factor when choosing how to travel to and from school; however, existing physical barriers and safety perceptions prevent families from making the choice to walk or bike as the preferred mode of transportation to and from school each day.

Demographic	Count	Percentage of enrollment
Free/Reduced Lunch	1037	68%
Distance From School	Count	Percentage of enrollment
Students living within 0.5 mile of school	650	42.6%
Students living within 1 mile of school	850	55.7%
Students living within 1.5 miles of school	1000	65.6%
Students living within 2 miles of school	1200	78.7%
Students living further than 2 miles of school	325	21.3%

Counts are cumulative and are based on mapped student addresses from 2014 enrollment.

The following map shows the location of Drew Charter School, student residences, the walk zone and the school's attendance boundary.

³ Federal Highway Administration (FHWA) federal Safe Routes to School program guidance recommends two miles as a reasonable proximity from a school facility to encourage walking and bicycling among students.



Safe Routes to School
Georgia
 GEORGIA DEPARTMENT OF TRANSPORTATION

Toole Design Group

Charles R. Drew Charter School

Student Locations

<ul style="list-style-type: none"> ■ Study School ■ Other Schools Student Locations <ul style="list-style-type: none"> ● Elementary ● Middle and High School Travel Distance <ul style="list-style-type: none"> 1/4 Mile 1/2 Mile 1 Mile 2 Miles 	<ul style="list-style-type: none"> Existing Bike/Ped Facilities <ul style="list-style-type: none"> — Shared Use Path — Mountain Bike Trail — Separated Bike Lane — Bike Lane — Paved Shoulder — Shared Roadway School Districts County Boundary
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

N
 0 875 1,750 11 3,500 Feet

Existing Student Travel Patterns

The number of students arriving to school by family vehicle is exceptionally high due to the lack of busing available to charter school students. The number of students walking or cycling to school (454) is far lower than the number of students living within the two-mile walk zone (1,200). The percentage of carpools is also low compared to the total number of students arriving by vehicle. The table below displays student travel by mode; irrespective of the distance traveled between school and home.

<i>Travel Mode</i>	<i>Walk</i>	<i>Bike</i>	<i>School Bus</i>	<i>Family Vehicle</i>	<i>Carpool</i>	<i>Public Transit</i>	<i>Other</i>
<i>Number of Trips</i>	437	17	0	1152	105	17	5
<i>Percentage of Student Body</i>	25%	1%	0%	66%	6%	1%	0.3%

Counts based on student travel tallies collected for morning travel trips in September 2014.

School arrival and dismissal

School Policies

While school staff and parents encourage families to walk to school and have a practice of supporting walking and bicycling through education and events, there currently is no formal policy in place to support these efforts. The existing transportation policy states that, "It is the responsibility of the parent/guardian to ensure that students have transportation to and from school daily. Drew Charter School does not provide transportation for students."⁴ No bussing is provided to students, regardless of distance to school. Travel arrangements to and from school are at the discretion and coordination of each family. Methods of transportation observed by the resource team included walking, bicycling, automobile pick up and drop off, and van pools to local before/after school care programs.

Field Observation

Guided by the technical assistance staff, at its meeting on Tuesday, March 17, 2015, the School Team observed arrival and dismissal, and general transportation conditions within a quarter-mile of the campus.

As part of the School Team meeting held later that morning, the School SRTS Team also performed a walk audit to identify issues, barriers, and constraints to safe conditions with respect to infrastructure surrounding both the Elementary and Upper academies. A summary of existing conditions and issues identified as a result of the walk audit can be found below.

Three primary areas were identified by the group to perform walk audits. These areas were identified for their perception as unsafe street crossings and pedestrian corridors. The three primary areas include the intersection of Memorial Drive and 2nd Avenue, The intersection of Memorial Drive and East Lake Boulevard, and East Lake Boulevard between Memorial Drive and Glenwood Avenue. The intersection of Memorial Drive and 2nd Avenue is a primary connection to the Upper Academy from the northern neighborhoods. The intersection of Memorial Drive and East Lake Boulevard is the primary connection to the Lower Academy from the northern neighborhoods. The third area, East Lake Boulevard, provides primary access to both academies. The School SRTS Team divided into three

⁴ 2014-2015 Drew Charter School Parent/Student Handbook

groups and documented conditions found within each of the three areas. A summary of conditions from the group walk audits is below.

Intersection of Memorial Drive and 2nd Avenue

- Crosswalks need to be repainted.
- Overgrown vegetation limits visibility for drivers to see pedestrians waiting at MARTA bus stop.
- No sidewalk along south side of Memorial Drive.
- No sidewalk on west side of 2nd Avenue, between school parking lot and Glenwood Avenue.
- Obstacles in right-of-way which affect ADA compliance. No crossing guard.
- Limited school zone signage.

East Lake Boulevard (Greenhaven Drive to Glenwood Avenue)

- 26 percent (400) of current Drew Charter Students live in the East Lake development.
- Pedestrian signals at intersection of East Lake Boulevard and Glenwood Avenue are in disrepair.
- Some students take short cut through adjacent neighborhood to get to campus, jumping a fence between the two.
- Some students walking to Upper Academy take a less direct route along Glenwood Avenue to pick up breakfast at Publix before heading up 2nd Avenue to school. Condition of crosswalk across Glenwood and lack of sidewalks along the west side of 2nd Avenue causes safety concerns for students commuting along this route.
- There are missing sidewalk sections along the east side of East Lake Boulevard between Elementary Academy and Glenwood Avenue.
- There is a crosswalk crossing East Lake Boulevard, north of Greenhaven Drive that does not connect to a sidewalk or destination.
- There is a significant public school bus stop serving students living in the East Lake community at the intersection of East Lake Boulevard and Greenhaven Drive.

Intersection of East Lake Boulevard, Memorial Drive, and East Lake Terrace

- There is no buffer to provide increased level of safety between sidewalk and vehicular travel lanes.
- No sidewalk exists on east side of East Lake Boulevard and south side of Memorial Drive
- Retaining wall at the northwest quadrant of the intersection of Memorial Drive and East Lake Terrace is crumbling and debris that has fallen onto sidewalk forces pedestrians to either avoid this section of sidewalk or their walk is pushed closer to travel lanes.
- There are a number of crashes at the intersection of Memorial Drive and East Lake Terrace.
- Vehicular travel lanes are very wide along East Lake Boulevard.
- There is a lack of bicycle facilities within the study area.
- Some parents drop students off at sidewalk along East Lake Boulevard, which creates a congestion for nearby pedestrians.

Campus Transportation Conditions and Issues

- Lack of sidewalks from Elementary Academy building to parking lots.

Concerns identified by Drew Charter Parents and SRTS Team

In January 2015, the school surveyed parents to identify issues that influence whether or not parents allow their children to walk or ride their bikes to school. The top five issues cited by parents who do not currently allow their children to walk or bicycle to school are:⁵

1. Speed of traffic along route
2. Amount of traffic along route
3. Safety of intersections and crossings
4. Sidewalks or pathways
5. Distance

As part of the travel plan development process, the SRTS team provided more details on specific locations, behaviors, and concerns about walking and bicycling to school.

- Memorial Drive is an arterial that has a high volume of traffic that creates an unsafe situation for students walking along or attempting to cross the corridor.
- Memorial Drive is a significant barrier to walking and bicycling to school based on the unsafe conditions presented at the intersection of Memorial Drive and East Lake Boulevard, as well as unsafe sidewalk conditions along the Memorial Drive corridor.
- The overall sidewalk condition in the area creates an unsafe environment for pedestrians.
- Crossing guards have been effective, but there is a lack of funding to sustainably support crossing guards in the future.
- Queuing congestion creates disorganized drop-off and pick-up patterns. Some parents use an informal park and walk system, parking in nearby parking lots and walk students to front door. Other parents drop students off on the street while waiting in the drop-off line, then exist the queue.

The recommendations presented in this plan attempt to address these specific issues in order to create an environment that is more amenable to walking and biking.

⁵ Top five issues are identified through student travel parent surveys, conducted January 2015.

LOCAL TRANSPORTATION PLANS AND POLICIES

The SRTS program at Drew Charter School is a key component in a broader effort by the school to improve student safety and health. The SRTS program and this travel plan also complement Atlanta's efforts towards promoting walking and bicycling, as shown in a summary of several plans and policies below.

Transportation Plans

Connect Atlanta

The Connect Atlanta Plan addresses the need to expand walking and biking routes throughout the city as an effort to enhance mobility, connectivity and increase overall quality of life in local neighborhoods. The Plan recommends preferred cross-sections that include narrow streets, lower speeds, and "world class" pedestrian and bicycle facilities. The Connect Atlanta Project Map Book and Bicycle Segment Plan identify area streets within Drew Charter School's 2-mile study area to receive secondary connection bicycle improvements. Secondary connection bike improvements are aimed to connect local neighborhoods to primary public facilities (i.e. schools, parks, and transit stations). The following Drew Charter area streets are identified to receive bicycle improvements:

- East Lake Boulevard
- East Lake Terrace
- Cottage Grove Avenue
- Oakview Road (serves as future connection to existing bike lane on Hosea Williams Drive)



Cover page of Connect Atlanta Plan, Chapter 1

The project vision and recommended initiatives found in this Drew Charter School Comprehensive Travel Plan closely align with the vision established in the Connect Atlanta Plan. Specifically, Drew Charter desires a connected and well maintained network of pedestrian and bicycle facilities that will provide mobility for children going to school, families going to parks, and commuters riding to work.⁶

Memorial Drive Road Safety Audit Report

In April 2012, GDOT led a formal safety performance study as part of a Livable Centers Initiative Study undertaken by the City of Atlanta's Planning Department. The study examined a 3.3 mile section of Memorial Drive, from Moreland Avenue to Chandler Road, which includes the section of Memorial Drive SE serving the school campus. The goal of the safety audit report was to identify opportunities to improve road safety for all road users within the study area and includes recommendations for roadway improvements to meet this objective.

⁶ City of Atlanta, Department of Planning & Community Development, "Connect Atlanta Plan," 2008

Recommendations resulting from the Road Safety Audit Report include:

- Trim tree branches to increase intersection signal visibility
- Conduct a sign inventory to assess need for new signage or need for replacement or relocation of existing
- Inventory school zones and ensure all zones are properly marked, signed, and beacons in working condition
- Restripe corridor and install new raised pavement markings
- Perform a pedestrian study to determine need and locations for mid-block crossings
- Consolidate, relocate and/or remove bus stops where needed
- Create a maintenance plan to bring sidewalks and wheelchair ramps up to ADA compliance
- Create a plan to bring signals up to current standards
- Ensure roadway is milled and inlaid during next resurfacing to reclaim curb
- Consider a long-term roadway project to reduce crashes along the corridor using safety improvements such as a road diet, removal of reversible lanes, addition of bicycle facilities and/or the removal of vertical curves⁷

2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan

The Regional Bicycle and Pedestrian Walkways Plan outlines the importance of walking and biking as significant modes of travel with the need for specialized components within the overall transportation network. The Plan specifically lists providing safe and convenient pedestrian and bicycling access to schools as a two of its goals.⁸ Drew Charter School's Travel Plan builds on these goals and recommends improvements that align with this plan.

Transportation Projects

Memorial Drive Sidewalk Improvement Project – Phase III

The Memorial Drive Sidewalk Improvement Project is a pedestrian improvement project currently under construction along the south side of Memorial Drive between Moreland Avenue and Wilkinson Drive. The project includes reconstructing the north side sidewalk along Memorial Drive between East Lake Boulevard and 2nd Street to meet ADA compliance and to create a buffer between the sidewalk and roadway. The project will continue with sidewalk improvements along the south side of Memorial Drive between 2nd Street and Candler Road with 5-foot concrete sidewalks and 2-foot stamped paver buffer between the curb and sidewalk. Intersections will also be improved with ramps to meet ADA-compliant standards.⁹ This City-led project is funded through the Congestion Mitigation and Air Quality (CMAQ) program and the City of Atlanta.

⁷ Georgia Department of Transportation, "Road Safety Audit Report: Memorial Drive," 2012

⁸ Atlanta Regional Commission, "Atlanta Regional Bicycle Transportation & Pedestrian Walkways Plan," 2007

⁹ City of Atlanta Department of Public Works Project ID#: 0008614; GDOT PI No. 0008615

Transportation Policies

Georgia Complete Streets

The Georgia Department of Transportation intends to create a safe and accessible pedestrian and bicycle network along state-maintained roads that offers mobility for all users. Below is an excerpt from the Department's Street Design Policy:

It is the policy of the Georgia Department of Transportation (GDOT) to routinely incorporate bicycle, pedestrian . . . accommodations into transportation infrastructure projects as a means for improving mobility, access, and safety for the traveling public. Accordingly, GDOT coordinates with local governments and regional planning agencies to ensure that bicycle, pedestrian...needs are addressed beginning with system planning and continuing through design, construction maintenance and operations. The design of transportation projects for multiple modes of travel requires the balancing of the needs of each mode. This balance must be accomplished in a context sensitive manner.¹⁰

The policy is supported by warrants for building a complete streets network which emphasizes user safety in addition to demonstrated need, rather than simply demonstrated need alone (i.e., the number of pedestrians crossing a street). Both pedestrian and bicyclist warrants include standards (i.e., conditions that must be met) and guidelines (i.e., design flexibility to respond accordingly to local conditions). For example, pedestrian warrants found in the Policy include:

9.4.1. Pedestrian Warrants

Standards – Pedestrian accommodation shall be considered in all planning studies, and be included in all . . . projects [in] an urban border area . . . or are located in areas with any of the following conditions:

- *Along corridors with pedestrian travel generators and destinations*
- *Where there is evidence of pedestrian traffic*
- *Where a need is identified by a local government, MPO or regional commission through an adopted planning study.*

Guidelines – Pedestrian accommodations should be considered on projects that are located in areas with any of the following conditions:

