Summerour Middle School

Safe Routes to School Travel Plan

585 Mitchell Road
Norcross, GA 30071

February 2012

Safe Routes to School

Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

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Acknowledgements

This Travel Plan represents the work of the Summerour Middle School Safe Route to School (SRTS) 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 law enforcement officers, teachers and other community stakeholders was organized and provided input, guidance and oversight in writing our plan.

Members of the Summerour Middle School SRTS team

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Introduction to Summerour Middle School

Summerour Middle School serves 1,180 students in grades six through eight. The school is located in the geographic center of Norcross, Georgia, a charming southern city located in the northeast region of the state.

Summerour Middle School is sited on the corner of Mitchell Road and Price Place, a predominantly residential area located south of the bustling Buford Highway. The City's street system has several neighborhood collectors, which makes it easy to identify potential walking and biking routes throughout the City.

The SRTS program at Summerour Middle School is a key component in the school's efforts to improve the health and safety of its students. The SRTS program also complements Norcross and Gwinnett County's comprehensive efforts towards promoting walkability and bikability. Norcross and Gwinnett County are actively working on several plans, programs and initiatives that aim to promote walking and bicycling for both transportation and recreation needs. The initiatives are organized by their relevance to this Plan. They include:

- **City of Norcross Parks Master Plan** – Completed in 2011 it includes recommendations for several recreational trails and greenways across all quadrants of the City. Many would improve the walking and biking routes of Summerour Students.

The Five Es

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 Es. 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

- **Town Center Livable Center Initiative (LCI) Study** – Recommends pedestrian crossing islands on Buford Highway, Langford Road and Jimmy Carter Boulevard. Also recommends bicycle trails, on-road facilities and park infrastructure throughout the study area.
- **Sustainable Norcross** – a grassroots civic group devoted to making Norcross more sustainable and environmentally friendly. This includes a focus on making Norcross more walkable and bikable for all residents, commuters and visitors.
- **City of Norcross 2010 Parking Study** – Recommends bike lanes to be considered along the newly created one-way streets of Thrasher Street Skin Alley, College St. and Britt Ave.
- **City of Norcross, Georgia Comprehensive Plan –** Plans for walkable design elements in the City's downtown and neighborhoods such as zero-front setbacks and vehicular parking in back of street frontages.
- **City of Norcross Downtown Development Authority** – a civic group dedicated to improving and preserving the vitality of the City's downtown. A key project was the streetscape improvements proposed along Skin Alley and Cemetery Street.
- **Gwinnett County Comprehensive Transportation Plan** – Prioritizes bicycle and pedestrian off-road connections to neighborhoods and parks.
- **Gwinnett County Open Space and Parks Plan** – Provides the foundation for non-motorized[1] travel planning within the county.
- **Gwinnett County Speed Hump Policy** – Outlines guidelines for citizens to request and petition for speed humps on local streets.
- **Gwinnett County Traffic Calming Guide** – Requires traffic calming design on all new public residential streets to encourage and maintain vehicle speeds within 25-30 miles per hour (MPH) range.
- **Gwinnett Village Community Improvement District** – a special benefit district supported by commercial property owners in the Norcross area. The CID works to improve mobility through initiatives such as intersection improvements, access management, transit extensions, and sidewalk installation. The CID has filled in many sidewalk gaps along major corridors in the district.

In May of 2011 Sustainable Norcross organized and hosted a two-day event that encouraged students to walk to school and to learn how to safely ride bikes. The enthusiasm from this event inspired a movement within Summerour Middle School and the surrounding community. The school's SRTS quickly formed, growing to 17 members.

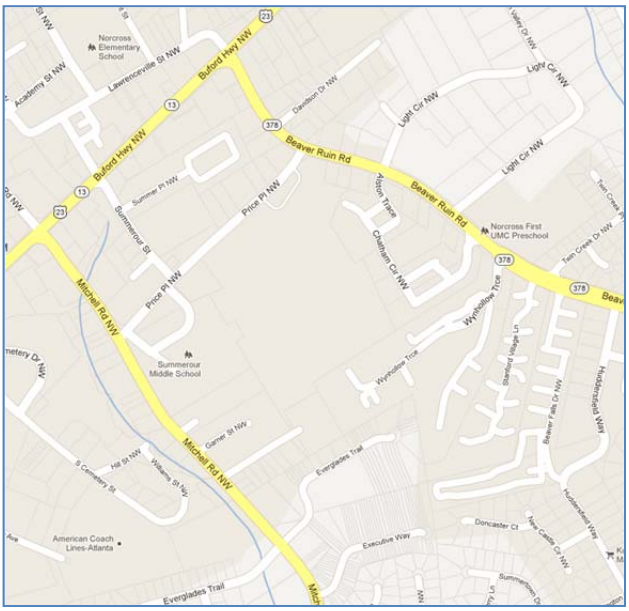


Figure 1: Summerour Middle School is located in the center of the City's boundary, making it easy to identify potential walking and biking routes.

[1] Non-motorized refers to bicycling and walking.

The SRTS team represents a diverse set of needs and contributions from the City manager to the PTA president. Many team members wear multiple hats in the community and, thus provide multiple perspectives. This also makes communication with outside but relevant groups easier.

One of the driving needs for this plan is to make walking and biking routes to all locations along Price Place safe, accessible and convenient. The Gwinnett County School Board plans to move Summerour Middle School to a location further east on Price Place, repurposing the current building as an elementary school. Having two schools in the same vicinity presents a great opportunity to improve the walkability and bikability of Price Place, reducing the number of parents that drive their children to school and relieving potential pressure on the school district's busing budget.

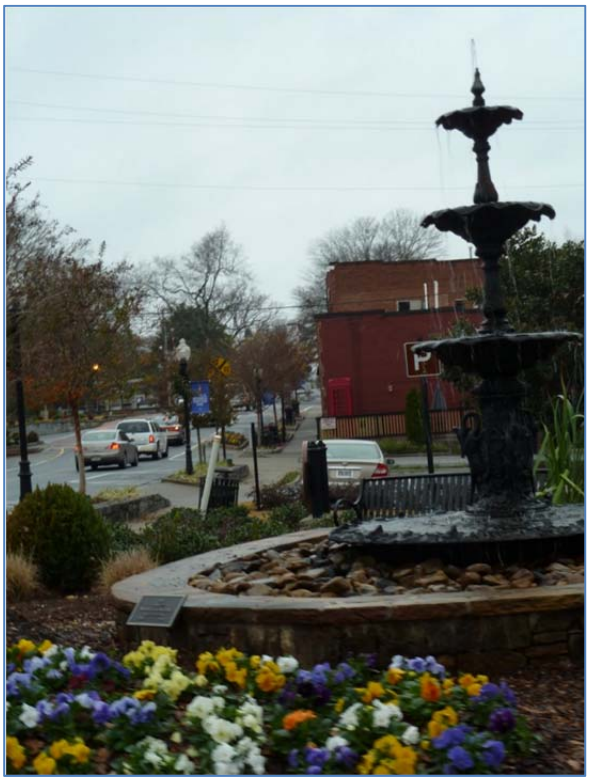


Figure 2: The City of Norcross has implemented many projects to make the City more walkable and inviting.

Our vision for Summerour Middle School is for our school and city to be a place where:

- Walking and biking is part of our local culture.
- Students have multiple safe options for walking and biking routes to school.
- Students have safe places to cross the most challenging roads.
- The community works together to keep our streets welcoming, safe and navigable for all modes.
- Students and their families regularly choose to walk and bike for all short trips.
- Walking and biking infrastructure is built to last and is well-maintained.
- Decision makers routinely consider all modes when making decisions that affect traffic patterns and routes.

