

Cornelia ELEMENTARY SCHOOL

Safe Routes to School Travel Plan



375 Old Cleveland Road, NW
Cornelia, GA

November 2010

Safe Routes to School



Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

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Acknowledgements

This Travel Plan represents the work of the Cornelia 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 Cornelia Elementary School

Cornelia Elementary School is located in Cornelia, a small community in northeast Georgia. The town has experienced steady growth since the 1980's. With a thriving downtown, Cornelia has established itself as a business leader in northeastern Georgia.

Cornelia Elementary School is sited on Old Cleveland Road, which is the gateway into downtown Cornelia. Nearly all traffic into town passes by the school. We are proud to be the first major landmark on the way into town and we are committed to making our street beautiful and safe for all users.

The Safe Routes to School (SRTS) program at Cornelia Elementary School is part of the town's efforts towards becoming a more walkable community. The City has created a bicycle and pedestrian plan, which is expected to be adopted in the spring of 2010. SRTS program goals of combining engineering, education, enforcement, and encouragement strategies to improve the safety and health of students who walk and bicycle to school fit our school and town perfectly.

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, we hope to reach a rate of 40% of our students walking or biking to school at least 2 days a week. We believe this goal is attainable, as 60% of our students live within 1 mile of school.

Demographics. Our school is located near Cornelia's town center. Enrollment at Cornelia Elementary School. Enrollment in the 2009-2010 school year is 644 students, in grades preK-5. About 17% of students live within 1/2-mile radius

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

of school. Another 43% live between 1/2 mile and 1 mile. Thus, 60% of our students live within 1 mile of school. The remaining 40% live beyond a mile from school, but within the school's 2-mile attendance boundary of the school.

The school provides free and reduced lunch for about 70% of students. Many of these students live in the 1/2 mile to 1-mile radius from school.

Current School Travel Patterns. Many students who live within 1/2 mile of school walk to and from school. Families living more than 1/2 mile tend to drive in family vehicles. Habersham County School District, in which Cornelia Elementary School is located, provides door-to-door busing for most students living beyond of 1/2 mile of school. As a result, most students arrive at school by bus. However, due to budget constraints some established bus routes were cut this year.

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 8:00 a.m. Students arrive at school over a 30 to 45 minute period. Buses unload at 7:05 a.m. Bus riders enter on the south side of the building and all other students enter on the east side through the front door. The south side door and the east side door are unlocked and staffed during this time of day.

Dismissal. Dismissal is at 2:45 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 east entrance and board the waiting buses. Buses may turn either north or south onto Old Cleveland Road. Because the buses are shared and are on a tight schedule, the buses are released first. All other groups are released after the buses. |
| Group 2 | Students leaving by private motor vehicle. Parents in cars queue in our one-way driveway that enters the school property on the east side of the building from Old Cleveland Road. Parents are not permitted to retrieve their children from inside the building until the buses have left. |
| Group 3 | Students walking. These students leave by the doors on the southeast side, walking east on Old Cleveland Road and cross the street with the police crossing guard or west on Old Cleveland Road. A teacher follows those students out to the crosswalk at Henderson Street and Old Cleveland Road and helps the students cross safely. |

Support activities. Student arrival and dismissal is supported by a police crossing guard positioned at the crosswalk on Old Cleveland Road, east of the east driveway of the school property.

None of the intersections near the school driveways are stop-controlled. During dismissal, staff are present at the school's west entrance to assist students leaving by private motor vehicle, and at the school's east entrance to assist students leaving by bus.

