

MARY M. BETHUNE ELEMENTARY SCHOOL

Safe Routes to School Travel Plan



5925 Old Carriage Drive
College Park, Georgia

August 2010

Safe Routes to School



Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

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Acknowledgements

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

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

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Introduction to Mary M. Bethune Elementary School

Bethune is located in College Park, a suburb located south of Atlanta. The school opened in 1969 known formally as Laurel Hill Elementary School. As if the 2010-2011 school year, the school educates 750 young Bethunites, in grades preK-5.

Bethune Elementary School has a strong sense of community, with values built on community service and volunteering. Even the youngest students are encouraged to be helpful at home, at school and in the community. School staff and parents uphold these values by attending neighborhood watch meetings and by actively participating in school activities.

The Safe Routes to School (SRTS) program at Bethune Elementary School is part of the community's efforts towards promoting walkability. The SRTS program goals of combining engineering, education, enforcement, and encouragement strategies to improve the safety and health of students who walk to school aligns with our school and county's values perfectly.

Our vision for Bethune Elementary School (and the surrounding neighborhoods):

- To be a place where students are excited about walking to school
- To be a place where students and their families feel safe walking in the neighborhood at all times
- To be a place where people value and respect their neighborhood
- To be a place where people are not afraid of dogs, gang activity or other threats of violence or disruption
- To be a place where students learn the skills for safe walking and biking
- To be a place where all residents have the infrastructure that they need to walk and bike safely

The Five E's

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

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

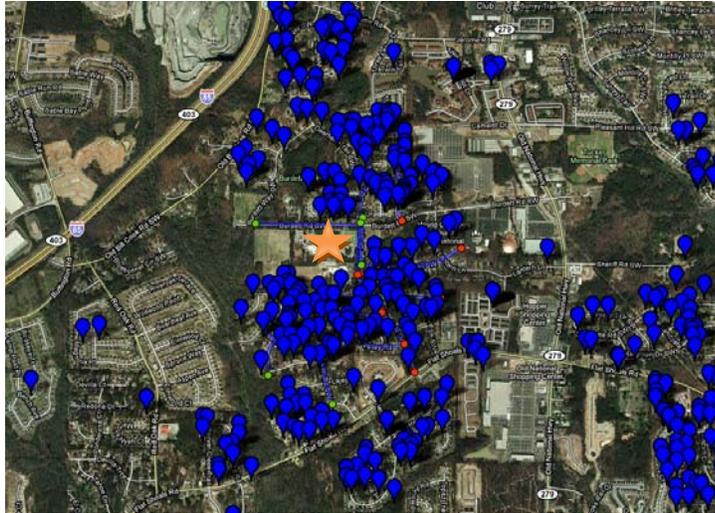
Education programs target children, parents, caregivers and neighbors, teaching how to walk and bicycle safely and informing drivers on how to drive more safely around pedestrians and bicyclists. Education programs can also incorporate health and environment messages.

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

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

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

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



Concentration of Student Addresses

The majority of the student body lives within a one-mile radius of the school. The orange star represents Bethune Elementary School.

mile from school, or are bounded by major arterial.

The school provides free and reduced lunch for about 85% of students. Approximately 455 of these students live in the one mile radius from school.

Current School Travel Patterns. Some families living within 1 mile of school walk to school in the mornings. Several students are dropped off by family vehicles in the morning but walk home after school. Our county school district provides busing for students living beyond a mile of school.

About 300 of our students travel home directly from school. These students are evenly split between those living closest to school and those living more than a mile from school and take the school bus home. Aftercare, provided by the Andrew & Walter Young YMCA, is offered to all students on a sliding scale basis. Fifty-one of our students stay after school for this program and other after school programs offered on campus. Approximately 130 students travel to after school programs located off campus.



School staff enforce the queue line and assist students exiting the vehicles in the morning drop-off period

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 30% of our students walking or biking to school at least 2 days a week. We believe this goal is attainable, as 61% of our students live within 1 mile of school.

Demographics. As of the fall of 2010, between 70 and 100 students regularly walk to and from school. This is approximately 14% of the student population. About 61% of students live within 1 mile of school. The remaining 39% live beyond a

Student Travel

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

Arrival. School begins each morning at 7:50 a.m. Students arrive at school over a 30 to 45

minute period beginning at 7:05am. Students can use 2 entrances to access the building in the morning. The main entrance, located off of Old Carriage Drive, is used by some walkers, (coming from the northern neighborhoods), as well as all students who are bused. Walkers living in the southern neighborhoods access the school entrance from the lower parking lot.

The school entrance located in the lower parking lot is accessed by a one-way driveway located off of Old Carriage Drive. Parents drive up to this entrance and pull up to the doors. There, the children are greeted by staff and escorted into the building, ensuring that the parents form an organized line if there are multiple cars arriving at once. The driveway exit is located on Carriage Lane.

Some parents were observed dropping off their children at the intersection of Burdett Road and Old Carriage Drive, located north of the school site. It is likely that parents choose to do this because they can avoid the congestion immediately around the school, and this intersection has the added benefit of a crossing guard to assist the students crossing the street.

Dismissal. Dismissal is at 2:15 p.m. and relies on a staggered system to release children. The system is designed to reduce the conflict between motor vehicles (private motor vehicles and buses) and students walking.

