

# Cowan Road Elementary School

## Safe Routes to School Travel Plan



1233 Cowan Road  
Griffin, Georgia

November, 2010

Safe Routes to School



**Georgia**

GEORGIA DEPARTMENT OF TRANSPORTATION

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## Acknowledgements

This Travel Plan represents the work of the Cowan Road Elementary 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 Cowan Road Elementary School

Cowan Road Elementary School is located in Spalding County, approximately 37 miles south of Atlanta. Since its opening in 1991, the school educates grades PreK-5. School enrollment for the 2010-2011 school year is 656 students.

Cowan Road Elementary School received the Healthy Schools Program Bronze National Recognition Award<sup>1</sup> this year for improving the learning and working environments of their students and staff by making significant changes in the areas of healthy eating, physical activity, and staff wellness.

The Safe Routes to School (SRTS) program at Cowan Road Elementary School is a logical partner in the school's efforts to improve the health of its students. The SRTS program also complements Spalding County's efforts towards promoting walkability. The County is committed to improving pedestrian safety within the County, as evidenced in its first Comprehensive Transportation Plan, adopted in 2008. The Plan recognizes that sidewalks are needed throughout the county to give seniors, young people and other non-drivers transportation options. The plan also notes that sidewalk connectivity can have a positive impact on travel within and between neighborhoods and commercial nodes.

Spalding County's Subdivision Ordinance requires all new residential subdivisions incorporate sidewalks as a part of the development standards. The Ordinance recognizes other safety measures for new development such as no right turns on red in high pedestrian corridors; increased crosswalk and

### 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

<sup>1</sup> The Healthy Schools Program National Recognition Award is awarded by the Alliance for a Healthier Generation. The Alliance for a Healthier Generation is a partnership between the Clinton Foundation and the American Heart Association that is working to end the childhood obesity epidemic. Recipients of the National Recognition award for 2009-10 are listed online here: <http://www.healthiergeneration.org/schools.aspx?id=4614>



McIntosh Road, but these areas are vulnerable to cuts in bus service due to school district budget reductions.

## *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 45 minute period beginning at 7:15 a.m. Students use one of two building entrances in the morning – one on the east side of the building; the other on the south side, across from Cabriolet Trail. Most walkers enter across from Cabriolet Trail and head directly to the cafeteria. This intersection has a crossing guard stationed here for 2-hour shifts during arrival and dismissal times.

Parents enter the school property on the driveway located across from Halifax Drive, stopping at the building entrance. The physical education coaches greet students and escort them into the building. The coaches also ensure that parents form an organized line if there are multiple cars arriving at once.

Not all parents use the school’s main entrance driveway. Some parents arriving before the buses use the side entrance driveway located across from Cabriolet Trail. Other parents were observed dropping off their children at the intersection of Cabriolet Trail and Cowan Road. It is likely that parents choose to do this because they can avoid the congestion immediately around the school. This intersection has the added benefit of a crossing guard to assist the students crossing the street. Cabriolet Trail also provides access back to W. McIntosh Road, which is a commuter route.

*Dismissal.* Dismissal is at 2:30 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 -- 2:30 p.m.

Walkers. All walkers meet the physical education coaches in one of two locations in the main hallway – either the front or the back. The walkers are escorted by the physical education coaches out of the building to the sidewalk where the one police officer stands to direct them across the street. The students walk home from this point. Some adults are waiting to lead walking groups home or to their daycare centers.

Group 2 -- 2:32 p.m. to end

Students leaving by private motor vehicle. Car riders are escorted outside to the front of the school where they are seated by grade levels. Parents must have a car rider pass in the windshield to pick up their child. A staff person calls each student to her/his car,

ensuring students get in the appropriate vehicle. There are two car rider lines that form.

Group 3 -- 2:34p.m. to 2:45p.m.

Students riding the bus. Students are called one bus at a time. They walk out of the building on the 3rd tile to their buses. Staff/ or fifth grade students supervise the halls and the bus yard.

*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 Cowan Road Elementary School Students and McNair Middle School Students. This is a four-way stop-controlled intersection. Staff are present at both school entrances during dismissal to assist students boarding the buses and private motor vehicles. Staff members located at the driveway on Carriage Lane help walkers and motorists exit the campus safely.

## Existing Conditions and Barriers

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

- 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 not old enough to walk alone or with other students
- Violence and crime in the area

| Key Walking Routes |
|--------------------|
| Cowan Road         |
| Sherbrooke Way     |
| Cabriole Trail     |
| W. McIntosh Road   |

The parent surveys (collected in the fall of 2010) showed that if some of the conditions listed above were changed, they would reconsider allowing their children to walk to school. The survey results are not available at this time. However, parents of students at our school are typical of parents nationwide who consider whether or not to allow their children to walk or bicycle to school. Based on a nation-wide survey, these are the top reasons why parents do not allow their children to walk or bike to school<sup>3</sup>.