Existing Conditions and Barriers

Parents of students living between a ½-mile and 1 mile from school and who drive their children to school listed the following reasons for not allowing or encouraging their children to walk:

- Not enough time in the morning (convenience)
- Sidewalks are not present along entire walking route
- Students not old enough to walk alone or with other students
- Concerns about unsafe driver behavior along the walking routes
- Concerns about children’s personal security

Key Walking Routes
Old Cleveland Road
Wood Street
Henderson Street
Hendricks Street

Barriers:

- *Lack of sidewalks on many streets within 2 blocks of school.*
- *Barrier: Existing sidewalks are substandard in width, condition and American with Disabilities Act (ADA) accessibility. This includes broken curbing, as well as broken or uneven slabs and irregular surface. Some of the sidewalks have curb ramps, but none are ADA compliant.*



Sidewalk on Old Cleveland Road

Sidewalks are present on both sides of Old Cleveland Road between Henderson Street and Main Street. The sidewalks are 4’ wide, 1’ less than current ADA standards. Portions of the street have 1’ buffers on either side; but others have no buffers. Wayside Street also has a buffered sidewalk on the east side of the street. The remaining sidewalks within the neighborhoods do not have sidewalks.



Faded crosswalk across Old Cleveland Road at Henderson Street

Barrier: Existing crosswalks at Henderson Street and east of the schools east driveway entrance are faded. There are no other painted crosswalks in the neighborhoods.

Motorists traveling east on Old Cleveland Road do not have to stop until they intersect with Main Street. Likewise, motorists traveling westward do not stop until they are well outside of the town limits. The cross streets (Henderson Street, Wood Street and Hendricks Street) have stop signs. Generally the streets oriented east/west do not have to stop, but the cross streets do. The exception is the intersection of Hoyt Street

and Wood Street, which is a 4-way stop. There is one crosswalk present on Old Cleveland Road, but it is barely visible to motorists. Because motorists are not required to stop at intersections, and because crosswalks are not prevalent along the road, motorists may not be actively watching for pedestrians attempting to cross the street.

Barrier: On Old Cleveland Road a significant number of motorists do not observe the posted speed limit during school speed zone hours. In addition, motorists do not always see our students waiting to cross the street at Henderson Street, Wood Street and Hendricks Street.

Old Cleveland Road is a main thoroughfare into downtown Cornelia. Traffic on Old Cleveland Road does not have a stop sign or signal between Neal King Road and Main Street. Speeding along Old Cleveland has been observed as part of an informal traffic speed data collection effort during the winter of 2009. The study counted the number of vehicles traveling in either direction on Old Cleveland Road and recorded the traffic speed. The data was collected between school hours (6:00am-9:00 a.m.; 2:00 p.m.-4:00 p.m.). While the posted speed limit is 25 mph, 15% of the recorded traffic was traveling over 55 mph. Two vehicles registered speeds of over 80 mph. It is possible that some of the vehicles were not aware that the speed limit is reduced from 35 mph to 25 mph during school arrival and dismissal times.

Barrier: During winter and spring months (when daylight savings time "springs forward") it is too dark for students to walk in the morning and on some late afternoons.

The streets bordering the school do not have sufficient pedestrian scale lighting to provide a sense of safety during early morning or late afternoon student travel in the winter.

Barrier: Racks not present on school campus is a disincentive for bicycling to school.

The school or community does not encourage bicycle travel to school, as students have not learned the skill sets necessary to ride safely alongside or with traffic. However students do ride their bicycles on the weekends, and many ride bikes along the roads that are current walking routes. The local roads serving the established residential areas around the school are relatively narrow (14' wide for each lane of traffic) with insufficient shoulders or lane widths for marked shared lane or bike lanes. Furthermore, parking for bicycles is not present on school grounds.



Our first meeting as a team working to identify barriers to walking and biking

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 “existing conditions” included an overview of pedestrian and bicycle facilities, as well as a guided walk audit of the areas around our school. A third meeting focused on the draft plan which addressed education, encouragement, enforcement, and evaluation strategies and complimentary programs to support proposed engineering strategies. Our fourth meeting discussed implementation strategies for our Travel Plan.

Meeting Dates	Content/Presentation	Field or Table Exercise
October 15, 2010	Kick Off Meeting: Why Safe Routes to School Matters	Visioning, review current projects, programs and policies
February, 17 2010	Barriers and Opportunities	Identify through mapping, walk audit, review potential non-Engineering activities to include in plan
March, 22 2010	Engineering Improvements	Review Recommended engineering improvements
Fall 2010	Implement	Establish a timeline for implementing the plan

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 Cornelia Elementary School. Information on the advantages and considerations for each strategy and resources to help us implement each are included in the 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.