This SRTS Travel Plan outlines our school's intentions for making walking to and from school more sustainable and safer for students and the community. Through our SRTS program and efforts, we hope to reach a rate of 10% of our students walking or biking to school at least 2 days a week. We believe this goal is attainable, as 40% of our students live within one mile of school.

Demographics. To better understand the walking needs and potential for our school we have examined the demographics of our school and included a summary list below.

- Over 40% (412 total) of students live within walking distance of the school (one mile). This is visible on the map in Figure 3, which shows where groups of students live.
- A significant portion of the student body lives at least 2 miles from school (843).
- Almost every student has access to free and reduced lunch (89%). While student addresses were not cross-tabbed with free and reduced lunch eligibility, the numbers clearly show that many students who receive free and reduced lunch live within walking distance of the school.

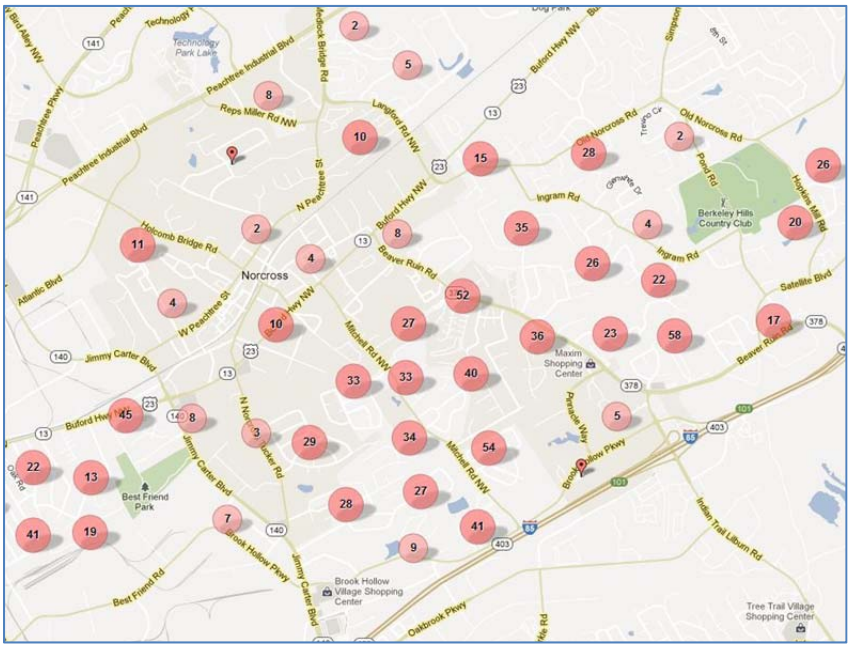


Figure 3: Map shows where students live within walking distance (2 miles) of the school. Red circles represent clusters of student residences. The numbers in the circle represents the number of Summerour Students included in the area.

Student Travel

Current School Travel Patterns. The following summarizes current school travel patterns at Summerour Middle School.

- According to recorded student travel tally data, approximately 40 students regularly walk to and from school. While this is about 4% of the student population, the demand for safe walking and biking routes is clear simply from the high participation rates in the Walk to School events.
- All students who walk and bike to school live within a mile of the school.
- Relatively few students travel to and from school (125 or 10%).
- Just over half of the student body routinely rides a school bus to and from school. Generally students living within 1.5 miles of school are not provided school bus transportation. However, the school district provides hazard busing for students within this 1.5 mile limit if they must cross multiple-lane roads or roads that have speed limits as high as 45 MPH. The team is hopeful that strains on the transportation budget may be alleviated if safe walking infrastructure can expand the walking route network and eliminate some of the barriers to walking to school.
- There are not many after school activities, and because of the students age group, most students travel directly home after school.

Arrival and Dismissal. Our school relies on policies practices, and support activities to ensure a safe and orderly process for students, regardless of how they travel to school. During walking to school events police officers will help direct traffic onto Price Place during dismissal. Due to the thoughtful layout of the multiple driveways and the low volume of family vehicles, this is not needed on a routine basis.

Arrival. School begins at Summerour Middle School at 9:20 am. The School buses drop off students by 9:10 am in the school bus loop in front of/side of/behind the school building/off of Price Place.

Students who walk to school arrive between 8:45am and 9:10am, as do a handful of students bike to school.

Family vehicles drop off their children at the main entrance between 8:45am and 9:10am. The main entrance is at the top of a hill, requiring students arriving on foot or bike to trek up stairs and steep sidewalks. During morning arrival parents were observed driving cautiously through the driveways, clearly aware of these students. No conflicts between pedestrians, bicyclists and vehicles were noted during field observations.

Figure 4: Students wait to be released to walk, to meet their parents or to take a specialized transportation. Other school buses are located on the lower driveway.

Dismissal. The dismissal bell rings at 4:00 pm, releasing all students at the same time. Students who ride school buses home are dismissed from the lower entrance at the school bus loop. Buses are waiting in the loop two-buses across the lane. Once a bus is loaded it exits the loop. Students who walk home are released from the main entrance at the top of the hill, along with the students who ride home in a family vehicle.

Relatively few parents pick up their children from school. The queue line forms approximately one half hour before the dismissal bell rings and all of the cars are able to fit in the pick-up/drop-off loop. During dismissal observations, it was clear that parents maneuver cautiously through the campus and are deliberately watching for students walking through the parking lots.

Existing Conditions and Barriers

The City of Norcross has the beginnings of a strong, well-connected pedestrian network. Most local streets have sidewalks on at least one side and the arterials appear to have sidewalks on both sides of the street. Sidewalks are at least 5 feet wide and are generally accessible with appropriately placed and sloped curb ramps. Most sidewalks are comfortable to walk because there is a grass buffer, and the surface is smooth curb ramps are placed appropriately. Some of the older sidewalks have moderate vegetative encroachment on both sides.

Intersections are generally accessible for pedestrians of all abilities. Signalized intersections have pedestrian signal heads with push-button actuators. Crossing times appear to be set at the minimum for the walk phase of 3.5 feet per second.

The street lights present on most streets are generally cobra-style lights which illuminate the roadway but not necessarily sidewalks.

The City of Norcross is actively planning for a more-connected bicycle network. Several multi-use paths are planned to connect critical pedestrian generators such as the downtown, parks and schools. The City intends to implement bike lanes and shared lane markings where appropriate as indicated in the City's Parks Master Plan (2011).

Existing and potential walking routes to school are listed in the table below.

Key Walking Routes	
Mitchell Road	Existing
Price Place	Existing
Beaver Ruin Road	Existing
Trail behind school	Potential

Information provided by the Summerour SRTS team and from parent surveys (collected in May of 2011) indicates the following reasons why parents do not either walk with their children to school or allow them to walk to school.

- Violence or crime
- Safety of intersections and crossings
- Distance between home and school
- Amount of traffic along route
- Speed of traffic along route

Our students' parents 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:

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

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

Many of the issues in the table above can be addressed with either infrastructure or non-infrastructure strategies (or in some cases both). We kept these concerns in mind when picking the strategies that we want to accomplish 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: Sidewalk gaps along critical segments of walking routes create potential conflicts between pedestrians and motorists.

Nearly all students walk along Price Place when walking to school or other destinations. While there is a continuous sidewalk network along Price Place, it is not consistent on either side. Some is flush with the roadway; others are separated from the roadway with a curb and a grassy buffer. To stay on a grade-separated sidewalk, students must cross the sidewalk at least twice if students are walking westbound from Beaver Ruin Road.

Figure 5: Crossing Beaver Ruin Road is challenging for student pedestrians who walk to school instead of using the hazard bussing option.