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

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

Many of the issues in the table above can be addressed with either infrastructure or non-infrastructure strategies (or in some cases both!). We kept these concerns in mind when picking the strategies that we want to accomplish this coming school year, 2010-2011.

*Barrier: Lack of sidewalks throughout the neighborhoods located within one mile of school.*

Sidewalks are intermittent along Cowan Road and on streets in neighborhoods leading to Cowan Road. Sidewalks are present on the west side of Cowan Road between W. McIntosh Road and Cabriole Trail, and sidewalks that connect the school property and Wyoma Tyus Park. Sidewalks are present on the east side of Cowan Road between Cabriole Trail and Sherbrooke Way. There are no sidewalks present on either side of Cowan Road north of Sherbrooke Way.

<sup>3</sup> *Safe Routes to School Travel Data: A Look at Baseline Results from Parent Surveys and Student Travel Tallies*, prepared by the National Center for Safe Routes to School, January 2010.

*Lack of Pedestrian Infrastructure at Intersections Reduce Motorists Awareness.*

There are four intersections along Cowan Road within ½ mile of the school. Traffic is stop-controlled on the side streets intersecting with Cowan Road., but not Cowan Road itself. Crosswalks are marked at most intersections for at least one of the crossings (usually the north leg), however the crosswalks are painted in the lines style, which is not the most visible style for motorists. The team has observed motorists just miss hitting several students as the students attempted to cross intersections along Cowan Road. Students may not have the safe crossing skills they need to make safe judgments when crossing unsupervised. Some crossings lack curb ramps and other ADA compliant designs.

*Lack of Pedestrian Scale Lighting.*

The neighborhoods surrounding the school are void of any street lighting, making students less visibility to traffic during winter months. Due to the limited visibility parents have also voiced concerns about personal safety for their children.

### **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 and allowed us to identify needed and complimentary programs to support proposed engineering strategies.

| Meeting Dates      | Content/Presentation  | Field or Table Exercise  |
|--------------------|---|--|
| September 15, 2010 | Kick Off Meeting: How the Georgia Safe Routes to School Program Works | Award of the planning assistance grant, overview of the planning process           |
| September 29, 2010 | Barriers and Opportunities  | Team visioning, Opportunity and barrier discussions using maps and the walk audit. |
| October 28, 2010   | Plan Review   | Review recommended engineering improvements as well as non-engineering strategies  |
| November 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 Cowan Road 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.

### Engineering Recommendations

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

## Non-Engineering Travel Plan

We identified a number of activities and programs to promote walking and biking to school. These activities 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.

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

### Education Strategies

The education strategies included in our 12-month activity calendar are aimed at providing all students with pedestrian walking skills. We will provide walking educational materials for parents and will create opportunities for families to walk and bicycle together. We will incorporate pedestrian safety skills into our annual field day in April. Finally, we will continue provide pedestrian safety training for school bus drivers.



*Georgia Walk to school day 2010*

### 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 encouragement activities include Georgia Walk to School Day (held the first Wednesday in March) and International Walk to School Day (held in the fall), and the Georgia SRTS Resource Center’s frequent walker program, *Way to Go*. Walking School buses currently walk to and from schools, but have not formalized their walking school buses until now. We plan to provide support for walking school buses. To promote walking to and around the neighborhoods, we are organizing a family marathon event. Families who sign up for the event will log miles that they walk, aiming to add up to 26 miles. The last mile will be walked during the official family marathon event from the school site to the local park. This event will support two of our goals; to promote healthy life styles and show how easily families can incorporate walking as part of their everyday travel options. As trails are constructed, we will organize walking school buses lead by staff or parents to encourage students to walk to and from school.

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

### Enforcement Strategies

Our SRTS enforcement strategies during the next 12 months are aimed at both changing the behavior of drivers and making the neighborhood safer and more secure for students walking to and from school.

To address personal safety, we plan to work with the Spalding County Police department to enforce traffic laws in the school walking zone. Our assistant principal will contact the County Sherriff to determine strategies for enforcing traffic safety laws around the school. We are hoping that police officers can patrol W. McIntosh Road, Cowan Road and Vineyard Road during school arrival hours, because that is peak traffic hours for students, family motorists and commuters.

We will also recruit community members who are home during the day 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 October 2010, 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                          | Nov. 2010 | Dec. 2010 | Jan. 2011 | Feb. 2011 | Mar. 2011 | Apr. 2011 | May 2011 | Jun. 2011 | Jul. 2011 | Aug. 2011 | Sept. 2011 | Oct. 2011 | Complete? |
|---|--------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|-----------|-----------|-----------|------------|-----------|-----------|
| <b>EDUCATION</b>                              |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Field Day with Pedestrian Education           |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
|   | Pierce, P.E. Coach                   |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan  |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                     |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Distribute Parent Education Materials         |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
|   | School administration                |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan  |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                     |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Train Bus Drivers in Pedestrian Safety Skills |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| <i>Summer</i>                                 |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
|   | Lamar Smith, Transportation Director |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan  |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                     |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| <b>ENCOURAGEMENT</b>                          |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Family Marathon                               |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| <i>Spring</i>                                 |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
|   | Valerie Gilbert                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan  |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                     |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| International Walk to School Day              |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| <i>First Wednesday in October</i>             |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
|   | Valerie Gilbert                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan  |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                     |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Georgia Walk to School Day                    |                                      |           |           |           |           |           |           |          |           |           |           |            |           |           |