- | | |
|---------|---|
| Group 1 | Students riding the bus. These students exit the Main Entrance and board the waiting buses. Buses may turn either north or south onto Old Carriage Drive |
| Group 2 | Students leaving by private motor vehicle. Parents in cars queue in our one-way driveway that enters the school property in the lower parking lot. Parents will also park along Old Carriage Drive and walk into the building to pick up their children. Children are not released until a parent is present (either in the queue line or in the school building). Upon leaving, parents must turn onto Carriage Lane or continue straight onto Ocean Valley Drive. |
| Group 3 | Walkers. Students walking leave by both entrances depending on where they live. Students whose parents walk into the building are allowed to leave as soon as their parent checks them out. Walkers without parent chaperones are not released until all of the buses have left the campus. |

**Support activities.* One crossing guard, positioned at the intersection of Old Carriage Drive and Burdett Road, supports student arrival and dismissal. This crossing guard serves both Bethune Elementary Students and McNair Middle School students. This is a four-way stop-controlled intersection. Staff are present at both school entrances during arrival and dismissal to assist students exiting and boarding the buses and private motor vehicles. Staff members located at the driveway on Carriage Lane help walkers and motorists exit the campus safely. Parent volunteers also assist at the crossings of Carriage Lane and Hillandale.

Existing Conditions and Barriers

Parents of students living between 1/2 mile and 1 mile from school and who drive their children to school listed the following reasons:

- Not enough time in the morning (convenience)
- The speed of traffic is too high
- Sidewalks are not present along entire walking route
- School crossing guards are not always present at key intersections along walking route
- Students are not old enough to walk alone or with other students
- Violence and crime in the area

Direct Walking Routes
Burdett Road
Old Carriage Drive
Carriage Lane
Ocean Valley Road
Hillandale Drive

The parent surveys (collected in the fall of 2009) showed that if some of the conditions listed above were changed, they would reconsider allowing their children to walk to school. Listed below are the top conditions that would influence the parents’ decision to allow their children to walk to school.

Issue	Change would affect decision	Change might affect decision
Violence/crime	32%	11%
Safety of intersections & crossings	28%	12%
Traffic speed along route to school	25%	13%
Sidewalks or pathways	23%	12%
Adults to walk/bike with	19%	10%

(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 choosing the strategies that we want to accomplish this school year, 2010-2011.

Sidewalks are present on one side of Old Carriage Drive and on both sides of Burdett Road. Burdett Road also has cobra-style street lighting. Old Carriage Drive and the remaining streets in the neighborhoods near the school do not have sidewalks or street lighting. The sidewalks located on Old Carriage Drive and Burdett Road are 4’ wide, with a one-foot buffer.

Barrier: Lack of sidewalks throughout the neighborhoods located within one mile of school. Narrow sidewalks on Old Carriage Drive and Burdett Road are not ADA compliant.

On-street parking is permitted along Old Carriage Drive (in front of the school) during arrival and dismissal. This leads to congestion and conflicts between walkers and motorists during dismissal. The posted speed limit for this road during school hours is 25

mph. Some parents were observed darting into traffic without stopping for students crossing. Students were observed running into traffic without looking both ways for traffic. Students were also observed walking in the road even as cars pass.

Barrier: Unorganized travel environment around the school during both arrival and dismissal. Both drivers and pedestrians do not practice safe behavior in the travel environment.

The intersection closest to the school (Old Carriage Drive and Old Spanish Trail) is controlled with four-way stop signs. The remaining intersections within 2 blocks of school are controlled by two-way stop signs. When drivers comply with the stop signs, it helps students attempting to cross the streets. However, when motorists do not observe the stop signs or stop their cars past the stop bars (if they are present), the motorists do not always see students waiting to cross the street.

Barrier: Motorists on Carriage Lane and Burdett Road do not always observe stop signs or stop bars creating risks for students and parents walking to and from school.

The neighborhoods surrounding the school are void of any street lighting. During winter months, parents are reluctant to allow their children to walk, as it can be dark in the morning and late afternoons.

Barrier: Lack of street lighting makes students less visible to traffic, especially during the winter months. Due to the limited visibility parents have also voiced concerns about personal safety for their children.

Parking for up to 12 bicycles is in the grass in the lower parking lot. Because the racks are not covered, bikes get wet when it rains and the grass easily turns to mud. This area is also not easily monitored from the school, as it is located in the lower lot, behind a wall. There is a second rack located on the greenspace in directly in front of the school.

Barrier: Rack's locations are a disincentive for bicycling to school.

Creating Our Plan

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

Meeting Dates	Content/Presentation	Field or Table Exercise
January 2010	Kick Off Meeting: How the Georgia Safe Routes to School Program Works	Award of the planning assistance grant, overview of the planning process

February 18, 2010	Barriers and Opportunities	Team visioning, opportunity and barrier discussions using maps and the walk audit.
March 23, 2010	Plan Review	Review recommended engineering improvements as well as non-engineering strategies
Fall 2010	Implementation	Review completed plan; make final edits and adopt

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

Non-Engineering Plan

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

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.



We met as a team in February 2010 to discuss the existing conditions around the school.

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.

A word about school arrival and dismissal. Our arrival and dismissal process works fairly well. The staggered release has some conflicts between travel modes. However, our students who walk without parental supervision must wait the longest to leave. These walkers tend to get impatient and frustrated with waiting on both the buses and the

parent drivers to be dismissed. We tested a new dismissal procedure, described on page 30, for 2-week period in May 2010¹.

¹ This strategy was attempted in the fall of 2010, but did not work because of the inflexibility of the county bus schedule. This strategy remains in the plan for future reference as the county's bus schedule may change.

Non-Engineering Travel Plan

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

Type	Short	Medium	Long
Encouragement, Education, Enforcement, Evaluation	Within 12 months <i>Or, what we plan to do this school year</i>	Within 2 years <i>Or, what we plan to do next school year</i>	Longer than 2 years <i>Or, what we plan to do starting in two years</i>

The activities and programs we expect to work on during the next 12 months are identified in the activity calendar included in this section. Medium and Long Term strategies are described below.

