Settles Bridge Elementary School

Safe Routes to School Travel Plan

600 James Burgess Road
Suwanee, GA 30024

February 2012

Safe Routes to School

Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

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Acknowledgements

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

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

Members of the Settles Bridge Elementary School SRTS Team

Donna Morris Principal Settles Bridge Elementary School	Deborah Barnett PTA President Settles Bridge Elementary School
Tim Amerson Facilities Planner Forsyth County Schools	Lenny Mancinelli School Resource Officer Forsyth County Sheriff's Office
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Technical Assistance

Resource Center School Outreach Coordinator Andy Pittman and Toole Design Group, LLC

Introduction to Settles Bridge Elementary School

Settles Bridge Elementary School opened in 1999 to alleviate overcrowding in neighboring schools, admitting 580 students in grades K-5. Since then, the student body has grown to 863 students; enrollment is expected to continue to grow. The elementary school shares a 91 acre campus with Riverwatch Middle School, which opened 5 years later in 2004. Riverwatch Middle School serves 1,250 students, which brings the total enrollment on the campus to 2,113 students for the 2011-2012 school year.

The School is located in Forsyth County approximately 30 miles north of Atlanta. With its parks, rivers, and scenic hills, the County has become an oasis within the greater Atlanta metropolitan area.

The County's efforts to create more walkable centers and neighborhoods are exemplified by several recently completed transportation projects. Within the last five years Forsyth County has been constructing several miles of new sidewalks and upgrading several pedestrian crossing facilities throughout the County. One of the most prominent projects of 2010 was the new sidewalk built on James Burgess Road, which fronts the school's main entrance.

The new sidewalks on James Burgess Road sidewalk inspired Settles Bridge Elementary School to host its first International Walk to School Day celebration in October 2010. The new sidewalk literally paved the way for Settles Bridge students to march from St. Columba's Episcopal Church to school. The success of this event stimulated the Settles Bridge Elementary School's Safe Routes to School (SRTS) program.

The Five E's

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

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

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

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

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

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

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

The emerging Safe Routes to School program at Settles Bridge Elementary School is part of City and County efforts to promote walkability. The SRTS program goals of combining engineering, education, enforcement, and encouragement strategies to improve the

safety and health of students who walk to school aligns with our school and community's values perfectly.

Our vision for Settles Bridge Elementary School is to be a place where

- Students and their families can walk to school together.
- Students have the facilities that they need to walk to and from school safely.
- Students will develop the lifelong skills that they need to make safe decisions while walking along and crossing streets.
- Students develop a fondness for walking for their everyday trips.
- The community values walking and pedestrian safety.

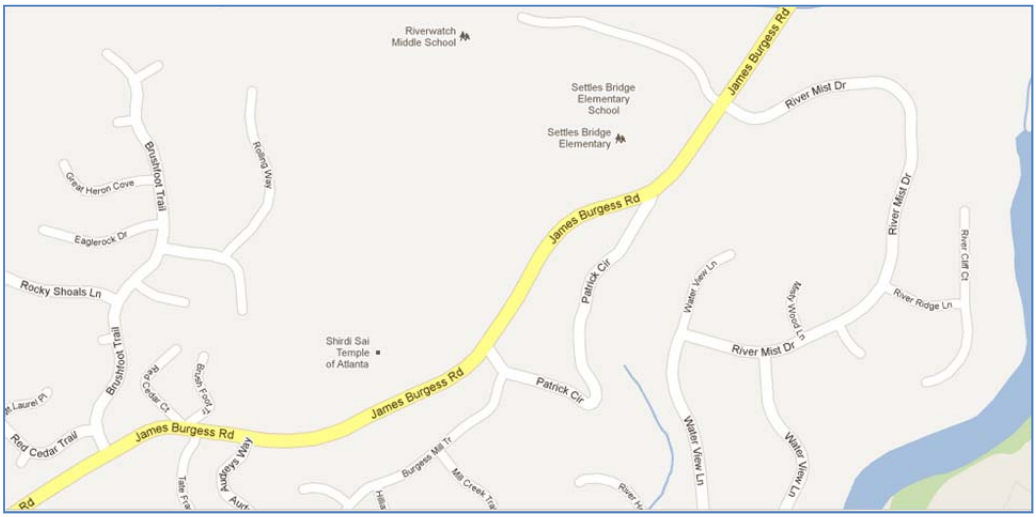


Figure 1: Context Map for Settles Bridge Elementary School.

This SRTS Travel Plan outlines our school's intentions for making walking to and from school more sustainable and safer for students and the community. For example, through our SRTS program and efforts, we intend to train 100% of our students with pedestrian safety education skills before they graduate. We believe this goal is attainable, as we plan to incorporate pedestrian safety skills lessons into our physical education classes for all grades and in some of our extra-curricular events.

Demographics.

Settles Bridge Elementary School and Riverwatch Middle School are located in residential neighborhoods in the southeast area of Forsyth County, with single family homes surrounding the school. While the school attendance boundary extends beyond two miles from the school, 42% of the 863 students live within one mile of school – a distance that is considered walkable for elementary school students. Of the 369 students who live within a mile of school, roughly a third (113) live within a half mile of school and 20 students live within a quarter mile of school. A new residential development within a mile of school is expected to generate additional enrollment at Settles Bridge, adding to the number of students living within walking distance of school.

Student Travel

Current School Travel Patterns. All students travel to and from school by school bus or family vehicle. None of the students regularly walk or bike to school, although attendance at Walk to School events has repeatedly exceeded 100 students.

All students are offered busing, even thought the school districts bussing policy establishes a 1/2 mile limit. Even with the school bus option, many parents choose to drive their children to school.

Students who stay after school for activities must be picked up by a parent or caregiver. None of the students who stays after school walks or bikes home from school.