| Activity                                   | Coordinator  | Nov. 2010 | Dec. 2010 | Jan. 2011 | Feb. 2011 | Mar. 2011 | Apr. 2011 | May 2011 | Jun. 2011 | Jul. 2011 | Aug. 2011 | Sept. 2011 | Oct. 2011 | Complete? |
|--|--|-----------|-----------|-----------|-----------|-----------|-----------|----------|-----------|-----------|-----------|------------|-----------|-----------|
| <i>First Wednesday in March</i>            |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan                                       | Valerie Gilbert and Julia Chang                    |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                  |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Walking School Buses                       |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan                                       | Valerie Gilbert                                    |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                  |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| <b>ENFORCEMENT</b>                         |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Traffic Enforcement In School Zone         |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan                                       | Ben Steele, Assistant Principal                    |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                  |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| <b>EVALUATION</b>                          |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Classroom tallies of travel mode to school |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| <i>Conducted annually</i>                  |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan                                       | Valerie Gilbert                                    |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                  |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Parent survey                              |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| <i>Conducted annually</i>                  |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan                                       | Valerie Gilbert                                    |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                  |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Annual Walk Audit                          |  |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Plan                                       | Valerie Gilbert<br>Ben Steele, Assistant Principal |           |           |           |           |           |           |          |           |           |           |            |           |           |
| Implement                                  |  |           |           |           |           |           |           |          |           |           |           |            |           |           |

## Engineering Recommendations

### 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 that meet 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 crossing Cabriole Trail.*

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:

|             |                     |
|-------------|---------------------|
| 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. Buffers also provide pedestrian “overflow” space, 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 City of Griffin standards for sidewalk design follow ADA requirements. Preferred sidewalk design would be for a 4-5' sidewalk with a 4-6' wide landscaped buffer.



*A walking school bus crosses at Pecan Drive on the way home from school.*

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 is at intersections along school walking routes.

School Zone Identification:

School pavement markings are recommended to alert motorists that they are entering a school zone where pedestrians may be present both along and crossing the roadway. New pavement markings can work with existing school zone signs to reinforce the message to motorists about the school zone.

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*). Preferred design would have an eye-catching pavement treatment in the crossing to make the crossing more visible to motorists.



*Sidewalks on Pecan Drive do not reach the marked crosswalk. This is a popular crossing for students both arrival and dismissal hours.*

High Visibility Crosswalks:

High visibility crosswalk striping improves the visibility of pedestrians to motorists. Different striping patterns can be used, all generally around a ladder style. Thermal plastic materials should be used to resist decay.

### Traffic Controls at Intersections:

Traffic signals regulate the flow of all travelers across intersections, regardless of mode. Signals for both motorists and pedestrians are particularly important at high-use, mid-block crossings on higher speed roads, multi-lane roads, or at highly congested intersections (2009 MUTCD). A pedestrian signal recommended for this plan is at W. McIntosh Road, where there is already a traffic signal present. This four-way intersection does not have a crossing guard during either arrival or dismissal times

### 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, meaning 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 at a T-intersection that does not have a crossing guard during either arrival or dismissal times.

### **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>

| Map Key | Location  | Need  | Recommended treatment   | Team Priority | Timeframe  |          |           |
|---------|---|---|---|---------------|------------|----------|-----------|
|         |   |   |   |               | Short term | Mid term | Long term |
| A       | <p>Intersection of W. McIntosh Road and Cowan Road</p> <p>This intersection is signalized in all directions, but there are no pedestrian signals.</p> | <p>This intersection is built a three-way intersection, but functions as a four-way intersection, with the driveway to the First Assembly Church serving as the fourth leg (and controlled by the traffic signal). W. McIntosh Road runs east-west with two lanes in each direction, serving as the main highway in and out of town. The roadway at the Cowan Road intersection is expanded to include two additional turn lanes. There is a slip lane for southbound traffic on Cowan Road, turning onto W. McIntosh Road.</p> <p>Pedestrian crossing facilities are limited to crosswalks on the northern crossing. The crossing has two marked crosswalks which are not stripped in the high visibility pattern. There is no pedestrian signal. Medians present for the east and west crossings are not ADA compliant.</p> <p>Students cross this intersection on their way to school both east-west and north-south. Students use this intersection even though the neighborhoods south of W.</p> | <p><b>Recommendations Summary</b></p> <p>Install a pedestrian signal for all four crossings.</p> <p>Modify slip lane radius on the northwest corner to slow traffic, making the crossing more comfortable for pedestrians.</p> <p>Install raised crosswalk in the slip lane to make pedestrians more visible to southbound cars turning right onto W. McIntosh Road. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques.</p> <p>Replace the painted median along Cowan Road with a raised median to serve as a pedestrian refuge.</p> <p>Extend the "nose" of the existing medians and cut ramps for the crosswalk through the median to make</p> | High          |            |          |           |