Education Strategies

The education strategies included in our 12-month activity calendar are aimed at providing all students with bicycle and pedestrian skills. In partnership with the Georgia SRTS Resource Center, Safety Street Georgia and Safe Kids Fulton County, our students participated in a full day of bicycle and pedestrian training in September 2010. The encouragement piece of the program was kicked-off at this event and continued with a successful International Walk to School Day in October 2010. We also provided walking and bicycling educational materials for parents when



Georgia Walk to school day 2010

school resumed in the fall, and sent home weekly SRTS information in our school's

newsletter. We are currently working on creating more opportunities for families to walk and bicycle together.

Encouragement Strategies

Encouragement strategies included in our 12-month activity calendar will help students and their parents feel more comfortable and confident about walking and bicycling to school. Our past experience is that our families like to participate in school events. Our

Bethune Elementary School participated in Georgia's first statewide, Spring Walk to School Day. On March 4th, 2010, over 200 students came out on the cold, windy day. Additionally, Fulton County Police Department had a strong presence with nearly a dozen officers participating in the walk. This dedicated police showing was to ensure safe driver behavior and walking conditions. One parent commented, "It is great to see the police out here helping our kids get to school safely. We live in different times then when I was growing up when we all walked to school. This really is a blessing."

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*. Families currently walk in groups, but have not formalized their walking school buses until now. Thus our fourth encouragement activity is to provide support for 2 walking school buses (one from Carriage Lane and another from the Burdett Ridge neighborhood).

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
- "Caught Being Good Program" (with the help of the Fulton County Police Department)

Enforcement Strategies

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

Our partner for traffic safety is the Fulton County Police Department. They participate in Walk to School Day events by stationing vehicles along student walking routes and enforcing stop sign compliance and speed limits. We have also partnered with Safe Kids Fulton County to ensure that students riding with their parents wear their seatbelts.



Eleven police officers, including the captain of the Fulton County police, joined us on Georgia Walk to School Day.

To address personal safety, we have partnered with the Fulton County Police Department to form a neighborhood watch group that includes parent block captains. The reach of neighborhood watch extends beyond our Safe Routes to School program and will help make the community safer for all residents at all hours. We will recruit parents who are home during the day and local retirees to act as corner captains. As corner captains, residents promise to watch the neighborhood during either school arrival or dismissal times (or even both) and to report any suspicious behavior they witness.

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 November of 2009, which provided based line 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 to evaluate the existing walking and biking environment as well as monitor the progress of recommended projects.