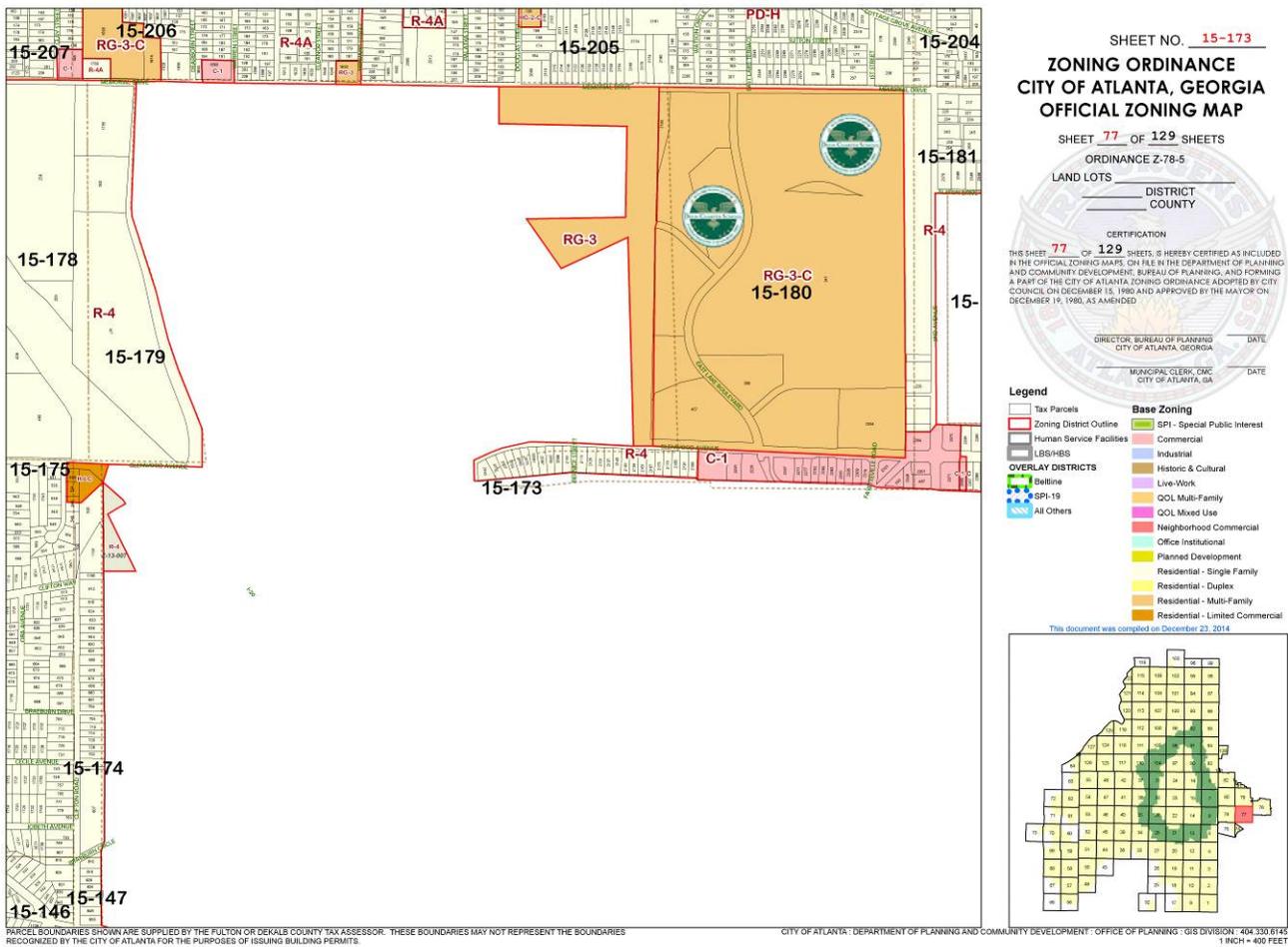
- *Within close proximity (i.e., 1 mile) of a school, college, university, or major public institution...*
- *Any location where engineering judgment, planning analysis, or the public involvement process indicates a need.*

¹⁰ GDOT Complete Streets Design Policy, page 9-2.

Atlanta Land Use

Drew Charter School is located in a ‘Residential – Limited Commercial’ zoning district at the east end of the Atlanta’s municipal jurisdiction. This district allows for multi-family residential uses, limited commercial uses, and a number of public assembly uses that include schools and churches. The school campus properties are surrounded (generally) by ‘Residential – Single Family’ and multifamily (with limited commercial) zoning.¹¹

The map (below) depicts the official zoning designation for the school properties and the surrounding neighborhoods. The zoning district depicted in orange represents a multi-family residential district with limited commercial uses. The district depicted in yellow represents single-family residential zoning, and the red district delineates a small neighborhood commercial area south of the school sites.



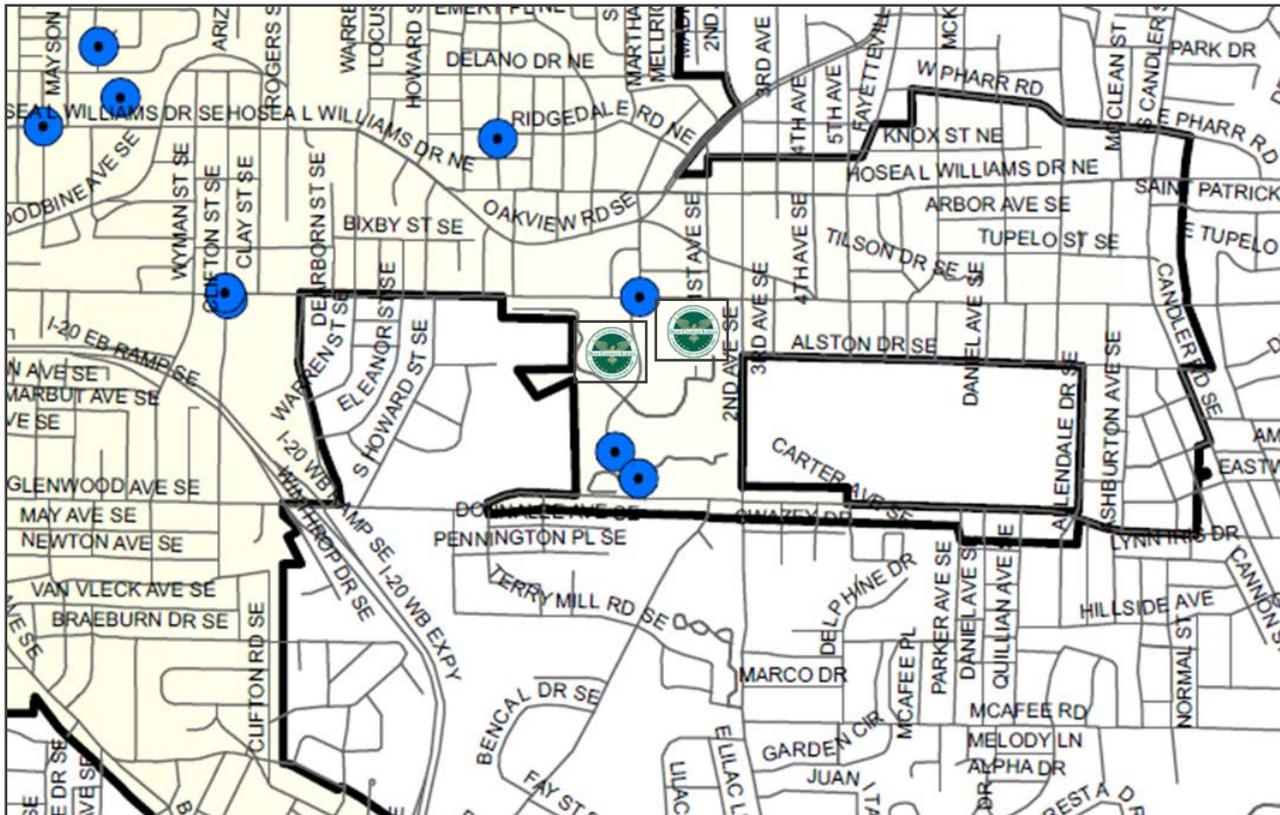
City of Atlanta 2011 Comprehensive Development Plan

The City’s Comprehensive Development Plan outlines the need to enhance the function and beauty of communities through urban design. Specifically, the Plan identifies the need for increased pedestrian and bicycle facilities that accommodate more pedestrian traffic, pedestrian scaled street lighting,

¹¹ City of Atlanta, Zoning Ordinance Z-78-5, Official Zoning Map, sheet 77 of 129, December 23, 2014

bicycles lanes and buildings that are oriented towards the street.¹² Improving the bicycle and pedestrian access to Drew Charter School builds on these development goals.

Crash Data Summary



Pedestrian crash data was made available by the City of Atlanta’s Department of Public Works. The data in the map was acquired from GDOT crash data and shows crashes involving pedestrians less than 19 years of age between January 1, 2008 and January 1, 2012. The blue dots represent collisions, the red dots represent fatal collisions, and the icons shows the location of Drew Charter School campuses.

In the time period reported between 2008 and 2012, there were 10 collisions involving pedestrians within the school attendance zone, four of which occurred within a half-mile radius of the school. This map does not show near-collisions between vehicles and pedestrians, nor does it show vehicle-bicycle collisions.

¹² City of Atlanta, 2011 Comprehensive Development Plan, chapter 8, Urban Design, Department of Planning and Community Development, Office of Planning, September 2011.

SAFE ROUTES TO SCHOOL RECOMMENDATIONS

The Drew Charter School SRTS Travel Plan includes strategies from each of the Five Es: Engineering, Education, Encouragement, Enforcement, and Evaluation. Recommendations for each E are described in this section. The following infrastructure and non-infrastructure recommendations are designed to help Drew Charter School address the specific concerns identified by parents as well as contribute to achieving the school’s vision for a safe and convenient walking and biking environment. A table showing each recommendation, the associated ‘E’, and priority is below. A full list of detailed recommendations is expanded upon later in this section.

Immediate actions		Type	Team Priority
	Continue crossing guard program at existing critical pedestrian crossing locations	Education	High
	Continued participation in Georgia Walk to School Day	Encouragement	High
	Participate in National Bike to School Day	Encouragement	High
	Continued participation in International Walk to School Day	Encouragement	High
	Conduct annual student travel tallies	Evaluation	High
	Designate area as “School Zone” with appropriate pavement markings and reduced speed limit	Engineering	High
	Establish an “Adopt-a-Crosswalk” program	Education	Medium
	Revise transportation policy in Student Handbook to support walking and bicycling to and from school	Education	Medium
	Participate in Crossing Guard Appreciation Day	Enforcement	Medium
	Establish “carpool only” policy for on campus arrival and dismissal	Enforcement	Medium
Short term actions		Type	Team Priority
	Integrate pedestrian and bicycle safety instruction into the curriculum	Education	High
	Incorporate information on walking and bicycling to school in communications with parents	Education	High
	Hold monthly walk or bike to school days	Encouragement	High
	Consider adding a Leading Pedestrian Interval or all-pedestrian phase to signal timing at specified locations	Engineering	High
	Include bicycle and pedestrian facility design in School’s Design-O-Rama program	Education	Medium
	Continue to hold bicycle rodeos	Education	Medium
	Identify potential remote park and walk locations	Encouragement	Medium
	Establish organized walking school buses, bike trains and safe routes	Encouragement	Medium
	Create a volunteer carpooling program	Encouragement	Medium

	Position speed feedback trailers as needed	Enforcement	Medium
	Establish a Pace Car program	Enforcement	Medium
	Conduct annual (or biennial) parent surveys	Evaluation	Medium
	Conduct annual walk audit and observation of school arrival and dismissal	Evaluation	Medium
	Install high-visibility crosswalks at specified locations	Engineering	Medium
	Install pedestrian signage at specified locations	Engineering	Medium
	Initiate student safety patrol	Enforcement	Low
Mid-term actions		Type	
	Explore feasibility of bicycle facilities along East Lake Drive and Upper School Driveway	Engineering	High
	Develop and implement a community outreach campaign	Education	Medium
	Install ADA-compliant curbs and curb ramps at specified locations	Engineering	Medium
	Complete missing sidewalk links to provide network connectivity	Engineering	Medium
Long-term actions		Type	
	Install rapid flashing beacons or H.A.W.K. signals at specified locations	Engineering	Medium
	Expand right-of-way on Memorial Drive to increase sidewalk width	Engineering	Medium
	Relocate utility poles and consider Mast arms for traffic signals to improve sidewalk width and conditions at specified locations	Engineering	Medium

Engineering

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 Engineering Recommendations, Table [N] lists improvements at x locations within x miles of the schools. Recommendations range from signs and markings to sidewalk or path construction. Recommendations are identified as short-term or long-term based on these generalizations. However, site, soil, materials, right-of-way acquisition, and environmental regulations also impact the cost and complexity of any given project. Accordingly, actual timeframes may vary depending on the lead agency, design and construction process for each recommendation. The short, medium, and long timeframes shown in the chart to the right serve as a guide for anticipated project completion, but actual timeframes may vary.

Immediate term	Within this year
Short term	Within 2 years
Medium term	Within 5 years
Long term	Longer than 5 years

These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation and should be in full compliance with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 edition and other applicable federal, state and local guidelines, standards and policies. A description of these typical SRTS engineering treatments can be found beginning on page 23 of this travel plan.

Infrastructure improvements can take time to complete and are a collaborative effort between the community and transportation agencies that must implement projects.

Factors Affecting Ranking:

1. Locations with specific safety concerns.
2. Locations along existing student walking or bicycling routes, or with a sufficient number of school family residences.
3. At intersections and along streets within ½ mile of school.
4. Locations that are priorities for the school community.

Considerations for Design, Project Selection, and Funding:

- All engineering recommendations in this plan are considered “planning level” and may require further engineering analysis, design, or public input before implementation.
- The engineering treatments shown are based on national best practice design techniques. Some treatments may not be in wide use by the City of Savannah or Georgia and may necessitate additional review. The process for implementation of each recommendation will vary depending on the lead agency for construction (e.g. the local municipality, county, or Georgia.)
- Recommended changes to existing traffic patterns (adding a signal, adding a stop sign, changing lane patterns, etc.) will require a study to evaluate the potential impact that the recommendation could have on existing traffic conditions. If funded through Georgia, this study must meet the standards and guidelines of Georgia, including GDOT’s Complete Streets Design Policy. If funded

through the City of Savannah, the projects must be consistent with current city practices, guidelines and standards.

- Drainage, existing utilities, and Americans with Disabilities Act (ADA) compliance will need to be evaluated for all recommendations at the time of design. ADA guidelines recommend particular design features to accommodate persons with disabilities. ADA design considerations for curb ramps, sidewalks and paths, include appropriate slopes, landing areas, surface conditions, and use of detectable warning materials for visually impaired pedestrians, among other design features.
- Right-of-way was not evaluated as a part of this project. Recommendations assume that sufficient right-of-way exists or that a method to gain needed right-of-way will be identified as the project progresses.
- GDOT will not be responsible for electric usage or maintenance expenses associated with lighting installation. An agreement would be needed to assign the responsibility of maintenance and electric cost.
- For all recommendations, final approval will require an engineering review of the specific site.
- A variety of funding sources may be used for the recommendations.

Summary of infrastructure improvements included in this plan

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. GDOT construction detail T11-a depicts GDOT's crosswalk design.

Speed Tables/Raised crosswalks:

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*). Note that speed tables are typically not used on roads that are part of the state route system.

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.

Curb Ramps:

Curb ramps are located at the curb line to allow elevation change from street level to sidewalk level. Curb ramps are typically located at crosswalks /crossings. Curb ramps should be ADA compliant. Two ramps at a corner are preferred vs. one diagonal.

Shared lane marking (also called a Sharrow)

A shared lane marking is a pavement marking that alerts drivers and cyclists that a street is shared by the two modes. It also shows cyclists the optimum place to ride on the street. The shared lane marking is an effective, flexible alternative to striped bike lanes and can be used to create an on-street bike facility and make connections between bike lanes on streets too narrow for standard five-foot wide bike lanes.

Rectangular Rapid Flashing Beacons:

Rectangular rapid flashing beacons increase the visibility of students and all pedestrians as they cross the roadway. This device is pedestrian-activated; it will begin to flash immediately if a pedestrian has pushed a button, indicating that they need to cross the street.