| Map Key | Location | Need                               | Recommended treatment  | Team Priority | Timeframe  |          |           |
|---------|----------|------------------------------------|--|---------------|------------|----------|-----------|
|         |          |                                    |  |               | Short term | Mid term | Long term |
|         |          | McIntosh Road receive bus service. | <p>turning vehicles slow for pedestrians.</p> <p>Install a high visibility crosswalk along the eastern crossing. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques.</p> <p>Realign the existing sidewalk on the north side of W. McIntosh Road so that it meets the proposed crosswalk on eastern crossing.</p> <p>Incorporate a Leading Pedestrian Interval into the signal phasing to give pedestrians a head start when crossing. Install "No Turn on Red Signs" at the north, east and west crossings to make the LPI effective.</p> <p>Consider improving the vertical alignment of the Church Driveway to improve visibility of the crossing.</p> |               |            |          |           |

| Map Key | Location | Need | Recommended treatment   | Team Priority | Timeframe  |          |           |
|---------|----------|------|---|---------------|------------|----------|-----------|
|         |          |      |   |               | Short term | Mid term | Long term |
|         |          |      | Install a pedestrian signal for all four crossings.   |               | X          |          |           |
|         |          |      | Modify slip lane radius to slow traffic.  |               |            | X        |           |
|         |          |      | Install raised crosswalk in the slip lane.  |               | X          |          |           |
|         |          |      | Create a raised island where the current median is painted.   |               | X          |          |           |
|         |          |      | Extend the "nose" of the existing medians and cut ramps for the crosswalk through the median.                           |               | X          |          |           |
|         |          |      | Install high visibility crosswalk along the eastern crossing  |               | X          |          |           |
|         |          |      | Realign the existing sidewalk on the north side of W. McIntosh Road to meet the proposed crosswalk on eastern crossing. |               | X          |          |           |
|         |          |      | Incorporate a Leading Pedestrian Interval into the signal phasing. Install No Turn on Red Signs.                        |               |            | X        |           |

| Map Key | Location  | Need   | Recommended treatment  | Team Priority | Timeframe  |          |           |
|---------|---|--|--|---------------|------------|----------|-----------|
|         |   |  |  |               | Short term | Mid term | Long term |
| B       | <p>Intersection of Cowan Road and Pecan Drive</p> <p>This is a T-intersection. Traffic on Pecan Drive is stop-controlled.</p> | <p>Cowan Road is the only access road for both Cowan Road Elementary School and Cowan Road Middle School. Cowan Road also connects two main roads; W. McIntosh Road and Vineyard Road. Students walking from W. McIntosh Road use this intersection to access both schools.</p> <p>One crosswalk (lines style) serves the north crossing of the intersection. There are sidewalks on the west side of Cowan Road, but none on Pecan Drive. Neither of the schools has a crossing guard positioned here.</p> <p>Because the only sidewalks are located on the west side of the intersection, students who live on Pecan Drive were observed crossing here instead of further north, closer to the school.</p> | <p><b>Recommendations Summary</b></p> <p>Install a Rapid Flash Beacon (RFB) for traffic on Cowan Road to make motorists aware of students crossing.</p>  | High          |            |          |           |
|         |   |  | <p>Pave the northwest and northeast corners to give students a place to safely queue when waiting to cross. Install curb ramps on both ends of the crosswalk. Install a sidewalk connection to intersect with the existing sidewalk.</p> |               |            |          |           |
|         |   |  | <p>Replace the existing crosswalk with a high visibility pattern. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques.</p>  |               |            |          |           |
|         |   |  | <p>Install a Rapid Flash Beacon (RFB) for traffic on Cowan Road.</p>   |               | X          |          |           |
|         |   |  | <p>Pave the northwest and southwest corners. Install curb ramps on both ends of the crosswalk.</p>   |               | X          |          |           |

| Map Key | Location   | Need  | Recommended treatment  | Team Priority | Timeframe  |          |           |
|---------|--|---|--|---------------|------------|----------|-----------|
|         |  |   |  |               | Short term | Mid term | Long term |
|         |  |   | Repaint the existing crosswalk on the northern crossing in the ladder style, with reflective, thermal-plastic material.  |               | X          |          |           |
| C       | <p>Intersection of Cowan Road and Cabriolet Trail</p> <p>This intersection is a T-intersection. Traffic on Cabriolet Trail is stop-controlled.</p> | <p>Cowan Road is the only access road for both Cowan Road Elementary School and Cowan Road Middle School. Cowan Road also connects two main roads; W. McIntosh Road and Vineyard Road. Students walking from W. McIntosh Road use this intersection to access both schools.</p> <p>There is one crosswalk (lines style) at the north crossing of the intersection. There are sidewalks on the west side of Cowan Road, but none on Cabriolet Trail. Sidewalks begin on the east side of Cowan Road at the northeast corner of the intersection. Over 50 students were observed crossing here in the morning, walking to both schools. In many cases, middle school students were observed dropping off their siblings at the middle school and then moving on to their own classes.</p> | <p><b>Recommendations Summary</b></p> <p>Pave the northeast and southeast corners to give students a place to safely queue when waiting to cross.</p> <p>Replace the existing crosswalk with a high visibility pattern. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques.</p> <p>Create a cut in the existing "right-in-right-out" wedge in the school driveway to make the crossing ADA compliant.</p> <p>Install a high visibility crosswalk along the western crossing. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques.</p> | High          |            |          |           |