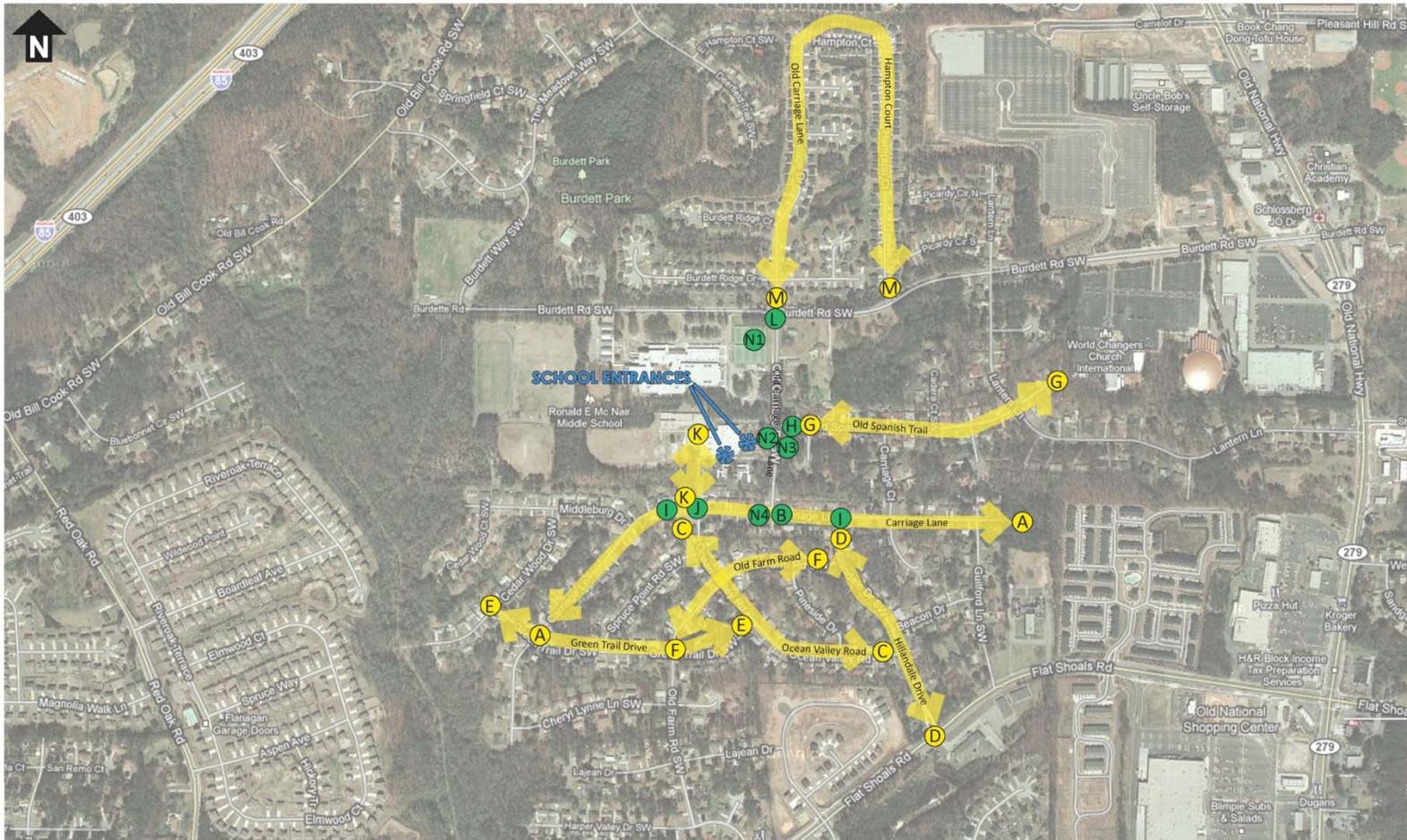
12-month Activity Calendar

Activity	Coordinator	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Complete?
EDUCATION														
Pedestrian Safety Day														
Plan	Clarissa Pettijohn of Safety Street Georgia, (with Carolyn Atwater of Safe Kids Fulton County)													
Implement														
Distribute Parent Education Materials														
Plan	Mr. Isabel, president of Bethune PTA													YES
Implement														
ENCOURAGEMENT														
International Walk to School Day														
<i>First Wednesday in October</i>														
Plan	Mr. Abdul-Salaam (with Dr. Austin and local business owners)													
Implement														
Georgia Walk to School Day														
<i>First Wednesday in March</i>														
Plan	Mr. Abdul-Salaam (with Dr. Austin and local business owners)													
Implement														
Walking School Buses														
Plan	John Streeter, (with Dr. Abdul-Salaam and Mr. Raymond Salmon)													
Implement														
<i>Table continues on next page</i>														

Activity	Coordinator	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Complete?
ENFORCEMENT														
Neighborhood Watch Program														
Plan	Ms. Johnson, (with the Burdett Ridge and Hillandale neighborhoods)													
Implement														
Parent Block Captains/ Corner Captains														
Plan	Ms. Johnson													
Implement														
EVALUATION														
Classroom tallies of travel mode to school														
<i>Conducted annually</i>														
Plan	Mr. Abdul-Salaam (with Dr. Austin)													YES
Implement														
Parent survey														
<i>Conducted annually</i>														
Plan	Mr. Abdul-Salaam (with Dr. Austin)													YES
Implement														
Annual Walk Audit														
Plan	Mr. Abdul-Salaam (with Antonio Valenzuela)													YES
Implement														

Location-Specific Recommendations

BETHUNE ELEMENTARY SCHOOL INFRASTRUCTURE RECOMMENDATIONS



PREPARED APRIL 2010



Engineering Improvements

Our goal for engineering improvements is to improve the physical environment along existing walking routes that students use. Specific types of physical changes we feel will help meet these goals are to install new sidewalks and upgrade existing sidewalks to meet the American with Disabilities Act (ADA) standards, improve crossing treatments that make students more visible to drivers, and to improve the safety for all modes on the school campus.



Students walk to school along streets without sidewalks or any street lighting in the morning hour. Students here are walking along Carriage Lane.

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

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

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

Factors Affecting Ranking:

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

Typical Infrastructure Recommendations:

Sidewalks and buffers:

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

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

Curb Extensions:

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

Stand-back Lines:

Stand-back lines are a crossing treatment used to help students know where on the corner it is safe to wait. Stand back lines are pavement markings placed on sidewalks a few feet from the edge of the curb.

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.

Considerations for Design, Project Selection, and Funding:

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

Engineering Recommendations

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
A	Carriage Lane between Green Trail Drive and the east end of the street	Carriage Lane provides a direct walking route for students living in the three neighborhoods surrounding the school. Motorists use this street as a cut-through to access Flat Shoals Road, a major arterial of the community. The street currently does not have sidewalks on either side. . On Georgia Walk to School Day 70% of participating students walked along this road to get to school.	Recommendations Summary Install sidewalk with a grass buffer along both sides of the street.	High			
			Install sidewalks on north side of street.				
			Install sidewalks on the south side of the street.			X	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe					
					Short term	Mid term	Long term			
B	Intersection of Carriage Lane and Old Carriage Drive (Uncontrolled Intersection)	<p>Regardless of mode, students arrive and depart from school through this intersection. The intersection is comprised of 2 lanes of travel for Carriage Lane and 2 lanes of travel for Old Carriage Drive. Student pedestrians crossing Carriage Lane when waiting to cross are sometimes not visible to motorists. In addition, because many students cross at one time, sometimes there is not enough room for all students on the corner waiting to cross.</p> <p>Sometimes there is a crossing guard is present to assist students, but due to budget constraints, this is not a regular occurrence.</p> <p>Several students attending Bethune Elementary School live in this neighborhood. On Georgia Walk to School Day 30% of participating students crossed here to get to school</p>	<p>Recommendations Summary</p> <p>Install curb extensions on the northeast and northwest corners of the intersection.</p> <p>Paint stand-back lines on all four corners to help students understand where it is safe to wait to cross.</p> <p>Install a raised crosswalk across Carriage Lane.</p> <p>Consider making this intersection a three-way stop. Doing so will require installing stop signs and advanced stop bars for all three directions. Ultimate design will need to comply with 2009 MUTCD signage and pavement marking standards. This recommendation will require further analysis and evaluation.</p>	High						
			Install curb extensions on the northeast and northwest of Carriage Lane. Install stand back lines on all four corners of the intersection.					X		
			Install a raised crosswalk across Carriage Lane.						X	
			Evaluate the intersection for a possible three-way stop.							X

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
C	Ocean Valley Road between Carriage Lane and Hillandale Drive	<p>Ocean Valley Road is a direct route for students (traveling by all modes) living in the surrounding neighborhoods and motorists. Ocean Valley Road ends at one of the school campus entryways. The street currently does not have sidewalks on either side. Motorists use this street as a cut-through to access Flat Shoals Road, a major arterial of the community.</p> <p>Several students attending Bethune Elementary School live in this neighborhood. On Georgia Walk to School Day 30% of participating students walked along this road to get to school</p>	<p>Recommendations Summary Install sidewalk with grass buffer along both sides of the street.</p>	High			
			<p>Install sidewalks on north side of street.</p>		X		
			<p>Install sidewalks on the south side of the street.</p>			X	
D	Hillandale Drive between Flat Shoals Road and Carriage Lane	<p>Hillandale Drive is a direct walking route for students living in the surrounding neighborhoods. The street currently does not have sidewalks on either side. Motorists use this street as a cut-through to access Flat Shoals Road, a major arterial of the community.</p>	<p>Recommendations Summary Install sidewalk with grass buffer along both sides of the street.</p>	High			
			<p>Install sidewalks on west side of street.</p>		X		
			<p>Install sidewalks on the east side of the street.</p>			X	
E	Green Trail Drive between	<p>Green Trail Drive is a direct walking route for students living in the surrounding neighborhoods. The street currently does</p>	<p>Recommendations Summary Install sidewalk with grass buffer along both sides of the street.</p>	Medium			