Pedestrian Hybrid Beacon:

A pedestrian hybrid beacon is a special type of traffic signal (also known as H.A.W.K. signal) used to warn and control traffic at an un-signalized location to assist pedestrians in crossing a street or highway at a marked crosswalk (2009 MUTCD). The signal is actuated by pedestrians, meaning that there will only be a “red light” if a pedestrian has indicated a need to cross the intersection.

Pedestrian Countdown signals:

Countdown signals provide a numerical display of time remaining once the “red hand” or “Don’t Walk” symbol appears, allowing pedestrians to see how much time they have left to complete crossing the street. The countdown is usually based on a walking time of 4 feet per second, or the new standards of 3.5 feet per second.

School Zone Identification:

School zone signs and 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.

Sidewalks and buffers:

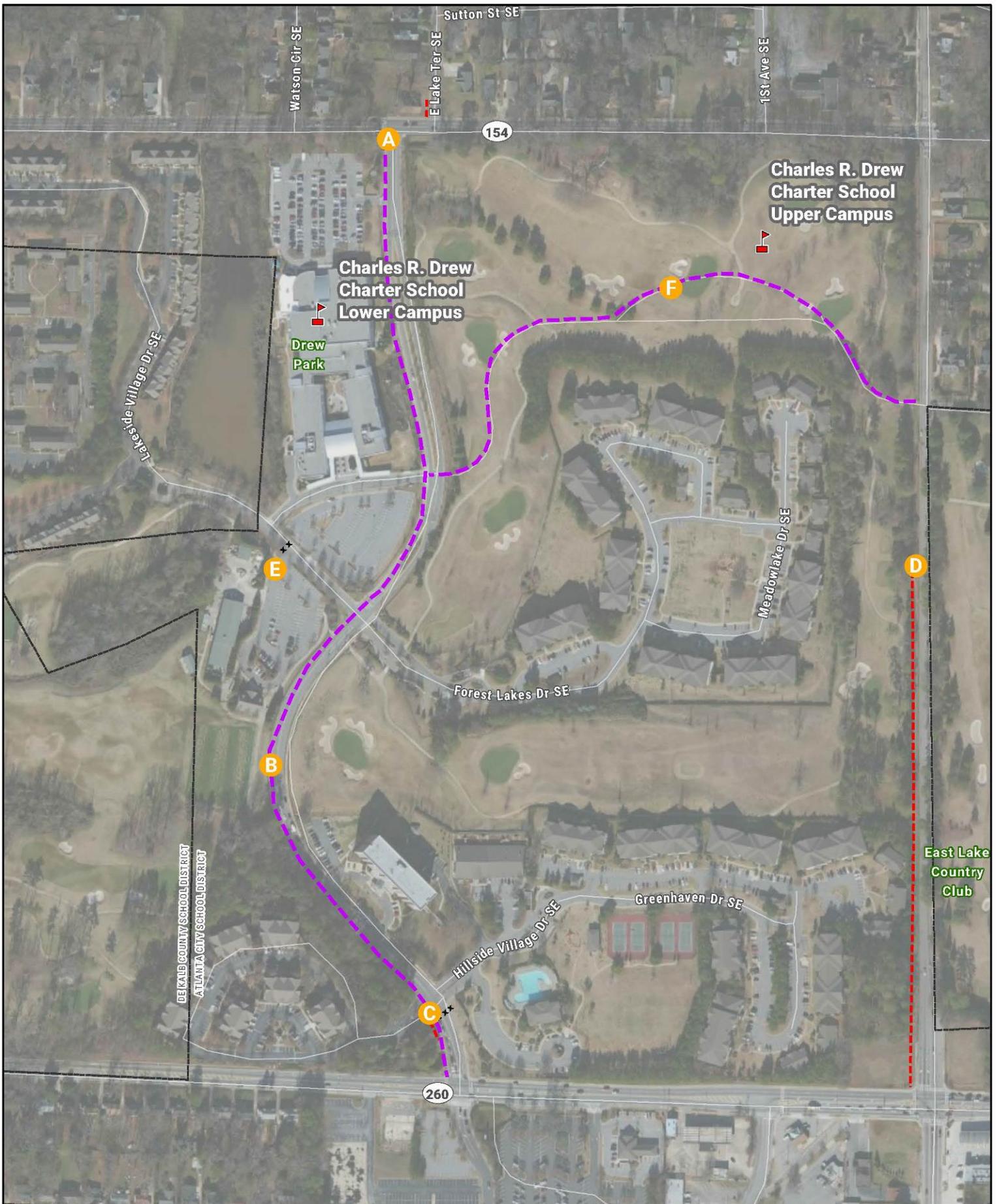
Sidewalks are most effective when they include a buffer to increase pedestrian comfort and safety, as to serve as a place for pedestrian “overflow”, especially closer to the school. GDOT recommends the minimum width of sidewalk be 5-ft of clear unobstructed space which should allow adequate space for two wheelchairs to pass. Higher pedestrian usage may warrant the use of wider sidewalks. The minimum sidewalk width per AASHTO is 4-ft, but passing space of 5-ft by 5-ft should be provided at least every 200-ft. GDOT recommends a 6-ft buffer from the back of curb to the sidewalk; the buffer strip should be no less than 2-ft. Available right of way will impact the ultimate design.

Additional Considerations

All new development and long-range planning initiatives that take place in the vicinity of Drew Charter’s walking and bicycling radius should place an emphasis on the importance of safe walking and bicycling facilities. Plans should prioritize spot and corridor improvements as the preferred design treatment for roadway projects. A list of project types should include (but not be limited to) the installation of new sidewalks, high-visibility crosswalks, pedestrian signage and lighting.

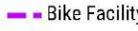
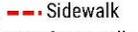
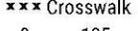
Drew Charter School SRTS Infrastructure Recommendations Map

The following map identifies the location of engineering recommendations and their relative proximity to Drew Charter School Campuses. A detailed description of each recommendation follows the map.





Charles R. Drew Charter School
DRAFT Engineering Recommendations

Engineering Recommendations
 Bike Facility
 Sidewalk
 Intersection Recommendation
 Study School
 School Districts
 County Boundary
 Crosswalk

Date: 4/3/2015
 0 125 250 500 Feet


Drew Charter School SRTS Infrastructure Recommendations

The table below provides a summary of the engineering strategies recommended for Drew Charter School. These recommendations were developed by Toole Design Group, LLC based on input received from the Drew Charter School SRTS Team. All proposed improvements have been prioritized at each site for the Drew Charter School SRTS Team (Team Priority).

Memorial Drive (between Douglas Road SE and 2nd Avenue SE)

Infrastructure Map Location A

Location Characteristics

- Memorial Drive has been identified as a significant barrier to walking and cycling to school based on numerous unsafe conditions found at the intersection, as well as the sidewalks along the corridor.
- A significant number of Drew Charter students live north of Memorial Drive and are required to cross Memorial Drive to walk or bike to school. Students cross the street at East Lake Blvd crosswalk to reach the school campus. (photo A.3)
- Five foot sidewalks are present on the north side along the curb, i.e., no buffer. Overgrown vegetation, debris, sign posts, and utilities encroach on the sidewalk, reducing the sidewalk’s functional width. (photo A.2)
- A newly constructed sidewalk with 1 foot buffer is present on the south side from Douglas Road to East Lake Boulevard. (photo A.4)
- Memorial Drive is designated as a 40 foot wide arterial road, with four travel lanes (two in each direction) and a double solid center line. (photo A.2)
- The posted speed limit is 25mph during school hours and 35mph at all other times. (photo A.1)
- The City of Atlanta and GDOT currently have a project in place to improve portions of the sidewalk to meet ADA standards along this section of roadway.
- Memorial Drive’s high speeds, hilly terrain, narrow sidewalks and relatively high traffic volumes dissuade parents from allowing their children to bike to school using Memorial Drive. (photos A.2, A.3, A.5, A.6, A.7)

Need

- Crossing improvements to mitigate the street as a barrier to walking and biking to school.
- Improvements at this location were identified as a high priority for the School SRTS team.
- Long-term solution which will create safe conditions for pedestrians and cyclists traveling along Memorial Drive, as well as crossing at East Lake Boulevard.

Key	ID	Recommendation	Timeframe	Priority
A	A1	Add school zone pavement markings on Memorial Drive	Immediate	High
	A2	Consider feasibility of pedestrian-only phase for Memorial Drive crosswalk or leading pedestrian interval	Short Term	High

A3	Re-paint high visibility crosswalk	Short Term	High
A4	Update and confirm school zone speed limit flashing beacons are set to flash during arrival and dismissal times.	Short Term	High
A5	Retrofit all curb corners to meet ADA guidelines	Short Term	Medium
A6	Relocate MARTA bus stop to a location with sidewalk, improved visibility and better conditions	Short Term	Medium
A7	Extend sidewalk section on the west side of East Lake Terrace to connect with the north sidewalk along Memorial Drive	Medium Term	High
A8	Consider speed cameras through school zone on Memorial Drive	Medium Term	Medium
A9	Relocate utility poles to south side of Memorial Drive and consider Mast arms for traffic signals to create additional space for wider improve sidewalks. width and conditions	Long Term	High
A10	Install a sidewalk along south side of Memorial Drive from East Lake Boulevard to 2nd Avenue to complete the connection. NOTE: a study may be needed to determine the feasibility and constructability. Study potential to add sidewalk along south side of Memorial Drive from East Lake Blvd to 2nd Ave to complete the connection	Long Term	Medium
A11	Study potential to widen right-of-way to increase sidewalk width on the North side of Memorial Drive	Long Term	Medium
A12	Develop a long-term intersection redesign of Memorial Drive at East Lake Boulevard and East Lake Terrace to address speed reduction, intersection alignment, and enhance pedestrian and bicycle infrastructure	Long Term	High
A13	Study feasibility of a road diet along Memorial Drive between Whitefoord Avenue and 2 nd Avenue to reduce vehicle speeds along corridor and enhance safe bicycle and pedestrian infrastructure	Long Term	High



Photo A.1

School zone speed limit warning beacons on Memorial Drive.



Photo A.2

Memorial Drive (north side), facing West. Sidewalk is present with no buffer, obstructed by overgrown plants and utility poles.



Photo A.3

Crossing Guards are present during arrival and dismissal to escort students across busy Memorial Drive.



Photo A.4

Newly updated sidewalk along south side of Memorial Drive with brick buffer from Douglas Street SE to East Lake Blvd.



Photo A.5

Retaining wall at corner where students wait to cross Memorial Drive has debris leftover from several vehicle crashes.

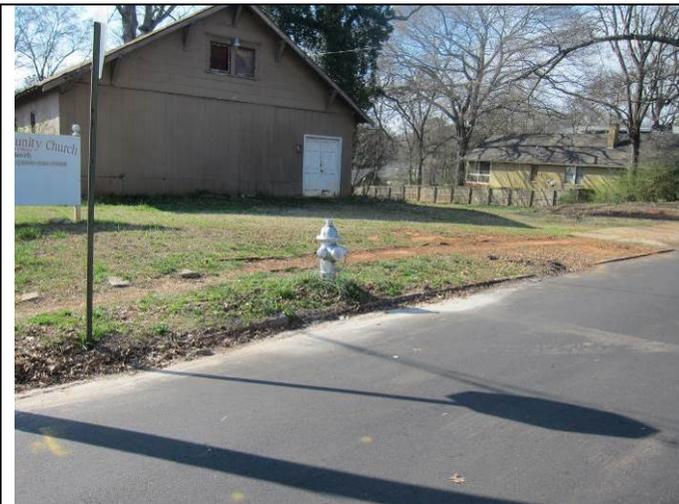


Photo A.6

Missing sidewalk connection from Memorial Drive to East Lake Terrace in front of church property.



Photo A.7

Obstructions along north side of Memorial Drive: utility poles, sign clutter, debris, trash cans and overgrown plants.

East Lake Boulevard (between Memorial Drive and Glenwood Avenue)

Infrastructure Map Location B

Location Characteristics

- East Lake Boulevard is the primary street used to access both Drew Charter Campuses by foot, bike, and automobile.
- East Lake Boulevard has a 5 foot sidewalk with grass buffer on the west side of the street. No sidewalk exists on the east side of the street. (photo B.2)
- East Lake Blvd is considered a local road, with two travel lanes, one in each direction.
- North of campus, two 15-foot lanes are physically separated by a grass median.
- The posted speed limit is 25mph at all times.

- There is a YMCA facility adjacent to the Elementary Academy. A number of parents use the YMCA lot as a park and walk location. (photo B.3)

Need

- Improved bicycling conditions along East Lake Blvd to provide access to the school
- Additional sidewalk connections to neighborhoods

Key	ID	Recommendation	Timeframe	Team Priority
B	B1	Reduce posted speed limit to 15mph in the school zone during school arrival and dismissal hours	Short Term	High
	B2	Install high-visibility crosswalk connecting Lakeside Village Drive sidewalk to east side of East Lake Boulevard	Medium Term	High
	B3	Install rapid-flashing beacons for proposed crosswalk NOTE: This recommendation may need further study	Medium Term	High
	B4	Add sidewalk to connect Lakeside Village neighborhood sidewalk near Glenwood Ave	Medium Term	Medium
	B5	Study feasibility of bicycle facilities (such as a two-way protected bicycle facility, bicycle lanes, or widening existing sidewalk into a shared use path) from Memorial Drive to Glenwood Avenue.	Medium Term	High



Photo B.1

Existing East Lake Boulevard crosswalk connects upper and lower school campuses.



Photo B.2

The motor vehicle travel lane widths on East Lake Boulevard may offer space to install on-street bicycle lanes along this major student commuting corridor.



Photo B.3

Many parents park in the YMCA parking lot in the morning and walk along this sidewalk on the west side of East Lake Boulevard to drop their students off at the lower school campus.



Photo B.4

Sidewalk along the west side of East Lake Blvd has a few places with obstructions along the corridor.

East Lake Blvd (Intersection of Hillside Village Drive and Greenhaven Drive)

Infrastructure Map Location C

Location Characteristics

- This intersection is approximately 250 feet north of the intersection at East Lake Blvd and Glenwood Avenue SE
- Approximately 500 students live in the developments on either side of the street at this location
- There are no crosswalks within 200 feet of this intersection. (photos C.1, C.2)

Need

- Connection between neighborhoods and existing sidewalk routes

Key	ID	Recommendation	Timeframe	Team Priority
C	C1	Install high-visibility crosswalk connecting Hillside Village Drive sidewalk to east side of East Lake Boulevard	Short Term	High
	C2	Add sidewalk to connect the Villages at Lakeside neighborhood sidewalk to Glenwood Ave	Medium Term	High
	C3	Install rapid-flashing beacons at proposed crosswalk	Medium Term	High



Photo C.1

Updated MUTCD signage, but no crosswalks within 200 feet. Proposed location of new, high-visibility crosswalk here.



Photo C.2

Missing sidewalk connection on East Lake Blvd between the Villages at Lakeside and Glenwood Ave.