| Map Key | Location | Need   | Recommended treatment   | Team Priority | Timeframe  |          |           |
|---------|----------|--|---|---------------|------------|----------|-----------|
|         |          |  |   |               | Short term | Mid term | Long term |
|         |          | <p>Students with disabilities use this crossing. One student was observed crossing in the street to get around the "right-in-right-out" wedge in the school driveway.</p> <p>During the arrival and dismissal hours a crossing guard is present to help students cross the intersection.</p> | Pave the northwest and southwest corners.   |               | X          |          |           |
|         |          |  | Replace the existing crosswalk on the northern crossing with a high visibility crosswalk.     |               | X          |          |           |
|         |          |  | Create a cut in the existing "right-in-right-out" wedge in the school driveway.               |               | X          |          |           |
|         |          |  | Install a new high visibility crosswalk on the western crossing (across the school driveway). |               | X          |          |           |

| Map Key | Location  | Need  | Recommended treatment  | Team Priority | Timeframe  |          |           |
|---------|---|---|--|---------------|------------|----------|-----------|
|         |   |   |  |               | Short term | Mid term | Long term |
| D       | <p>Intersection of Cowan Road and Sherbrooke Way</p> <p>Traffic on Sherbrook Way and the Park's driveway are stop-controlled.</p> | <p>Cowan Road is the only access road for both Cowan Road Elementary School and Cowan Road Middle School. Cowan Road also connects two main roads; W. McIntosh Road and Vineyard Road. Students walking from W. McIntosh Road use this intersection to access both schools.</p> <p>There are no sidewalks on Sherbrooke Way.</p> <p>There are sidewalks on Cowan Road moving southward towards the school, starting from this intersection, on the west side of the intersection. However, the access point for the sidewalks are obscured by landscaping. Students living in neighborhoods east of Cowan Road could cross here, and use the buffered sidewalks on the west side of Cowan Road to walk to school.</p> | <p><b>Recommendations Summary</b></p> <p>Install crosswalks across Cowan Road on both the north and south crossings to make pedestrians more visible to motorists. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques.</p> <p>Install a Rapid Flash Beacon (RFB) for traffic on Cowan Road to make motorists aware of students crossing.</p> <p>Install a sidewalk to connect the sidewalk on the west side of Cowan Road (southwest corner of the intersection) to Sherbrooke Way, to make a more direct connection to the southeast corner of the intersection.</p> <p>Trim existing landscaping to make existing sidewalks more visible, and include in regular maintenance program</p> | High          |            |          |           |
| PAGE 24 | COWAN ROAD ELEMENTARY SCHOOL TRAVEL PLAN  |   | Install wayfinding signage to make sidewalk more visible to pedestrians.   |               |            |          |           |

| Map Key | Location | Need | Recommended treatment  | Team Priority | Timeframe  |          |           |
|---------|----------|------|--|---------------|------------|----------|-----------|
|         |          |      |  |               | Short term | Mid term | Long term |
|         |          |      | Install a Rapid Flash Beacon (RFB) for traffic on Cowan Road   |               |            | X        |           |
|         |          |      | Install high visibility crosswalks across Cowan Road on both the north and south crossings. Install signage. |               | X          |          |           |
|         |          |      | Install a sidewalk to connect the sidewalk on the west side of Cowan Road to Sherbrooke Way                  |               | X          |          |           |
|         |          |      | Trim existing landscaping to make existing sidewalks more visible.   |               | X          |          |           |
|         |          |      | Install wayfinding signage to make sidewalk more visible to pedestrians.                                     |               |            | X        |           |

| Map Key | Location   | Need   | Recommended treatment  | Team Priority | Timeframe  |          |           |
|---------|--|--|--|---------------|------------|----------|-----------|
|         |  |  |  |               | Short term | Mid term | Long term |
| E       | Off-road connection between southwest area of the Wyomia Tyus Olympic Park and northwest area of the school property | Students living northwest of the school do not have adequate walking facilities (sidewalks, crosswalks, etc) to access the school. Students are bused, but many of the students live in neighborhoods that are located within a 1.5 mile boundary of school and could walk with adequate facilities. | Install an off-road trail to create a direct and buffered connection between Wyomia Tyus Olympic Park and the school property <sup>4</sup> .   | Medium        |            |          | X         |
| F       | Westbury Drive, west end   | Westbury Drive west end is a cul-de-sac. Students who live here and elsewhere in Sherbrooke neighborhoods must walk up Sherbrooke Road and cross Cowan Road to reach the school.   | Develop an off-road trail to connect the end of Westbury Drive to the existing sidewalk on the east side of Cowan Road to establish a convenient, off-road biking and walking facility for students to use to access the school. | Medium        |            |          | X         |