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
	Carriage lane and Ocean Valley Drive	not have sidewalks on either side Motorists use this street as a cut-through to access Flat Shoals Road, a major arterial of the community.	Install sidewalks on north side of street. Install sidewalks on the south side of the street.		X		
F	Old Farm Road between Green Trail Drive and Carriage Lane	Old Farm Road is a direct walking route for students living in the surrounding neighborhoods. The street currently does not have sidewalks on either side. Motorists use this street as a cut-through to access Flat Shoals Road, a major arterial of the community.	Recommendations Summary Install sidewalk with grass buffer along both sides of the street. Install sidewalks on west side of street. Install sidewalks on the east side of the street.	Medium			
G	Old Spanish Trail between Old Carriage Drive and the east end of the street	Old Spanish Trail is a direct walking route for students living in the surrounding neighborhoods. The street currently does not have sidewalks on either side. Motorists use this street as a cut-through to access Flat Shoals Road, a major arterial of the community. Several students attending Bethune Elementary School live in this neighborhood. On Georgia Walk to School Day nearly 10% of participating students walked along this road to get to school	Recommendations Summary Install sidewalk with grass buffer along both sides of the street. Install sidewalks on north side of street. Install sidewalks on the south side of the street.	Medium	X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
H	Intersection of Old Spanish Trail and Old Carriage Drive (Four-way stop-controlled intersection)	<p>Regardless of mode, students arrive and depart from school through this intersection. The intersection is comprised of two lanes of travel for Old Spanish Trail and two lanes of travel for Old Carriage Drive. Student pedestrians crossing Carriage Lane when waiting to cross are sometimes not visible to motorists. In addition, because many students cross at one time, sometimes there is not enough room for all students on the corner waiting to cross.</p> <p>This intersection connects to one of three main neighborhoods around Bethune Elementary School. A significant number of students live along this road. This intersection is the most direct way for these students to access the school.</p>	<p>Recommendations Summary</p> <p>Install curb extensions on the northeast and northwest corners of the intersection. Stripe stand-back lines at all four corners.</p>	High			
			<p>Install a raised crosswalk across the southern crossing on Old Carriage Drive to make pedestrians walking from Old Spanish Trail more visible to motorists.</p>				
			<p>Install reflective stop bars for all four legs of the four-way stop. This would need to be supported by 2009 MUTCD signage and enforcement strategies.</p>				
			<p>Install a raised crosswalk across the southern crossing on Old Carriage Drive.</p>			X	
			<p>Install reflective stop bars for all four legs of the four-way stop.</p>		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
I	Intersection of Hillandale Drive and Carriage Lane (T-intersection, with stop-controlled crossings on Hillandale Drive)	Regardless of mode, students arrive and depart from school through this intersection. The intersection is comprised of two lanes of travel for Carriage Lane and two lanes of travel for Hillandale Drive. Student pedestrians crossing Carriage Lane when waiting to cross are sometimes not visible to motorists. In addition, because many students cross at one time, sometimes there is not enough room for all students on the corner waiting to cross. Sometimes at the corner a crossing guard is present to assist students, but due to budget constraints, this is not a regular occurrence.	Recommendations Summary Install curb extensions on the northeast and northwest corners of the intersection. Install stand-back lines on all four corners.	High			
			Install a raised crosswalk across Carriage Lane.				
			Install curb extensions, with stand-back lines for pedestrians crossing Carriage Lane.		X		
			Install a raised crosswalk across Carriage Lane.		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
J	Intersection of Ocean Valley Road/School south exit and Carriage Lane (Crossings on School exit/Ocean Valley Road are stop-controlled)	Students walking to and from school cross paths with motorists leaving the school through the south exit.	Recommendations Summary Install curb extensions on the northeast and northwest corners of the intersection to reduce speeds of turning vehicles. Install with stand-back lines on all four corners to help students understand where it is safe to wait.	High			
			Install high visibility crosswalks across the north, east, and west crossings to make the crossing more visible.				
			Convert this intersection to a four-way stop with the appropriate 2009 MUTCD signage and pavement markings (stop bars). This recommendation will require further analysis and evaluation.				
			Install curb extensions, with stand-back lines for pedestrians crossing Carriage Lane. The curb extensions will be on the northeast and northwest corners of the intersection.		X		
			Install high visibility crosswalks across the north, east, and south crossings.		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe					
					Short term	Mid term	Long term			
			If a four-way stop is feasible, install high visibility crosswalks and stop bars along all four legs of the intersection.				X			
K	School Access: Ocean Valley Road (Southbound traffic is stop-controlled)	Students entering the school from Ocean Valley Road do not have a sidewalk that leads to the school entrance. The sidewalk that connects the school entrance to Ocean Valley Road disappears after several feet. Students walking home from school must walk in the grass or in the driveway to reach Ocean Valley Road. Additionally, the school's dumpster is positioned on the sidewalk, blocking the walkway into and out of school.	Recommendations Summary Install 5' wide sidewalk with 3' grass buffer (along the west side of the driveway). Move the dumpster to allocation on campus where it does not impede travel for any mode.	High						
			Install 5' wide sidewalk with 3' grass buffer (along the west side of the driveway).					X		
			Move the dumpster to another location on campus where it does not impede travel for any mode.					X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe					
					Short term	Mid term	Long term			
L	Intersection of Old Carriage Drive and Burdett Road (Crossings on Old Carriage Drive are stop-controlled)	<p>The intersection is comprised of two lanes of travel for Burdett Road and two lanes of travel for Old Carriage Drive. This intersection is a node for both motorists and walkers headed for Bethune Elementary School and McNair Middle School. Some parents drop off their children at this intersection. During most mornings and afternoons a crossing guard is present. However, there are no striped crosswalks at the intersection. In addition, because many students cross at one time, sometimes there is not enough room at the corner for all students waiting to cross.</p> <p>Burdett Road is the main connection into Burdett Ridge, one of the three main neighborhoods surrounding Bethune Elementary School. Several students live in these homes. On Georgia Walk to School Day 40% of participating students crossed here to get to school.</p>	<p>Recommendations Summary</p> <p>Install curb extensions, on all four legs of the intersection. Install stand-back lines on all four corners of the intersection.</p> <p>Install high-visibility crosswalks on stop-controlled crossings. Install school crossing signs for all crosswalks. Refer to 2009 MUTCD for crosswalk and sign placement.</p> <p>Convert this intersection to a four-way stop. This recommendation will require further analysis and evaluation.</p>	High						
			Install curb extensions, on all four legs of the intersection. Install stand-back lines on all four corners of the intersection.					X		
			Install high-visibility crosswalks on stop-controlled crossings. Install school crossing signs for all crosswalks.					X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
			Consider making this intersection a four-way stop, installing stop bars in both directions on Burdett Road. Refer to 2009 MUTCD for crosswalk and sign placement. This recommendation will require further analysis and evaluation.				X
			If a four way stop is feasible, install stop bars in both directions on Burdett Road. Refer to 2009 MUTCD for crosswalk and sign placement.				X
M	Old Carriage Drive (north of Burdett Road), Hampton Court	Old Carriage Drive is a direct walking route for students living in the Burdett Crossing neighborhood and is heavily used by all modes of transportation in the morning hours. The street currently does not have sidewalks on either side. The team has observed relatively high traffic speeds in the morning. Students may not be visible to motorists. This street is located within the subdivision and may not be eligible for county funding opportunities.	Recommendations Summary Install sidewalk with grass buffer along both sides of the street.	High			
			Install sidewalks on north side of the street.		X		
			Install sidewalks on the south side of the street.			X	
			Consider Installing speed tables on this road to reduce traffic speed. This may require a speed study and signed petition from the residents on this street.				X