Our team on our first walk audit

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

Non-Engineering Travel Plan

We identified a number of activities and programs to promote walking 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:

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

Education Strategies

The education strategies included in our 12-month activity calendar are aimed at providing all students walking safety skills. We also plan to provide walking materials for parents to create opportunities for families to walk and bicycle together. Bicycle and pedestrian safety materials will be sent home with students on both Georgia Walk to School Day and

International Walk to School Day.



Fall of 2009, our city manager gave students awards for participating in International Walk to School Day

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

- Walking and biking safety assembly
- Safe bicycle training

Encouragement Strategies

The encouragement strategies included in our 12-month activity calendar will help students and their parents feel more comfortable and confident about walking to school. Past experience shows that our students like to participate in school events.

Encouragement activities such as Georgia Walk to School Day and International Walk to School Day will continue to be traditions at Cornelia Elementary School.

In October of 2009, Cornelia participated for the first time in International Walk to School Day by actually hosting a Walk to School Month. Students were given incentive items to encourage them to walk and safety education materials were sent home to parents. Each student was given a "Walking Punchcard" to log how many times he or she walked to school. Once they achieved a certain number, they were awarded a book bag provided by the City of Cornelia..

Cornelia also participated in Georgia's first Walk to School Day in March 2010.

We will kick off our SRTS program in the fall 2011. Leading up to International Walk to School Day we will send students home with materials about the benefits of walking and biking as well as safety tips that they can practice with their families. The materials will also include information about the program such as goals and timelines for implementation of the Travel Plan. We will also bring a walking map to the first PTO meeting of the year to ask parents to mark on maps where their children walk (if they plan to walk this year) or where they could walk from home. These will be the foundation for walking school buses in the future.

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

- Print maps to show preferred walking routes
- Walking Wednesdays using the Georgia SRTS Resource Center's "Way to Go" frequent walker program
- Walking school buses



Students made posters for Georgia's spring Walk to School Day

Enforcement Strategies

Our SRTS enforcement strategies will be aimed at changing the behavior of drivers along Old Cleveland Road. We will continue to partner with the local police department to ensure safe crossing conditions for student walkers, as well as enforce posted speed limits especially during school arrival and dismissal. We will also promote a safe driving campaign for parents. To do this we will send home information about the benefits of driving the posted speed limits during school hours, and the proper ways to drive at school crossings. Cornelia Police Officers will also distribute a packet explaining the department's no tolerance policy for speeding within the school zone as well as wearing seatbelts in school zones. Police Officers will continue to administer speed-reading signs just before school starts in the fall and in the spring. These signs will help motorists remember that they are in a school zone and that their comfort speed may be much higher than the posted speed of 25 mph.

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

- Corner captains to provide an adult presence along walking routes
- Safe Havens to provide safe places for children to go if they feel insecure while walking to or from school.

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 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