Barrier: Crossing conditions on Beaver Ruin Road are challenging for pedestrians

Many students are dependent on Beaver Ruin Road for their walking routes. While the majority of students live on the school side of Beaver Ruin Road, a significant number must cross Beaver Ruin Road. Because Beaver Ruin has multiple-lanes (two in each direction with a center turn lane) and carries high traffic volumes throughout the day these students are bussed. There is a desire to walk and bike from the north side of Beaver Ruin Road, but without safe crossing infrastructure students must continue to travel to and from school on the school bus.

Barrier: High traffic speeds on Beaver Ruin Road deter parents from allowing their children to walk along or across Beaver Ruin Road.

Beaver Ruin Road causes the most concern for the school's SRTS team and parents. Over half of the students who walk and bike to school walk along or across Beaver Ruin Road as part of their route. Beaver Ruin Road is also a common route for commuters. Parents are just as concerned about their children walking and biking along the road as they are with the idea of their

children attempting to cross the road. The team suspects that motorists are not observing the 35 MPH school zone speed limit.

Figure 6: Students use these stairs to cut the corner at Mitchell Road and Price Place.

Barrier: Crossing conditions mid-block on Mitchell Road

A substantial number of students travel from neighborhoods to the west of school via Mitchell Road. The team has observed students making midblock crossings on Mitchell Road where the stairs from the staff parking lot meet the sidewalk on the east side of the road. Motorists do not have sight of the stairs and are not watching for pedestrians crossing at a seemingly random location midblock.

Barrier: Lack of safe bicycle routes to and from school.

Students enjoy bicycling after school and on weekends. For example, on a federal holiday during the development of this plan, team members observed over ten students biking in neighborhoods nearby the school. A few students bike to school now, but the fact that students regularly bike after school and on weekends is an indication of the potential for more students to bike to school. Student bicyclists prefer not to ride on sidewalks, but there are no on-road facilities, such as bike lanes or trails for them to use instead.

Figure 7: Bicyclists do not have off-road or separate facilities from cars.

Barrier: Many students lack the skills needed to make safe decisions while bicycling.

Summerour Middle School wants to promote bicycling to and from school, but the team is concerned that most students are self-taught and do not fully grasp safe rules of the road when bicycling. The team would prefer that students be taught how to ride safely both on the road and on the trails so that all travelers are safe.

Barrier: Many students do not have access to bicycles or safety equipment such as helmets.

Not all students own a bike or have helmets, reflectors and lights. Many students participated in Summerour Middle School's bike rodeo in May of 2011, but many students arrived without a bike or a helmet to use. There is clearly interest in riding and learning how to do so safely. Lack of equipment is a significant barrier to increasing the number of students who regularly ride to school.

Creating Our Plan

Our SRTS 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 focused on education, encouragement, enforcement, and evaluation strategies and allowed us to identify needed and complementary 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 2012	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.

Figure 8: Our team met four times to discuss the elements of this plan.

Non-Engineering Plan

This Travel Plan identifies best practice education, encouragement and enforcement activities and programs suitable for Summerour Middle School. Information on the advantages and considerations for each strategy and resources to help us implement each activity 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 Es", 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 safety skills. We have scheduled a **pedestrian safety assembly** and encouragement for all students in the fall of 2012 through a partnership with the City of Norcross, Sustainable Norcross and the Norcross City Police Department. We also will **provide walking educational materials** for parents when school resumes in the fall and will create opportunities for families to walk and bicycle together.

We can educate students about walking to school by reaching out to rising fifth graders who will attend Summerour Middle School the following year. Each year our staff and some of our students speak with rising fifth graders at the feeder elementary schools to prepare the students for what life will be like in middle school. This is a great opportunity to talk about safe walking and biking routes to school with students and their families. We plan to **distribute educational materials** such as safety tip sheets along with al list of preferred walking routes to **prepare rising fifth graders** in the spring of 2012. Among the topics that we discuss will be how to dress to be seen safely when walking at dawn, dusk and when it is dark, how to make smart decisions about when and where to cross the street, and how to pick a safe route for walking or biking to school.

After this year we plan to reach out to the Bicycle Doctor[2] and the SafeKids Wheel Safety program[3] to start planning more educational activities for students and their families.

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

- Bicycle rodeo
- Adopt a sidewalk/trails program
- After school bicycle riding club and repair workshop

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 students and community like to participate in school events. Our encouragement activities include **Georgia Walk to School Day** (held in the spring) and **International Walk to School Day** (held in the fall), and the **Georgia SRTS Resource Center's frequent walker program, *Way to Go***. Students currently walk in groups, but have not formalized their walking school buses until now.

Recognizing that all students may not have access to a bicycle, we plan to partner with the Norcross City Police Department and other charitable groups (The Lions Club, Rotary Club, Kiwanis Club, etc) to **organize a bike drive for students** this year called **"Re-cycle"**. We are partnering with Communicycle (a non-profit bicycle co-op) and plan to launch the drive in April 2012. With a fleet of bikes to lend, sell and give away, we will help plant the seeds for a bicycle culture among young students. After this year, in the spring of 2013, we plan to offer an after school bicycle club and repair workshop, as well as a bicycle rodeo that can accommodate any student who wants to attend.

Well over 100 kids participated in Walk to School Day 2011 at Summerour Middle School. The event took place in May over two days. It featured multiple walking school buses as well as an after-school bike rodeo. Law Enforcement Officers helped students cross difficult intersections safely.
Arriving in the warm Summerour cafeteria where juice and fresh muffins were provided by Brian Mock of the Hampton Inn, the mood was much more energetic. Rosy cheeks and an obvious sense of accomplishment marked the kids who had made the trek, an added perk being they got to be a bit late for class so they could eat their muffins. When asked if they'd walk to school every day though, only a few kids raised their hands. "It was cold and the girls walk too slow," explained one seventh grade boy. "But when it gets warm again, I'll think about it for sure."

Summerour Middle School's SRTS team has already begun planning for Georgia Walk to School Day (March 2012) and International Walk to School Day (October 2012).

[2] The Bicycle Doctor is a local bicycle shop that has become an institute in Norcross, Georgia. The bicycle shop owner, Scott Mosko actively participates in community activities. For this reason, the Summerour Middle School looks forward to partnering with the shop on education and encouragement strategies.

[3] The SafeKids Wheels Safety Program teaches children how to ride bikes safely both for transportation and recreation.

Figure 9: Sustainable Norcross, the Georgia SRTS Resource Center and other volunteers help support a successful Walk to School Day event in May 2011.

We want to reward those students who clearly understand and frequently model the pedestrian and bicycle safety messages that are taught at Summerour Middle School. We plan to partner with local business as well as the Norcross City Police Department to carry out our **"Caught Being Good" program**. Students who are observed looking Left-Right-Left when crossing the street, wearing a helmet while bicycling, or other safe behavior, will be rewarded with Blue Bucks, the official currency of Summerour Middle School. Blue Bucks can be redeemed for prizes throughout the year.

Figure 10: The Norcross Police Department is a critical partner in many of our SRTS activities.

We will continue to offer bike rodeos every other year as we started in Mary of 2011. May of 2012 will be our year off, but we plan to pick it up again in May of 2013. The lead for this strategy is the Norcross City Police Department and Summerour Middle School administrative staff will offer support.

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

- Print maps that show preferred walking routes
- Park and Walk program for students whose parents drive them to school

- Frequent Biker programs
- Bicycle club meetings and bicycle repair workshops
- Bicycle giveaways
- Engage SOPO bikes (a non-profit, community-based bicycle repair shop)and the Communicycle Co-op to help with encouragement activities
- Provide support for two walking school buses (one from Beaver Ruin Road and another from the Mitchell Road/Everglades Trail). Because walking school buses are parent-led, this will also help address parent concerns about personal safety along the trails and walking routes.