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe					
					Short term	Mid term	Long term			
N	Old Carriage Drive, at both extents of the school zone	Drivers may be unaware they are entering Bethune Elementary School's school zone.	Recommendations Summary Install signs for school crossings, school zone boundaries and school speed limits. These signs should be compliant with 2009 MUTCD standards in both content and material.	High						
			Install signs for school crossings, school zone boundaries and school speed limits.					X		
			Install "School Zone" pavement markings on both boundaries of the school zone.					X		
O (1-4)	Old Carriage Drive between Carriage Lane and Old Spanish Trail	The school campus cannot fully support motorist picking up their children in the afternoon. Motor vehicles spillover onto Old Carriage Drive, creating congestion for parents and children crossing on foot and for staff managing parent drivers, student walkers and buses.	Consider restricting parking on the east side of Old Carriage Street during drop-off and pick-up hours. This restriction would need to be supported by 2009 MUTCD signage and enforcement strategies.	High	X					

Recommendations for Dismissal Procedures

Our goal for improving dismissal procedures is to minimize conflicts between modes and promote walking as a desirable mode choice.

As described in the existing conditions section, dismissal is at 2:15 p.m. and relies on a staggered system to release children. The system is designed to reduce the conflict between motor vehicles (private motor vehicles and buses) and students walking. During the walk audit, the team observed behaviors by both motorists and students that were unsafe. These observations are included below the group descriptions.

Group 1 Students riding the bus home exit from the Main Entrance and board the waiting buses. Buses may turn either north or south onto Old Carriage Drive

Observation: It was observed that buses trying to access the main entrance had difficulty maneuvering around parent cars and parents walking with their children back to their parked cars.

Group 2 Students leaving by private motor vehicle. Parents in cars queue in our one-way driveway that enters the school property in the lower parking lot. Parents will also park along Old Carriage Drive and walk into the building to pick up their children. Children are not released until a parent is present (either in the queue line or in the school building). Upon leaving, the Parents must turn onto Carriage Lane or continue straight onto Ocean Valley Drive.

Observations: Cars that spilled over into Old Carriage Drive, parked on either side of Old Carriage Drive. Parents then walked into the school to retrieve their child. Staff members released the children to their parents. Parents and their children rushed back to their parked cars to leave. It was observed that some parents do not practice safe crossing skills with their children.

Group 3 Students walking leave by either entrance depending on where they live. Students whose parents walk into the building are allowed to leave as soon as their parent checks them out. Walkers without parent chaperones are not released until all of the buses have left the campus.

Observation: Students were observed running away from campus before school staff dismissed them. It appeared that the students were running because if when they were caught leaving before the buses, they were sent back into the school building. They run to get home quickly and to avoid being caught and sent back into the school.

During the walk audit the team observed that student walkers are walking through the lower lot in the street alongside the cars. This is because the sidewalk ends abruptly near the school building. Students leaving from this entrance were observed to be running, crossing the street without caution (not looking for traffic) and also playing close to the front doors of houses in the neighborhood. On this day, there were too many children for the one staff member to control, and too much exiting traffic to manage.