At this time the school's priority is to create a safe pedestrian network before encouraging students to walk or bike on a regular basis. As detailed in the engineering recommendations later in this plan, the team's highest priority is for a sidewalk on the south side of James Burgess Road to reduce the number of places where students can and must cross James Burgess Road.

Settles Bridge Elementary School is served by a total of 14 buses, two of which are customized for students with special needs.

Arrival and Dismissal. Our school relies on policies and practices to ensure a safe and orderly process for students, regardless of how they travel to school. During arrival and dismissal hours a school resource officer helps direct traffic to ensure safety for all users. One of the officer's responsibilities is to help maintain a gap in the cars across the school bus driveway at James Burgess road so that school buses can arrive and leave on time. The officer also assists by directing family vehicles onto James Burgess Road.

Arrival. Students travel to school by either one of two modes: the school bus or the family vehicle. No students walk or bike to school.

Students arriving by family vehicle are dropped off along the main driveway entrance canopy, greeted by staff, and enter the building. Students can arrive as early at 7:00 am to receive breakfast. Students arriving after breakfast report to their classrooms.

School buses enter the campus via the school bus driveway, unloading students on the school's side entrance canopy. Staff greets students and sees that they get to their classrooms. All busses arrive by 7:30 am so the students are on time for the first bell at 7:40 am.

Dismissal. Students leave campus by one of two modes: a school bus or a family vehicle. No students walk or bike home from school.

Students who are picked up by family vehicle assemble in the hallways beginning at 2:10 pm. Parents begin queuing in the pick-up line as early as 1:20 pm, a full hour before the final dismissal bell at 2:20 pm. Each parent receives a brightly colored hanger with a

unique number to identify parent and child. Parents affix their hanger to the rear view mirror to make them easily visible. Staff on pick-up duty report back to staff inside to let them know which students need to be ready to get into the cars. The line of family vehicles routinely spills out onto James Burgess Road. This causes significant congestion on James Burgess Road, the main road in and out of the community. Although the process is efficient, it still takes approximately 20 minutes to complete the dismissal process.

Students leaving on school buses are assembled in the cafeteria and board onto buses as they arrive at the side canopy.

Existing Conditions and Barriers

Generally the neighborhoods around the school have sidewalks on at least one side of the street. In 2010, Forsyth County built a 5ft wide sidewalk with a 2ft buffer along James Burgess Road as a part of its capital improvement program. The sidewalk is on the west side, which is the same side as the school.

Typically, streets that intersect with James Burgess Road are stop-controlled, while traffic along James Burgess Road has no stop controls. The school zone is clearly marked with signage and flashing speed limit signs.

There is no lighting at all along James Burgess Road, but there is pedestrian-level lighting within many of the neighborhoods surrounding the school.

Potential walking routes to school are listed in the table below.

Key Walking Routes	
James Burgess Road	Potential
River Mist Drive	Potential
Audrey's Way	Potential

Information provided by the Settles Bridge SRTS team indicates the following reasons why parents do not either walk with their children to school or allow them to walk to school.

- Difficult intersections and crossings
- High traffic volumes on James Burgess Road
- High traffic speeds on James Burgess Road
- Adult supervision of student walkers is needed

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

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

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

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

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

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

Barrier: Lack of sidewalks along potential walking routes.

Sidewalks are present on one side of James Burgess Road, the main road that connects neighborhoods to the school. Most students live on the south side of the road – the one without a sidewalk. The absence of sidewalks on this side forces students to cross at locations that have poor sightlines and no pedestrian crossing facilities. The team's preference is for a single designated crossing in front of the school entrance that is staffed by the school resource officer, who helps to direct traffic during school arrival and dismissal. The sidewalks located on the west side of James Burgess Road are 5'wide, with a 2' buffer.

Figure 2: Portions of the sidewalk along the north side of James Burgess Road are overgrown and may be difficult to navigate. (This specific section of sidewalk has since been fixed by Forsyth County as of February 2012. The County will continue to assist as needed on sidewalk maintenance projects as needed.)

Barrier: Poorly maintained sidewalks can make well designed sidewalks difficult to navigate.

Property owners are required to maintain the sidewalk segments that run across their property. This includes trimming and removing vegetative overgrowth, and removing snow and other debris. Generally homeowners maintain the sidewalks for which they are responsible.

However, due to the slowing economy, some homes are unoccupied and some lots lack a house, resulting in no homeowner present to maintain the sidewalks. A relatively short segment of the sidewalk on the west side of James Burgess Road is functionally narrowed due to overgrowth. In some areas the width is as narrow as one foot. Forsyth County Division of Roads and Bridges can also assist with sidewalk maintenance. See Figure 2.

Figure 3: Lack of crossing infrastructure at intersections along James Burgess Road make it difficult for students to walk to school.

Barrier: Lack of pedestrian crossing infrastructure at intersections with James Burgess Road.

Many of the neighborhoods within one mile of school have sidewalks on at least one side of the street. However, once the roads intersect with James Burgess Road, in most cases (because their neighborhood is on the south side of James Burgess Road) students must cross the street to continue on the sidewalk. Most of the intersections along James Burgess Road lack crosswalks and other pedestrian safety infrastructure. Likewise, because students generally only walk in the neighborhoods and not along James Burgess Road, the SRTS team suggests that motorists may not be looking for pedestrians crossing.

Barrier: Parents would prefer that their children not walk alone or in groups without an adult present. There are no formal or organized walking groups with adult leaders.

At least half of the students living within one mile of school will need to cross James Burgess Road to get to school. Crossing this road is tricky; two travel lanes, a central turn lane and the curves in the road make it difficult for motorists to see young pedestrians. Likewise, a general lack of crossing infrastructure makes the crossings and pedestrians less visible to motorists.

Opportunity: More than 100 Students participated in International Walk to School Day 2011.

