

PINE STREET ELEMENTARY SCHOOL

Safe Routes to School Travel Plan



960 Pine Street
Conyers, 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 Pine Street Elementary School Safe Route to School Team. Our school is a Bronze Level partner with the Georgia Safe Routes to School Resource Center. While we are not required to create a Travel Plan as a Bronze 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.

Members of the Pine Street Elementary School SRTS Team

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Technical Assistance

Resource Center School Outreach Coordinator Sandie Parker and Toole Design Group, LLC

Introduction to Pine Street Elementary School

Pine Street Elementary is located in Conyers, Georgia and is rooted in the community's history. Many of our students are the children and grandchildren of former students. The school celebrated its 50th anniversary in 2007. The school educates 558 children in grades preK-5.

Pine Street has a strong sense of community, and strives to create family and community connections that build healthy relationships among local leaders and volunteers with the school.

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

The vision of the Pine Street SRTS team is:

- To have our students and families excited about walking or bicycling to school
- To increase the number of students walking and bicycling to school
- To be a place where students and their families feel safe walking or bicycling in the neighborhood at all times
- To instill a sense of community
- To teach and reinforce skills for safe walking and bicycling
- To promote the health benefits of walking or bicycling for transportation
- To be a place where all residents have the infrastructure that they need to walk and bike safely

The Five E's

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

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

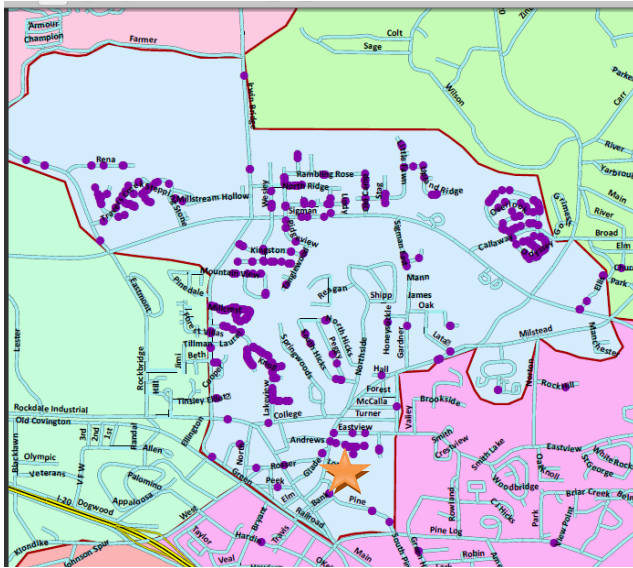
Education programs target children, parents, caregivers and neighbors, teaching how to walk and bicycle safely and informing drivers on how to drive more safely around pedestrians and bicyclists. Education programs can also incorporate health and environment messages.

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

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

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

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



Pine Street Elementary Attendance Area
 The purple dots identify 2009 student addresses. The orange star represents Pine Street Elementary School.

This SRTS Travel Plan outlines Pine Street’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 increase the number of our students walking or biking to school, targeting the students who live within walking distance.

Student Travel

Currently, approximately 480 students ride the bus to school, 70 are driven by private vehicle, and 2 students walk or ride their bike.

Arrival. School begins each morning at 7:35 a.m. Students begin arriving at school by 7a.m. Pine Street provides free and reduced lunch for about 84% of students, and many students arrive early for breakfast. Students walking to school enter the building either by the main entrance or the side entrance. Currently, private vehicles are directed to drop off students using the driveway on the west side of the school, but several families were seen using the front driveway or surrounding parking lots (and walking their children to the school). Buses drop off students in the front driveway. One crossing guard is located at the intersection of Pine Street and Milstead Avenue to direct traffic so that buses can enter and exit the school property.

Dismissal. School dismissal is at 2:05 p.m. Buses and car riders are released first; walkers and bicyclists are released at 2:10 p.m.

Buses park in the front driveway and teachers escort students to each bus. Car riders assemble near the west side driveway.

Families of car riders must display a car rider sign in the front window of their vehicle in order to pick up their children. Adult monitors assist with loading students into their cars.

Walkers are met by their families at the school’s front door.

The approximately 165 of students participate in afterschool clubs have a delayed release between 3:30 and 4:40 p.m., depending upon the club.



Existing Conditions and Barriers

As part of the planning process, a walking audit of the school area was conducted, focusing on roads immediately adjacent to school, key walking routes, and “hot spots” identified by the team. Existing pedestrian and bicycle infrastructure was noted, and potential barriers to walking and bicycling were recorded. These are captured in the table of engineering recommendations on pages 15-19.