Therefore, to minimize conflicts between modes and promote walking as a desirable mode choice we recommend the following changes a pilot test for later this school year:

1. Release the walkers first. Staff members will not release the first bus until 2:25pm. This will give the walkers a head start on traffic. Staff will also not release students to parent motorists until this time.
2. Release student walkers from the main entrance only. Re-assign the staff person from the driveway of the lower parking lot to the intersection of Old Carriage Drive and Carriage Lane.
3. Organize afternoon walking school buses. Parents who regularly pick up their child in the afternoon agree to walk with students who are walking in the same direction.
4. Restrict parking on the east side of Old Carriage drive during arrival and dismissal. This way the students will only be entering cars from the sidewalk and will not be crossing the busy street. This will also reduce maneuvering conflicts for the buses.

We will test these procedures for two weeks in May of 2010. We will contact the Fulton County Police Department for their assistance in enforcing traffic safety. At the end of the pilot period, we will meet as a team to discuss observations and make a decision for either another pilot or a new procedure.



During dismissal the cars form a queue, two lanes wide. Students must cross here, along Old Carriage Drive and at the school exit on Ocean Vallev Drive.

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

Strategy	E's	Advantages	Considerations	Resources
<p>Walking and Biking Safety Assembly</p> <p>These single-day events can be held in the fall to promote Walk to School Day. Guest speakers teach the students pedestrian and bicycle safety skills that they can use when walking and biking to school.</p>	<p>Education, Encouragement</p>	<ul style="list-style-type: none"> • Assures all children learn bicycle and pedestrian safety skills • Establishes habits that benefit children throughout their lives, regardless of whether they currently walk or bike to school • Establishes consistent messages for young pedestrians and bicyclists • Provides a refresher for parents if take home materials are provided in conjunction with the assembly. It's never too late to correct bad habits. • Events can make learning fun, and help strengthen community ties with event organizers and participants. 	<ul style="list-style-type: none"> • Best taught using a combination of methods, including one-time instruction (e.g. assemblies), multi-lesson classroom curricula, and skills practice (e.g. bike rodeos). • Requires able and willing instructors • Should be age-appropriate • Bicycle safety education may require an outside instructor, e.g. a police officer. 	<ul style="list-style-type: none"> • NCSRTS page on strategies for educating children: www.saferoutesinfo.org/guide/education/strategies_for_educating_children.cfm • National Highway Transportation Administration's pedestrian page: www.nhtsa.dot.gov/portal/site/nhtsa/menu.item.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
<p>Participate in Walk to School Day</p> <p>Walk to School Day is a one-day event that celebrates walking and biking to school.</p> <p>Generally this event is scheduled for the first full week in October.</p> <p>The State of Georgia hosts a Spring Walk to School Day in March.</p>	Education, Encouragement	<ul style="list-style-type: none"> • Excellent kick-off event for Safe Routes to School program • Generates enthusiasm for walking and biking • Way to raise community awareness about safety issues • Can be as simple as a few kids and parents meeting to walk to school or very elaborate celebrations • Can be folded into studies of international cultures as it is an international event • Date is flexible- to be counted by the National Center for Safe Routes to school the event need only take place before Dec 1. 	<ul style="list-style-type: none"> • Preparations for elaborate celebrations must begin several months in advance to allow time to identify partners, plan activities, and promote the event • Should provide bicycle and pedestrian safety information to children and parents • International Walk to School Day takes place in October but some schools organize multiple Walk to School Day (or "Walk and Roll Day") events over the course of the school year (e.g. one in the fall and one in the spring). 	<ul style="list-style-type: none"> • Walk to School Day downloadable templates for flyers, banners, pennants, etc: http://saferoutesga.org/Resources/Downloads • U.S. Walk to School Day website (provides resources and event registration): www.walktoschool.org • International Walk to School Day website: www.iwalktoschool.org/
<p>Frequent Walker/Bicyclist Program or Walking Wednesdays</p> <p>Track and reward students who walk and bicycle to school. Can be an individual competition or a competition among classes.</p> <p>Participate in Georgia's Way to Go Program.</p>	Encouragement	<ul style="list-style-type: none"> • Provides positive reinforcement for walking and bicycling. • Children respond to incentives. • Can include all students. • Can include walking and bicycling beyond the trip to school. 	<ul style="list-style-type: none"> • Necessary to identify a coordinator. • Establish a simple record-keeping system. • Establish age-appropriate goals. • Consider giving rewards to parents as well, since parents are often involved in the commute to school. 	<ul style="list-style-type: none"> • Resources for Georgia's Way to Go Program Resources such as downloadable templates for punch cards and stickers: http://saferoutesga.org/Resources/Downloads • NCSRTS page on mileage clubs and contests: www.saferoutesinfo.org/guide/encouragement/mileage_clubs_and_contests.cfm

Strategy	E's	Advantages	Considerations	Resources
<p>Traffic Enforcement (Staff/Crossing Guards)</p> <p>This can be an ongoing program for school staff and crossing guards. This works well if the school has an existing reward point program.</p>	<p>Education, Enforcement, Encouragement</p>	<ul style="list-style-type: none"> • Crossing guards play an important role in helping children cross the street at key locations, reminding drivers of the presence of pedestrians, and making parents feel more comfortable about letting their children walk and bicycle to school. • Staff and crossing guards can also reward students who are “caught being good” by issuing School Reward Points. 	<ul style="list-style-type: none"> • Requires some training and coordination with crossing guards 	
<p>Student Safety Patrol Program</p> <p>This can be an ongoing program for 5th grade students. Student safety patrols can offer educational literature to offenders to let them know about traffic safety issues (and proper behavior) surrounding the school zone.</p>	<p>Education, Enforcement, Encouragement</p>	<ul style="list-style-type: none"> • Students can also issue citations if condoned by the school. • Excellent way to educate parents and encourage appropriate behaviors while supporting the school’s SRTS program. • Teaches students valuable leadership skills. 	<ul style="list-style-type: none"> • Requires an adult organizer such as a parent, teacher, or law enforcement officer • Materials such as sashes and badges are encouraged • Requires adult supervision while students are “on-duty” • Student safety patrols will also be trained to set the model example for younger students. • In the last month of school, student patrols can “train” 3rd graders who are interested in being trained in the fall. • One option is to host an end of the year party to honor the graduating safety patrols 	<p>Giveaways for students when they cash-in their Reward points</p> <p>AAA Safety Patrol Program: http://www.aaamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol</p>