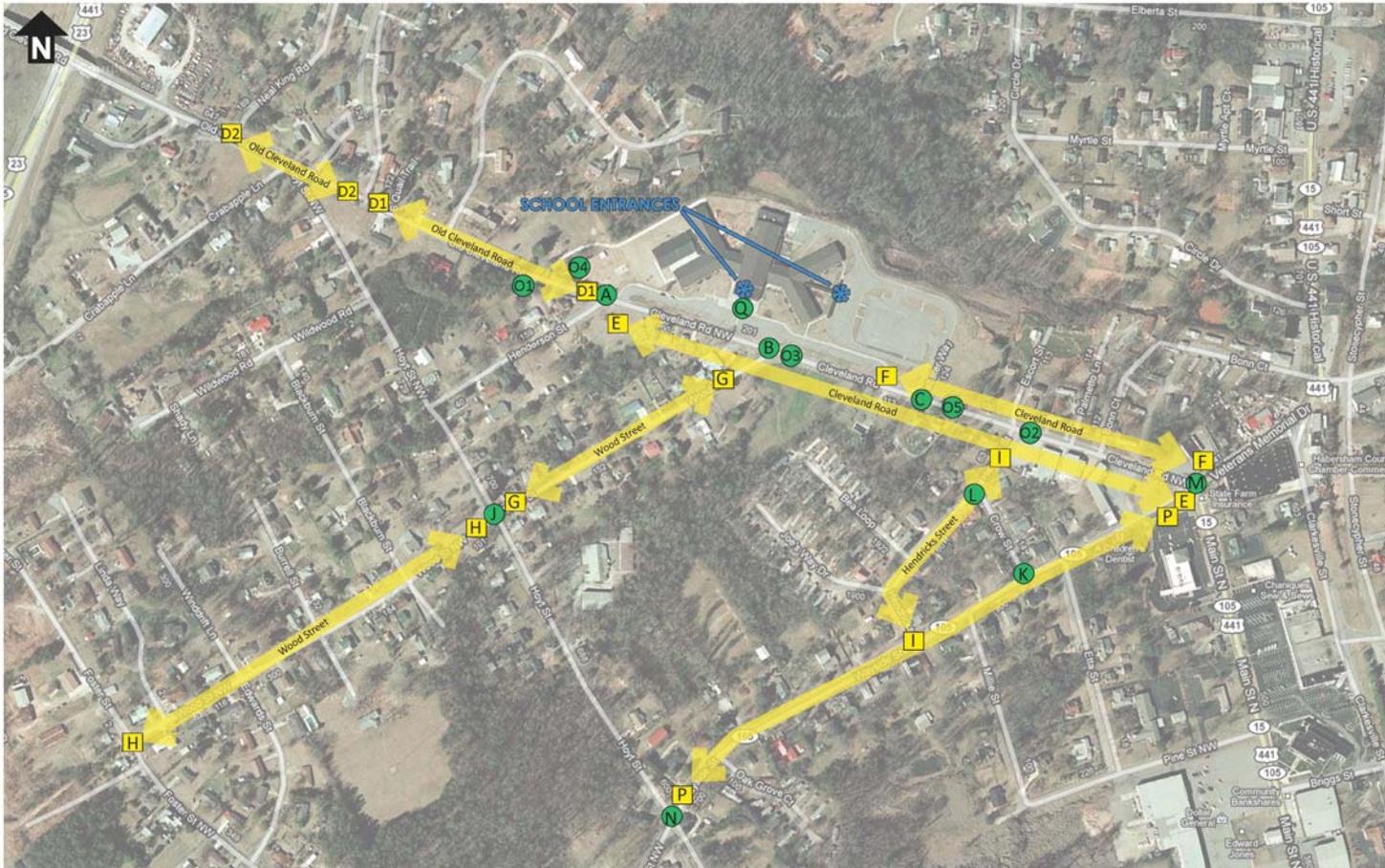
Activity	Coordinator	July 2010	Aug. 2010	Sept. 2010	Oct. 2010	Nov. 2010	Dec. 2010	Jan. 2011	Feb. 2011	March 2011	April 2011	May 2011	June 2011	Complete
EDUCATION														
Bicycle and pedestrian safety training														
	Parent Liaison													
Plan														
Implement														
ENCOURAGEMENT														
Promotion of Travel Plan														
<i>Sending home materials with students</i>														
	Parent Liaison, Principal													
Plan														
Implement														
International Walk to School Day														
<i>First Wednesday in October</i>														
	Parent Liaison													YES
Plan														
Implement														
Georgia Walk to School Day														
<i>First Wednesday in March</i>														
	Parent Liaison													
Plan														
Implement														
ENFORCEMENT														

Activity	Coordinator	July 2010	Aug. 2010	Sept. 2010	Oct. 2010	Nov. 2010	Dec. 2010	Jan. 2011	Feb. 2011	March 2011	April 2011	May 2011	June 2011	Complete
Police surveillance														
<i>During arrival and dismissal</i>														
	Principal, Police Department													
Plan														
Implement														
Drive Safe Campaign for parents														
	Parent Liaison													
Plan														
Implement														
EVALUATION														
Classroom tallies of travel mode to school														
<i>Annually</i>														
	Parent Liaison, City of Cornelia													YES
Plan														
Implement														
Parent survey														
<i>Annually</i>														
	Parent Liaison, City of Cornelia													YES
Plan														
Implement														
Annual Walk Audit														
	Principal, Parent Liaison													
Plan														