Enforcement Strategies

Our SRTS enforcement strategies are aimed at both changing the motorists' behavior and making the neighborhood safer and more secure for students walking to and from school. Our partner for traffic safety is the Norcross City Police department. The department participates in Walk to School Day events by stationing vehicles along student walking routes and enforcing stop sign compliance and speed limits. Officers will **continue to enforce traffic safety laws** along the current walking routes: Beaver Ruin Road, Mitchell Road, and Price Place.

Other enforcement programs that we will work on after this year are:

- Student safety patrols
- Adult crossing guards
- Drive Safe/Pace Car Campaign

Evaluation Strategies

Evaluation is an important component of our SRTS program. We regularly 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). We first administered these in May of 2011, which provided baseline information on student travel behavior. Subsequent **student tallies** and **parent surveys** will help us measure the effectiveness of SRTS efforts over time. We will continue to conduct **annual walk audits** during our annual meetings to evaluate the existing walking and biking environment as well as monitor the progress of recommended projects.

Figure 11: team members inspecting a walking route before launching Walk to School Day 2011.

12-month Activity Calendar

Activity	Coordinator	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
EDUCATION													
Pedestrian Safety Day													
	P.E. teacher (lead), NPD (support)												
Plan													
Implement													
Distribute Parent Education Materials													
Plan	Assistant Principal Michelle Ransom (lead), teachers (support)												
Implement													
ENCOURAGEMENT													
International Walk to School Day													
First Wednesday in October													
Plan	Sustainable Norcross (lead)												
Implement													
Georgia Walk to School Day													
First Wednesday in March													
Plan	Sustainable Norcross (lead)												
Implement													
Bike Drive													
Plan	Sustainable Norcross (lead), SafeKids, Summerour Middle School												
Implement													
Caught Being Good Program													
Plan	Assistant Principal Michelle Ransom (lead), NPD (support)												
Implement													

Activity	Coordinator	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
ENFORCEMENT													
Traffic Safety Enforcement													
Plan	NPD (lead)												
Implement													
EVALUATION													
Classroom tallies of travel mode to school													
Conducted annually													
Plan	Assistant Principal Michelle Ransom (lead), teachers (support)												
Implement													
Parent survey													
Conducted annually													
Plan	Assistant Principal Michelle Ransom (lead)												
Implement													
Annual Walk Audit													
Plan	Assistant Principal Michelle Ransom (lead), Sustainable Norcross (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 motor vehicle speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways.

Figure 12: Students use all modes to get to and from school.

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

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

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 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 the 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-level 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.

Pedestrian Countdown signals. Countdown signals are used at intersections with traffic signals. They 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. Older style pedestrian signals do not have the countdown feature. Countdown signals should be used when replacing older pedestrian signals at an existing intersection or providing a new installation at an intersection.

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

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

Triangular Channelization Islands. 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, motorists can easily drive over the pavement marking. Raised concrete islands are recommended instead of pavement markings.

Engineering Recommendations for High-Priority Locations

The Engineering Recommendations for High-Priority Locations section covers the top 13 highest priority locations for improving conditions for student pedestrians and/or bicyclists as identified by the Summerour Middle School SRTS team. This section includes a map showing where the high-priority locations are located relative to the school and profiles describing each location's physical and regulatory characteristics (Location Characteristics), why conditions for student pedestrians and/or bicyclists need to be improved (Need), recommended engineering strategies for improving these conditions (Recommendations), and photos (Photo Gallery),

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

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

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

Team priority was determined based on the following factors:

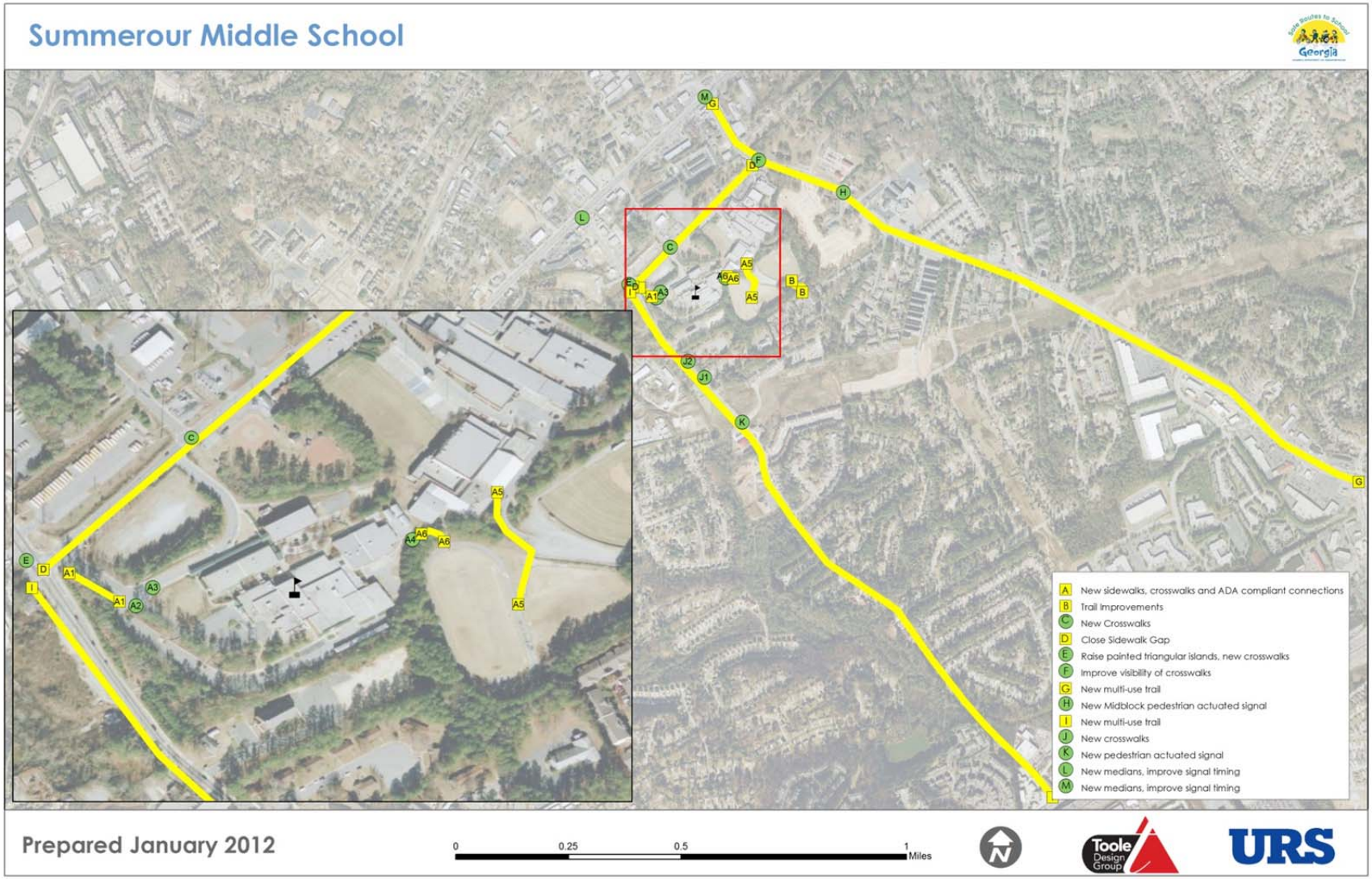
- Locations with specific safety concerns.
- Locations along existing student walking or bicycling routes, or with a sufficient number of school family residences.
- Locations that are priorities for the school community.

The Team would also like to make existing walking routes more visible within the public realm. For areas along and within existing and potential walking routes (as designated in this Plan), the team has recommended that visible cues such as school crossing signs, pavement markings and crosswalks be routinely installed.

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 for 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.