Second Avenue

Infrastructure Map Location D

Location Characteristics

- Approximately 500 students live in residential neighborhoods on either side of the Second Avenue within one mile from the school campus.
- There is a sidewalk on the east side, from Memorial Drive to Glenwood Avenue. Sidewalk is only present on the west side of Second Avenue from Memorial Drive to the upper school campus entrance. The sidewalk along the west side of Second Avenue, between the school driveway and Memorial Drive is obstructed by debris, cracked, and a retaining wall is leaning into the walkway. (photo D.3, D.4)
- A pedestrian access gate to the school grounds is located along the west side of Second Avenue. The gate is locked and does not allow access for pedestrians at any time of the day. (photo D.1)
- A number of students are known to jump the fence bordering East Lakes Village and the Upper Academy.
- Second Avenue is considered a major county collector with a posted speed limit of 25mph at all times.

Need

- Improved walking conditions along East Lake Boulevard to provide access to the school
- Additional of sidewalk connections to neighborhoods

Key	ID	Recommendation	Timeframe	Team Priority
D	D1	Install school zone markings along 2nd Avenue near school entrance	Short Term	High
	D2	Improve sidewalk width and conditions by repairing cracks, removing debris and fixing protruding/crumbling retaining walls	Short Term	Medium
	D3	Extend sidewalk along west side of 2nd Avenue from school parking lot to Glenwood Avenue	Medium Term	High
	D4	Add pedestrian access gates from developments along 2nd Avenue for more direct routing to upper school	Medium Term	Medium

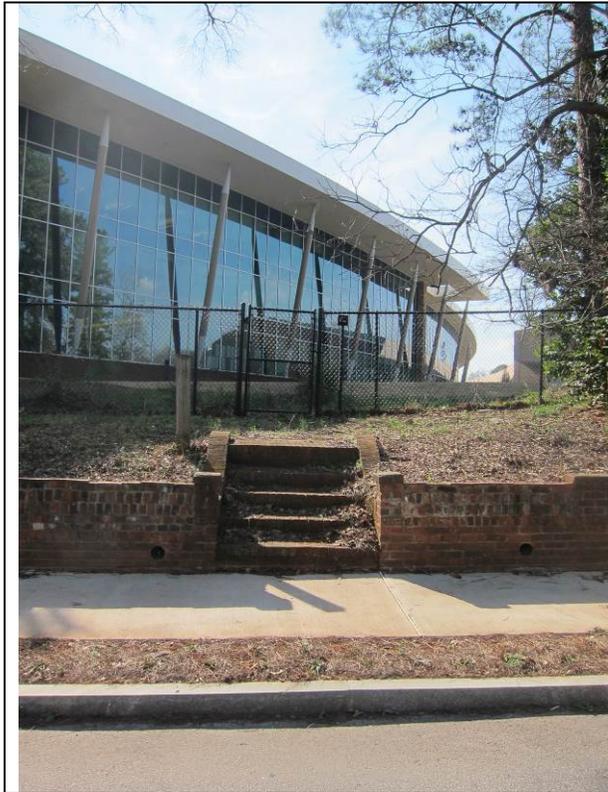


Photo D.1

Stairs on Second Avenue leading to Drew Charter School's Upper Campus could be a future access gate but is currently locked.



Photo D.2

Existing crosswalk at Drew Charter's Main Upper School entrance on Second Avenue.



Photo D.3

Second Avenue sidewalk exists on both sides north of Upper School campus entrance to Memorial Drive, but south of school entrance, sidewalk is only on the east side of Second Avenue.



Photo D.4

Crumbling retaining wall, debris, and cracks are common along the Second Avenue existing sidewalk.

Hillside Village Drive SE (at golf course parking lot)

Infrastructure Map Location E

Location Characteristics

- Hillside Village Drive SE connects the school parking lot exit to East Lake Boulevard SE
- Hillside Village Drive SE is a two-lane, undivided, unmarked local road.
- The posted speed limit is 25mph.

Need

- Students and parents are currently using the golf course parking lot as overflow parking during arrival and dismissal and crossing Hillside Village Drive SE to enter the school parking lot. A safe, identified crossing location is needed.

Key	ID	Recommendation	Timeframe	Team Priority
E	E1	Add high-visibility crosswalk across Hillside Village Drive SE to connect school with golf course parking lot	Short Term	High
	E2	Add MUTCD pedestrian crossing signs	Short Term	High
	E3	Consider adding crosswalks within the lower campus school parking lot	Short Term	Medium
	E4	Work with golf course to develop a ped access gate and sidewalk leading into golf course parking/overflow school parking	Medium Term	High



Photo E.1

Hillside Village Drive SE, west of golf course, facing southeast. Parents park along Hillside Village Drive to pick up children at school dismissal.



Photo E.2

Students walk along sidewalk on Hillside Village Drive SE (north side) to neighborhoods and golf course parking lot across the street.



Photo E.3

Hillside Village Drive with buffered sidewalk on north side.



Photo E.4

Students walk through lower school parking lot at dismissal.

Upper School Campus Drive

Infrastructure Map Location F

Location Characteristics

- This stretch of campus drive connects East Lake Boulevard to 2nd Avenue. The topography is hilly and the street and sidewalk follow a windy, steep uphill drive to Drew Charter’s upper school campus. (photo F.2)
- A 5 foot sidewalk with grass buffer is on the north side of the driveway leading up to Drew Charter’s upper school campus. (photo F.1)
- The driveway to Drew Charter School is two-way, 29’6” wide, privately-maintained access road with 14’9” travel lanes in each direction
- The posted speed limit on the driveway is currently 25mph at all times, reinforced with speed bumps installed every several hundred feet.

Need

- Driveway is difficult to navigate by bicycle due to a steep climb, relatively high-speed of traffic, aggressive speed bumps, and lack of dedicated facilities.
- Fence between school and adjacent neighborhoods limits ease of access to Upper Academy.

Key	ID	Recommendation	Timeframe	Team Priority
F	F1	Reduce posted speed limit to 15mph	Short Term	High
	F2	Remove a section of speed tables to allow bicyclists a smoother ride	Short Term	High
	F3	Move centerline striping to add a 5’ climbing bike lane on the south side of the upper school drive in the uphill direction	Short Term	Medium
	F4	Pair climbing lane with downhill shared lane use markings or "sharrows"	Short Term	Medium
	F5	Add pedestrian access gates from residential neighborhoods along 2nd Avenue for more direct routing to upper school	Medium Term	Medium



Photo F.1

Campus Drive leads to Drew Charter School's Upper Campus



Photo F.2

Upper School Campus Driveway is two lanes, one in each direction with a buffered sidewalk on the north side. Relatively steep and winding, and currently has speed bumps along the corridor.



Photo F.3

Drew Charter School's Upper campus main entrance is on Second Avenue.

Programmatic Recommendations

The following sections include SRTS programmatic recommendations for Education, Encouragement, Enforcement, and Evaluation strategies of interest to Drew Charter School. These programmatic strategies are designed to work in conjunction with each other to instill safe walking and bicycling practices. Additionally, these strategies will help support safe walking and bicycling once the infrastructure recommendations are implemented. It will be important for the SRTS Team to identify a community champion to take responsibility for each strategy in order for them to be successfully implemented. Space in the tables below is reserved for the SRTS Team to enter the names of the champions to lead each initiative.

Education

Education strategies help children develop safety skills they can apply on the way to school and in other contexts throughout their lifetimes. Education strategies also aim to make parents and community members aware of the goals of the SRTS program and the impacts of their behavior on safety conditions around the school.

Education Strategy	Champion
<p>Integrate pedestrian and bicycle safety instruction into the curriculum (short-term). Pedestrian and bicycle safety education will ideally occur in advance of major walk or bike to school events so that children are adequately prepared and have an opportunity to practice the skills they have learned. The Child Pedestrian Safety Curriculum produced by the National Highway Traffic Safety Administration (NHTSA) is an example a curriculum that might be used for this instruction. The Resource Center also offers a Bicycle Rodeo Toolkit that can be used to provide bicycle education. The NHTSA curriculum and the standards of learning that it satisfies, and the Bicycle Rodeo Toolkit are available for free from The Resource Center’s website at: www.saferoutesga.org/content/safety-education-resources.</p>	
<p>Incorporate information on walking and bicycling to school in communications with parents (short-term). This information will be used to: 1) clarify that Drew Charter School encourages walking and bicycling to school; 2) identify preferred, safe and enjoyable walking and biking routes; 3) provide information on the health benefits of walking; 4) suggest ways parents can support safe walking and bicycling, including tips on driving in the school zone and along student walking and bicycling routes.</p>	
<p>Hold bike rodeos (short-term). Bicycle rodeos feature bicycle safety skills instruction, bicycle skills practice, equipment inspections, and helmet fitting. The Bicycle Rodeo Toolkit are available for free from The Resource Center’s website at: www.saferoutesga.org/content/safety-education-resources.</p>	
<p>Include Campus Bicycle and Pedestrian Facility Design in School’s Design-O-Rama project (short-term). As an educational component and to get students involved and</p>	

thinking about what improvements they'd like to see on their campus, include a bicycle and pedestrian facility improvement design to the school's existing Design-O-Rama ¹³ program.	
Develop and implement a community outreach campaign (medium -term). It is important for local communities to be made aware of students walking and biking in their neighborhoods. An outreach campaign that targets local neighborhoods will be important to remind community members to drive the speed limit and watch for children when driving during school arrival and dismissal times.	
Establish an 'Adopt-A-Crosswalk' program (immediate). Work with local and state roadway departments to develop an 'Adopt-A-Crosswalk' program that places pedestrian crossing flags as critical intersections where high pedestrian visibility is needed. The use of pedestrian crossing flags increases driver awareness when pedestrians are in the crosswalk and enhances community education around sharing the road.	

Encouragement

Encouragement strategies are aimed at increasing the number of families who walk and bike to school. Potential benefits include healthier, more active children, reduced air pollution, less traffic congestion, and improved conditions for pedestrians and bicyclists.

Encouragement Strategy	Champion
Participate annually in International Walk to School Day (immediate). International Walk to School Day is a one-day event celebrating walking and bicycling to school. Resources to support walk to school day events are available on the Georgia SRTS Resource Center's website, including tip sheets, signs, and flyers: http://www.saferoutesga.org/content/international-walk-school-day	
Participate annually in Georgia Walk to School Day (immediate). Georgia Walk to School Day is similar to International Walk to School Day but is specifically for schools in Georgia. It is scheduled annually on the first Wednesday in March. Drew Charter School participated in 2015 and should continue participation in the following years. More information on this event can be found on the Georgia SRTS Resource Center's website: https://www.saferoutesga.org/content/georgia-walk-school-day	
Participate annually in National Bike to School Day (immediate). National Bike to School Day is similar to International Walk to School Day with a focus on bicycling. This is typically held on a Wednesday in May. The date is coordinated with the League of American Bicyclists. More information on this event can be found on the Georgia SRTS Resource Center's website: https://www.saferoutesga.org/content/downloads	
Hold monthly walk or bike to school days (short term). Formalized walking and biking	

¹³ Design-O-Rama is an annual Drew Charter School program geared to introduce solution-based design in STEM disciplines.

events once a month will carry over the momentum from International Walk to School Day, Georgia Walk to School Day, and National Bike to School Day. These events will also provide opportunities to partner with different stakeholder groups and community associations throughout the school year.	
Identify potential remote park and walk locations (short-term). The SRTS Team will explore potential nearby locations for parents to park and walk students to the Elementary Academy in order to reduce the number of automobiles that enter and exit the carpool loop during arrival and dismissal. Additionally parents will be requested that if they are not carpooling, that they park and walk.	
Establish walking school buses, bike trains and safe walking and bicycling routes (short term). Walking school buses and bike trains are adult supervised groups of students walking or biking to school in larger number to increase visibility and encourage non-vehicular commuting.	
Introduce volunteer carpooling program (short-term). Prior to the start of each school year, request parents to opt in to a voluntary carpooling program and identify potential carpooling groups using student address data. This will reduce the number of private vehicles travel to and from the school during arrival and dismissal.	

Enforcement

Enforcement strategies improve the safety of children bicycling and walking to school by helping to change unsafe behaviors of drivers, as well as pedestrians and bicyclists. SRTS enforcement is a community effort that involves students, parents, school administration, and others in addition to law enforcement, and targets pedestrian and bicycle behavior as well as driver behavior.

Enforcement Strategy	Champion
Continue positioning of crossing guards in current locations (immediate). Crossing guards at Drew Charter School provide organized oversight of modal conflicts during arrival and dismissal periods.	
Hold Crossing Guard Appreciation Day or Week (immediate). Crossing guards are an essential part of making safe walking and bicycling trips to Drew Charter School. To show appreciation for the service that they provide, Drew Charter School students should participate in Crossing Guard Appreciation Day or Week. The Georgia SRTS Resource Center has designated the week before Thanksgiving as Crossing Guard Appreciation Week. More information and resources on Crossing Guard Appreciation Week is available on the Resource Center website.	
Initiate student safety patrol (short-term). A student safety patrol can enhance a school's drop off and pick up procedure through positive peer role modeling. Sample activities include assisting students in and out of vehicles in the carpooling line and observing/assisting students walking around the perimeter of school premises. A student	

safety program at Drew Charter School would require adult coordination and supervision, as well as training for participating students.	
Establish “carpool only” policy for on campus arrival and dismissal (short-term). Revise the school handbook to explicitly state that the on-campus carpool loop (parent parking lot) is for parents who are carpooling. Additionally, reinforce a “carpool only” policy through the establishment of- and coordination with an identified park and walk location.	
Position speed feedback trailers as needed (short-term). Adding portable speed feedback trailers will help make drivers more aware of their actual speeds.	
Establish a Safe Driving Pledge or Pace Car Program (short-term). Program participants in this type of safety program pledge to drive the speed limit on neighborhood streets, respect pedestrians and bicyclists, avoid distracted driving and display the Pace Car sticker. Include this pledge in the enrollment and information materials that are sent home to parents before the start of the school year and make them available to community members through the neighborhood civic associations.	

Evaluation

Evaluation is an important component of any SRTS program. Use of evaluation tools, such as the student tally and parent survey forms provided by National Center for Safe Routes to School, are encouraged by the Georgia SRTS Resource Center as they can be used to establish baseline information on student travel behavior and measure the effectiveness of SRTS efforts over time. Survey and tally forms can be found at <http://www.saferoutesinfo.org/data/>

Evaluation Strategy	Champion
Conduct annual Student Tallies (immediate). Student travel tallies provide a snapshot of student travel patterns at a specified time during the year. Although these tallies do not describe general travel patterns, they provide a complete census of the student body. This also provides an opportunity to identify the number of students and parents that park-and-walk.	
Conduct annual (or biennial) Student Travel Parent Surveys (short-term). Student travel parent surveys provide information regarding the general trends of student travel. Additionally, they provide information regarding parent attitudes towards walking and bicycling to and from school, which can help guide future Safe Routes to School projects.	
Conduct annual walk audit and observation of school arrival and dismissal (short-term). The SRTS Team should plan to meet annually to evaluate the existing walking and biking conditions along school routes and observe school arrival and dismissal practices to identify any changes that may need to be addressed to improve safety. The Georgia SRTS Resource Center encourages walk audit activities that include students. A middle school student-led walk audit toolkit is available on the Resource Center website under Program Toolkit/Tips & Tools/Data Collection Tools.	
Inventory sidewalk obstructions such as sign posts, utility poles, hydrants, etc. and create a plan to consolidate or relocate obstructions	

NEXT STEPS & SRTS PROGRAM SUSTAINABILITY

Members of Drew Charter School SRTS Team provided valuable information, insight, and guidance in the development of this SRTS plan. In order for Drew Charter School's SRTS program to be successful and sustainable, team members will need on-going support and assistance from additional community champions and volunteers. Information on implementing SRTS strategies can be found on the Georgia Safe Routes to School Resource Center website, www.saferoutesga.org and on the National Center for Safe Routes to School website, www.saferoutesinfo.org.