Activity	Coordinator	July 2010	Aug. 2010	Sept. 2010	Oct. 2010	Nov. 2010	Dec. 2010	Jan. 2011	Feb. 2011	March 2011	April 2011	May 2011	June 2011	Complete
Implement														

Engineering Recommendations

CORNELIA ELEMENTARY SCHOOL INFRASTRUCTURE RECOMMENDATIONS



PREPARED NOVEMBER 2010



Engineering Improvements

Our goal for engineering improvements is to improve the walking conditions for students and their parents. Specific physical changes we feel will help meet this goal is to install new ADA compliant sidewalks to connect to the existing sidewalks located in front of the school, repair existing sidewalks where needed, install pedestrian scale lighting along walking routes, and improve crossing treatments that make students more visible to drivers and improve driver compliance.

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 timeframes as a guide for anticipated project completion, but actual timeframes may vary:



Storm water management and drainage has been a difficult challenge along Old Cleveland Road

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.



Sidewalks on Wayside Street are in poor condition and objects within the path of travel make them non compliant with ADA standards

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 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.

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. City of Cornelia standards are for a 5’ sidewalk and a 2’ wide buffer.

High Visibility Crosswalks:

High visibility crosswalk striping improves the visibility of pedestrians to motorists. Different striping patterns can be used, all generally around

Speed Tables/Raised crosswalks:

Raised crosswalks are flat-topped speed humps with crosswalk markings painted on the top. Raised crosswalks serve two purposes: they make pedestrians more visible to motorists; and they cause motorists to slow at the most critical location, where pedestrians cross (*The Effects of Traffic Calming Measure on Pedestrian and Motorists Behavior, FHWA 2001*).

Rapid Flashing Beacons:

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. The rapid flashing beacon recommended for this plan is located a T-intersection that does not have a crossing guard during either arrival or dismissal times.

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 pattern (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	Intersection of Old Cleveland Road, with Henderson Street (Traffic on Henderson Street is stop-controlled)	Students currently cross the street at this location. Crosswalks are missing at the north and west legs of the intersection. The painted crosswalk across the south leg is not reflective. Motorists may not see students crossing. Immediately east of this intersection is the intersection of the school's exit driveway.	Recommendations Summary To make the crossing more visible to motorists, upgrade the crossing with thermal plastic materials in a high visibility pattern.	High						
			Replace the existing crossing with a raised crosswalk					X		
			Replace existing crosswalk with reflective materials in a high visibility pattern.							
		Install a raised crosswalk across Old Cleveland Road on the western leg of the intersection.		X						

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
B	<p>T- Intersection of Old Cleveland Road, and Wood Street</p> <p>Traffic on Wood Street is stop-controlled.</p>	<p>Students approaching Old Cleveland Road from Wood Street cross here. The desire lines of the students walking line up with the crosswalk across the school parking lot, directly in front of the school building's main entrance. Students crossing may not visible to motorists on Old Cleveland Road.</p>	<p>Recommendations Summary</p> <p>To make the crossing more visible to motorists, install a marked crossing with thermal plastic materials in a high visibility pattern.</p> <p>Install a raised crosswalk across Old Cleveland Road.</p> <p>Depending on variables such as ADT, traffic speed and current road design, a rapid flash beacon may be an appropriate treatment.</p> <p>These recommendations are included in the Cornelia Bike and Pedestrian Plan (2010), prepared by the Georgia Mountain Regional Commission.</p>	High			
			<p>Install a marked crossing with thermal plastic materials in a high visibility pattern.</p>				