The large turnout for International Walk to School Day suggests that there is not only feasibility, but also enthusiasm for students to walk to school. The event started at the St. Columba Church on James Burgess Road. All students participating were required to have a parent present to help supervise the large group. Students crossed James Burgess Road and walked along the sidewalk to school.

Barrier: High traffic volumes and high traffic speeds (especially on James Burgess Road) make parents wary about their children walking to school.

James Burgess Road collects and distributes motor vehicle traffic in and out of the neighborhoods surrounding the school. All trips for work, shopping and other errands rely on James Burgess Road. During morning arrival James Burgess Road has high volumes of traffic carrying commuters and students on their way to their destinations. The high traffic volumes traveling at what seem to be speeds higher than 25MPH cause parents living within one mile of the school to conclude that is it safer to drive their children to school, rather than allow them to walk.

Figure 4: Lack of pedestrian-level lighting makes it challenging for students to walk to school safely during the winter months.

Barrier: Lack of off-road connections to the school forces students to walk along and across roads that regularly carry high volumes of traffic traveling at speeds that seem higher than those posted for a school zone.

The SRTS Team indicated that parents would be more likely to allow students to walk to school more often if off-road trails or connections were available. Parents are worried that at

elementary school ages, their children are unable to make critical and safe decisions when crossing roads. While the federal SRTS program does not endorse children under 10 walking without adult supervision, off-road trails and connections are often preferred by pedestrians of all ages.

Opportunity: Forsyth County has a strong relationship with the Boy Scouts who regularly work on trail construction and maintenance projects.

The Boy Scouts of America strongly emphasize the value of performing community service and the troops of Forsyth have shown that they are model Boy Scouts with their projects. Several Scouts have planned, organized and followed through on projects that create trails and maintain public spaces. These Scouts recognize their position as role models and volunteer for local projects often.

Barrier: The lack of street lighting makes students less visible to traffic, especially during the winter months when daylight hours are shorter.

James Burgess Road has no street lights. During winter months, parents are reluctant to allow their children to walk, as it can be dark in the morning and late afternoons. *Parents have also voiced concerns about personal safety for their children during hours with less.*

Barrier: Students lack the necessary skills needed to make critical and safe decisions walk walking along and across busy roads.

The SRTS Team noted that many students walk and bike within their own neighborhoods, but do so because there is significantly less traffic, and motorists seem aware of children at play. However, because families do not often take walking trips along or across James Burgess Road, the students are not learning how to walk and cross safely on busier roads. The SRTS Team suspects that parents do not have opportunities to teach their children basic pedestrian safety skills at home. The school administration is reluctant to encourage walking to school if students do not have the skills that they need to make safe decisions.

Creating Our Plan

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

Meeting Dates	Content/Presentation	Field or Table Exercise
November 2011	Kick Off Meeting: How the Georgia Safe Routes to School Program Works	Award of the planning assistance grant, overview of the planning process
December 2011	Barriers and Opportunities	Team visioning, Opportunity and barrier discussions using maps and the walk

		audit.
January 2012	Plan Review	Review recommended engineering improvements as well as non-engineering strategies
Spring – Fall 2012	Implementation	Review completed plan; make final edits and adopt

Plan Organization

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

Non-Engineering Plan

This Travel Plan identifies best practice education, encouragement and enforcement activities and programs suitable for Settles Bridge Elementary School. Information on the advantages and considerations for each strategy and resources to help us implement each are included in the Travel Plan's Appendix A. Information on possible funding sources for these strategies are included in the Travel Plan's Appendix B.

12– Month SRTS Activity Calendar

Our team will pursue a smaller subset of items in the non-engineering plan during the next 12 months. We will review our work periodically, adding additional activities that will continue the SRTS program momentum.

Engineering Recommendations

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

Non-Engineering Travel Plan

We identified a number of activities and programs to promote walking and biking to school. These activities were drawn from potential programs listed in the Appendix A. These activities and programs, while grouped by "The Five E's", are dependent upon each other for their individual success. We plan to work on our highest priority programs this year, following up with other programs in successive years. We used the following timeframe to determine when to initiate programs:

Type	Short	Medium
Encouragement, Education, Enforcement, Evaluation	Within 12 months *Or, what we plan to do this school year*	Within 2 years *Or, what we plan to do next school year*

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

Education Strategies

The education strategies included in our 12-month activity calendar are aimed at providing all students with pedestrian walking skills. We plan to incorporate the **Pedestrian Safety Curriculum** from the National Highway Traffic Safety Administration (NHTSA) into our physical education classes. We also will **provide safe walking educational materials** when school resumes in the fall for parents and will create opportunities for families to walk and bicycle together. Additionally, we want to promote safe bicycling skills. We will encourage students to attend the Old Atlanta Area **Bicycle Safety Rodeo** in May 2012.

We recognize that having sidewalks on so many of our local streets helps us walk safely within our neighborhoods. However we notice that a significant portion of the sidewalks (even ones that were installed last year) could be maintained better to serve our students and our community. This fall we plan to organize an "**adopt a sidewalk**" after-school program to keep our sidewalks clear of debris and vegetative overgrowth. We plan to partner with the local Boy Scout and Girl Scout troops. Students will learn a valuable lesson in civic responsibility and will also appreciate the facilities that are present in our community.

In addition, we plan to **promote the school travel plan** with the intention that all stakeholders will take ownership of its implementation. We will send information home to parents and will work with our team members to bring it to the attention of public officials, and the school board. It is our plan that this document will be routinely referenced when the County makes or improves other plans that would affect the walking and biking conditions in our community.

We recognize that students enjoy biking in their neighborhoods after school and on the weekends. We want to encourage students to bike more often and want to give them the opportunity to learn safe bicycling skills that they will use for the rest of their lives. Next fall we plan to partner with Riverwatch Middle School to host a joint **bicycle rodeo and workshop** on one of our Saturday events. Participating students will learn how to wear a helmet properly and how to maneuver safely on roads and trails. Older children will learn how to maintain and take care of their bikes.