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<sup>4</sup> This recommendation will complement the non-infrastructure recommendation to establish a park-and-walk site for the school adjacent to the trail connecting to the school.

| Map Key | Location  | Need   | Recommended treatment  | Team Priority | Timeframe  |          |           |
|---------|---|--|--|---------------|------------|----------|-----------|
|         |   |  |  |               | Short term | Mid term | Long term |
| G       | School speed limit sign with flashing beacon for northbound traffic on Cowan Road | The speed limit sign with flashing beacons is not working.   | Repair the flashing beacon so that it works during morning arrival hours and afternoon dismissal hours.  | High          | X          |          |           |
| H1, H2  | School signage and pavement markings throughout the school zone                   | School signage throughout the school zone is placed appropriately but does not meet current MUTCD standards. | Update existing school signage with current materials supported by the Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 Edition.<br><br>Install "SCHOOL" Pavement markings at both approaches to the school zone on Cowan Road | High          | X          |          |           |

| Map Key | Location   | Need   | Recommended treatment  | Team Priority | Timeframe  |          |           |
|---------|--|--|--|---------------|------------|----------|-----------|
|         |  |  |  |               | Short term | Mid term | Long term |
| I       | Off-road connection between Westmoreland Road and Wyomia Tyus Olympic Park | Students living in subdivisions northwest of the school property (such as Will's Walk) use Vineyard Road to walk to school. There are no sidewalks along either side of the road; nor are there marked crosswalks. Vineyard Road experiences relatively high volumes of traffic during the morning arrival times. An alternative, off-road walking route would provide safe and comfortable access to school for these students. | Develop and install a more direct off-road trail to connect students living in Will's Walk and other subdivisions northwest of the school property.                | High          |            |          | X         |
| J       | Cowan Road between Sherbrooke Way and Vineyard Road                        | Students living in Cody's Plantation, a subdivision northeast of the school, walk along Cowan Road to access the school. There are no sidewalks along either side of this segment of Cowan Road between Cody's Plantation. Cowan Road has relatively high volumes of traffic during morning arrival hours as motorists use Cowan Road as a cut-through street to access Vineyard Road and W. McIntosh Road.                      | Install a sidewalk with buffer on the east side of Cowan Road between Sherbrooke Way and Vineyard Road to provide a buffered route for students to walk to school. | High          |            | X        |           |

| Map Key | Location  | Need  | Recommended treatment   | Team Priority | Timeframe  |          |           |
|---------|---|---|---|---------------|------------|----------|-----------|
|         |   |   |   |               | Short term | Mid term | Long term |
| K       | Off-road connection between Cody Drive and Cowan Road | <p>Students living in Cody's Plantation, a subdivision northeast of the school, walk along Cowan Road to access the school. Students who live east of Cowan Road use Vineyard Road for their walking route to school.</p> <p>Cowan Road has relatively high volumes of traffic during morning arrival hours as motorists use Cowan Road as a cut-through street to access Vineyard Road and W. McIntosh Road.</p> | Install an off-road trail connection between Cody Drive and Cowan Road to provide a walking route that is more direct than Vineyard Road. Connect the trail to the sidewalk proposed in recommendation "J". | Medium        |            |          | X         |

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

| Strategy   | E's                                    | Advantages   | Considerations  | Resources   |
|--|--|--|---|---|
| <p><b>Walking and Biking Safety Assembly</b></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><b>Education, Encouragement</b></p> | <ul style="list-style-type: none"> <li>• Assures all children learn bicycle and pedestrian safety skills</li> <li>• Establishes habits that benefit children throughout their lives, regardless of whether they currently walk or bike to school</li> <li>• Establishes consistent messages for young pedestrians and bicyclists</li> <li>• 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.</li> <li>• Events can make learning fun, and help strengthen community ties with event organizers and participants.</li> </ul> | <ul style="list-style-type: none"> <li>• 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).</li> <li>• Requires able and willing instructors</li> <li>• Should be age-appropriate</li> <li>• Bicycle safety education may require an outside instructor, e.g. a police officer.</li> </ul> | <ul style="list-style-type: none"> <li>• NCSRTS page on strategies for educating children:<br/><a href="http://www.saferoutesinfo.org/guide/education/strategies_for_educating_children.cfm">www.saferoutesinfo.org/guide/education/strategies_for_educating_children.cfm</a></li> <li>• National Highway Transportation Administration's pedestrian page:<br/><a href="http://www.nhtsa.dot.gov/portal/site/nhtsa/menu.item.dfedd570f698cabbbf30811060008a0c/">www.nhtsa.dot.gov/portal/site/nhtsa/menu.item.dfedd570f698cabbbf30811060008a0c/</a></li> <li>• Safe Kids pedestrian safety page:<br/><a href="http://www.usa.safekids.org/wtw/">www.usa.safekids.org/wtw/</a></li> <li>• League of American Bicyclists education programs page:<br/><a href="http://www.bikeleague.org/programs/education/">www.bikeleague.org/programs/education/</a></li> </ul> |