Key Strategies for Creating a Sustainable SRTS Program

- **Share Plan with City and State officials.** Backing from officials responsible for planning, designing, implementing and maintaining safe pedestrian and bicycle infrastructure is critical for implementing many of the recommendations in this Travel Plan.
- **Identify funding sources for high priority projects and programs.** Review high priority projects and identify opportunities to incorporate recommendations within existing plans or projects. Work with local officials and grant administrators to identify potential funding sources and funding cycles to implement projects. It is important to regularly review funding programs to determine if SRTS projects can be submitted for funding, especially if they are connected to a complementary need such as a transit stop improvement.
- **Identify stakeholders.** Determine which stakeholders should be informed and involved in SRTS planning and implementation going forward.
- **Maintain and expand the SRTS Team.** Drew Charter School has an exceptional SRTS Team with representatives from the school, GDOT, the Atlanta Regional Commission, the City of Atlanta, the Atlanta Bicycle Coalition, and neighborhood leaders. It is important to maintain this group. Consideration should also be given to recruiting new members.
- **Consider establishing a calendar.** Creating an annual calendar of SRTS activities for the community and school can be helpful for staying on track. Determine how frequently and where groups involved in SRTS planning and implementation will meet. Include a timeline for evaluations, which should occur at least annually. An example 12-month activity calendar is provided in the Appendix.
- **Monitor and Evaluate.** Establish measurable goals and conduct regular reviews to determine progress toward meeting them. The goals should be coordinated and cross-referenced with other stakeholder groups.

Current and Potential Partners

At the schools:

- Students
- Parents
- Faculty
- Staff
- PTA

In the community:

- YMCA
- Community Associations
- Georgia Bikes!

At the city level:

- Atlanta Police Department
- City of Atlanta, Department of Parks and Recreation
- City of Atlanta, Department of Public Works
- Atlanta Public Schools
- Atlanta Bicycle Coalition
- Elected Officials
- Atlanta Regional Commission

By completing this Comprehensive Travel Plan, the Drew Charter School SRTS Team hopes to shape the school and the surrounding area into a place where students, parents, teachers and community members of all ages and abilities can safely walk and bike throughout the neighborhood.

APPENDICES

- A. School Profile
- B. Parent Survey Summary Report
- C. Student Travel Tally Summary Report
- D. Photos from Drew Charter Field Visit
- E. Sample 12-month non-infrastructure activity calendar

Appendix A – Drew Charter School Profile

SRTS TRAVEL PLAN SCHOOL PROFILE

School Outreach Coordinator

Date

THE BASICS

School Name:

School Address:

County:

School District:

Resource Center Partner:

Champions (names and roles):

School hours:

Start/end date of 2013-14 School year:

School attendance boundaries (map or description): All of APS

School Walk Zone* (drawn on map or description): All houses in 30317

**The School Walk Zone is the distance to the school within which students are not offered bussing unless there is a safety or access barrier. The distance from school is set locally.*

SRTS ACTIVITIES

1. Which event(s) have you participated in?

International Walk to School Day (fall)

Georgia Walk to School Day (spring)

National Bike to School Day (spring)

2. Do you currently have a Safe Routes to School program?

Yes

No

3. If so, when did it start? What activities have you put in place to complement SRTS?

2012-We have four Walk / Bike to School Day events every school year. At October 2014 International Walk to School Day, we had over 200 students participate. We invite local government officials and community members to walk with us to raise awareness of the need for safe routes to walk and bike to school. We carry signs to also raise awareness of walkers during our Walk to School events to heighten driver-awareness of the School Zone. Our March 6th Walk to School Day was highlighted by Safe Routes and GDOT and media personnel were present to watch our walk.

4. What activities related to SRTS does your school promote?

SEE ABOVE. OUR SAFE ROUTES TO SCHOOL TEAM IS CONSTANTLY WORKING WITH SCHOOL PERSONNEL AND GOVERNMENT OFFICIALS TO PROMOTE OUR WALKS AND MAKE EVERY STUDENT'S WALK TO SCHOOL SAFER.

SCHOOL DEMOGRAPHICS AND TRAVEL INFORMATION

1. How many students attend this school? List total students per grade:

Pre-K	K	1	2	3	4	5
96	168	168	168	120	120	120

6	7	8	9	10	11	12	Total, all grades
113	113	113	113	113	0	0	1525

2. Is this a Title 1 School?

Yes

No

3. What is the percentage of students that qualify for Free and Reduced Lunch?

4. Approximately how many students receive bus service?

5. Approximately how many students currently walk or bicycle on a typical day?

6. What (if any) are the known walking routes to school or locations that our team should review?

YES!!! Our students cannot walk to school safely. Crossing Memorial Drive is our biggest concern. 75% of the school students live in Kirkwood and East Lake and only a fraction walk to school due to the safety issues with crossing Memorial Drive. Memorial Drive is a major commuter road maintained by GDOT. It varies between four lanes and three lanes with no turning lanes. Speeds are excessive as people are in a hurry to get to work. There are numerous traffic accidents at this intersection on a frequent basis. Other concerns are Memorial and 2nd, Glenwood and 2nd, and Glenwood and E. Lake Blvd and Glenwood (fatal wreck occurred here.)

7. How many students live within ½ mile, 1 mile, 1 ½ mile, and 2 miles (this question can be skipped if student addresses are provided)

	0 to ½ mile	0 to 1 mile	0 to 1 ½ miles	0 to 2 miles
Number of Students	650	850	1000	1200

8. Are there crossing guards assigned to the school? **Yes**

9. If yes, where are they stationed? E. Lake Blvd and the school driveway
10. Briefly describe the current conditions of sidewalks and paths around your school. We need more sidewalks! On the school side of Memorial we do not have any sidewalks. On 2nd Avenue by the school there are no sidewalks. Our sidewalks are old, in rough shape, and are not ADA compliant.
11. Briefly describe the amount of vehicle traffic and the speed limits of the roads surrounding your school. Memorial Drive is a commuter road to the city of Atlanta. There is an excessive amount of traffic in the mornings during rush hour traffic. Our families do not feel safe crossing Memorial due to the excessive speeds of commuters going to work.
12. Are there physical barriers that prohibit students from walking and biking to school? Yes! The crosswalk at Memorial is nonexistent. There are very few school zone signs that alert commuters to the existence of a school. Sidewalks are needed. Also, a shortcut is needed from the Villages to the school property.

Drew Charter School is committed to the safety of our students. We are a huge supporter of Safe Routes to School and want our students to walk and bike to school on a consistent basis. The traffic on and structure of Memorial Drive and Glenwood Avenue are major obstacles for our students to walk and bike to school safely. The amount of traffic on these roads during school arrival is a safety hazard and a major concern for parents as they get their children to school in the morning. The sidewalks are inadequate for pedestrian traffic and are often blocked by debris, the crosswalks are hard to see, and the school zone signs are not visible to drivers and flash at the wrong times. There are no benches at the MARTA bus stops on Memorial Drive, and students, in groups of twenty or more, must wait for the bus standing perilously close to the road with no safe place to wait. Unfortunately, we have had a few accidents at the intersections of East Lake Boulevard/Memorial and East Lake Boulevard/Glenwood. There was a fatal car accident in May 2014 at the intersection of East Lake Boulevard/Glenwood. On October 7, 2014, a third grade Drew student was struck by a car as she crossed Memorial Drive with her mother on her walk to school. There are been countless other car accidents at both intersections, and far too many close calls involving pedestrians. Children have a right to walk and bike to school safely. Drew Charter School has composed a Resource Team that represents all aspects of the community. The following people have committed their time and energy to serve on our Resource Team: Don Doran, Head of School, Drew Charter School Heather Anderson, Drew Parent & Drew PTA Natalyn Archibong, Atlanta City Councilmember, District 5 Katelyn DiGigioia, State Bicycle & Pedestrian Coordinator, Georgia Department of Transportation Amy Goodwin, Drew Parent & Principal Planner, Atlanta Regional Commission Tracy Gould-Sheinin, Drew Parent & President, East Lake Neighbors Community Association Joi Jackson, Special Projects and Partnerships, East Lake Foundation Delermena Lewis, Community Manager, The Villages of East Lake Jennifer McCrary, Drew Parent & Resident and Community Support Program, East Lake Foundation Major Keith Meadows, Drew Parent, Member, Drew Charter School Executive Board, and Atlanta Police Department, School Detective Jervonia Melton, Director, East Lake Early Learning Academy at the YMCA Shelly Peart, Transportation Planning Manager, Atlanta Department of Public Works R.C. Pruitt, Director, East Lake Family YMCA Rebecca Serna, Drew Parent & Director, Atlanta Bicycle Coalition Luana Slaughter, Drew Parent & President, East Lake Security Patrol Maggie Stewart, Drew Parent & Drew PTA Drew Charter School currently has an enrollment of 1525 students. With the addition of the 11th and 12th grades over the next two years, the expected enrollment will be 2,225 students. We would love to address the existing

safety concerns before we reach our full capacity. Drew Charter School recognizes the importance of this application and we would be honored to be a recipient of the 2014 Comprehensive Travel Plan through Georgia Safe Routes to School.

- 13. Are there policies in place that prohibit students from walking and biking to school? We encourage and want families to walk to school every day. We are a community school and want all of the kids within walking distance to walk or bike to school on a daily basis.
- 14. What after school activities occur on campus? There are a multitude of activities that occur after school including an ASP program, PBL night, PTA meeting, sports events, STEAM day, Robotics, dance and fine arts, etc. Every day there is something going on after school and a big percentage of students participate.
- 15. Who owns/maintains the roads in town around the school and along the walking routes identified in number 6? *Local, County, State, Combination.* Describe distribution below: **Memorial and Glenwood are GDOT and all other City of Atlanta.**

16. Did the school complete pre-evaluation data? (Circle either No or Yes)

a. Parent Surveys:

Yes 2/13/15 Date Completed _____ Submitted to National Center: Y

b. Student Travel Tallies:

Yes 9/30/15 Date Completed _____ Submitted to National Center: Y

Did the school provide student addresses? Yes

17. Safe Routes to School Team Members Identified – See the SOC Tip Sheet

Name	Role	Organization
Don Doran	School principal	
	Teacher	
Mr. Meadows	Law enforcement	
	Student	
Ryan Anderson	Parent	
Patrick Allen	Local transportation planner	
Perry Black	Local GDOT engineer/planner	
See list submitted on 3/13/15.		

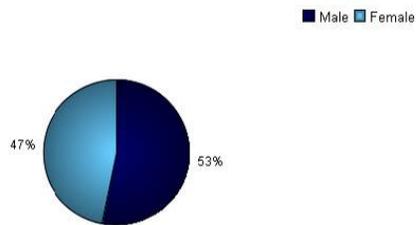
Appendix B – Student Travel Parent Survey

Parent Survey Report: One School in One Data Collection Period

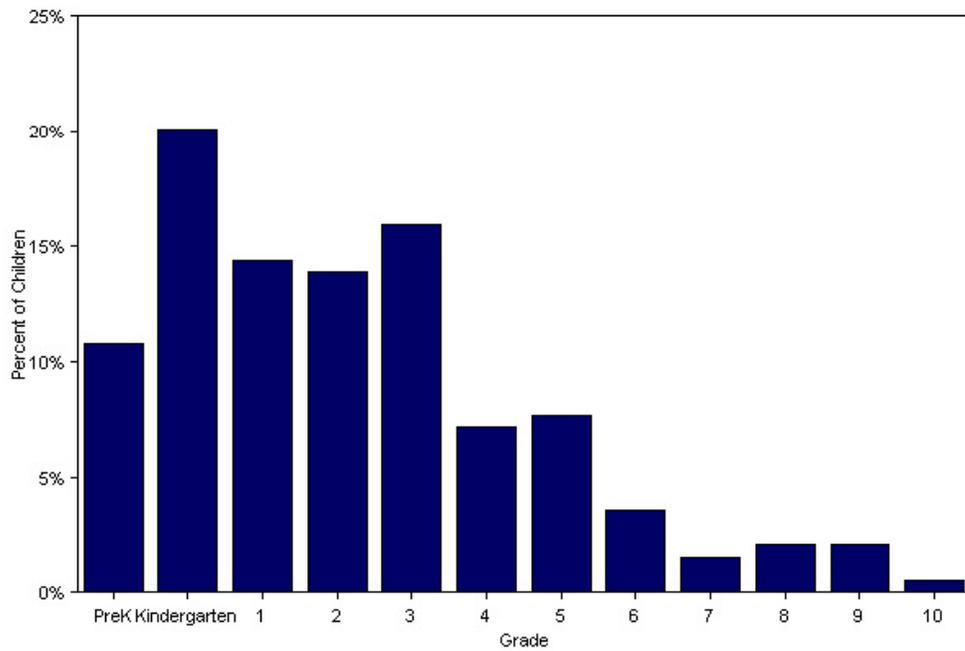
School Name: Charles R. Drew Charter School	Set ID: 12693
School Group: GA SRTS Resource Center	Month and Year Collected: January 2015
School Enrollment: 882	Date Report Generated: 03/12/2015
% Range of Students Involved in SRTS: 76-100%	Tags:
Number of Questionnaires Distributed: 882	Number of Questionnaires Analyzed for Report: 194

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



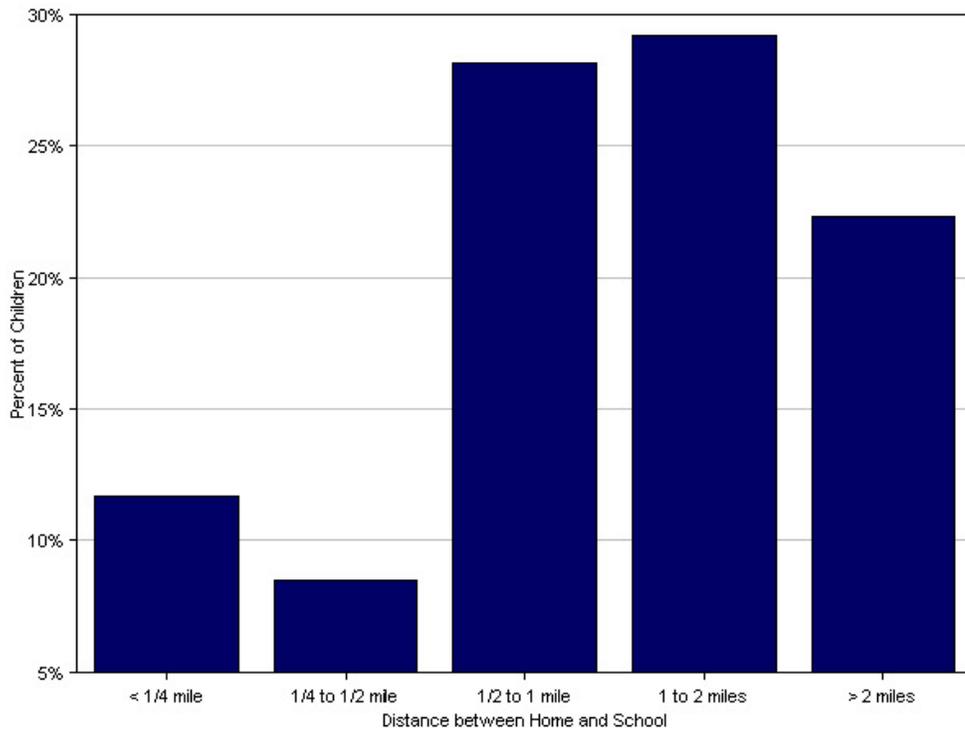
Grade levels of children represented in survey



Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	21	11%
Kindergarten	39	20%
1	28	14%
2	27	14%
3	31	16%
4	14	7%
5	15	8%
6	7	4%
7	3	2%
8	4	2%
9	4	2%
10	1	1%

Parent estimate of distance from child's home to school

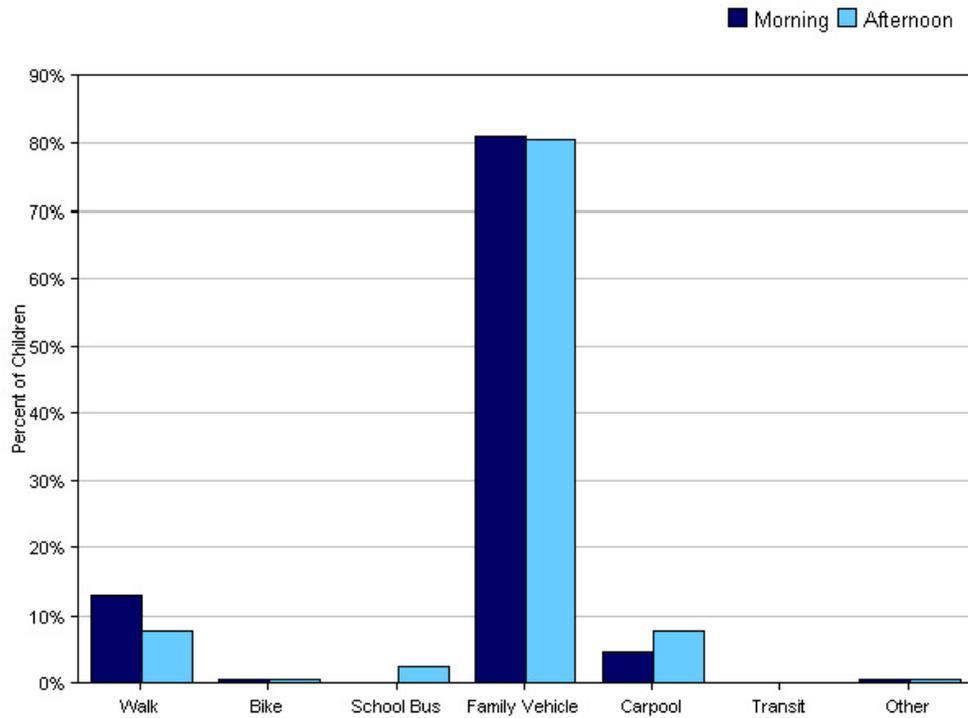


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	22	12%
1/4 mile up to 1/2 mile	16	9%
1/2 mile up to 1 mile	53	28%
1 mile up to 2 miles	55	29%
More than 2 miles	42	22%

Don't know or No response: 6
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

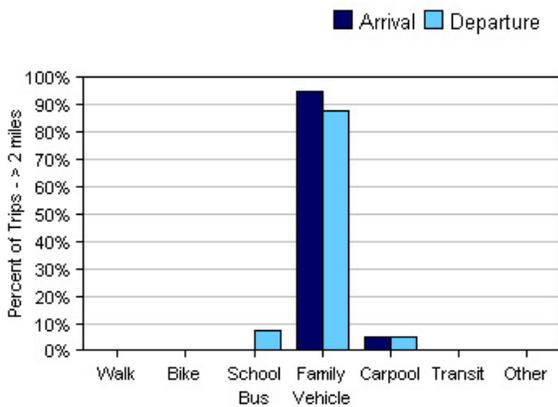
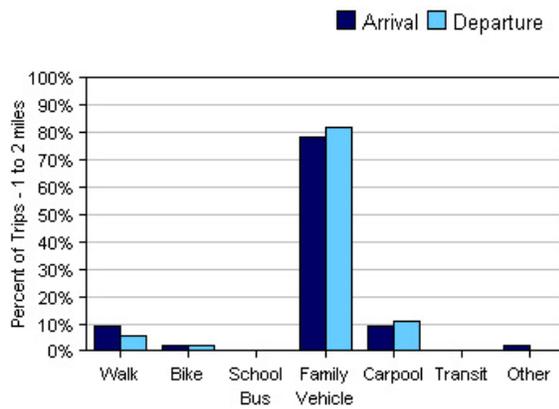
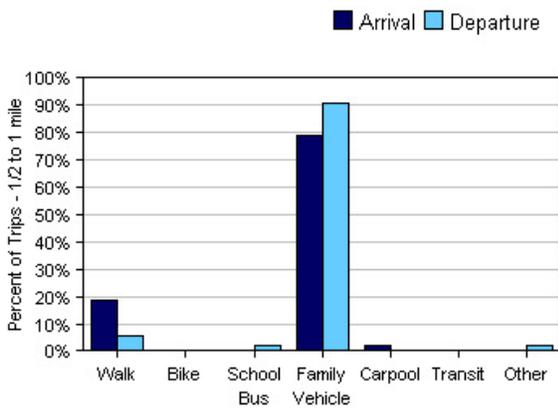
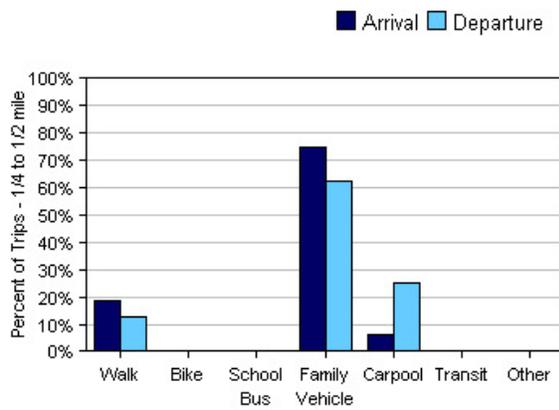
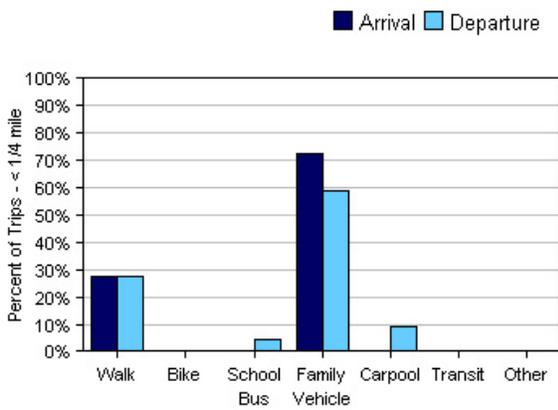
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	190	13%	0.5%	0%	81%	5%	0%	0.5%
Afternoon	190	8%	0.5%	3%	81%	8%	0%	0.5%

No Response Morning: 4

No Response Afternoon: 4

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	22	27%	0%	0%	73%	0%	0%	0%
1/4 mile up to 1/2 mile	16	19%	0%	0%	75%	6%	0%	0%
1/2 mile up to 1 mile	53	19%	0%	0%	79%	2%	0%	0%
1 mile up to 2 miles	55	9%	2%	0%	78%	9%	0%	2%
More than 2 miles	42	0%	0%	0%	95%	5%	0%	0%

Don't know or No response: 6

Percentages may not total 100% due to rounding.

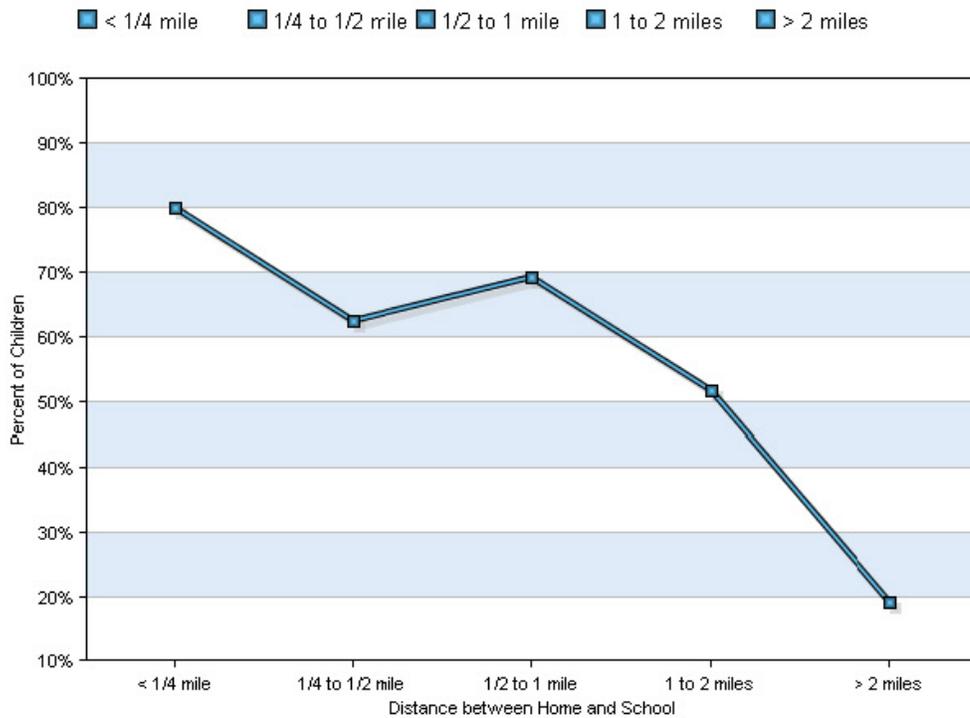
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	22	27%	0%	5%	59%	9%	0%	0%
1/4 mile up to 1/2 mile	16	13%	0%	0%	63%	25%	0%	0%
1/2 mile up to 1 mile	53	6%	0%	2%	91%	0%	0%	2%
1 mile up to 2 miles	55	5%	2%	0%	82%	11%	0%	0%
More than 2 miles	42	0%	0%	7%	88%	5%	0%	0%

Don't know or No response: 6

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

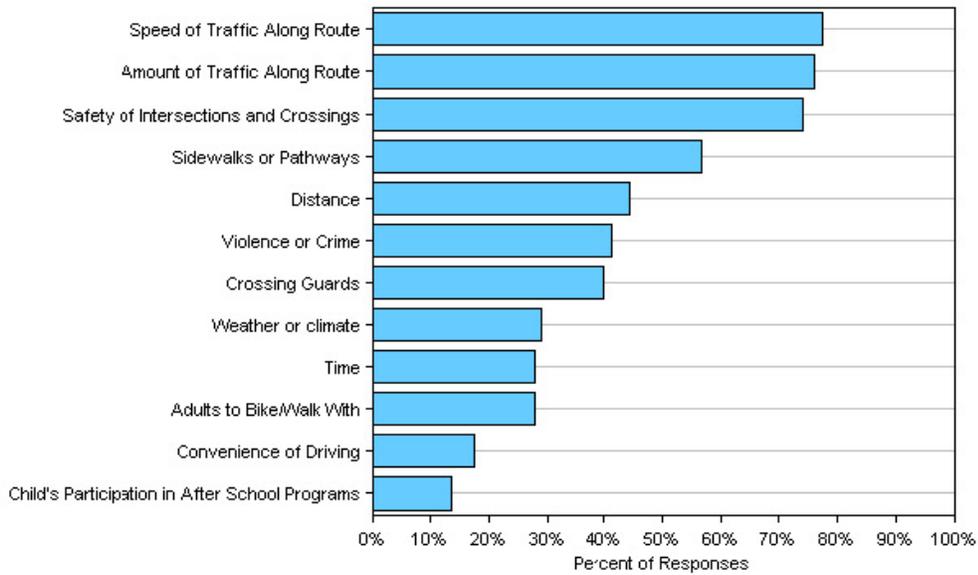


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

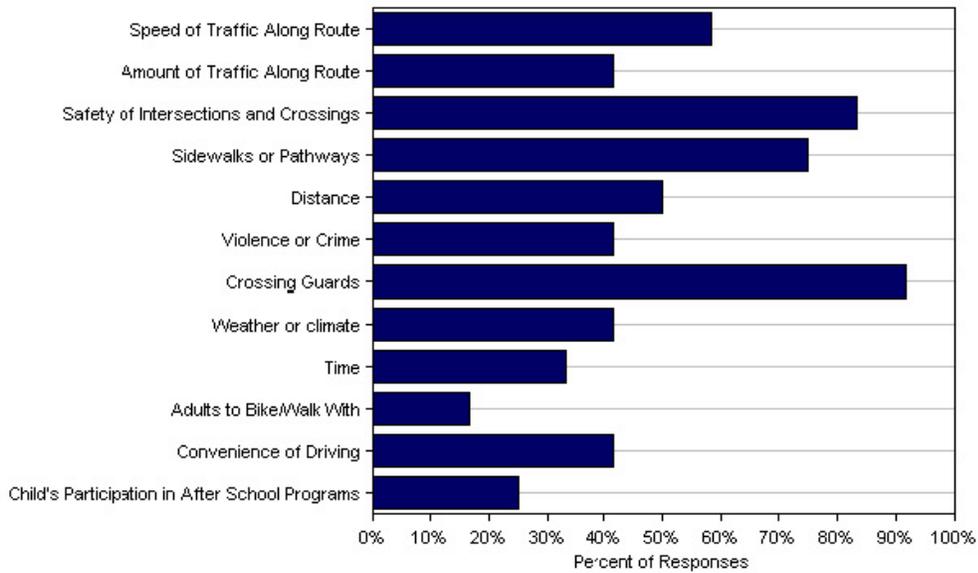
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	98	80%	63%	69%	52%	19%
No	86	20%	38%	31%	48%	81%

Don't know or No response: 10
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



**Issues reported to affect the decision to allow a child to walk or bike to/from school by
parents of children who already walk or bike to/from school**