Settles Bridge Elementary School has participated in International Walk to School Day for the last two years. In 2011 the event had a record turnout of more than 100 students and their parents. The students met before dawn and formed a parade starting at St. Columba's Church and marched to school along James Burgess Road. Local police officers assisted with the event by helping students cross James Burgess Road and by directing cars and buses safely into the school.

All participating students wore reflective arm bands showing their enthusiasm for active and fun travel to school.

Encouragement Strategies

Encouragement strategies included in our 12-month activity calendar will help students and their parents feel more comfortable and confident about walking and bicycling to school. Our past experience is that our families like to participate in school events. We have had success with hosting International **Walk to School Day** two years running and plan to host it again in the 2012-2013 school year. We hope that the enthusiasm from these events will sustain students and their families will start to choose walking over driving for short local trips.

We recognize that Settles Bridge Elementary and Riverwatch Middle School students have strong school spirit and community pride. Additionally, local Boy Scout troops are active and have a strong interest in community service projects. We have found a potential pathway for an unpaved trail connection between the Riverbrooke Subdivision and the school campus. We plan to organize a community project day by partnering the school community and the local Boy Scout troops to trim vegetation and **create a neighborhood off-road trail**.

We are working with Parks and Recreation Department to host a **Bike Safety Rodeo** program at the newly opened Old Atlanta Recreation Center on Nichols Road in Spring 2012 for area Elementary and Middle School students. Next Fall we will work on a partner program with Riverwatch Middle School.

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

- Print maps that show preferred walking routes.
- Georgia Walk to School Day (held in the spring).
- Park and Walk program for students whose parents drive them to school.
- Frequent Biker programs.
- Walking School Buses.
- "Caught Being Good Program" (with the help of the Forsyth County Sheriff's Office).

Enforcement Strategies

Our SRTS enforcement strategies are aimed at both changing the behavior of motorists and making neighborhoods safer and more secure for students walking to and from school.

Our partner for traffic safety is the Forsyth County Sheriff's Office. The department participates in Walk to School Day events by stationing Police vehicles along student walking routes and enforcing stop sign compliance and speed limits.

We will also continue to partner with the Forsyth County Sheriff's Office to **enforce traffic safety laws** throughout the year, especially on James Burgess Road. Using the progressive ticketing method, we will alert motorists that their infractions are creating unsafe conditions for student pedestrians and bicyclists.

While we recognize that we do not have students who routinely walk to school, we hope that students will start walking to and from school in the future. To help build a culture that supports safe walking and biking we need to start with changing motorists' behavior. We will use a pace car and safe driving campaign next year to remind motorists that they are entering a school zone and should drive as though students could be walking and biking in our community during arrival and dismissal times. We also believe that once parents observe other motorists making safe and cautious maneuvers, they may be more likely to allow their children to walk or bike to school a few days per week.

The community has identified James Burgess Road as difficult to cross, especially near the school entrance. The school has identified locations (see Location-Specific Recommendations) for crossing guards once a crossing guard program is implemented.

Evaluation Strategies

Evaluation is an important component of our SRTS program. We plan to complete in-classroom student tallies, and evaluation tools, such as the **student tally and parent survey forms** provided by National Center for Safe Routes to School (NCSRTS) next year and continue to do so annually in the future. Comparing student tallies and parent surveys each year to our base year data will help us measure the effectiveness of SRTS efforts over time. We will continue to conduct annual walk audits to evaluate the

existing walking and biking environment as well as monitor the progress of recommended projects by **meeting annually in February**.

12-month Activity Calendar

Activity	Coordinator	March	April	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	Jan.	Feb
EDUCATION													
Pedestrian Safety Classes													
	Physical Education Teacher (lead)												
Plan													
Implement													
Bicycle Safety Rodeo													
Plan	Forsyth County Parks and Recreation Department (lead) and Physical Education Teacher (support)												
Implement													
Promote Travel Plan													
Plan	Principal (lead) and PTA President (support)												
Implement													
Adopt a sidewalk program													
Plan	PTA President (lead), Principal (support), Boy Scouts (support), Girl Scouts (support)												
Implement													
Provide Safe Walking Materials for Parents													
Plan	Principal (lead)												
Implement													
ENCOURAGEMENT													
International Walk to School Day													
First Wednesday in October													
Plan	PTA President (lead), Forsyth County Sheriff's Office (support)												
Implement													

Activity	Coordinator	March	April	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	Jan.	Feb
Trail Construction Day													
Plan	Tim Amerson (lead), Principal (support), Boy Scouts (support), Girl Scouts (support), Parents (support)												
Implement													
ENFORCEMENT													
Speed and traffic enforcement													
Plan	Forsyth County Sheriff's Office (lead)												
Implement													
Sidewalk Maintenance Enforcement													
Plan	PTA President (lead), Forsyth County (support)												
Implement													
EVALUATION													
Classroom tallies of travel mode to school													
Conducted annually													
Plan	Principal (lead)												
Implement													
Parent survey													
Conducted annually													
Plan	PTA President (lead)												
Implement													
Annual Walk Audit/Meeting													
Plan	Principal (lead), Bryan Carlisle (support)												
Implement													

Engineering Recommendations

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

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

Figure 5: Children walk and bike within their neighborhoods but due to poor crossing conditions along James Burgess Road, students do not regularly walk or bike to school.

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

Crossing Islands. Crossing islands (also known as center islands, refuge islands, pedestrian islands, or median slow points) are raised islands placed in the center of the street at intersections or midblock. Crossing islands allow pedestrians to cross only one direction of traffic at a time by providing a safe place to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street. Crossing islands are especially effective at reducing crashes on busy multi-lane roadways without a traffic/pedestrian signals or stop signs where gaps are difficult to find. Crossing islands are particularly helpful for slower pedestrians, e.g. disabled, older pedestrians, and children. Where midblock or intersection crosswalks are installed at uncontrolled locations (i.e., where no traffic signals or stop signs exist), crossing islands should be considered as a supplement to the crosswalk, and should be designed with a stagger forcing pedestrians to face oncoming traffic before progressing through second phase of crossing. Crossing islands are also a technique used at crossings with a traffic/pedestrian signal to divide a long pedestrian crossing into two shorter segments, effectively reducing the crossing distance.