| Strategy  | E's                             | Advantages  | Considerations  | Resources  |
|---|---------------------------------|---|---|--|
| <p><b>Participate in Walk to School Day</b></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> | <b>Education, Encouragement</b> | <ul style="list-style-type: none"> <li>• Excellent kick-off event for Safe Routes to School program</li> <li>• Generates enthusiasm for walking and biking</li> <li>• Way to raise community awareness about safety issues</li> <li>• Can be as simple as a few kids and parents meeting to walk to school or very elaborate celebrations</li> <li>• Can be folded into studies of international cultures as it is an international event</li> <li>• Date is flexible- to be counted by the National Center for Safe Routes to school the event need only take place before Dec 1.</li> </ul> | <ul style="list-style-type: none"> <li>• Preparations for elaborate celebrations must begin several months in advance to allow time to identify partners, plan activities, and promote the event</li> <li>• Should provide bicycle and pedestrian safety information to children and parents</li> <li>• 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).</li> </ul> | <ul style="list-style-type: none"> <li>• Walk to School Day downloadable templates for flyers, banners, pennants, etc: <a href="http://saferoutesga.org/Resources/Downloads">http://saferoutesga.org/Resources/Downloads</a></li> <li>• U.S. Walk to School Day website (provides resources and event registration): <a href="http://www.walktoschool.org">www.walktoschool.org</a></li> <li>• International Walk to School Day website: <a href="http://www.iwalktoschool.org/">www.iwalktoschool.org/</a></li> </ul> |
| <p><b>Frequent Walker/Bicyclist Program or Walking Wednesdays</b></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>                                      | <b>Encouragement</b>            | <ul style="list-style-type: none"> <li>• Provides positive reinforcement for walking and bicycling.</li> <li>• Children respond to incentives.</li> <li>• Can include all students.</li> <li>• Can include walking and bicycling beyond the trip to school.</li> </ul>  | <ul style="list-style-type: none"> <li>• Necessary to identify a coordinator.</li> <li>• Establish a simple record-keeping system.</li> <li>• Establish age-appropriate goals.</li> <li>• Consider giving rewards to parents as well, since parents are often involved in the commute to school.</li> </ul>   | <ul style="list-style-type: none"> <li>• Resources for Georgia's Way to Go Program Resources such as downloadable templates for punch cards and stickers: <a href="http://saferoutesga.org/Resources/Downloads">http://saferoutesga.org/Resources/Downloads</a></li> <li>• NCSRTS page on mileage clubs and contests: <a href="http://www.saferoutesinfo.org/guide/encouragement/mileage_clubs_and_contests.cfm">www.saferoutesinfo.org/guide/encouragement/mileage_clubs_and_contests.cfm</a></li> </ul>              |

| Strategy   | E's   | Advantages   | Considerations   | Resources  |
|--|---|--|--|--|
| <p><b>Traffic Enforcement (Staff/Crossing Guards)</b></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><b>Education, Enforcement, Encouragement</b></p> | <ul style="list-style-type: none"> <li>• 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.</li> <li>• Staff and crossing guards can also reward students who are “caught being good” by issuing School Reward Points.</li> </ul> | <ul style="list-style-type: none"> <li>• Requires some training and coordination with crossing guards</li> </ul>   |  |
| <p><b>Student Safety Patrol Program</b></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><b>Education, Enforcement, Encouragement</b></p> | <ul style="list-style-type: none"> <li>• Students can also issue citations if condoned by the school.</li> <li>• Excellent way to educate parents and encourage appropriate behaviors while supporting the school’s SRTS program.</li> <li>• Teaches students valuable leadership skills.</li> </ul>   | <ul style="list-style-type: none"> <li>• Requires an adult organizer such as a parent, teacher, or law enforcement officer</li> <li>• Materials such as sashes and badges are encouraged</li> <li>• Requires adult supervision while students are “on-duty”</li> <li>• Student safety patrols will also be trained to set the model example for younger students.</li> <li>• In the last month of school, student patrols can “train” 3rd graders who are interested in being trained in the fall.</li> <li>• One option is to host an end of the year party to honor the graduating safety patrols</li> </ul> | <p>Giveaways for students when they cash-in their Reward points</p> <p>AAA Safety Patrol Program:<br/> <a href="http://www.aaamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol">http://www.aaamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol</a></p> |