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
			Install a raised crosswalk across Old Cleveland Road.			X	
			Install a rapid flashing beacon.				X
C	Old Cleveland Road, at the east school entrance driveway	Students have a police officer stationed here in both the morning and afternoon to assist students crossing Old Cleveland Road. Motorists have been observed speeding along Old Cleveland Road during school arrival and dismissal times.	<p>Recommendations Summary</p> <p>To make the crossing more visible to motorists, install a marked crossing with thermal plastic materials in a high visibility pattern.</p> <p>Install a raised crosswalk across Old Cleveland Road.</p> <p>These recommendations are included in the Cornelia Bike and Pedestrian Plan (2010), prepared by the Georgia Mountain Regional Commission.</p>	High			
			Install a marked crossing with thermal plastic materials in a high visibility pattern.		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
			Install a raised crosswalk across Old Cleveland Road.			X	
D1	Old Cleveland Road between South Quail Trail and Henderson Street, (north side)	The sidewalk on the north side of Old Cleveland Road begins near the school property, but is absent in front of the neighborhoods east of the school site. Students and mothers with strollers were observed walking along the road in the afternoon. They move to the grass when traffic passes.	<p>Recommendations Summary</p> <p>Extend sidewalk on the north side of Old Cleveland Road to South Quail Trail on north side.</p> <p>Install sidewalks on both sides of the street. Preferred design would include a 5' sidewalk with a 5' buffer.</p> <p>Repair and widen existing sidewalk where needed.</p> <p>These recommendations are included in the Cornelia Bike and Pedestrian Plan (2010), prepared by the Georgia Mountain Regional Commission.</p>	High			
			Install sidewalk on north side of street.				
			Install sidewalk on south side of street.			X	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
D2	Old Cleveland Road between Neal King Road and South Quail Trail, (north side)	The sidewalk on the north side of Old Cleveland Road begins near the school property, but is absent in front of the neighborhoods east of the school site. Students and mothers with strollers were observed walking along the road in the afternoon. They move to the grass when traffic passes.	<p>Recommendations Summary</p> <p>Extend sidewalk on the north side of Old Cleveland Road to Neal King Road on north side.</p> <p>Install sidewalks on both sides of the street. Preferred design would include a 5' sidewalk with a 5' buffer.</p> <p>These recommendations are included in the Cornelia Bike and Pedestrian Plan (2010), prepared by the Georgia Mountain Regional Commission.</p>	High			
			Install sidewalk on north side of street.				
			Install sidewalk on south side of street.			X	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
E	Old Cleveland Road between S. Quail Drive and Veteran's Memorial Drive (south side)	Students currently walk along this road. In many places the sidewalk is severely cracked and in a state of disrepair. There is a buffer in front of the school, but east of the school property it disappears. The existing sidewalk does not meet ADA standards.	<p>Recommendations Summary</p> <p>Repair and widen existing sidewalk where needed</p> <p>Install sidewalks on both sides of the street. Preferred design would include a 5' sidewalk with a 5' buffer.</p> <p>These recommendations are included in the Cornelia Bike and Pedestrian Plan (2010), prepared by the Georgia Mountain Regional Commission. .</p>	High			
			Install sidewalk on west side of street.				
			Install sidewalk on east side of street.			X	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe					
					Short term	Mid term	Long term			
F	Old Cleveland Road between S. Quail Drive and Veteran's Memorial Drive (north side)	Students currently walk along this road. In many places the sidewalk is severely cracked and in a state of disrepair. The buffer in front of the school disappears east of the school property. The existing sidewalks are not ADA compliant.	Repair and widen existing sidewalk where needed.	High						
G	Wood Street Between Hoyt Street and Old Cleveland Road	There are no sidewalks present for students walking to school. This segment of road was recently cut from the bus routes. Families are now responsible for their own transportation.	Recommendations Summary Install sidewalks on both sides of the street. Preferred design would include a 5' sidewalk with a 5' buffer	High						