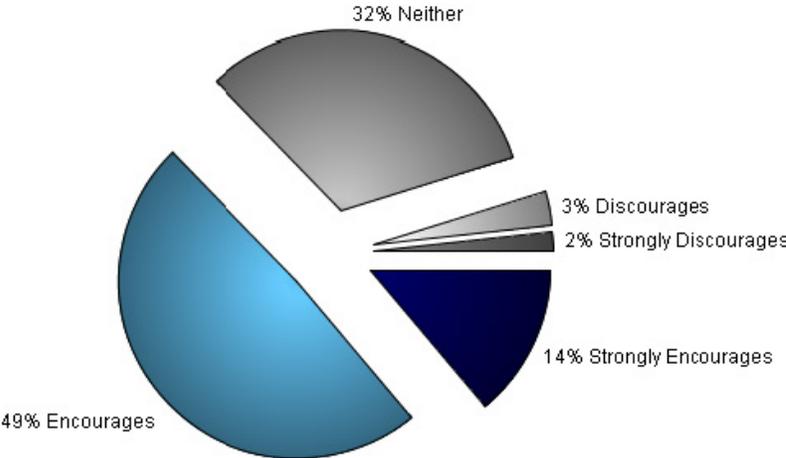
Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	77%	58%
Amount of Traffic Along Route	76%	42%
Safety of Intersections and Crossings	74%	83%
Sidewalks or Pathways	57%	75%
Distance	45%	50%
Violence or Crime	41%	42%
Crossing Guards	40%	92%
Weather or climate	29%	42%
Time	28%	33%
Adults to Bike/Walk With	28%	17%
Convenience of Driving	17%	42%
Child's Participation in After School Programs	14%	25%
Number of Respondents per Category	155	12

No response: 27

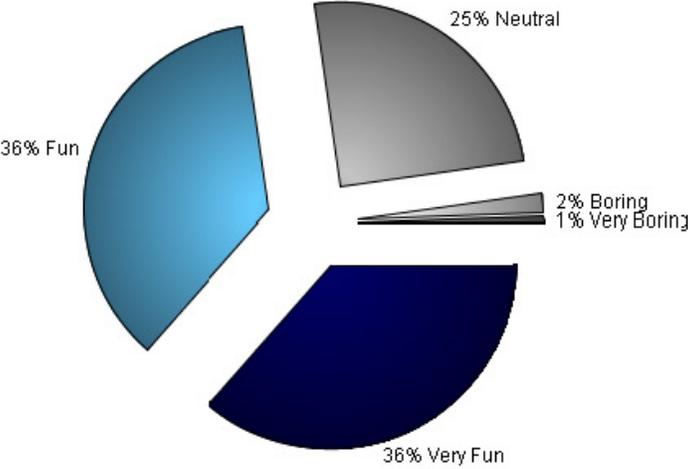
Note:

- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

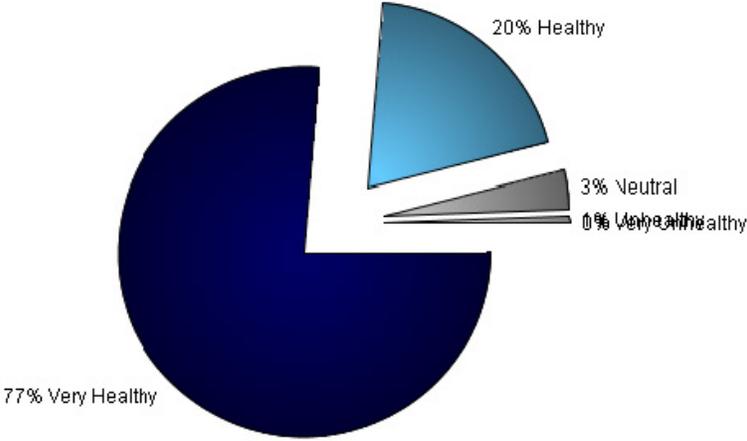
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1279371	We need wider sidewalks. We need to slow traffic down in the area. A bridge over Memorial would be beneficial. It would make walkign to school so much safer. The sidewalks are so tiny on one side and non existant on the other that one wrong move on a bike or even walking could make a difference between life and death.
1279372	I know my child will want to walk to school alone at an earlier age than I would prefer. However, I do not want her walking alone ever -- I walk back alone and I have strange men stopping their cars to ask if I "want a date". Ugh! If they are doing that to a middle age woman what will they say to a young girl?! There are not enough walkers from my end of the neighborhood for me to feel she is safe walking alone.
1279443	As my son daughter has an older brother who is currently in 4th grade she would be walking with him, So really I'd allow her to walk to school with him now if not for having to cross memorial drive.
1279485	We actually drive part of the way to school, park, then walk the rest of the way. I very much want to walk the whole way, but I am terrified of the intersection at Memorial Dr. The PTA has paid for a crossing guard, which is wonderful. However, I believe improve to need to be made to the infrastructure to make the intersection safe for our youngest students. We need wider sidewalks, and a flashing "warning" sign, perhaps. Something to make drivers aware that a school crossing is coming up. We would also need to cross Hosea Williams to walk all the way to school, which is also problematic, but less so than Memorial Dr.
1279986	I have two distinct issues with my daughter commuting to school on her own. Even if the traffic issues were completely addressed, making it 100% safe in that regard, I still wouldn't feel comfortable letting her go by herself in this neighborhood/city/day&age.
1280021	We love walking to school with our first grader. However, we have been quite unhappy with the school's (and the EL Foundation's) commitment to safety along the route (particularly on Memorial). While the crossing guard situation finally been improved this Oct/Nov., it appeared to be the result of a child getting hit in the crosswalk (and the news coverage that ensued). This is both awful and reprehensible, as it took a near tragedy for the school to actually do something about a situation that had been brought to their attention on a regular and repeated basis. My child and I have had our own close calls in that same crosswalk, as have many other families. I hope that safety around the school continues to improve and that more is done to enforce traffic safety. For us, the most dangerous (and I do feel a sense of danger every time I cross this street)) part of our route, is Memorial Drive at East Lake. I am thankful to have a crossing guard there in the morning, and would like to see additional safety measures in place for this street. Lastly, part of the problem around the school continues to be parents who do not adhere to the signage posted along the school route, and drive with little consideration for anyone else. More active discouragement (ticketing/warnings) of this poor behavior on the roads around school, the parking lot, and the drop-off line, would likely be an incentive
1280200	Our house is a stone's throw from Drew Charter School, but the intersection at our street, Douglas St., and Memorial Drive is unavoidable and definitely one of the most dangerous. There is a hill, speeding vehicles and no crosswalk or stoplight. It makes living so close to Drew pointless because even the sidewalks are too close to that busy street, and there is no barrier or protection from the busy traffic all around.
1280201	The intersection of Douglas and Memorial Drive is so close to Drew Charter, but so dangerous that Im scared to stick my neck out to look both ways!
1280329	I walk my child to school every day, but the traffic, lack of sidewalks, speed of traffic on Memorial, danger of several intersections between our house and the school are all critical safety concerns. In fact, I would not allow my child to walk with another parent, nor do I allow my children to ride bikes or skateboard because of how unsafe the route is.
1280343	If I lived closer to Drew, and it was safer to walk to school, we would do it. By safer I mean - less traffic across memorial, more crossing guards and more adults out and about.
1280604	when we lived in the Villages apartment community the children walked to school and enjoyed it. We have since purchased a home that is not within a safe walking distance.

1282881	The speed limit needs to be reinforced. Even though the school zone signs are there and the speed limit signs telling everyone to slow down to 25 miles, people still drive too fast. One to two police need to be in the school zone giving out tickets to speeders and careless drivers during the transit to and from school hours. This is the only way traffic will slow down and drive more careful. Another issue is that the crossing guards need to be in position when Drew opens at 6:45 am or at least by 7:00 am. Children walking to school and traffic really picks up by 7:00 am. The intersection between Memorial drive and East lake Blvd needs more lighting. Drew opens at 6:45 am for before care and closes at 6:15 pm for after school care. It is very dark at those times. If there was more light, it would make a big difference in drivers ability to see pedestrians. I have a child in 3rd grade at Drew and a son at the Early Learning Academy at the East Lake YMCA. We cross the intersection between Memorial Drive and East Lake Blvd every day. If the changes I mentioned could be made it would make Drew and the East Lake Early Learning Academy a safer place to walk to and from. Perhaps more people would walk which would cut down on the amount of traffic in this area.
1283136	I would let my girls bike or walk if the intersection at Memorial and E Lake wasn't so terrifying. People speed through that intersection, run the light, and get confused by the reversible lane.
1283414	Memorial Drive is the big obstacle from East Lake. Getting to the intersection to cross over is not safe. The side walk is not wide enough to accommodate 2 kids & an adult. Drivers are going too fast. Sidewalks are too narrow. E Lake Terrace is not traffic regulated enough to cross over safely either.
1292409	We live 3 houses north from the intersection of Memorial Drive and 2nd Avenue. We are aware that there are multiple wrecks at that intersection a month- as we hear most of them. The 2 times I have walked my child to school down Memorial Drive, I (as an adult) was very apprehensive about my own safety as well as my child's even though there is a sidewalk on the north side of memorial. I will not ever walk my child down memorial until changes are made for safety- and its such a shame because we are so close. It takes longer to drive to school than it does to walk there. We have complained multiple times about the intersection being dangerous, and not having a sidewalk on the east side of 2nd avenue, although there is a vast amount of foot traffic due to nearby marta bus stops and students walking to either of the Drew Academys. I have seen several instances of people nearly getting run over by careless and/or speeding drivers.
1292410	We live 3 houses north from the intersection of Memorial Drive and 2nd Avenue. We are aware that there are multiple wrecks at that intersection a month- as we hear most of them. The 2 times I have walked my child to school down Memorial Drive, I (as an adult) was very apprehensive about my own safety as well as my child's even though there is a sidewalk on the north side of memorial. I will not ever walk my child down memorial until changes are made for safety- and its such a shame because we are so close. It takes longer to drive to school than it does to walk there. We have complained multiple times about the intersection being dangerous, and not having a sidewalk on the east side of 2nd avenue, although there is a vast amount of foot traffic due to nearby marta bus stops and students walking to either of the Drew Academys. I have seen several instances of people nearly getting run over by careless and/or speeding drivers.
1300274	We walk in nice weather and drive in cool weather. Also one parent drives kids to school to get to work early but the other walks because work is more flexible. So walk or driving often depends on which parent is transporting.
1300285	Every Parent should have the opportunity to walk their child to school if possible. It is relaxing and a great way to discuss the day with your child.
1300287	I walk with my daughter, we love the walk but the traffic is terrible, I would guess the average speed is at least 20 mph over the speed limit. I see accidents on a very regular basis on our route. I have also had men stop their cars to try and pick me up! That is what scares me most about letting my daughter walk alone. We do not see any other children walking from our side of the neighborhood.
1300348	There is one very dangerous intersection where kids have been hit by cars that concerns most parents at our school, Memorial Drive. Dropoff and pickup times coincide with rush hour and drivers on this road drive very fast. There are many alternate walking routes for my children that can address most concerns that I have such as safety, sidewalks, etc. But crossing this intersection is stressful, even for an adult.
1279373	I would love to see REAL bike lanes (not sharrows) on East Lake and/or Hosea. So many children live long this route. I would love for the city to work to make this happen.
1279469	The intersection at Memorial and East lake terrace is too dangerous. there is no curb room - not consistent crossing guards and cars just go too fast. Even the sidewalk is too small for the kids- the cras could esily drive up on the side wal and hit my kid. Also there are no defined walkways on other safe routes (e.g., Hosea Williams and Lakeview or Oakview). to cross busy roads.
1279554	Safe routes to school for children and families that would like to walk or bike are very poor in the area around Drew Charter. A consistently safe route would help improve the sense of community by families and children being out together and getting to school together safely.
1279785	We walked in the beginning of the year, but have been driving since Fall. The intersection at memorial & east lake drive is very dangerous, and sidewalks on east lake drive are choppy.

1279846	We live right across the street from the school, so son would bike to school when the weather was warm. I wouldn't feel comfortable with his crossing Memorial Drive by himself. However, I have found East Lake to be a safe route because of the crossing guard's and flow of traffic.
1280004	I'd love it if we had several approved, manned-by-adults, full routes to school like Decatur, but maybe we're too spread out. Or at least crossing guards across Memorial and all the way down Alston (on the east side of campus)
1280111	Absolutely biggest problem we have is Memorial Drive which needs sidewalks on BOTH sides of the street, and MORE traffic calming. The street needs to be ONE lane each way with an island in the center and turn lanes at the intersection. The speed is totally uncontrolled.
1280195	We would love for our child to bike and/or walk to school and we are planning for this in the future. However, the intersection at Memorial is terrifying and it could delay when we let him go to school on his own. Having other children do the same commute on bike or foot (many more) would also make it more likely for us to do this, so that we know our kid would not be on his own.
1280203	I cannot imagine a scenario in our current neighborhood that would ever be safe enough for me not to be afraid of my child getting killed (Memorial), however I am very grateful for this survey and those who are taking the time to explore options.
1280243	It took a huge effort to get a police officer at the memorial drive/East Lake Blvd intersection. That is why I feel the school strongly discourages walking. There were promises made and broken before we finally got a cop there.
1280295	The intersection of Memorial & S. Howard is in need of a traffic light; the intersection is too dangerous for walkers or bus riding students of any age (especially those going to the teen center).
1280337	The route would need to be much safer for us to feel comfortable with the walk. The traffic on Memorial is not ideal.
1283029	Memorial/East Lake intersection is dangerous because of the high volume of car traveling in both directions as well as speed and drivers who disregard APD or crossing guard. I recommend a pedestrian bridge to ensure safety for our community.
1283138	I'm trying to encourage a healthy lifestyle for my child. I also want to impart the importance of protecting the environment. And I'd like my son to be self-reliant. If I felt like he had a safe route to school, I would allow him to ride his bike without an adult sooner.
1283331	We have walked and biked to school a few times and each time we feel it's unsafe for the adults! Memorial Drive is the greatest hazard, absolutely no buffer/barrier between sidewalk & "speedway" (and sidewalks in disrepair or missing altogether). The tiniest misstep or a driver not paying attention...all streets in the area need sidewalk improvements but Memorial is more like an interstate than a neighborhood road. Is a flyover/overpass an option? Lots of local support to use safer routes for walking/biking once in place. Many thanks for your efforts!!
1286731	I think it would be good to walk, ride bike to school or maybe a bus. So much danger hold me back and I'm paying peoples for the ride to and from school.
1286734	Didn't understand what to put down for question 10/11. #10 seemed a bit cut off on left side and #11 asked one question without clear button to choose. Didn't understand what all the select buttons were below #11....or find they go with #10. Just a bit confused.
1292227	We would love to walk to school. But the speed of the vehicles coming down Memorial scares us. Drivers do not know their is a school off Memorial or they ignore the few school zone signs that exist. There is a great need for a cross guard at Memorial Drive for the safety of children .
1299951	Our eleven year old, sixth grader would love to walk or bike to and from school but Memorial Drive is just too dangerous for me to let him cross without an adult yet.
1300258	Really and simply the issue that impacts us from allowing our children to walk or bike to school on their own is Memorial Drive. There is no real safe and crosswalk for them to go south from Kirkwood to Drew. Crossing guards at East Lake Drive, do help once they are there, but drivers still speed along that corridor in both directions (even with school zone lights flashing) and there is little enforcement to deter them. Additionally, the very corner of East Lake Drive and Memorial, where most elementary kids from East Lake and Kirkwood would cross at the crossing guard, has a low curb, narrow walkway and a stone wall that is a common site for accidents from drivers trying to get around other left turn drivers heading West on Memorial drive and cutting off speeders in the right lane. This puts the accidents directly in line with the area where kids walk, stand and wait for the crossing guard.
1300262	Unfortunately, Drew is not very supportive of alternate ways to school other than driving. When they built the high school they could have improved sidewalks and made the school accessible from the entire neighborhood, not just the Villages. Now the only way to get to Drew is via a very dangerous intersection, across a very busy road. It would be much better if people could cross at 2nd and Memorial and walk through the high school property. This isn't possible because there are no side walks.