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. Thermoplastic materials should be used to resist decay.

Lighting. Pedestrian-oriented lighting will improve safety and comfort throughout the neighborhoods. We recommend that lighting be installed at the same time as

sidewalks. The highest priority for lighting should be given to those intersections identified where students cross.

School Zone Identification. School zones are typically identified with signage and pavement markings at each end. These treatments are intended to alert motorists that they are entering a school zone where pedestrians may be present both along and crossing the roadway. New pavement markings can work with existing school zone signs to reinforce the message to motorists about the school zone. Additional or improved signage may also be needed, especially when combined with a flashing beacon as a way to enhance school zone delineation.

Sidewalks and Buffers. Sidewalks are most effective when they include a buffer to increase pedestrian comfort and safety, as to serve as a place for pedestrian "overflow", especially closer to the school. The preferred design for sidewalks in this plan is a minimum 6 foot wide sidewalk with a minimum 2 foot wide buffer. Available right of way will impact the ultimate design. The GDOT standard minimum sidewalk width is 6 feet from back of curb. Minimum dimensions for sidewalks with buffers are a 5 foot sidewalk with a 2 foot buffer. Forsyth County standards are for a 5 foot sidewalk and a 2 foot wide buffer.

Speed Feedback Signs. Communities may use a mobile "speed trailer" that can be placed in locations where motorists exceed the speed limit often enough that passive enforcement is appropriate. Permanently installed feedback signs provide on-going information to motorists about the speed at which they are traveling.

Triangular Channelization Island. Channelization islands are used for roadways, subdivision street entrances or commercial driveway entrances. This type of engineering treatment serves three purposes: to control and direct traffic movement, to divide opposing or same-direction traffic streams, and to create a pedestrian crossing refuge. Channelization islands can be established pavement markings or as a raised geometric island. While less expensive and easier to install than raised islands, painted islands do not create a vertical grade separation, and thus are not as effective in serving any of their purposes. For example, motorist can easily drive over the pavement marking. Raised concrete islands are recommended instead of pavement markings.

Rectangular Rapid Flashing Beacons. Rectangular Rapid flashing beacons will increase the visibility of students and all pedestrians as they cross the roadway. This type of signal is pedestrian-activated, i.e., the signal will only flash if a pedestrian has pushed a button, indicating that they need to cross the street. Typical locations are at T-intersections that do not have a crossing guard during either arrival or dismissal times. Georgia DOT will need to approve each potential location for these.

Engineering Recommendations for High-Priority Locations

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

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

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

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

Team priority was determined based on the following factors:

- Locations with specific safety concerns.
- Locations along existing student walking event routes, or with a sufficient number of school family residences.

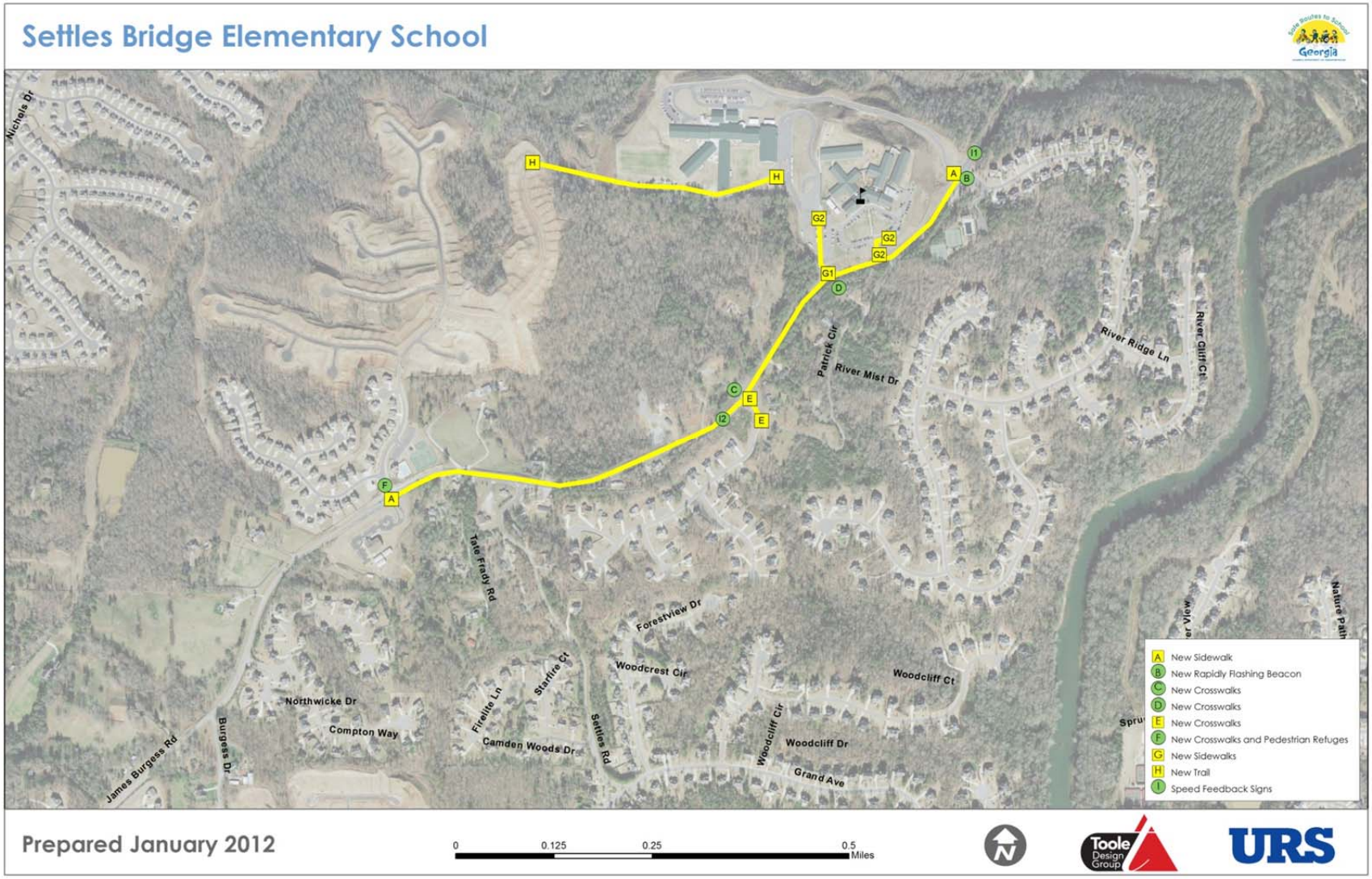
Engineering Recommendations for Other Locations