Summerour Middle School
Safe Routes to School Georgia
A New sidewalks, crosswalks and ADA compliant connections
B Trail Improvements
C New Crosswalks
D Close Sidewalk Gap
E Raise painted triangular islands, new crosswalks
F Improve visibility of crosswalks
G New multi-use trail
H New Midblock pedestrian actuated signal
I New multi-use trail
J New crosswalks
K New pedestrian actuated signal
L New medians, improve signal timing
M New medians, improve signal timing
Prepared January 2012
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A School Site Improvements

Location Characteristics

- The school site is located on the corner of Mitchell Road and Price Place.
- The school building is located on top of a relatively steep hill.
- Terraced into the hill are two parking lots: one for visitors (closest to the top) and one for staff.
- Stairs lead downward from the school entrance, down past the two parking lots and end at Mitchell Road on the sidewalk.
- The school has two driveways; an entrance and an exit. All vehicles use the two driveways to access and exit the site.
- There are two, separate drop-off and pick-up loops. The upper level loop is used by visitors and parents. The lower level loop is used by buses only.
- Fields that are shared with other Gwinnett County School properties are behind the school on a lower plateau. A multi-family neighborhood (Bella Apartments) is located directly behind the fields and several Summerour Middle School students live here.
- A trail and a formal break in the fence connect the multi-family neighborhood to the school. The trail is not ADA compliant, and the stairs leading from the fields to the school building are also not complaint with ADA design standards.
- Some of the sidewalks have curb ramps at crosswalks, but some are missing.
- Sidewalks along either side of the two driveways are very steep and are challenging for students who use walking assistance devices.

Need

- There are gaps in the sidewalk network leading in and throughout the campus that need to be filled. The most critical gap is on the school driveway entrance. The gap forces students to cross in front of traffic. If this is fixed, students can avoid crossing in front of cars until they are on campus.
- Some crosswalks are present, but more are needed.
- All ADA-compliance issues need to be corrected.
- Better awareness of pedestrians on campus by motorists is needed.
- Pedestrian pathways across driveways through the school campus are needed.
- A gate that connects the school building to the rear athletic fields is locked throughout the day, which makes it impossible for students to use the trail to get to school. The team would prefer that students use the off-road trail because it is convenient, void of pedestrian and vehicular conflicts and if monitored, can be an effective shortcut for students.
- The trail lacks lighting, although the fields have high wattage lights. The existing lights are not programmed to turn on during school arrival and dismissal times.

Recommendations

ID	Recommendation	Timeframe	Team Priority
A1	Install sidewalks with handrails where missing on the west side of the school driveway entrance.	Short term	High
A2	Install handrails along the sidewalk on the east side of the school driveway entrance.	Short term	High
A3	Install a high visibility crosswalk in the ladder style across the staff parking lot entrance.	Short term	High
A4	Install a sidewalk segment on the southwest corner of the intersection of the school driveway entrance and the school bus loop.	Short term	High
A5	Install a high visibility crosswalk in ladder style across the southern crossing of the intersection of the school driveway and the school bus loop and curb ramps on either end of the crosswalk.	Short term	High
A6	Improve access to the trail behind the school and athletic fields by: - Unlock the gate at the rear of the school during school arrival and dismissal times. Consider positioning a staff person at this location. - Install ADA compliant connections between the school main campus, the athletic fields and the multi-family neighborhood behind the school. - Install grade-separated sidewalks with handrails along the driveway entrance to the athletic fields. - Install pedestrian scale lighting along the stairs and proposed trails connecting the school building to the athletic fields.	Long term	High

Photo Gallery

Figure 13: Looking up at the school main entrance driveway from Price Place. Notice the sidewalk on the right (south) side of the driveway stops suddenly.

Figure 14: Crosswalks absent across the parking lot (right of the photo)

Figure 15: Curb ramps needed on both sides of marked crosswalk (bus driveway).

Figure 16: Athletic fields connected by trail and rear of school property.

Figure 17: This gate prevents students from accessing the trail between the Bella Apartments and the school property when it is locked.

Figure 18: A driveway connects the trail and athletic fields to the school property but the driveway is not ADA accessible.

Figure 19: Students can use stairs to access the athletic field and trail behind the Bella Apartments if the gate on the school property is unlocked (Figure 17).

B Trail Improvements (connecting school athletic fields with multi-family neighborhood)

Location Characteristics

- Most of the students who live within one mile of school live within the multi-family neighborhood (Bella Apartments) behind the school. These students travel between the neighborhood and school using a formal break in the fence.
- The trail provides a completely off-road route to school. Without access to the trail, students must walk at least one mile to school. With the trail shortcuts student walking routes are cut down to less than a ¼ mile.

Need

- The trail needs to be ADA-compliant, lit, and better maintained. Way-finding for the trail is needed to ensure easy access.

Recommendations

ID	Recommendation	Timeframe	Team Priority
B1	Provide an ADA compliant connection to the school. Use the existing trail pathway as much as possible.	Long term	High
B2	Add pedestrian scale lighting along the trail.	Long term	High
B3	Provide way-finding signage to and along the trail	Medium term	High

Photo Gallery

Figure 20: While the school is connected to the rear athletic fields and the trail behind the Bella Apartments, there is not a connection that is ADA accessible.

Figure 21: Formal opening in the fence between the Bella Apartments and the trail.

Figure 22: Trail connection to Bella Apartments lacks ADA accessible features.

C Price Place at Summerour Street

Location Characteristics

- This is a T-intersection. Price Place is 30 feet wide with one travel lane in each direction. Summerour Street is 28 feet wide with one travel lane in each direction.
- Both streets are classified as local roads.
- Traffic is stop-controlled on Summerour Street.
- The intersection lacks crosswalk pavement markings.
- A crossing guard is usually stationed at the intersection during Walk to School Events.
- The residential development on Summerour Street is home to a handful of students who walk to school.

Need

- Due to the gaps in the sidewalk on Price Place students must walk on the north side of Price Place and cross the street at this intersection to get to school.
- There is some pedestrian crossing infrastructure here but key school walking route facilities such as crosswalk markings are absent.

Recommendations

ID	Recommendation	Timeframe	Team Priority
C1	Install high visibility crosswalks in the ladder style across the northern and western crossings.	Short term	Medium
C2	Install school crossing signs.	Short term	Medium

Photo Gallery

Figure 23: Looking at Price Place from Summerour Street.

Figure 24: Crossing across Summerour Street lacks crosswalk pavement markings.

D Price Place between Mitchell Road and Beaver Ruin Road

Location Characteristics

- Price Place is approximately 30 feet wide with one travel lane in each direction.
- The speed limit on Price Place is 25 MPH.
- Sidewalks are intermittent on both sides (the sidewalk switches sides twice).
    - Gap 1 – south side between Summerour Street and the Athletic fields entrance
    - Gap 2 – north side between Mitchell Road and Summerour Street
    - Gap 3 – north side between athletic fields parking lot and Beaver Ruin Road
- Drainage is maintained by curb and gutter.
- School buses use Price Place to access the school driveways.
- The east end of Price Place is on a hill, which can be challenging for bicycle traffic traveling eastbound.
- All students walking to school from the east walk along Price Place.
- No bicycle facilities are present on this road.[4] An edge line nominally functions as a bike lane, but the space created is comprised of pavement and the gutter pan. See Figure 26. The existing storm grates are not flush with the road and the grate pattern can catch a bicyclist's wheel. See Figure 28.
- A gate is positioned on the sidewalk on the south side at the athletic fields' entrance. This gate can and is sometimes locked, blocking passage along the sidewalk.

Need

- The SRTS team wants to provide travel space for all modes but recognizes that motor vehicle travel lanes need to remain at least 11 feet wide to accommodate school buses.