Key Walking Routes
Pine Street
Milstead Avenue

To further inform this safe routes to school plan, Pine Street Elementary School conducted a Parent Survey in October 2010 to assess parent behaviors and attitudes toward walking and bicycling to school. The results were not available for inclusion in the writing of this final report, but will serve as additional information as the school continues to identify safe routes to school strategies and activities.

A summary of parent surveys conducted across the country indicate the following top reasons why parent do not allow their children to walk or bike to school: ¹

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

(Results compiled by the National Center for Safe Routes to School, 2010. Percentages will not add up to 100% as respondents were allowed to select multiple issues, not just one.)

Often, issues cited by parents as concerns can be addressed with either infrastructure or non-infrastructure strategies (or in some cases both). By understanding specific issues identified of Pine Street parents, Safe Routes to School activities undertaken by the school will better address their concerns.

Key barriers identified during the planning process include:

Barrier: Motorists parking on sidewalks disrupts pedestrian access to the school entrance from Milstead Avenue.

Vehicles regularly park on sidewalk that connects Milstead Avenue to the school grounds, and along the school sidewalk, creating an unpleasant and potentially unsafe pedestrian environment for students.

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

Barrier: Vehicle speeds along Pine Street in front of school.

Team members expressed concern over the speeds at which motorists travel on Pine Street at the school. High traffic speeds may reduce the sense of safety and comfort for pedestrians.

Barrier: Concerns over personal safety on walk to school.

School staff and families expressed concerns for personal safety along walking routes to school.

Barrier: Pedestrian exposure while crossing school driveways.

Student walking from the north or south must cross a school driveway to arrive at building entrances. The amount of motor vehicle traffic during arrival and dismissal creates the potential for conflicts with pedestrians. Pedestrian crossings are not adequately marked to increase motorist awareness of the need to stop for pedestrians.

Creating Our Plan

The Pine Street Safe Routes to School team met three times to develop this SRTS plan. Each meeting provided education on the benefits of SRTS and highlighted successful program components and strategies. The “engineering meeting” included an observation of school dismissal and a summary of the walk audit conducted at 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 1, 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 28, 2010	Barriers and opportunities	Team visioning, opportunity and barrier discussions using maps and observation of dismissal.
October 26, 2010	Draft recommendation review	Review recommended engineering improvements as well as non-engineering strategies
November/December 2010	Final review and adoption	Review completed plan; make final edits and adopt

This Travel Plan is comprised of several sections detailing safe routes to school activities and engineering treatments identified by our team with support from the Georgia SRTS Resource Center.

Non-Engineering Plan

The non-engineering plan identifies best practice education, encouragement and enforcement activities and programs suitable for Pine Street 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

The 12-month activity calendar details a subset of safe routes to school activities to be pursued during the next 12 months. This calendar and our activities will be reviewed periodically, adding activities as needed to support the momentum of the SRTS program.

Engineering Recommendations

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

A word about school arrival and dismissal. At the time this plan was developed, Pine Street was in working with Rockdale Public Schools on changes to arrival and dismissal processes. Proposed changes were taken into account when developing this plan; however, because they were not yet adopted, the proposed changes are not included in this plan.

Non-Engineering Travel Plan

The Pine Street SRTS Team 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. The 12-month activity calendar (pages 10 and 11) will guide our efforts in the short term, while additional activities, including some listed in the descriptions below, may be pursued in the future.

Education Strategies

Safe Routes to School education strategies are aimed at improving pedestrian and bicycle safety skills, and providing information to families and students regarding personal security. In September of 2010, Conyers held its first Kids Bike Fest at the Boys and Girls Club, providing bike safety education and a skills course. Bike Fest Partners included the Conyers Main Street Foundation, Conyers Police Department, C-Town Bikes and Fitness, the Boys and Girls Club, and Covington Conyers Bike Club.

Additional education strategies discussed include conducting a bicycle rodeo to provide safety education and on-bike skills testing in the spring 2011, and pedestrian safety education at the start of each school year, beginning the the Fall 2011. Partners on these education programs may include C-Town Bikes and Fitness, and Covington Conyers Bike Club.

Encouragement Strategies

Safe Routes to School encouragement strategies promote the fun of walking and bicycling to school and allow families to “test it out”, helping them feel more comfortable and confident about walking and bicycling to school. Our school hosted

a "Walk Home from School Day" on September 30th and expects to continue this event each year. We also plan to promote this SRTS travel plan to our community as a way to encourage walking and bicycling to school.

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

- A walking school bus program that provides adult supervised groups of walkers.