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

Considerations for Design, Project Selection, and Funding:

- All engineering strategies recommended in this plan are considered "planning level" and may require further engineering analysis, design, or public input before implementation.
- Recommended changes to existing traffic patterns (adding a signal, adding a stop sign, changing lane patterns) will require a study to evaluate the potential impact that the recommendation could have on existing traffic conditions.
- Drainage, existing utilities and ADA compliance will need to be evaluated for all recommendations at the time of design.

- Right-of-way was not evaluated as a part of this project. Recommendations assume that sufficient ROW exists or that a method to gain needed ROW will be identified as the project progresses.
- A variety of funding sources may be used recommended engineering strategies, including Safe Routes to School. For example, projects requiring right-of-way acquisition or existing utilities relocation will not be eligible with SRTS funds, but may be funded through other sources.
- More information on the types of projects eligible for SRTS funding through the Georgia Department of Transportation is available at: http://www.dot.state.ga.us/localgovernment/FundingPrograms/srts/Pages/default.asp and in Appendix B of this Plan.


Settles Bridge Elementary School
Georgia
Nichols Dr
Patrick Cir
River Mist Dr
River Ridge Ln
River Cliff Ct
Taste Fraidy Rd
Forestview Dr
Starfire Ct
Woodcrest Cir
Woodcliff Ct
Northwicke Dr
Compton Way
Firelite Ln
Camden Woods Dr
Settles Rd
Woodcliff Cir
Woodcliff Dr
Grand Ave
James Burgess Rd
Burgess Dr
Nature Path
A New Sidewalk
B New Rapidly Flashing Beacon
C New Crosswalks
D New Crosswalks
E New Crosswalks
F New Crosswalks and Pedestrian Refuges
G New Sidewalks
H New Trail
I Speed Feedback Signs
Prepared January 2012
0
0.125
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Miles
Toole Design Group
URS

A James Burgess Road from Brushfoot Trail to River Mist Drive

Location Characteristics

- Sidewalks present only on the west side of the road. Curb and gutter present.
- Speed limit is 25 MPH during school hours (within the school zone) and is 45 MPH at all other times.
- Road width varies between 21 feet and 70 feet wide.
- James Burgess Road is the main road that connects the neighborhoods to the school and is classified as a neighborhood collector.

Need

- Lack of sidewalks on the east side of the road creates uncomfortable walking conditions, forcing pedestrians to walk in the street or on the grass.
- Lack of sidewalks on the east side and the lack of designated crossing locations force students to cross at undesirable locations to reach sidewalks on the west side of the road.
- Lack of pedestrian-oriented lighting makes for poor walking conditions in the morning during winter months.
- Vegetative overgrowth significantly reduces the effective width of the existing sidewalk, adding to parents' concerns that sidewalk is not wide enough for large walking groups. Enforcement of requirements that property owners maintain sidewalks to eliminate encroachment from vegetation is needed, and is recommended as a part of this plan.

ID	Recommendation	Timeframe	Team Priority
A1	Construct sidewalk on east side of street.	Long term	High
A2	Widen sidewalks on west side of street to 6 feet wide with 2 feet wide buffer.	Long term	High
A3	Install pedestrian-scale lighting along the corridor.	Long term	High

Photo Gallery

Figure 7: Segments of James Burgess Road are overgrown.

Figure 6: Much of the sidewalks on James Burgess Road are clear.

B *River Mist Drive/Riverwatch Middle School Driveway Entrance at James Burgess Road*

Location Characteristics

- One travel lane in each direction on River Mist Drive. Five travel lanes on James Burgess Road, allocated for through traffic and dedicated right and left turn lanes in each direction.
- Speed limit on James Burgess Road is 25 MPH during school hours and 45 MPH during other times. Speed limit on River Mist Drive is 25 MPH.
- James Burgess Road is 60 feet wide. At the intersection, River Mist Drive is 60 feet wide.
- Sidewalk, curb and gutter are present on the west side of James Burgess Road and the east side of River Mist Drive.
- No traffic controls for traffic on James Burgess Road. Stop controlled for traffic on River Mist Drive.
- High visibility crosswalks on the south and west legs, including ADA-compliant curb ramps.
- Triangular channelization islands at the west leg, established as pavement markings.

Need

- Intersection is congested with motor vehicles at arrival and dismissal times, creating uncomfortable conditions for pedestrians and bicyclists.
- Several families live in the River Mist neighborhood. Several cars were observed driving across the street to the middle school and into the elementary school from the neighborhood. If this intersection were more comfortable for pedestrians fewer parents might drive and more might walk across to the schools.
- Intersection is located near the bottom of a steep hill. Motorists may not aware of student pedestrians crossing at this location and may be traveling the road at speeds that make it difficult for them to stop in sufficient time. Motorists need additional warnings to communicate that pedestrians are attempting to cross James Burgess Road.
- Crossing guard is needed at the southern crossing to assist students crossing James Burgess Road.