Recommendations

ID	Recommendation	Timeframe	Team Priority
D1	Install sidewalks where missing on the south side of street.	Medium term	High
D2	Install sidewalks where missing on the north side of street.	Medium term	High
D3	Remove the gate across the sidewalk on the south side.	Short term	High
D4	Replace existing storm grates with current standard for bikeways. May require repaving the road.	Medium term	High
D5	Install a climbing lane for eastbound bicycle traffic and a shared lane marking (sharrow) for westbound traffic. Design should result in at least 11feet wide travel lanes for motorists.	Medium term	High

[4] The Norcross Parks Master Plan is planning for a multi-use path along Mitchell Road and a portion of Price Place

ID	Recommendation	Timeframe	Team Priority
D6	Install bike lanes on both sides of the street. May require widening the road and moving the center line.	Long term	High

Photo Gallery

Figure 25: View of Price Place, eastbound.

Figure 26: The grade difference between the gutter pan and the road surface presents a potential hazard for bicyclists.

Figure 27: Asphalt patch presents a potential hazard to bicyclists.

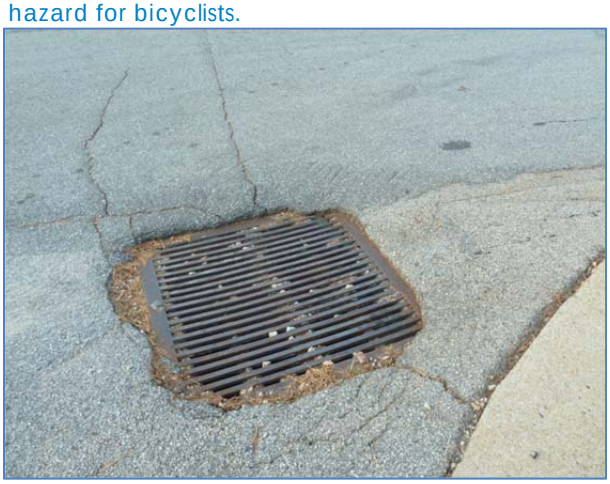

Figure 28: Both the grate pattern as well as the sunken pavement around the grate creates a potential hazard for bicyclists.

Figure 29: Gate can prevent access for pedestrians on north side of the road.

Figure 30: Sidewalk gap on east side of road.

Figure 31: Sidewalk ends on west side of road.

E Mitchell Road at Price Place

Location Characteristics

- This is a signalized T-intersection. Anticipated development west of Mitchell Road could change the geometry to a four-way intersection. Future development would require a new driveway which would complete the four-way stop at this intersection.
- Mitchell Road is classified as a neighborhood collector and Price Place is a local road.
- Pedestrian actuated signals and curb ramps are present at all crossings. However, the push-button actuator on the northeast corner is not ADA accessible.
- Three crosswalks are present
    - High visibility crosswalks in the ladder style on the east and south crossings.
    - A high visibility crosswalk in the parallel bar style on the west crossing.
- A triangular circulation island is present for traffic turning right onto Mitchell Road from Price Place.
- Crossing distance across Mitchell road is approximately 63 feet and it is approximately 58 feet across Price Place.
- Many students west of the school use Mitchell Road for their walking route.
- Motorists use Mitchell and Price Place as cut-throughs to other arterials which increases the potential for pedestrian and motorist conflicts.
- Parents and school buses dropping off students at school use Mitchell Road to access the school.
- The proposed multi-use path along Mitchell Road will end at this intersection, which will likely increase the number of pedestrian and bicyclists crossing at this intersection.

Need

- Improvements to this intersection intended to increase safety, comfort, and ADA-compliance are highly prioritized by the school and the community.

Recommendations

ID	Recommendation	Timeframe	Team Priority
E1	Raise the painted triangular circulation island. Design should accommodate pedestrians crossing along the western leg of the intersection.	Long term	High
E2	Install a high visibility crosswalk in the ladder style across the northern crossing.	Short term	High
E3	Upgrade the western crossing to a ladder style high visibility crosswalk.	Short term	High
E4	Pave an ADA accessible pathway to the pedestrian actuator on the northeast corner.	Short term	High

ID	Recommendation	Timeframe	Team Priority
E5	Install pedestrian countdown signals.	Long term	High
E6	Install a sign for traffic turning right onto Price Place from Mitchell Road that reads" Yield to pedestrian in crosswalk".	Short term	High
E7	Move stop bar back for traffic turning right onto Price Place from Mitchell Road so that cars will have more time to see pedestrians crossing.	Short term	High

Photo Gallery

Figure 32: On Mitchell Road looking southbound.

Figure 33: On Mitchell Road looking eastbound on Price Place.

Figure 34: Looking across Price Place.

Figure 35: Pedestrian push-button actuator on northeast corner is not within arm's reach of a pedestrian waiting on the paved sidewalk.

F Price Place at Beaver Ruin Road

Location Characteristics

- This is a T-intersection with stop-controls for Price Place traffic.
- Beaver Ruin Road is an arterial with two lanes of travel in each direction and a center turn lane; Price Place is a local road with one travel lane in each direction.
- Left turns from Price Place onto Beaver Ruin Road are restricted by a triangular channelization island on Price Place.
- Crosswalks and curb ramps are present across Price Place. None are present across Beaver Ruin Road.
- The crosswalks across Price Place are positioned behind the channelization island and thus farther from the intersection than they would otherwise be. Motorists queuing up to turn right onto Beaver Ruin Road will likely be stopped on the crosswalk and motorists turning right onto Price Place from Beaver Ruin Road may not see pedestrians crossing Price Place.

Need

- The majority of students using Beaver Ruin Road travel on the south side.
- Some students live on the north side of Beaver Ruin Road, and attempt to cross Beaver Ruin Road here, but the SRTS team would prefer to encourage students to cross Beaver Ruin at other locations.
- Modify existing infrastructure to increase pedestrian safety.

Recommendations

ID	Recommendation	Timeframe	team Priority
F1	Extend the existing triangular circulation island on Price Place so that it creates a crossing island for pedestrians. Include curb cuts in design to make refuge ADA accessible.	Medium term	Medium
F2	Move the crosswalks up to the intersection.	Medium term	Medium
F3	Install yield “shark teeth” pavement markings on the crosswalks for southbound motorists turning right from Beaver Ruin Road and right from Price Place.	Short term	Medium

Photo Gallery

Figure 36: Price Place looking eastbound towards Beaver Ruin.

Figure 37: Looking across Price Place.

G Beaver Ruin Road between Buford Highway and Indian Trail

Location Characteristics

- Beaver Ruin Road is classified as an arterial, approximately 60 feet wide with two travel lanes in each direction and a center turn lane.
- The speed limit on Beaver Ruin Road is 30 MPH during school hours and 45 MPH at all other times.
- "School" pavement markings and flashing school speed signs are present on Beaver Ruin Road.
- Many of the students living in neighborhoods with access to Beaver Ruin Road walk along the sidewalk on the south side of the street to get to school.
- Beaver Ruin Road is a popular commuter route for residents of Norcross and other neighboring towns.
- Beaver Ruin Road experiences high motor vehicle traffic volumes and high traffic speeds throughout the day.
- Students would like to bike along Beaver Ruin Road but due to the high traffic volumes and speeds families will not let their children bike in the road.
- Other multi-use paths are recommended for this area.
- Cobra-style auto-oriented lighting on Beaver Ruin Road does not provide adequate lighting for pedestrians.

Need

- A multi-use path on Beaver Ruin Road to connect a proposed bicycle network. Pedestrian-scale lighting, especially during winter months when students are walking in the dark.