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
<p>Bike Rodeo</p> <p>This is a single-day event that promotes bicycle safety. At the rodeo, students can borrow bicycles or bring their own.</p>	<p>Education, Encouragement</p>	<ul style="list-style-type: none"> • Events like bike rodeos make learning fun and can help strengthen community ties with event organizers and participants. • At the rodeo students learn safety skills such as how to properly wear a helmet and how to behave while bike riding. The rodeo can also have a closed “test course” for the students to ride along. This helps the students to practice in a safe environment and gain confidence in their decision-making skills. • One possible partner for this is the local police department. 	<ul style="list-style-type: none"> • Requires able and willing instructors • Should be age-appropriate • Bicycle safety education may require an outside instructor, e.g. a police officer. • These events require planning and materials to share with students 	<ul style="list-style-type: none"> • Bicycling Life page on bicycle rodeos: http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm
<p>Walking School Buses/ Bicycle Trains</p> <p>Walking school buses and bicycle trains are adult supervised groups of students walking and/or bicycling to school.</p>	<p>Education, Encouragement</p>	<ul style="list-style-type: none"> • Adult supervision on the walk to school • Can be loosely structured or highly organized • Can include a meeting point in a parking lot so children and parents who must drive can participate. • Adults can rotate who will lead each time. 	<ul style="list-style-type: none"> • Need to identify routes where conditions support walking and there is sufficient demand for supervised walking • Requires parents willing to walk with children and learn about how Walking school buses are organized and conducted. • More organized structure requires considerable planning 	<ul style="list-style-type: none"> • NCSRTS page on walking school buses: www.saferoutesinfo.org/guide/encouragement/walking_school_bus_or_bicycle_train.cfm

Strategy	E's	Advantages	Considerations	Resources
<p>Drive Safe Campaigns</p> <p>Some parents are not aware of how their driving behavior can put walking students at risk. This teaches parents how their unsafe driving habits can put their children in danger.</p>	Education	<ul style="list-style-type: none"> • Has the ability to positively effect change in and community around the school • Improves the safety of the walking environment • Good drivers can help to set the example for good behavior. This is especially true for helping to control speeds. 	<ul style="list-style-type: none"> • This requires a person to organize and administer the campaign. • May not be effective at schools where parent/teacher organizations are weak • Law enforcement officers would be great at speaking at the campaign events. Sometimes, due to their heavy schedules that can be difficult to pin down. • A good way to contact parents is at back to school night and PTA meetings. Starting at the beginning of the year helps to prevent bad habits from starting. Law enforcement officers (or other teachers) can hold a brief assembly to explain the dangers of unsafe driving in school areas. • Law enforcement officers can provide a demonstration of how difficult it is to quickly stop a moving vehicle at 50, 40 and 30 mph. The National Center has information on how the speed of the vehicle can affect the severity of injury that the pedestrian experiences in a crash. 	
<p>Crossing Guard Appreciation Day</p> <p>Crossing guards help our children cross the road safely in the mornings and afternoons, in all weather conditions. Remind them that you appreciate their service and dedication. Students can create thank you cards that they deliver themselves during their walks home, or teachers and administrators can honor them formally during a school assembly.</p>	Encouragement	<ul style="list-style-type: none"> • Maintains a positive relationship between the crossing guards and the school/community. • Can inspire crossing guards to continue to be reliable, safety figures. • Creates an opportunity to remind students why it is important to practice safe walking skills. 	<ul style="list-style-type: none"> • Requires coordination between the crossing guards, school administrators and school instructors. • May require materials to create the thank-you cards. • Is most effective with newsletter and in-school announcements. • Relatively inexpensive strategy 	<ul style="list-style-type: none"> • Downloadable templates for event flyers and newsletter inserts: http://saferoutesga.org/Resources/Downloads

Strategy	E's	Advantages	Considerations	Resources
<p>Pace Car Program</p> <p>Program participants pledge to drive the speed limit on neighborhood streets, respect pedestrians and bicyclists, and display the Pace Car bumper sticker.</p>	<p>Enforcement</p>	<ul style="list-style-type: none"> • Low-cost way to slow traffic and improve interactions between motorists, pedestrians, and bicyclists 	<ul style="list-style-type: none"> • Must be accompanied by an education and outreach campaign • Need to find funding source for stickers and other materials • Not all drivers who make the pledge will keep it, but the program can still be effective if enough people do • Can have students design logo as part of contest 	<ul style="list-style-type: none"> • Websites for Pace Car programs around the country: <ul style="list-style-type: none"> www.idahosmartgrowth.org/projects/pace-car/index.htm www.northamptonma.gov/pacecar/ www.ci.santa-cruz.ca.us/pw/npcp/npcp.html www.peds.org/kw_pace.shtml cityofdavis.org/Police/pacecar/ www.waba.org/pacecar/
<p>Adopt a Sidewalk Program</p> <p>To keep sidewalks clear of debris and trash, groups can volunteer to adopt a sidewalk. Groups can include classrooms and families as well as local businesses or agencies.</p>	<p>Education</p>	<ul style="list-style-type: none"> • This promotes the Safe Routes to School program and also relieves the localities of some of the burden to keep the sidewalks well-maintained. 	<ul style="list-style-type: none"> • Requires the help and dedication of volunteers • Requires public outreach and education 	

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