Enforcement Strategies

SRTS enforcement strategies are aimed at improving both driver behavior and the behavior of pedestrians and bicyclists. As the new drop off and pick up procedure is implemented, the current location and purpose of the school crossing guard will be evaluated. We may also host a Drive Safe campaign for parents aimed at reinforcing the new drop off and pick up procedures in the 2011-2012 school year.

Other enforcement strategies we will pursue after this year include:

- A student safety patrol program for our 5th grade students to reinforce proper student walking and bicycling behavior on the school campus.

Evaluation Strategies

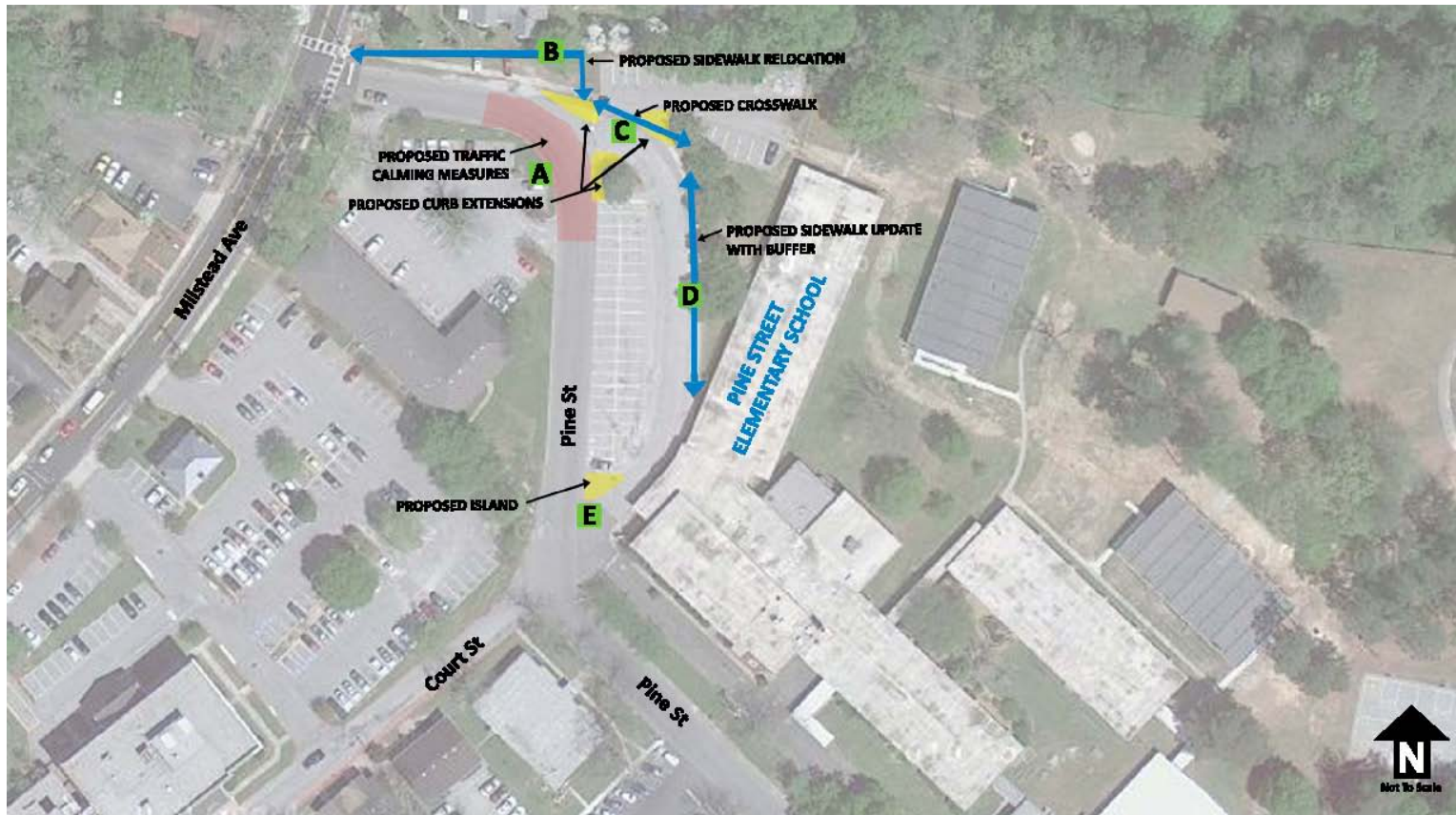
Evaluation is an important component of our SRTS program. As mentioned earlier, in October 2010 Pine Street assessed student travel patterns and parent concerns using the in-classroom student tallies and parent survey form provided by National Center for Safe Routes to School. These surveys may be conducted at least once a year to identify and shifts in school travel or parent attitudes. In addition, the Pine Street SRTS team may conduct periodic walk audits evaluate the walking and biking environment as well as monitor the progress of recommended projects.