Recommendations

ID	Recommendation	Timeframe	Team Priority
B1	Stripe a high-visibility crosswalk across River Mist Drive.	Short term	High
B2	Extend the existing median at River Mist Drive and create a crossing island with pedestrian refuge.	Medium term	High

ID	Recommendation	Timeframe	Team Priority
B3	Install a rapid flashing beacon across the southern leg/James Burgess Road.	Short term	High
B5	Install a roundabout at this intersection.	Long term	High

Photo Gallery

Figure 8: View of intersection from River Mist Drive. Sidewalk leads directly to marked crosswalk.

Figure 9: Traffic volumes deter parents from allowing their children to walk and bike to school even though they live directly across the street from the campus.

C Patrick Circle (southmost entrance) at James Burgess Road

Location Characteristics

- T-intersection, with one travel lane in each direction on Patrick Circle. Three travel lanes total on James Burgess Road, allocated for through traffic and a right turn pocket for eastbound traffic. Speed limit on James Burgess Avenue is 45 MPH. Speed limit on Patrick Circle is 25 MPH.
- James Burgess Road is approximately 40 feet wide. At the intersection, Patrick Circle is 30 feet wide.
- Sidewalk, curb and gutter on the west side of James Burgess Road.
- Traffic on Patrick Circle is stop-controlled.
- No crosswalks across James Burgess Road and the stop bar on Patrick Circle is faded.

Need

- The neighborhood accessed by Patrick Circle is within one mile of school; several students live in this neighborhood.
- Until sidewalks are built on the east side of James Burgess Road, students walking from this neighborhood must cross here to get to walk to school.

Recommendations

ID	Recommendation	Timeframe	Team Priority
C1	Stripe a high-visibility crosswalk across the James Burgess Road on the northern leg.	Short term	Medium
C2	Repaint the faded stop bar on Patrick Circle.	Short term	Medium
C3	Install a rapid flashing beacon with advanced warning signs (flashing lights when beacon is activated) at the northern leg, across James Burgess Road.	Short term	Medium

Photo Gallery

Figure 10: Crossing infrastructure absent from intersection.

D *School Entrance at James Burgess Road (bus driveway)*

NOTE: Related to recommendation A

Location Characteristics

- This is a T-intersection, with one travel lane in each direction on the school driveway. Three travel lanes total on James Burgess Road, allocated for through traffic and on center turn lane. James Burgess Road is 40 feet wide at the intersection. The driveway crossing is 50 feet wide.
- Speed limit on James Burgess Road is 25 MPH during school hours and is 45 MPH at other times.
- Sidewalk, curb and gutter on the west side of James Burgess Road.
- Crosswalk is present across west leg only.

Need

- The Team recommends this location as a designated crossing for students walking to school, rather than at other intersections along the road because a school resource officer is stationed at this location to help direct traffic during morning arrival and dismissal times.
- James Burgess Road is a primary walking route for the majority of students who could walk to school.
- The Team recommends pedestrian crossing features be installed after the sidewalk on the east side of James Burgess Road is installed (see Recommendation A).
- The team has also recommended that crossing guards be placed a critical locations along walking routes. Due to high volumes of motor vehicle traffic and proximity to the school site, this location should be considered for a crossing guard.

Recommendations

ID	Recommendation	Timeframe	Team Priority
D1	Stripe a high-visibility crosswalk across the northern crossing of the school driveway.	Long term	High

Photo Gallery

Figure 11: Aerial view of school bus driveway where students will be encouraged to cross when sidewalks are constructed on the east side of James Burgess Road. [Image from Google Earth]

E *Patrick Circle from James Burgess Road to Burgess Mill Terrace*

Location Characteristics

- Patrick Circle is a neighborhood road. Speed limit is 35 MPH.
- Gap in sidewalk on Patrick Circle between Burgess Mill Terrance and James Burgess Road.

Need

- Lack of sidewalks creates uncomfortable walking conditions, forcing pedestrians to walk in the street or on the grass.
- Lack of pedestrian-oriented lighting contributes to uncomfortable walking conditions in the morning during winter months.

ID	Recommendation	Timeframe	Team Priority
E1	Install a new sidewalk on Patrick Circle connecting to existing sidewalk on north side of Burgess Mill Terrace.	Medium term	Medium
E2	Install pedestrian-oriented lighting along the proposed sidewalk (E2).	Medium term	Medium

Photo Gallery

Figure 12: Sidewalks absent on segment of Patrick Circle.

Figure 13: Sidewalks on south side of Burgess Mill Terrace.

F *Brushfoot Trail/Church Driveway at James Burgess Road*

Location Characteristics

- Entrance to church on east side of James Burgess Road is median-divided, with one lane entering the church property and two lanes exiting the property.
- Brushfoot Trail is median-divided, with one lane entering the neighborhood and two lanes exiting the neighborhood.
- James Burgess Road has one travel lane as well as left and right turn lanes for each direction. James Burgess Road is 60 feet wide at the intersection. Brushfoot Trail is 62 feet wide at the intersection. The church driveway crossing is 56 feet wide.
- Speed limit on James Burgess Avenue is 45 MPH. Speed limit on Brushfoot Trail is 25 MPH.
- Sidewalk, curb and gutter are present on the west side of James Burgess Road. Brushfoot Trail has sidewalk, curb and gutter on both sides. There are no sidewalks along the church driveway.
- Traffic is stop-controlled on Brushfoot Trail and the church driveway entrance.
- Crosswalks are absent across James Burgess Road.
- Stop bars on Brushfoot Trail exit lane are absent.
- One triangular channelization island is painted on James Burgess Road, directing traffic onto the church driveway.
- Several students living within a mile of the school live in the neighborhood accessed by Brushfoot Trail. Sidewalks (with curb and gutter) are present throughout the neighborhood.
- The church parking lot is routinely used as a park and walk location for Walk to School Day events and may become an official park and walk location in the future.