			Install sidewalk on west side of street.					X		
			Install sidewalk on east side of street.						X	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe					
					Short term	Mid term	Long term			
H	Wood Street Between Hoyt Street and Foster Road	There are no sidewalks present along this portion of street, which is part of a walking route for students living on Wood Street.	Recommendations Summary Repair and widen existing sidewalk where needed.	Medium						
			Install sidewalks on both sides of the street. Preferred design would include a 5' sidewalk with a 5' buffer.							
			Install sidewalk on west side of street.					X		
			Install sidewalk on east side of street.		X					
I	Hendricks Street	This is a walking route for students living on Bea Loop and Joe's Way. This road is often used for cut-through traffic to access Wayside Road while bypassing the Old Cleveland Road/Main Street intersection.	Recommendations Summary Install sidewalks on both sides of the street. Preferred design would include a 5' sidewalk with a 5' buffer.	High						
			Install sidewalk on west side of street.					X		
			Install sidewalk on east side of street.						X	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
J	Intersection of Wood Street and Hoyt Street (Four-way stop-controlled intersection)	Students living on the side streets cross here to get to school. Students may not be visible to traffic.	Install reflective, high visibility crosswalks across all four legs, with the appropriate 2009 MUTCD signage.	Medium	X		
K	Intersection of Wayside Street and Crow Street (Traffic on Crow Street is stop-controlled)	Students living on the side streets cross here to get to school. Students may not be visible to traffic.	Install reflective, high visibility crosswalks across Wayside Street with the appropriate 2009 MUTCD signage.	High	X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
L	Intersection of Hendricks Street and Crow Street (Traffic on Hendricks Street is stop-controlled)	Students living on the side streets cross here to get to school. Students may not be visible to traffic.	Install a reflective, high visibility crosswalk across all three legs of the intersection.	High	X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
M	Intersection of Old Cleveland Road, Wayside Street/ Veteran's Memorial Drive and Main Street (Signalized intersection)	<p>This intersection experiences relatively high pedestrian traffic within Cornelia. Students cross here to get to and from school. The intersection is not ADA compliant due to missing and incompatible curb ramps.</p> <p>The team has observed that the signal at times does not offer a pedestrian crossing interval even when the button is pushed. Additionally the team has observed that when the pedestrian crossing interval is given, it is too short to cross safely.</p>	<p>Recommendations Summary</p> <p>Install a concrete, elevated median in place of existing painted median.</p>	Medium			
			<p>Install reflective, high visibility crosswalks across Veteran's Memorial Drive.</p>				
			<p>Fix pedestrian signal push button so that it functions properly and consistently to avoid confusion about how to use the push-button.</p>				
			<p>Install curb ramps on the northwest and northeast corners of the intersection.</p>				
			<p>Replace painted median with one that is concrete.</p>			X	
			<p>Install reflective, high visibility crosswalks across Veteran's Memorial Drive.</p>		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
			Fix pedestrian signal and provide clear, instructional signage to reduce confusion.		X		
			Install curb ramps on the northwest and northeast corners of the intersection.				X
N	Intersection of Wayside Street and Hoyt Street (Traffic on Hoyt Street is stop-controlled)	Students living on the side streets cross here to get to school. Students may not be visible to traffic.	Install high visibility crosswalks across all four legs of the intersection.	High	X		
O (1-5)	Old Cleveland Road	Motorists may not be aware they are entering a school zone when driving along Old Cleveland Road. Old Cleveland Road is one of the main gateways into Cornelia's downtown business district. Current signage does not meet 2009 MUTCD standards. Current signage is not reflective. Flashing signs have confusing	Recommendations Summary Install "School Zone" pavement markings at both ends of the school zone. Replace existing school crossing signage with 2009 MUTCD standards for both sign content and material at all crosswalks located in the school zone. This plan	High			