1300263	We have found a safe route to take once crossing memorial drive, but the issues with walking are: 1 East Lake Drive sidewalks start and stop between Hosea and Memorial & 2: intersection of Memorial Drive and East Lake Drive is dangerous with no crossing guard morning or afternoon & 3: there is no crossing guard at 2nd Ave and Alston in the afternoons.
1300275	crossing memorial drive is impossible by an adult let alone a child. I will not let my child go by themselves until some type of solution is put in place along that route such as; pedestrian bridge, tunnel, raising bollards, etc in addition to slower speeds, traffic calming and guards.
1300296	There are only two barriers to us biking or walking to school: speed and red light runners on Memorial Drive, and lack of bike lanes / narrow sidewalk on East Lake Boulevard.
1300298	My child crosses at 2nd Ave. Crossing guards really help when available. Please add bike lanes to 2nd and fix the sidewalks.
1300299	Memorial Drive, that's the biggest problem, it absolutely needs to be down to TWO lanes with traffic calming. Do whatever needs to be done to get GDOT to re-classify this. The whole neighborhood depends on it.
1300344	If I lived near the school I would allow him to walk or bike.
1300346	For the children that live in the villages, I think they should all walk home together. There's always safety in numbers. And there should be more security in the villages to be sure they get home safely. For those who dont, perhaps encouraging more carpooling is the answer. Give some initiatives.
1300355	My son enjoys the walk. However, it would be great to identify other students walking the routes to pair or encourage a buddy system.
1300398	I would love for my kids to ride a bike or walk to school as I did as a child. Unfortunately, we do not live in walking distance of the school. Most students who attend charter schools are car riders.
1300417	The intersection of East Lake Terrace and Memorial is a major barrier to walking or biking. Also, the speed of cars on Memorial is a deterrent. To a lesser extent, the speed of cars on Hosea Williams is a barrier as well.
1282989	Thank you for keeping the kids safe at all times..
1300447	Due to distance, I drive my child to school. However, I park at the YMCA next door to the school and walk her to school from there.
1279556	We generally park on the north side of Memorial and walk to school from there in the morning. This helps with traffic and gets some exercise in the morning, but I HATE how dangerous the main intersection is at Memorial. Something really bad will happen there someday if it is not addressed.
1279790	We drive part way and walk the rest to avoid car pool traffic. We park on East Lake Terrace and walk from there.
1282823	I am comfortable with my 6th grader walking home wwhenthe weather is decent.
1300345	Live too far to walk or bike.
1300479	We do walk home from school a couple times per week but that was not an option. We never walk to school in the morning because my kids are not morning people and we are always running late.
1300280	N/A
1280438	As a charter school w/o school buses, Drew families living more than a mile from the school are more inclined to transport their children by car. When my children are older, I may permit them to ride MARTA home, given the fact that there are less time constraints associated with the trip home than the trip to school. Nevertheless, I'd still have some concerns about their safety riding MARTA.

Appendix C – Student Travel Tally Report

Student Travel Tally Report: One School in One Data Collection Period

School Name: Charles R. Drew Charter School

Set ID: 17214

School Group: GA SRTS Resource Center

Month and Year Collected: September 2014

School Enrollment: 882

Date Report Generated: 05/01/2015

% of Students reached by SRTS activities: 76-100%

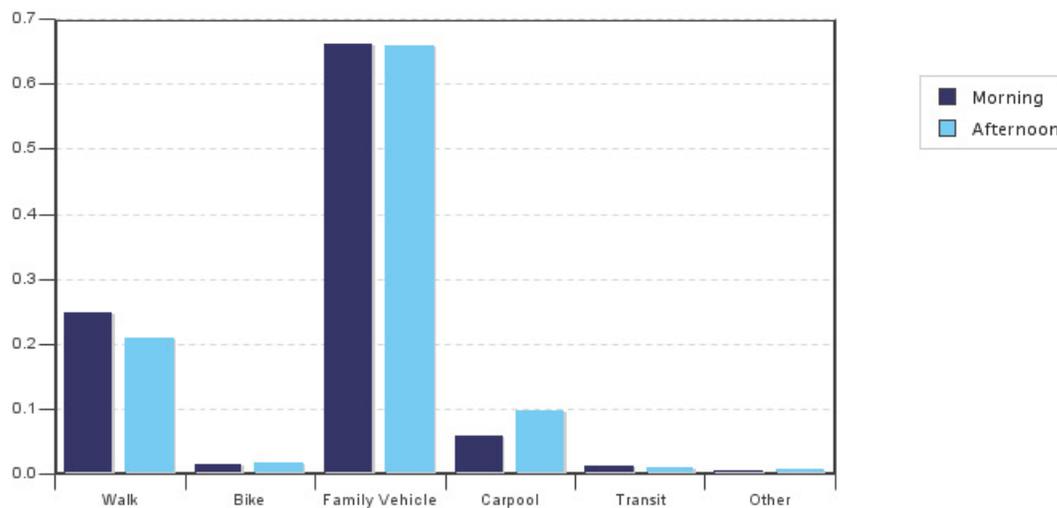
Tags:

Number of Classrooms

Included in Report: 42

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

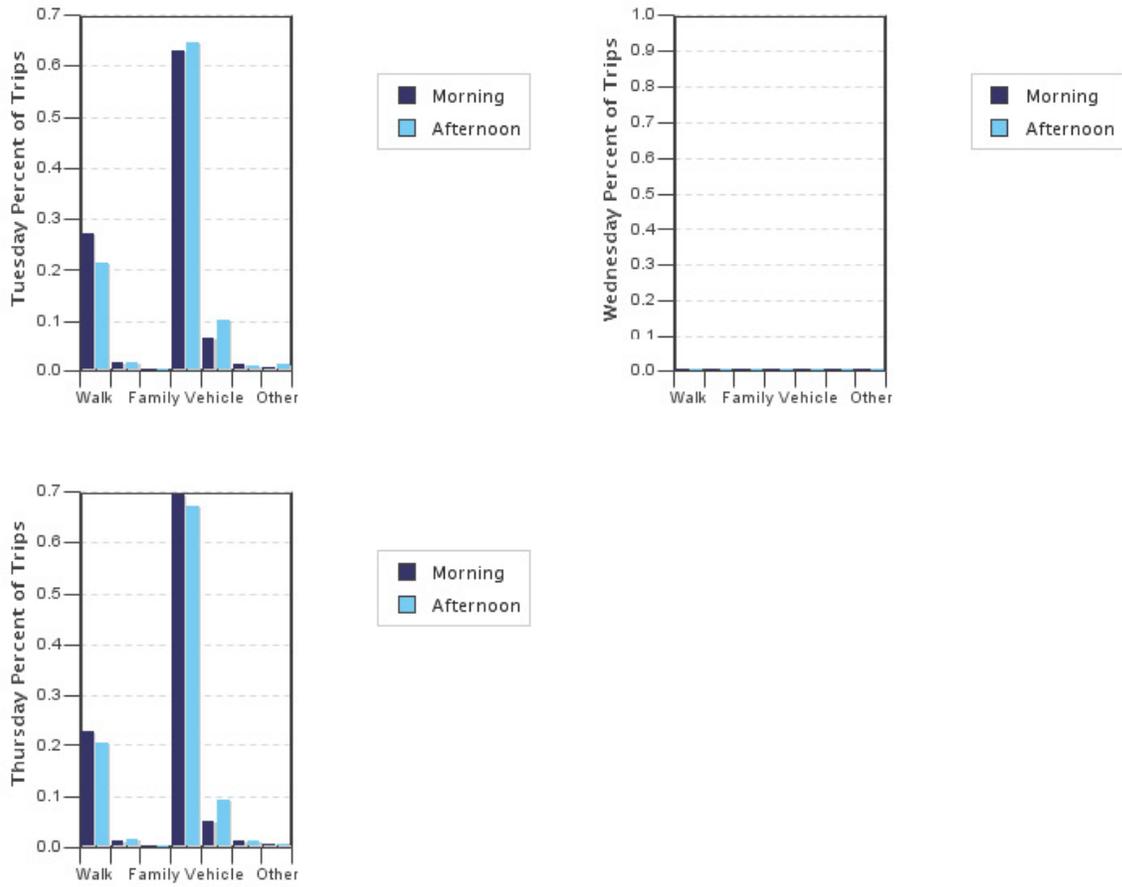


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1746	25%	1%	0%	66%	6%	1%	0.3%
Afternoon	1738	21%	2%	0%	66%	10%	1%	0.8%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day



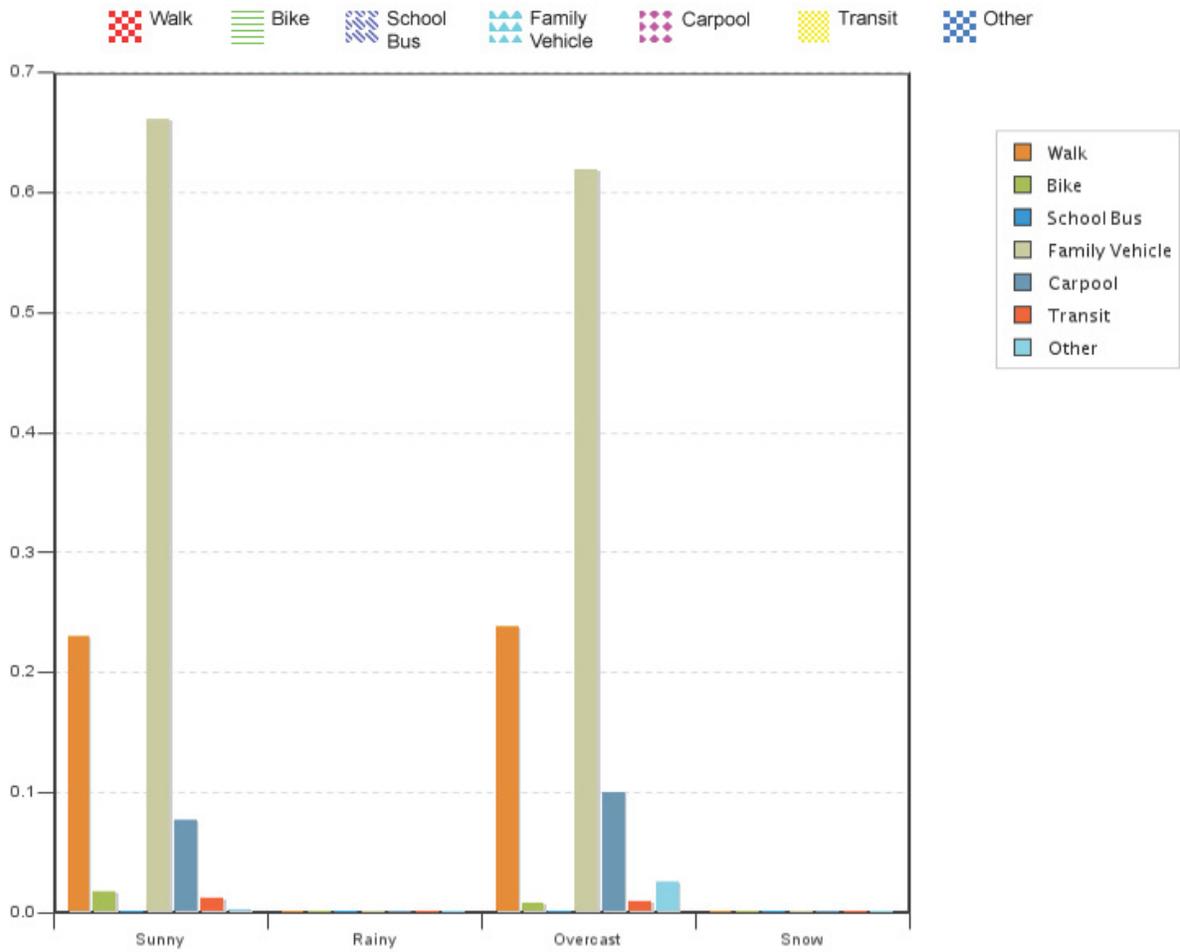
Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	866	27%	2%	0%	63%	7%	1%	0.5%
Tuesday PM	862	21%	2%	0%	65%	10%	1%	1%
Wednesday AM		0%	0%	0%	0%	0%	0%	0%
Wednesday PM		0%	0%	0%	0%	0%	0%	0%
Thursday AM	880	23%	1%	0%	69%	5%	1%	0.2%
Thursday PM	876	20%	2%	0%	67%	9%	1%	0.5%

Percentages may not total 100% due to rounding.

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Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	3002	23%	2%	0%	66%	8%	1%	0.3%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	398	24%	0.8%	0%	62%	10%	1%	3%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix D - Example 12-month Activity Calendar

The following activity calendar is an example calendar that Drew Charter School can follow in order to implement its Safe Routes to School program. It is recommended that the SRTS team reviews and updates this calendar prior to approval for the next academic year.

Activity	Coordinator	Jul. 2015	Aug. 2015	Sept. 2015	Oct. 2015	Nov. 2015	Dec. 2015	Jan. 2016	Feb. 2016	Mar. 2016	Apr. 2016	May 2016	Jun. 2016	Complete
EDUCATION														
Integrate pedestrian and bicycle safety instruction into the curriculum														
Plan		■	■											
Implement				■	■	■	■	■	■	■	■	■	■	
Incorporate information on walking and bicycling to school in communications with parents														
Plan		■	■											
Implement				■	■									
Hold a bicycle rodeo														
Plan								■	■	■				
Implement										■	■			
ENCOURAGEMENT														
Participate annually in International Walk to School Day														
Plan			■	■										
Implement					■									
Participate annually in Georgia Walk to School Day														
Plan								■	■					
Implement										■				
Participate annually in National Bike to School Day														
Plan										■	■			
Implement												■		
Identify potential remote park and walk locations														
Plan		■	■											
Implement				■	■	■	■	■	■	■	■	■	■	
Hold monthly walk or bike to school days														
Plan		■	■	■	■									
Implement						■	■	■	■	■	■	■	■	
Establish walking school buses, bike trains														
Plan					■	■	■	■	■					
Implement										■	■	■	■	
Introduce volunteer carpooling program														

Activity	Coordinator	Jul. 2015	Aug. 2015	Sept. 2015	Oct. 2015	Nov. 2015	Dec. 2015	Jan. 2016	Feb. 2016	Mar. 2016	Apr. 2016	May 2016	Jun. 2016	Complete
Plan														
Implement														
ENFORCEMENT														
Position crossing guard at the intersection of Springdale Road and Ponce De Leon Avenue														
Plan														
Implement														
Participate in a Crossing Guard Appreciation Day														
Plan														
Implement														
Establish and enforce a "Carpool Only" policy for on campus arrival and dismissal														
Plan														
Implement														
Initiate student safety patrol for 2016-2017 school year														
Plan														
Implement														
EVALUATION														
Conduct annual student travel tallies														
Plan														
Implement														
Conduct annual (or biennial) parent surveys of student travel patterns														
Plan														
Implement														
Conduct annual walk audit and observation of school arrival and dismissal														
Plan														
Implement														