Recommendations

ID	Recommendation	Timeframe	Team Priority
G1	Replace the existing sidewalk on the south side of Beaver Ruin Road with a multi-use path.	Medium term	Low
G2	Install pedestrian-scale lighting on both sides of Beaver Ruin Road.	Long term	High

Photo Gallery

Figure 38: Beaver Ruin Road regularly experiences high volumes of traffic, especially during school arrival.

Figure 39: Beaver Ruin has clearly marked the school zone and the school zone speed limits.

H Light Circle at Beaver Ruin Road

Location Characteristics

- This is a T-intersection with two lanes of travel in each direction and a center turn lane on Beaver Ruin Road, and one lane of travel in each direction on Light Circle.
- Traffic is stop-controlled on Light Circle, with free flowing travel for vehicles on Beaver Ruin Road
- Beaver Ruin Road is an arterial and Light Circle is a local road.
- Beaver Ruin Road is approximately 60 feet wide and Light Circle is approximately 24 feet wide.
- The speed limit on Beaver Ruin Road is 35 MPH during school hours and 45 MPH at all other times.
- "School" pavement markings and flashing school speed signs are present on Beaver Ruin Road.
- Several students live in the neighborhood accessed by Light Circle.
- Beaver Ruin Road's 60 foot roadway width is beyond what is considered a best practice for pedestrians crossing a single leg.

Need

- Crossing improvements are needed in order to mitigate the street as a barrier to walking and biking to school.
- This location is a high priority for the community, as well as the team.

Recommendations

ID	Recommendation	Timeframe	Team Priority
H1	Install crossing islands in the center turn lane on Beaver Ruin Road just east of the intersection with Light Circle.	Long term	High
H2	Install a high visibility crosswalk in the ladder style across Beaver Ruin Road (just east of the "school" pavement marking).	Long term	High
H3	Install a pedestrian hybrid signal at the location of the proposed crosswalk (H2).	Long term	High
H4	Install school crossing signage with the proposed sidewalk as it is within the school zone.	Long term	High
H5	Consider stationing a crossing guard at this location.	Long term	High

Photo Gallery

Figure 40: Family attempts to cross Beaver Ruin Road.

Figure 41: On Light Circle looking southbound.

Figure 42: Opposite side of Figure 41.

I Mitchell Road between Buford Highway and Brook Hollow Parkway

Location Characteristics

- Mitchell Road is classified as a neighborhood collector.
- Mitchell Road is approximately 30 feet wide with one travel lane in each direction.
- The speed limit on Mitchell Road is 25 MPH during school hours and 35 MPH at all other times.
- "School" pavement markings are present on Mitchell Road.
- Mitchell Road has sidewalks on both sides of the street; both are 5 feet wide with a 1 foot grass buffer. However, sidewalks on the east side are overgrown with poorly maintained grass and low-hanging tree branches, reducing the sidewalk's functional width.
- Many of the students living in neighborhoods on the east side of the school use Mitchell Road for their walking routes.
- Gwinnett County has planned a multi-use path for the east side of Mitchell Road from Brook Hollow Parkway to Price Place.
- Mitchell Road's hilly terrain and relatively high traffic volumes dissuade parents from allowing their children to bike to school using Mitchell Road.
- Students cross the street midblock to reach the stairs to the school campus, surprising motorists who are unaware of the presence of the stairs.
- Lighting conditions along Mitchell Road are poor for pedestrians.

Need

- Improve walking conditions along Mitchell Road and access to the school via the stairs.

Recommendations

ID	Recommendation	Timeframe	Team Priority
I1	Construct the proposed multi-use path on the east side of Mitchell Road.	Medium term	High
I2	Install a tall buffer (a fence or vegetation) to keep students from crossing midblock at the stairs.	Short term	High
I3	Install pedestrian-scale lighting. Be sure to light stairs that lead to Summerour Middle School Campus	Long term	High

Photo Gallery

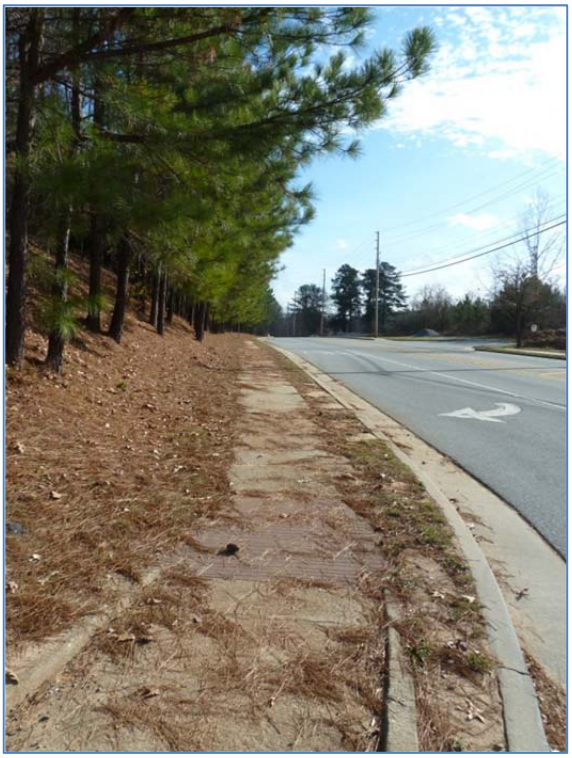

Figure 43: The sidewalks on Mitchell Road are designed well but due to vegetative overgrowth and debris, they can be challenging for some pedestrians to navigate.

Figure 44: Mitchell Road has sidewalks on both sides and is a popular route for students to use when walking to school.

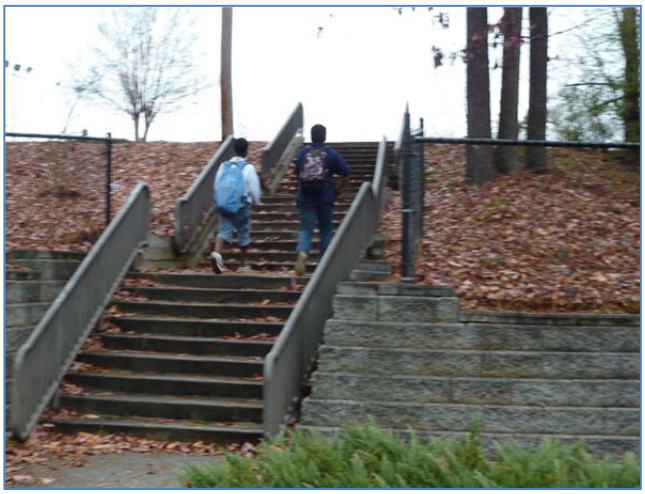

Figure 45: Students use the stairs on Mitchell Road as a shortcut to school.

Figure 46: Motorists are not expecting pedestrians to cross the street midblock because the stairs are barely visible from the road.

J

Intersections along Mitchell Road (Reeves Road and Garner Street)

Location Characteristics

- Mitchell Road has one travel lane in each direction, with no traffic controls at intersections. Streets that intersect with Mitchell Road are stop-controlled.
- Mitchell Road is classified as a neighborhood collector and the side streets are local roads.
- Reeves Road and Garner Street form T-intersections on the east side of Mitchell Road.
- Several students live in neighborhoods with access to Mitchell Road and they use Mitchell Road for their walking route.

Need

- Crosswalks are absent across the roads that intersect with Mitchell Road. Motorists may not be watching for pedestrians and pedestrians may not be aware of motorists attempting to turn onto Mitchell Road.
- These locations are priorities for the team and the community.

Recommendations

ID	Recommendation	Timeframe	Team Priority
J1	Install a high visibility crosswalk in the ladder style across Reeves Road.	Short term	Medium
J2	Install a high visibility crosswalk in the ladder style across Garner Street.	Short term	Medium

Photo Gallery

Figure 47: Intersection of Garner Street and Mitchell Road.