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
		language, 25 mph "When Children are Present".	<p>recommends three school crosswalks along Old Cleveland Road.</p> <p>Replace existing flashing signs with signs that state that the 25 mph speed reduction is in effect, "When flashing". Signs can include language that shows what times the lights will be flashing.</p>				
			-Install pavement markings.		X		
			- Install school crossing signs.		X		
			Install replacement flashing signage.		X		
P	Wayside Street Between Main Street and Hoyt Street	Students use the existing sidewalk on the west side of the street to walk to school. The existing sidewalk is in poor condition. Several spots are cracked and crumbled. Many of the crossings are not ADA compliant.	Repair existing sidewalks on the west side.	High	X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
Q	School property, existing crosswalk in front of building's main entrance doors	Students walking from Wood Street cross Old Cleveland Road and proceed directly into the school building. Students cross the school parking lot and driveway to access the building's main entrance doors. Motorists may not be aware of students crossing the parking lot.	To make the marked crosswalk more visible to motorists, replace the existing crossing with a raised crosswalk.	High		X	

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/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
<p>Participate in Walk to School Day</p> <p>Walk to School Day is a one-day event that celebrates walking and biking to school.</p> <p>Generally this event is scheduled for the first full week in October.</p> <p>The State of Georgia hosts a Spring Walk to School Day in March.</p>	Education, Encouragement	<ul style="list-style-type: none"> • Excellent kick-off event for Safe Routes to School program • Generates enthusiasm for walking and biking • Way to raise community awareness about safety issues • Can be as simple as a few kids and parents meeting to walk to school or very elaborate celebrations • Can be folded into studies of international cultures as it is an international event • Date is flexible- to be counted by the National Center for Safe Routes to school the event need only take place before Dec 1. 	<ul style="list-style-type: none"> • Preparations for elaborate celebrations must begin several months in advance to allow time to identify partners, plan activities, and promote the event • Should provide bicycle and pedestrian safety information to children and parents • International Walk to School Day takes place in October but some schools organize multiple Walk to School Day (or "Walk and Roll Day") events over the course of the school year (e.g. one in the fall and one in the spring). 	<ul style="list-style-type: none"> • Walk to School Day downloadable templates for flyers, banners, pennants, etc: http://saferoutesga.org/Resources/Downloads • U.S. Walk to School Day website (provides resources and event registration): www.walktoschool.org • International Walk to School Day website: www.iwalktoschool.org/
<p>Frequent Walker/Bicyclist Program or Walking Wednesdays</p> <p>Track and reward students who walk and bicycle to school. Can be an individual competition or a competition among classes.</p> <p>Participate in Georgia's Way to Go Program.</p>	Encouragement	<ul style="list-style-type: none"> • Provides positive reinforcement for walking and bicycling. • Children respond to incentives. • Can include all students. • Can include walking and bicycling beyond the trip to school. 	<ul style="list-style-type: none"> • Necessary to identify a coordinator. • Establish a simple record-keeping system. • Establish age-appropriate goals. • Consider giving rewards to parents as well, since parents are often involved in the commute to school. 	<ul style="list-style-type: none"> • Resources for Georgia's Way to Go Program Resources such as downloadable templates for punch cards and stickers: http://saferoutesga.org/Resources/Downloads • NCSRTS page on mileage clubs and contests: www.saferoutesinfo.org/guide/encouragement/mileage_clubs_and_contests.cfm

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

Strategy	E's	Advantages	Considerations	Resources
<p>Walk Audit/Parent Surveys / Student tallies</p> <p>The team will meet annually (ideally in August before school starts) to review the accomplishments and progress from the previous school year and set new goals for the upcoming school year.</p>	<p>Evaluation</p>	<ul style="list-style-type: none"> Establishes baseline information on student travel behavior and perceived barriers to walking and biking Helps determine existing needs Helps determine success of SRTS efforts and identify needed adjustments 	<ul style="list-style-type: none"> Best to conduct initial surveys before SRTS measures have been implemented Requires teacher buy-in and administrative organization Getting parents to fill out and return surveys can be a challenge. Follow up is necessary. Consider a contest among classes for highest rate of return. 	<ul style="list-style-type: none"> Student In-Class Travel Tally Form: http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm Parent Survey Form: http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm Instructions for Survey Administration: http://www.saferoutesinfo.org/resources/evaluation_instructions.cfm Instructions for Data Entry: http://www.saferoutesinfo.org/resources/evaluation_cover-sheets.cfm

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

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

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

- [Heart of Georgia RC](http://www.hogardc.org/)
- [Middle Georgia RC](http://www.middlegeorgiarc.org/)
- [Northeast Georgia RC](http://www.negr.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/)