Need

- Until sidewalks are built on the east side of James Burgess Road, students walking from this neighborhood must cross at this intersection to get to the sidewalk along the west side of James Burgess Road.
- The team recommends students walk to school on sidewalks on the east side of James Burgess Road cross in front of the school once they are built.
- The median islands do not provide a refuge for pedestrians crossing.

Recommendations

ID	Recommendation	Timeframe	Team Priority
F1	Install high visibility crosswalks across all four legs, aligning with the existing medians. See Recommendation F3.	Short term	Medium
F2	Convert existing striped channelization island to a raised channelization island.	Long term	Medium
F3	Extend the medians on both Brushfoot Trail and the	Long term	Medium

	church driveway and create pedestrian refuges for the northern and southern crossings.		
F4	Install stop bars on Brushfoot Trail and the church driveway.	Short term	Medium

Photo Gallery

Figure 14: View of James Burgess Road from Brushfoot Trail.

Figure 15: View of James Burgess Road from Church driveway.

G *Improvements on School Property*

NOTE: Related to recommendations A and D

Location Characteristics

- School driveway consists of roadway, curb and gutter, but no sidewalks. Sidewalks are present in front of the school doors along the drop-off areas for buses and family vehicles, but do not connect to James Burgess Road.
- Students walking to school will need to travel from James Burgess Road to the school property, crossing in front of family vehicles to access the school building.

Need

- The on-campus pedestrian network is discontinuous and needs to be completed.

Recommendations

ID	Recommendation	Timeframe	Team Priority
G1	Construct a sidewalk on the north side of the school driveway entrance.	Short term	High
G2	Install a high visibility crosswalk across the driveway where the sidewalk will end. (Consider positioning a crossing guard or staff member at this location).	Short term	High
G3	Construct a sidewalk along the east side of the bus driveway entrance that connects to the bus drop off area.	Short term	High

Photo Gallery

Figure 16: Looking eastbound on James Burgess Road across the main driveway entrance to the school.

Figure 17: Looking down the bus driveway at James Burgess Road. No sidewalks connect James Burgess Road to the loading entrance on the campus.

Figure 18: View of bus driveway entrance

H *Proposed Trail in Brushfoot Trail Neighborhood*

Location Characteristics

- Public right-of-way is available at the end of Sugar Ridge Drive for a public access trail to the school.
- An abandoned service maintenance drive for utilities is also present at this location.
- The proposed trail between the neighborhood and the school property will be approximately 438 feet long.

Need

- Parents would prefer a local, off-road connection between the school and their neighborhood to shorten the overall distance to school and avoid uncomfortable walking conditions along James Burgess Road.

ID	Recommendation	Timeframe	Team Priority
H1	Establish a trail connecting Sugar Ridge Drive and the school property.	Short term	High
H2	Establish a trail along the school property to connect the neighborhood trail to Settles Bridge Elementary School and Riverwatch Middle School.	Medium term	High
H3	Upgrade the unimproved trail to an ADA accessible trail connecting Sugar Ridge Drive and the school property.	Long term	High

Photo Gallery

Figure 19: View of property where proposed trailhead is approximated.

Figure 20: Dotted line shows approximate path of proposed trail.

I School Zone (James Burgess Road)

Location Characteristics

- There are school speed limit signs, school zone boundary signs and flashing lights at the two School Zone boundary points on James Burgess Road.
- The school zone speed limit is 25 MPH, 20 MPH slower than the posted speed limit on the portions of James Burgess Road to the north and south.

Need

- While motorists are aware that they need to reduce speeds to 25 MPH within the school zone, during school hours, motorists do not appear to be aware of the actual speeds at which they are traveling.

Recommendations

ID	Recommendation	Timeframe	Team Priority
I1	Install permanent speed feedback signs on existing school speed zone signs.	Short term	Low

Engineering Recommendations for Other Locations

Location	Recommendation
Intersection of Audrey's Way and James Burgess Road	Construct a crossing island with a pedestrian refuge where it is painted on James Burges Road. Install raised triangular channelization islands where painted on James Burgess Road. Install high visibility crosswalks across the eastern crossing (ensure that there is a pedestrian refuge/crossing island when the triangular channelization islands are raised).
Audrey's Way from James Burgess Road to Grande Avenue	Construct new sidewalks on both sides of the street and install pedestrian scale lighting along the corridor.

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

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

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

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

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

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

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

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

programs to prevent collisions, injuries and fatalities on and around railroad tracks and highway-rail grade crossings. Use this traning to raise awareness among students about dangers of trains, and training several adults that could monitor at-grade railroad crossing between schools.	

Georgia-based Organizations Working to Support Safe Routes to School

Georgia Bikes! *(http://www.georgiabikes.org/DesktopDefault.aspx)*

GEORGIA BIKES! is a statewide organization working to improve bicycling conditions and promote bicycling in Georgia. Their work includes creating a law enforcement officer's pocket guide, instigating school based education efforts and developing bicyclist education materials.

Atlanta Bicycle Coalitions *(http://www.atlantabike.org/)*

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

PEDS *(http://peds.org/)*

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

Alliance for a Healthier Generation *(http://www.healthiergeneration.org/)*

The Alliance for a Healthier Generation is a Georgia SRTS Network Partner that can provide support to schools through its Healthy Schools Program.

American Heart Association (AHA) *(http://www.americanheart.org/)*

The AHA (also a Georgia SRTS Network Partner) is a strong supporter of the Safe Routes to School Program.

Georgia Regional Commissions

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

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

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

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

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

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