| Strategy   | E's                      | Advantages  | Considerations   | Resources   |
|--|--------------------------|---|--|---|
| <p><b>Walk Audit/Parent Surveys / Student tallies</b></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><b>Evaluation</b></p> | <ul style="list-style-type: none"> <li>Establishes baseline information on student travel behavior and perceived barriers to walking and biking</li> <li>Helps determine existing needs</li> <li>Helps determine success of SRTS efforts and identify needed adjustments</li> </ul> | <ul style="list-style-type: none"> <li>Best to conduct initial surveys before SRTS measures have been implemented</li> <li>Requires teacher buy-in and administrative organization</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Student In-Class Travel Tally Form: <a href="http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm">http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm</a></li> <li>Parent Survey Form: <a href="http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm">http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm</a></li> <li>Instructions for Survey Administration: <a href="http://www.saferoutesinfo.org/resources/evaluation_instructions.cfm">http://www.saferoutesinfo.org/resources/evaluation_instructions.cfm</a></li> <li>Instructions for Data Entry: <a href="http://www.saferoutesinfo.org/resources/evaluation_cover-sheets.cfm">http://www.saferoutesinfo.org/resources/evaluation_cover-sheets.cfm</a></li> </ul> |

| Strategy  | E's  | Advantages  | Considerations  | Resources   |
|---|--|---|---|---|
| <p><b>Bike Rodeo</b></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><b>Education,<br/>Encouragement</b></p> | <ul style="list-style-type: none"> <li>• Events like bike rodeos make learning fun and can help strengthen community ties with event organizers and participants.</li> <li>• 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.</li> <li>• One possible partner for this is the local police department.</li> </ul> | <ul style="list-style-type: none"> <li>• Requires able and willing instructors</li> <li>• Should be age-appropriate</li> <li>• Bicycle safety education may require an outside instructor, e.g. a police officer.</li> <li>• These events require planning and materials to share with students</li> </ul>  | <ul style="list-style-type: none"> <li>• Bicycling Life page on bicycle rodeos:<br/><a href="http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm">http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm</a></li> </ul>  |
| <p><b>Walking School Buses/ Bicycle Trains</b></p> <p>Walking school buses and bicycle trains are adult supervised groups of students walking and/or bicycling to school.</p> | <p><b>Education,<br/>Encouragement</b></p> | <ul style="list-style-type: none"> <li>• Adult supervision on the walk to school</li> <li>• Can be loosely structured or highly organized</li> <li>• Can include a meeting point in a parking lot so children and parents who must drive can participate.</li> <li>• Adults can rotate who will lead each time.</li> </ul>  | <ul style="list-style-type: none"> <li>• Need to identify routes where conditions support walking and there is sufficient demand for supervised walking</li> <li>• Requires parents willing to walk with children and learn about how Walking school buses are organized and conducted.</li> <li>• More organized structure requires considerable planning</li> </ul> | <ul style="list-style-type: none"> <li>• NCSRTS page on walking school buses:<br/><a href="http://www.saferoutesinfo.org/guide/encouragement/walking_school_bus_or_bicycle_train.cfm">www.saferoutesinfo.org/guide/encouragement/walking_school_bus_or_bicycle_train.cfm</a></li> </ul> |

| Strategy   | E's                  | Advantages   | Considerations   | Resources   |
|--|----------------------|--|--|---|
| <p><b>Drive Safe Campaigns</b></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>  | <b>Education</b>     | <ul style="list-style-type: none"> <li>• Has the ability to positively effect change in and community around the school</li> <li>• Improves the safety of the walking environment</li> <li>• Good drivers can help to set the example for good behavior. This is especially true for helping to control speeds.</li> </ul>               | <ul style="list-style-type: none"> <li>• This requires a person to organize and administer the campaign.</li> <li>• May not be effective at schools where parent/teacher organizations are weak</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> |   |
| <p><b>Crossing Guard Appreciation Day</b></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> | <b>Encouragement</b> | <ul style="list-style-type: none"> <li>• Maintains a positive relationship between the crossing guards and the school/community.</li> <li>• Can inspire crossing guards to continue to be reliable, safety figures.</li> <li>• Creates an opportunity to remind students why it is important to practice safe walking skills.</li> </ul> | <ul style="list-style-type: none"> <li>• Requires coordination between the crossing guards, school administrators and school instructors.</li> <li>• May require materials to create the thank-you cards.</li> <li>• Is most effective with newsletter and in-school announcements.</li> <li>• Relatively inexpensive strategy</li> </ul>  | <ul style="list-style-type: none"> <li>• Downloadable templates for event flyers and newsletter inserts: <a href="http://saferoutesga.org/Resources/Downloads">http://saferoutesga.org/Resources/Downloads</a></li> </ul> |

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

## 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.hogarc.org/) (<http://www.hogarc.org/>)
- [Middle Georgia RC](http://www.middlegeorgiarc.org/) (<http://www.middlegeorgiarc.org/>)
- [Northeast Georgia RC](http://www.negrc.org/) (<http://www.negrc.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/>)