Pine Street Elementary 12-month SRTS Activity Calendar

Activity	Coordinator	Dec 2010	Jan. 2011	Feb. 2011	March 2011	April 2011	May 2011	June 2011	July 2011	August 2011	Sept. 2011	Oct 2011	Nov 2011	Complete
EDUCATION														
Bicycle and pedestrian safety training														
	Ab Roesel, Eddie Shirey													
Plan														
Implement														
Personal Security Education														
	School Counselor													
Plan														
Implement														
ENCOURAGEMENT														
Promotion of Travel Plan to Families														
	{need to identify contact}													
Plan														
Implement														
Walk to/from School Events														
<i>Messaging to include health, safety, community</i>														
	{need to identify contact}													
Plan														
Implement														
ENFORCEMENT														
Drive Safe Campaign for parents														
<i>Also reinforce drop off and pick up procedures</i>														
	{need to identify contact}													
Plan														

Activity	Coordinator	Dec 2010	Jan. 2011	Feb. 2011	March 2011	April 2011	May 2011	June 2011	July 2011	August 2011	Sept. 2011	Oct 2011	Nov 2011	Complete
Implement														
Crossing guard evaluation and training														
	{need to identify contact}													
Plan														
Implement														
EVALUATION														
Annual classroom tally of travel mode to school														
	{need to identify contact}													
Plan														
Implement														
Annual parent survey														
	{need to identify contact}													
Plan														
Implement														
Annual walk audit														
	{need to identify contact}													
Plan														
Implement														

Location-Specific Recommendations



Pine Street Elementary School Engineering Recommendations
Comyers, Georgia
October 2010



Engineering Improvements

Our goal for engineering improvements is to improve the physical environment along existing walking routes that students use. Specific types of physical changes we feel will help meet these goals are to install new sidewalks 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.

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

Highlights of Infrastructure Treatments Recommended:

Curb Extensions:

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

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.

School Zone Identification:

School zone signs and 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.

Sidewalks and buffers:

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

Speed Feedback Signs:

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

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>

Pine Street Elementary Engineering Recommendations

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
A	Pine Street between Milstead Avenue and Court Street	<p>This section of Pine Street fronts the school property and serves as the primary access point to the school for pedestrians, bicyclists and motor vehicles.</p> <p>The current road width is relatively wide, primarily at the point where the road turns west toward Milstead (average measurement of 30 ft; widest measurement at turn is 40 ft plus 1 ft gutter). No pavement markings or curbing exists to direct traffic flow.</p> <p>Relatively high traffic speeds were observed on this section of road.</p>	<p>Recommendation Summary <i>Install traffic calming measures to reduce speeds on Pine Street.</i></p>				
			Stripe center turn lane and 10 ft lanes to tighten turn radius.		X		
			Stripe shoulder with hatch marks to visually narrow roadway and to delineate traffic lane from school parking lot.		X		
			Install reflective horizontal alignment warning signs with 15 mph speed limit at curve to alert motor vehicles in both lanes.		X		
			Install school speed limit assembly with flashing beacons.		X		
			Install speed feedback signs in conjunction with school speed limit assembly.		X		
B	Sidewalk on Pine Street from Milstead Avenue to	The existing sidewalk serves as the only access point for students walking to school from Milstead Avenue. The absence of a curb and gutter allows motorists to routinely drive over the	<p>Recommendation Summary <i>Relocate existing sidewalk to preserve its use for pedestrians and eliminate as location for motor vehicle parking.</i></p>				