Figure 48: Intersection of Reeves Street and Mitchell Road.

K Everglades Trail at Mitchell Road

Location Characteristics

- Mitchell Road is classified as a neighborhood collector.
- Mitchell Road is approximately 30 feet wide with one travel lane in each direction.
- The speed limit on Mitchell Road is 25 MPH during school hours and 35 MPH at all other times.
- SCHOOL pavement markings are present on Mitchell Road.
- Mitchell Road has sidewalks on both sides of the street; both are five feet wide with a one foot grass buffer.
- Everglades Trail is a local road with one lane of travel in each direction.
- Traffic on Everglades Trail is stop-controlled and is not controlled on Mitchell Road.
- Crosswalks are present across either side of Everglades Trail but none are present across Mitchell Road.
- The SRTS team noted that students from the neighborhoods in Everglades Trail to the west of Mitchell Road routinely walk to the Shell gas station in the morning on their way to school, as do students living north of the intersection.
- The team would prefer that students cross at this intersection and not midblock on Mitchell Road where the stairs to the staff lot are located.
- Stop bars on Everglades Trail are faded and the crosswalks could be made more visible.

Need

- Establish this intersection as a designated crossing location for students walking and biking to school.
- This site is important to both the team and the community.

Recommendations

ID	Recommendation	Timeframe	Team Priority
K1	Repaint stop bars on Everglades Trail and ensure that stop bars are located behind crosswalk pavement markings.	Short term	High
K2	Upgrade existing crosswalks to ladder style pavement markings on Everglades Trail.	Short term	High
K3	Install high visibility crosswalks in the ladder style across Mitchell Road at the west crossing.	Medium term	High
K4	Install a pedestrian-actuated signal or rapid flashing beacon across Mitchell Road at the proposed crosswalk (K3)	Medium term	High
K5	Consider stationing a crossing guard at this location during arrival and dismissal.	Medium term	High

Photo Gallery

Figure 49: On Mitchell Road looking northbound. No pedestrian crossing infrastructure present.

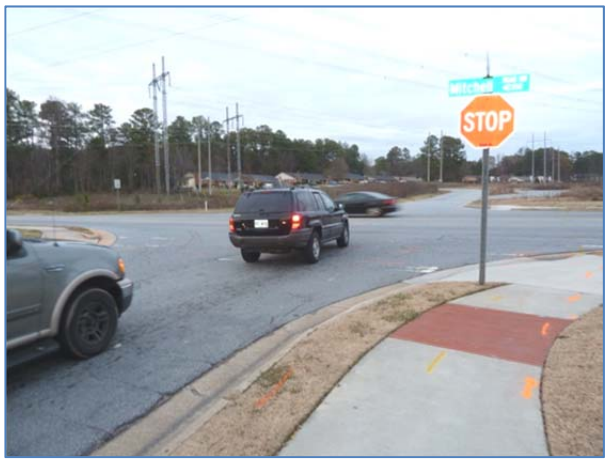

Figure 50: On Everglades Trail looking eastbound.

Figure 51: Students walking to school on Mitchell Road.

Figure 52: Student riding home from school on Everglades Trail.

Figure 53: Students regularly cross Mitchell Road on the way to school to stop at the convenience store.

L Buford Highway at Mitchell Road

Location Characteristics

- Buford Highway is an arterial with two lanes of traffic in each direction, a center turn lane, and right turn lanes for each direction. The roadway measures 80 feet across at the intersection, but the typical roadway width is 70 feet.
- The roadway width at the existing crosswalks of is 20 feet wider than what is considered best practice for a pedestrian to cross in a single leg.
- Mitchell Road is classified as a neighborhood collector and is approximately 30 feet wide with one travel lane in each direction.
- The speed limit on Mitchell Road is 25 MPH during school hours and 35 MPH at all other times. Buford Highway's 45 MPH speed limit does not change during school hours.
- High visibility crosswalks are present across all four legs; however, a portion of the west crosswalk is missing after what appears to be a repaving project. Pedestrian signal heads with push-button actuators also are present.
- Triangular channelization islands on the southwest and northeast corners are painted in the intersection. The striping on the southwest corner extends the area of a smaller raised channelization island.
- Buford Highway is a popular commuter route for residents of Norcross and other neighboring towns, but is a critical barrier for students who want to walk or bike to school.
- The City of Norcross Buford Highway Median project has plans to construct medians and pedestrian crossing improvements along Beaver Ruin Road to Jimmy Carter Boulevard.

Need

- This is a challenging intersection for pedestrians of any age to cross. Improvements are needed to increase pedestrian safety and comfort, especially to accommodate the needs of child pedestrians.
- The walk phase of the signal timing appears to be challenging for some pedestrians, especially those walking with young children.

Recommendations

ID	Recommendation	Timeframe	Team Priority
L1	Repaint the segment of crosswalk that is missing on the western crossing.	Short term	Medium
L2	Paint yield "shark teeth" in the right turn slip lanes on Buford Highway in both directions.	Short term	Medium
L3	Install crossing islands on Buford Highway on both sides. This will likely require lane diets.	Medium term	Medium
L4	Consider increasing the crossing time for pedestrians crossing Buford Highway.	Long term	Medium

Photo Gallery

Figure 54: On Mitchell Road looking northbound towards Buford Highway.

M Buford Highway at Beaver Ruin Road

Location Characteristics

- Buford Highway is an arterial with two lanes of traffic in each direction, a center turn lane, and right turn lanes for each direction. Buford Highway measures 80 feet across at the intersection, but the typical roadway width is 70 feet.
- The roadway width at the existing crosswalks of 20 feet is wider than what is considered best practice for a pedestrian to cross in a single leg.
- Beaver Ruin Road is classified as an arterial. It is approximately 60 feet wide with two travel lanes in each direction as well as a center turn lane.
- The speed limit on Beaver Ruin Road is 35 MPH during school hours and 45 MPH at all other times. Buford Highway's 45 MPH speed limit does not change during school hours.
- High visibility crosswalks are present across all four legs.
- Pedestrian signal heads with push-button actuators are present at all four legs of the intersection.
- Triangular channelization islands are painted in the intersection in the northeast corner.
- The gas station on the southwest corner of the intersection has two driveways: one on Beaver Ruin Road and one on Buford Highway. Motorists turning left into the gas station from Beaver Ruin Road may not be watching for pedestrians walking across the driveway. Likewise, pedestrians may not be aware of motorists attempting to turn left into the gas station from Beaver Ruin Road.
- The City of Norcross Buford Highway Median project has plans to construct medians and pedestrian crossing improvements along Beaver Ruin Road to Jimmy Carter Boulevard.

Need

- This is a challenging intersection for pedestrians of any age to cross. Improvements are needed to increase pedestrian safety and comfort, especially to accommodate the needs of child pedestrians.
- The walk phase of the signal timing appears to be challenging for some pedestrians, especially those walking with young children.

Recommendations

ID	Recommendation	Timeframe	Team Priority
M1	Paint yield "shark teeth" in the right turn slip lane on Buford Highway for northbound traffic.	Short term	Medium
M2	Install crossing islands on Buford Highway on both sides. This will likely require lane diets.	Medium term	Medium
M3	Determine if the existing pedestrian crossing time uses the current MUTCD standard of 3.5 feet per second. If there are a significant number of children crossing at this location, consider increasing the pedestrian crossing time.	Long term	Medium

ID	Recommendation	Timeframe	Team Priority
M4	Consider restricting left turns from Beaver Ruin into the gas station and other business located on the southwest corner by installing a right-in-right-out channelization island.	Long term	Low

Photo Gallery

Figure 55: On Beaver Ruin Road looking northbound towards Buford Highway.

Figure 56: On Buford Highway looking southbound.

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).