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
	School grounds	<p>sidewalk to park against the existing fence, either partially or fully obstructing the sidewalk.</p> <p>The existing sidewalk ends at the driveway into the parking lot north of the school.</p> <p>Note: The City of Conyers Public Works and Transportation Department reports that there is a drainage inlet at the corner of Pine and Milstead that could allow for curb and gutter on this short stretch of sidewalk.</p>	Relocate existing sidewalk and 2 ft buffer to the north (along the fence line), turning at a 90 degree angle to front the school parking lot. Explore possibility of installing curb and gutter.			X	
			Install a curb extension where the sidewalk ends at the school parking lot to shorten the crossing distance across the school parking lot entrance (see also recommendation C) and to provide additional space for students to gather while waiting to cross to the sidewalk on the school grounds.			X	
			Install reflective flexible bollards, and/or parking signs to prevent motorists from entering sidewalk.			X	
C	Entrance to school parking lot (north of the school)	<p>Students walking to school along the sidewalk from Milstead Avenue cross this driveway entrance to access sidewalk on school grounds. The current driveway width is relatively wide (60 feet) and increases pedestrian exposure to motor vehicles.</p> <p>A newspaper dumpster at the eastern</p>	<p>Recommendation Summary</p> <p><i>Narrow the driveway entrance to 20 ft to reduce pedestrian exposure to motor vehicles.</i></p>				
			Relocate dumpster to eastern end of school parking lot.		X		
			Install a curb extension to shorten the pedestrian crossing distance to 20 ft (see also recommendation B).		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
		end of the sidewalk, obstructs access to the crossing and pedestrian visibility to motorists.	Install a high visibility crosswalk across school parking lot entrance, aligned with the curb extensions.		X		
			Install school crosswalk assembly signs at marked crosswalk.		X		
D	School Driveway (in front of school)	<p>The school driveway is bordered on the west by a parking lot (no separation). The driveway is relatively wide, ranging from 35 to 38 feet.</p> <p>This school driveway currently serves as the bus unloading and loading zone, but SRTS team members report possible re-organization of arrival and dismissal processes in the next school year that would relocate family vehicle drop off and pick up to this location.</p> <p>The existing sidewalk is not buffered from the driveway and is in need of repair.</p> <p>Motorists were observed dropping off students in the school driveway, often pulling onto sidewalk.</p>	Recommendation Summary <i>Improve predictability of traffic flow and separation of pedestrians and motor vehicles.</i>				
			Install an island at the northern corner of the driveway entrance to tighten turning radius into school driveway and to separate driveway entrance from parking spaces.		X		
			Install "one way" signs at entrance to school parking lot and pavement markings at appropriate locations in the parking lot/driveway to indicate travel lanes.		X		
			Apply 3 ft buffer of rumble strip or tactile pavement marking at the edge of the asphalt to alert drivers of driveway edge/sidewalk start.		X		
			Widen on-campus sidewalk to 5ft.		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
		While the driveway is intended to be one-way, and contains "Do Not Enter" signs at the exit, motorists were observed traveling the wrong way into the northern parking lot from the driveway exit.	Extend existing planter at southern corner of the school driveway exit to reduce driveway width and tighten left turn radius (re-install Do Not Enter signs).		X		
E	School driveway exit (driveway located SW of school building)	Currently this driveway is used for private vehicle drop off. SRTS team members report possible re-organization of arrival and dismissal processes in the next school year that would relocate school bus drop off to this location. Students walking or bicycling from Pine Street Elementary to neighborhoods south of the school cross this school driveway exit. No pedestrian infrastructure exists to indicate to motorists that this is a pedestrian crossing.	Recommendation Summary <i>Improve pedestrian facilities to alert motorists of pedestrian crossing.</i>				
			Install curb extension at southwest corner of the intersection.				
			Install high visibility crosswalk across school driveway exit, aligned with curb extension.		X		
			Install curb ramps at marked crosswalk.		X		
			Install school crosswalk assembly signs.		X		
F	Areas within school zone	The school is located along a road that connects to a main thoroughfare, and is adjacent to government buildings and parking lots. Motorists may not be fully aware that they are traveling through a school zone.	Recommendation Summary <i>Install additional signage to enhance visibility of school zone.</i>				
			Install additional school zone signage to alert motorists to the school zone.		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
G	Areas within school zone	While there is pedestrian infrastructure in the immediate area of the school, several sidewalks are in need of maintenance such as trimming overgrown shrubs and lawns, and repairing cracked sidewalks.	Recommendation Summary <i>Provide spot maintenance to keep sidewalks in good repair.</i>				
			Evaluate and provide spot maintenance on sidewalks in need of repair.		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>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>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

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<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>	Education, Encouragement	<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
<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. 	

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<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>	<p>Encouragement</p>	<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

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

Georgia-based Organizations Working to Support Safe Routes to School

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

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

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

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

PEDS (<http://peds.org/>)

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

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

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

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

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

Georgia Regional Commissions

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

- [Central Savannah River Area Regional Commission](http://www.csrarc.ga.gov/) (<http://www.csrarc.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.hogarc.org/) (<http://www.hogarc.org/>)
- [Middle Georgia RC](http://www.middlegeorgiarc.org/) (<http://www.middlegeorgiarc.org/>)
- [Northeast Georgia RC](http://www.negrhc.org/) (<http://www.negrhc.org/>)
- [Northwest Georgia RC](http://www.nwgrhc.org/) (<http://www.nwgrhc.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/>)

